

SCHEDULE D

(BYLAW NO. 1508)

DISTRICT OF KENT

Mount Woodside

Neighbourhood Plan



Prepared for

District of Kent

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Mount Woodside

NEIGHBOURHOOD PLAN

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NEIGHBOURHOOD PLAN

1.0 Introduction

The District of Kent's Official Community Plan (OCP) identified the southwest corner of Mount Woodside as one of the last remaining undeveloped areas in Kent that is not encumbered by steep slopes or within the Agricultural Land Reserve (ALR). It is within good proximity to the services in Agassiz and regional recreation opportunities. The area is relatively flat in most areas, with mature vegetation, and there are a number of outstanding view corridors of the Fraser River basin, mountains and surrounding area. As a result this area has high development potential. The OCP indicates that Mount Woodside is recognized as a potential long-term residential community. It is identified as Residential – Rural, as shown on Schedule B of the OCP. Adjacent area designations include Agriculture and Resource Management.

District Council requires the preparation of a Neighbourhood Plan prior to receiving rezoning applications within the Mount Woodside community. An amendment to the OCP designation from Residential – Rural is necessary prior to advancing land development applications in this area.

By undertaking a Neighbourhood Plan, the District can adopt a planned and orderly approach to future development of Mount Woodside. The Neighbourhood Plan establishes a more detailed land use framework, outlines servicing requirements, and determines strategies to finance infrastructure improvements.

A 1994 planning study conducted by the Fraser Valley Regional District identified two distinct areas in southwest Mount Woodside which could be considered for future development. The area located on both sides of Highway 7 (identified in this document as Phase 1) is the primary focus of this planning review. Phase 2, located north of Highway 7, can be considered long-term development potential and as such will require an amendment to the OCP from Resource Management prior to considering development applications on this Crown Land. A separate Neighbourhood Plan could be developed for Phase 2, should the District wish to consider its development potential. As a result the current Mount Woodside Plan only addresses servicing and linkages between Phase 1 and Phase 2, as a long-term consideration.

1.1 Policy Framework

The Neighbourhood Plan complements the Official Community Plan and provides an opportunity for greater detail to reflect local conditions in the area of the Neighbourhood Plan. Policies that are specific to the Neighbourhood Plan have been highlighted to facilitate reference. These policies appear under appropriate headings throughout the text, and reflect formal Council policy. The balance of the text is intended to provide context and background. The text is further supplemented with a series of maps which also form part of this Neighbourhood Plan.



Mount Woodside

NEIGHBOURHOOD PLAN

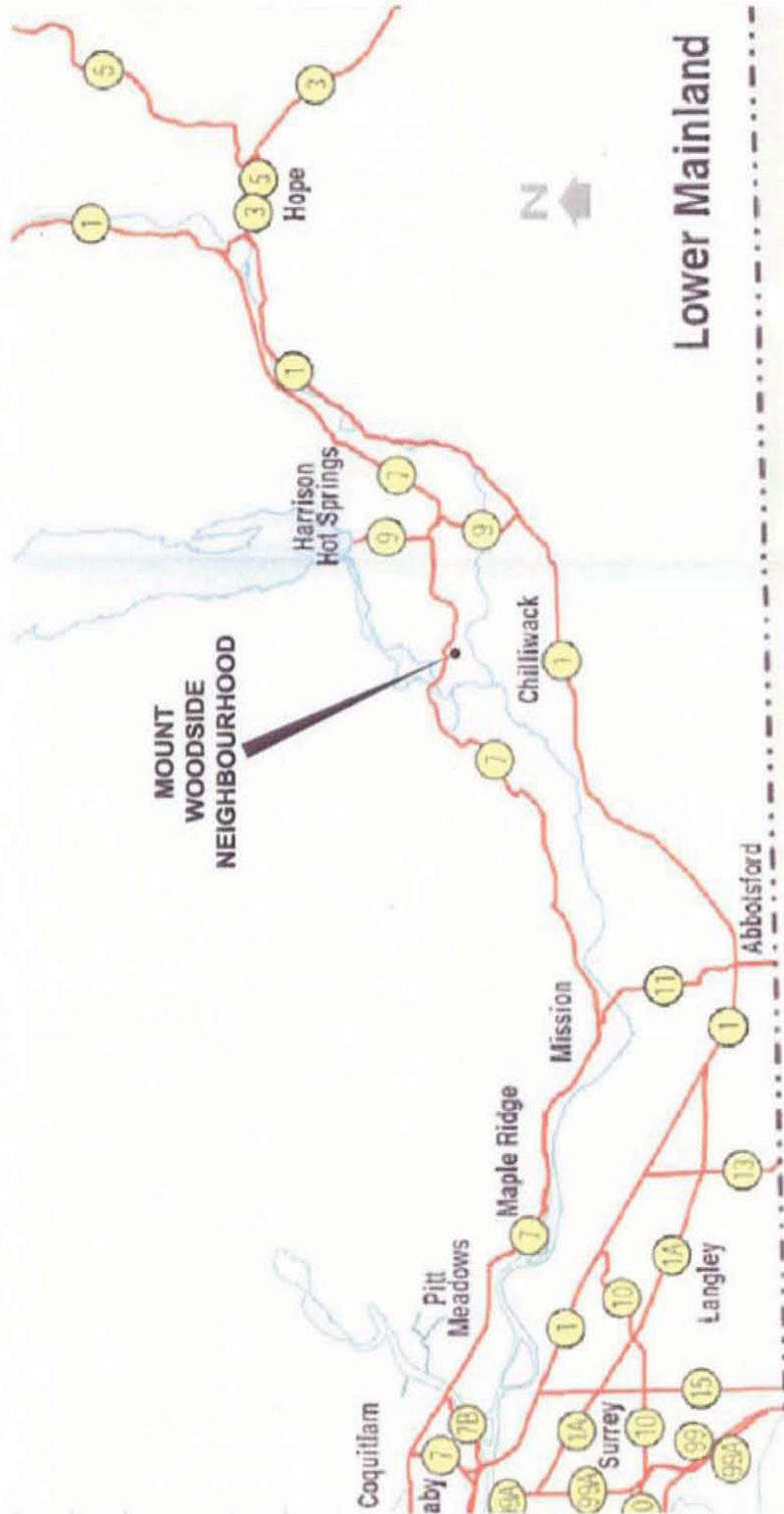
1.2 Regional Context

Mount Woodside is located approximately 12 kilometres west of Agassiz within the District of Kent. Within the region the planning area is approximately a 30 minute drive from Mission (population 33,000) and Chilliwack (population 67,000). Access to the Greater Vancouver District can be either by Highway #7 through Mission or Highway #1 through Chilliwack. Either route is approximately a 2 hour drive to Vancouver.

District of Kent

MOUNT WOODSIDE
NEIGHBOURHOOD PLAN

REGIONAL MAP



Mount Woodside

NEIGHBOURHOOD PLAN

2.0 Area Characteristics

The Neighbourhood Plan area lies along the southwest corner of Mt. Woodside in the District of Kent. It is centred on the Lougheed Highway (Highway # 7) and is approximately 12 kilometres west of Agassiz and 3 kilometres east of Harrison Mills. The plan area is bounded by the Fraser River to the south and the Agricultural Land Reserve (ALR) boundary to the west, steep topography to the north and a significant creek to the east.

The CPR mainline rail traverses the southern boundary of the plan area. Towards the east the Scowlitz Nation occupies Scowlitz IR 1.

The access to Agassiz is accentuated by a hazardous, steep, and winding section of Highway #7 which had been considered for relocation in the past by the Ministry of Transportation.

The planning area is somewhat removed from the major populated centre within the District of Kent, which is Agassiz.

District of Kent

MOUNT WOODSIDE
NEIGHBOURHOOD PLAN

REGIONAL CONTEXT



NEIGHBOURHOOD PLAN PHASING

MUNICIPAL BOUNDARY

SOURCE: Fraser Valley Regional District, 2000

Mount Woodside

NEIGHBOURHOOD PLAN

2.1 Current Land Uses – Mount Woodside

Land uses consist of rural residential, recreation, limited agricultural uses, and natural forest. There is also a small commercial node that includes sleeping accommodations and a coffee shop that is accessible off the Highway. A high portion of the planning area remains open space and undeveloped, which is conducive to a planned, orderly approach to development.

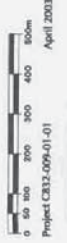
The most dominant features within this area are Highway #7 and the CPR tracks.

District of Kent

MOUNT WOODSIDE
NEIGHBOURHOOD PLAN
STUDY AREA LOCATION

Map
3

UTMA



Mount Woodside

NEIGHBOURHOOD PLAN

2.2 Existing Policy & Regulations

The OCP objectives for growth management contain the following statements:

- ensure development pays its way and not add to the tax burden;
- encourage infill within the Agassiz townsite;
- provide expanded development opportunities in portions of Mount Woodside;
- maintain the commercial focus within the Agassiz townsite;
- create “complete communities”; and
- provide a variety of housing choices.

This Neighbourhood Plan with its associated policies supports the growth management objectives contained within the OCP. It notes that long-term growth opportunities can be expanded within the Residential – Rural land use designated areas in Mount Woodside if growth opportunities within the Residential – Reserve area are not realized.

A financing strategy for infrastructure improvements has been developed within this Neighbourhood Plan to ensure development is self supporting.

This plan describes suggested limitations on the commercial uses within Mount Woodside to maintain the role of the downtown core in Agassiz, as the focal business centre for the District of Kent.

It also recommends adopting slope guidelines to facilitate geotechnical reviews, investigations and assurances within stability hazard locations in Mount Woodside. These locations have been identified on Map 6. Development Permit Area designations are recommended to protect these potential hazard locations until satisfactory geotechnical investigations take place.

The Neighbourhood Plan recommends adopting a minimum 30 metre leavestrip adjacent to all streams within Mount Woodside subject to a detailed environmental review. Construction practices should be monitored for compliance to the Land Development Guidelines for the Protection of Aquatic Habitat during land clearing and servicing activities. Additionally, the proposed Subdivision and Development Bylaw details sediment and erosion control standards to mitigate the impact of land development activities adjacent to streams in the plan area. The District can also consider a Tree Protection Bylaw to monitor and protect certain trees.

During the planning process for this Neighbourhood Plan consideration should be given to removing up to 46 hectares of land from the ALR. These lands are isolated from other agricultural lands, have difficult access considerations and the general topography is not conducive to agricultural activities. Staff at the Land Reserve Commission is receptive to considering an application to remove the ALR lands identified within this



Mount Woodside

NEIGHBOURHOOD PLAN

neighbourhood plan. A formal application to the Commission preferably endorsed by District Council is required to initiate this process.

