

The District of Kent

Official Community Plan

2025 DRAFT



We acknowledge that the land now known as The District of Kent, Agassiz, Harrison Mills, and surrounding communities is situated within the traditional, ancestral, and unceded territory of the Stó:lō people (S'ólh Téméxw).

We recognize that within this larger Stó:lō territory, many First Nations have their own specific relationships to this land, including Sq'éwqel (Seabird Island Band), Shxw'ówhámel First Nation, Sts'ailes, Cheam First Nation, Sq'éwá:lxw First Nation, Sq'éwlets First Nation, and others.



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Schedule B-6: Land Use Plan: Cemetery Road
Schedule B-7: Land Use Plan: Harrison Mills
Schedule B-8: Land Use Plan: Mount Woodside
Schedule C: Development Permit Areas
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Schedule C-2: Marine Commercial Development Permit Area
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Schedule C-4: Cemetery Road Development Permit Area
Schedule D: Mount Woodside Neighbourhood Plan
Schedule E: Agricultural Area Plan

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Overview

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1.1 Purpose of an Official Community Plan

In 2025, The District of Kent (The District) initiated a targeted review and update of its 2014 Official Community Plan (OCP), focusing on housing and policy modernization. The District retained Urban Systems Ltd. to work in partnership with The District and residents to develop the updated OCP. This document 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.

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 guideline for all policies, regulations, and decisions affecting local land use and development.





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 [Map 1](#) and [Map 2](#)). The Village of Harrison Hot Springs, a separate municipality, is carved out of The District's municipal limits, at the south end of Harrison Lake.




The District is connected to several Indigenous communities, including those within the Stó:lō Nation Tribal Council—Sq'ewqel (Seabird Island Band), Cheam First Nation, and Sq'ewlets (Scowlitz) First Nation—along with Sts'ailes and Yale First Nation. There are six First Nation reserves located in the area surrounding The District, including Lukseetsissum, Wahleach Island, Seabird Island, Tseatah, Scowlitz, and Sts'ailes.

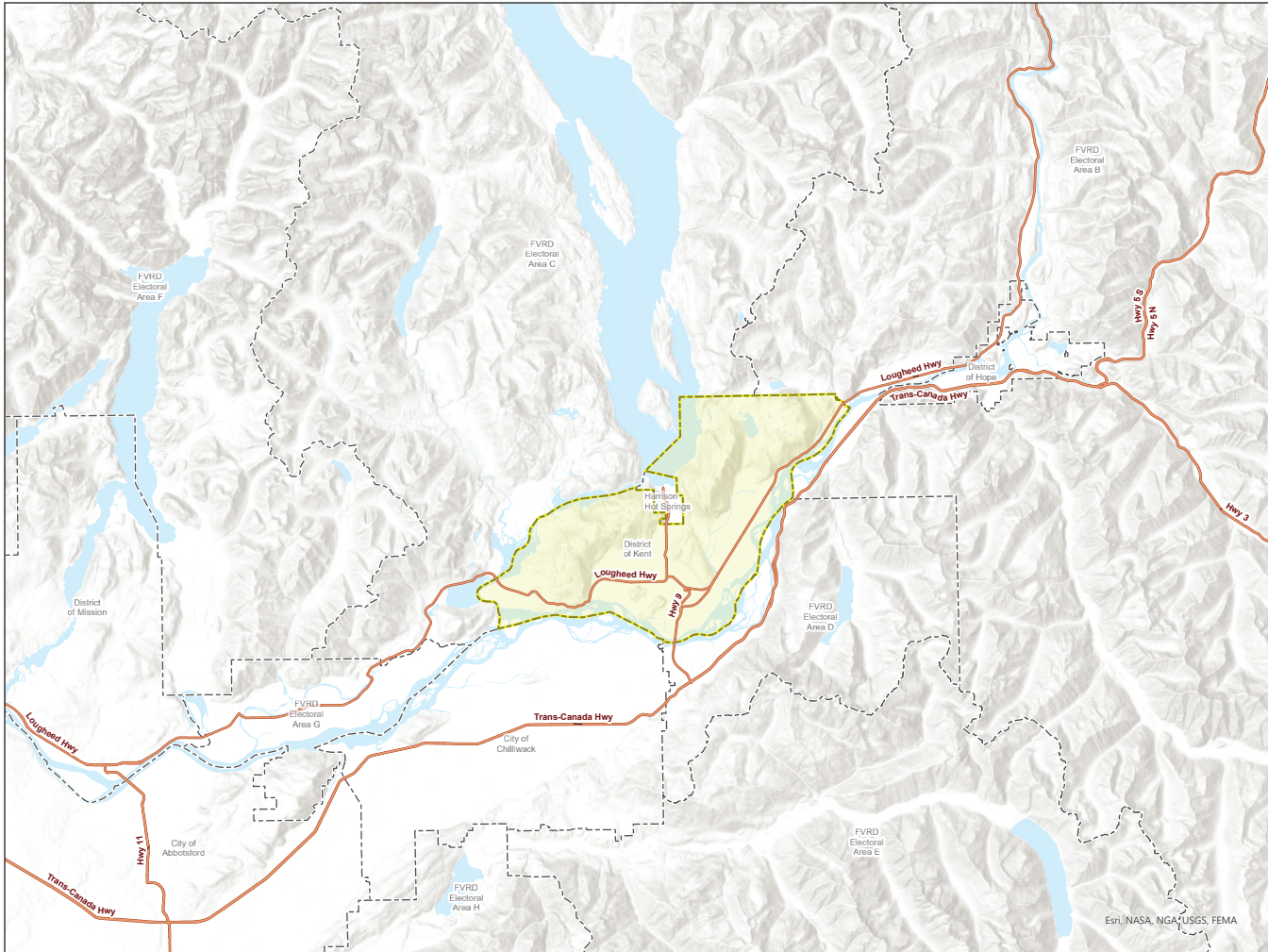
The District is a large municipality, some 19,400 hectares (47,900 acres), consisting of Fraser River Floodplain and various uplands and mountains. The majority of the floodplain is devoted to agricultural uses, except for the Agassiz townsite, which serves as The District's residential, commercial, industrial, and institutional hub. Other significant uses within the floodplain area include two federal correctional facilities (Kent Institution and Mountain Institution), Agriculture and Agri-Food Canada's Agassiz Research and Development Centre, and the University of British Columbia's Dairy Education and Research Centre. Smaller-scale industries, such as Rimex, also contribute to local employment and The District's industrial land base.

Over the past several decades, new residential development has occurred primarily within the Agassiz townsite, consisting predominantly of single-family and townhouse dwellings, along with some infill within established neighbourhoods. The OCP and Regional Growth Strategy (RGS) has helped guide Council to maintain Agassiz as a compact community by directing most growth within the existing townsite. Substantial development has also occurred in the Mount Woodside area, featuring a mix of single-family, semi-detached, and townhouse housing.



DISTRICT OF KENT
OFFICIAL COMMUNITY PLAN
REGIONAL CONTEXT

- LEGEND**
-  Major Highways
 - Municipal / Electoral Boundaries**
 -  The District of Kent
 -  Other Boundaries



Map 1. Regional Context

DISTRICT OF KENT
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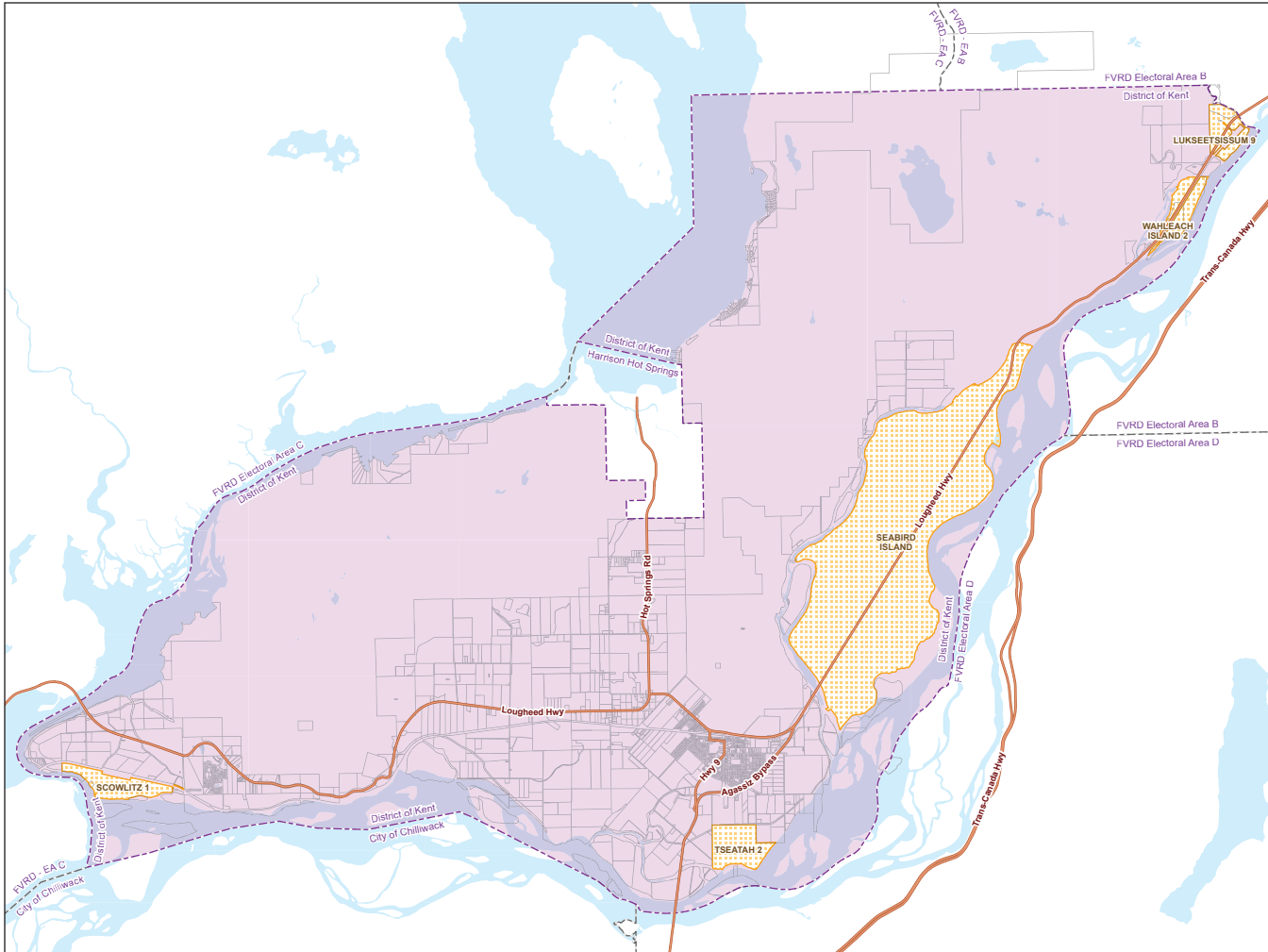
Esri, NASA, NGA, USGS, FEMA

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Map 1



DISTRICT OF KENT
OFFICIAL COMMUNITY PLAN
LOCATION MAP

- LEGEND**
-  Major Highways
 -  Lot Lines
 - Jurisdiction**
 -  District of Kent
 -  Other Municipalities
 -  First Nations Reserves



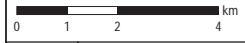
Map 2. Location

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DATE: 2025-12-02

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DRAWING NO. **Map 2**



1.3 Planning Process

In 2023, the Province passed new legislation (Bill 44), that aims to build more homes, faster. This has prompted the need to update the housing sections of The District of Kent's OCP to align with new provincial direction. The OCP update process was designed to create an OCP that reflects community desires and meets the new provincial housing requirements.

This section outlines the requirements of the housing-focused update and outlines the community engagement process. In addition to the housing-specific targeted policies, this update also took into account the need to modernize language to reflect new policy documents and changing realities within The District. It aims to capture long-term goals for the ALR and provide a general servicing direction to support new housing.

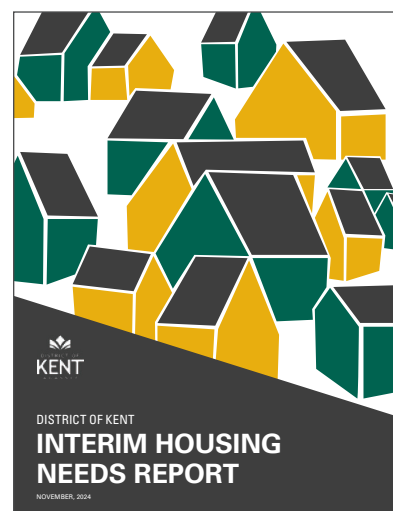
BILL 44

Bill 44 introduced a need to update local plans to permit Small-Scale, Multi-Unit Housing (SSMUH) in areas previously zoned for single detached or duplex dwellings. For The District of Kent, this means confirming locations for residential growth, modernizing land use designations, and integrating housing policies that reflect The District's Housing Needs Report (HNR). This update aimed to:

- › Update the 2014 OCP to reflect new Bill 44 housing requirements
- › Confirm where future residential growth should be located based on the HNR
- › Address housing needs by tailoring policies to consider type, tenure, and income level
- › Update land use designations to capture SSMUH-driven growth

HOUSING NEEDS REPORT

The District of Kent's Interim HNR identifies a significant demand for new housing. Between 2021 and 2026, The District requires an estimated 495 new housing units, representing a 21.1% increase over the current 2,351 occupied dwellings. The primary drivers of this five-year demand are anticipated population growth (67%), additional local demand (18%), and suppressed household formation (7%). Looking ahead to 2041, 1,695 units are required, marking a 72.1% increase in the local housing stock. Over this twenty-year horizon, anticipated growth (64%) remains the largest contributor, followed by additional local demand (20%), and suppressed household formation (8%).





2013 OCP KEY ISSUES

The primary pieces of feedback heard from the community in 2013 were focused on:

- › Increased commercial businesses and job opportunities
- › Retention of small-town farming community identity, including protecting farmlands and local food networks
- › A desire for increased services and amenities, especially for families and seniors
- › More active transportation and transit access

The 2013 OCP also identified preferred sites for specific use classes:




 Industrial Uses	 Commercial Uses	 Residential Development
West Cameron/ McCallum/Highway 7 Tranmer and Johnson Roads	Downtown Agassiz Teacup Corner	Intersection of Fooks and Key Road Teacup Corner Mt. Woodside

Figure 1. Sites for Specific Use Classes

OCP UPDATE COMMUNICATIONS & ENGAGEMENT APPROACH

The 2025 OCP Update aims to:

- › Inform community members and key audiences, and ensure participants have a base level of understanding to provide informed and meaningful input
- › Clearly communicate to the community about what the OCP Update will include and achieve
- › Strengthen relationships with the First Nations through transparent communications and decision-making processes
- › Create an open, honest, and transparent process by publicly reporting what has been expressed through community engagement
- › Provide information to Council to make informed decisions based on community engagement, technical data, and professional expertise

Community Survey

The District of Kent hosted an online community survey through The District's website, which received a total of 82 responses. The survey was open from October 3 to October 31, 2025, and was divided into four sections. Respondents were asked what they value most about the community, as well as their perspectives on SSMUH, and growth and development more broadly.



Interest Group Meetings

Two meetings were held with key interest groups from the community on September 28, 2025. There was representation from local strata councils, the farming community, and community services. Participants emphasized the following points throughout the discussion:

- ✓ People value the small-town feel and strong farming identity
- ✓ Protecting the ALR and supporting local farmers is a priority
- ✓ Continued investment in core infrastructure and emergency access is needed
- ✓ Supporting local small businesses remains important
- ✓ Growth should focus on smart infill and efficient land use
- ✓ Housing needs include affordable, accessible options for seniors and designs that fit community character

Community Open House

The District of Kent hosted a community open house at the Community Recreation & Cultural Centre on September 28, 2025. Approximately 35 community members attended to learn more about the OCP Update and share their perspectives on housing in the community. The event featured a series of informative and interactive display panels that guided attendees through the project details, the new Small-scale Multi-unit Housing legislation, and the resulting change to The District's Zoning Bylaw.

Discussions at the open house focused on housing and the downtown area, with participants noting the importance of protecting the ALR and encouraging increased density in the right forms and appropriate areas.

More details about the community survey, interest group meetings, and community open house can be found in the What We Heard Report (WWHR).



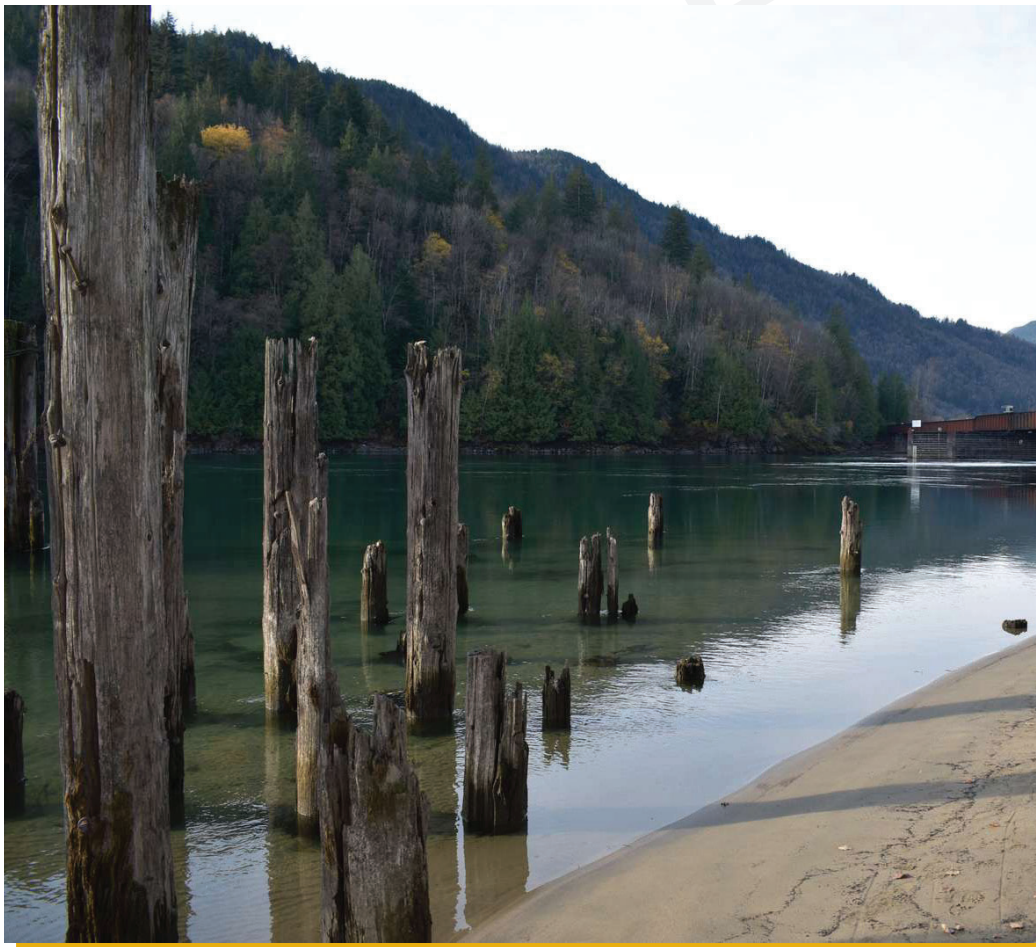


1.4 Regional Context

The District of Kent is a member of the Fraser Valley Regional District (FVRD)—a local government authority comprised of six member municipalities and eight unincorporated electoral areas with over 325,000 residents. These municipalities comprise a diverse ecosystem that varies greatly in size and character, ranging from large cities to quiet, rural communities.

The FVRD completed a Regional Growth Strategy in 2022, entitled Fraser Valley Future 2050. As a member of the FVRD, it is recognized that The District'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 FVRD 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.





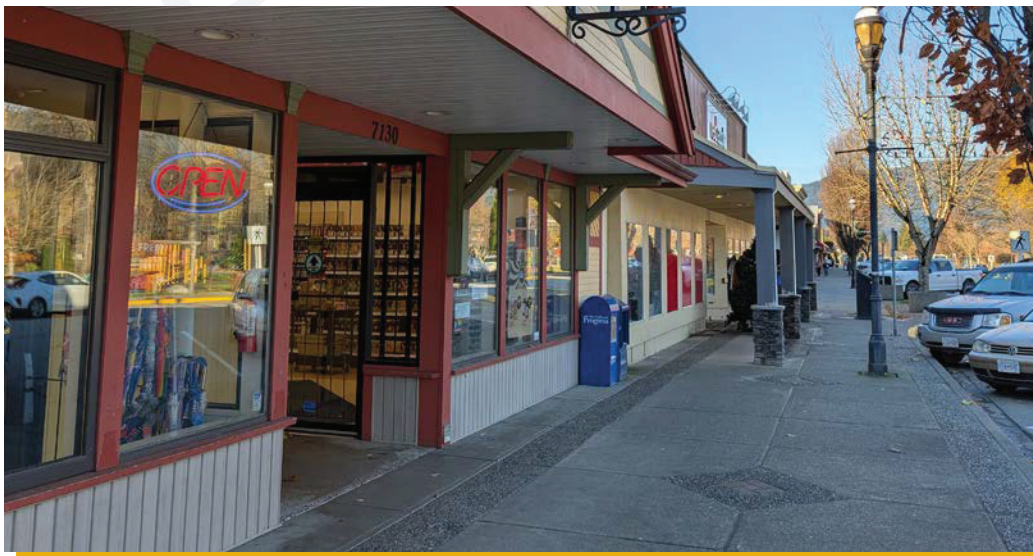
1.5 Economic Development

A strong and resilient local economy is vital to The District of Kent's long-term sustainability. 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's economy continues to be anchored by agriculture, government institutions, and a growing mix of construction, manufacturing, service, and tourism-related employment. Major employers located in The District, including Kent Institution, Mountain Institution, the Agriculture and Agri-Food Canada—Agassiz Research and Development Centre, and the UBC Dairy Education and Research Centre, provide stable year-round employment and help support a diversified economic base.

The Crown owns a significant portion of land within The District, much of it located in hillside areas along the perimeter of the developed lowland and agricultural areas. With limited land available outside the ALR and increasing interest in hillside areas for future growth, The District will continue to explore opportunities with the Provincial and Federal governments to enable appropriate use of Crown lands within District boundaries, such as co-ops and other forms of housing, where compatible with infrastructure support, community objectives, environmental conditions, and servicing capacity.

District policies focus on supporting The District's core industries, protecting the agricultural land base, and building on existing industrial strengths. At the same time, The District will continue to encourage economic diversification, including opportunities in agri-tech, value-added agriculture, remote work, and home-based businesses, to broaden the local economy and create employment options for a wide range of residents.





Supporting more diverse employment opportunities helps attract and retain families and professionals who wish to live and work in the community. The District's proximity to Harrison Hot Springs also presents opportunities to strengthen and expand tourism-related services that complement local agricultural and natural amenities.

The District also faces several economic challenges that require ongoing attention. A key issue identified through community engagement is the limited size and diversity of the local retail sector compared to nearby municipalities. While the Agassiz commercial core provides valuable services, it continues to face strong competition from larger commercial areas in Chilliwack.

This OCP includes policies to support the expansion and revitalization of The District's commercial sector, helping to create a more complete community. Strengthening local retail and service options will help retain spending, support local businesses, and generate employment opportunities within The District.



Economic Development Policies:

- Policy 1.5.1** Work with Provincial and Federal governments to explore opportunities for the appropriate use or tenure of Crown lands within The District, supporting growth, recreation, and economic development where compatible with environmental conditions and servicing capacity.
- Policy 1.5.2** Support home-based businesses and remote work opportunities as a way to expand small-business and employment options, provided they remain compatible with neighbourhood character and do not negatively impact agricultural operations when located within the ALR.
- Policy 1.5.3** Support the growth of agriculture, agri-tech, and value-added agri-food industries as key drivers of the local economy, while ensuring these activities remain compatible with the ALR and surrounding rural uses.
- Policy 1.5.4** Encourage the revitalization, intensification, and diversification of commercial uses in the Agassiz town centre to strengthen its role as The District's core service and retail area.
- Policy 1.5.5** Support industrial and employment uses in designated industrial areas that provide local jobs and can be serviced efficiently, while minimizing environmental and land use conflicts.
- Policy 1.5.6** Promote tourism and recreation-oriented businesses, especially those that complement nearby destinations such as Harrison Hot Springs and showcase The District's agricultural, cultural, and natural assets.
- Policy 1.5.7** Collaborate with regional partners, senior governments, and local organizations to attract investment, support business retention and expansion, and improve economic opportunities across The District.

2

Vision & Guiding Principles

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2.1 Vision

Residents of The District 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 2013 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 a safe, vibrant, and welcoming community that supports housing choice, protects agricultural lands, strengthens the natural environment, and promotes a resilient and diverse local economy. It aims to concentrate new growth in strategic and limited locations to help preserve valuable farmland, enhance the municipal tax base, and support improved services and amenities for residents of all ages.

2.2 Guiding Principles

The guiding principles established in the 2001 OCP continue to reflect the community’s interests and remain relevant today. They are carried forward in this Plan and illustrated in **Figure 2**.

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 The District’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, including affordable housing, 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 & Facilities	Promote park, recreational, and community opportunities for residents and visitors.
9. Health & Social Well-Being	Maintain and enhance the quality of life, health and well-being for all District of Kent residents regardless of ages, stages and abilities.

Figure 2. OCP Guiding Principles

3

Population, Demographics & Growth

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3.1 Overview

According to the 2021 Census, The District of Kent has a population of approximately 6,300 residents, representing growth of 3.8% from the 2016 population of 6,067 residents. Over that period, the provincial growth rate was 7.6%.

The District’s closest neighbours, Chilliwack and Harrison Hot Springs, have experienced strong demand for growth and put development pressure on The District. The District also faces significant land constraints due to topography and ALR boundaries.

Located on the fertile floodplain of the Fraser River, The District is defined by its natural boundaries—Harrison Lake and Green Mountain to the north, Harrison River to the west, the Fraser River to 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.

The District has the highest agricultural usage per capita in the Fraser Valley.

3.2 Population Projections

Between 2021 and 2041, according to BC Stats, The District of Kent’s population is projected to increase from 6,544 to 7,857 residents, representing total growth of 1,313 people or approximately 20% over the 20-year period. This equates to an average annual population growth rate of 0.9%, or roughly 66 residents per year.

Figure 3 shows the projected increase in population from 2021 to 2041.

