

# BRAEFOOT ACTION PLAN

**April, 2001**

**Endorsed by Council June 19, 2001**



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## 1.0 BACKGROUND

On May 31, 1999, Council directed that staff undertake a special study to examine social and environmental impacts of potential development in the Braefoot area comprising 34 parcels in the block bound by Braefoot Road on the west, Mount Douglas Cross Road on the north, Malton Avenue on the east, and Simon Road on the south. The intent was to address environmental and social concerns raised through consideration of a rezoning application for the purpose of subdivision. The area is significant due to its location within the Urban Containment Boundary on the edge of the rural Blenkinsop Valley. It is also environmentally important, supporting significant stands of Garry oak and Douglas fir and understory vegetation which contribute to the character of the area and provide wildlife habitat.

The Braefoot Area Planning Study 1999 was considered by Council and rejected at the Public Hearing of November 2, 1999. It identified environmental and land use considerations and outlined four options for subdivision based on standard lots ranging in area from 665 m<sup>2</sup> to 4,000 m<sup>2</sup>. It recommended a mix of 665 m<sup>2</sup>, 2,020 m<sup>2</sup> and 3,000 m<sup>2</sup> lots. Council discussion of the Planning Study on January 17, 2000 noted that the following considerations were missing:

- innovative subdivision layout including flexibility in lot sizes and/or mix of lot sizes;
- development guidelines to inform a more comprehensive development approach;
- public consultation, including community associations and special interest groups;
- additional information on existing vegetation to be protected.

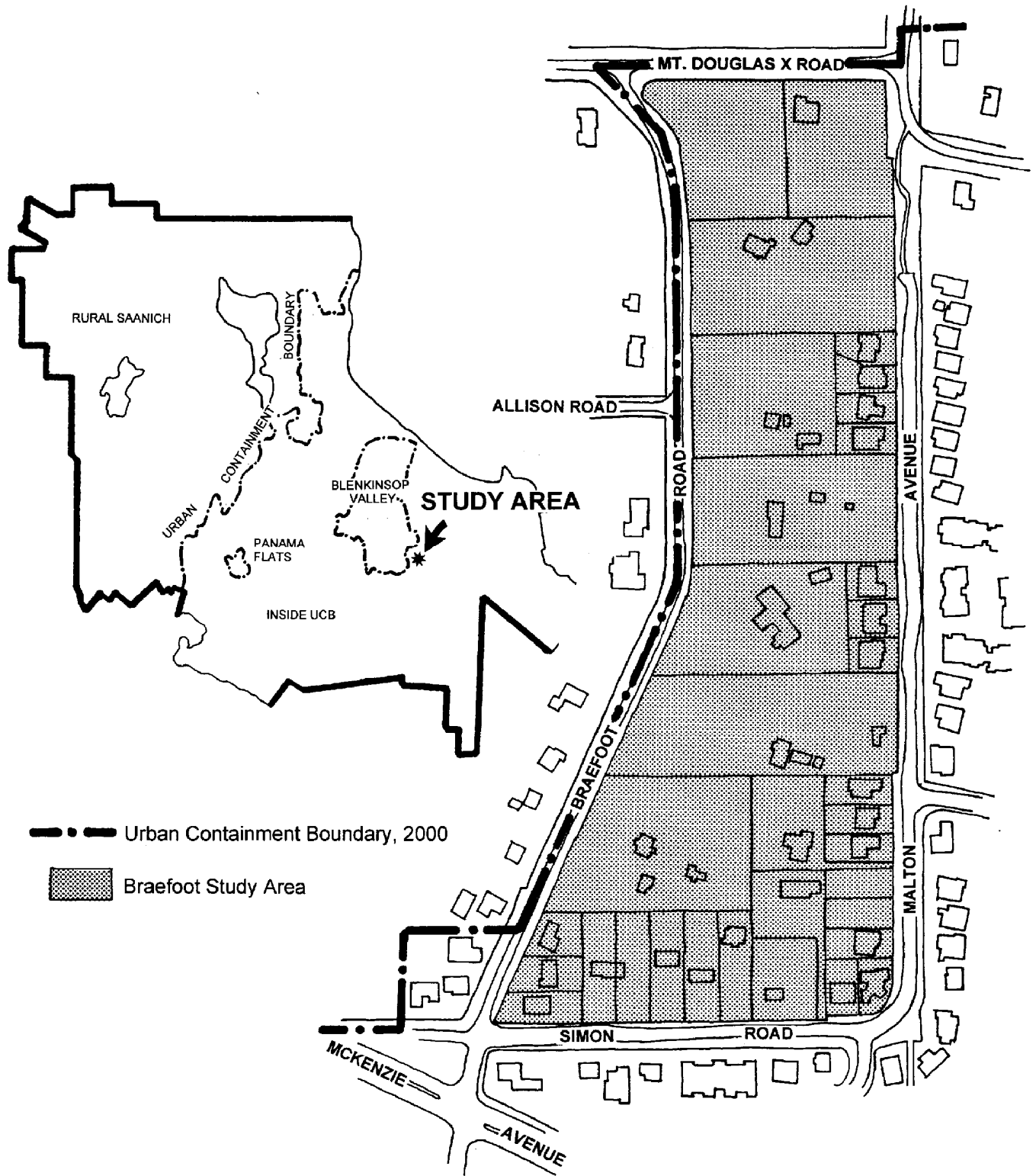
## 2.0 TERMS OF REFERENCE

To address the concerns expressed, revised terms of reference were developed that expanded on the parameters of the previous study to include consultation with the public and to take into consideration the concerns about subdivision flexibility, development guidelines, and social and environmental issues. The terms of reference provided for resident participation through a facilitated workshop format. At the meeting of March 27, 2000, Council endorsed the revised terms of reference (see Appendix I). On appeal, Council expanded the core working group to include representation from the Friends of Mount Douglas Park Society, the Garry Oak Meadow Preservation Society, and the Quadra-Cedar Hill Residents' Association.

### **COUNCIL'S ASSUMPTIONS \***

- There will be development within the Urban Containment Boundary.
- Recovery of some of the cost of sewer development of the area is desirable.
- There should be a balance between social and environmental issues

\* Committee of the Whole Meeting March 27, 2000



**Map 1  
STUDY AREA**

### **3.0 CONSULTATION PROCESS**

In September, 2000, a notice was mailed to all property owners and residents within the study area inviting participation in the planning process. In addition, Gordon Head Community Association, Quadra-Cedar Hill Community Association, Friends of Mount Douglas Park, the Garry Oak Meadow Preservation Society, and residents on the west side of Braefoot Road were invited to designate one representative each. A series of workshops facilitated by Brenda McBain of City Spaces Consulting and Neil Findlow, Project Planner provided opportunities for stakeholders to provide input into the planning process and to discuss issues and options. Meeting notes were prepared by the facilitator following each workshop and mailed to all residents and property owners, the interest group representatives, and observers. A draft action plan was circulated for public comment in February, 2001, and an Open House to discuss the draft was held on March 8, 2001, at the Braefoot Athletic Centre.

### **4.0 HISTORICAL CONTEXT**

In the late 1960's, Council established an Urban Containment Boundary (UCB) as a means to control outward growth. The boundary extends diagonally across the municipality from southwest to northeast and splits the municipality roughly in half. The west half, outside the UCB, is to remain rural and agricultural while the east half, inside the boundary, is serviced or planned to be serviced with municipal sewers to provide for urban development. Over time, some changes have occurred to the boundary to permit expansion of the urban area. Also, Council amended the boundary in 1978 to exclude the rural Blenkinsop Valley and in 1981, to exclude Panama Flats. The Braefoot area, located on the edge of the Blenkinsop Valley, remains inside the Urban Containment Boundary. The Sewer Enterprise Boundary (SEB) is located generally within the Urban Containment Boundary and defines the sewer service area.