The last review of the Official Community Plan (2001) recognized that Mount Woodside has the potential to become a complete community if planned properly. To prevent piece-meal development that would limit the opportunity to have a planned and orderly community, the OCP permitted a 0.8-hectare (2 acres) minimum lot size for properties within the Residential – Rural designation. Furthermore, the OCP indicates that if property owners wish to reduce the minimum lot size to allow further subdivision, a comprehensive development scheme (or in other words a Neighbourhood Plan) would have to be approved jointly by the District of Kent and, if necessary, the Provincial Agricultural Land Commission (ALC). The District will amend the Land Use Plan, Schedule B, in the OCP to reflect this Neighbourhood Plan.

The District's Zoning Bylaw was updated following adoption of the OCP in 2001. In order to comply with the intent of the OCP, the Zoning Bylaw increased the minimum lot size for residential properties in the Mount Woodside area (RR-1) ten-fold from 0.2 ha (½ acre) to 2.0 ha (5 acres). Once again, this bylaw is used to prevent piece-meal development.

The District shall require each developer/owner to submit a rezoning and subdivision application prior to the development of specific parcels within the Mount Woodside Neighbourhood. Each application shall conform to the intent of this Neighbourhood Plan.

2.3 Land Tenure

Areas on the southwest side of Mt. Woodside consist of privately owned land and Crown Land. Crown land is largely undeveloped and heavily forested and extends up the entire Mount Woodside slopes. With respect to the private land, there are a variety of landowners, both small residential and large holdings.

Some owners of large holdings wish to proceed with rezoning their property to accommodate mixed use developments. Advancing this plan will facilitate these applications.

District of Kent

MOUNT WOODSIDE
NEIGHBOURHOOD PLAN

LAND OWNERSHIP

- | | |
|--|----------------------------------|
| 1. Sharon Villeneuve | 29. Louise Nielsen |
| 2. Birute Vindasius | 30. Constant & Julia Hickman |
| 3. 593144 BC Ltd. Inc | 31. David & Audrey Arnel |
| 4. Ken Maher | 32. Verla Langford |
| 5. Tebrinke Holdings Ltd. | 33. Dennis & Janet Morphy |
| 6. Leo Labelle | 34. Toni & Arnold Heffel |
| 7. Maureen Wendt | 35. Joseph Vaugois & Rene Armand |
| 8. Andrzej Baranowski | 36. Clifford Thiessen |
| 9. Donald Crowhurst | 37. Andrew & Susan Kreller |
| 10. Newgen Harrison Development, Inc. | 38. Fernand St. Laurent |
| 11. David Doran | 39. Erik Lacey |
| 12. Lillian Lowie | 40. George Denis |
| 13. Donald Duncan / Robert Duncan | 41. Percy Drury & Cheryl Monroe |
| 14. David Hastie | 42. Barbara Howe |
| 15. Bernice Nancy Riker | 43. Ronald Millip |
| 16. Daniel Graham | 44. Ann Goodwin |
| 17. Ethel Waldron | 45. Donald & Mary McLean |
| 18. West Tree Farms Ltd. C/O Scott Paper | 46. Simon & Katrina Ozzard |
| 19. Darren McDonald | 47. Zoila Arevalo |
| 20. William Muthall | 48. Reginald & Freida Ryder |
| 21. Judson Baker | 49. Glenville & Joyce Manning |
| 22. Michael Saulnier | 50. Leslie & Phyllis Johnson |
| 23. Daryl Wood | 51. John & Jacqueline Perry |
| 24. Arthur & Veronica Madge | 52. Rim Mann |
| 25. Marius & Cornelia DeGroot | 53. Jewellery Investment Corp 61 |
| 26. Koffee Kettle Cafe | 54. Shaw Cablestems Inc. |
| 27. Abram Reimer & Diana Lucas | |
| 28. James Bodner | |



Map
4



Mount Woodside

NEIGHBOURHOOD PLAN

2.4 Crown Lands

Portions of Crown Lands have a woodlot tenure controlled by the Scowlitz Nation. This woodlot permit was awarded to the Scowlitz Nation through a competitive bid process. The permit allows the Scowlitz Nation to harvest portions of the woodlot in a controlled manner. The areas currently being harvested are shown on Map 5. A portion of this woodlot is contained within the proposed neighbourhood boundaries for Mount Woodside. A formal process initiated by Land and Water British Columbia Inc. is required to release these lands for development. Negotiations with the Scowlitz Nation will be necessary during this process.

The Boy Scouts of Canada lease a portion of Crown Lands located within proposed Phase 2, however due to the timing and uncertainty of these lands for development this tenure is not considered relevant at this point in time.

Land and Water British Columbia Inc. have also granted a number of surface water licences as shown on Map 5. These water licences will require protection during development of adjacent and up-slope lands until the permit holders connect to a municipal water system.

Policy

The District shall require elimination of the existing water licences, as alternate access to a municipal water system becomes available.

Land and Water British Columbia Inc. Marketing Division have provided input in the preparation of the neighbourhood plan. As the “developer” of Crown Lands this Division supports local government plans which foster development and enhance the value of Crown Lands.

District of Kent

MOUNT WOODSIDE
NEIGHBOURHOOD PLAN
WOODLOT AND
WATER LICENCES

Map
5

UTM

- WOODLOT LICENCE BOUNDARY
- PROPOSED CUT AREA
- WATER LICENCE
(locations are approximate only)
- NEIGHBOURHOOD BOUNDARY



Mount Woodside

NEIGHBOURHOOD PLAN

2.5 Surrounding Land Uses

2.5.1 Kilby

Kilby is a small residential community located adjacent to the Fraser River approximately 3 kilometres west of Mount Woodside. It is home to the historic Kilby Museum and Kilby Provincial Park, which are regional attractions within the District of Kent.

2.5.2 Scowlitz Reserve

The Scowlitz Nation occupies three Reserves in the region. The closest Reserve is approximately 69 hectares located on the banks of the Fraser River approximately 0.5 kilometre west of the planning area.

2.5.3 Agricultural Lands

Most of the lands between Harrison Mills and the Scowlitz Reserve are actively farmed.

2.5.4 Recreational Opportunities

This region is heavily influenced by an abundance of recreational opportunities. Both the Fraser and Harrison Rivers offer excellent fishing, boating and picnic activities. The closest public boat launch and day use picnic site is located on the Fraser River adjacent to Harrison Mills in Kilby Provincial Park.

Access to Hemlock Valley downhill and cross-country ski area is located off Highway #7 across the Harrison River. This recreational area is frequented by visitors from the entire Lower Mainland region. The Sandpiper Golf Course is also located here.

Generally, this region has excellent hiking and biking opportunities.

2.5.5 Mount Woodside

Mount Woodside is predominantly forest covered and contains forestry related activities. In addition recreational opportunities, primarily accessed by Mount Woodside Road, include hunting, fishing, hiking and hang-gliding. Currently there are 2 locations along Mount Woodside Road which are used for hang-gliding. A landing zone has been established within the small clearing in the ALR lands adjacent to the Fraser River within the plan area.

Mount Woodside

NEIGHBOURHOOD PLAN

3.0 Development Influences

3.1 Topographical Conditions

Map 6 provides the topographical contour information obtained from T.R.I.M mapping. The level of accuracy is considered appropriate for neighbourhood planning purposes; however onsite topographic surveys will be necessary in order to establish appropriate zoning boundaries when considering development applications.

The neighbourhood boundary limits will be adjusted through topographic and slope stability reviews. Generally, slopes in excess of 35% shall not be developed and either retained in its natural state or dedicated to the District for environmental reserve during the subdivision process. Slopes also require onsite site specific geotechnical investigations to determine the limits of acceptable development risk.

Policy






Residential land use will be permitted on slopes up to 35%; however the District will develop geotechnical guidelines for hillside developments, and may require development applicants to submit detailed reviews by a qualified geotechnical Engineer.

Topographic constraints impact internal road network grades and relationships between properties. Standards established in the Subdivision and Development Bylaw shall be used to determine acceptable municipal and private road grades and lot grading within the plan area.

District of Kent

MOUNT WOODSIDE
NEIGHBOURHOOD PLAN

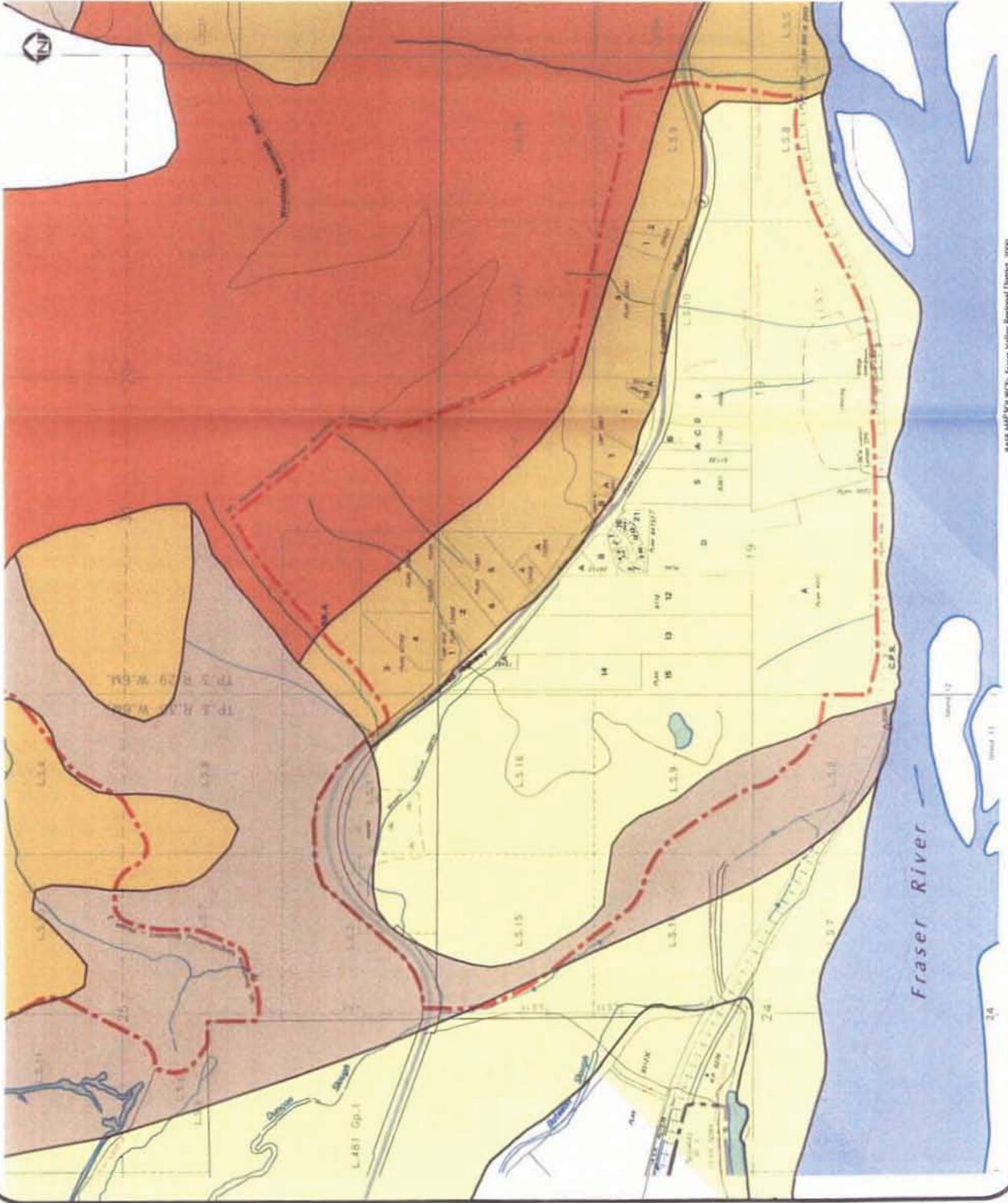
GEOTECHNICAL HAZARDS

-  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.
-  Not classified

NEIGHBOURHOOD BOUNDARY

Map
6

UMKO



BASE MAP SOURCE: Fraser Valley Regional District, 2000

Mount Woodside

NEIGHBOURHOOD PLAN

Map 7 incorporates the 1994 Thurber Engineering Report describing slope stability issues for the Mount Woodside area. Further detailed onsite geotechnical investigations shall be required with each development application in areas adjacent to the boundaries established by the Thurber Engineering Report.