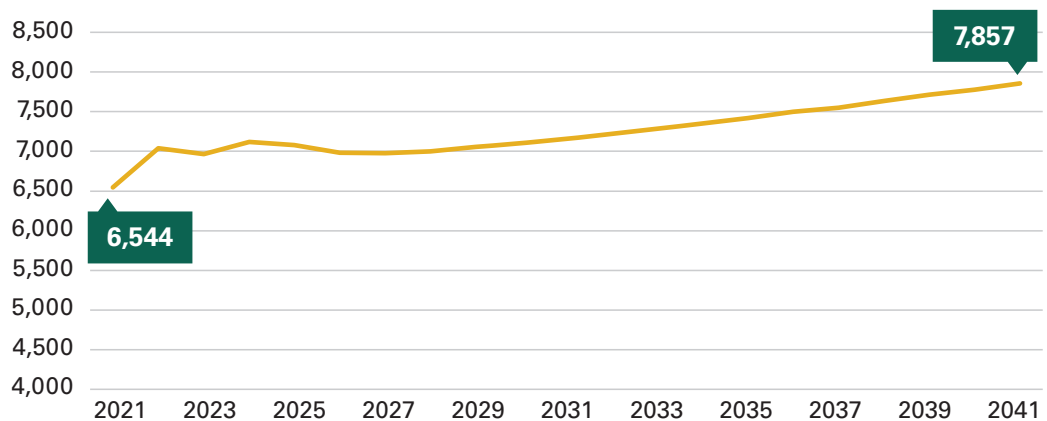


Figure 3. Population Projections 2021–2041



3.3 Population Shift

The District of Kent 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 therefore important to consider how this shift will impact The District and what the appropriate policy response may be.





To support planning for an aging population, The District prepared The District of Kent: Priorities for an Age-friendly Community report in 2013. The report identified strategies to make the built environment and community services more accessible and inclusive for older adults. Many of the principles of an age-friendly community, such as walkability, accessibility, social inclusion, and access to services, benefit residents of all age groups.

Key priorities identified in the Age-Friendly Community 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
4. Fostering the participation of older adults in the community

As the population ages, providing a range of housing options that support aging in place—such as ground-oriented units, accessible homes, and small-scale multi-unit housing—will become increasingly important.



4

Land Use Policies

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4.1 Overview of Land Use Designations

The Official Community Plan includes 16 land use designations as shown on Schedule B, “Land Use Plan”. These designations guide how land is used and developed throughout The District of Kent, ensuring growth occurs in a coordinated, responsible, and sustainable manner.

The Mount Woodside Neighbourhood Plan forms an integral part of this OCP and is included as Appendix D. Updated land use designations for the Mount Woodside area are shown on Schedule B-8. These updated designations are intended to align with the Mount Woodside Land Use Plan. Any proposed changes or departures from the Mount Woodside Land Use Plan are within the relevant policy sections of this OCP.

4.2 Agricultural Land Use

The District of Kent has a strong agricultural heritage and has some of the most fertile lands in the province. Approximately 50% of the total District land area—excluding forest reserves, Crown land, and roads and highways—is located within the ALR. [Map 3](#) identifies ALR lands in The District.

Field crops make up the majority of farmed land and include nursery trees, corn for silage, various grass crops, and other tame hay and fodder crops. Fruits, berries and nuts are also significant crops in The District.

The District is home to two major agricultural research institutions including the Pacific Agri-Food Research Centre (established 1888) and the UBC Dairy Research and Education Centre (established 1995). These centres undertake nationally significant research supporting agricultural priorities in the areas of horticulture and field crop production.





In 2010, The District adopted an Agricultural Area Plan (AAP), which establishes the following eight guiding principles, several of which directly support the OCP:

1. Be an integral part of the overall planning objectives in The District's OCP
2. Ensure that land in the ALR is primarily used for a vibrant and profitable agricultural industry
3. Maintain the stability and integrity of the ALR boundary
4. Provide for agriculture's access to land and water resources
5. Support agriculture on large and small acreages and address urban-edge issues
6. Promote public awareness and understanding of the importance of agriculture in The District
7. Support effective communication with all farmers and residents in the development and implementation of AAP strategies
8. Align with Regional District, Provincial and Federal government planning and development strategies and initiatives

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

Agricultural Policies:

- Policy 4.2.1** Lands designated as Agriculture on Schedule B are intended to be used for agricultural production purposes.
- Policy 4.2.2** 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.
- Policy 4.2.3** Support the strategic directions contained within the Agricultural Area Plan including initiatives that encourage industry profitability, agri-tourism, cannabis production, agricultural capacity and the fostering of partnerships and collaboration.
- Policy 4.2.4** Support the retention of large agricultural parcels and the consolidation of smaller parcels to reinforce economic viability. Boundary adjustments that improve agricultural efficiency may also be supported.
- Policy 4.2.5** 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 compliant with minimum lot size requirements for the remainder parcel under the Zoning Bylaw.



Policy 4.2.6 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
- b. Supporting local food production, sale and distribution

Policy 4.2.7 Development on the Teacup property (Agassiz–Rosedale Highway, Highway 9, McDonald Road) for non-agricultural uses, identified as Residential—Future, may be permitted subject to:

- a. Approval of a comprehensive neighbourhood plan
- b. Approval by the Agricultural Land Commission, as required

Policy 4.2.8 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 intensive uses in the area.

Policy 4.2.9 Additional planning will be required to support any expansion or development of rural residential nodes.

Policy 4.2.10 Maintain the agricultural designation at the north end of McCaffrey Road.




Policy 4.2.11 While The District supports continued operation of the Pacific Agri-Food and UBC Research Centre lands, should the government discontinue any of these operations, The District will explore potential opportunities for urban uses and economic development.

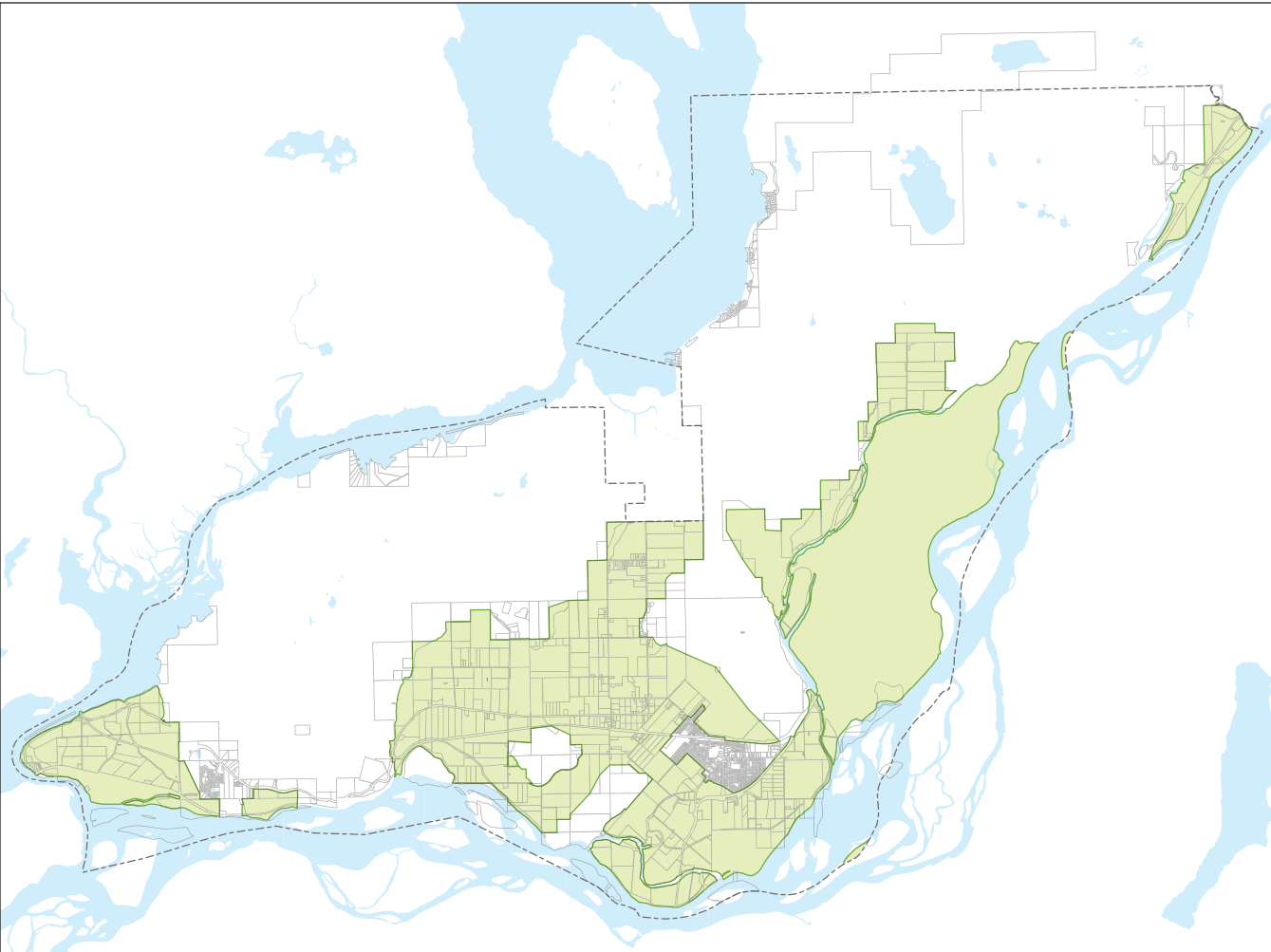
Policy 4.2.12 Additional dwellings may be permitted in the ALR consistent with the residential uses allowed under the Agricultural Land Commission Regulation. Proposals for dwellings beyond these permissions must demonstrate a bona fide agricultural need and that the dwelling is required to accommodate farm workers.

Policy 4.2.13 Development of the Fooks Road and Key Road properties for non-agricultural uses, as identified as Residential-Future, may be permitted subject to:

- a. Approval of a comprehensive neighbourhood plan
- b. Approval by the Agricultural Land Commission, as required

DISTRICT OF KENT
 OFFICIAL COMMUNITY PLAN
 AGRICULTURAL LAND RESERVE

- LEGEND**
-  Lot Lines
 -  District Boundary
 -  Agricultural Land Reserve



Map 3. Agricultural Land Reserve

DISTRICT OF KENT
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	DRAWING NO.
	Map 3



4.3 Residential Land Use

The OCP establishes a comprehensive framework designed to address the diverse housing needs of residents within The District of Kent. Residential development is primarily concentrated in the Agassiz townsite, a community that has evolved in a compact pattern due to its proximity to the ALR. The presence of the ALR has imposed clear boundaries, and Council has followed that direction for years.

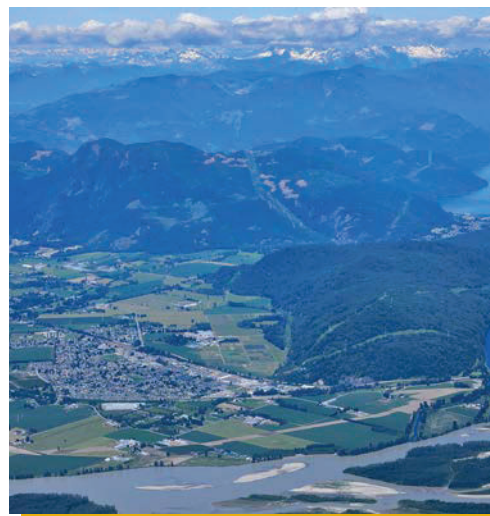
Housing options within Agassiz are varied, encompassing single-detached homes and multi-unit buildings. In addition to the Agassiz townsite, residential uses are permitted in Mount Woodside, select locations along Harrison Lake and the Harrison River, and in certain rural and agricultural areas throughout The District.

The District faces several unique housing challenges. A notable portion of the housing stock is comprised of older homes, which presents opportunities for infill development, site redevelopment, and a gradual increase in housing density over time. The District encourages the creation of SSMUH, including secondary suites and accessory dwelling units (ADUs), on many existing lots. This approach aligns with recent provincial legislation and updates to the Zoning Bylaw.

There is a very limited supply of vacant, serviced land available for new residential development. Within the Agassiz townsite, the few remaining vacant parcels typically require land assembly or redevelopment, making them less suitable for traditional single-detached housing forms. As a result, accommodating future population growth will rely on a combination of strategies: infill housing, redevelopment of underutilized properties, the introduction of additional housing types in the Town Centre, and carefully planned growth in the limited land that the community has for residential, commercial and smart growth in the downtown area.

Mount Woodside is nearing completion under its current development plan, with the final phase expected to yield 49 residential lots. Any further development in this area will require confirmation of long-term servicing capacity and the implementation of necessary infrastructure upgrades.

Outside of these planned growth areas, hillside development remains limited to ensure public safety, protect environmental features, and maintain efficient delivery of municipal services.



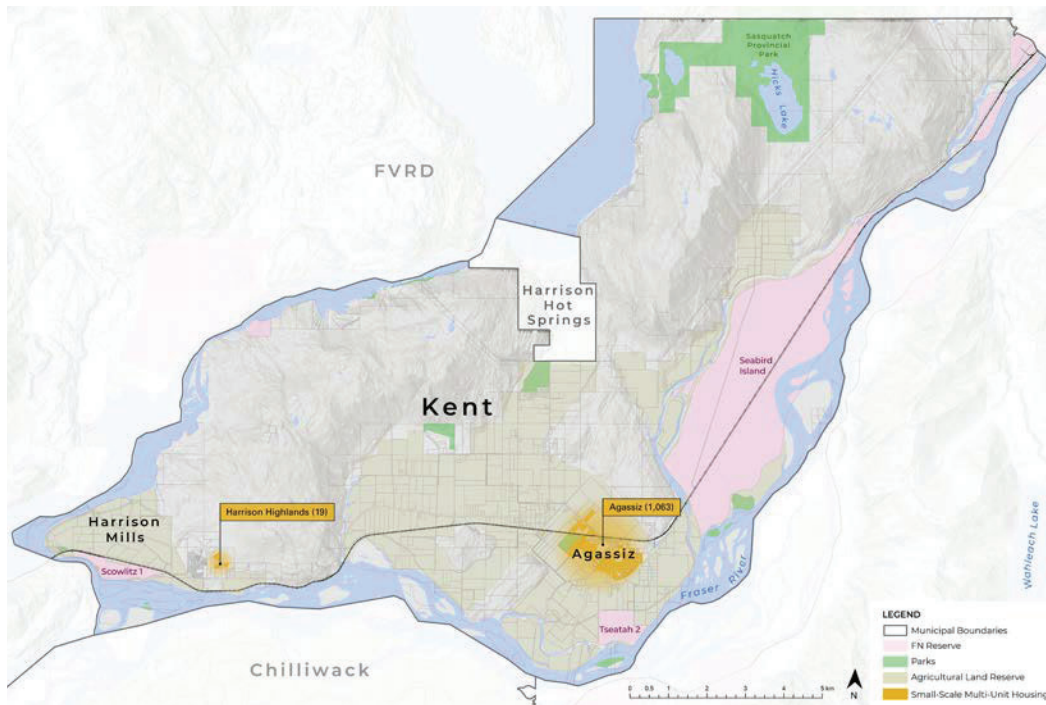


Figure 4. The District of Kent Overview

COMMUNITY HOUSING SNAPSHOT

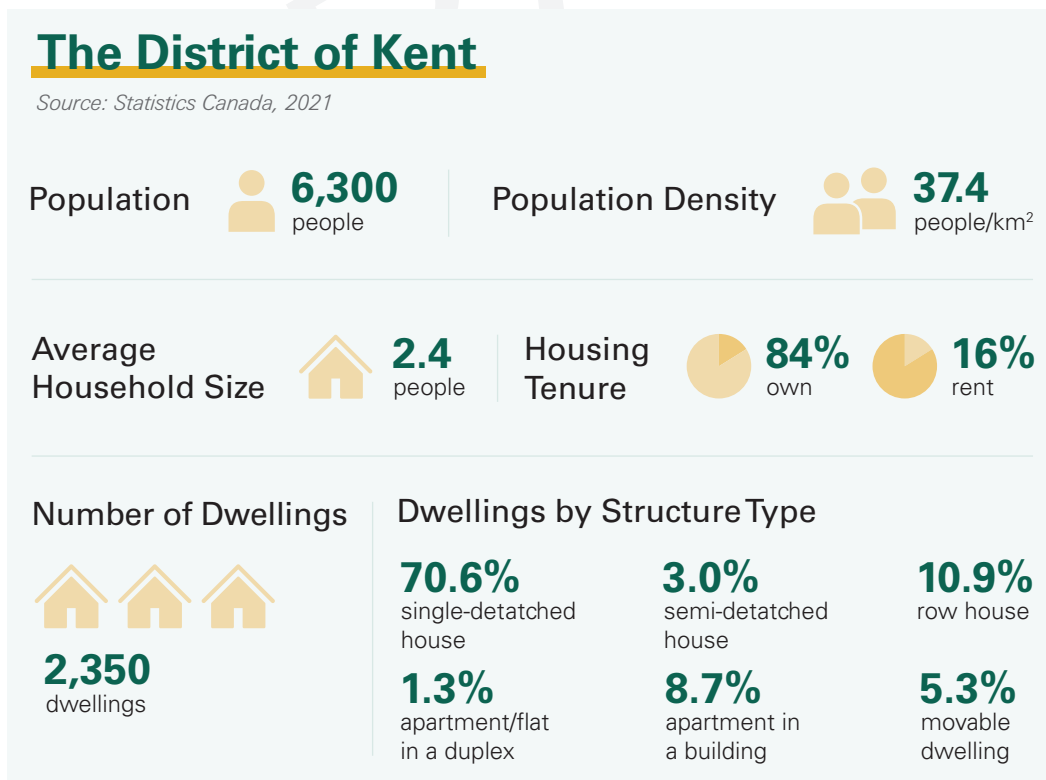


Figure 5. Community Housing Snapshot



HOUSING NEEDS REPORT

The Province recently introduced several housing initiatives to increase the supply of housing. *Homes for People* is an action plan to create more homes, faster. The goal is to create more housing options for all—from those looking for more affordable housing to those looking to upsize or downsize as their housing needs change. The new legislation requires OCPs to be informed by Housing Needs Reports. Municipalities must ensure their OCPs have capacity to meet their 20-year housing needs as identified in their HNRs. Capacity is reflected through residential land use designations and related housing policies.

This OCP must include residential land use designations and related housing policies to ensure we have the capacity to build 495 new homes by 2026 and 1,695 homes over the next 20 years. These numbers highlight the ongoing need to diversify the housing stock, create more housing choices, and accommodate growth within The District of Kent's limited land base.

This OCP Update will be part of an ongoing process. The Province now requires municipalities to update their HNRs every five (5) years, so we will be looking at our residential land use designations and housing policies more regularly. Community engagement will be an ongoing part of this planning process.

Actions taken by The District to reduce housing need include:

- ✓ Reduced the minimum lot size for residential properties from 550m² to 440m²
- ✓ Amended the Zoning Bylaw to permit secondary suites in single-family homes in all residential zones
- ✓ Reduced parking requirements for affordable housing by 20 percent
- ✓ Amended the Zoning Bylaw to implement SSMUH
- ✓ Amended the Zoning Bylaw to create the RM4–Affordable Housing Rental Zone to support long-term affordable rental housing
- ✓ Increased the permitted height of apartment buildings and allowed mixed-use buildings



COMMUNITY ENGAGEMENT

As part of the OCP Update, The District of Kent hosted two (2) interest group meetings and one community open house on September 28, 2025. These sessions provided opportunities for residents, local organizations, and community partners to share their perspectives on housing and growth. The goal of these events was to gather input to help shape the housing policies and priorities in the OCP Update. Along with these events, The District hosted an online survey for those who could not attend the in-person sessions. The survey was open from October 3 to October 31, 2025, and 82 responses were received. A What We Heard Report was published for transparency.

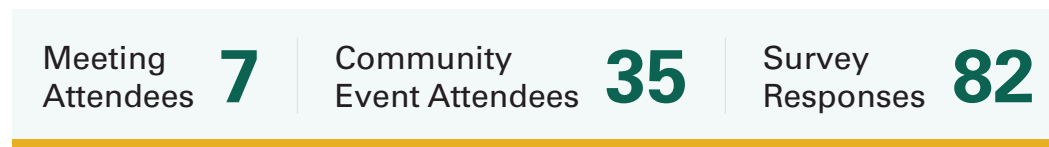


Figure 6. Community Engagement Snapshot

What We Heard



Figure 7. Common Themes from Community Engagement





SMALL-SCALE, MULTI-UNIT HOUSING (SSMUH)

SSMUH is one initiative the Province mandated to increase the supply of housing. SSMUH offers ground-oriented housing options that can provide attainable housing for middle-income families in forms that are compatible with established single-family neighbourhoods.

Potential SSMUH Development Can Look Like...

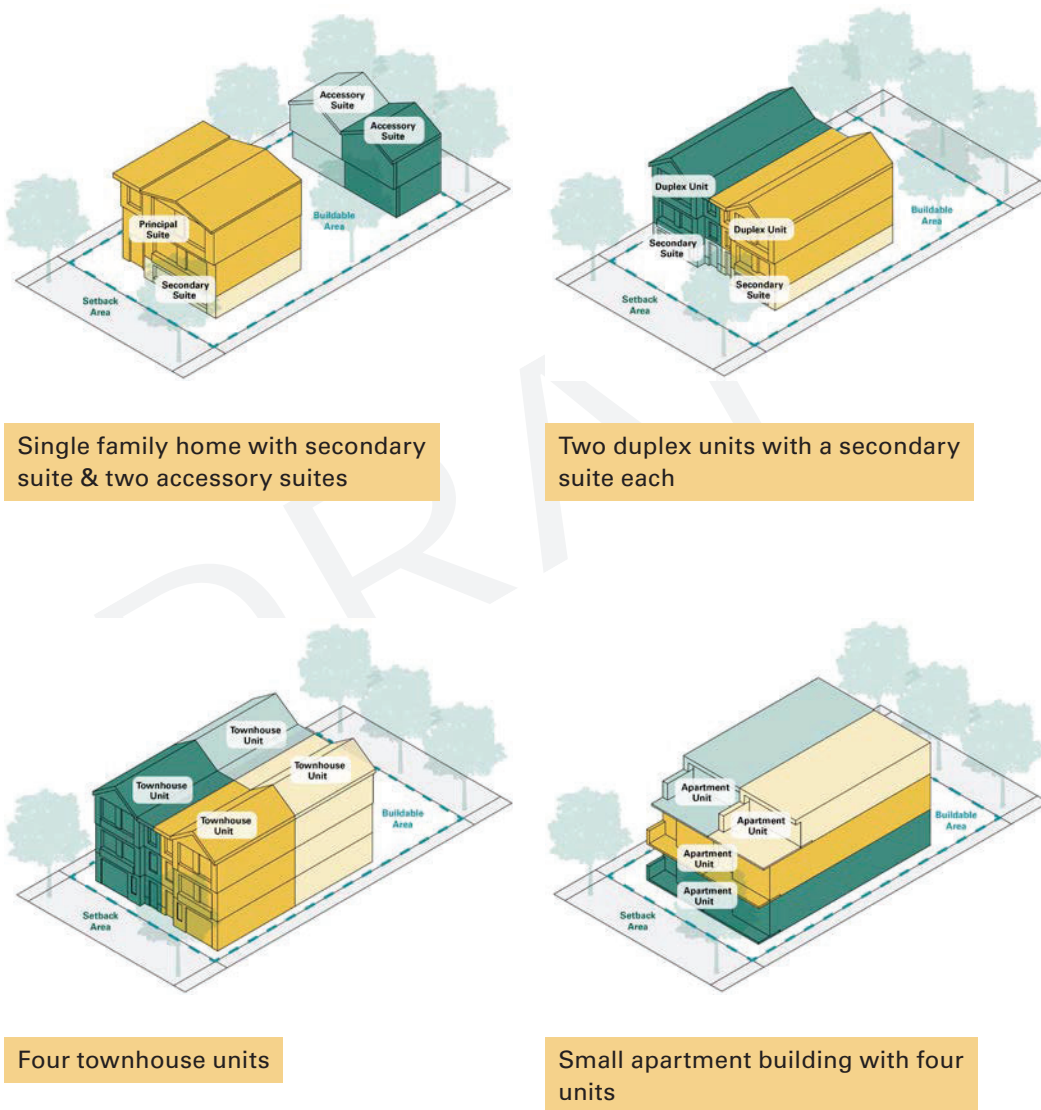


Figure 8. SSMUH Development Examples for The District of Kent



The Province required municipalities to update their Zoning Bylaws to allow SSMUH by June 30, 2024. Municipalities also had to update their OCPs by December 31, 2025.

On June 10, 2024, The District of Kent adopted Bylaw No. 1737 to create a new SSMUH (RS-1) Zone to replace The District's existing single-dwelling and two-dwelling residential zones. The following types of housing are permitted in the RS-1 Zone:

- › Single-dwelling
- › Two-dwelling
- › Secondary suites
- › Detached Accessory Dwelling Units (ADUs)
- › Townhouses
- › Apartments

This means you can now build up to four (4) dwelling units without redesignating or rezoning your property if you meet certain conditions. Four (4) dwelling units may only be developed on residential lots where municipal water and sanitary sewer service is available.

Upgrades to infrastructure are needed to support increased density.

While SSMUH forms are permitted by right, The District will guide their integration through zoning regulations, servicing requirements, subdivision standards, and applicable development processes.

The District continues to rely on individual wells in several residential areas due to limited access to water funding grants. Without municipal water service, increased residential density cannot be supported while meeting required health standards.

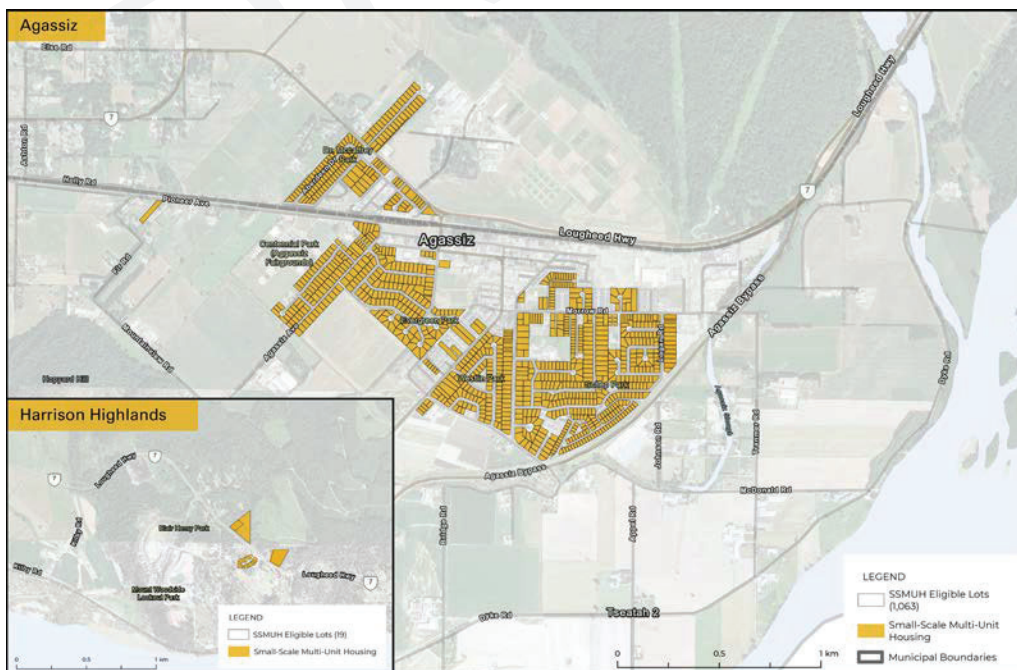


Figure 9. Small-Scale, Multi-Unit Housing in The District of Kent



HOUSING OBJECTIVES

The housing policies in this OCP will ensure we meet our long-term housing needs while protecting agricultural and environmentally sensitive lands through the efficient use of land. The housing policies reflect community values and priorities while emphasizing the following:

- › Thoughtful intensification of existing neighbourhoods through redevelopment
- › Gentle densities through infill development in the Agassiz townsite
- › Increased residential opportunities in the Town Centre
- › A wider range of housing options for all through SSMUH
- › Structured growth and comprehensive neighbourhood-based mixed-use planning for the Teacup properties and other residential growth areas due to The District's developable land base

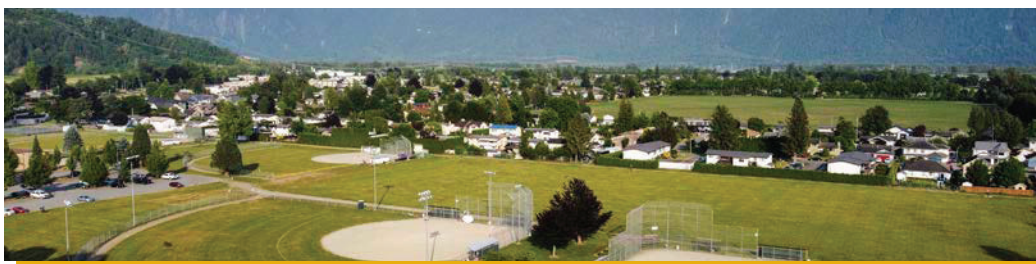
Meeting the District of Kent's long-term housing needs will require coordinated growth and development that aligns with servicing and infrastructure capacity and supports The District's climate action goals. Our small-town character can be maintained through gentle infill development and redevelopment of lots within the Agassiz townsite through an integrated planning and servicing approach.