In 1977, residents in the Livingstone Avenue area petitioned for inclusion within the Sewer Enterprise Boundary (SEB). The SEB was extended to include properties east of Malton Avenue and several properties on the north side of Simon Road. Except for these Simon Road properties, the lands to the west of Malton Avenue remained outside the SEB and zoned A-1, Rural (2 ha subdivision minimum). In anticipation of the urban development applications that would follow the installation of sewers, the Planning Department developed a concept plan for the Braefoot-Malton area. The Braefoot Study, 1977 established a minimum lot size for subdivision of 665 m<sup>2</sup> (7,158 ft<sup>2</sup>) east of Malton Avenue. A 0.4 ha (43,056 ft<sup>2</sup>) minimum lot size was established for the area between Braefoot Road and Malton Avenue as a buffer to the Blenkinsop Valley.

In 1992, the SEB was extended to include the lands between Malton Avenue and Braefoot Road, as well as large parcels outside of the Urban Containment Boundary on the west side of Braefoot Road and on the north side of Mount Douglas Cross Road. The intent was to resolve a specific health problem resulting from malfunctioning septic systems.

While rezoning and subdivision to create urban sized lots has occurred on the west side of Malton Avenue, the balance of the area remains in the A-1 zone and parcel sizes are large. Gordon Head Local Area Plans adopted in 1981, 1987, and 1993; however, identify the potential of the area within the Urban Containment Boundary for residential development. Development inquiries and proposals inside the Urban Containment Boundary prompted Council in 1999 to request staff to examine the social and environmental impacts of potential development within the current study area. The Braefoot Planning Study – September, 1999, was prepared in response to that request.

## **5.0 EXISTING CONDITIONS**

The study area comprises 34 parcels ranging in size from 665 m<sup>2</sup> to 0.98 ha. Most contain single family dwellings. Zoning is A-1, Rural except that urban size parcels on the west side of Malton Avenue are RS-8, Single Family Dwelling Zone. Land use east and south of the study area is suburban residential while land use to the north and west, outside the Urban Containment Boundary, is rural residential and agricultural.

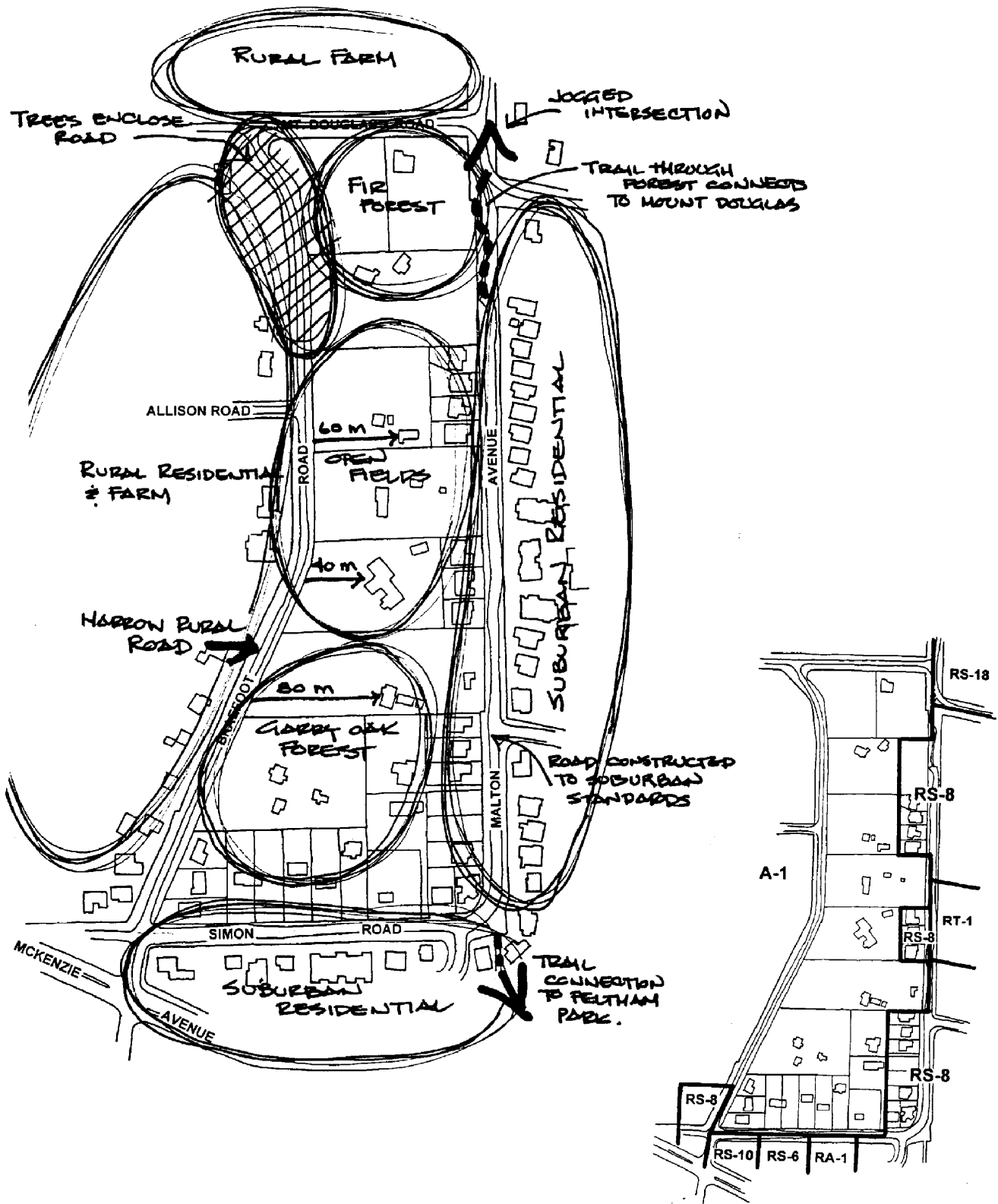
The area drops gently in elevation from a high point along Malton Avenue to the floodplain west of Braefoot Road. There are fir forests in the north adjacent to Mount Douglas Cross Road, open fields in the centre, and rocky outcrops and Garry oak meadows in the south.

The streetscape is an important element contributing to the character of the area. Braefoot Road is characterized by large lots on the east side with lot widths of approximately 60 m. Lot widths on the west side of the road range from 30 m to 80 m or more. Houses are set back from the road right-of-way about 30 m on the east side and 15 m on the west side. Driveways are well spaced and fencing is minimal and of a split rail design. Within the road right-of-way, the pavement is narrow and there are no curbs or gutters. Storm drainage is accommodated in open ditches. The right-of-way is treed in the south and the north. From the mid-point there are views into the Blenkinsop Valley. Traffic volumes are low.

Mount Douglas Cross Road between Malton Avenue and Braefoot Road has a forested edge and there is a relatively steep hill rising up from west to east. The road which jogs at the intersection with Glendenning Road has deep drainage ditches on either side.

Malton Avenue and Simon Road are typical residential roads with on-street parking, curbs and gutters, and piped storm drains. Malton Avenue is not constructed as a through road. The northerly 63 m contains a pedestrian pathway which meanders through the forested right-of-way to Mount Douglas Cross Road.





**Map 2  
EXISTING CONDITIONS**

## 6.0 ENVIRONMENTAL ANALYSIS

An environmental analysis of the area was undertaken by the Environmental Services section of the Planning Department to inventory environmental features and identify environmental sensitivities to be considered as part of the planning process. The Braefoot study area is dominated by Garry oak parklands in various forms. Overall, vegetation types are characterized as forest (coniferous, deciduous, and mixed), shrubby thickets, wetland, rocky outcrops, pasture, orchards, ornamental landscaping, and turf (see Map 3).

