

Cedar Main Street Design Charette

A Community Vision



REGIONAL
DISTRICT
OF NANAIMO

February 2012



ARCHITECTURE
AND PLANNING

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1.0 Overview

The Cedar Main Street Community Design Charette is part of a larger planning process that will result in the creation of a Cedar Village plan that will be attached to the Official Community Plan. This report summarizes the results of a public process that includes a visual preferencing workshop, a workshop that helped direct the charette design brief, as well as the charette itself. This document does not include any direct development proposals, but rather visualizes the articulation of public input on what Cedar Main Street could look like in 5, 10, 20, or even 50 years. This document builds on the work completed for the design brief and includes public commentary collected during the design charette as well as illustrations that visualize that commentary.

The design brief is included in this document and was used to guide the charette participants in their exploration of design ideas for Cedar Main Street. The design brief was based on three overriding components of the Cedar Main Street Design Charette; the Technical Background Report, the Official Community Plan (OCP) and the results of the October 22, 2011 community workshop. The purpose of the Cedar Main Street design charette is to illustrate, in visual representation, the intent of the OCP. Implicit in the OCP are: a vision statement, a set of sustainability principles, and a set of guidelines. The OCP narrative on vision, principles and guidelines is attached in Appendix B.

The products of the design charette reflect the OCP's commitment to such things as Greenhouse Gas (GHG) emissions reduction strategies, green infrastructure and buildings, renewable energy, groundwater protection, access to nature, and protection of the rural character of Cedar Main Street neighbourhood. This includes representative diagrams, images and sketches, and ideas such as:

- what a complete, compact community may look like;
- what types of housing are appropriate to support community diversity;
- what kind of distinct identity and lively public spaces are appropriate for Cedar Main Street; and
- what kinds of green development (which makes efficient use of land, energy, and resources) is appropriate and feasible for Cedar Main Street

The Cedar Main Street Design Charette dovetails with the Regional District of Nanaimo (RDN) Community Active Transportation Plan (AT). Active transportation is any human powered transportation both on road and off. Outlined in the opportunities and constraints mapping is an overlay of the RDN AT plan schematics. This has helped the design team identify where and how to tie into the AT Plan, trails, and pathways that may be designed during the design charette.

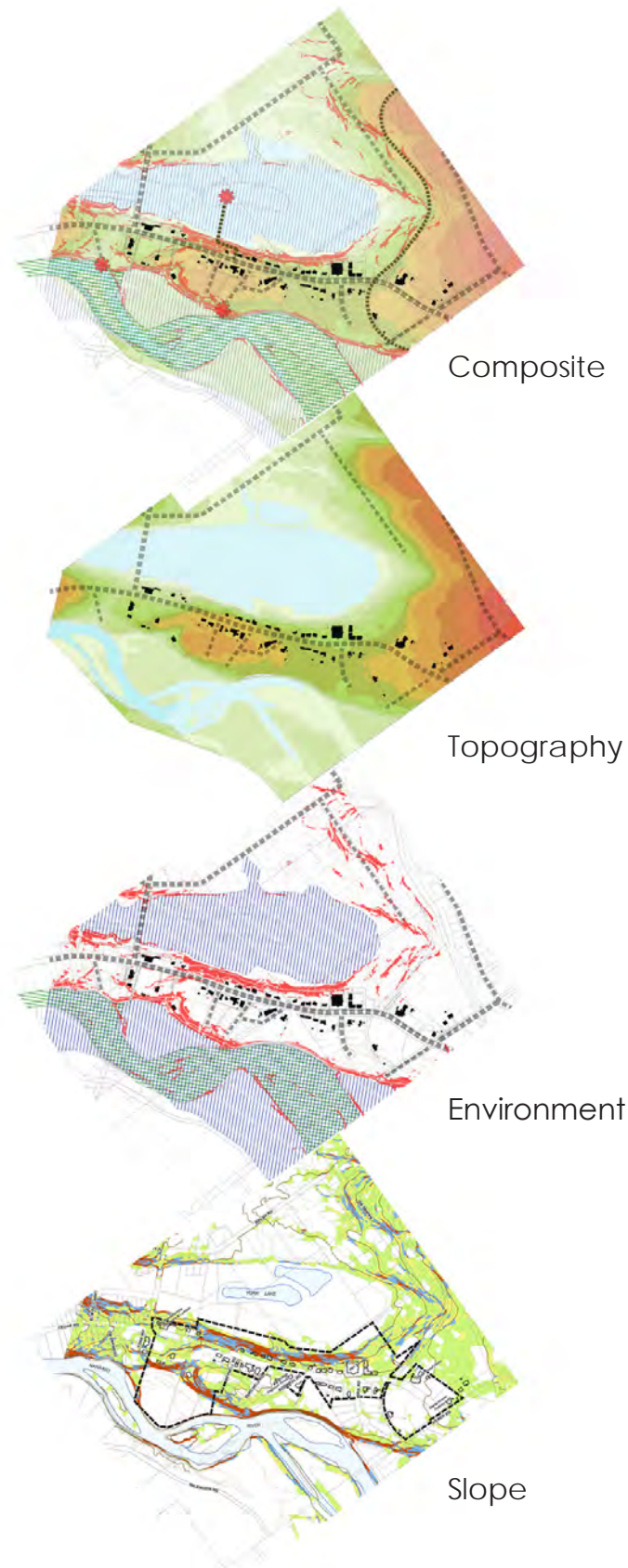
In this report we first identify the two overall maps that were completed by the charette participants: the Team A Summary Map and the Team B Summary Map. We then identify 14 distinct design ideas that evolved out of the design charette. It is these ideas that the public will again have a chance to weigh in on. Ideas that receive favourable public feedback will become the basis for the Cedar Main Street Village Plan.