General Residential Policies:

- Policy 4.3.1** Collaborate with federal, provincial, regional and local housing providers to identify partnership opportunities to increase the supply of housing units across the housing continuum.
- Policy 4.3.2** Promote a variety of housing forms and tenures in all residential areas to accommodate singles, families, seniors, multi-generational and extended families of all abilities, means and life stages.
- Policy 4.3.3** Encourage a range of rental and ownership tenures that support a variety of households, income levels, and life stages.
- Policy 4.3.4** Consult the most recent HNR when reviewing planning and development applications to ensure the community's housing needs are being met.
- Policy 4.3.5** Allow a range of housing options for seniors in all residential areas.
- Policy 4.3.6** Allow rental housing in all residential areas.
- Policy 4.3.7** Focus new residential development in areas that can be serviced by municipal water and sanitary sewer services to support efficient land use patterns and investments in municipal infrastructure.



- Policy 4.3.8** Prioritize infill and redevelopment of existing serviced residential areas before re-designating new areas.
- Policy 4.3.9** Encourage strategic land assembly, including District-led acquisition where appropriate, to facilitate infill, redevelopment, and diverse housing options within serviced residential areas.
- Policy 4.3.10** Ensure new residential development complements the built form and character of existing neighbourhoods.
- Policy 4.3.11** Encourage flexible housing designs that may be adapted to accommodate ageing in place or changes in life circumstances, e.g., multi-generational living or accessibility needs.
- Policy 4.3.12** Integrate universal design features and principles that make housing accessible for all ages and abilities.
- Policy 4.3.13** Encourage family-oriented housing types, including multi-bedroom units suitable for young families or multi-generational households.
- Policy 4.3.14** Encourage infill development and the long-term intensification of residential areas to limit the pressure on agricultural land or environmentally sensitive land.
- Policy 4.3.15** Limit new hillside development outside designated Neighbourhood Plan Areas.
- Policy 4.3.16** Ensure new hillside development is restricted to areas that are geotechnically sound, have servicing capacity, and can be accessed safely.
- Policy 4.3.17** Encourage energy-efficient and climate-resilient building and site design, including passive heating and cooling, solar orientation, appropriate shading, and low-impact or climate-resilient landscaping and materials.
- Policy 4.3.18** Ensure that new residential development respects environmental, geotechnical, and hazard constraints, including compliance with Development Permit Area (DPA) guidelines where applicable.





Small-Scale, Multi-Unit Housing Policies:

- Policy 4.3.19** Permit SSMUH in the Residential–Low Density land use designations where municipal water and sanitary sewer services are available.
- Policy 4.3.20** Position SSMUH as a key tool for addressing The District’s housing needs, recognizing it is one of many tools available to the municipality.
- Policy 4.3.21** Confirm SSMUH developments may be serviced by municipal water and sanitary sewer services and have adequate access and stormwater management through the subdivision and building permit review process.
- Policy 4.3.22** Ensure SSMUH developments follow The District’s Zoning Bylaw standards related to height, setbacks, massing, privacy, access, parking and site design to ensure new residential developments complement existing neighbourhoods.
- Policy 4.3.23** Create a set of voluntary and non-regulatory design guidelines and best practices to ensure SSMUH developments complement the built form and character of existing residential neighbourhoods.
- Policy 4.3.24** Ensure that SSMUH developments are integrated into existing neighbourhoods through zoning and development processes.
- Policy 4.3.25** Encourage SSMUH infill development near parks, schools, transit, and community amenities to increase walkability and support the formation of complete communities.



AFFORDABLE HOUSING

Housing affordability is a growing challenge within The District of Kent and across the FVRD. According to the 2021 Census, 7.8 percent of households in The District are living in core housing need, meaning that their housing is unaffordable, overcrowded, or requires major repairs. The District's HNR (2020) and Interim HNR (2024) show a shortage of rental housing, limited options for lower-income households, and persistent pressures from low vacancy rates. There is a critical need for more affordable housing in our community.

The Province's recent housing legislation, including the *Housing Supply Act* (Bill 43), places renewed emphasis on increasing the supply of affordable, rental, and below-market housing. The District will align its planning, zoning, and development processes with provincial goals and the needs identified in the HNR and IHNR.

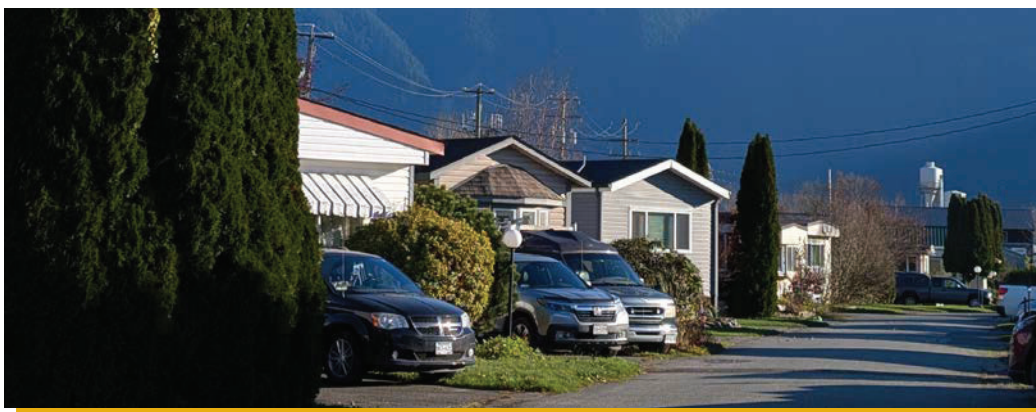
The District's existing affordable and rental housing supply includes apartments, townhouses, secondary suites, manufactured home parks, and multi-unit housing. Maintaining and expanding these housing forms is essential to supporting residents across a range of incomes, ages, and abilities.

Affordable Housing Policies:

- Policy 4.3.26** Encourage affordable housing projects across the housing spectrum.
- Policy 4.3.27** Permit below market, non-market and supportive housing in all residential areas.
- Policy 4.3.28** Engage equity denied groups to better understand their housing experiences and needs.
- Policy 4.3.29** Encourage the development of purpose-built rental housing, with a focus on increasing long-term rental supply and improving housing options for low- and moderate-income households.
- Policy 4.3.30** Encourage the retention and renewal of existing rental housing, including manufactured home parks and multi-unit rental buildings, and discourage the loss of rental units through redevelopment unless replacement rental housing is provided.
- Policy 4.3.31** Adopt a Tenant Protection Bylaw to ensure developers provide adequate support for rental tenants facing displacement due to redevelopment activities.
- Policy 4.3.32** Secure long-term non-market or below-market rental units through conditions, requirements, and housing agreements.



- Policy 4.3.33** Partner with senior levels of government, non-profit housing providers, and private sector developers to deliver affordable, supportive, and deeply affordable housing.
- Policy 4.3.34** Encourage SSMUH and other smaller, more attainable home ownership and rental options that support affordable housing through design and scale.
- Policy 4.3.35** Recognize secondary suites and ADUs as vital components of The District's supply of affordable housing.
- Policy 4.3.36** Encourage housing forms for seniors, including supportive housing, assisted living, and age-friendly residential environments near transit, services, parks, and other community amenities.
- Policy 4.3.37** Promote housing options that support vulnerable populations, including individuals experiencing or at risk of homelessness, through partnerships and appropriately zoned or supported sites.
- Policy 4.3.38** Support smaller lot sizes in serviced urban neighbourhoods to increase the supply of attainable market housing and to offer more housing options.
- Policy 4.3.39** Encourage the development of non-profit and co-operative housing models to increase long-term affordability and community stability.
- Policy 4.3.40** Encourage the development of attainable ownership housing in the Agassiz core, including multi-unit forms designed to offer more moderate entry price points than traditional single-detached homes.
- Policy 4.3.41** Consider incentives, where appropriate and financially feasible, such as density bonusing, parking reductions, or expedited processing of planning applications that deliver secured affordable or rental housing.





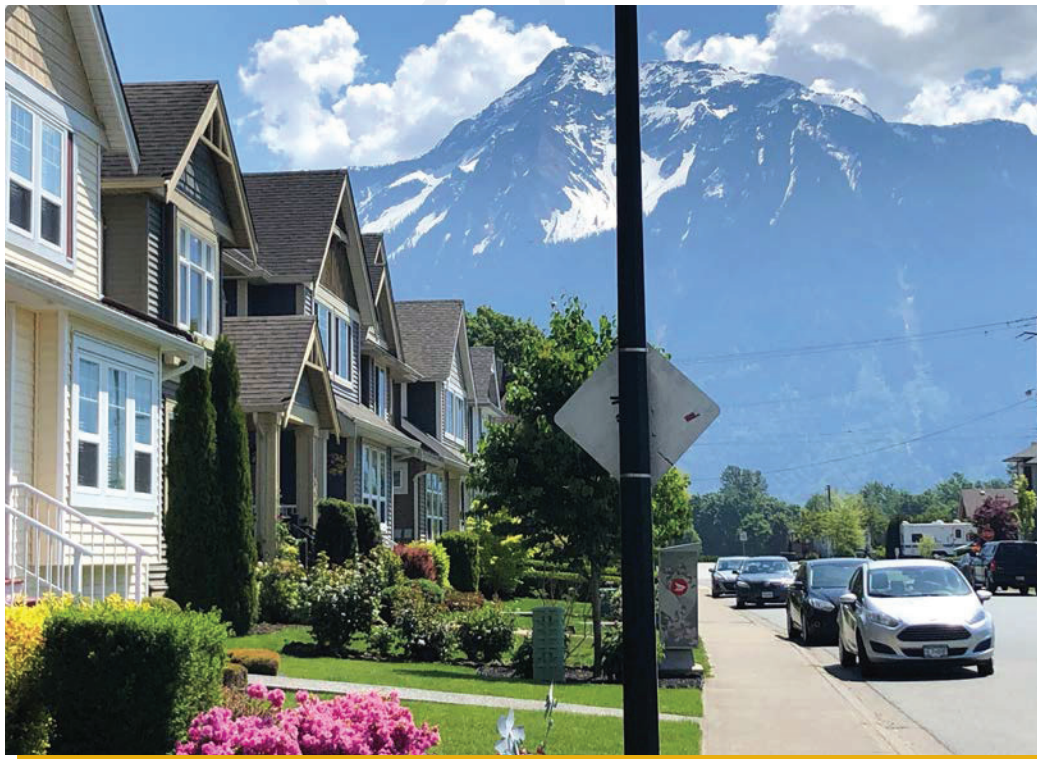
RESIDENTIAL LAND USE DESIGNATIONS

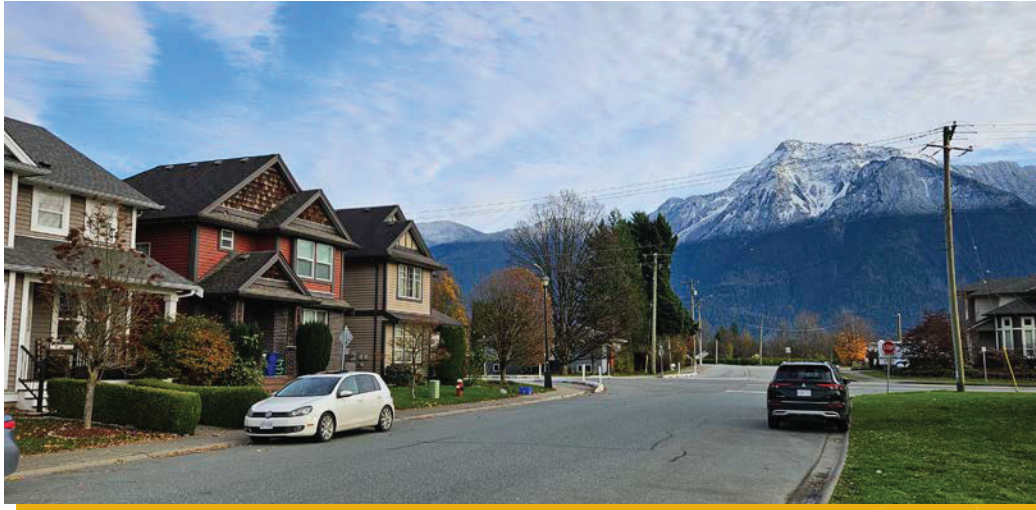
Residential–Low Density

The Residential–Low Density designation supports a range of ground-oriented housing forms in established neighbourhoods within the Agassiz townsite and portions of Mount Woodside. These areas have traditionally consisted of single-detached homes; however, recent provincial housing legislation now allows for SSMUH, enabling up to four (4) dwelling units on most fully serviced residential lots.

Low-density neighbourhoods will continue to evolve through gentle infill, redevelopment, and more diverse housing types, including duplexes, triplexes, fourplexes, secondary suites, and Accessory Dwelling Units (ADUs). These housing forms play an important role in meeting growing community needs, supporting affordability, and improving housing choice, while maintaining a neighbourhood scale compatible with surrounding development.

The limited supply of vacant land within the Agassiz townsite means that most new low-density housing will occur through redevelopment or infill. SSMUH, smaller lots, and compact building forms will support more efficient use of infrastructure while preserving the character and livability of residential areas.





Residential–Low Density Policies:

- Policy 4.3.42** Permit SSMUH (including secondary suites, ADUs, duplexes, triplexes, and fourplexes) on fully serviced lots within the Residential–Low Density designation, consistent with provincial legislation and zoning regulations.
- Policy 4.3.43** Focus new low-density residential development within the Agassiz townsite and designated areas of Mount Woodside where municipal water and sanitary sewer services are available.
- Policy 4.3.44** Require all new lots created in the Residential–Low Density land use designation to connect to municipal water and sanitary sewer services.
- Policy 4.3.45** Require new subdivisions within the Agassiz townsite to extend municipal water and sanitary sewer services to adjacent existing residential areas where possible and consistent with The District’s long-term servicing plans.
- Policy 4.3.46** Encourage the continued development of Mount Woodside as a compact, complete community with a mix of low density and medium density housing through neighbourhood planning and servicing capacity.
- Policy 4.3.47** Discourage new large-lot rural-style subdivisions within the Mount Woodside Neighbourhood Plan Area and other locations intended for compact residential development.
- Policy 4.3.48** Permit low-density homes within the Mixed-Use designation in Mount Woodside, provided they form part of a comprehensive neighbourhood plan and are supported by servicing capacity.



Residential–Medium Density

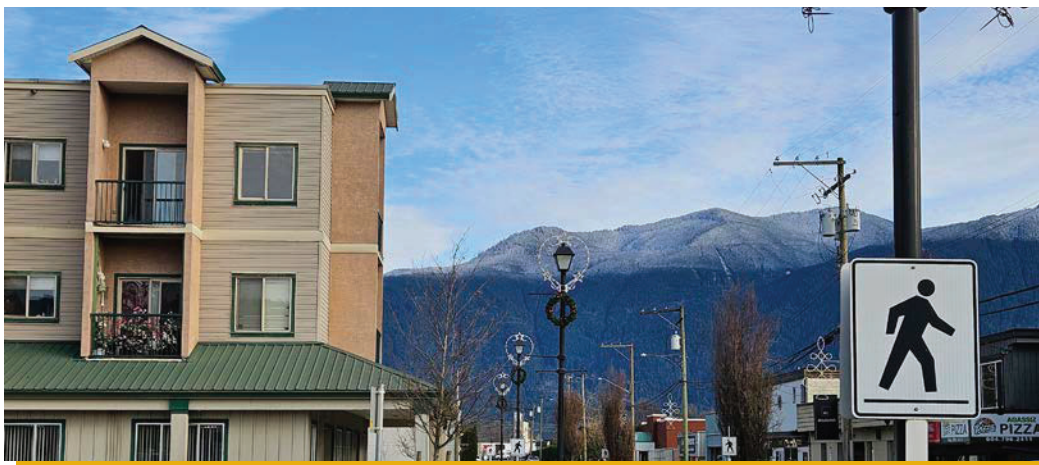
The Residential–Medium Density land use designation accommodates a range of ground-oriented and multi-unit housing forms, including townhouses, stacked townhouses, and apartment buildings. Medium-density housing provides an important bridge between low-density neighbourhoods and higher-density mixed-use areas, offering diverse and attainable housing options for families, seniors, and residents seeking walkable access to services.

Medium-density areas are generally located near the Agassiz townsite, along key corridors such as Agassiz–Rosedale Highway 9, Heath Road, Morrow Road, and within comprehensively planned neighbourhoods. Parts of Mount Woodside and the Teacup properties may also support medium-density housing as part of future neighbourhood planning processes.

As land for new low-density development becomes more limited, medium-density housing will play a key role in meeting The District’s long-term housing needs. Medium-density residential areas help create communities where daily needs are easily accessible.

Residential–Medium Density Policies:

- Policy 4.3.49** Encourage a range of medium-density housing types, including low-rise apartments, townhouses, and stacked townhouses to provide a more balanced mix of housing to support the efficient use of existing infrastructure.
- Policy 4.3.50** Encourage medium-density residential development primarily along Agassiz–Rosedale Highway 9, Heath Road, and the north side of Morrow Road.





Policy 4.3.51 Allow medium-density residential development within the Commercial–Town Centre land use designation, portions of Mount Woodside (with servicing capacity), and on lands identified for medium-density residential development through a neighbourhood planning process in areas designated Residential–Future like the Teacup properties.

Policy 4.3.52 Allow building heights of up to six (6) storeys within the Commercial–Town Centre land use designation, provided development is compatible with surrounding uses and complies with applicable DPA guidelines.

Policy 4.3.53 Limit development outside the Commercial–Town Centre land use designation to a maximum of four (4) storeys. Consider heights up to six (6) storeys only where supported by strong planning rationale, such as adequate servicing capacity, fire safety, proximity to major corridors or transit routes, and form and character guidelines that ensure compatibility with adjacent neighbourhoods.

Policy 4.3.54 Require new medium-density residential developments connect to municipal water and sanitary sewer services and demonstrate adequate stormwater management and transportation capacity.

Policy 4.3.55 Consider applications to redesignate parts of the community to Residential–Medium Density where the following criteria are met:

- a. Lands are within 800 metres (10-minute walk) of parks, schools, community amenities, shops, services, employment areas and/or transit
- b. Lands have safe and convenient vehicle, pedestrian, and cycling access
- c. Proposed developments are compatible in terms of scale and character with adjacent residential development
- d. Capacity exists within the municipal water and sanitary sewer systems to service the proposed development

Policy 4.3.56 Require medium-density residential developments to comply with applicable DPA guidelines to ensure a high standard of building and site design.

Policy 4.3.57 Require appropriate transitions between medium-density and low-density residential areas e.g., articulated building heights, setbacks, landscaping to ensure new medium-density developments complement low-density residential development.



Residential–Rural

The Residential–Rural designation applies to low-density residential areas throughout The District that maintain a rural lifestyle and natural character. These areas typically include large lots, on-site water and sewage disposal systems, and limited levels of infrastructure and community services. Rural areas also support home-based businesses, agricultural activities, bed and breakfasts, and small-scale commercial uses that are compatible with the rural environment.

Lands designated Residential–Rural are found in several parts of The District. These include areas such as Hopyard Mountain, Striker’s Corner along Hot Springs Road, and two (2) residential enclaves situated within the ALR, the Golf Road/Wildwood Drive area and the East Else Road/Ashton Road area.

Some parcels designated Residential–Rural were established before December 21, 1972, making them exempt from certain Agricultural Land Commission (ALC) land use restrictions. However, this exemption does not indicate that further subdivision or development is necessarily appropriate or supported for these properties.

Due to these lands’ environmental sensitivity, limited servicing options, and separation from urban centres, they are not planned for significant future growth. Any limited development proposals will be considered only on a case-by-case basis, and only where it can be clearly demonstrated that public safety, adequate on-site servicing, and environmental protection requirements can be met.





Residential–Rural Policies:

- Policy 4.3.58** Maintain areas designated Residential–Rural for low-density residential use, emphasizing preservation of rural character, natural landscapes, and compatibility with agricultural and environmental values.
- Policy 4.3.59** Allow home-based businesses, bed and breakfasts, small-scale commercial uses, and limited agricultural activities, provided they are compatible with neighbourhood character and comply with zoning and ALC regulations.
- Policy 4.3.60** Permit smaller lot development only under exceptional circumstances, and only where:
- a. ALC approval or consultation is obtained where required
 - b. An approved community water system or equivalent is provided
 - c. A Qualified Professional demonstrates that long-term, safe on-site sewage disposal is feasible
 - d. Neighbourhood consultation is completed
 - e. There is no increased risk to slope stability, groundwater, or natural drainage patterns



Policy 4.3.61 Require geotechnical, hazard, and environmental assessments for any proposed development or subdivision in hillside or hazard-prone rural areas.

Policy 4.3.62 Encourage clustering of residential development to preserve natural features, maintain rural character, reduce site disturbance, and support ecological connectivity.

Policy 4.3.63 Apply Best Management Practices for stormwater infiltration and drainage, recognizing that rural areas often lack piped stormwater infrastructure.

Policy 4.3.64 Consider the East Else Road/Ashton Road/Hot Springs Road area for limited future mixed-use potential, subject to:

- a. Demonstrated market demand
- b. Substantial neighbourhood consultation
- c. Environmental, geotechnical, and access feasibility
- d. On-site or community servicing solutions
- e. ALC approval where applicable
- f. A comprehensive planning process that ensures compatibility with rural character

Policy 4.3.65 Permit smaller lot development on lands designated Residential-Rural, subject to:

- a. Approval or consultation with the ALC
- b. Detailed planning and neighbourhood consultation
- c. An approved community water system or equivalent provided upon subdivision
- d. A method of sewage disposal approved by The District based on a study signed and sealed by a Qualified Professional 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



Residential–Lake Area

The Residential–Lake Area land use designation applies to lands along the southeast shoreline of Harrison Lake, northeast of the Village of Harrison Hot Springs. These areas include a mix of hillside lots and waterfront parcels with unique environmental, geotechnical, and access considerations. The intent of this land use designation is to support limited residential development while protecting the natural environment, maintaining public access to the lake, and ensuring safe, sustainable development on steep and/or constrained terrain.

Most of the Residential–Lake Area features large rural lots with on-site services. Smaller lots may be supported where community water and sanitary sewer services are available and where geotechnical and hazard conditions allow for safe development. Given the area’s natural constraints, development must carefully address slope stability, drainage, wildfire interface, access, and servicing feasibility.

Future growth within the Residential–Lake Area will be limited. Where appropriate, new development will be guided by detailed planning and hazard assessment to ensure the area’s natural features, lake access, and recreational value are preserved.





Residential–Lake Area Policies:

- Policy 4.3.66** Apply a minimum lot size of 2.0 hectares (5 acres) to parcels designated Residential–Lake Area with on-site water and sewer services. Smaller lots of 400 m² (4,300 ft²) in size, may be considered only where community water and sewer systems are available and fully supported by geotechnical and hazard assessments.
- Policy 4.3.67** Ensure that all new development maintains or enhances public access or use of Harrison Lake, including opportunities for waterfront access, recreational use, and parkland.
- Policy 4.3.68** Consider zoning publicly owned lands in the Rockwell Drive area for park use e.g., boat launches, public access points and waterfront trails to ensure the long-term enjoyment of Harrison Lake by all.
- Policy 4.3.69** Require developers to incorporate FireSmart practices into new developments, especially for development proposed in or near wildfire hazard areas.
- Policy 4.3.70** Require all new development to maintain emergency access requirements for public safety.
- Policy 4.3.71** Consider the capacity of Rockwell Drive to accommodate increased residential development in the area.
- Policy 4.3.72** Ensure that stormwater management preserves natural drainage patterns and avoids impacts on lake water quality, hillside stability, and adjacent properties.
- Policy 4.3.73** Allow structures on water lot licenses only for marine-related uses, such as a dock and boat moorage, except where the water lot is designated Commercial–Marine.
- Policy 4.3.74** Consider applications to redesignate parts of the community to Residential–Lake Area only after a comprehensive feasibility study confirms:
- a. Long-term community water and sewer servicing potential
 - b. There are no geotechnical or hazard concerns that cannot be mitigated
 - c. Slope and access are suitable for development
 - d. There are no natural environment and riparian issues that cannot be mitigated
 - e. Access for emergency services will be maintained
 - f. The proposed development is compatible with the recreational and public use of Harrison Lake



Residential–Future

The Residential–Future land use designation identifies specific areas within The District that offer long-term growth opportunities. The primary locations designated under this category include the Teacup properties, as well as the Key Road and Fooks Road lands. These areas are considered potential sites for future residential neighbourhoods and are subject to comprehensive planning, public consultation, infrastructure feasibility studies, and ALC approval for land exclusion.

The Teacup properties have maintained a Residential–Future land use designation (formerly known as Residential–Reserve) due to their strategic position at the southern entrance to the Agassiz townsite. This location offers unique opportunities for Residential–Future development, mixed use considerations, and a comprehensive review of community socio-economic needs, pending thorough evaluation and planning.

The Key Road and Fooks Road lands, situated adjacent to the northeast corner of the Agassiz townsite, currently fall within the ALR. These properties will remain in agricultural use until an ALR exclusion application is approved. The potential for future residential development in these areas is contingent upon a successful exclusion process and the subsequent adoption of a Council-approved Neighbourhood Plan.