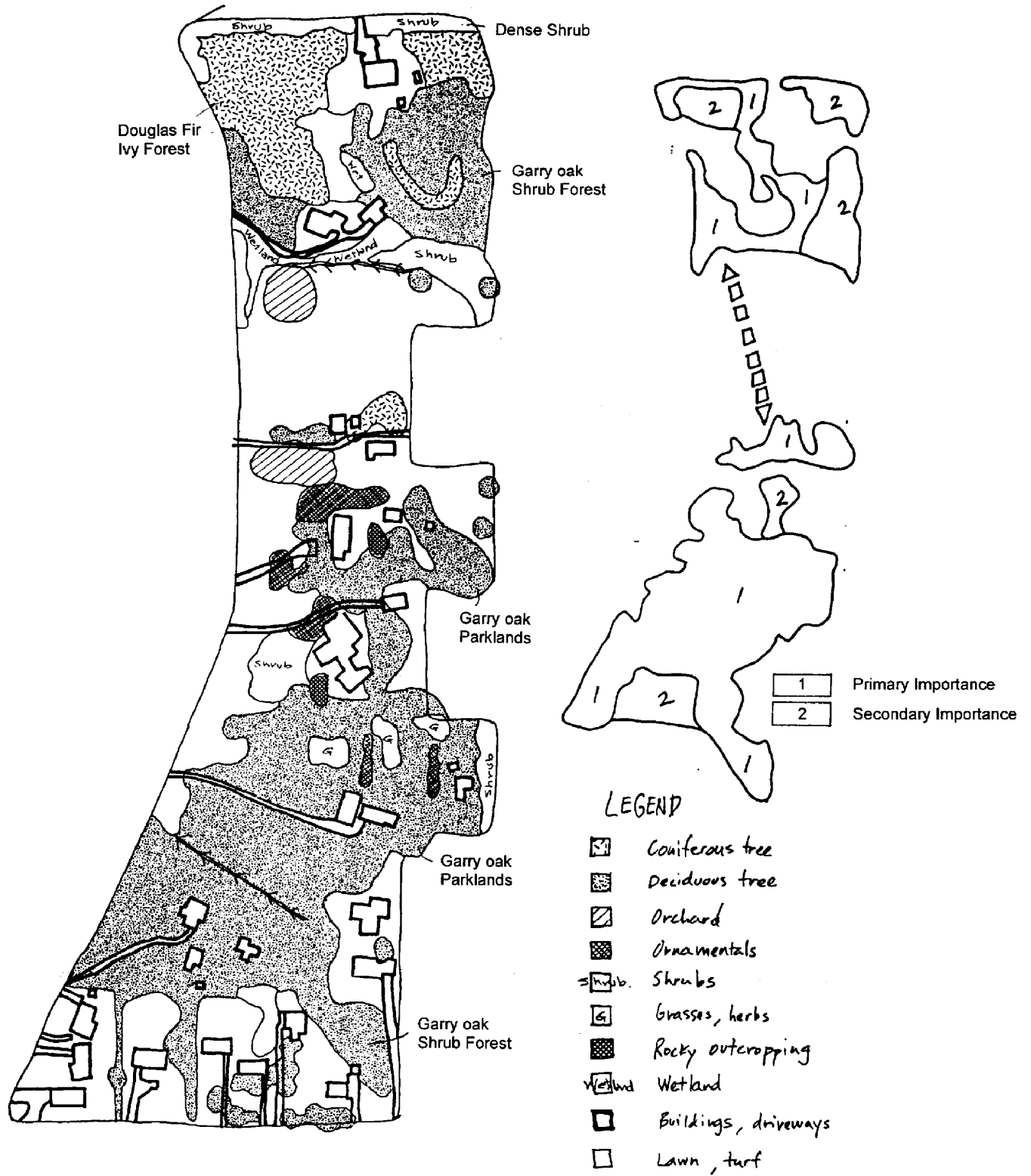
Environmental highlights and distinguishing features of the Braefoot area are:

- Seventeen distinct vegetation communities, ranging from Garry oak-shrub forest to wetland, which indicates high biodiversity for an area of this size.
- Approximately 45-55% of the area has mature Garry oak canopy. Garry Oaks and their associated native understory plants are considered endangered or threatened ecosystems. Some of the Garry oak stands are associated with shrubs (such as snowberry), grasses and flowers, or turf.
- A small wetland, with an outflow to a moist forest of native Bitter Cherry. The wetland supports many plants not found elsewhere in the study area. The wetland and a small, seasonally wet ravine likely flow into a larger wetland across Braefoot Road.
- Small rocky outcrops occur in three main locations. These support unique communities of xeric native and ornamental plants and are important habitat for native reptiles.
- Understory areas of dense low shrubs or low herbaceous cover. Some property owners have natural areas (unmowed) flowing from one property to the next. This adds wildlife habitat value and allows Garry oak parkland wildflowers to survive.
- Problem areas with ivy or Himalayan blackberry and areas of declining tree health.
- Areas support bird nesting and foraging. Deer and small mammals are known to live and breed in the study area.
- Study area stands out as a Garry oak corridor in excellent condition.
- Forest along Mount Douglas Cross Road connects with the forest corridor leading to Mount Douglas Park.

Environmental Services developed a rating template using six parameters to determine the significance of the environmental features. Areas of primary importance rank favourably in *most* of the parameter. Areas of secondary importance rank favourably in *some* of the parameters. Areas in *neither* of the categories have moderate-to-little value in their current condition (refer to Map 3).

### ENVIRONMENTAL PARAMETERS

- level of disturbance (ivy, Himalayan blackberry, soil compaction, etc.)
- habitat value (presence/absence of species, abundance, life-cycle stage)
- significance of vegetation species and communities at the local, regional, and provincial context
- regeneration potential
- hydrological importance
- current management practices (mowing, ivy control, grazing)



**Map 3  
ENVIRONMENTAL ANALYSIS - July, 1999**

The template shows that the areas of most importance are clustered in the north and south of the study area. Environmental Services concluded that keeping them intact to the extent possible will retain their current value for native vegetation and habitat. To support biodiversity within the urban area, a “naturescape” corridor should be retained between them.

**NATURESCAPE** is a Provincial initiative which encourages land owners to preserve, maintain, and enhance habitat on their property and to landscape for habitat creation and drought tolerance.

## 7.0 TREE SURVEY

Many of the residents who participated in the planning process expressed concern that the focus of the environmental analysis is the ecosystem and that it does not accurately portray the condition of trees in the area. Their concern is that many Douglas fir and Garry oak trees, in particular, appear to be in decline and present a hazard for area residents.

The Saanich Tree Preservation Officer and Arboriculture Inspectors have reviewed a tree survey undertaken for a subdivision proposal in the north part of the study area and have undertaken a visual analysis of the tree canopy in the south. Their conclusion is that trees in the north appear to have been impacted by changes in the water table and are susceptible to root decaying fungi. Given the deteriorating growing conditions, this area will continue to experience tree mortality.

The stand of Garry oaks in the south is typical of similar stands throughout Saanich. They grow on higher ground with dryer conditions than the trees in the north, so are less impacted by water table changes. While individual trees have suffered from bad pruning, storm failures, and farm animal and other impacts, overall that stand appears reasonably healthy.

## 8.0 GORDON HEAD LOCAL AREA PLAN

The Braefoot study area is located within the Gordon Head Local Area and subject to the policies of the Gordon Head Local Area Plan 1997. The Local Area Plan designates the area for “general residential” use. The following policies are relevant:

- 4.1 Protect indigenous vegetation, wildlife habitats, and landscapes when considering applications for changes in land use.
- 4.4 Protect indigenous trees, shrubs, and plants (including mosses) and rock outcrops within parks, boulevards, unconstructed road rights-of-way and other public lands.
- 5.1 Maintain single family housing as the principle form of development.