Design Ideas:

1. Create an alternate route around Cedar Main Street.
2. Preserve the rural character of the larger lots.
3. Engage with the York Lake wetlands.
4. Expand the Village Square Shopping Center.
5. Ensure commercial development embraces the natural and rural setting.
6. Support the development of the Anglican Church site.
7. Encourage the redevelopment of private property.
8. Support a maximum of three stories.
9. Support on-street parking.
10. Support roundabouts.
11. Support the provision of mixed-use buildings.
12. Support road improvements that enhance safety, including sidewalks.
13. Create an entry monument.
14. Encourage a variety of architectural expressions.





2.0 Analysis Exhibits

This document builds on the technical background report. Augmenting the technical background report and presented on the following pages are several new or updated maps including: an topography (elevation) analysis, a slope map, and environmental analysis map, and a composite opportunities and constraints map. These graphic maps have assisted the designers and public in understanding the topography and slope constraints of the study area.

2.1 Slope Map

This exhibit (seen on the opposite page) gives a graphic portrayal of the slope categories of the study area's topography.

Slopes less than 5% are fully accessible to all.

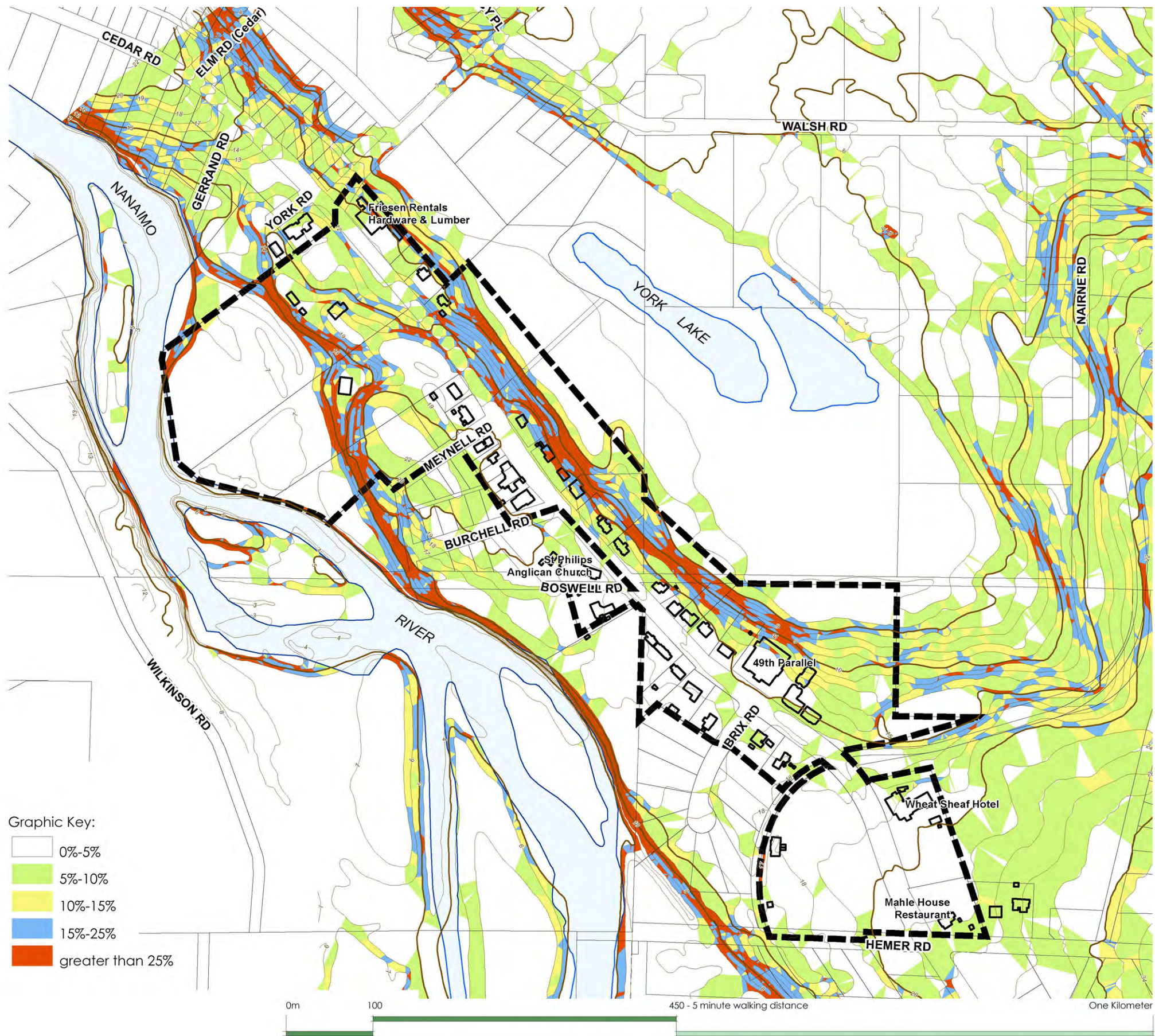
Slopes 5-10% become more difficult to navigate for pedestrians that are not able bodied.

Slopes 10-15% become challenging for road building and are too steep for winter driving conditions. Building on this slope category requires stepped footings and split level construction.

Slopes 15%-25% require significant terrain modification for road building, are generally too steep for recreational trails without traversing the hillside and become more difficult to build on.

Slopes greater than 25% are generally too steep to develop without significant cost and terrain modification.