Given the significance of these areas to The District’s long-term growth strategy, any proposed development must embody complete community principles. This includes integrating a variety of housing types, establishing strong connections to surrounding neighbourhoods, and safeguarding environmental resources and agricultural values. All planning activities must precede any rezoning, subdivision, or ALR exclusion applications to ensure coordinated and sustainable development within The District.





Residential–Future Policies:

- Policy 4.3.75** Require a Council-approved Neighbourhood Plan prior to any rezoning, subdivision, or application for ALR exclusion on lands designated Residential–Future.
- Policy 4.3.76** Confirm that ALR lands continue to be used for agriculture until such time as an ALR exclusion application is approved by the ALC. The Residential–Future land use designation does not imply guaranteed exclusion.
- Policy 4.3.77** Support complete, compact neighbourhood design, including a mix of housing types such as single-detached homes with secondary suites, duplexes, townhouses, and SSMUH, consistent with provincial legislation and servicing capacity.
- Policy 4.3.78** Require Neighbourhood Plans to demonstrate servicing feasibility, including connection to municipal water and sanitary sewer systems, stormwater management, transportation network capacity, and emergency access.
- Policy 4.3.79** Consider limited commercial uses along the Highway 7 frontage of the Key Road and Fooks Road properties, provided they form part of the Neighbourhood Plan and contribute to a complete community.
- Policy 4.3.80** Ensure Neighbourhood Plans address environmental and geotechnical constraints, including slope stability, drainage, riparian areas, wildfire interface, and flood hazards.
- Policy 4.3.81** Require Neighbourhood Plans to include the following elements:
- a. Housing types, density ranges, and general locations
 - b. Location and size of parks, open spaces, and community facilities
 - c. Proposed commercial areas and their role in the neighbourhood
 - d. Road, trail, sidewalk, and active transportation connections to adjacent areas
 - e. Transit access and transportation impact analysis
 - f. Subdivision patterns and block layout
 - g. Servicing plans for water, sewer, stormwater, and utilities
 - h. Environmental, geotechnical, and hazard assessments
 - i. Phasing strategy for infrastructure and development
 - j. Financial strategy for servicing, amenities, and infrastructure upgrades



- Policy 4.3.82** Require Neighbourhood Plans to incorporate public consultation, including engagement with nearby residents, landowners, the agricultural community, and relevant agencies.
- Policy 4.3.83** Re-designate lands through an OCP Amendment process upon adoption of a Neighbourhood Plan and submission of a development application that aligns with the Plan.
- Policy 4.3.84** Ensure development proceeds in phases, coordinated with infrastructure delivery, school capacity, transportation network improvements, and emergency services.
- Policy 4.3.85** Encourage Neighbourhood Plans to include green infrastructure, tree retention, and low-impact development practices to support climate resilience and environmental protection.





4.4 Commercial Land Use

Agassiz has historically served as the commercial and retail centre for The District of Kent. The existing commercial area functions as the primary service hub for a substantial local and regional population base. The downtown core contains a range of businesses including building supply stores, farm supply outlets, grocery and general merchandise retailers, tire and automotive service shops, gas stations, and restaurants. The District also benefits from a strong agri-tourism industry including features such as the Circle Farm Tour, which showcases locally grown and produced goods.

Like many small communities located near large urban centres, The District experiences retail expenditure leakage to nearby communities—particularly Chilliwack—where larger-scale commercial services are available. Despite this, residents consistently express a desire for a vibrant commercial core supported by a diverse mix of businesses that serve both residents and visitors. Commercial development supports a sustainable local economy by contributing to employment, enhancing the tax base, and providing services close to home. In Agassiz, the commercial area is also an important source of community identity and pride.

In addition to commercial uses in the Town Centre, this OCP supports a hierarchy of commercial designations that support a range of commercial needs across the community. The designations include Town Centre Commercial, Service Commercial, Highway Commercial, Marine Commercial, and Mixed-Use areas.



General Commercial Policies:

- Policy 4.4.1** Commercial development shall be supported in designated areas to meet the needs of The District’s residents and visitors and to ensure that Agassiz is the major focal point in The District for business, finance, government, retail trade, services, culture and entertainment.
- Policy 4.4.2** 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.
- Policy 4.4.3** 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.
- Policy 4.4.4** 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.
- Policy 4.4.5** The District will continue to support business retention and beautification efforts to ensure the commercial core of Agassiz remains healthy and vibrant.
- Policy 4.4.6** Servicing improvements, where required in commercial areas, will be a priority for The District.
- Policy 4.4.7** 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.



COMMERCIAL-TOWN CENTRE

The Commercial-Town Centre designation establishes a clearly identifiable and distinct commercial core within the Agassiz townsite. This designation is intended to concentrate major commercial activities and related uses within a compact, walkable area and to encourage comprehensive site planning for both new development and building renovations. Lands within this designation include areas along Cheam Avenue, Pioneer Avenue, Highway 9, and Heath Road.

Residential uses are encouraged within the Town Centre to help create a more complete community, contribute to housing diversity, and provide a local customer base for nearby businesses.



Commercial–Town Centre Policies:

- Policy 4.4.8** 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.
- Policy 4.4.9** Land designated as Commercial–Town Centre are intended for retail, commercial uses and some residential uses.
- Policy 4.4.10** 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.
- Policy 4.4.11** 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.
- Policy 4.4.12** 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.
- Policy 4.4.13** 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 2024 Active Transportation Network Plan and 2023 Accessibility Plan.
- Policy 4.4.14** 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.
- Policy 4.4.15** 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 Agassiz Revitalization Façade Design Guidelines.
- Policy 4.4.16** 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.



MIXED-USE

The designated Mixed Use area is located at Mount Woodside, where a combination of residential housing types and limited commercial uses is envisioned to help create a more complete community in the western part of The District of Kent.

The intent of the Mixed Use designation is to support an appropriate blend of residential and commercial uses while allowing flexibility to respond to evolving market conditions and community needs.

Mixed-Use Policies:

Policy 4.4.17 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.

Policy 4.4.18 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.





COMMERCIAL–SERVICE

The Commercial–Service designation identifies areas near the Agassiz commercial core that accommodate businesses that are designed for and dependent upon direct automobile access. This contrasts with the primarily pedestrian-oriented “main street” commercial uses in the Commercial–Town Centre designation.

Lands designated as Commercial–Service are generally located east of the town centre along Pioneer Avenue. This land use provides a logical 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:

- Policy 4.4.19** Maintain lands for Commercial–Service uses within Agassiz townsite.
- Policy 4.4.20** New development within the Commercial–Service designation shall be connected to the municipal water, storm water, and sanitary systems.
- Policy 4.4.21** 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.





COMMERCIAL–HIGHWAY

The Commercial–Highway designation provides for an identifiable and defined commercial area adjacent to key highway corridors. These areas are intended to accommodate commercial services that primarily cater to the travelling public, and is not intended to duplicate the broad range of uses in the Commercial–Town Centre designation. The focus of the Commercial–Highway designation is to support highway-oriented commercial development in specific locations to prevent land use sprawl along highway corridors. Development must also be suited to site conditions and compatible with surrounding land uses.

Three areas are included with the Commercial–Highway Designation:

- › Lands near Morrow Road and Highway 9
- › Two parcels at East Else Road and Lougheed Highway
- › One parcel in the Mount Woodside area

This Plan does not anticipate additional Commercial–Highway lands, except for the potential for limited commercial uses in the Residential–Future areas at the Teacup properties and the Fooks Road/Key Road properties.

Commercial–Highway Policies:

- Policy 4.4.22** Maintain lands for Commercial–Highway development within The District to accommodate commercial land uses which depend largely upon highway traffic and tourism, and are more service oriented rather than product oriented.
- Policy 4.4.23** Commercial–Highway development shall be concentrated in defined areas in order to discourage strip mall development.
- Policy 4.4.24** All new development within the Commercial–Highway designation shall provide landscaping and screening along streets and abutting residential, institutional areas.
- Policy 4.4.25** 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.
- Policy 4.4.26** 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.



Policy 4.4.27 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.

Policy 4.4.28 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 municipal water and sewer systems
- c. Newly established Development Permit Area Guidelines
- d. Consideration of the impact on agriculture
- e. Community engagement

COMMERCIAL–MARINE

The Commercial–Marine designation provides local commercial and tourism-oriented services along the Harrison Lake and Harrison River waterfront 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 supported including hotels, restaurants, marinas, and related services.

Any development within this designation that involves boat access or in-water structures will also require approval of appropriate Federal and Provincial agencies.

A small site identified for a resort development along the Harrison River adjacent to the Sts'ailes Indian Reserve No. 6 is also included with the Commercial–Marine designation.

Commercial–Marine Policies:

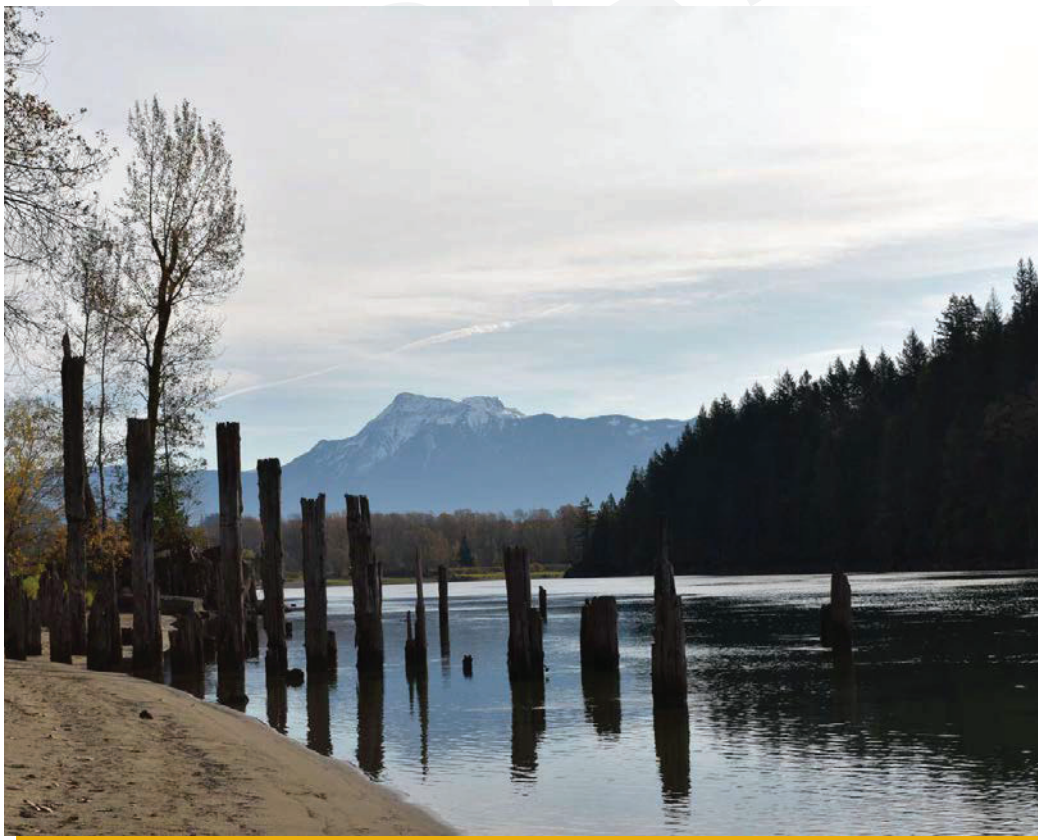
Policy 4.4.29 Commercial–Marine areas shall be maintained to accommodate commercial land uses which depend upon marine access.

Policy 4.4.30 Commercial–Marine areas are intended primarily for marina, restaurant, hotel, neighbourhood pub, marine service based operations, and associated uses.

Policy 4.4.31 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.



- Policy 4.4.32** 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.
- Policy 4.4.33** 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.
- Policy 4.4.34** 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.
- Policy 4.4.35** 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.
- Policy 4.4.36** Unless a suitable alternative is approved by The District, new development within the Commercial–Marine area at Rockwell Drive shall be connected to a District water and sanitary system.





4.5 Industrial Land Use

The District of Kent aims to strengthen the significant role the industrial sector plays in supporting local employment, diversifying the tax base, and contributing to a sustainable local economy. The District has two key industrial areas—a Light Industrial area in northeast Agassiz, and a Heavy Industrial area centred along West Cameron Road and Humphrey Road. Key operations in these areas include Agassiz Ready Mix, Armstrong Sand and Gravel, Eclipse Trucking, Marlon Products, PowerWood, and Rimex.

The District also has an existing gravel quarry located off of Cemetery Road. Additional sand and gravel deposits are found within areas designated for Resource Management, including near Sutherland Road and along the Fraser River. Sand and gravel resources are important to the provincial construction industry and have been recognized by the Ministry of Transportation and Transit and the Ministry of Mining and Critical Minerals.

To ensure these resources can be responsibly accessed in the future, aggregate deposits within municipal boundaries should be identified and protected as outlined in the *Local Government Act*.

General Industrial Policies:

- Policy 4.5.1** 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 The District.
- Policy 4.5.2** Encourage industrial uses that will achieve higher employment densities.
- Policy 4.5.3** Concentrate industries of similar types, service needs and characteristics within select areas of the community.
- Policy 4.5.4** Direct light industrial development to northeast Agassiz and heavy industrial uses to West Cameron, Humphrey and McCallum Roads.
- Policy 4.5.5** Industrial land use must be compatible with adjoining land uses (e.g. residential, agricultural, commercial and institutional).
- Policy 4.5.6** 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.



- Policy 4.5.7** 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.
- Policy 4.5.8** Connect industrial areas to other parts of The District through multi-use pathways, trails, sidewalks and/or other transportation routes in alignment with the ATNP (2024).
- Policy 4.5.9** 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.
- Policy 4.5.10** Support climate action strategies by:
- a. Locating industrial uses close to main transportation routes and within walking distance of existing and potential transit routes
 - b. 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

INDUSTRIAL–LIGHT

The Industrial–Light designation protects an area within the Agassiz townsite for light industrial uses. The northeast portion of Agassiz, designated for this purpose, is already partially developed and represents The District of Kent’s only contiguous area of undeveloped land with the potential to be serviced by community sewer and other urban utilities required to support industrial development.

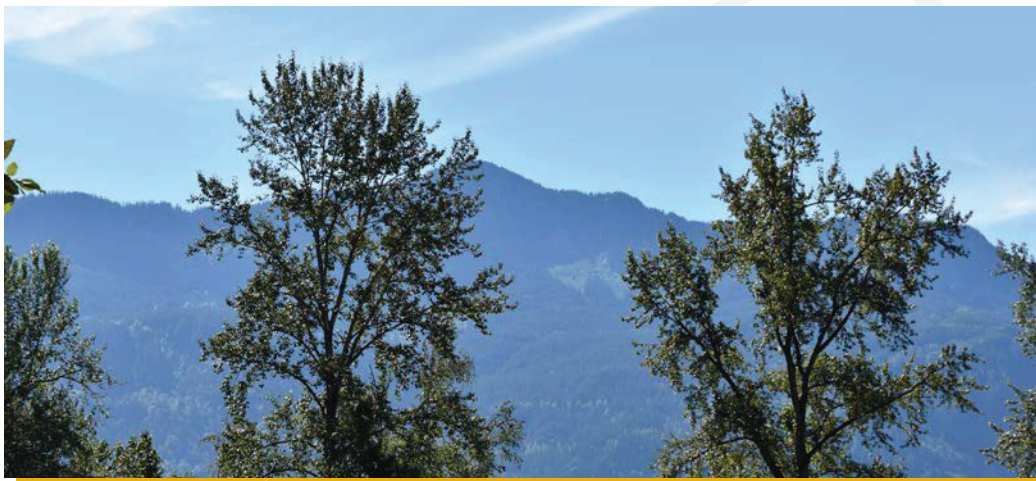
Many lots within this established light industrial area such as those along Industrial Way are already developed and serviced. Other areas, including portions of Pixley Lane, contain single detached residences and would require land assembly prior to future industrial redevelopment.

This Plan recognizes the importance of providing local employment opportunities and continuing to build on The District’s existing light industrial activities.



Industrial–Light Policies:

- Policy 4.5.11** Industrial–Light areas shall be used for light industrial uses, storage and handling, and public uses.
- Policy 4.5.12** 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.
- Policy 4.5.13** New development within the Industrial–Light area shall be connected to The District’s water, stormwater and sanitary systems.
- Policy 4.5.14** 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.



INDUSTRIAL–HEAVY

Lands designated Industrial–Heavy are located in the vicinity of West Cameron Road, Humphrey Road and McCallum Road, adjacent to the Kent Federal Corrections facility. Existing operations in this area include Rimex and Eclipse Trucking. Rimex has had a long standing presence in The District of Kent and has demonstrated the viability of heavy industrial uses in The District.

To build on the success of this industrial precinct, the Plan expands the Industrial–Heavy designation to include additional adjacent parcels that are currently within the ALR.

The Industrial–Heavy designation is intended to accommodate heavy industrial uses in suitable locations within The District, ensuring they are sited away from residential areas to minimize land use conflicts.



Industrial–Heavy Policies:

- Policy 4.5.15** Lands in the vicinity of West Cameron, McCallum and Humphrey Road are designated as The District’s Heavy Industrial area.
- Policy 4.5.16** 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.
- Policy 4.5.17** 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.
- Policy 4.5.18** Site design and access will be provided in consideration of nearby agricultural practices and minimize negative impacts on farming.
- Policy 4.5.19** 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 groundwater 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:
- a. Implementing measures to capture first flush runoff and encourage infiltration of clean stormwater to improve groundwater quality and discharge
 - b. Achieving protective management practices, such as wellhead protection plan or watershed management plan
 - c. Verifying that sanitary waste can be disposed in a manner that will not impact the groundwater aquifer
- Policy 4.5.20** 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.
- Policy 4.5.21** 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 Use

Institutional uses in The District of Kent include schools, the library, municipal and police buildings, medical facilities, utility structures, correctional institutions, seniors' housing, the cemetery and its associated open space, and religious buildings. Together, these uses provide the essential educational, health, cultural, and public safety services that support daily life and contribute significantly to overall community well-being.

The District is home to two public schools—Agassiz Elementary Secondary School and Kent Elementary School—as well as Agassiz Christian School. Many school sites include indoor and outdoor recreational facilities that are available to residents on a limited basis, helping to supplement the broader parks and recreation system.

As new residential development occurs outside the Agassiz townsite, particularly in hillside areas, The District may need to assess whether additional medical facilities or expanded school facilities are required to serve these emerging neighbourhoods.

This OCP distinguishes Institutional uses from Parks, Recreation, and Open Space; however, it is acknowledged that the two designations may overlap, especially where institutional sites include recreational amenities.





Institutional Policies:

- Policy 4.6.1** The continued use of school facilities for the community as park and recreational sites shall be supported.
- Policy 4.6.2** 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.
- Policy 4.6.3** 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.
- Policy 4.6.4** 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.
- Policy 4.6.5** 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.
- Policy 4.6.6** 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.



4.7 Parks, Recreation & Open Space

The District of Kent offers a wide range of parks and recreational opportunities. Due to the flat terrain of the Fraser River Floodplain, The District 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 The District enhances the development and maintenance of high quality park and recreation facilities.

The District's parks are classified as District, Neighbourhood, Special Purpose or Provincial. Centennial Park is The District's largest park and functions as the community's main recreation hub. It includes several major facilities, including the Community Recreation and Cultural Centre and the Agassiz Fair Grounds. The Community Recreation and Cultural Centre offers a variety of indoor amenities such as a gymnasium, multipurpose rooms, fitness areas, and program spaces that support recreation, cultural activities, and community events.

The District is also nearing completion of the Lets'emot Regional Recreation & Aquatic Centre, which will replace the aging Ferny Coombe Pool. This modern indoor recreation and aquatic facility will expand year-round activity options and support the community's recreation needs well into the future.

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 The District's 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.

Other outdoor recreation facilities in The District 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.

The District 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, and recreational and public use facilities within the Agassiz townsite are shown on [Map 4](#), and those located outside the townsite are shown on [Map 5](#). The District has a relatively well-developed trail network. Walkers and cyclists also use portions of The District's dyke system informally for recreation. Many of these dykes, which are often bordered by active agricultural operations, are owned and managed by The District. Public access varies across the system; some segments are not formally identified as trails, and in some locations gates restrict entry. Where dykes run alongside private farmland, concerns have been raised about potential conflicts between recreational users and agricultural activities.

Past trail initiatives in comparable contexts, such as the Mountain View Trail system and improvements to the Cuthbert Road–McDonald Road dyke trail, have demonstrated that recreational use alongside agricultural land can coexist with minimal conflict when supported by appropriate design and management. Given strong community interest in expanded trail opportunities, there is broad support for enhancing trail infrastructure, including both urban and rural connections, as well as upgrades to the dyke system to promote safe, human-powered recreation.




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

DISTRICT OF KENT
OFFICIAL COMMUNITY PLAN
E I T I N G P A R K T R A I L
R E C R E A T I O N P U B L I C U S E I N
A G A S S I Z T O W N S I T E



LEGEND

-  Trails
-  Parks
-  Roads




C O O S

-  1 Agassiz Christian School
-  2 Agassiz Secondary School
-  3 Kent Elementary School

C S O R S I

-  1 All-Saints Anglican Church
-  2 Kingdom Hall of Jehovah's Witnesses
-  3 Riverside Reformed Church
-  4 St. Anthony's Catholic Church

n i o r n t r s o u s i

-  1 Agassiz Seniors Community
-  2 Glenwood Seniors Community
-  3 Friendship Centre

U I C S

-  1 Aberdeen Centre
-  2 Agricultural Hall
-  3 Community Garden
-  4 Community Recreation & Cultural Centre
-  5 Ferny Coombe Pool
-  6 Kent Firehall
-  7 Kent Public Library
-  8 Municipal Hall
-  9 Public Works
-  10 Recycling & Bottle Depot
-  11 Visitor Centre and Museum

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DATE 2025-12-02

CHECKED BY SY

DRAWN BY SM



DRAWING NO. **Map 4**



DISTRICT OF KENT
 OFFICIAL COMMUNITY PLAN
 RECREATION PUBLIC USE OUTSIDE OF AGASSIZ TOWNSITE

- LEGEND**
- District Boundary
 - Lot Lines
 - Roads
 - Parks
 - Provincial Parks
 - Trails
- UTILITIES**
- Kent Cemetery
 - Valley View Cemetery
- UTILITIES**
- Agassiz Speedway
 - Breakwater
 - Kibby Historic Site
 - Motocross track
 - Public Beach & Boat Launch
 - Public Wharf
 - Rod and Gun Club

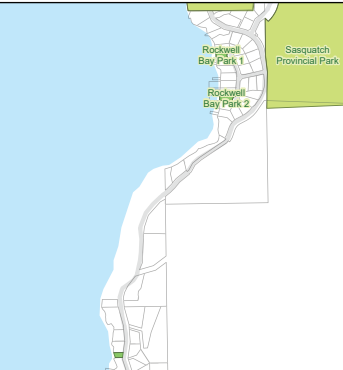
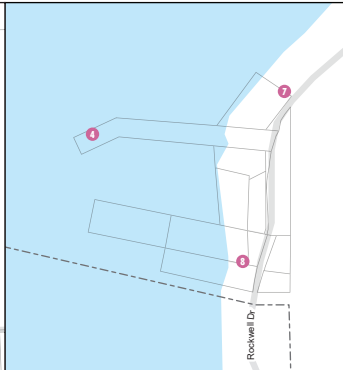
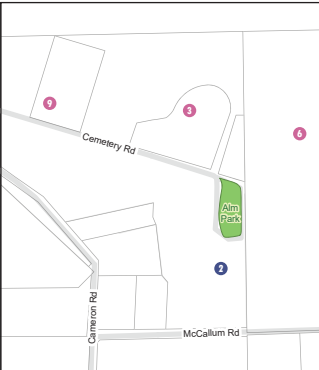
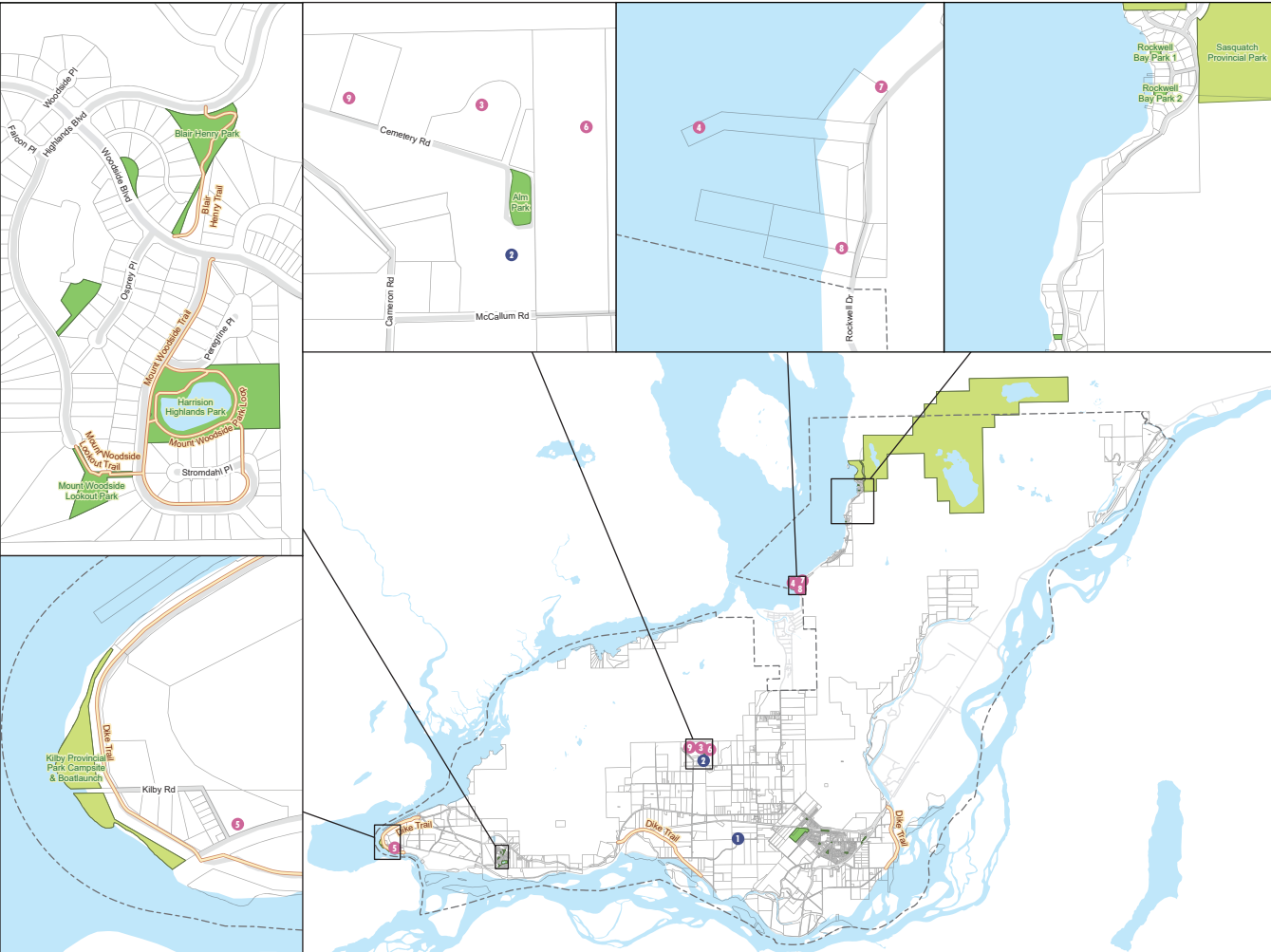
Map 5. Existing Parks, Trails, Recreation and Public Use Outside of the Agassiz Townsite

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DATE	2025-12-02
CHECKED BY	SY
DRAWN BY	SM



DRAWING NO. **Map 5**





Many hiking trails currently exist within the hills and mountains in The District 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 The District 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:

- ✓ Provide a hierarchy of parks and facilities for different purposes and users
- ✓ Continued collaboration with neighbouring jurisdictions, especially the Village of Harrison Hot Springs, given that residents enjoy the recreational facilities offered by both municipalities
- ✓ Continue to implement new cycling routes, proposed pedestrian and hiking infrastructure improvements and other recommendations of The District of Kent ATNP (2024)
- ✓ 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)
- ✓ 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)
- ✓ Support arts and culture in The District and surrounding areas by providing places for the arts and by supporting existing organizations and partnerships (Arts and Culture Study, 2009)

Continuing to provide amenities to residents is an ongoing project for The District. This includes more bicycle and pedestrian trails and greater safety, increased indoor and outdoor recreational opportunities and increased multi-generational socializing opportunities. Balancing the development of new amenities with preserving the community's rural feel and agricultural land were also important to many residents, including youth who participated in the OCP planning process. Residents also felt that connecting amenities with healthy lifestyles should be a community priority.