A slope analysis shown on Map 7 provides a graphic illustration of the grades in the area. Generally slopes 35% or greater should not be developed for urban purposes, unless minor regrading can reduce the grades in small isolated areas. Slopes 20% or greater should consider geotechnical concerns when reviewing development applications within Mount Woodside.

Policy

For properties with slopes 20% or greater, a geotechnical review shall be submitted in conjunction with rezoning applications. Zoning boundaries will be determined through geotechnical analysis of slope stability.

Mount Woodside

NEIGHBOURHOOD PLAN

3.2 Vegetation, Wildlife & Fisheries

There is a lack of environmental information for the Mount Woodside area. Department of Fisheries and Oceans and Ministry of Water, Land and Air Protection have provided limited information during the planning process. It is anticipated their input may be received during the rezoning and subdivision application stages. Due to the lack of information, each development application shall provide site specific environmental details or agree to provide details prior to subdivision application.

The study area is comprised of large tracts of heavily forested (coniferous), natural areas. Minor clearing has historically occurred within minor residential pockets and a small tract in the southeast corner on the ALR lands.

There are numerous streams, an existing man-made pond and a marsh area located adjacent to Highway # 7. All of these resources should be protected or require further reviews.

District of Kent

MOUNT WOODSIDE
NEIGHBOURHOOD PLAN

SITE FEATURES



AGRICULTURAL LAND RESERVE

AGRICULTURAL CAPABILITY CLASSIFICATION
(for ALR within study area only)

3TA Reduced range of crops caused by topography (slope) and soil moisture deficiency
Classification upgraded with improvements to soil moisture deficiency

3T1 Reduced range of crops caused by topography (slope) and soil moisture deficiency
Classification upgraded with improvements to soil moisture deficiency

4W (2WT) Reduced range of crops caused by excess water
Classification upgraded with improvements to excess water and topography

UNMAPPED Soils not classified



NEIGHBOURHOOD BOUNDARY



uma



BASE MAP SOURCE: Fraser Valley Regional District, 2000



Mount Woodside

NEIGHBOURHOOD PLAN

3.3 Watershed Characteristics

The Mount Woodside community is located between the low-lands along the Fraser River and the steep slopes of Mount Woodside. Numerous small to intermediate sized creeks drain the Mount Woodside slopes through the plan area before discharging into the Fraser or Harrison Rivers. The entire catchment area, which drains through the plan area, is estimated at approximately 3,000 hectares.

Replacing current forest areas with hard-surfaced urban forms will require detention and storm water quality measures prior to discharging to the Fraser River or the Harrison River via Duncan Slough. An important consideration will be mitigating impacts of increased run-off with urbanization, both volume and intensity, on the agricultural areas to the west.

Existing drainage courses and creeks must be protected and retained in order to accommodate natural flow paths within the watershed catchment area.

Policy

Streams shall be protected with a minimum 30 metre setback or as determined through a detailed environmental review. Storm water discharge shall not scour or pollute existing channels. The District will require detailed mapping in conjunction with subdivision or development applications.

Protection of the groundwater aquifer is necessary for both existing wells and future water supply needs.

3.4 Archaeological Information

The Ministry of Sustainable Resource Management have indicated current archaeological registry records do not indicate known sites within this area. Further research through the Sto:lo Nation have revealed this area is an archaeological “hot spot” for both the Sto:lo and Chehalis Nations, as a result an overview assessment is required for Mount Woodside prior to development occurring.

Policy

An archaeological assessment shall be prepared in conjunction with subdivision and development applications.

3.5 Agricultural Activities

Issues associated with urban-rural interfaces have been addressed with this Neighbourhood Plan process. Issues, which require consideration include:

- Traffic on rural roads;
- Drainage, both possible flooding of low-lying farmlands and storm water quality;
- Changes to hydrologic regimes which could impact existing water wells and surface water licences;
- Effective method of sewage disposal;
- Agricultural noise and odours; and
- Agricultural pesticide management.

3.6 Summary of Development Influences

The influences noted below have assisted in shaping the density, infrastructure recommendations and policies included in this plan.

- Topographic constraints limit the extent of development on the west, and portions of the south and north boundaries;
- Geotechnical and slope stability issues may preclude some lands from development;
- Existing creeks within the plan area shall be retained in their natural state;
- A portion of the plan area is located within the Agricultural Land Reserve;
- Current forestry and agriculture activities shall be compatible with future residential development;
- Access to Highway # 7 will be constrained by the Ministry. The posted speed of 80 kph may become a safety issue;
- Some concerns with transit opportunities, employment opportunities and access to community facilities may occur due to its location;
- Fragmented ownership could delay subdivision and servicing lands, particularly on the north side of the Highway; and
- General lack of existing infrastructure will require significant offsite expenditures.

Policy

The District shall discourage piecemeal development applications in order to phase infrastructure improvements and provide for public amenities.

Mount Woodside

NEIGHBOURHOOD PLAN

4.0 Development Opportunities

4.1 Neighbourhood Plan Boundary

In order to manage the future development of Mount Woodside, the Neighbourhood Plan proposes two separate phases. The boundary of Phase 1 has been expanded to the south east to include isolated agricultural lands, and to the north to include a portion of Crown lands up to 35% slope. There is some development potential on Mount Woodside north of the Highway # 7, which is outside of the study area. The theoretical population capacity of this area, which can be regarded as Phase 2, has been considered when planning for infrastructure such as sanitary sewer and water; however the development potential of Phase 2 can be considered by District Council at a later date.

Policy

The District shall support removing up to 46 hectares from the ALR; and

Policy

The District will only consider a Phase 2 OCP amendment upon completion of Phase 1.

4.2 Market Opportunities

There is a lack of market analysis available for the Mount Woodside area. It is recommended the District obtain a comprehensive market analysis and strategy in conjunction with the rezoning application. A local realtor provided the following information regarding the Kent market opportunities.

The most active residential market over the last 5 years in Agassiz has been strata projects targeting retired couples, typically 65 to 75 years old. This market currently resides in the GVRD and have decided to move “up the valley” to take advantage of lower real estate pricing and bank the difference in equity. This market sector requires easy access to amenities, is looking for a newer smaller home (1,500 square feet), has room for a double-garage and RV parking, and lower strata fees. This market is not likely to consider Mount Woodside due to its location.

The Mount Woodside market will likely draw from Mission and other communities north of the Fraser River targeting young, working families who do not mind driving to obtain amenities, shopping and services. This market typically seeks a larger single family lot in a rural, private setting. Lower land costs will be a draw for this market. Younger, more mobile retirees (barely 60) with one spouse still working would consider Mount Woodside to move into a larger home. This market sector seeks lower density subdivisions, affordable pricing and is not concerned with significant commuting distances. Access to the West Coast Express in Mission could be a market benefit for this sector.

4.3 Summary of Development Opportunities

A summary of the development opportunities for Mount Woodside include:

- Urban setting in a rural environment, close to nature and agricultural opportunities;
- Excellent access to regional outdoor recreational facilities;
- Outstanding 360 degree view corridors;
- Affordable housing; and
- Low density community.

Policy

In reviewing development applications the District will endeavour to protect significant 360 degree views, where possible. View locations shall be identified on development applications.

Mount Woodside

NEIGHBOURHOOD PLAN

5.0 Conceptual Land Use Plan

5.1 Plan Objectives

Historically Mount Woodside has only received cursory planning reviews. In conjunction with amending the OCP an in-depth analysis of the influences, infrastructure needs and planning policy framework needs to be adopted by District Council. Once adopted rezoning applications can be submitted to the District for consideration. To guide the preparation of a conceptual land use plan, the following objectives were developed. Future rezoning and subdivision plans should consider each objective noted below:

- Create a self sustained community;
- Create a planned community, rather than advancing individual land owner interests;
- Plan for future development applications;
- Protect adjacent existing and future agricultural activities;
- Mitigate commercial influences on Agassiz businesses, and the Scowlitz Nation;
- Create a framework for securing public amenities in the long-term;
- Protect environmental and natural features, including the existing pond;
- Protect and accommodate existing forestry practices;
- Recognize existing transportation corridors, and limitations for access to a controlled access highway and a CPR crossing;
- Develop strategies to finance infrastructure; and
- Protect significant views.

5.2 Land Use Plan

The Land Use Plan on Map 9 can be described as follows:

Residential & Strata:

- Predominantly single family at low densities between 7 – 10 units per gross hectare;
- Specific multi-family, strata and mobile home sites have not been shown, rather criteria will be developed to guide future rezoning applications, in order to attain flexibility;
- Strata located in eastern portion due to difficult terrain and access;
- Social housing needs cannot be effectively accommodated within a community which lacks public transportation options;

- Small acreage development shall be limited in order to optimize infrastructure operating requirements;
- Maximum multiple family project density shall be 50 units per hectare;
- Architectural form and character guidelines for multiple family shall consider street-front units, blend with single family style and discourage gated communities; and
- Multiple family and mobile home sites shall be located on collector roads and generally conform to Policy 4-27 of the OCP.

Policy

The District will consider the establishment of a comprehensive zone to accommodate flexibility in overall density, while limiting small acreage development. The permitted commercial uses shall consider impacts on Agassiz businesses.

Policy

The District shall consider a Development Permit Bylaw for multiple family and commercial form and character in conjunction with rezoning applications.