- 5.3 Consider applications to rezone to permit subdivision having due regard for the prevalent lot size in the area, site specific tree location information, and preservation of environmentally significant areas.
- 5.4 Consider rezoning for multi-family housing use, parcels not identified on Map 5.2, only where significantly more community amenities are provided than would be the case with traditional single family subdivision. Amenities could include, but are not limited to open space preservation, protection of vegetation and natural features, enhanced pedestrian circulation, and/or innovation in housing form.
- 5.6 Evaluate the need for greenway links and pedestrian access when reviewing subdivision and rezoning applications and require dedication where appropriate.
- 9.12 Carefully evaluate the aesthetic, environmental value, and character of the streetscape when considering plans for proposed road and intersection upgrading and utility installations.

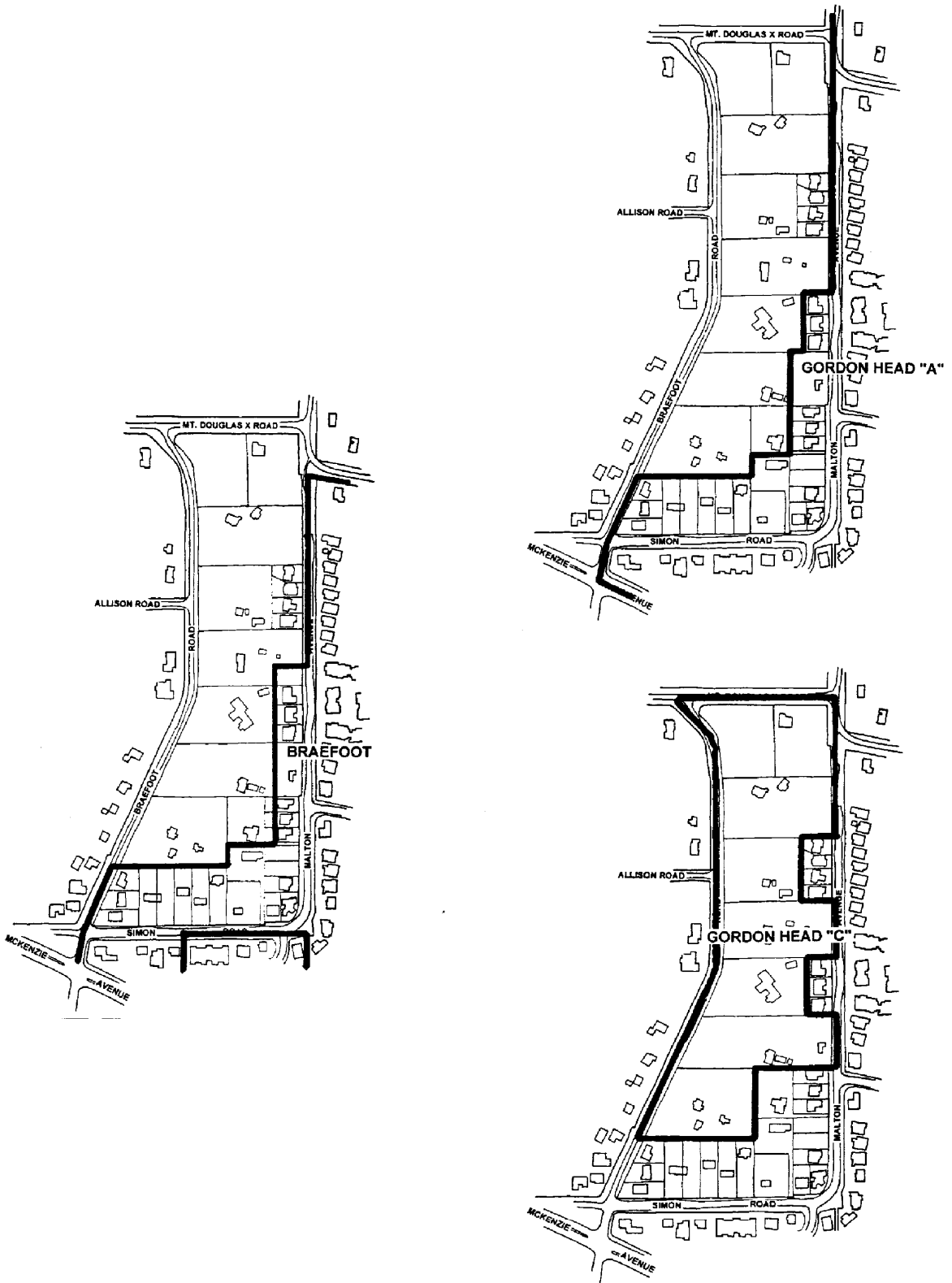
## 9.0 DEVELOPMENT COST CHARGES

Council may fix and impose development cost charges (DCCs) to provide funds to assist the Municipality in paying the capital cost of providing, constructing, altering, or expanding sewage, water, drainage, and highway facilities and acquiring and improving parkland to accommodate new development. These charges can be a major financial consideration influencing the density and form of development. Map 4 identifies applicable development cost charge areas. In addition, municipal wide development cost charges for major roads and municipal parks are applicable. The cost charges are summarized below.

**RESIDENTIAL DEVELOPMENT COST CHARGES – FEBRUARY, 2000**

DCC AREA	AREA SPECIFIC CHARGES**				MUNICIPAL/AREA WIDE CHARGES			TOTAL*
	SEWER	WATER	DRAIN	ROAD	LOCAL PARK	MUNICIPAL PARK	MAJOR ROAD	
Braefoot	257.82	161.13	918.02	1,428.00	742.05	544.76	264.00	4,315.78
Gordon Head – A	N/A	361.31	N/A	N/A				1,912.12
Gordon Head – C	16,439.28		N/A	N/A				18,351.40

\* Cost per new lot or dwelling unit created.  
 \*\* Where Development Cost Charge Areas overlap, the charges for both may apply. Engineering is reviewing the DCC Bylaw with the intent of eliminating these overlaps.



**Map 4**  
**DEVELOPMENT COST CHARGE AREAS**

## 10.0 GUIDING PRINCIPLES

The following guiding principles were developed from the assumptions endorsed by Council at the March 27, 2000 Committee of the Whole meeting, discussions with owners, residents, interest groups, and municipal staff, and the workshop notes prepared by the facilitator. Principles are key statements intended to convey important ideas and form the basic framework for planning in the Braefoot area. Due to the range of opinions about land use opportunities and constraints, guiding principles may conflict.

	<b>Guiding Principle</b>	<b>Discussion/Comment</b>
GP 1	Lands within the Urban Containment Boundary should be developed for urban residential use.	Some residents think that transition areas should occur outside the UCB. Optimising land use opportunities and density within the UCB will reduce pressure for outward expansion and make efficient use of existing services.
GP 2	Land use policies should be consistent with other areas of Saanich within the Urban Containment Boundary on the urban-rural fringe.	Minimum lot sizes adjacent to the UCB range from 560 m <sup>2</sup>
GP3	Recovery of some of the costs of sewer development is desirable.	Sewer DCC's in the Gordon Head "C" Development Cost Charge Area assumed 42 new lots/units.
GP 4	Land use policies should strike a balance between development and preservation.	Most owners expressed a desire to preserve the rural ambience to the extent possible while realizing a reasonable level of development. There was no consensus about the amount and type of development that may be acceptable.
GP 5	The cost of preserving rural landscape, greenways, view corridors, buffers, ecosystems, and biodiversity should not be borne by existing land owners.	The LAP policies allow for development. Owners have a responsibility to develop in a way that is sensitive to the community and the natural environment.
GP 6	Development opportunities should be equitable for all landowners.	Flexible lot size/cluster housing should be considered to preserve green space without reducing the density allocation. Environmentally significant areas could be considered for purchase by the municipality or a conservation group.
GP 7	The significance of the Garry oak ecosystem, including the meadow habitat, should be recognized and the ecosystem preserved where possible.	Garry oak habitat is recognized as a valuable and threatened ecosystem. Preservation and protection of the ecosystem requires retention in large environmental units rather than isolated pockets or individual trees. Preservation may be achieved through a variety of means and trade-offs, but must reflect a balance between public value, long-term viability, and the costs of preservation.