Parks, Recreation & Open Space Policies:

- Policy 4.7.1** Continue to promote parks, recreational, and community opportunities for residents and visitors.
- Policy 4.7.2** The District recognizes that parks provide a myriad of health, economic, environmental and social benefits and are highly valued community assets. Future parks shall be planned with these benefits and values in mind.
- Policy 4.7.3** Parks will be provided throughout the community and developed recognizing various park categories, as set out in the Parks, Recreation and Culture Master Plan.
- Policy 4.7.4** Parks shall be developed according to environmentally sustainable and sound practices.
- Policy 4.7.5** Parks within the Agassiz townsite are to be developed in consideration of each other with supporting amenities.
- Policy 4.7.6** Maintain Centennial Park as the major indoor and outdoor recreation site for The District. Other long term uses may include an indoor pool, ice arena, and sufficient infrastructure, including parking.
- Policy 4.7.7** The Agassiz Fair Grounds shall be preserved as a valuable community asset.
- Policy 4.7.8** Maintain Pioneer Park as the major Town Centre park that serves the entire community.





- Policy 4.7.9** As the population within Agassiz continues to grow, consider providing new recreational facilities close to where people live.
- Policy 4.7.10** 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.
- Policy 4.7.11** Enhance the pedestrian and cycle network within and around The District.
- Policy 4.7.12** 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.
- Policy 4.7.13** Work collaboratively with the Province, Fraser Valley Regional District, Fraser Basin Council, First Nations and others to continue building trail segments in The District 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.
- Policy 4.7.14** 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.
- Policy 4.7.15** 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.
- Policy 4.7.16** Recognize, build awareness and support the documentation of heritage places, buildings, artifacts, landscapes and the Kent Municipal Cemetery within The District.
- Policy 4.7.17** Work with the Fraser Valley Regional District, and other appropriate agencies to establish appropriate sites for regional parks within The District.
- Policy 4.7.18** Support recreational tourism (e.g. Circle Farm Tour) as a way to combine recreational and economic development pursuits.
- Policy 4.7.19** 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.



Policy 4.7.20 Support and encourage beautification programs and initiatives such as Community in Bloom.

Policy 4.7.21 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
- b. Whether the land dedicated as park is of a reasonable size and has characteristics suitable for park development

Policy 4.7.22 Through the development process, acquire lands to protect environmentally sensitive areas in addition to the parks.

Policy 4.7.23 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.

Policy 4.7.24 Explore a range of funding opportunities to improve amenities including the Gift and Memorial Program (Community Gift Program).



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. 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 (now the Minister of Mining and Critical Minerals) 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'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
- ✓ 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 Transit and the Ministry of Mining and Critical Minerals. 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, 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, have 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:

- Policy 4.8.1** 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.
- Policy 4.8.2** 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.



- Policy 4.8.3** 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.
- Policy 4.8.4** 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.
- Policy 4.8.5** 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.
- Policy 4.8.6** 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.
- Policy 4.8.7** 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

Environment & Sustainability

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The District of Kent features a diverse landscape, encompassing flat Fraser River floodplains as well as extensive uplands and mountainous terrain. Bear Mountain, located between Harrison Hot Springs and the Fraser River, is the highest point in The District at 1,028 metres (3,373 ft.) above sea level. Other notable mountains in The District include Mount Woodside, Agassiz Mountain, Green Mountain, Mount Hicks, Cemetery Mountain, and Hopyard Mountain.

The District also has extensive shoreline along Harrison Lake, the Harrison River, Harrison Bay, the Fraser River, Maria Slough, and Ruby Creek, as well as numerous tributaries that drain into these water bodies. Roughly one-third of The District consists of Fraser Valley floodplain, with an average elevation of 20 metres (66 ft.) above sea level. Much of this floodplain supports agricultural and urban land uses, including the communities of Agassiz and Harrison Mills.

The District's topography presents both 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 infrastructure have always been an integral part of the development of The District, 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, The District'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 legislation requires local governments to include policies in their OCPs that establish greenhouse gas (GHG) reduction targets and identify actions the local government—or the community—can take to help achieve them. GHGs refer to carbon dioxide, methane, nitrous oxide, hydro fluorocarbons, perfluorocabrons, sulphur hexafluoride and any other substance prescribed by regulation. As a signatory to the B.C. Climate Action Charter, The District of Kent is committed to reducing GHG emissions. Current community and corporate initiatives in The District include:

- › A no-idling policy for municipal fleet vehicles
- › Development and implementation of a Water Conservation Plan
- › Development and implementation of an Active Transportation Plan
- › Retrofitting of municipal buildings with energy efficient light fixtures
- › Operation of a local 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 The District. Buildings account for 36% of emissions and solid waste for 10%. Strategies to reduce GHG emissions include supporting a greater mix of land uses and encouraging higher-density development in areas where transit and active transportation options are feasible.

GHG & Energy Reduction Policies:

- Policy 5.1.1** Reduce The District's GHG's by 10% of 2006 levels by 2025. This target is in line with The District's unique small town and rural characteristics.
- Policy 5.1.2** Raise awareness respecting climate change and GHG emission reduction initiatives through leadership and community sustainability programs.
- Policy 5.1.3** Incorporate climate change, its potential impact, and mitigation measures when reviewing new development applications and undertaking long-term planning projects and initiatives.
- Policy 5.1.4** Continue to pursue opportunities to reduce GHG emissions in District operations including the use of fuel efficient municipal vehicles.
- Policy 5.1.5** Encourage the development of more compact and complete communities through the concentration of density, services, and amenities primarily within Agassiz.



- Policy 5.1.6** Continue to support improvements to alternative and active transportation amenities, including additional biking and walking pathways within The District.
- Policy 5.1.7** 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.
- Policy 5.1.8** Explore options for encouraging and developing infrastructure for “electric plug-in-vehicles”.
- Policy 5.1.9** Support provincial efforts to:
- a. Create more energy efficient buildings
 - b. Provide homeowner and developer incentives that encourage energy efficiency in homes and development
 - c. Increase the use of alternative energy sources
- Policy 5.1.10** 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
 - e. The protection of riparian areas and sensitive habitats

5.2 Geotechnical Hazards & Steep Slopes

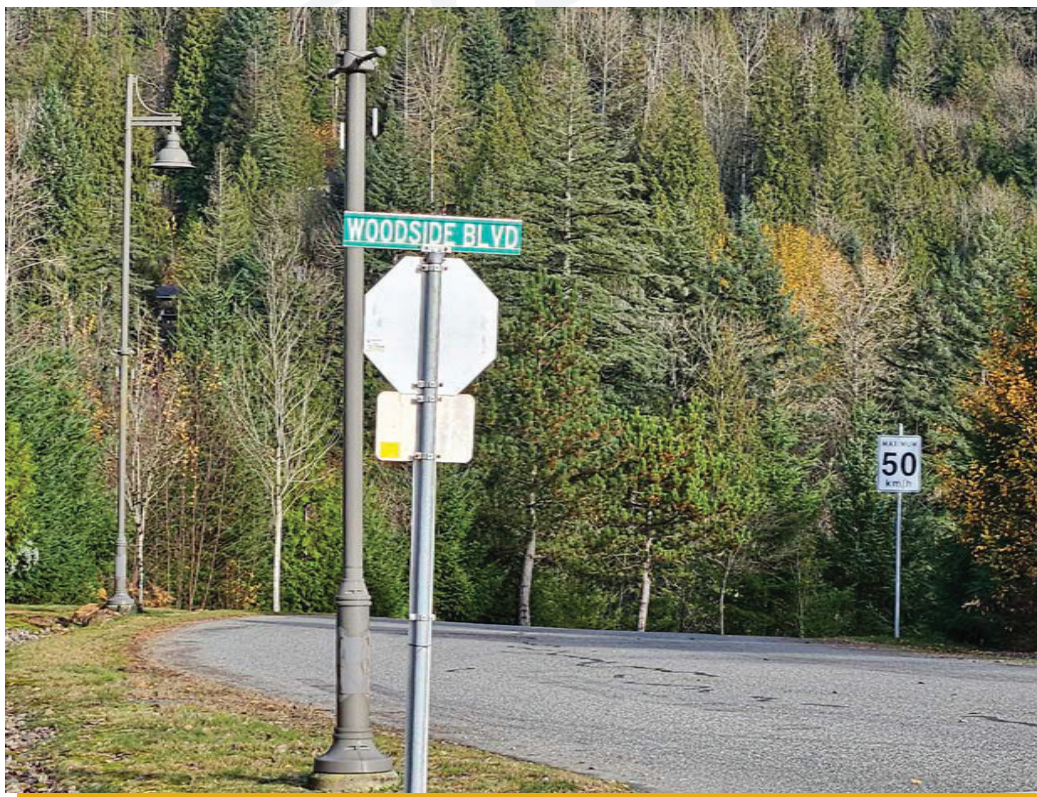
Due to The District of Kent’s topography and limited non-agricultural land base, future development will be increasingly focused on hillsides and areas with steep slopes. However, these areas also pose unique geotechnical, engineering, and environmental challenges. To address the complexities of developing 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, The District’s 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 6 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 6** 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 6** 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 6** 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
- › **High probability of hazard occurrence**—areas shown as red on **Map 6** 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



DISTRICT OF KENT
OFFICIAL COMMUNITY PLAN
GEOTECHNICAL HAZARD

LEGEND

--- Municipal / Electoral Boundaries

□ Lot Lines

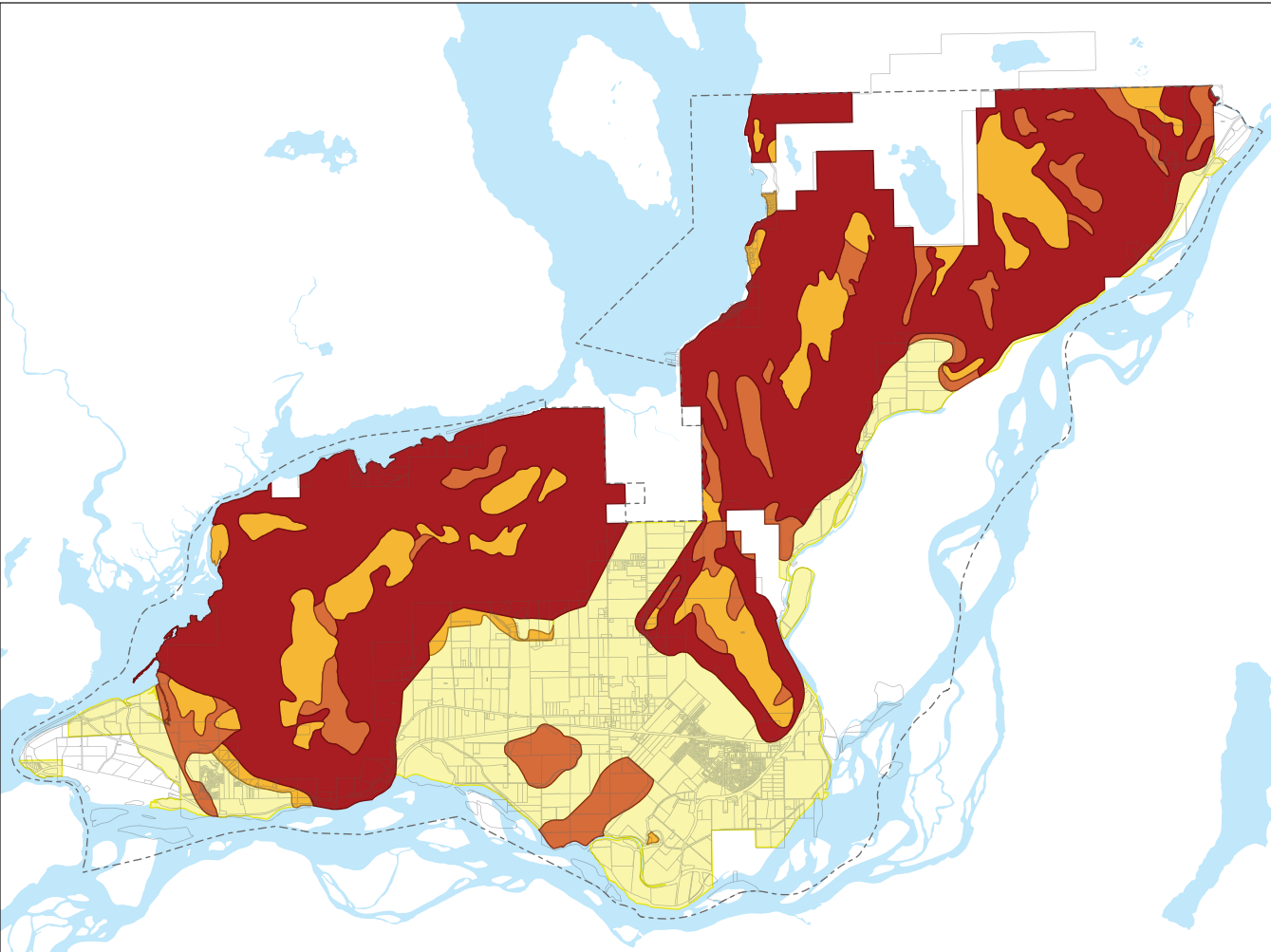
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Geotechnical assessment generally not required. However, most areas do require floodproofing.

Low to moderate probability of hazard occurrence. May require geotechnical hazard assessment for building sites and subdivision.

Moderate probability of hazard occurrence. Will require geotechnical hazard assessment for building sites and subdivision.

Steep slope / debris flow and other site specific geotechnical problems. Will require geotechnical hazard assessment for building sites and subdivision.



Map 6. Geotechnical Hazards

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	DRAWING NO.
	Map 6



Geotechnical Hazards & Steep Slopes Policies:

- Policy 5.2.1** Precautionary setbacks shall be established for new construction of any kind in the vicinity of steep slopes as indicated on [Map 6](#). 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.
- Policy 5.2.2** New development proposals for private lands designated in [Map 6](#), 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.
- Policy 5.2.3** New resource extraction plans for public lands designated in [Map 6](#), 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.
- Policy 5.2.4** Development on steep slopes will be carefully managed through land use designations, development guidelines and other restrictions.
- Policy 5.2.5** Impacts of upland development on low land drainage will be carefully considered and mitigated where required.



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 Protection Regulation (RAPR), 2019, requires local governments to protect riparian assessment areas during residential, commercial, and industrial development by ensuring that proposed activities are evaluated through an 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 RAPR 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
- ✓ Subdivision as defined in section 872 of the *Local Government Act*

Agricultural activities are not regulated under the RAPR; however, non-farm uses on agricultural land are subject to its provisions. The Ministry of Agriculture and Food has also established standards to guide local government bylaw development in farming areas, as outlined in Section 552 of the *Local Government Act*. These guidelines complement the riparian protection measures required under the RAPR.

Given its location along the Fraser River and its network of extensive watercourses, The District recognizes the importance of protecting riparian areas and will implement the following policies to ensure their preservation.



Riparian Areas Policies:

- Policy 5.3.1** When exercising its powers with respect to development, The District will protect its riparian areas in accordance with the RAPR.
- Policy 5.3.2** All development subject to the RAPR must satisfy the requirements as defined by the legislation prior to approval by The District.
- Policy 5.3.3** The District will work with farmers to encourage voluntarily riparian watercourse setbacks for agricultural buildings and activities to support long-term system maintenance and environmental protection.





5.4 Lhá:lt/Harrison–Sts’ailes Wildlife Management Area

The Harrison–Sts’ailes Wildlife Management Area (WMA) was designated in 2016 as a 1,033 hectare area encompassing portions of the Harrison and Sts’ailes River channels and floodplain delta. The WMA falls within the jurisdiction of both the FVRD and The District of Kent. This area contains some of the region’s most sensitive wetlands, supporting critically important fish and wildlife populations, as well as coniferous forests and shrublands further upland.

The Province works collaboratively with the Nature Trust of BC to plan and manage Lhá:lt, the traditional name for this area.



Figure 10. Lhá:lt/Harrison–Sts’ailes Wildlife Management Area (WMA)



Harrison–Sts’ailes Wildlife Management Area Policies:

- Policy 5.4.1** Continue to 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.
- Policy 5.4.2** Continue to work with the Province and local residents to develop public use regulations regarding the WMA and adjacent lands that are compatible with the goals of all parties.
- Policy 5.4.3** Work with the Province to develop clear, mutually agreeable guidelines regarding the respective 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.



5.5 Flood Protection & Erosion

The District of Kent operates and maintains approximately 42 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 continuing need for a long-term dyke upgrade plan to meet seismic and flood-risk standards. To protect vulnerable sections of the dyking system, riverbank stabilization works are required along the Fraser and Harrison Rivers, including embankment improvements along Seabird Island First Nation lands.

Flood Protection & Erosion Policies:

- Policy 5.5.1** Future development in The District must consider establishing a minimum finish floor elevation based upon the latest flood elevations established, plus applicable freeboard.
- Policy 5.5.2** All properties within the floodplain, including those within the Agassiz townsite, are subject to flood elevation requirements.
- Policy 5.5.3** The District will continue to update its floodplain mapping and amend the Zoning Bylaw Flood Control Provisions when required.
- Policy 5.5.4** The District 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 requirements.
- Policy 5.5.5** Continue working with the Fraser Basin Council and the First Nations Emergency Planning Secretariat on region-wide priorities for flood protection.
- Policy 5.5.6** Obtain funding to complete engineering design work to undertake a Dyke Upgrade Plan to ensure that The District's 42 kilometres of dykes and related works meet current design standards and current flood profile elevations.
- Policy 5.5.7** Identify riverbank erosion problem areas in The District and pursue further assessment and design options.
- Policy 5.5.8** Support ongoing efforts of Fraser and Harrison River Committee and continue working towards the establishment of a long term integrated plan for sediment removal.

6

Transportation Network

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6.1 Overview

The District of Kent’s transportation network consists of roads, bicycle and pedestrian trails, transit and rail. The network connects the existing developed areas and provides links to neighbouring communities. This Plan supports the ongoing development of the transportation network to meet the needs of current and future residents, businesses and visitors.

The Plan encourages the use of public and active transportation as practical options both within The District and for travel to nearby municipalities, including Chilliwack and Harrison Hot Springs. The District finalized its Active Transportation Network Plan (ATNP) in 2024.

General Transportation Policies:

- Policy 6.1.1** Maintain a transportation network that allows for the safe and efficient movement of people and goods in The District.
- Policy 6.1.2** Integrate transportation planning with land use to provide for a well-connected and compact community.
- Policy 6.1.3** Encourage active forms of transportation as a viable option in order to improve health and well-being and to reduce transportation costs and GHG emissions.
- Policy 6.1.4** 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).





6.2 Roads & Highways

The road network in The District of Kent encompasses Provincial Highways 7 and 9, the Agassiz Bypass (Haig Highway), Rockwell Drive and local roads that are maintained by The District. Roads are classified as provincial highways, collector roads and local roads. Provincial highways primarily serve through-traffic, with land access as a secondary consideration, and are typically connected to two or more collector roads. Collector roads provide both property access and a means of distributing traffic between local roads and the provincial highway system. Local roads are mainly designed to serve adjacent properties, with limited capacity for through-traffic.

In general, the roads in The District are adequate for current traffic volumes, except when Highway 1 is closed due to flooding or other events. The highway cannot accommodate the volume of vehicles of upwards of approximately 60,000 per day, which greatly impact the Agassiz townsite and beyond. Monitoring and engineering reviews are completed regularly to identify needed improvements and ensure the system remains safe and efficient.

Map 7 and **Map 8** identify the Transportation Network in The District and the following classes of roads:

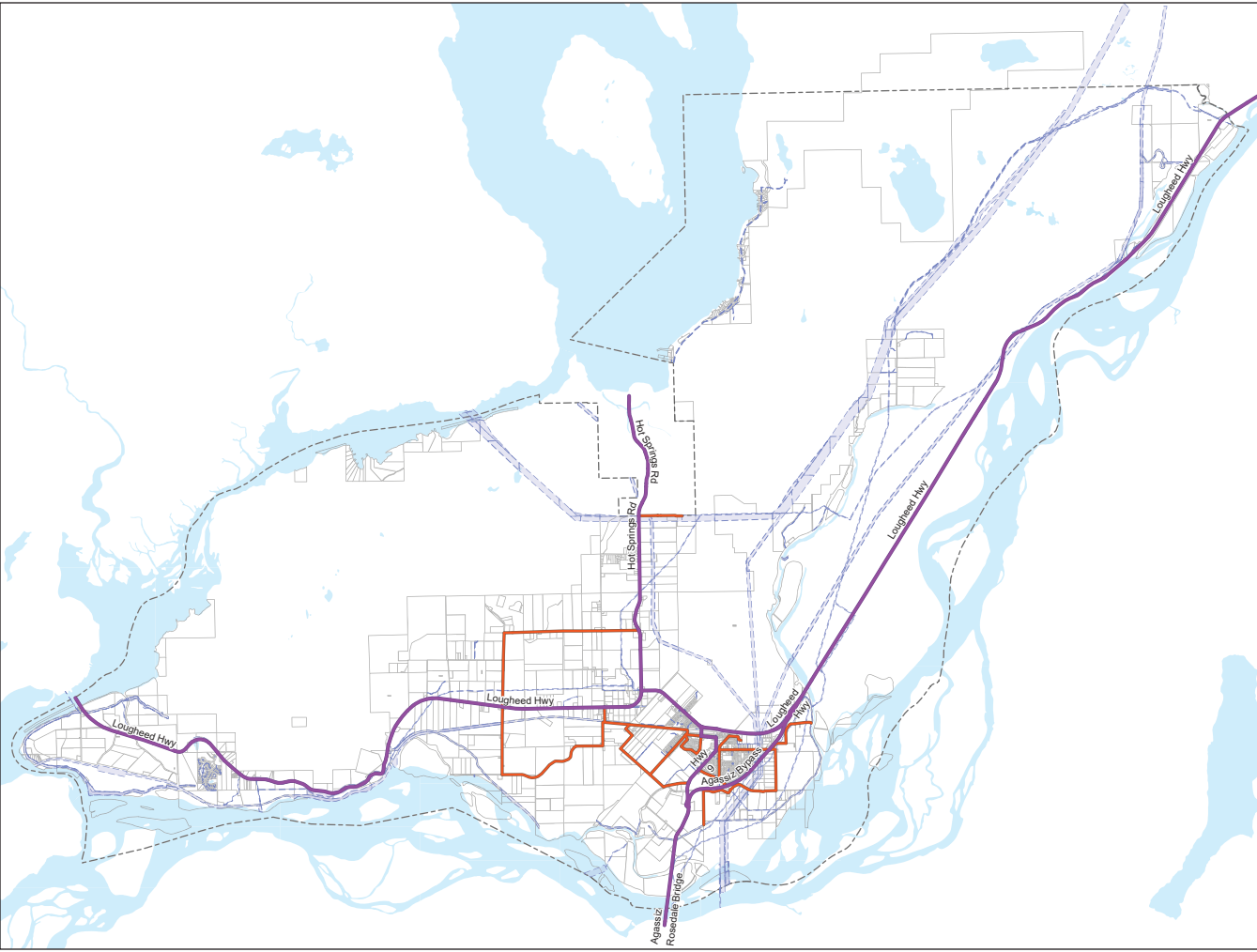
- › Provincial Highway
- › Collector (municipal)
- › Local (municipal)

In accordance with **Map 7** and **Map 8**, the following roads are designated as Provincial Highways:

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

DISTRICT OF KENT
OFFICIAL COMMUNITY PLAN
ROAD NETWORK TILITY
CORRIDOR

- LEGEND**
- Municipal / Electoral Boundaries
 - Lot Lines
 - ▭ Utility Corridors
 - o ds
 - Provincial Highway
 - Collector Roads



Map 7. Road Network and Utility Corridors

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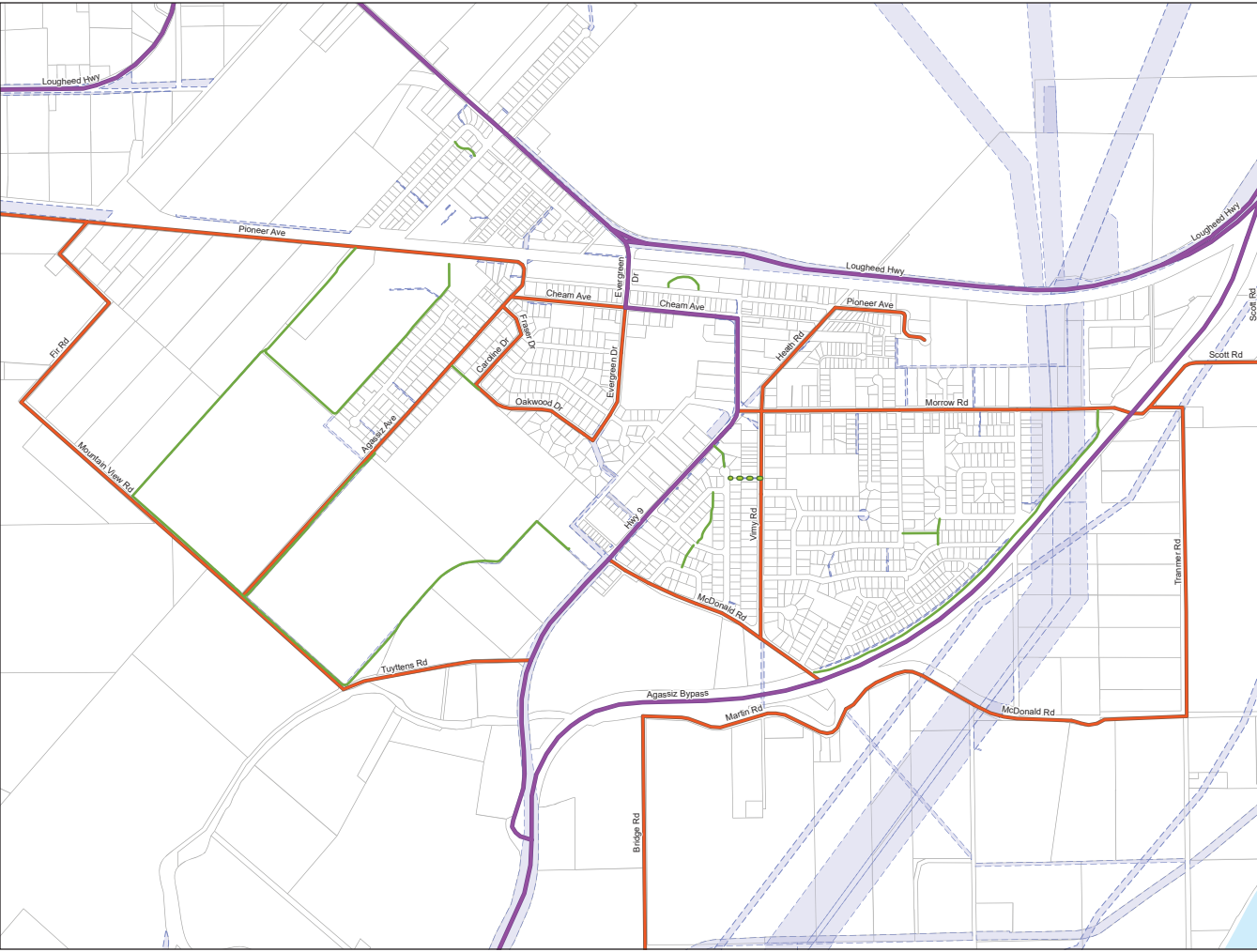
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	Map 7

DISTRICT OF KENT
OFFICIAL COMMUNITY PLAN
ROAD NETWORK OFF-ROAD TRAILS AND UTILITY CORRIDORS

- LEGEND**
- Lot Lines
 - Utility Corridors
 - Provincial Highway
 - Collector Roads
 - Proposed Footpaths
 - Existing Footpaths



Map 8. Road Network, Off-Road Trails and Utility Corridors in Agassiz

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Roads & Highways Policies:

- Policy 6.2.1** 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.
- Policy 6.2.2** Develop and maintain a network of provincial roads, collector roads and local roads that accommodates regional and local traffic and reduces cut through traffic in neighbourhoods.
- Policy 6.2.3** Provide access to land use that is safe and commensurate with the level of traffic generated and needed for emergency vehicle access.
- Policy 6.2.4** In accordance with **Map 7** and **Map 8**, the following roads are proposed as future Provincial Highways in The District:
- 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)
- Policy 6.2.5** **Map 7** and **Map 8**, identify roads which are designated as collector roads, including:
- 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
 - h. Mountain View Road
- Policy 6.2.6** Continue to identify access and turning movements on Provincial highways that will improve safety and access to the town centre.
- Policy 6.2.7** Identify and secure future road right-of-way requirements.
- Policy 6.2.8** Strive to accommodate cycling and pedestrian infrastructure on all roads, as appropriate, including along proposed collectors.