Commercial:

- Size shall be limited to 1.0 hectare to mitigate impacts on Agassiz businesses;
- Permitted uses similar to service commercial and service station commercial uses as described within the Zoning Bylaw;
- Located at the major entrance to Mount Woodside, with Highway exposure, but no direct access to the Highway;
- Architectural form and character guidelines shall be prepared;
- Development shall recognize adjoining residential uses through appropriate building siting, architectural treatments and landscaping; and
- Design shall mitigate impact on existing stream at the proposed location.

Policy

Within the Mount Woodside neighbourhood commercial opportunities shall be limited in scope and size to a maximum of 2500 square metres.

Mount Woodside

NEIGHBOURHOOD PLAN

Community Facilities:

- A combined community centre, public works yard and fire hall site in a central location with good access to the Highway;
- One centrally located elementary school, approximately 3.5 hectares; and
- Consider opportunities for places of worship.

Policy

One community, public works and fire hall site shall be provided in a central location with good access to the Highway; and

Policy

One elementary school site approximately 3.5 hectares shall be centrally located adjacent to the community park site.

Parks & Trails:

- Perimeter trails around the site linking both sides of the Highway feeding into the existing bridge over the CPR tracks. Parking area at the bridge on the north side of the tracks. Trails would not be wheel chair accessible due to topographic constraints;
- Limited active park opportunities due to difficult topography on the north side. Small active park north of Highway;
- Recreational opportunities between the CPR railway tracks and Fraser River;
- Central community active park site, approximately 3.5 hectares net of pond, located beside the existing pond, and linked to the school site; and
- Smaller vista park(s) overlooking the Fraser River and views to the north, could be wheel chair accessible. Location(s) to be determined at rezoning applications.

Policy

Perimeter trails, which may not be wheel chair accessible, shall surround the neighbourhood feeding into the existing bridge over the CPR tracks. Parking shall be provided on the north side of the tracks;

Policy

The area between the CPR tracks and the Fraser River shall be retained for park purposes;



Mount Woodside

NEIGHBOURHOOD PLAN

Policy

Council will seek the dedication of one centrally located approximate 3.5 hectare community park, incorporating the existing pond and link to the school site; and

Policy

At least one vista park shall be provided and linked to the trail system.

Environmentally Sensitive Areas:

- Steep slopes shall be designated environmentally sensitive areas;
- Protect environmental attributes of all existing streams and watercourses; and
- Further investigations of the marsh area shall take place.

Policy

The ultimate disposition of the marsh area adjacent to Highway # 7 will be determined in association with an environmental evaluation. This site may require protection from development;

Policy

The District shall require detailed environmental reviews with each subdivision or development application where appropriate; and

Policy

The District will endeavour to retain the existing escarpment and steep slopes in public ownership through the development process.










District of Kent

MOUNT WOODSIDE
NEIGHBOURHOOD PLAN

LAND USE PLAN

PLAN HIGHLIGHTS

1. Perimeter trail system - tied to vista park, neighbourhood parks and school
2. Vista park at top of bank - linked to bridge and recreation opportunities at river
3. Environmentally sensitive area provides agricultural buffer
4. Central school/park site linked to each other
5. Public works/firehall/community center at Mt. Woodside Road - access to highway
6. Retain/separate Mt. Woodside Road forestry traffic
7. Park adjacent to firehall/community center
8. Hang glide/vistas park area (offsite)
9. 30m buffer on all streams
10. Retain existing pond and incorporate into park
11. Dedicate environmentally sensitive area
12. Link commercial to school and park with pathway

	RESIDENTIAL
	STRATA RESIDENTIAL
	COMMERCIAL
	COMMUNITY FACILITY
	PARK
	ENVIRONMENTALLY SENSITIVE AREA
	PERIMETER TRAIL
	30m STREAM SETBACK (from stream top-of-bank)
	NEIGHBOURHOOD BOUNDARY



Mount Woodside

NEIGHBOURHOOD PLAN

5.3 Development Densities

In order to accommodate a flexible development pattern a new comprehensive zone will be created for the Mount Woodside Neighbourhood. The principle advantage from the developer’s perspective is flexibility in land use density within an uncertain market sector. It is recommended that the process for creating a separate comprehensive development zone for Mount Woodside be separated from the neighbourhood planning process.

Given the location’s attributes and the environmental characteristics, a low density community is most appropriate for this area. A range of densities, but low in an overall context, and associated population projections have been developed for the Mount Woodside Neighbourhood to guide long-term infrastructure and servicing needs for the community. The following table is intended as a guide only; as a result specific zoning densities approved by the District over time shall prevail.

Table 1 – Development Densities

	Size (hectares)	Units(1)	Units (2)	Population(3)	Population(4)
Phase 1 (excluding ALR)	184	1,290	1,840	3,350	5,890
Phase 1 (including ALR)	230	1,610	2,300	4,186	7,360
Phase 2	70	490	700	1,270	2,240
Totals (excluding ALR)	254	1,780	2,540	4,620	8,130
Totals (including ALR)	300	2,100	3,000	5,460	9,600

(1) based on 7 units per gross hectare

(2) based on 10 units per gross hectare

(3) based on 2.6 persons per unit and 7 units per hectare (minimum population)

(4) based on 3.2 persons per unit and 10 units per hectare (maximum population)

Depending upon whether the existing agricultural lands are removed from the ALR, and whether Phase 2 is developed, the range of population projections for Mount Woodside is large, ranging between a minimum of 3,350 people to a maximum of 9,600 people. This large variance creates some difficulty in planning the Mount Woodside community. For the purposes of this plan it is assumed the agricultural designated lands and Phase 2 will be developed in the medium and long-term.

5.4 Interface with adjacent land uses

During the course of developing Mount Woodside a successful interface with the adjacent agricultural and forestry activities are important. Agricultural impacts requiring specific attention include potential degradation of ground water supplies, impacts on existing wells, potential flooding of agricultural lands and potential farm vehicle conflicts with other motorized traffic.

Forestry activities are typically industrial in nature and as such special consideration is necessary to protect those interests. Impacts include potential conflicts with logging trucks and other large forest sector vehicles, dust, smoke and noise concerns in close proximity to residential development. The District could consider placing covenants against the subdivision titles to advise future purchasers of potential impacts from agricultural and forestry activities.

Policy

Provision is required for a suitable buffer to agricultural and forestry lands and activities in the neighbourhood; and

Policy

Covenants are suggested over lots to notify owners of potential nuisances, where appropriate.

5.5 Impact on adjacent communities

The Scowlitz IR 1 is the closest community to Mount Woodside. It currently accommodates four homes on 69.0 hectares. Further residential development on the reserve is prohibitive due to a high water table that fluctuates with the Fraser River levels, and poor quality water wells. Agriculture has been the predominant activity on this reserve, but adequate drainage could improve the agricultural capability of these lands. The Nation is also considering potential greenhouse construction as a long-term goal for Scowlitz IR 1.

Developments contemplated on Williams IR2 and Sqawkum Creek IR 3 include gravel extraction, heritage boat tours, new seafood plant, fish fertilizer production and improvements to the existing Sqawkum Park Campground. Some commercial development fronting Highway # 7 is envisioned to service the Lake Errock and Scowlitz communities.

Harrison Mills is an isolated rural community with historic roots. Development of Mount Woodside can introduce more traffic into this small community with increased use of the Provincial Park, boat launch and visitation to the Kilby Museum and craft shops.

Mount Woodside

NEIGHBOURHOOD PLAN

Across the Harrison River is access to the Hemlock Valley Ski Resort and other recreational opportunities. The Sandpiper Golf Course is located on the banks of the Harrison River in an attractive setting. It is likely residents in Mount Woodside will want to use these excellent recreational facilities.

Agassiz, in the heart of the District of Kent, is the closest urban centre to Mount Woodside. The commercial sector can anticipate greater business opportunities with the development of Mount Woodside. Recreational and cultural facilities should also anticipate growth in their demand.

Mission is located approximately 30 minutes west of Mount Woodside. Some commercial and commuter traffic wishing to utilize the West Coast Express should increase with the development of Mount Woodside.

Chilliwack is the largest urban centre in the region and within a 30 minute drive of Mount Woodside. It is anticipated the majority of larger commercial activities will occur in Chilliwack.

Mount Woodside

NEIGHBOURHOOD PLAN

6.0 Infrastructure & Servicing Plan

The Subdivision and Development Bylaw provides engineering design standards for all onsite servicing requirements. This plan addresses only significant offsite or onsite service requirements. Further servicing details will be determined by the District during the rezoning and subdivision application processes. All cost estimates provided herein require further detailed review, and are not to be relied upon.

Policy

Mount Woodside shall conform to the Subdivision and Development Bylaw standards and each lot shall provide full urban services.

6.1 Sanitary Sewer

Possibly one of the major servicing considerations for the plan area is the review of sanitary sewage disposal. Two main themes were investigated, being onsite treatment or offsite piping to the existing sewage treatment plant located on the Fraser River at the end of Tanmer Road in Agassiz.

6.1.1 Offsite Discharge

Offsite discharge involves constructing a new low-pressure sanitary sewer force main from the site to the Kent Wastewater Treatment Plant on Tanmer Road approximately 13 kilometres away. This alternative would have to consider the long-term potential of Phase 2 development. Due to the uncertain timing of this future phase a separate feasibility analysis should be undertaken to determine whether it's financially advantageous to provide for this additional capacity during the initial force main construction, or defer once Phase 2 becomes more certain.

All options require a large capacity lift station to pump into the offsite force main. This lift station could be located either at the northwest quadrant or the southeast quadrant of the plan area. A second smaller capacity lift station would be required to pump into the force main.

Three options for the alignment of a potential offsite force main include:

- Option # 1 follows the dyke right of way along the Fraser River to Cutler Road, then north to Agassiz. This alignment would require additional land acquisition for a separate sewer right of way adjacent to the dyke right of way. Some economies may be realized by partially combining land right of way requirements with the existing dyke. An added benefit with this option is the long-term development potential on Hopyard Mountain. The total distance to the plant would be approximately 13 kilometres. Additional site investigations should be undertaken to determine the



Mount Woodside

NEIGHBOURHOOD PLAN

feasibility of constructing a force main between the Fraser River and Hopyard Mountain itself with difficult terrain conditions;

- Option # 2 follows the CPR right of way into Agassiz. Land right of way acquisition would be necessary, and depending upon soil conditions, may require some separation from the actual tracks. Hopyard Mountain could be serviced in the long-term, however this alignment is approximately 1 kilometre away and at the highest point on Hopyard Mountain. As a result an onsite sanitary lift station would be necessary to service the Mountain; and
- Option # 3 follows Highway # 7 into Agassiz. This alignment may be slightly longer than either Option # 1 or # 2, however it may be possible to construct the force main within the existing highway right of way, thereby minimizing land right of way acquisition costs.

Land acquisition and large front-end costs are the most significant obstacles to offsite discharge of sanitary sewage.