	<b>Guiding Principle</b>	<b>Discussion/Comment</b>
GP 8	Tree preservation considerations should acknowledge tree health and public safety issues.	Douglas fir trees in the north of the study area are susceptible to root decaying fungi. This area will continue to experience tree mortality. The stand of Garry oak trees in the south part of the area is less susceptible to changes in the water table and the stand appears to be relatively healthy. Individual trees may suffer from bad pruning, storm failures, and farm animals and other impacts.
GP 9	To maintain biodiversity, a "naturescape" corridor should be retained through the site.	A naturescape corridor would enhance biodiversity by providing for habitat preservation/creation and movement of wildlife within the study area and maintain linkages to Mt. Douglas Park and Blenkinsop Valley.
GP 10	Malton Avenue should not be constructed as a through road.	Retain un-built section as a pedestrian/wildlife corridor only. Priority to retain existing vegetation within the right-of-way.
GP 11	Quantity and quality of stormwater runoff should be carefully managed and negative impacts mitigated.	Runoff from new development is a concern particularly for residents west of Braefoot Road. Changes in the water table as a result of development in the Malton Avenue area have impacted trees in the area south of Mt. Douglas Cross Road. An appropriate drainage system should be provided using "best management" practices. Some residents have expressed concern about the safety of an open drainage system within a suburban residential area.
GP 12	Traffic impacts including cut-through traffic from adjoining neighbourhoods should be minimized.	Concern relates to Gordon Head traffic which uses Mt. Douglas Cross Road and to new traffic that may be generated from within the study area. The concerns extend beyond the study area to the Blenkinsop and Quadra local areas. Council has endorsed a process to address neighbourhood traffic calming requests. Potential traffic impacts from new development relate to density and housing form and market orientation, proximity to services, and pedestrian/cycling infrastructure.
GP 13	Improvements to Braefoot Road and Mt. Douglas Cross Road, if required, should be designed to maintain the rural character of the streetscape.	The intent is to maintain the rural ambience, but not at the expense of public safety or storm drainage improvements. A decision about the Glendenning/ Mt. Douglas Cross Road intersection should include consideration of the traffic calming benefits of the off-set intersection.



	<b>Guiding Principle</b>	<b>Discussion/Comment</b>
GP 14	Safe pedestrian circulation and access to amenities including Mt. Douglas Park should be retained/provided.	<p>A concept for a major regional greenway linking the University of Victoria and other major greenspaces in Gordon Head with the Lochside Regional Trail is being considered. A potential route for the Gordon Head connector, along Mt. Douglas Cross Road, will require bicycle and pedestrian facilities. Residents have identified a need for a footpath along Braefoot Road if new development is contemplated.</p> <p>Staff identified that a pedestrian corridor through the area, between Braefoot Road and Malton Avenue should be considered as a local greenway connector. There was little support for this concept from area residents due to concerns about safety, loss of privacy, environmental issues, and development impacts.</p>

## 11.0 LAND USE OPTIONS


An analysis of the guiding principles suggests the following as the basis for a revised planning strategy:

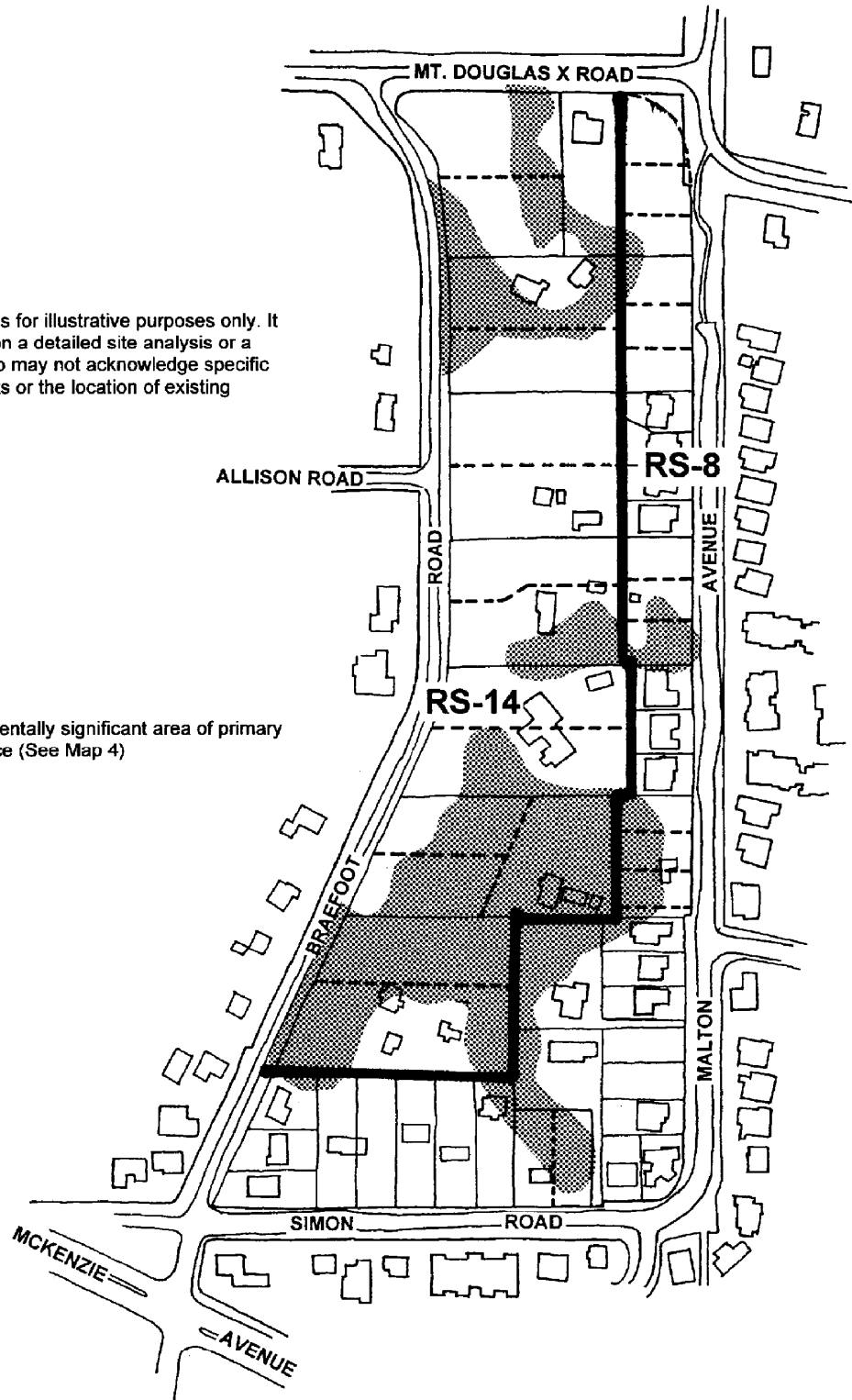
- single family dwellings or cluster/attached housing;
- density consistent with the location inside the UCB;
- acknowledgement of environmental sensitivities; and
- careful consideration of mobility and storm drainage issues.

Maps 5 to 8 present four options for development in the Braefoot area. Continuation of the single family dwelling lots along the west side of Malton Avenue and the north side of Simon Road, based on RS-8 zoning (665 m<sup>2</sup> minimum lot size), is common to all of the options. Maps 5 to 7 illustrate single family subdivision options for the balance of the study area along Braefoot Road and Mt. Douglas Cross Road based on rezoning to RS-14 (2020 m<sup>2</sup> minimum lot size – four units per ha), RS-12 (930 m<sup>2</sup> minimum lot size – eight units per ha), and RS-8 (665 m<sup>2</sup> minimum lot size – ten units per ha). Map 8 illustrates a cluster housing option at a density of ten units per hectare.