The conclusion of this analysis is that in general terms the slopes within the study area do not pose significant constraints for development except to the south and north of Cedar Road where defined embankments are present. These slopes reduce the buildable depth of the current lots.



Graphic Key:

- 0%-5%
- 5%-10%
- 10%-15%
- 15%-25%
- greater than 25%



2.2 Environmental Analysis Map

This exhibit illustrates key environmental constraints such as areas prone to flooding, sensitive environmental areas, and the steeper slopes located within the study area.

2.3 Elevation Map

This exhibit gives a graphic portrayal of the relative heights of the study area's topographical features. It portrays the study area as a defined ridge of land that falls off the Nanaimo River to the south and to the York Lake wetlands to the south. Cedar Road climbs in elevation within the study area from west to east, reaches a high point about halfway between York Road and Hemer Road and then falls in elevation to the flats located around the ball fields.

2.4 Opportunities and Constraints

This exhibit gives a composite overlay of the previous analysis maps and graphically identifies opportunities such as public access to natural areas, the Morden Colliery Regional Trail, the existing road layout and key buildings that are discussed in the technical report.

2.5 Existing Village Fabric Plan

This exhibit focuses on the Cedar Road corridor and locates, within the study area, the location of:

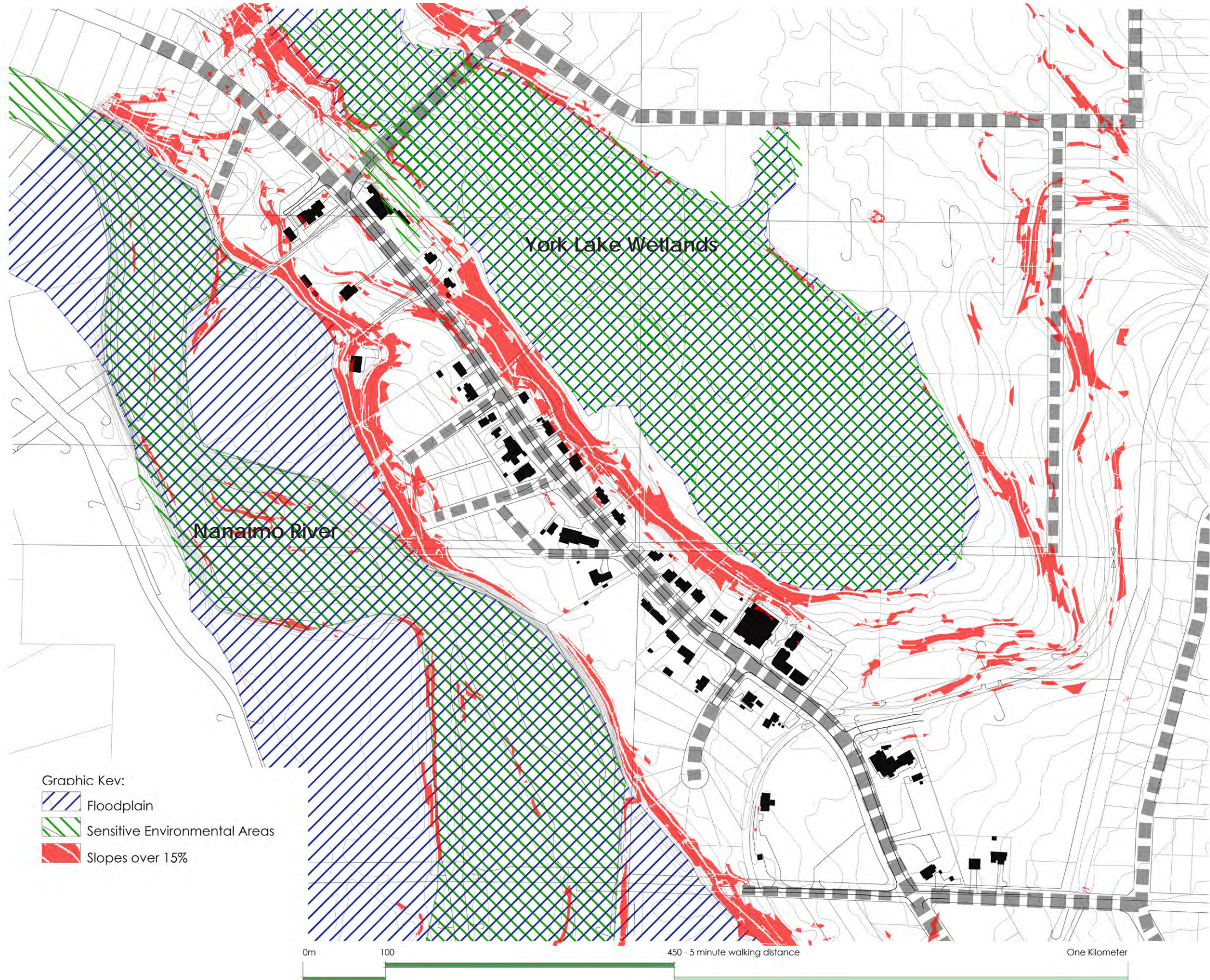
1. existing tree massing;
2. roads and driveways;
3. commercial, civic and residential buildings.

2.6 Existing Conditions Air Photo

This exhibit illustrates at the same scale a detailed photographic portrayal of the study area's features in plan view.