All offsite force main options could provide for an interception of the existing Kent and Mountain Institution flows, which currently directly discharge to the Fraser River. Cost sharing for a portion of the offsite force main with the Federal Government may assist with lowering the high initial front-end costs associated with the offsite discharge option.

Mount Woodside

NEIGHBOURHOOD PLAN

6.1.2 Onsite Treatment

Onsite Treatment involves constructing a sanitary sewer treatment plant on or near the plan area. Four options for plant locations and outfall were investigated:

- Option # 1 locates the sewer plant in the northwest corner of Phase 1 in the vicinity of the marsh area with an outfall to the Harrison River, likely along Highway # 7, some 2.4 kilometres away. An onsite lift station would be required in the southeast corner of the plan area adjacent to the CPR tracks. The principle advantage of this option is ease of servicing to accommodate potential growth opportunities within Phase 2 and only one onsite lift station (Map 11);
- Option # 2 locates the sewer plant outside the plan area possibly south of the CPR tracks adjacent to the Fraser River. Access to this location would have to be secured either through the Scowlitz Reserve or off the end of Kilby Road. Land acquisition or right of access would have to be secured. It is likely three catchment areas with two lift stations would be necessary to serve Phase 1. In addition the lift station located in the northwest quadrant would have to be oversized or upgraded to accommodate Phase 2 sewage flows. The principle advantage of this option is it locates the sewage plant away from future residential development and recreational opportunities along the Fraser River (Map 12);
- Option # 3 locates the sewer plant adjacent to the CPR tracks in the southeast quadrant of the plan area. By locating the plant further eastwards, a lift station for the southeast quadrant may be eliminated, resulting in two catchment areas, as opposed to three under Option # 2. The main disadvantage of this alternative is its location in proximity of residential development and recreational opportunities along the Fraser River (Map 13); and
- Option # 4 locates the sewage plant onsite at the approximate high point south of the Highway. At least two lift stations would be required to pump up to the sewer plant. Discharge to the Fraser River would occur over a steep embankment along the south edge of the study area. This option is the preferred option of the land owner as it is the easiest to implement and requires minimal land acquisition. The principle disadvantage of this option is locating the sewer plant in the “heart” of the residential community on prime development lands. The perception of locating such a facility in the heart of the community requires further consideration (Map 14).

District of Kent

**MOUNT WOODSIDE
NEIGHBOURHOOD PLAN
POSSIBLE SANITARY SEWER
SCHEME - OPTION 1**

Map
11

UMA



BASE MAP SOURCE: Fraser Valley Regional District, 2000

District of Kent

MOUNT WOODSIDE
NEIGHBOURHOOD PLAN
POSSIBLE SANITARY SEWER
SCHEME - OPTION 2

Map
12

UMA



BASE MAP SOURCE: Fraser Valley Regional District, 2000

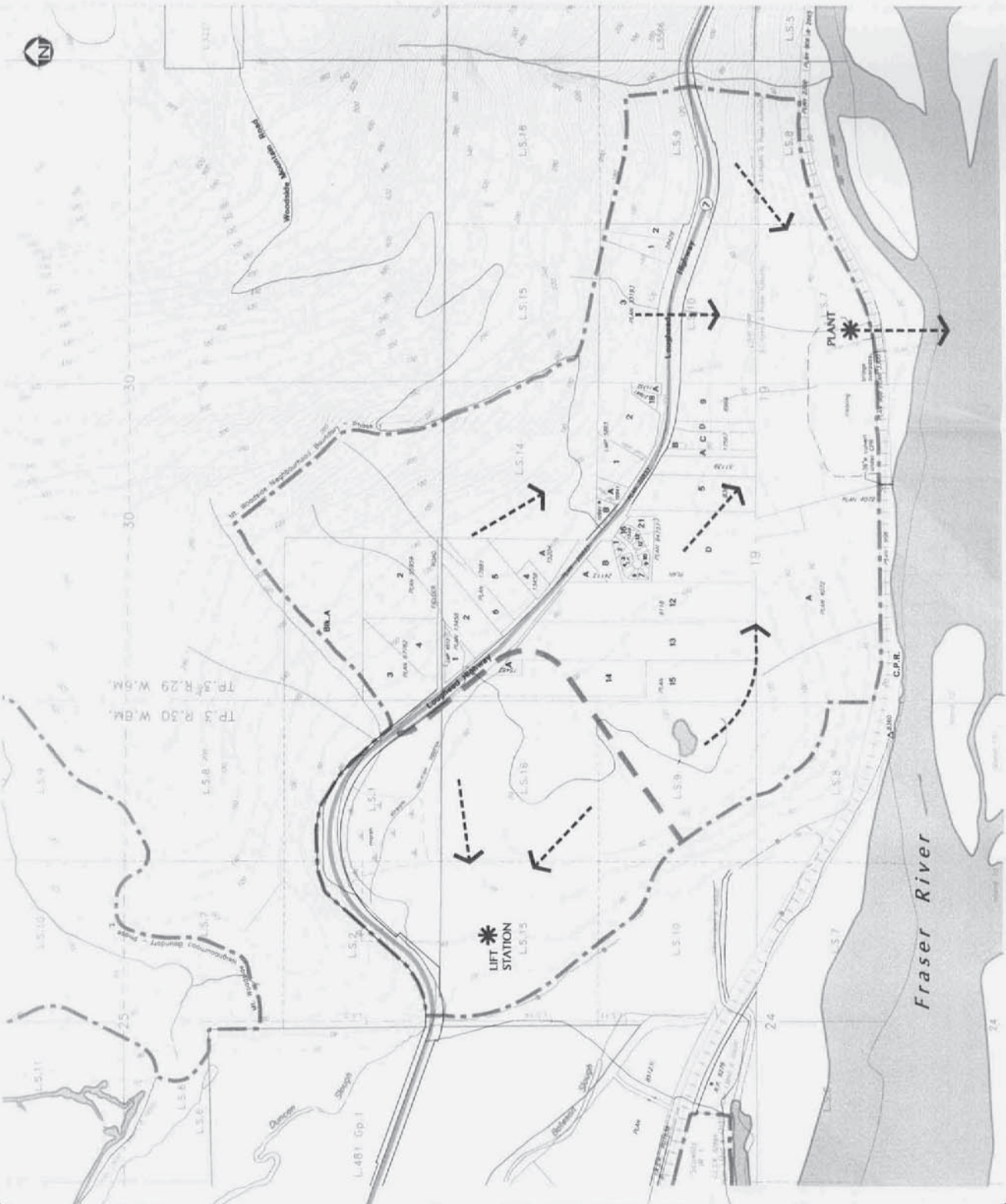
District of Kent

MOUNT WOODSIDE
NEIGHBOURHOOD PLAN
POSSIBLE SANITARY SEWER
SCHEME - OPTION 3

NEIGHBOURHOOD BOUNDARY

Map
13

UTM



BASE MAP SOURCE: Fraser Valley Regional District, 2000

District of Kent

MOUNT WOODSIDE
NEIGHBOURHOOD PLAN

POSSIBLE SANITARY SEWER
SCHEME - OPTION 4

Map
14

UMA



NEIGHBOURHOOD BOUNDARY



BASE MAP SOURCE: Fraser Valley Regional District, 2000

Mount Woodside

NEIGHBOURHOOD PLAN

The design criteria for the ultimate sewer plant for both Phase 1 and 2 include the following:

- Outfall shall be designed and constructed for ultimate design population potential;
- Ministry of Water, Land and Air Protection approval shall accommodate both Phase 1 and 2;
- The Environmental Impact Study (EIS) required under the Municipal Sewage Regulations shall accommodate both Phase 1 and 2 growth potential; and
- Outfall location shall be sensitive to future recreational opportunities along the Fraser River.

The plant can be constructed in stages as growth occurs in the plan area. The recommended phasing for sewer plant construction is:

- Short term up to 3,200 people on approximately 100 hectares;
- Medium term up to 6,400 people on approximately 230 hectares; and
- Long term up to 9,600 people on approximately 300 hectares.

Perpetual sewage plant maintenance costs, estimated at an additional \$100,000 annually, is the principle obstacle to considering the onsite sewer treatment alternative.

An approximate cost comparison of each alternative is outlined below:

Onsite Treatment:

- Total capital cost = \$2.5 million; and
- Extra annual operating costs estimated at \$100,000, escalating at approximately 2% annually.

Offsite Discharge:

- Total capital cost = \$4.0 million for trunk, pump and booster station; and
- No additional operating costs, included in the existing plant operation on Tanner Road.

A net present value analysis was completed comparing the offsite discharge alternative to constructing an onsite treatment plant. The high front end costs associated with the offsite discharge alternative are offset by the additional operating costs for a second sewage treatment plant in the District of Kent. As the present value analysis is roughly equivalent for either alternative, further investigation of the potential costs and recovery of front-end costs is recommended. A principle advantage of the offsite discharge alternative, which had not been factored into the present value analysis, is the potential connection of the Kent and Mountain Institutions and the long-term development potential of Hopyard Mountain.



Mount Woodside

NEIGHBOURHOOD PLAN

Policy

The District will not process any rezoning applications in this neighbourhood until a decision is reached on sewage disposal alternatives;

Policy

The District shall conduct a financial analysis, with assistance of local developers, on the impacts to the municipality of onsite versus offsite sewage disposal;

Policy

If selected, the District shall require onsite sewage treatment plant to accommodate full development potential of Mount Woodside Phase 1 and 2; and

Policy

The District shall require oversizing to provide service for Phase 2.

6.2 Water Distribution

6.2.1 Water Supply

Water supply options include offsite wells with a transmission main to the plan area, or an intake on the Fraser or Harrison Rivers with an onsite water treatment plant. A cost analysis comparing these options was not undertaken due to the uncertainty of the location for the offsite water wells. This plan assumes the cost to provide offsite well water would be significantly less than the water treatment alternative. In addition the annual operating costs for a series of water wells should be significantly lower than a treatment plant.

Preliminary discussions with a hydrogeologist suggestions water wells located along the Harrison River valley should be able to produce sufficient capacity with acceptable quality to service both Phase 1 and Phase 2 in Mount Woodside. Detailed hydrological analysis and test wells are required to locate the water source.

Policy

The District shall not process a rezoning application in this neighbourhood until an acceptable, proven offsite water supply is located.

Recently the Greater Vancouver Regional District (GVRD) and the Fraser Valley Regional District (FVRD) have explored the long-term potential of constructing a supply main from Harrison Lake to the GVRD

Mount Woodside

NEIGHBOURHOOD PLAN

within the 15 to 20 year time horizon. Once this project becomes more certain the District could investigate connecting Mount Woodside to this supply system.

Offsite water well construction must consider the following:

- Sufficient quality and quantity of supply to meet the needs of both Phase 1 and 2 development potential;
- Protection of the groundwater aquifer is crucial to the long-term success of a well system;
- Regular monitoring will be required to meet Ministry of Health drinking (potable) water guidelines;
- Disinfection may be necessary between the offsite water wells and the plan area; and
- A contingency for an alternative water source should be considered in case one or more wells become contaminated or water quality deteriorates.