The options shown on Maps 5 to 8 are conceptual and are intended to illustrate the relative impact of development based on different lot sizes/densities. They are not based on a detailed site analysis or a survey plan and do not represent the full range of land use options that could be considered. Other options could include maintaining the status quo or a mixture of large lots for environmentally sensitive areas and smaller lots where there are no environmental sensitivities. In the process of developing a range of options staff considered whether there would be any advantage to comprehensive subdivision requiring cooperation of property owners and construction of new roads. Generally, the width and depth of the existing parcels do not support the need for a comprehensive approach.


Note: This concept is for illustrative purposes only. It is not based on a detailed site analysis or a survey plan so may not acknowledge specific site constraints or the location of existing dwellings.

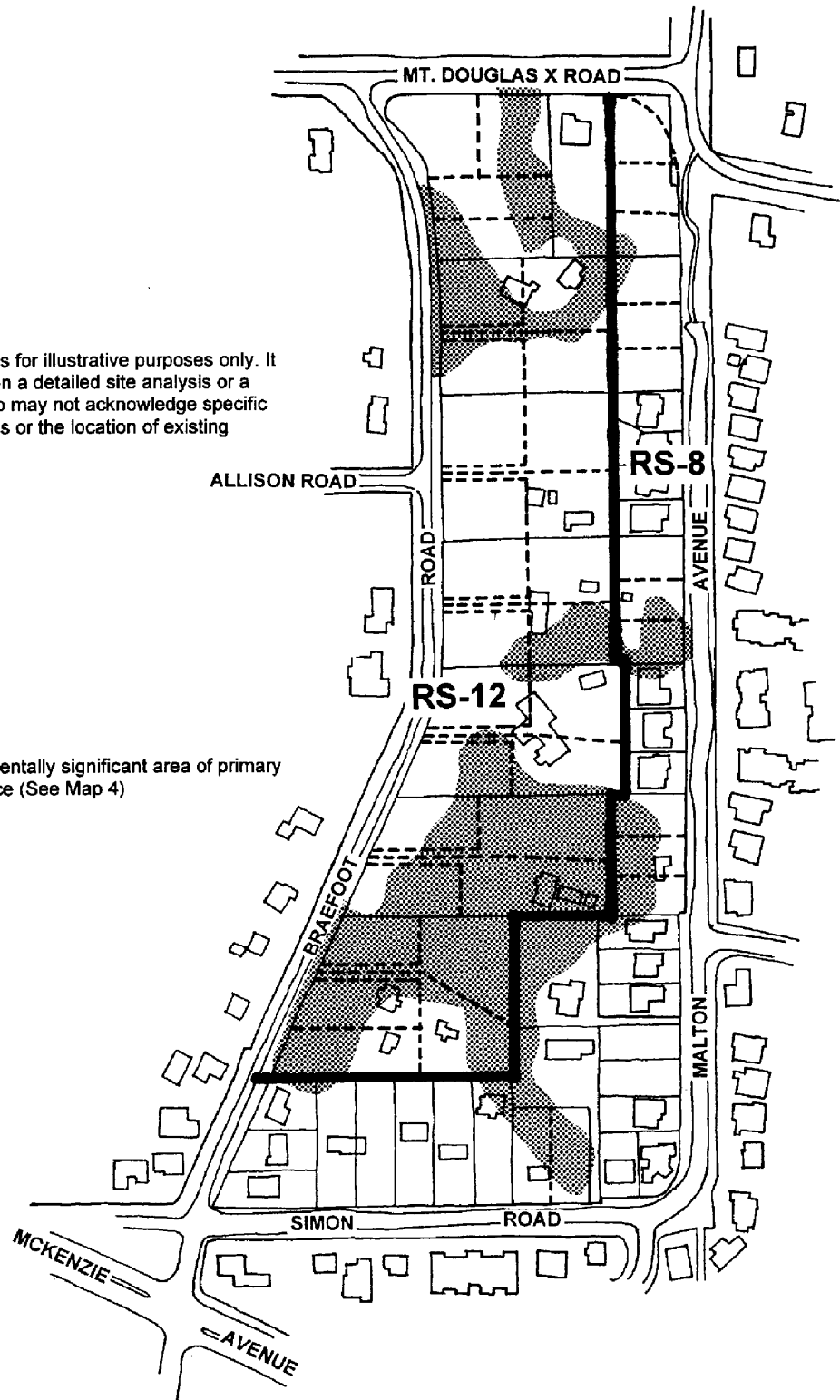
 Environmentally significant area of primary importance (See Map 4)



**Map 5  
OPTION 1  
STANDARD SUBDIVISION - RS 14 (MINIMUM LOT SIZE 2020 m<sup>2</sup>)**


Note: This concept is for illustrative purposes only. It is not based on a detailed site analysis or a survey plan so may not acknowledge specific site constraints or the location of existing dwellings.

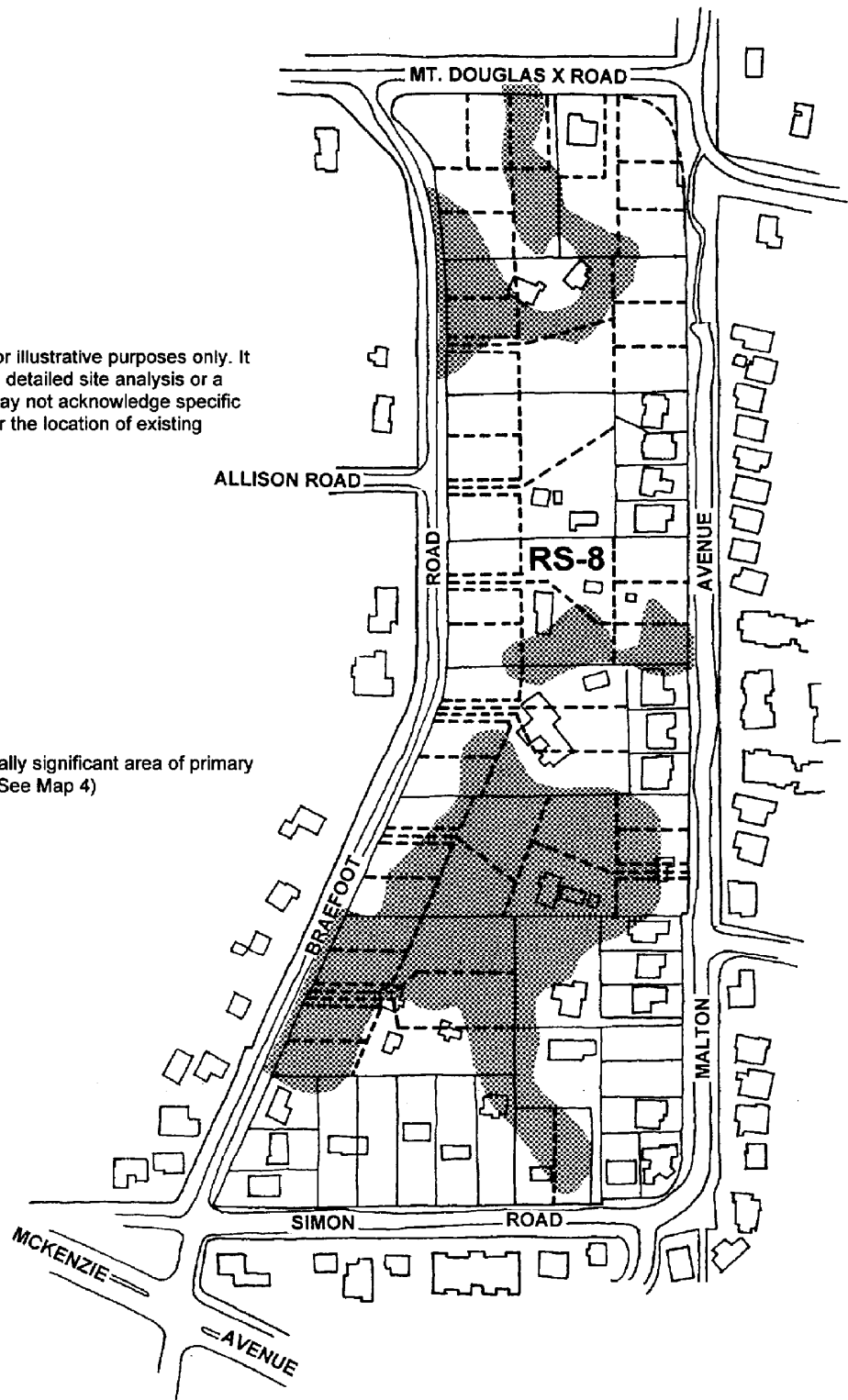
 Environmentally significant area of primary importance (See Map 4)



**Map 6  
OPTION 2  
STANDARD SUBDIVISION - RS 12 (MINIMUM LOT SIZE 930 m<sup>2</sup>)**

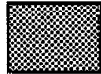
Note: This concept is for illustrative purposes only. It is not based on a detailed site analysis or a survey plan so may not acknowledge specific site constraints or the location of existing dwellings.