- Policy 6.2.9** Identify and implement truck and dangerous goods routes through The District.
- Policy 6.2.10** Prioritize the development of a future northeast Agassiz Bypass connecting Highways 9 and 7. Work with the Provincial government to explore this link further.
- Policy 6.2.11** Limit access points along Highway 9 by providing shared access and egress and secondary road access for new development.
- Policy 6.2.12** Continue to explore mechanisms to reduce the amount of required off-street parking in The District such as by allowing cash-in-lieu.
- Policy 6.2.13** Review and update Development Cost Charge Bylaw for municipal roads to ensure that an appropriate level of funding is provided from new development.
- Policy 6.2.14** 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.
- Policy 6.2.15** Review intersection improvements as identified in the Road Network Plan.
- Policy 6.2.16** Identify, prioritize, and implement safety, capacity, and active transportation improvements to the Rosedale–Agassiz Bridge in response to ongoing collisions and safety concerns.
- Policy 6.2.17** Continue to monitor traffic and roadway conditions on Rockwell Drive, along the southeast shore of Harrison Lake, and explore upgrades or roadway improvements as necessary.
- Policy 6.2.18** Consult with The District's business community on transportation network matters that have a potential impact on their operations.



6.3 Cycling & Walking

In 2024, The District of Kent completed an Active Transportation Network Plan, which identifies a long-term network for both on-street and off-street active transportation facilities. The long-term network proposes routes that will provide connected, continuous, comfortable, and accessible opportunities for people walking and biking.

Cycling and Walking Policies:

- Policy 6.3.1** Continue implementation of the Active Transportation Network Plan. Encourage human-powered and alternative modes of travel that contribute to healthy, active lifestyles.
- Policy 6.3.2** Require sidewalks in association with new development in Residential, Commercial and Mixed-Use developments including, wheelchair accessible curb letdowns where appropriate.
- Policy 6.3.3** End-of-trip facilities, such as bicycle parking, change facilities and electrical vehicle plug-ins will be encouraged in new developments.
- Policy 6.3.4** Provide a pedestrian railway overpass link from Pioneer Avenue to Fooks Road to create 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.
- Policy 6.3.5** Where feasible, establish pedestrian and cycling routes that are separate from roadway driving lanes.
- Policy 6.3.6** Enhance pedestrian and cycling linkages between existing neighbourhoods and future development areas.
- Policy 6.3.7** Improve the dyke trail system to enhance safety and accessibility for walking, cycling, dog walking, and other recreational use.
- Policy 6.3.8** Implement improvements and widening of existing and new roads to better accommodate walking and cycling.





6.4 Transit

The District of Kent has two transit routes that connect 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 better use and expand transit service in The District, future development should be concentrated near existing transit routes. This approach supports transit ridership and improves mobility for residents—including youth and seniors—while offering additional benefits such as increasing density, promoting walkable neighbourhoods, reducing traffic, and lowering GHG emissions.



Transit Policies:

- Policy 6.4.1** Acknowledge the link between land use and transportation and concentrate new residential, commercial and industrial growth along existing or proposed transit routes.
- Policy 6.4.2** Work with major institutional and industrial employers to identify park-and-ride locations to reduce single occupant vehicle trips.
- Policy 6.4.3** Support efforts to enhance transit service between Agassiz, Harrison Hot Springs and Chilliwack in accordance with the Fraser Valley Transit Strategic Plan.
- Policy 6.4.4** Support an expanded transit system to provide connections to The District of Hope, Seabird Island Band and City of Abbotsford.
- Policy 6.4.5** Support social enterprise or innovative service models that improve transit service in the region.
- Policy 6.4.6** Improve transit access to health care and recreational facilities for seniors and youth.
- Policy 6.4.7** Work with transit partners, the community and others to provide transit facilities that are attractive and offer weather protection.



6.5 Rail

The railway has been central to The District of Kent's development. Its establishment helped shape Agassiz into a regional trading centre, and it continues to be a defining feature of the community today.

Rail Policies:

- Policy 6.5.1** Consider the potential for future commuter rail service as part of long-range planning.
- Policy 6.5.2** Prohibit the storage of hazardous goods on railway sidings as a matter of public safety and to protect groundwater as a drinking source.
- Policy 6.5.3** Encourage the environmentally safe disposal of used railway ties.
- Policy 6.5.4** Discourage the parking and storage of empty rail cars on the sidings adjacent to Pioneer Park and all commercial designated properties in Agassiz.
- Policy 6.5.5** Support more detailed planning regarding the impacts and benefits of introducing commuter rail service that stops in The District (e.g. West Coast Express).
- Policy 6.5.6** Consider and explore the potential for rail oriented industries in The District.
- Policy 6.5.7** Work with CPKC on developing and practicing emergency response plans for potential rail transportation incidents involving dangerous goods and hazardous commodities.



7

Servicing

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The District of Kent operates and maintains water systems, a wastewater treatment plant, sanitary sewer systems, storm drainage infrastructure, and associated pump stations. 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 The District's wastewater system.

Developed areas of The District are served with electrical, cable and telephone infrastructure. A natural gas pipeline runs adjacent to Agassiz and continues through Seabird Island. **Map 7** and **Map 8** show the major utility corridors within The District. These utility rights-of-way and the companies that operate within them, including the CPKC railway, FortisBC (gas), and BC Hydro, contribute significantly to The District's tax base.

7.1 Water

The District of Kent operates three community water systems—Agassiz, Rockwell, and Mount Woodside. Connection to the Agassiz system is currently voluntary, and Water Regulation Bylaw 1562 requires that new residential structures must connect to the municipal water system. The 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.

The District benefits from a productive groundwater aquifer, and water quantity is generally not a concern. 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
- › Property-owner responsibility for well operation and maintenance costs
- › Deterrence of potential development investment
- › Limited ability to protect and manage groundwater quality



Fire protection is provided through municipally owned live hydrants and draft fire wells, with some hydrants 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 prone to siltation, which reduces their reliability for firefighting and increases ongoing maintenance needs.

To help finance the establishment of a municipal water supply systems, The District adopted a Development Cost Charge Bylaw in 1994. Charges apply to new residential, commercial, institutional, and industrial uses.





Water Policies:

- Policy 7.1.1** Ensure safe water supplies and well-maintained community water systems in Agassiz, Mount Woodside and Rockwell Drive.
- Policy 7.1.2** 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.
- Policy 7.1.3** Require new development to connect to The District's water system.
- Policy 7.1.4** 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.
- Policy 7.1.5** Investigate opportunities to establish The District's water systems as warranted by future development.
- Policy 7.1.6** Work with the Provincial and Federal governments to assist in funding the completion of The District's water systems.
- Policy 7.1.7** Develop water conservation initiatives to protect this valuable resource.
- Policy 7.1.8** Continue to update the Development Cost Charge Bylaw, to ensure that appropriate funding is provided from new development.
- Policy 7.1.9** Protect the aquifer and ground water quality as a clean source of drinking water.
- Policy 7.1.10** Require new developments to demonstrate how they will minimize impact to ground water quality and supply.

7.2 Sanitary Sewer

The District of Kent's wastewater treatment plant (WWTP) and sanitary sewer collection system primarily serve the Agassiz townsite. Seabird Island First Nation residences are also connected to The District's wastewater system. The remainder of The District, encompassing the majority of its land area, is serviced 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 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.

The District's capital works program addresses replacement and upgrades to the sanitary collection and treatment infrastructure, including:

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
3. Upgrades to the WWTP screening and digestion processes in 2009

Sanitary Sewer Policies:

- Policy 7.2.1** Require major new development projects to connect to The District's sanitary sewer system.
- Policy 7.2.2** Investigate opportunities to establish District sewer systems where warranted by future development needs, including the heavy industrial area on west Cameron Road.
- Policy 7.2.3** Investigate opportunities to establish a District sewer system to service the marine commercial area on Rockwell Drive.
- Policy 7.2.4** While soil conditions of The District are generally suitable for on-site sewage disposal, lots smaller than 0.8 hectares (2 acres) may be restricted to areas served by the community sewer system, subject to the approval of The District.
- Policy 7.2.5** 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.



7.3 Storm Sewer (Drainage)

The District of Kent operates and maintains storm drainage pipes to manage storm water runoff within the Agassiz town centre. The majority of the Agassiz drainage system discharges to 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 drain through underground storm sewers that discharge to four outfalls releasing rainwater to Agassiz Slough.

Water levels in Agassiz Slough fluctuate seasonally, and the flat grades of the sewer mains contribute to variable outfall capacity. Over the past several decades, a number of improvements have been made to enhance drainage performance. In 1996, new outfalls and storm trunk sewers were installed along the Highway 9 corridor to improve drainage in the Town Centre and Vimy Road areas. Additional upgrades include completion of the east and west drainage systems. An outfall at the north end of McCaffrey Road serves a small catchment area, as does the outfall at the south end of Aberdeen Drive.

The District also operates and maintains three rural open drainage systems to help manage drainage and protect properties. These rural systems are known as the Miami Creek, Mountain Slough, and Harrison Mills systems.

In addition to The District's drainage systems, agricultural properties use supplementary ditches to improve on-site drainage. At Mount Woodside, low-impact development measures—such as drainage swales, rainwater infiltration, and detention—have also been incorporated.

The District adopted a Development Cost Charge in 1994 for storm drainage works and services.

The District also maintains approximately 42 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:

Policy 7.3.1 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.

Policy 7.3.2 Require major new development projects to connect to The District storm water system.



- Policy 7.3.3** Consider updating a District-wide drainage management plan for all agricultural land within The District in order to address outflows of drainage ditches, flood control, and maintenance.
- Policy 7.3.4** Identify funding sources for dyke upgrades, stormwater pump station assessments, maintenance, and feasibility studies.
- Policy 7.3.5** Develop engineering standards that promote best management practices for stormwater infiltration and mitigation of stormwater runoff impacts.
- Policy 7.3.6** Work with the senior governments to protect and enhance fisheries habitat while maintaining effective drainage systems.
- Policy 7.3.7** Work with senior governments to implement comprehensive stormwater management plans for Crown Land hillside areas, ensuring that logging activities do not increase runoff or place additional pressure on downstream drainage systems within The District.



7.4 Solid Waste Management

Currently, solid waste collection in The District of Kent is privately managed with waste transported to the Bailey landfill site in Chilliwack for disposal. The District also operates a bottle depot and recycling facility on Industrial Way, which accepts recyclables as well as yard and garden green waste. The District will continue to work with the FVRD to implement the Solid Waste Management Plan.

Solid Waste & Recycling Policies:

- Policy 7.4.1** Continue to implement data from The District's 2008 Solid Waste Management Data Plan.
- Policy 7.4.2** Support local and regional initiatives for waste reduction and recycling.
- Policy 7.4.3** Explore opportunities to:
 - a. Increase curb side pick-up of recyclables
 - b. Establish curb side pick-up of compostables





7.5 Emergency Program Planning

In accordance with the *Emergency and Disaster Management Act*, 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 meet 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 two part-time emergency program positions that help administer each municipality's emergency program:

- › Emergency Program Coordinator
- › Deputy Emergency Program Coordinator

EMERGENCY EVACUATION ROUTE

One of the main emergency planning priorities facing The District and the Village of Harrison Hot Springs is the establishment of an emergency evacuation route for residents and visitors along Rockwell Drive on the east side of Harrison Lake. Both municipalities are working with provincial representatives to secure funding and establish a bypass and evacuation route that can be used during major incidents—such as wildfires or significant traffic accidents—that result in prolonged closures along Rockwell Drive or the north end of Hot Springs Road. The proposed route would connect the north end of Rockwell Drive to the Lougheed Highway (Highway 7).

Discussions have proceeded with various provincial government ministries, including: Ministry of Emergency Management and Climate Readiness, BC Parks, Ministry of Environment and Parks and Ministry of Forests.

ALTERNATE EMERGENCY OPERATIONS CENTRE & 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. Because an emergency could render either of these building locations unusable, The District is considering suitable alternate locations that can be properly outfitted with emergency generators and other essential infrastructure to ensure functionality 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:

- Policy 7.5.1** The District continues to work with the Village of Harrison Hot Springs and provincial and federal agencies to obtain required funding and approvals to establish and maintain an emergency evacuation route for residents and visitors during emergency or disaster situations.
- Policy 7.5.2** Review options for, and establish, an alternate Emergency Operations Centre and alternate Emergency Social Services Reception Centre that are properly equipped and supported with emergency generators for use during emergency or disaster situations.
- Policy 7.5.3** Engage with the provincial government and relevant agencies including BC Emergency Health Services (BC Ambulance Service) and the Ministry of Emergency Management and Climate Readiness, to secure the necessary funding and develop an implementation plan for a designated helicopter landing zone in the Rockwell Drive area, with a potential location being at the end of the existing breakwater.



8

Health & Well-Being

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

8.1 Social Well-Being

Community health is influenced by a combination of social, physical, and economic factors. As a result, social well-being policies often span multiple issues, and their success depends on the active participation and support of many stakeholders, including individuals, community organizations, and local and provincial governments.

Social Well-Being Policies:

HEALTH & QUALITY OF LIFE

- Policy 8.1.1** Work with government agencies and community groups to help address local health issues.
- Policy 8.1.2** Facilitate and encourage boards, commissions, and committees to improve the quality of life in The District.
- Policy 8.1.3** Support the Agassiz-Harrison Healthy Communities Committee as the front line social and health planning agencies for the community.
- Policy 8.1.4** Support additional health and social services identified by the Agassiz-Harrison Healthy Communities Committee as funding becomes available and budget constraints permit.
- Policy 8.1.5** Expand educational opportunities as a way of improving the quality of life for the residents of The District.
- Policy 8.1.6** Work collaboratively with the Ministry of Health and Fraser Health to support community-led food security initiatives, particularly for residents with limited incomes.
- Policy 8.1.7** Encourage sustainable local food systems, including the promotion of locally grown foods, home food production, community gardens, and farmers' markets.





BUILT ENVIRONMENT

- Policy 8.1.8** Recognize and preserve significant heritage buildings and features when possible.
- Policy 8.1.9** Ensure that all buildings providing facilities and services are fully accessible to people with physical or cognitive disabilities.
- Policy 8.1.10** Encourage the provision and expansion of recreational and park facilities to meet the needs of youth, children, seniors and young adults, and to help attract more families to The District.
- Policy 8.1.11** Encourage the development and enhancement of infrastructure that supports active, human-powered recreation, such as walking and cycling.



HOUSING, COMMUNITY & ECONOMIC DEVELOPMENT

- Policy 8.1.12** Encourage economic development to create more job opportunities and reduce unemployment in The District.
- Policy 8.1.13** Continue implementing the Age-Friendly Plan and collaborate with seniors' groups, community members, and government agencies to plan for the housing and services needed to support an aging population.
- Policy 8.1.14** Enhance relationships with First Nations through ongoing participation in C2C (Community to Community) meetings, development and execution of Memoranda of Understanding where appropriate, and continued cooperation.

SAFETY & SECURITY

- Policy 8.1.15** Allocate resources to support expanded community policing initiatives in response to the District's funding responsibilities for policing costs under the *Local Government Act*.
- Policy 8.1.16** Work with the RCMP to improve community safety by encouraging residents and neighbourhoods to participate in crime prevention programs such as Speed Watch, Block Watch, Block Parents, Neighbourhood Watch, Citizens on Patrol, and Crime Stoppers.
- Policy 8.1.17** Promote and support community-policing initiatives.
- Policy 8.1.18** Collaborate with the RCMP to integrate Crime Prevention Through Environmental Design (CPTED) principles into the review and approval process for all new developments.
- Policy 8.1.19** Acknowledge and support the ongoing efforts of Kent/Harrison Search and Rescue.



9

Development Permit Areas

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Pursuant to the *Local Government Act*, the Official Community Plan designates certain areas within the District of Kent as Development Permit Areas (DPAs).

DPAs are established 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
- ✓ 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
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:

7. 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
- c. Land alteration in an environmentally sensitive or hazardous area

8. All development permit applications must include a comprehensive design package and a letter of intent that demonstrates how the proposed development meets the guidelines.



DEVELOPMENT PERMIT AREA EXEMPTIONS

1. A Development Permit is not required within specified Development Permit Areas for Internal alterations that do not affect the exterior appearance of a 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
 - 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
 - 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 (DPA 1)

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
- ✓ Protection of developments from hazardous conditions

A geotechnical overview study of The District of Kent 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 (DPA 1) 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
 - 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



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
- ✓ 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 DPA 2 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
 - 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. Site design shall integrate FireSmart principles for hillside development to prepare for wildfire events.



6. Development should be designed to ensure that sunshine comes down to pedestrian levels to pedestrian levels and to preserve and create view and pedestrian corridors to the lake.
7. Variety, continuity and pedestrian interest should be expressed in the design of buildings, especially at ground level.
8. Large, flat expanses of sides of buildings should be avoided and focus on a pedestrian or residential area orientation.
9. Landscape screening requirements should be supplemented to separate parking clusters and to mask storage and service areas from adjacent residential uses and pedestrian view.
10. 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.
11. Screen areas with walls, fencing, hedging, planting, other screening materials, or a combination of these materials.
12. Natural landscape and significant tree stands should be retained and incorporated into site development plans when feasible.
13. Buildings and structures should be permanent in nature, and should not appear to be temporary structures.

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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; its strategic and sensitive position adjacent to single family residences along with the spectacular mountain views.

All development within an Intensive Residential DPA 3 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.
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.
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
- ✓ 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 & 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
 - 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.
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 The District of Kent. This area contains several successful businesses and has the potential to significantly contribute to the employment and tax base for The District. 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:

31. 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
- e. Incorporate crime prevention and public safety features

32. 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.

33. 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.



34. Building materials should be durable, high in quality and complement the surrounding streetscape.
35. 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.
36. Signage shall complement the design of buildings and structures.
37. 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.
38. 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.
39. 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.
40. 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.
41. 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.
42. Loading facilities should be located away from public streets and into the rear or the interior of a site.
43. 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.



44. 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.
45. 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.

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Implementation

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The vision set out in the OCP will be achieved over many years. Implementation will occur through several mechanisms including redevelopment processes, capital investment in key areas, the application of new and existing bylaws, and future studies and other initiatives. Key implementation tools are outlined below.

10.1 Land Use & Zoning Bylaw

1. The District of Kent 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 appropriate and supported through a development application.
3. The District will create new zones to accommodate infill residential development.
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 long-term access to aggregate resources. Potential aggregate reserve areas are generally located within the Resource Management designation. The District will consider the implications and benefits aggregate manufacturing within these 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 of Kent 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.
2. The District will consider establishing Development Permit Area Guidelines to promote energy and water conservation.

10.3 Engineering & Financing




















1. The District of Kent will undertake a new Road Network and Traffic Study to address traffic bypassing, vehicle speeds on collector roads, traffic calming measures and other transportation related matters, including identification and implementation of truck and dangerous goods routes.
2. The District will review and update the Development Cost Charge Bylaw for municipal roads, storm drainage, sanitary sewer, and parks to ensure that new development contributes appropriately to infrastructure needs.
3. The District will explore partnerships with other levels of government and agencies, (e.g. Federal Government, Fraser Health) to enhance servicing and infrastructure capacity.

Schedules

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DISTRICT OF KENT
OFFICIAL COMMUNITY PLAN
DISTRICT LAND USE PLAN

LEGEND

-  Municipal / Electoral Boundaries
-  Lot Lines
-  Agriculture
-  Commercial - Highway
-  Commercial - Marine
-  Commercial - Service
-  Commercial - Town Centre
-  Industrial - Heavy
-  Industrial - Light
-  Institutional
-  Mixed Use
-  Park, Recreation & Open Space
-  Residential - Low Density
-  Residential - Medium Density
-  Residential - Rural
-  Residential - Lake Area
-  Residential - Future
-  Resource Management
-  First Nation Reserve

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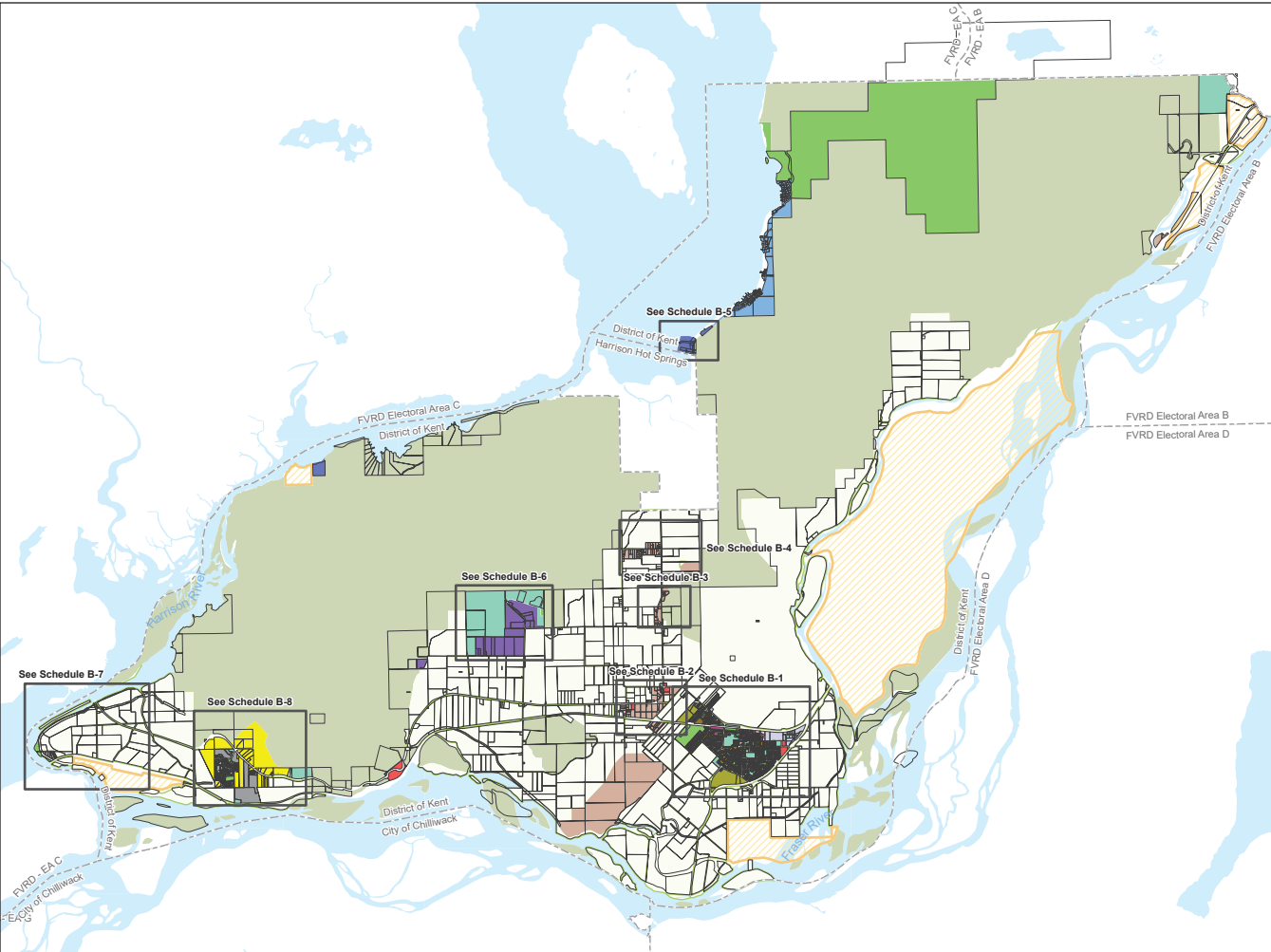
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DISTRICT OF KENT
OFFICIAL COMMUNITY PLAN
AGASSIZ NEIGHBORHOOD SITE LAND USE PLAN