6.2.2 Onsite Water Reservoir(s) – Phase 1

Onsite water reservoir(s) will be required to service the plan area. The reservoir(s) should provide capacity to accommodate fire protection, equalization storage and emergency storage. The methodology to calculate the size of the reservoir(s) follows:

- Fire protection requirements for a commercial wood-frame structure in the Subdivision and Development Bylaw = 10,000 litres/minute. The Fire Underwriters Survey standard requires 2 hours of storage for this type of fire protection. 10,000 litres * 120 minutes = 1.2 million litres;
- Equalization storage is required to offset the peak water demands so that the supply pumps in the wells can operate at the maximum day demand level. Equalization storage is calculated as:

$$\begin{aligned} & \text{equivalent population (3,350 to 9,600) * average daily design flow (500 l/c/d)} \\ & * \text{maximum day peak factor (2.0)} \\ & * 25\% = 0.84 \text{ to } 2.4 \text{ million litres;} \end{aligned}$$

- Emergency storage provides for temporary failure of the supply system or heavier than anticipated demands. Emergency storage is calculated as 25% of the fire protection and equalization storage requirements = 510,000 to 900,000 litres; and therefore
- Total estimated reservoir(s) capacity should be 2.6 to 4.5 million litres (dependant upon population).

The cost to construct a single large reservoir will be much less on a unit basis than two smaller reservoirs. Constructing a single reservoir in the upper portion of Phase 1 on the north side of the Highway together with a pressure reducing station for lands on the south side of the Highway will likely be the most cost effective solution. At least two pressure zones will be necessary to service lands on both sides of the Highway. The water reservoir should be approximately 12 metres higher than the highest building in the pressure zone.

Detailed design calculations will be required to confirm sizing and elevation of the reservoir(s).

Policy

The District shall determine a strategy for water reservoir(s) location and capacity in conjunction with considering the first rezoning application in Mount Woodside.

6.3 Storm Water Drainage

Phase 1 storm water drainage can be accommodated within two roughly equivalent catchment areas of approximately 115 hectares each (Map 15). Detailed storm water analysis will be necessary to determine the extent of offsite up-slope drainage which needs to be intercepted into the subdivision drainage systems and the boundaries of each catchment area. Consideration shall be given to introducing groundwater infiltration systems for lands south of the Highway in order to mitigate offsite storm water flows and maintain a healthy groundwater system in the region. Lands on the north side of the Highway with slopes approximately 30% are considered too steep to deploy groundwater infiltration methods.

The western catchment area drains west to Duncan Slough via an existing creek in the northwest quadrant of the plan area. Duncan Slough is then pumped through the Bateson Pump Station to the Harrison River. A detailed storm water management study is required to design offsite flows in accordance with the Subdivision and Development Bylaw standards. Storm water flows shall be controlled to prevent flooding of the low-lying farmlands adjacent to Duncan Slough, prevent scouring of the existing stream channel which feeds into Duncan Slough and provide water quality parameters associated with discharge into an active fish bearing river. Improvements to the Bateson Pump Station may be necessary to accommodate the full life-cycle of the planned storm sewer system within Mount Woodside.

The eastern catchment area drains south to the Fraser River. An existing 600 mm diameter CMP culvert crosses under the CPR tracks. A storm water management study is required to investigate the feasibility of utilizing the existing culvert and preventing flows from scouring existing creeks and slopes within the catchment area. Water quality parameters should be investigated as this system discharges directly to the Fraser River.

Point or surface discharge of storm water flows over the steep slopes along the western and southern portions of the plan area shall be discouraged in order to mitigate erosion, slope instability and flooding concerns. The existing CPR tracks will have to be protected to ensure flooding or scouring of the rail bed does not occur.

Policy

Storm water detention shall be required to mitigate impacts on the CPR tracks, Fraser River, Duncan Slough and Bateson Pump Station;

Mount Woodside

NEIGHBOURHOOD PLAN

Policy

A Storm Water Management Plan shall be prepared with consideration of the first rezoning application to consider upland drainage requirements, groundwater infiltration opportunities, storm water quality, protection of groundwater aquifer and prevention of flooding on low-lying agricultural lands; and

Policy

Point or surface storm water discharge over steep slopes shall be discouraged.

The existing man-made pond shown on Map 8 could be utilized for some storm water controls; however due to its location its effectiveness may be minimal.

District of Kent

MOUNT WOODSIDE
NEIGHBOURHOOD PLAN

POSSIBLE DRAINAGE
CATCHMENT AREAS

--- NEIGHBOURHOOD BOUNDARY

Map
15

UTM



BASE MAP SOURCE: Fraser Valley Regional District, 2000



Mount Woodside

NEIGHBOURHOOD PLAN

6.4 Transportation

6.4.1 Highway # 7

Highway # 7, a controlled access highway, dissects the planning area. This existing high-speed (80 kph) corridor will form a barrier to linking developments on both sides of the Highway. Possibly the most significant impact on residential development within Mount Woodside will be the speed of traffic, and in particular large trucks, which currently traverse this area. Towards the east the Highway narrows, and traverses a steep, winding grade down to the low-lying farmland surrounding Agassiz. This small section of Highway can be difficult during the winter months and extreme caution is necessary at this location.

By controlling the number of access points to Highway # 7 this plan recognizes the importance of maintaining a good transportation connection through the area. Secondly, the existing driveway accesses to the Highway can be eliminated during the course of developing this community.

Policy

No more than two all directional accesses shall be permitted to Highway # 7; and

Policy

The District will seek to eliminate individual Highway accesses as development occurs.

The plan proposes two controlled/signalized all directional intersections with Highway # 7. The extent of additional lane requirements and timing for signalization can be determined during the rezoning process.

A pedestrian overpass may be required to link development and community facilities on both sides of the Highway. The timing and location of a pedestrian overpass can be deferred to future rezoning applications. The need for an overpass will be dependent upon the eventual speed of the highway traffic through this area.

Policy

The District shall plan for a potential pedestrian overpass(s), while limiting desire lines across the Highway.

6.4.2 Internal Collector Road System

An internal collector road system (shown dotted on Map 9) has been developed to limit the grades for the most-part to 12%, reduce the number of access points to Highway # 7 and provide continuity between lands on both sides of the Highway. This collector system is conceptual so as to allow flexibility with individual subdivision applications.

Policy

In order to accommodate future subdivision patterns the District will seek to retain flexibility within the internal collector road system.

The western connection at Fielder Road should align with the access to the lands south of the Highway in a manner that provides a 90 degree crossing of the Highway, safe stopping distances at the bottom of Fielder Road, and minimize the impact on Lot 1 Plan 13458. The existing improvements on Lot 1 are situated along the south-eastern boundary of this parcel; therefore realigning Fielder Road at this intersection could be feasible.

Policy

Align access south of the Highway at Fielder Road in a manner that provides a 90 degree crossing of the Highway.

Grades on Fielder Road approach 20%. Detailed subdivision design shall consider ways to mitigate this excessive grade; however it is recognized a short steep section on this collector may be satisfactory.

The location of the eastern connection is more flexible; however the connection to the Highway should aim towards the mid-point between the Highway curves at this location.

Policy

Development of an eastern road connection across the Highway should aim towards the mid-point between the Highway curves.

As subdivisions occur in Mount Woodside, temporary emergency only access points to the Highway shall be provided until the full collector system has been completed.

Policy

Temporary emergency access only may be provided to the Highway and removed once replaced by the full collector system.

Mount Woodside

NEIGHBOURHOOD PLAN

Existing property improvements shall be considered when locating the collector road system. As improvements in Mount Woodside are relatively sparse, this should not become a significant issue. If the lands in the south-east quadrant currently within the ALR, remain agricultural, an alternative collector road system needs to be developed.

6.4.3 Mount Woodside Road

Mount Woodside Road is currently a Forestry Service road providing access to portion of Mount Woodside. This road is used for logging and recreational purposes. It is anticipated active logging will continue in this area for the foreseeable future, as a result the interface with the future residential development in Mount Woodside requires special planning considerations. It is suggested, in order to separate heavy industrial, logging truck traffic from residential areas, this road remain “as is” with residential lots backing onto it. No direct access to residential lots should occur off Mount Woodside Road. The proposed collector road system should provide right of way to the existing industrial traffic using Mount Woodside Road. Should logging activities in the area cease in the long-term, the existing road corridor could be converted to a recreational hiking/biking trail within the planned subdivision.

Policy

Residential lots shall back onto Mount Woodside Road; and

Policy

Should logging activities be discontinued, portions of the existing Mount Woodside Road corridor are to be converted to a hiking/biking trail.

6.4.4 CPR Crossing

Due to the proximity of the Fraser River, there will be a strong desire to provide pedestrian access to this area. As the CPR tracks forms a barrier between the planned residential lands and the Fraser River, efforts will be necessary to control and limit the number of pedestrian rail crossings. An historic bridge crosses the CPR at the south-eastern boundary of the plan area. The feasibility of using this existing crossing for pedestrian traffic across the CPR should be investigated. Walking trails and direct access to the CPR can be channelled to this location in order to provide a safe crossing of the tracks. Except for maintenance purposes, vehicular access across the tracks shall not be permitted. A parking lot north of the CPR tracks shall be provided for recreational users at this location.

Policy

The District will aim to retain a separation between future residential uses and the CPR railway, by channelling access across the tracks to the existing bridge;



Mount Woodside

NEIGHBOURHOOD PLAN

Policy

The District shall require a safety investigation of the existing private bridge crossing the CPR; and

Policy

No vehicle access, except for maintenance purposes, shall be permitted across the CPR tracks.

6.4.5 Ministry of Transportation

Provincial Acts for controlled access highways (Highway # 7) regulate both the zoning and subdivision processes necessary to develop the Mount Woodside community; therefore Ministry of Transportation support is crucial to the development of Mount Woodside. A summary of the Provincial Acts follows:

Highway Act:

Section 54 allows the Minister of Transportation to control or prohibit access to a controlled access highway within an 800 metre radius of the proposed intersection to the highway during the rezoning process.

Land Title Act:

Section 80 regulates subdivisions adjacent to controlled access highways requiring approval of either the Minister of Transportation or the Ministry Subdivision Approving Officer.

Local Government Act:

Section 924 regulates construction of commercial or industrial buildings exceeding 4,500 square metres in gross floor area requiring approval by the Minister of Transportation.

It is important to note most lands within Phase 1 are located within 800 metres of the proposed intersections with Highway # 7. As a result all rezoning applications within Mount Woodside may require Ministry approval. Contingencies should be developed to mitigate the uncertainty of future Ministry requirements as Mount Woodside develops.