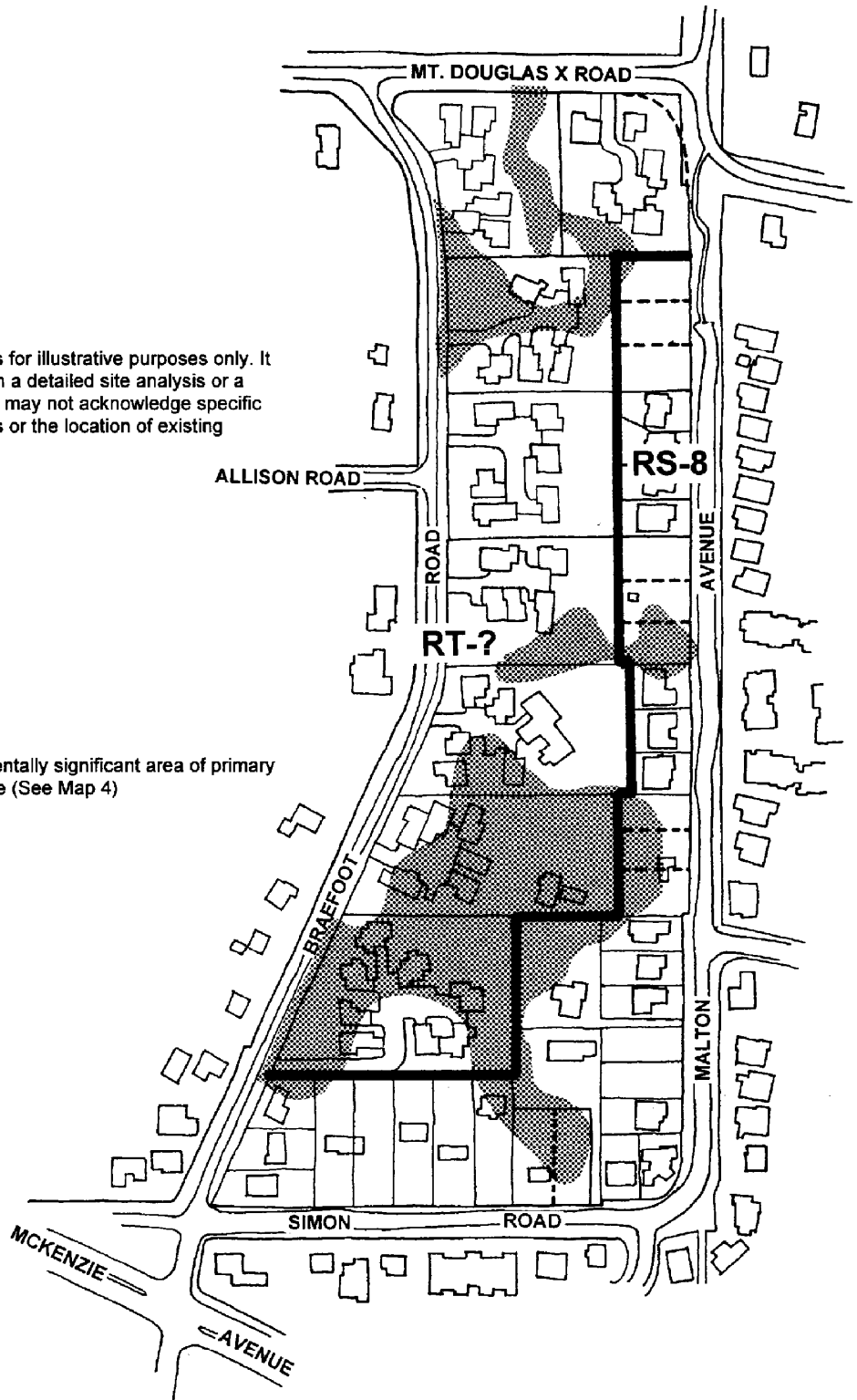
 Environmentally significant area of primary importance (See Map 4)



**Map 7**  
**OPTION 3**  
**STANDARD SUBDIVISION - RS 8 (MINIMUM LOT SIZE 665 m<sup>2</sup>)**

Note: This concept is for illustrative purposes only. It is not based on a detailed site analysis or a survey plan so may not acknowledge specific site constraints or the location of existing dwellings.

 Environmentally significant area of primary importance (See Map 4)



**Map 8**  
**OPTION 4**  
**CLUSTER HOUSING (10 units per hectare)**

The illustrated options were included because, generally, they are indicative of the type and density of development within the Urban Containment Boundary along the rural-urban fringe. Each option was evaluated relative to the other options based on Council's assumptions about recovering some of the cost of sewer installations and balancing social and environmental issues. Option 1 has the least environmental and social impact, but results in recovery of only half of the sewer cost. Option 3 and 4 exceed the number of units anticipated for the sewer development cost charge, but both options have high environmental impacts. The cluster housing option rates slightly better than Option 3, as it provides more flexibility to site buildings and structures where they will have the least environmental impact and a development permit is required for building and site design, and landscaping. From a Planning perspective, Option 2 comes closest to addressing Council's assumptions. The following table provides a comparison of the selected options.

<b>COMPARISON OF OPTIONS</b>					
	POTENTIAL NEW LOTS/UNITS	RELATIVE IMPACT ASSESSMENT			SEWER DCC RECOVERY
		Habitat/Trees	Biodiversity	Neighbourhood Character	
<b>Option 1 – RS-14</b>	21	Low	Low	Low	48%
<b>Option 2 – RS-12</b>	36	Moderate	Moderate	Moderate	83%
<b>Option 3 – RS-8</b>	48	High	High	High	114%
<b>Option 4 - Cluster</b>	47	Moderate-High	Moderate	High	112%

## **12.0 COMMUNITY RESPONSE**

There is a difference of opinion about the type and extent of new development that should occur within the Braefoot area. While the majority of workshop participants support residential development within the Urban Containment Boundary, there was no consensus about the type and amount of new housing that should occur within Braefoot. Based on the response forms from the Open House, about half of the respondents favour the lower density options (RS-14 and/or RS-12) in order to retain the meadow landscape, Garry oak and Douglas fir forest, and rural streetscape that contribute to the overall character and ambience of the area. Generally, the other half support large lots in environmentally sensitive areas and small lots where there are no environmental sensitivities. Only one percent of the respondents are opposed to any change. There is little support for cluster housing.

Through the comments provided at the workshops, or on the response forms, there are several key concerns that should be addressed with any new development. These include neighbourhood traffic management, stormwater management and control, and safe pedestrian facilities along Mt. Douglas Cross and Braefoot Roads. Short-cut traffic is a particular concern for residents along Allison Road due to the narrow road width.