- LEGEND**
- Lot Lines
 - Agriculture
 - Commercial - Highway
 - Commercial - Service
 - Commercial - Town Centre
 - Industrial - Light
 - Institutional
 - Park, Recreation & Open Space
 - Residential - Low Density
 - Residential - Medium Density
 - Residential - Rural
 - Residential - Future

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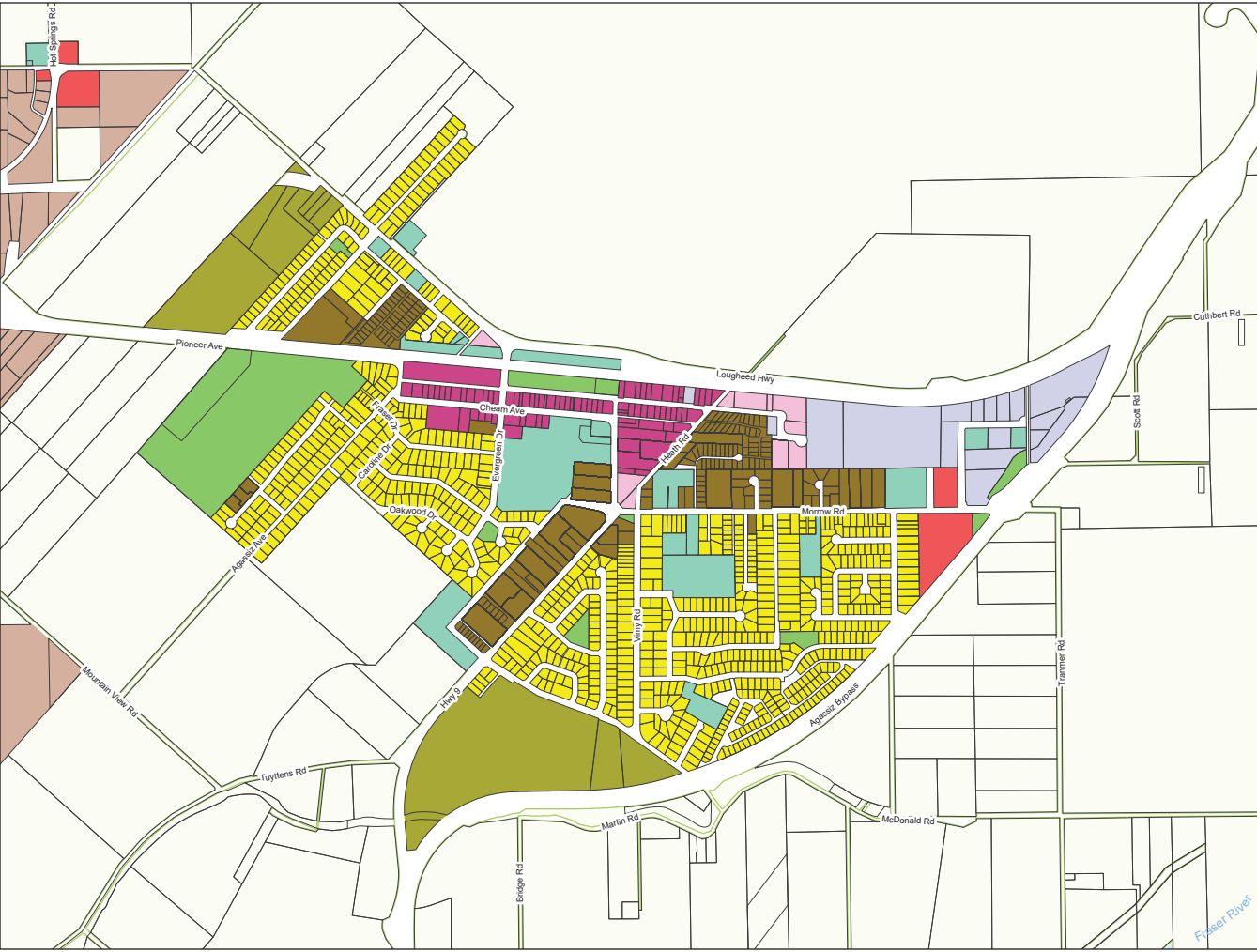
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






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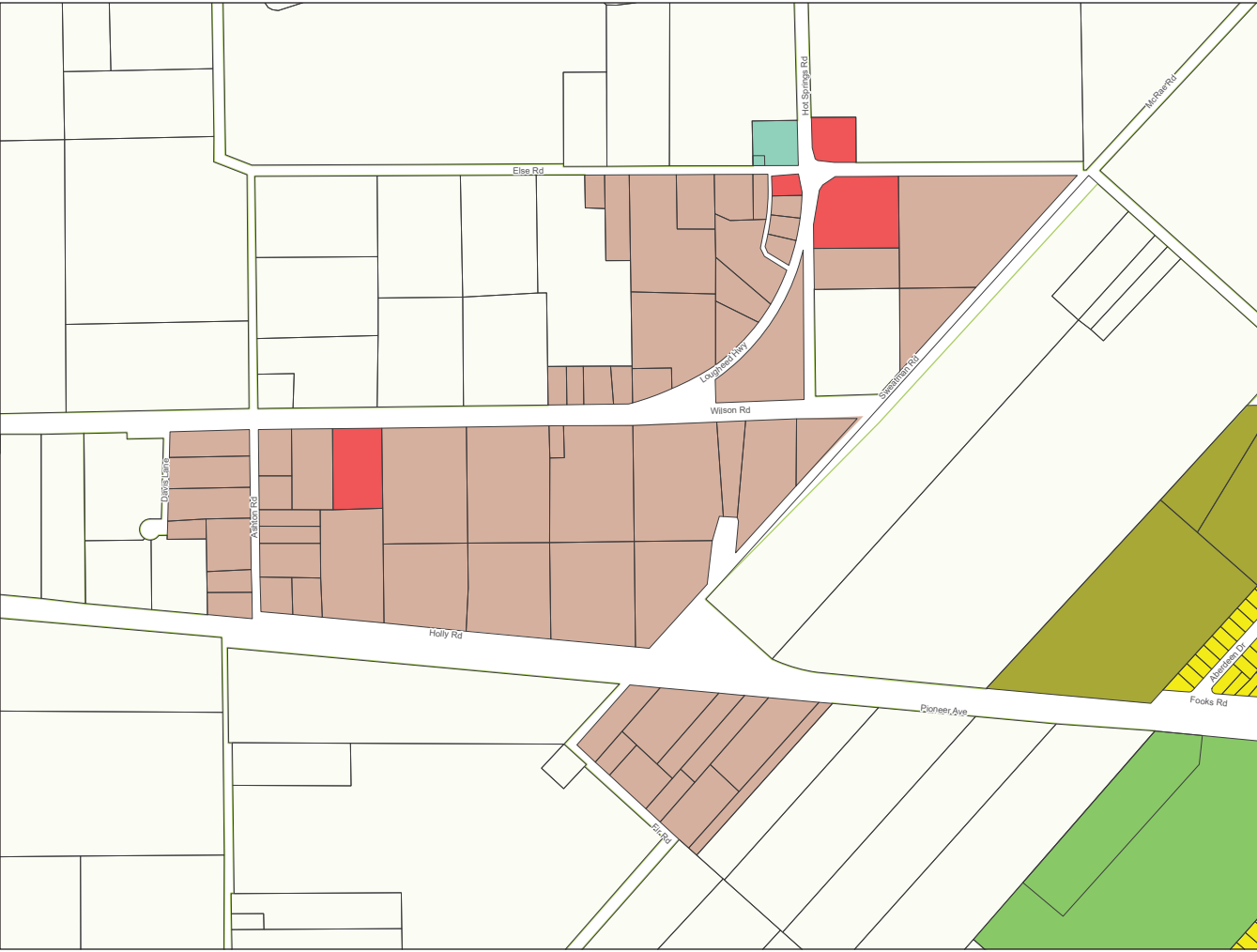



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DISTRICT OF KENT
 OFFICIAL COMMUNITY PLAN
 ELSE AST N R AD LAND USE
 PLAN


- LEGEND**
-  Lot Lines
 -  Agriculture
 -  Commercial - Highway
 -  Institutional
 -  Park, Recreation & Open Space
 -  Residential - Rural
 -  Residential - Future








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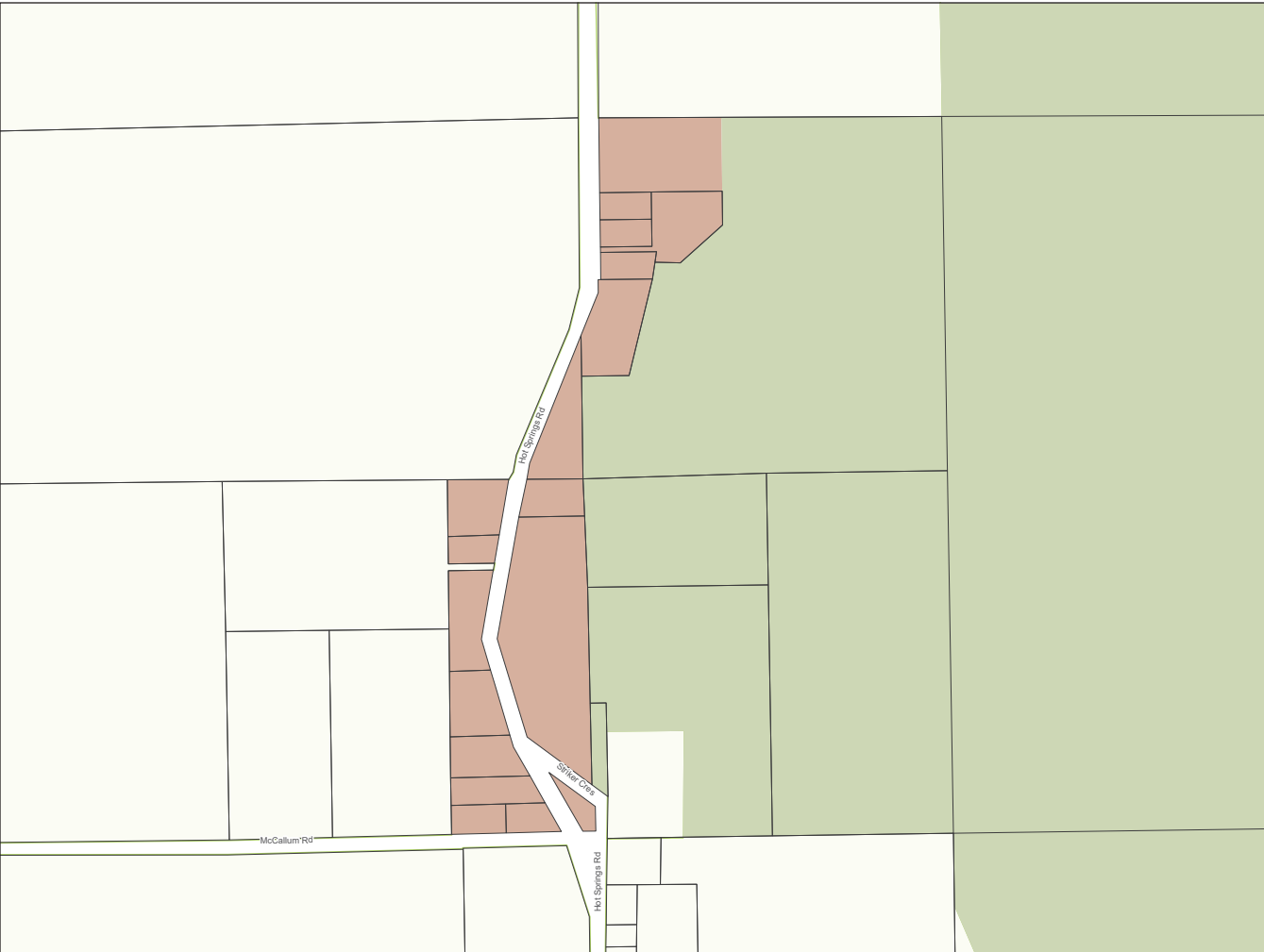
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DISTRICT OF KENT
 OFFICIAL COMMUNITY PLAN
 TSPRIN SPRING ROAD LAND USE PLAN


- LEGEND**
-  Lot Lines
 -  Agriculture
 -  Residential - Rural
 -  Resource Management







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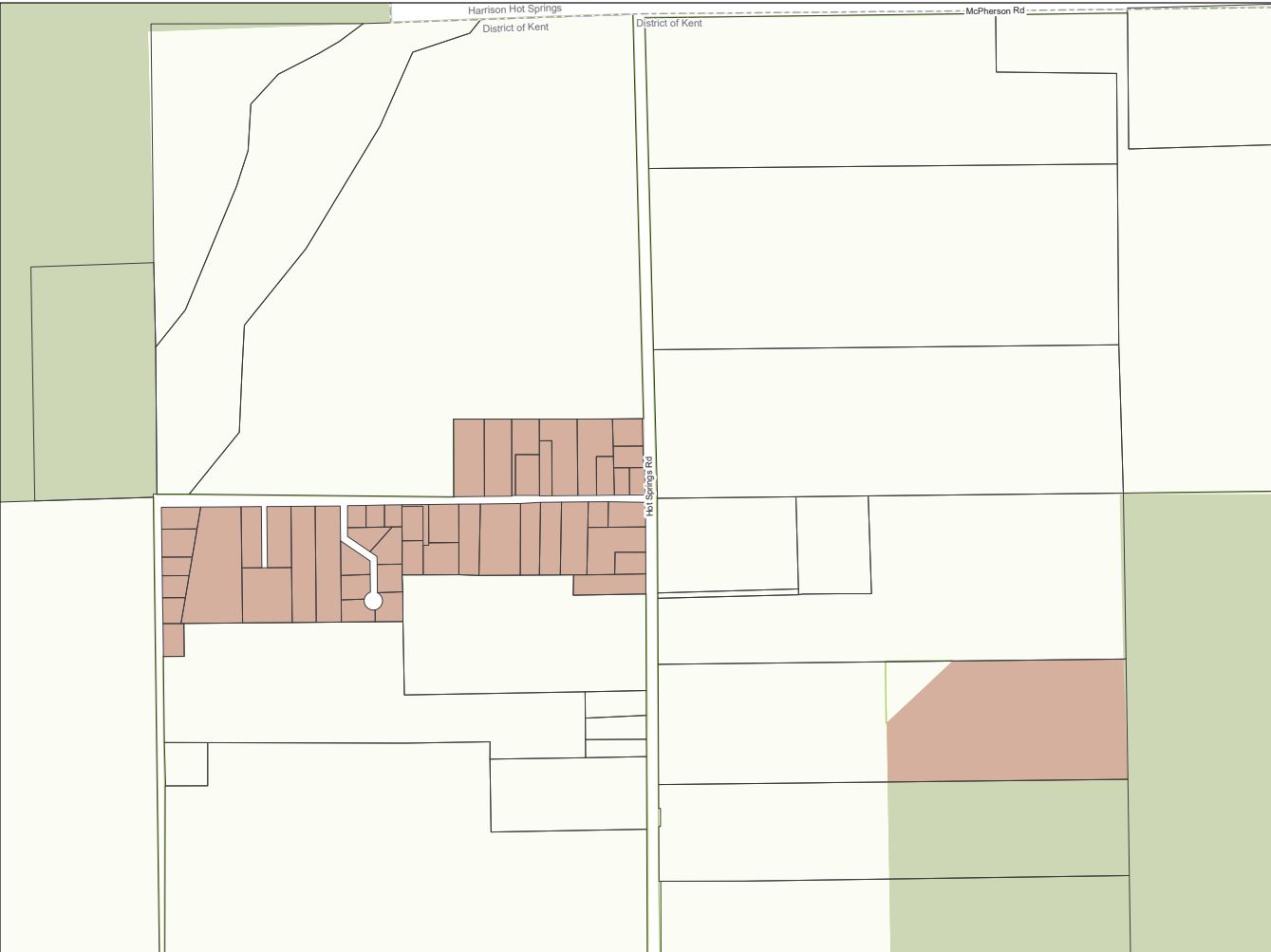
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DISTRICT OF KENT
OFFICIAL COMMUNITY PLAN
L R AD LAND USE PLAN

- LEGEND**
-  Lot Lines
 -  Agriculture
 -  Residential - Rural
 -  Resource Management







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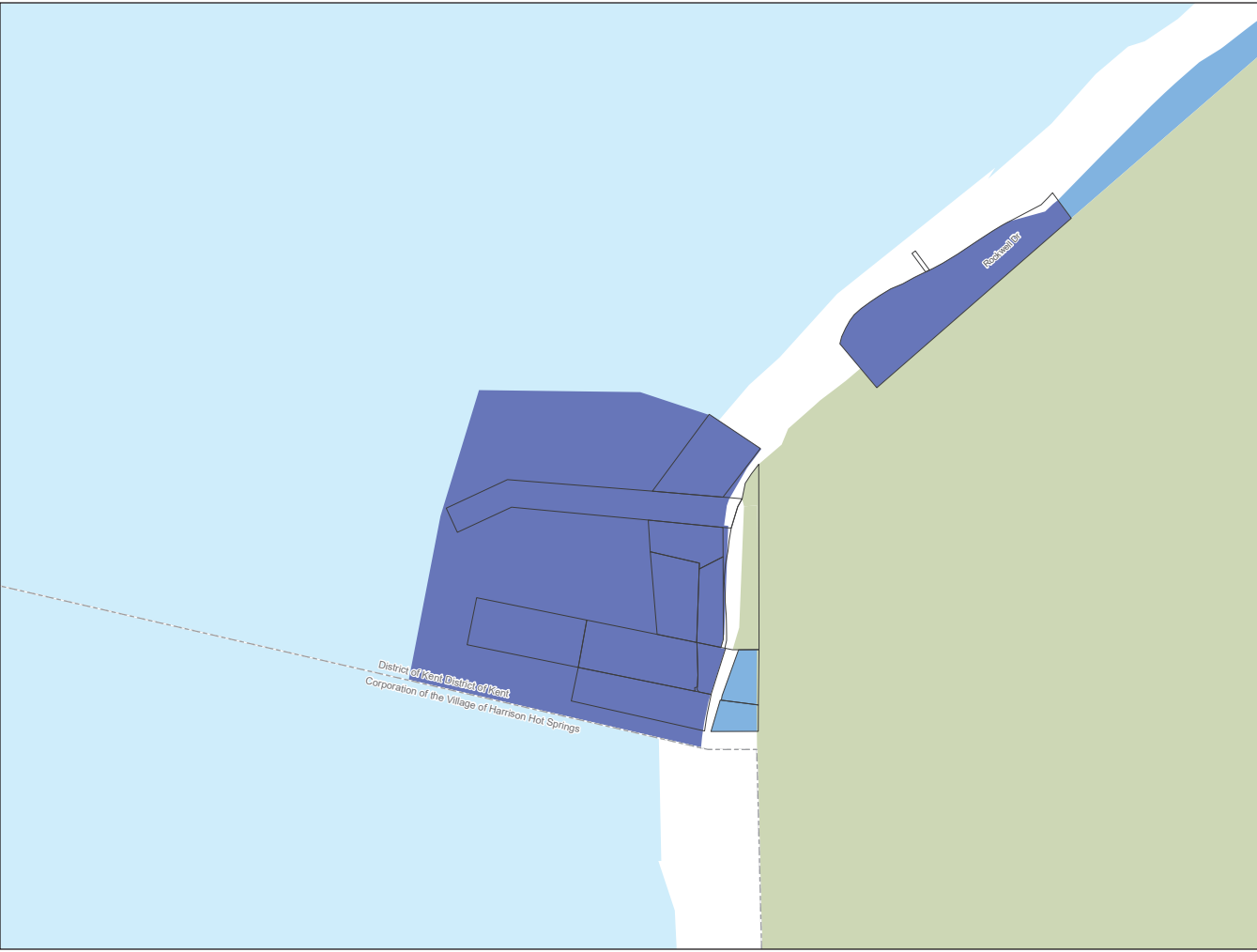
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DISTRICT OF KENT
 OFFICIAL COMMUNITY PLAN
 R C ELL DRI E LAND USE
 PLAN


- LEGEND**
-  Lot Lines
 -  Commercial - Marine
 -  Residential - Lake Area
 -  Resource Management









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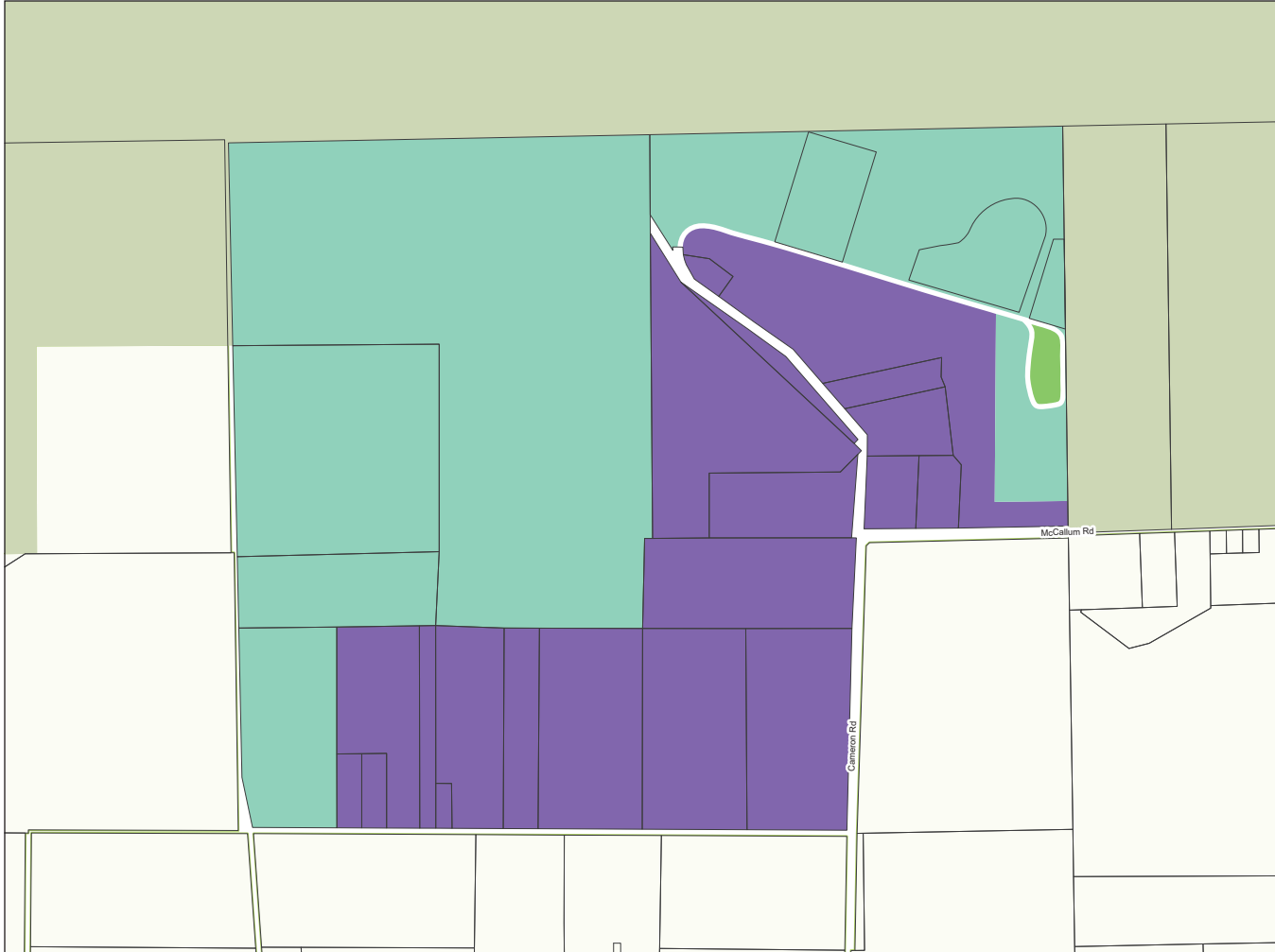
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DISTRICT OF KENT
 OFFICIAL COMMUNITY PLAN
 CE TER R AD LAND USE
 PLAN


- LEGEND**
-  Lot Lines
 -  Agriculture
 -  Industrial - Heavy
 -  Institutional
 -  Park, Recreation & Open Space
 -  Resource Management



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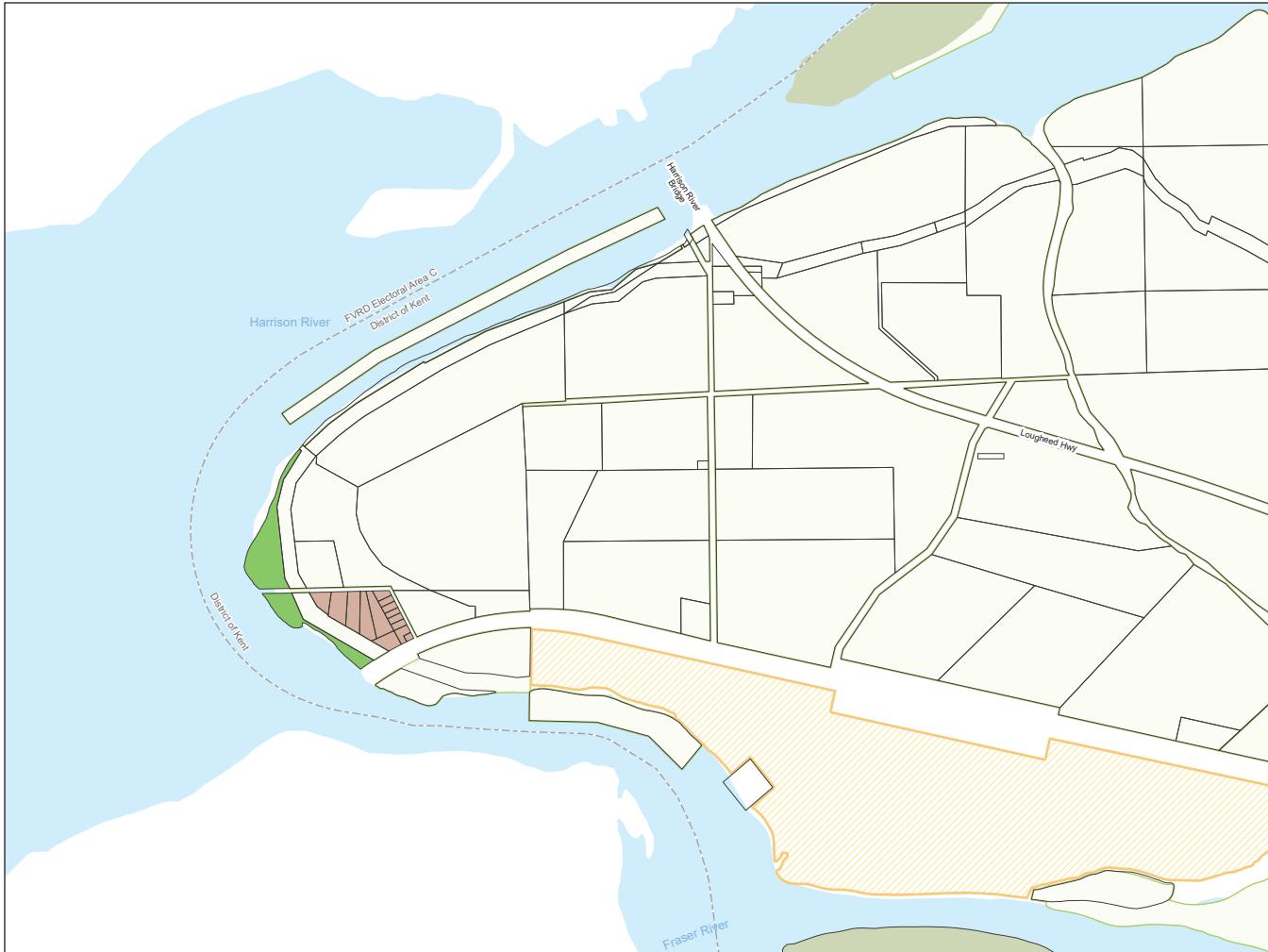