Discussion with local Ministry staff can be summarized as:

- Would not support reducing the current posted speed limit of 80 kph;
- Prefer only one all directional intersection with the Highway, while other access points could be limited to right in/right out only;

Mount Woodside

NEIGHBOURHOOD PLAN

- Other than potential intersection improvements, no offsite improvements are contemplated;
- Consider a tight diamond, multi-plate interchange design for the primary access to Mount Woodside; and
- No plans to relocate Highway # 7 along the Fraser River.

6.4.6 BC Transit

Currently BC Transit, through Township Transit Services Inc., offers limited scheduled service between Chilliwack, Rosedale, Popkum, Agassiz and Harrison Hot Springs. The cost of this service is shared between the District of Kent, the Village of Harrison Hot Springs, the City of Chilliwack, the Fraser Valley Regional District, BC Transit and passenger fares. A complimentary HandyDart Service provides convenient door-to-door transportation for people with special needs.

The two types of service that might apply to the Mount Woodside Neighbourhood is an extension to the community service offered by the Agassiz-Harrison paratransit system and/or a taxi-based service for commuters to the West Coast Express. Factors affecting the type of transit service, if any, are the communities' desire for transit, the political will to pay for a portion of the service, and the type of market being served. For example a senior's orientated market would warrant a different type of service than a commuter service market.

Transit service to Mount Woodside should not be anticipated until a substantial portion of the community has been developed. Minimal long-term transit centre needs could be accommodated at the planned community centre.

Policy

Long term BC Transit terminal requirements, if any, shall be accommodated at the future community centre.

6.4.7 Phase 2

Access to Phase 2 will be limited to one location at the western boundary. The cost and environmental impact of constructing a road connection between Phase 1 and 2 is considered undesirable. A series of walking trails could be provided to link both areas for pedestrian use only. A proposed second Forestry access road between these phases should be limited to logging and recreational traffic only. No direct access from either Phase 1 or 2 should be provided to this proposed second Forestry access road; however emergency only access for Phase 2 should be considered. Access to Phase 2 will traverse existing agricultural lands before connecting to Highway # 7 at Kennedy Road. This new connection to Phase 2 will require Land



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Reserve Commission approval; however as this area is considered a potential long-term expansion of Mount Woodside this issue can be addressed at a future date.

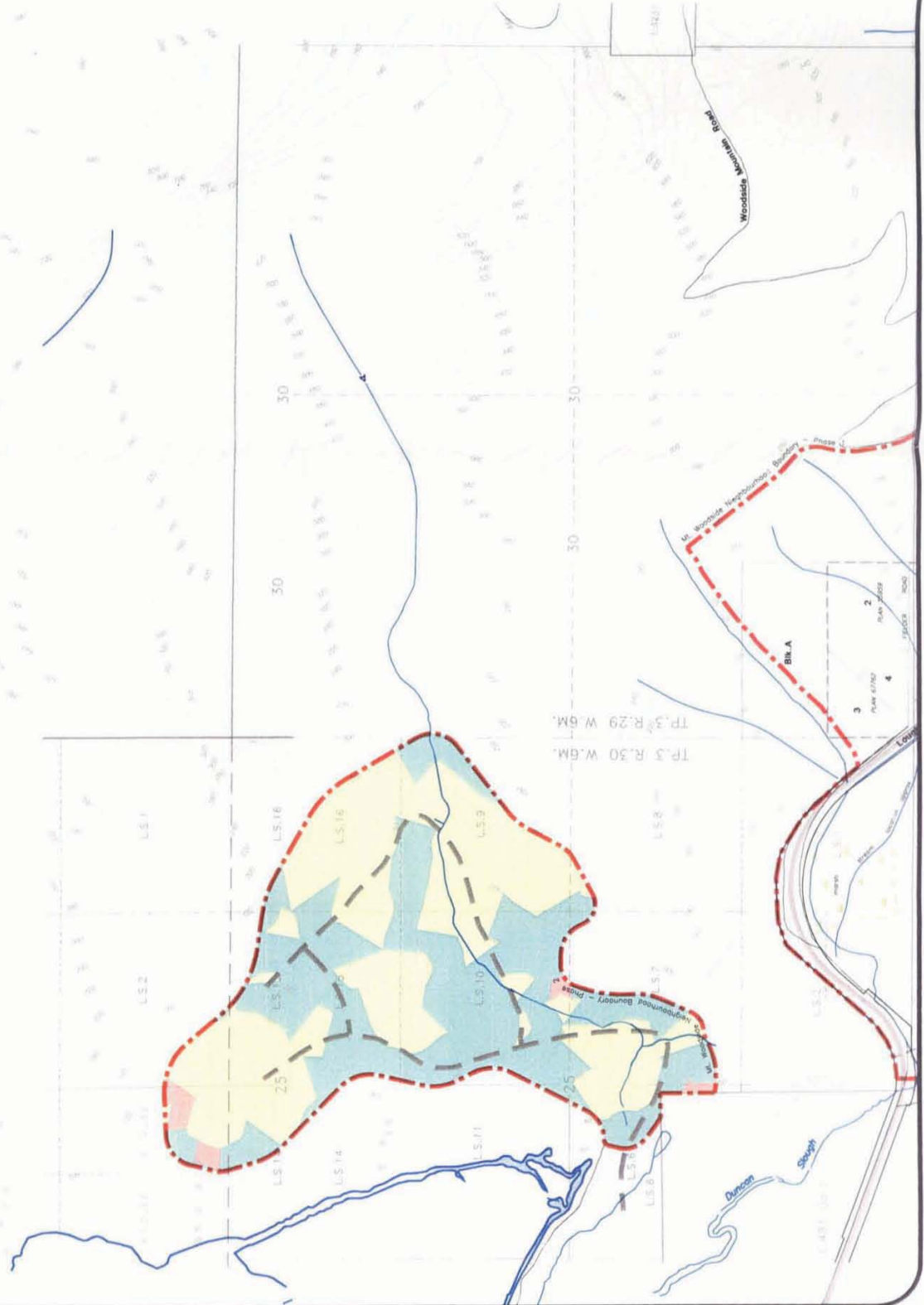
Policy

No vehicle access between development slated for Phase 1 and 2.

District of Kent

MOUNT WOODSIDE
NEIGHBOURHOOD PLAN

Phase 2
SLOPE ANALYSIS & ACCESS



- 0% TO 20% SLOPE
- 20% TO 40% SLOPE
- 40% SLOPE AND OVER
- NEIGHBOURHOOD BOUNDARY

Mount Woodside

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6.5 Solid Waste/Recycling

The residents of Agassiz currently contract individually with private companies to pick-up both solid waste garbage and recyclable materials. A recycling depot exists in Agassiz. The current level of recycling activity is relatively low in comparison to other Lower Mainland communities. The District is considering ways to improve recycling efforts within Agassiz. Under the current system there is limited incentive for residents to recycle their solid waste and the District does not have a mandatory recycling bylaw. One method would be to have the District contract directly with a disposal firm to manage garbage and recycling materials.

Currently garbage is disposed at the Bailey landfill in Chilliwack. This landfill has a 10 year capacity with the option of expanding onto adjacent lands. Alternatively garbage could be hauled to Cache Creek for disposal.

It is recommended the District consider engaging a private disposal company to manage garbage and recycling needs for Mount Woodside, and recover their costs through a utility assessment. It is also recommended the District consider a mandatory recycling bylaw to reduce the waste deposited in the landfill sites. These actions would enhance Policy 7-37 of the OCP which requires initiatives to reduce, reuse, and recycle within the District. If successful these actions can be adopted within the Agassiz townsite as well.

Policy

The District shall engage a private contractor to collect garbage and recycling materials, recovering costs through a utility assessment and adopting a recycling bylaw.

6.6 Utilities

Terasen Gas

This area is not currently served with natural gas through BC Gas. The closest point of service is located in Agassiz. BC Gas would consider expanding their distribution system to Mount Woodside provided a portion of the offsite costs are funded by developers.

The preliminary estimate to extend the natural gas distribution system from Agassiz to Mount Woodside is \$3,000,000. Due to the extensive offsite costs it may not be feasible to extend the natural gas system in the short-term.

BC Hydro

No comments were received from BC Hydro.



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Shaw Cable

Extensions to the existing system in Agassiz will be necessary to provide service to Mount Woodside. No estimates were provided for this extension.

Telus

Extensions to the existing system in Agassiz will be necessary to provide service to Mount Woodside. No estimates were provided for this extension.

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7.0 Implementation

7.1 Phasing of Development

The Mount Woodside Neighbourhood has been broken down into 2 distinct phases. Phase 1 represents land mostly designated within the OCP as Rural Residential. The proposed neighbourhood boundaries have been expanded from 135 hectares to approximately 230 hectares. Due to the long-term absorption of Phase 1, for planning infrastructure, a further breakdown into short, medium and long term is described below.

Phase 2 represents land designated within the OCP as Resource Management and is considered very long-term development potential. Further investigations are required prior to considering an OCP amendment and this plan recommends Phase 2 development not be considered until most of Phase 1 has been completed.

For the purposes of this document Mount Woodside phasing should consider the following general outline:

- Short term of approximately 100 hectares (700 units) located south of the Highway and outside the ALR;
- Medium term of approximately 50 hectares located south of the Highway and within the ALR. Approval from the Land Reserve Commission is necessary to support development on these lands; and
- Long term of approximately 80 hectares is located north of the Highway within Phase 1.

The timing for build-out of each stage based on an annual absorption rate of 70 units, and assuming an average density of 7 units per hectare* is shown below.

Table 2 – Phasing

Phasing	Area (Hectares)	Total Units*	Build-Out (Years)	Accumulated Time (Years)
Short	100	700	10	10
Medium	50	350	5	15
Long	80	560	8	23

*lower end of the population projection range

Based on the assumptions described above, starting with the first proposed subdivision, it could take approximately 23 years to complete Phase 1 (230 hectares).

7.2 Development Feasibility

A development feasibility proforma was prepared in conjunction with the preparation of this plan. Obviously the assumptions used regarding costs, market revenues and absorption rates all affect the outcome of a proforma. Utilizing the offsite costs noted below in 7.4 Development Financing ample developer's profit margins are anticipated over the course of developing Mount Woodside. Minor differences between properties can be expected due to varying site conditions. Profit margins are dependent upon the developer's successfully creating a market niche for this community.

7.3 Public Amenities

School Site

Under Section 937.2 of the Local Government Act, municipalities in conjunction with the local school district can collect an assessment referred to as School Site Acquisition Charges from developers to wholly or partially fund acquisition of future school sites. This assessment, similar to Development Cost Charges, must be initially established by the School District and then agreed to by the District. This bylaw shall be adopted prior to receipt of subdivision applications in Mount Woodside in order to collect the assessment. The bylaw would be based on the cost to acquire serviced land times an assist factor and divided by the total number of units within the catchment area.