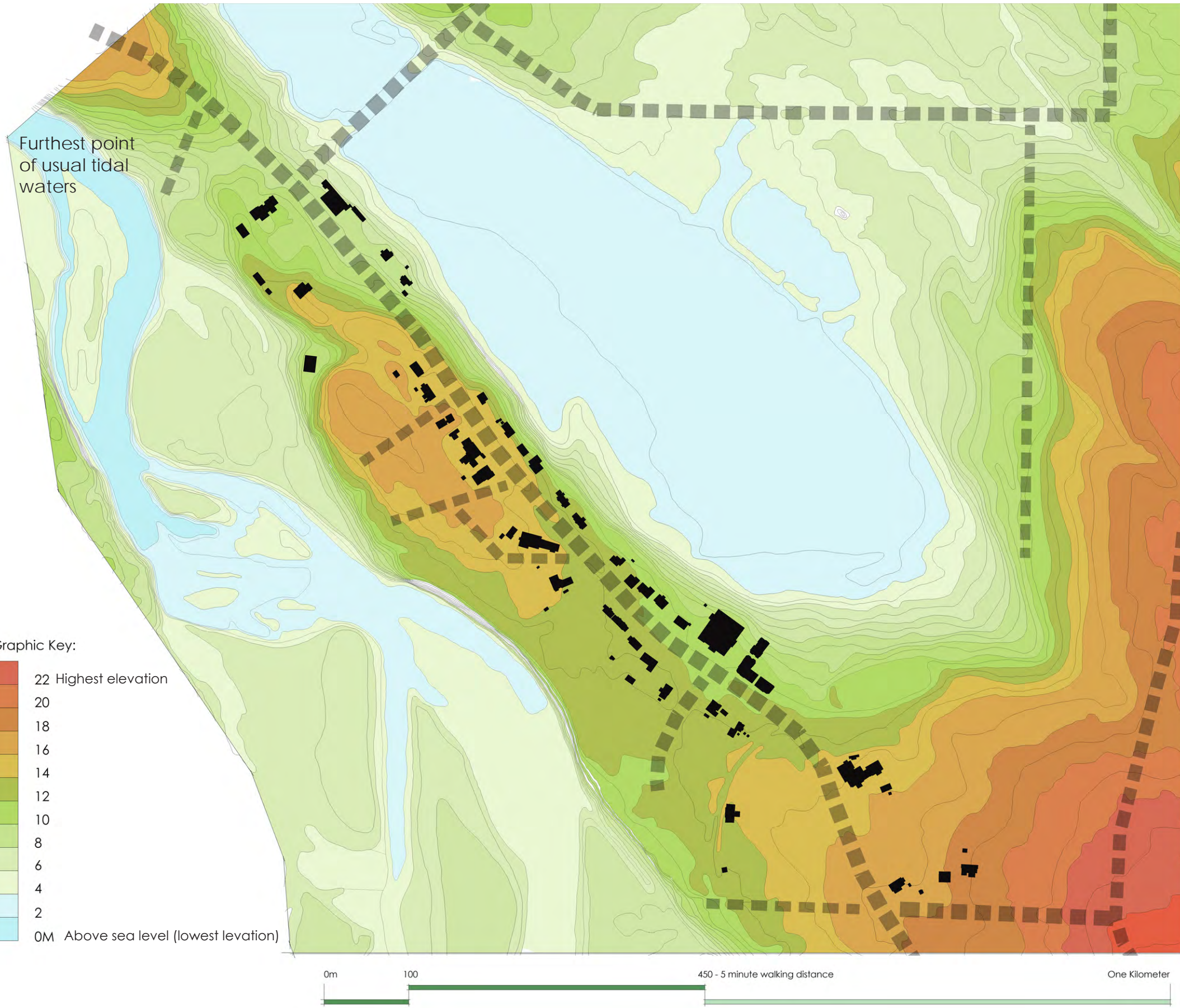
View looking southeast from MacMillian Road over the York Lake Wetlands - Cedar Road is to the right