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DISTRICT OF KENT
 OFFICIAL COMMUNITY PLAN
 ARRIS N ILLS LAND USE
 PLAN

LEGEND


-  Lot Lines
-  Agriculture
-  Park, Recreation & Open Space
-  Residential - Rural
-  Resource Management
-  First Nation Reserve




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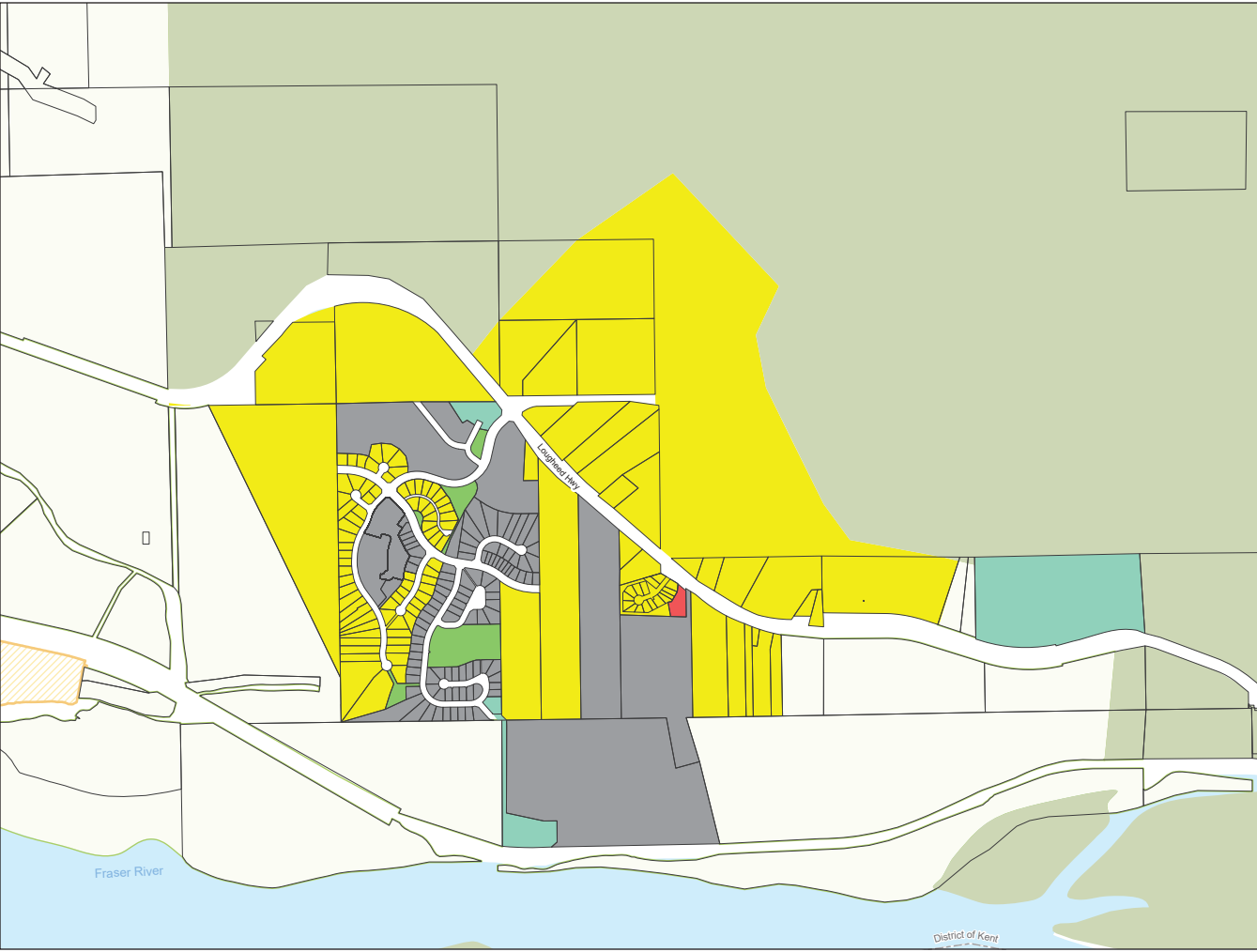
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DISTRICT OF KENT
 OFFICIAL COMMUNITY PLAN
 UNT DSIDE LAND USE
 PLAN

- LEGEND**
- Lot Lines
 - Agriculture
 - Commercial - Highway
 - Institutional
 - Mixed Use
 - Park, Recreation & Open Space
 - Residential - Low Density
 - Resource Management



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DISTRICT OF KENT
OFFICIAL COMMUNITY PLAN
DEVELOPMENT AREAS

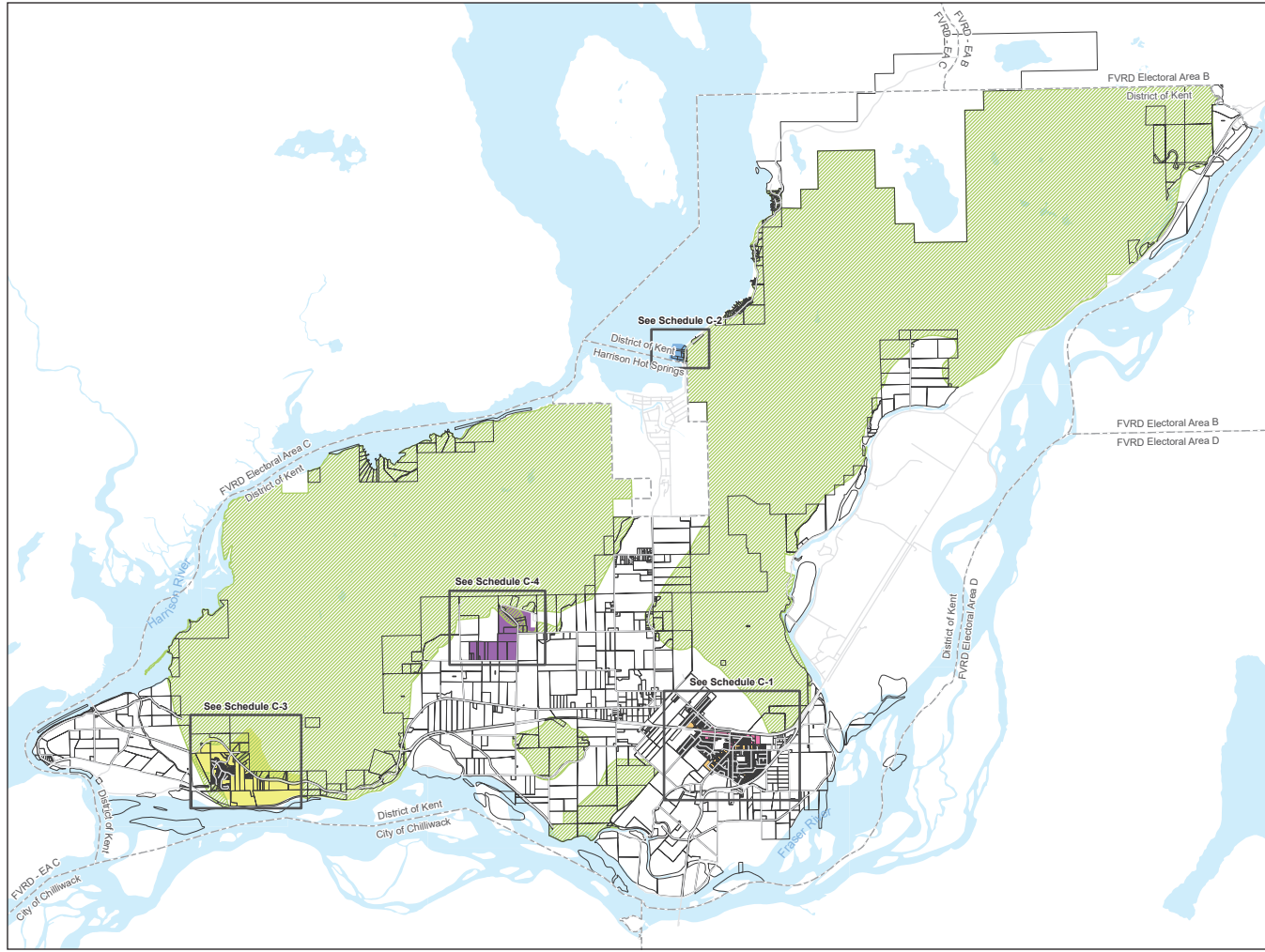
- LEGEND**
- Roads
 - - - Municipal / Electoral Boundaries
 - Lot Lines
 - ▨ DPA1 - Hillside
 - DPA2 - Marine Commercial
 - DPA3 - Intensive Residential
 - DPA4 - Downtown Revitalization
 - DPA5 - Mount Woodside
 - DPA6 - Industrial

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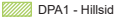


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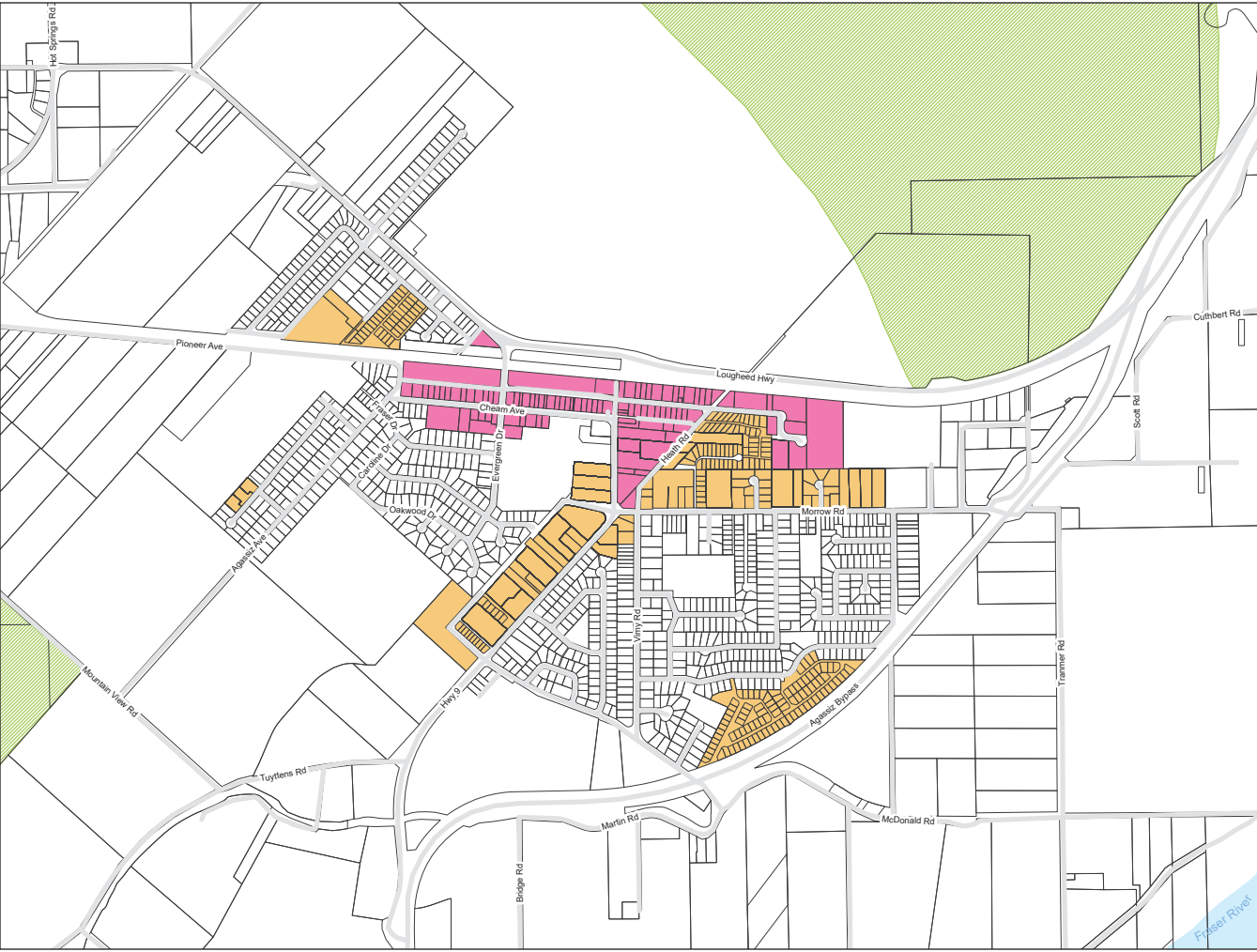


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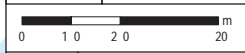
DISTRICT OF KENT
 OFFICIAL COMMUNITY PLAN
 A S S I T N S I T E
 D E L P E N T P E R I T A R E A

- LEGEND**
- Roads
 - Lot Lines
 -  DPA1 - Hillside
 -  DPA3 - Intensive Residential
 -  DPA4 - Downtown Revitalization



7170 CHEAM AVE
 P.O. BOX 70
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KENT
 A G A S S I Z
 PHONE: (604) 796-2235
 EMAIL: planning@kentbc.ca
 WEBSITE: www.kentbc.ca

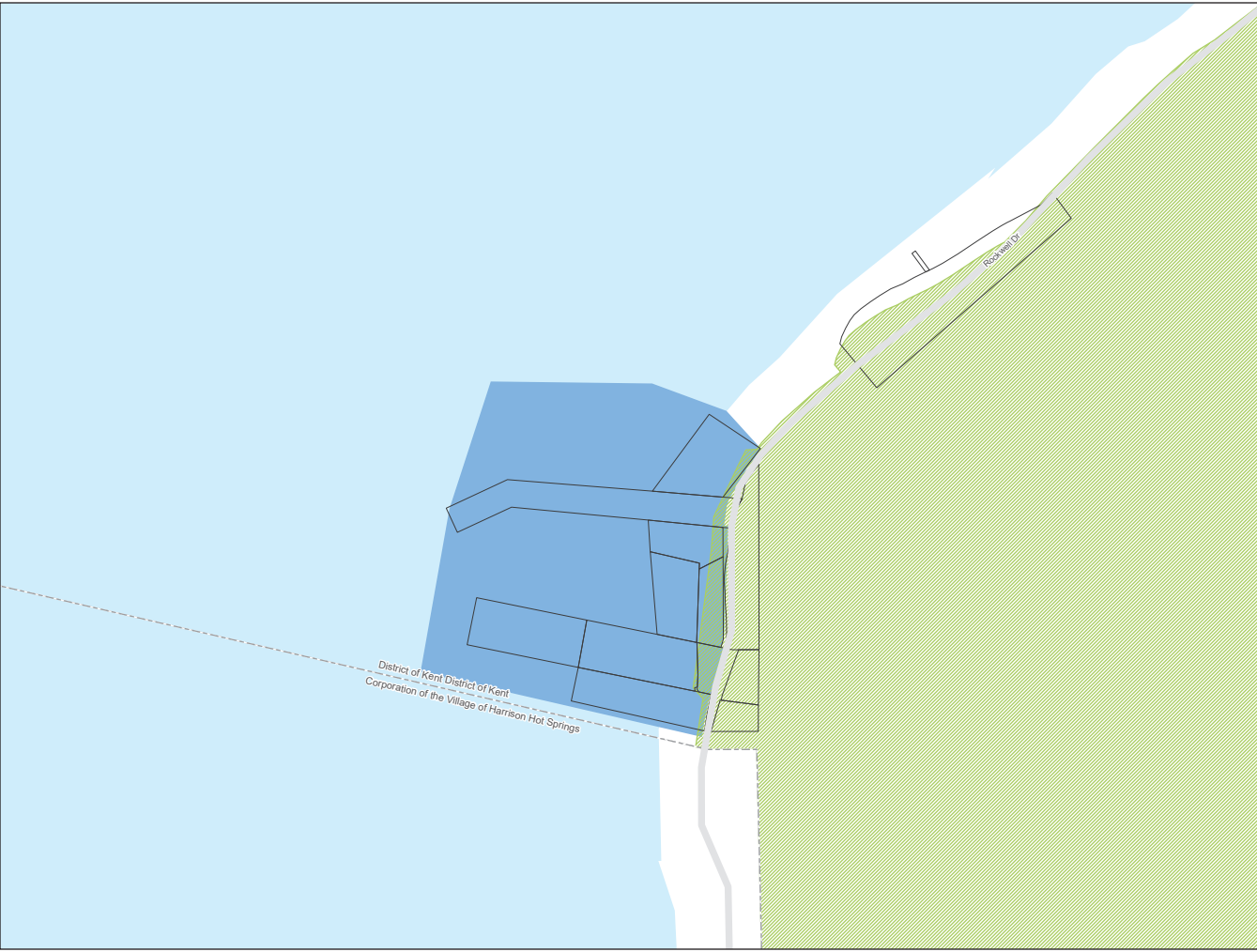
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DISTRICT OF KENT
 OFFICIAL COMMUNITY PLAN
 R C ELL DRI E
 DE EL P ENT PER IT AREA

- LEGEND**
- Roads
 - Lot Lines
 - ▨ DPA1 - Hillside
 - DPA2 - Marine Commercial



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 AGASSIZ
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 WEBSITE: www.kentbc.ca

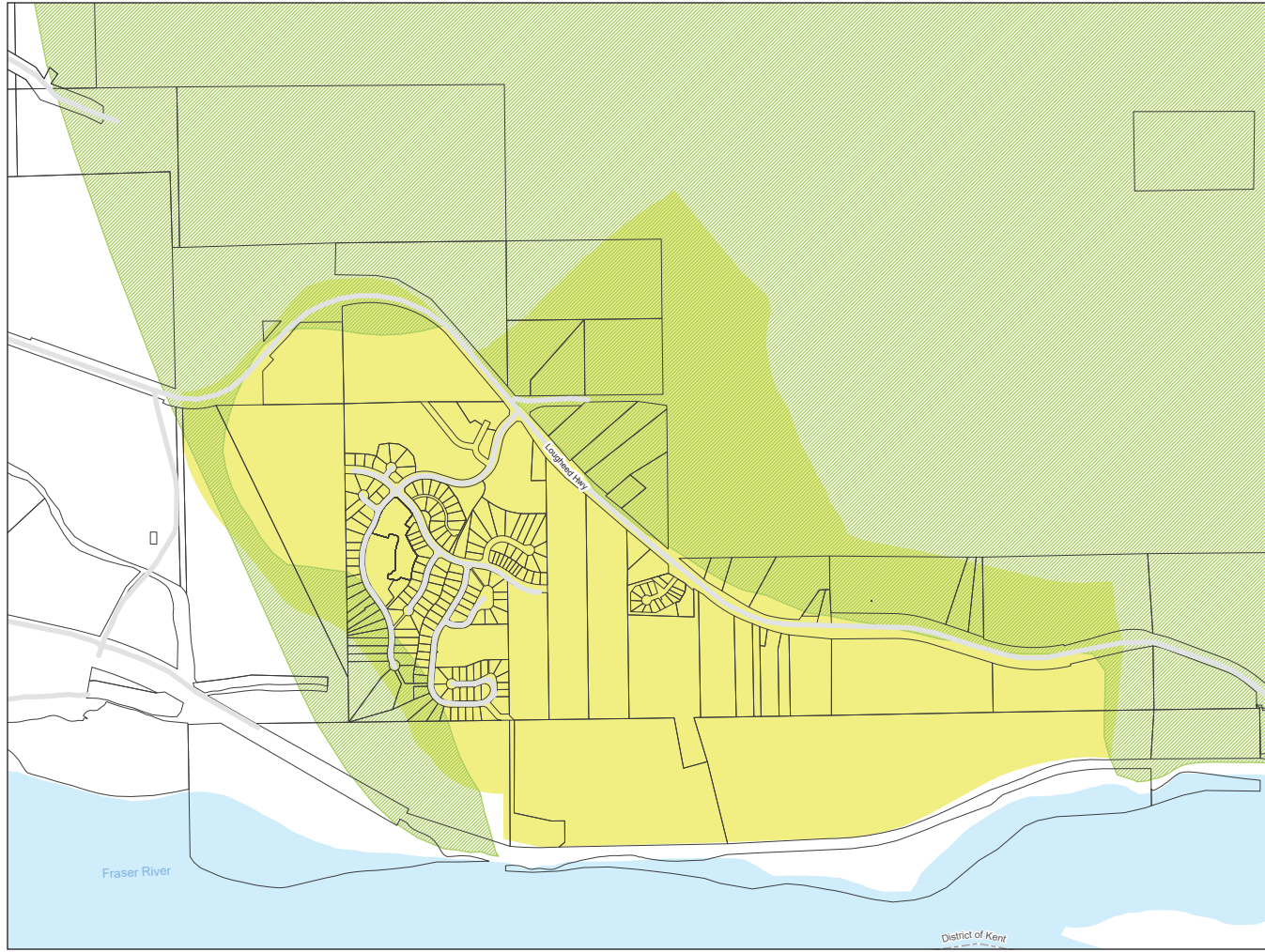
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	DRAWING NO.
	Sc e le C-2

DISTRICT OF KENT
 OFFICIAL COMMUNITY PLAN
 UNIT 15
 DEVELOPMENT PERMIT AREA

- LEGEND**
- Roads
 - Lot Lines
 - ▨ DPA1 - Hillside
 - DPA5 - Mount Woodside



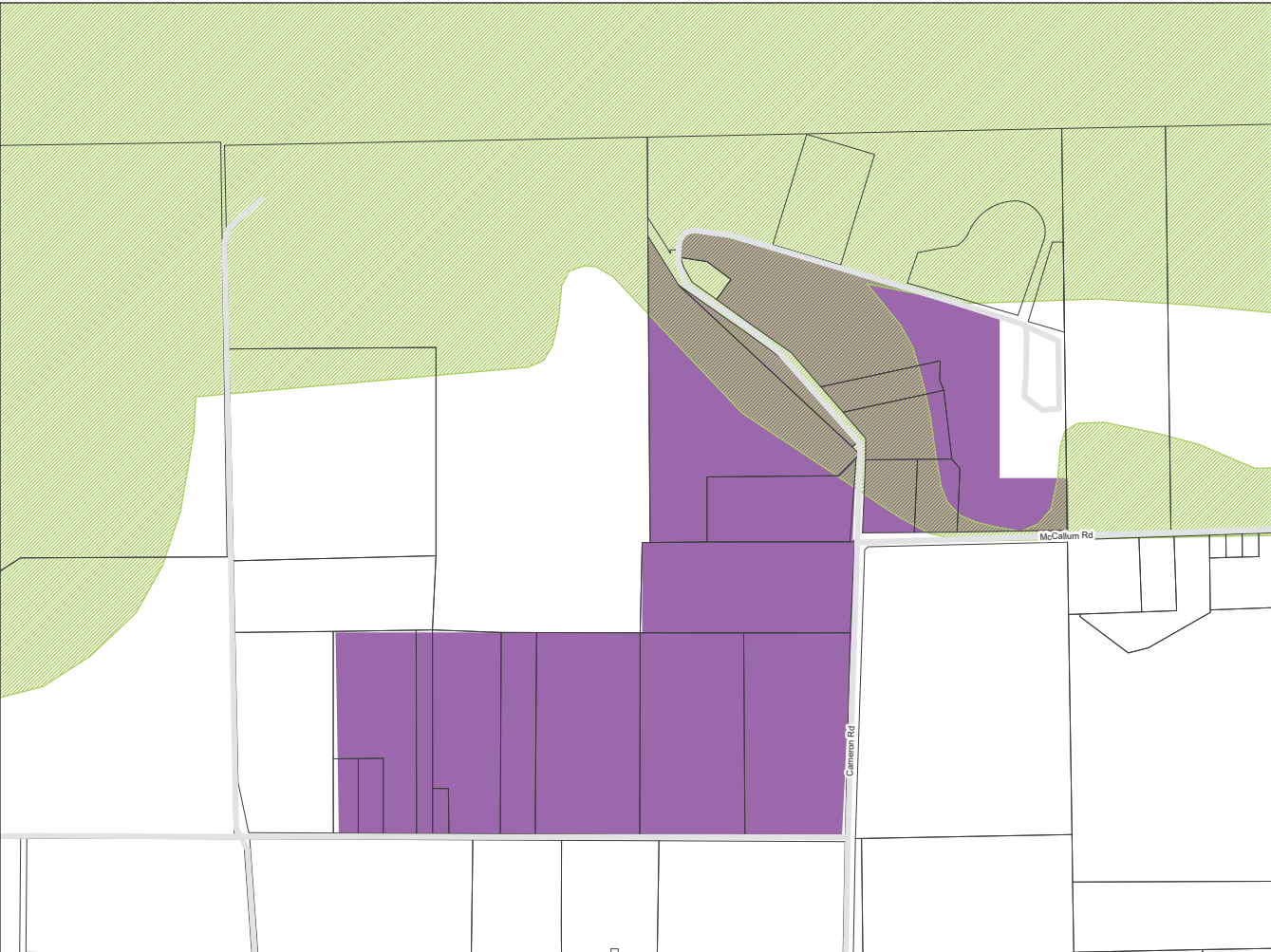
7170 CHEAM AVE
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 EMAIL: planning@kentbc.ca
 WEBSITE: www.kentbc.ca

DATE	2025-12-02
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DRAWN BY	SM

DRAWING NO. Sc e l e C-3

DISTRICT OF KENT
 OFFICIAL COMMUNITY PLAN
 CE TER R AD
 DE EL P ENT PER IT AREA

- LEGEND**
- Roads
 - Lot Lines
 - ▨ DPA1 - Hillside
 - DPA6 - Industrial



7170 CHEAM AVE
 P.O. BOX 70
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DISTRICT OF KENT
 AGASSIZ
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 WEBSITE: www.kentbc.ca

DATE	2025-12-02
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DRAWN BY	SM



DRAWING NO. Sc e le C-4

A compass rose with 'N' at the top, 'S' at the bottom, 'E' on the right, and 'W' on the left.