Policy

The District will request the School Board to consider a School Site Acquisition Charges Bylaw.

Based on a range of anticipated densities there could be 1,290 to 2,300 units within Phase 1. If the cost to acquire a serviced 3.5 hectare site is approximately \$700,000, the School Site Acquisition Charge would be approximately \$500 per unit using the lower end of anticipated densities (1,290 units).

Due to the location of this new plan area Mount Woodside residents can anticipate bussing their children to school until sufficient population resides in this area in order to justify a capital expenditure by the Ministry of Education. Alternatively, developers could assist the School District with an initial capital contribution to fund both land acquisition and elementary school construction. This practice was successfully adopted by a developer in the City of Abbotsford, and has proven to offer an amenity for young families not readily available in other new communities.

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Parks

Under the Local Government Act, Section 941 the District can require developers to dedicate up to 5% of their land for park purposes provided the OCP contains policies and designations respecting the location and type of future parks. Alternatively, the District can require cash in lieu; however the value is determined at the date of preliminary approval of the subdivision typically based on raw, un-serviced land value.

Some park land acquisition and development requirements within Mount Woodside can be obtained through the rezoning and subdivision process at no cost to the District. To effectively employ this strategy the District needs to determine their park requirements and its location early in the planning process. By adopting a Mount Woodside Neighbourhood Plan into the OCP, the District will define these requirements. In order to address equity between land owners the District could accept cash-in-lieu of park dedication where parkland is not required, and use the proceeds to acquire lands where more than 5% of the subdivision application requires park land. The disadvantage of accepting cash-in-lieu payments is the funds received from developers is based on un-serviced land values; whereas land acquisition for parks typically includes servicing costs, resulting in a shortfall with the amount of funds collected.

Alternatively, the District could adopt a Development Cost Charge (DCC) Bylaw for park land acquisition and some improvements in Mount Woodside. This method of funding is common practice in the Lower Mainland to satisfy park needs. The disadvantage of this alternative is it will take a number of years to build a parkland DCC reserve sufficient to acquire land and construct improvements.

As most parkland could be located south of the Highway, it is important for the District to consider equitable sharing of the dedication of parkland. This equity is most easily accomplished through a DCC Bylaw. An estimated park DCC could be in the range of \$1,500 per unit.

Policy

The District will establish a Development Cost Charge Bylaw for park land acquisition and park development.

Environmental Reserve

In order to protect environmentally sensitive areas prior to receipt of subdivision applications, the District could designate environmentally sensitive areas as Development Permit Areas under Section 919.1 of the Local Government Act. By doing so, the District can protect the integrity of these areas as the Development Permit (DP) designation prevents grading and site clearing activities prior to the issuance of a DP. Most environmental protection areas could be obtained by the District through the rezoning and subdivision processes. The exact limits of the area to be set aside can be determined through geotechnical and environmental analysis in conjunction with the rezoning or development permit application. The District



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could obtain most of the environmental reserve lands at no cost and little if any credit towards parkland dedication requirements.

Policy

The District will establish a Development Permit Bylaw for environmental and hazardous protection in conjunction with the first rezoning bylaw and will require dedication without compensation of environmentally sensitive areas. Private ownership with protection through a covenant may be considered as an alternative.

Alternatively, environmental protection areas can be left in private ownership and a covenant protecting the resource filed during the rezoning process. The principle disadvantage of registering a covenant against the title is enforcement once the homes are constructed and residents wish to “take control” and use their land.

Fire Hall/Public Works Yard/Community Centre

Provision has been made in the plan for a combined fire hall, public works yard and community centre site. The exact size and requirements for this community amenity have not been defined; however the plan recognizes the long-term need for such facilities. Typically land can be provided through a rezoning process provided the developer’s site area is large enough to warrant this type of dedication to the District. It is recommended this facility be located on the north side of the Highway on Crown Lands adjacent to Mount Woodside Road.

A community facility to accommodate a fire hall and community centre could cost between \$3 and \$5 million dollars to construct. It is recommended the District request developers to contribute towards this cost on a unit basis upon considering rezoning applications in Mount Woodside.

Policy

The District will consider provision of a contribution towards development of a Fire Hall, Public Works Yard and Community Centre, as part of new development applications.

One of the significant issues facing the District with the development of Mount Woodside will be fire fighting requirements. It is likely a substantial portion of this community would be developed prior to obtaining sufficient funds through the development process to construct a Fire Hall. Staffing the new fire hall with volunteer fire fighters may also become a challenge.

Policy

Automatic fire sprinklers for all buildings is required until a fully operational Fire Hall is constructed.

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Major Recreation and Cultural Facilities

The major community recreational and cultural facilities for Mount Woodside will be located within Agassiz. The District has considered construction of an ice arena and indoor swimming pool to supplement the existing amenities. A significant capital expenditure will be required for either or both of these facilities. It is recommended Mount Woodside developers partially contribute for major District-wide recreational and cultural facilities.

Policy

The District may seek a contribution for major recreational and cultural facilities as development occurs, in order to minimize the financial impacts on existing taxpayers.

Public Amenity Funding

The following table summarizes public amenity needs and possible funding:

Table 3 – Public Amenity Funding

Amenity	Funded By	Comments
School Site	Developers	Requires a School Site Acquisition Charges Bylaw
School Building	School District/ Ministry of Education	Funding determined by Ministry priorities
Park and Environmental Reserve	Developers	Obtain through rezoning and subdivision processes
Park Development	Developers and District	Requires a DCC Bylaw
Fire Hall/Community Centre	Developers and District	Due to timing likely cost share
Public Works Yard	District	Site improvements only
Major Recreation	Developers and District	Cost share

7.4 Development Financing

A summary of the major infrastructure improvements for Phase 1 only are shown below. Phase 2 improvements require further analysis. Short-term is defined as 0 – 10 years, medium-term as 10 – 20 years and long-term is beyond 20 years.

Financing these improvements over the long-term will require a commitment by the District to establish a program to capture appropriate development fees in order to complete the improvements. Obviously the District has substantial latitude regarding timing for collection of these improvement costs and how that will



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be accomplished. This plan sets out one strategy to accomplish that objective. There are other choices available to the District when considering each rezoning application.

Section 939 of the Local Government Act provides cost sharing of major infrastructure improvements front-ended by developers through a latecomer process. Under the current legislation the time limit for collecting a latecomer improvement is 10 years. The following table assumes 700 units will be serviced within a 10 year time-frame (short term), therefore the front-ending developer can anticipate some of their initial capital costs, plus interest, back over a 10 year period. The improvements marked with an asterisks are anticipated to be front-ended by developer(s).

Development Cost Charge Bylaws are suggested for park land acquisition and park development costs. It is anticipated the District will play a lead role in acquiring and developing park sites.

Table 4 – Development Financing – Short Term (0 – 10 Years)

Improvement	Estimated Cost	Funding Source	Estimated Cost per Unit**
Water Supply*	unknown	Developer	unknown
Water Reservoir*	\$1,000,000	Developer	\$1,430
Water PRV*	\$300,000	Developer	\$430
Sewer Plant/Outfall*	\$1,800,000	Developer	\$2,570
Park Land Acquisition	\$350,000	DCC	\$500
Park Development	\$700,000	DCC	\$1,000
School Site Land Acquisition	\$350,000	SSAC	\$500
Fire Hall/Community Centre	\$4,000,000	Developer	\$2,485
Major Recreation/Culture	\$7,500,000	Developer	\$4,660
Total Cost Per Unit			\$13,575+

** based on 700 units, except where the improvement occurs in more than one phase, the estimated cost per unit has been calculated based on the total number of units (1610 units)

* latecomer improvement

It is reasonable to anticipate further unspecified improvement costs will occur over time, therefore the cost for future stages may be greater than what is shown below. One of the difficulties with establishing medium and long term costs is the wide range of potential development densities previously noted. As a result of these considerations, the estimated cost per unit has not been shown for development beyond 10 years. It is recommended the District periodically review development financing alternatives for Mount Woodside as more certainty occurs.

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Policy

Over time the District will develop a funding strategy for medium and long term infrastructure improvements and maintenance as development patterns become more apparent.

Table 5 – Development Financing – Medium Term (10 – 20 Years)

Improvement	Estimated Cost	Funding Source
Sewer Plant Expansion	\$700,000	Developer
Park Land Acquisition	\$350,000	DCC
Park Development	\$700,000	DCC
School Site	\$350,000	SSAC
Fire Hall/Community Centre	\$4,000,000	Developer
Major Recreation/Culture	\$7,500,000	Developer

Table 6 – Development Financing – Long Term (20 – 30 Years)

Improvement	Estimated Cost	Funding Source
Pedestrian Overpass(s)	\$1,000,000	Developer
Park Land	\$350,000	DCC
Park Development	\$700,000	DCC
Fire Hall/ Community Centre	\$4,000,000	Developer
Major Recreation/Culture	\$7,500,000	Developer

7.5 District Costs

During the course of developing Mount Woodside the District can anticipate some additional costs. Examples of these additional costs include:

- Planning costs;
- Development application processing costs;
- DCC assist factor costs;
- Public Works Yard site improvement costs;
- Fire Hall/Community Centre costs;
- Additional park development and major recreation/culture costs; and
- Maintenance costs.

The School District can anticipate additional costs associated with the construction of a new elementary school, and bussing costs in the interim.

7.6 Development Approval Process

This plan suggests a number of ancillary development related bylaws be considered by the District in conjunction with considering a rezoning application. These are outlined in Section 7.7 Ancillary Bylaws. Some of these bylaws can be considered in conjunction with the Mount Woodside Neighbourhood Plan review.

The next step towards approving development within the Mount Woodside Neighbourhood is adoption of this plan. In conjunction with Council's consideration of the Neighbourhood Plan, further amendments to the Official Community Plan will be necessary. Following adoption of the plan further studies and analysis is recommended to be conducted during the rezoning application process. As Section 939 of the Local Government Act provides a 12 month grand-father allowance for bylaws adopted after receiving a subdivision application, it is recommended the District withhold receiving subdivision applications within Mount Woodside until after third reading of a rezoning bylaw.

Policy

The District as a matter of policy will not accept subdivision applications until third reading of a rezoning bylaw.

Following adoption of this plan new zoning regulations pertaining to comprehensive zoning districts can be considered by the District.

7.7 Ancillary Bylaws and Guidelines

A number of bylaws shall be considered in conjunction with this plan:

- Development Permit Bylaws for protection of the environment and hazardous conditions;
- Development Permit Bylaw for multi-family and commercial form and character guidelines;
- Development Cost Charges Bylaw to assist with financing public amenities;
- Adoption of a Subdivision and Development Bylaw;
- Creation of a new comprehensive zone within the Zoning Bylaw to permit flexible zoning requirement;
- Adoption of a Recycling Bylaw and Utility Rates Bylaw; and
- School Site Acquisition Charge Bylaw.