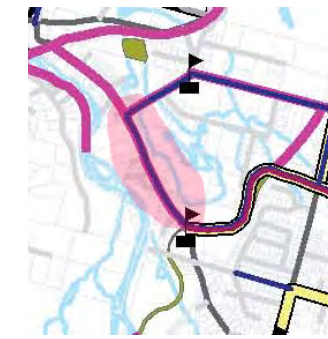
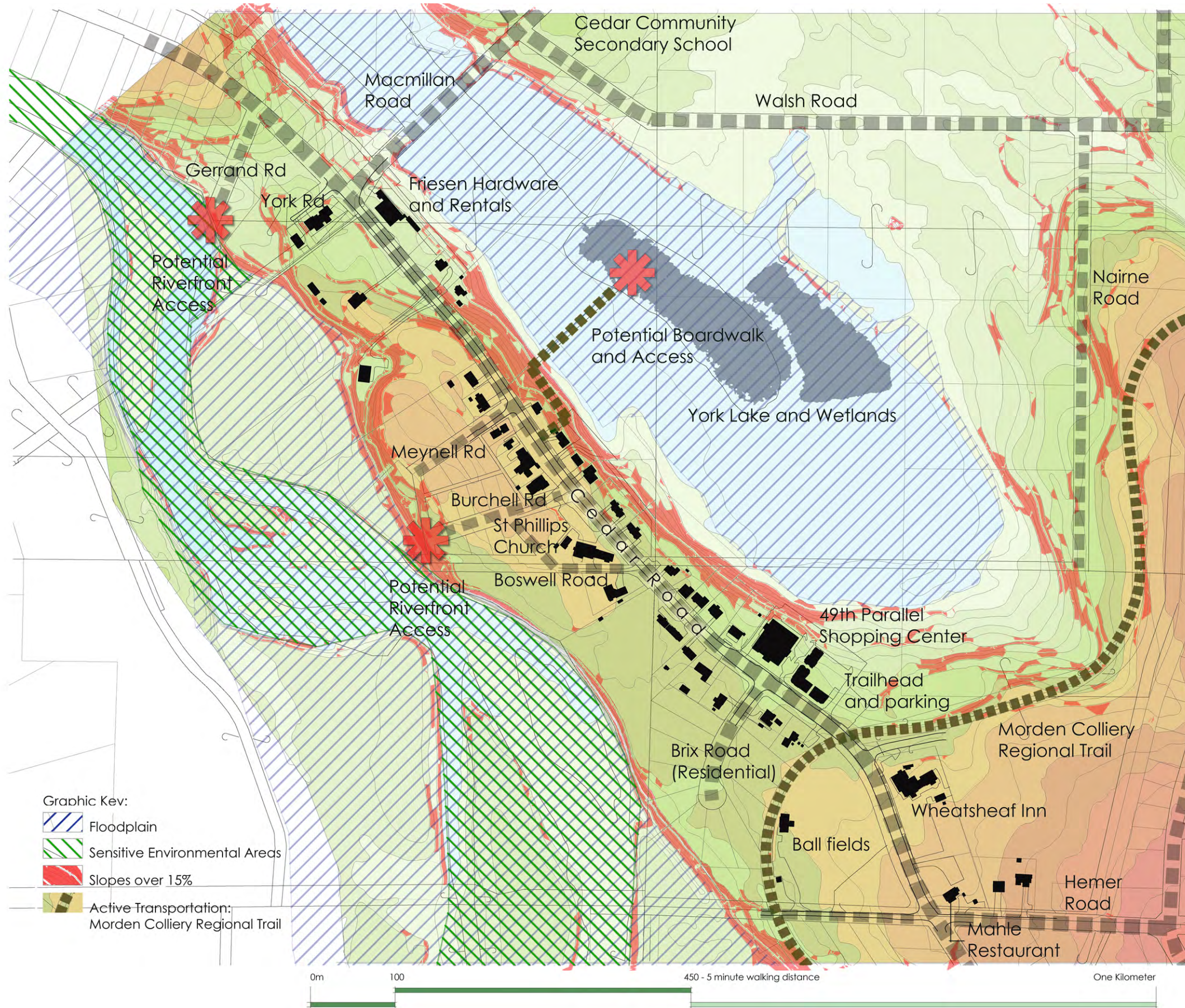


Seen to the left are key environmental constraints such as areas prone to flooding, sensitive environmental areas, and the steeper slopes located within the study area.



This exhibit gives a graphic portrayal of the relative heights of the study area's topographical features.

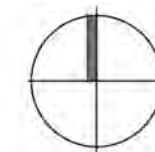


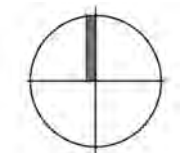


Left:
 Detail of the Cedar Active Transportation Plan
 Magenta: Walking
 Blue: Cycling
 Green: MCRT
 Study area highlighted in light red.



This exhibit gives a composite overlay of the previous analysis maps and graphically identifies opportunities such as public access to natural areas, the Morden Colliery Regional Trail (MCRT), the existing road layout, and key buildings that are discussed in the technical report.







This exhibit focuses on the Cedar Road corridor and locates the location of:
 existing tree massing;
 roads and driveways;
 commercial, civic and residential buildings within the study area.



Draft 9

Scale: 1:5000



3.0 Workshop One Results

3.1 Workshop Questions

On October 22nd, the RDN held a community visioning workshop at Cedar Secondary School. Two questions were asked, with one specific to the design of Cedar Main Street. Listed below is a summary of the responses gathered during the round table discussion of questions 1 and 2 (refer to the RDN report: “*Results of the Community Workshop*” for a full summary of the workshop). This represents an emergence of several common themes that include traffic calming, the desire for a common community gathering space, access to the adjacent natural amenities, and a desire for more diverse and additional goods and services. Several diverging themes also became apparent. Some community members have a desire to see more and diverse types of housing located within the corridor while others would like to see Cedar Main Street stay as is or grow just its shops and not housing.

Question 1: What is your vision for the Cedar Main Street? In answering this question think about what it is that you like about your community and what it is you would like more of. Feel free to include design details that you feel are important.

- Cedar Main Street is envisioned to include sidewalks.
- The use of turnabouts (traffic circles) is envisioned to both slow traffic down and to signify the entrance to Cedar Main Street.
- There is a strong desire to slow traffic down and improve pedestrian safety.
- A trail/boardwalk around York Lake is supported.
- Create a gateway to Cedar Main Street.
- The design should include a dedicated bike lane and boulevards.
- Limit development to a maximum of two storeys.
- Boutique shops are preferred.
- Preserve the rural village feel.
- There is some support for mixed use buildings (commercial on the ground level and residential above).
- Parking on Cedar Road appears to be undesirable.
- There is a split between those who support some residential densification and those who think it should be either left rural or only include commercial and other community uses.
- There is support to include landscaping, trees, and natural areas.
- A range of additional services were supported (health, bakery, farmers market, etc.).
- There was support to accommodate the use of the area by horses.



Right:
 Visual preferencing
 images. The following
 images were the most
 popular images in the
 Main Street, Archi-
 tectural Scale, and
 Architectural Charac-
 ter categories.





Left:
Visual preferencing images. The following images were the most popular images in the 'Places for People' category.



Right:
Visual preferencing images. The following images were the most popular images in the 'Landscape in the Village' and 'Places for Cars and Cyclists' categories.



Left:
Visual preferencing
images. The following
images were the most
popular images in the
Housing Form and
Character category.



4.0 Design Concept Outlines

As a precursor to the Design Charette, several design concept outlines were vetted with the public during an evening workshop. The idea was to first test out a general approach to what design program elements may be important to the residents of Cedar. The following design narratives were used as outlines for the groups to brain storm ideas on the first day of the charette:

Scheme A – Cedar Main Street as a low intensity residential and commercial corridor.