The concept of establishing a pedestrian/greenway corridor through the site between Malton Avenue and Braefoot Road was discussed at the workshops, but is strongly opposed by most residents based on concerns about safety, loss of privacy, environmental issues, and development impacts. Also, some residents are concerned that encouraging naturescaping to provide a “biodiversity” corridor through the site could result in an increase in the deer population. These residents consider the deer to be a nuisance because they eat the garden plants.

### **13.0 DEVELOPMENT GUIDELINES**

The following guidelines are intended to provide a basis for reviewing development applications within the Braefoot area and should be key considerations when evaluating any application for change. Specific requirements will be addressed at the time of development through the subdivision or development permit process or they may be addressed by a developer through a building scheme covenant.

#### **Natural Environment and Biodiversity**

Any development will impact on the natural environment and biodiversity. Negative impacts can be mitigated if care is taken at the time of development to minimize intrusion into sensitive environmental areas and to preserve native vegetation. By adopting the natural landscaping principles of Naturescape British Columbia, residents can help maintain or enhance biodiversity. Examples of naturescaping initiatives are included in Appendix II.

- G1. Wherever possible, buildings, structures, driveways, and utility corridors should be located to minimize encroachment into environmentally sensitive areas and to preserve areas that contain plant or animal habitat that are red listed (endangered) or blue listed (vulnerable) by the Conservation Data Centre (Ministry of Environment, Lands and Parks).
- G2. Coordination between adjacent properties is encouraged to create areas of continuous open space and vegetation.
- G3. Residents are encouraged to adopt the natural landscaping principles of Naturescape British Columbia.
- G4. The total impervious cover of the site should minimize impact on the receiving aquatic environment. Consideration should be given to reducing impervious cover through reduction in building footprint and paved areas and use of on-site infiltration.
- G5. The use of vegetation screens and/or open-rail fences is encouraged to permit movement of wildlife, except where fencing is required to keep deer out of gardens.

## **Streetscape**

The rural streetscape of Mt. Douglas Cross Road and Braefoot Road contributes to the overall character and ambience of the neighbourhood. These streets have narrow pavement widths, trees and native vegetation on boulevards, generous building setbacks from the street, no curbs and gutters, and few driveways. The following guidelines are intended to maintain the integrity of the rural streetscape without compromising traffic flow, convenient access, or pedestrian/ bicycle safety.

- G6. Consider a special design for Mt. Douglas Cross Road that maintains the rural character while acknowledging its function as a collector street and its major greenway designation as part of the Gordon Head connector. This special design could include a two-lane roadway with bicycle facilities and a separated pathway, with no curb or gutter, unless required for drainage purposes.
- G7. Maintain the rural character of Braefoot Road with narrow pavement, no curbs and gutters except where required for stormwater control, and a separated footpath on the east side.
- G8. Do not construct Malton Avenue as a through road south of Mt. Douglas Cross Road.
- G9. Where practicable, boulevard trees and native vegetation should be maintained or new hedgerow vegetation should be planted within the rights-of-way.
- G10. Where practicable, joint access agreements should be encouraged in order to limit the number of individual driveways to Braefoot and Mt. Douglas Cross Roads.

## **Site and Building Design**

The impact of new development on neighbourhood character and aesthetics is influenced by a number of design considerations including siting, height, scale and massing, building style and materials, colours, and provision of adequate parking. The following guidelines pertain to the form and character of new residential development.

- G11. Buildings and structures should be set back at least 10 m from Braefoot Road and Mt. Douglas Cross Road and should be designed to minimize visual intrusion and maintain the rural character. Generally, building heights should be kept low, buildings on sloping sites should be stepped, and steep pitched roofs should be avoided.
- G12. Where practicable, natural building materials and earthy colours should be encouraged, to blend in with the natural surroundings.



## **Stormwater Management**

Stormwater management is a concern for residents. Changes to the water table in the north part of the site have impacted tree health and some residents, on the west side of Braefoot Road, have reported periodic flooding during storm events. Deep drainage ditches along Mt. Douglas Cross Road and Braefoot Road present a safety concern for residents and pedestrians.

Stormwater in the area flows into the Blenkinsop Valley which drains into Swan Creek and eventually into the Colquitz River system. Grassy open ditches throughout the area provide an environmental benefit by filtering and improving the quality of stormwater before it enters natural systems. This reduces sedimentation and erosion by slowing stormwater run-off. Storm drainage improvements are usually required as a condition of new development. Improvements if required, should provide a balance between environmental benefits and safety and aesthetic considerations.

- G13. Storm drainage improvements, where required, should balance environmental benefits with safety and aesthetic considerations, using ‘best management’ practices.

## **Traffic Management**

Development in the Braefoot area will generate additional traffic, but traffic volumes are not expected to exceed the capacity of the existing road network. Council has adopted a process for considering neighbourhood traffic issues if specific problems arise. The Engineering Department has long-term plans to realign Mt. Douglas Cross Road at Glendenning Road to reduce the offset of the jogged intersection. Right-of-way dedication will be required. The design should not compromise the traffic calming properties that the sharp turn now provides.

- G14. Acquire right-of-way dedication to permit realignment of Mt. Douglas Cross Road to improve safety by reducing the offset of the jogged intersection.

## **14.0 RECOMMENDATIONS**

- a) Support rezoning applications to RS-8 and RS-12 as per Option 2, Map 6;**
- b) Along Braefoot Road and Mt. Douglas Cross Road, consider rezoning to permit cluster/attached housing to a maximum of eight units per hectare having regard for the impact on the streetscape and the natural environment;**
- c) Use the development guidelines in Section 13 when evaluating specific development proposals and/or road and utility improvements.**

## **APPENDIX I**

### **BRAEFOOT AREA PLANNING WORKSHOPS REVISED TERMS OF REFERENCE**

**March 2000**

#### **1. PURPOSE OF PROCESS**

To undertake a public consultation process to create a development plan and guidelines for the Braefoot area that balances the objectives of residents, property owners and the community.

#### **2. STUDY AREA**

The study area is bound by Braefoot Road, Mt. Douglas Cross Road, Malton Avenue, and Simon Road (see attached map).

#### **3. SCOPE**

The scope of the project is to:

- identify and seek to understand the range of community issues and interests;
- acquire additional information through research where necessary;
- develop a set of economic, environmental, and social objectives for the development of the area including what elements should be protected;
- determine a set of solutions to subdivision or development with the flexibility to meet the identified objectives; and
- produce development guidelines.

#### **4. METHODOLOGY**

The project will include the following steps:

- notify property owners and residents within the study area and special interest groups and invite participation in a workshop format;
- through a series of workshops, determine issues, interests and objectives;
- work with property owners/residents and interest groups to create options/scenarios;
- hold an Open House to present options/scenarios to public and obtain feedback;
- work with property owners/residents and interest groups to make revisions; and
- project planner to produce a report for Committee of the Whole.

## **5. COMMUNITY CONSULTATION**

A working group will be formed whose purpose will be to identify issues and possible solutions. Residents and property owners within the study area will be invited, as well as a representative of the Gordon Head Community Association, Quadra-Cedar Hill Community Association, Friends of Mt. Douglas Parks Society, and the Garry Oak Meadow Preservation Society. An Open House will be held to obtain public input and feedback on options.

The responsibility of each of the participants is to:

- work to build trust among participants through open and productive communication;
- identify and clarify interest in the study area;
- respect the issues of other participants;
- work to identify and resolve all interest-related issues;
- appreciate that the study area is part of the larger community;
- share resources, creativity and experience;
- work toward mutually acceptable recommendations; and
- attend meetings.

## **6. PROJECT COORDINATION**

The facilitator and project planner will be responsible for the following activities:

- coordinate all activities;
- facilitate meetings;
- prepare workshop notes and results;
- coordinate all activities in conjunction with the project planner;
- conduct research;
- involve other departments or agencies as required;
- work with property owners/residents to develop issues, objectives, options, scenarios and recommendations;
- organize an Open House; and
- prepare a document and Report for Council.

## **7. TIME FRAME**

It is expected that this project should be completed by December 2000.