In this scheme the charette participants were asked to explore and visualize what slow and managed growth may mean to Cedar Main Street. The design team shall identify what areas along the corridor are appropriate for:

- Additional commercial development that is in keeping with the rural character of the existing corridor.
- Intensified residential development that is in keeping with the rural character of the existing corridor (suggested maximum residential density of 12 units/ acre - 30 units/ Ha).

Scheme A was to build on the idea of bringing more services, local employment, and greater housing choice (seniors, young adults) within a common walking catchment area.

The design team was tasked with creating demonstration site plans and sketches to illustrate this design concept. The study area boundary may be adjusted to encompass all lands deemed appropriate for low intensity commercial and residential growth.

Design parameters of Scheme A - participants were asked to discuss:

- 1. Working with MOT staff present at their table to re-imagine the Cedar main Street road right-of-way (could include sidewalks, landscaping, bike lanes and so on).**
- 2. Limiting building heights to 2 stories as suggested by the OCP.**
- 3. Providing parking as a mixture of on-street and off street parking with parking lots (status quo) located at the rear of commercial and residential buildings. Parking shall be in compliance with RDN commercial parking standards.**

In Scheme A the design team was asked to:

- 1. Illustrating traffic calming measures along the main street. These may include sidewalks or speed bumps.**
- 2. Illustrating a gateway element (could be signage, monument or another**

similar iconic design feature).

3. Illustrating ground water protection strategies.

4. Illustrating green building strategies.

Incorporating design elements that will enhance the liveability for Cedar Main Street residents.

- **Enhanced pedestrian connections to the surrounding natural environment.**
- **An extension of the 49th Parallel sidewalks.**
- **Design elements to support public transit such as bus pull-outs and bus shelters.**
- **Pocket parks.**
- **A variety of residential housing types including cluster single family and row housing (suggested maximum residential density of 12 units/ acre - 30 units/ Ha).**

Scheme B – Cedar Main Street as a mixed use commercial/ residential corridor.

In this scheme the charette participants were asked to explore and visualize what a mixed use corridor along Cedar Main Street may look like. This scheme will build on the OCP general policy direction to “Create compact complete communities within designated growth areas”. This scheme also considered an expanded study area boundary.

Together with policies to reduce sprawl, encouraging development in existing urban or rural villages can reduce the largest source of emissions in the RDN. On road transportation had comprised more than 60% of annual emissions in the RDN in 2007. When dwellings are located close to shopping, work, and leisure activities residents are less reliant on driving. Higher population densities within existing communities can also support more frequent transit as well as both improved public and commercial services within walking distance of residential uses.

In Scheme B the Cedar Main Street corridor was visualized as a receiving area for future development. The premise of this scheme is that growth will happen within the RDN and as such should be carefully managed and directed away from rural areas and into areas within the Growth Containment Boundary. Development within the Cedar Main Street study boundary in this scheme will follow smart growth principles of walkability which is associated with higher density mixed use neighbourhoods.

Design parameters of Scheme B - participants were asked to discuss:

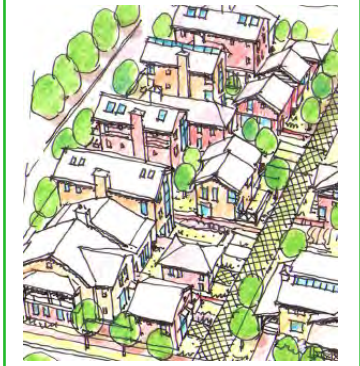
1. **Explore the question if three storeys could be supported in key locations (strategically located to preserve green space and take advantage of view corridors).** The balance of buildings would be one and two stories in height. This suggests an amendment to the OCP. The reader should note that the intent of the OCP is that it would be amended following the completion of the Cedar Main Street Design Project. By visually representing three story buildings in key areas we will test if this will be acceptable to the community. Three stories is a critical building height to achieve a mixed use building typology. Three stories makes the residential component more affordable to the builder and builds on the ideas of economies of scale (parts of the 49th Parallel are already at three stories).
2. **Parking may be a mixture of on-street and off street parking with parking lots located at the rear of commercial and residential buildings or located below the building footprint.**
3. **The design team and participants were asked to explore reducing parking requirements in keeping with green building policies such as LEED.**

In Scheme B the design team was asked to:

1. **Illustrate traffic calming measures along the main street. These may include sidewalks, speed bumps, and roundabouts.**
 2. **Illustrate a gateway element (could be signage, monument or another similar iconic design feature).**
 3. **Illustrate the potential for a landscaped median along Cedar Main Street or sidewalk medians along one or two sides of the road.**
 4. **Illustrate ground water protection strategies.**
 5. **Illustrate green building strategies.**
- Incorporate design elements that will enhance the liveability for Cedar Main Street residents while also contributing to Cedar Main Street becoming a regional destination.**
- **Enhanced pedestrian connections to the surrounding natural environment.**
 - **An extension of the 49th Parallel sidewalks.**
 - **Design elements to support public transit such as bus pull-outs and bus shelters.**
 - **Pocket parks.**
 - **Mixed use buildings (suggested maximum residential density of 18 units/acre - 45 units/Ha).**
 - **Satellite village overflow parking.**
 - **Trail connections to a pedestrian bridge across the Nanaimo River.**



Community bulletin board located at the 49th Parallel shopping centre.



18 units per acre
(45 units per Ha)
housing density can
be achieved by
townhousing our four-
plexes with carriage
homes in the rear of
the lot.



5.0 The Charette

5.1 Process:

On Wednesday January 25th, 2012, Cedar residents, RDN staff, business and property owners, representatives from the ALC, BC Housing and the Ministry of Transportation and Infrastructure (MOTI) and the design team gathered at the Cedar Heritage Centre for a four day Community Design Charette (Jan 25th - 28th, 2012).

Day One Morning:

On the first day attendees heard presentations that re-capped the purpose of the project and the design brief (as described earlier in this report). Attendees also had a presentation from a development consultant on the land economics of main street and infill development as well as a presentation on affordable housing.

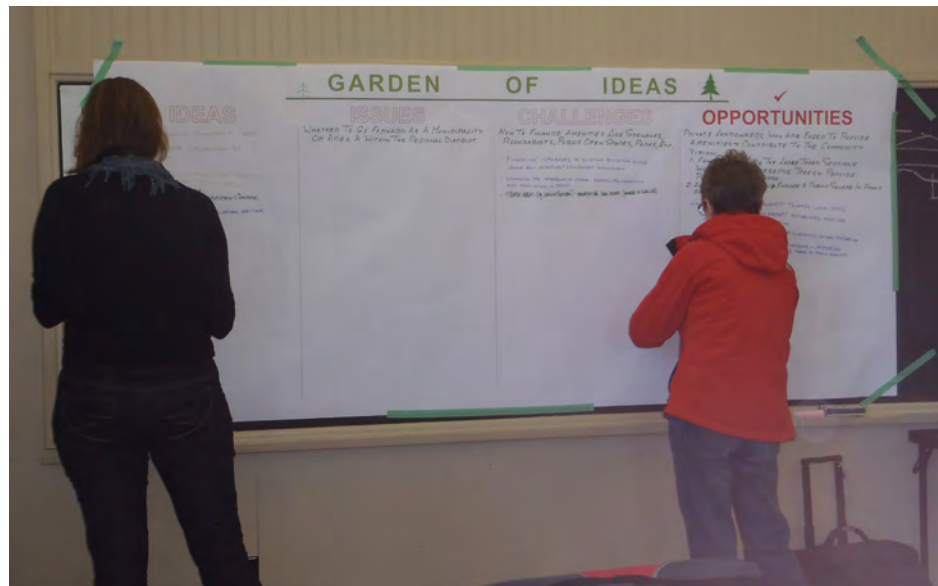
Day One Afternoon:

In the afternoon the attendees dived into two groups and were tasked with following the design brief outlines of Scheme A and Scheme B in articulating in words, sketches, and diagrams their vision for Cedar Main Street. The first observation that can be reported was the lack of interest in articulating a vision for Scheme A. Improvising, the facilitators had one group focus on redevelopment issues and the second group focus on transportation issues.

The design team spent the late afternoon and early evening summarizing the results of the brain storming session.

Day One Evening:

Drop-in for the public to see the results of day one



Days Two and Three:

During the second and third days the design team focused on illustrating ideas generated by the public. Both days had an open format where participants could drop in as schedules allowed and discuss ideas with the design team, draw and write out any new ideas they had, and view the progress of the design team.

Day Four:

On the 4th day, Saturday January 28th, 2012, the design team focused uninterrupted to create the final power point presentation and concluded the charette by presenting the ideas, illustrations, diagrams, and narrative developed by the charette participants.

5.2 Results:

1. The design team graphically represented the vision that participants came up with in an overall Summary Map. These diagrams can be seen on the following pages.
2. The participants were given a chance to write down their ideas on a Garden of Ideas poster on the following page.
3. The design team (and some participants) prepared diagrams, sketches, sections, plans and perspectives to illustrate the community's vision.

All of the graphics following this narrative were created and presented during the charette.

GARDEN OF IDEAS

IDEAS

- ✓ "most" dangerous junction in Cedar
- ✓ CRASH ROAD AT CEDAR & QUENNEL RD
- ✓ 100% RESIDENTIAL
- ✓ Cedar needs a good rural feel as far as any architectural possibilities (good scale)
- ✓ 1. LET THE ROAD BE THE MAIN ATTRACTION (shorter + more scenic)
- ✓ BOARDWALK AROUND MARSH. (could connect high school area to get mall area so you don't have to walk along the road)
- ✓ PUBLIC SQUARE IN FRONT OF ANGLICAN CHURCH.
- ✓ PROMOTE CEDAR'S HISTORY → BUILDINGS, INDUSTRY, NATURAL HERITAGE, AGRICULTURE
 - ↳ INTERPRETIVE SIGNAGE, ARTIFACTS, WALKING ROUTES
 - ↳ INCORPORATE INTO NON DEVELOPMENT... (INTERPRETATION, not necessarily copy)
- ✓ location for your own 'farm market'?
- ✓ parking designed to encourage pedestrian activity
- ✓ found about @ home & cedar
- ✓ rec centre with fitness rooms, skating, when skating not in season turn rink into roller skating or other events
- ✓ community centre for dance classes, martial arts, yoga, youth events, weddings/celebrations
- ✓ Support island public transportation that connects small communities so people can choose to go fossil-fuel free and single occupancy vehicles.
- ✓ Consider Cedar residents for filling job opportunities generated for creating the Cedar Main Street Design Project before sourcing out the jobs to other communities
- ✓ bike lanes are here going into future - they must exist.
- ✓ expand boardwalk around marsh to allow bikes
- ✓ DRIVE-THRU'S NOT ALLOWED BY-LAW NEEDED
- ✓ Design Guidelines/signage guidelines to disallow fast food, and big box stores, chain stores
- ✓ Pedestrian bridge across Nanaimo River
 - ↳ access to river
 - ↳ high density housing (multi-level apartments) could be designed down the SE slope off cedar road to keep density 'hidden' from Cedar Road

ISSUES

WHETHER TO GO FORWARD AS A MUNICIPALITY OR AREA A WITHIN THE REGIONAL DISTRICT.

NEED TO PROVIDE HOUSING FOR PEOPLE AT ALL STAGES OF LIFE and mental + physical abilities

- ✓ handicap accessibility
- ✓ some feel 2 schemes (A&B) do not reflect what was the opinion of Cedar residents with 2 options structured by the RDN
- ✓ maintain zoning as it is and NOT to allow division of 2nd properties for secondary or atraxia residents
- ✓ create 2 projects
 - 1- Cedar Main St change residential & commercial
 - 2- Housing Development
 - ↳ for low income working class individuals/families i.e. co-op housing where 50% of "earned income" determines rent paid or rent to own property.
 - ↳ senior centers welcome too
- ✓ scheme A - may be acceptable → small changes
- ✓ scheme B - completely unacceptable & does not reflect what was discussed in workshops
- ✓ solar street lighting vs hydro lines are less maintenance, have a battery backup & more environmental friendly (cost: \$600-\$1,000/solar street light)
- ✓ some residents feel RDN wasting \$ doing sketches when they could use magnet houses, trees, roads etc (employing 6 to do sketches vs 1 or 2 weeks tax if)
- ✓ north end of York lake (marsh) never used to be underwater. Is Cedar sinking into sea?
- ✓ solve small house, big lot + view hamlet ambience.
- ✓ use local materials: cedar, some decorative 'cornerstone' sandstone?
- ✓ try to keep feeling + state of 'fort' or compound of Anglican church property
- ✓ keep side corridor views between houses to lake + mountains as seen from road
- ✓ MacMillan road area may be in flood path of Nanaimo River

- ✓ put power lines underground (even the most beautiful places lose their attraction with heavy power lines + urban trees blow them over - badly to elevate power outage possibilities)

CHALLENGES

HOW TO FINANCE AMENITIES LIKE SIDEWALKS, ROUNDABOUTS, PUBLIC OPEN SPACES, PARKS, ETC. To get majority of Cedar population involved.

- ✓ "FINANCING" UPGRADES TO EXISTING BUILDINGS ALONG CEDAR RD - INCENTIVES? ENCOURAGEMENT REPLACEMENT
- ✓ convincing local population to support local agriculture
- ✓ CHANGING THE IMPRESSION OF CEDAR - ERASING THE NEGATIVITY AND ASSOCIATIONS (ie. DRUGS)
- ✓ STEEP AREAS (eg. behind Freisons) - incorporate bike access (parallel to Cedar Rd)
- ✓ promote development/encourage redevelopment but with a reasonable approach (ie: don't make the requirements insurmountable)
- ✓ having sidewalks that also support a bike lane both landscaping alongside - how to achieve - cost
- ✓ apply thought as to how to prevent large franchises to populating Cedar Commercial zone (avoid turning Cedar like Forksville's commercial street of franchises)
- ✓ cycling challenges - cyclists need roads into and out of cedar to be wide enough, include dedicated space for cyclists ensure cycling safety and encourage non cyclists to see cycling as an option
- ✓ public transportation - convincing RDN/CVRD to come together to improve transportation system + work together
- ✓ cycling: bike lanes within Cedar Main Street work best when connected to workable bike lanes to bring people in/take people out.
- ✓ Parking is needed at the 'pocket parks' by the river. they get very busy and cars park a long way back along the road.
- ✓ how to keep vehicles away from nature areas, pocket park
- ✓ light pollution - design guidelines around lighting so as to not contribute to light pollution going up + making it so we can't see stars in Cedar
 - ↳ development should protect water supplies - low water use + landscaping opportunities for rainwater absorption (swales, masonry wetlands, vegetation), rainwater harvesting.
 - ↳ keep 'safe monarch' such as parking scramble outside General store
 - ↳ I.O. heritage buildings for possible protection

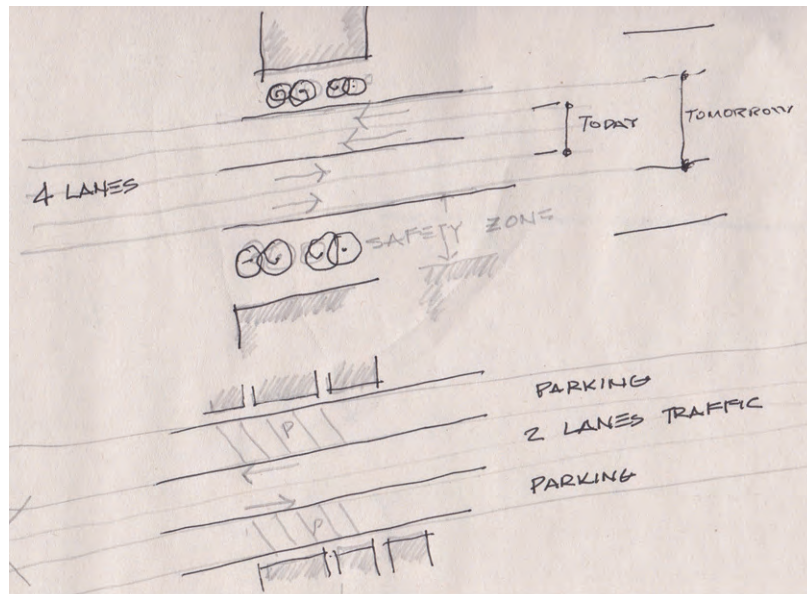
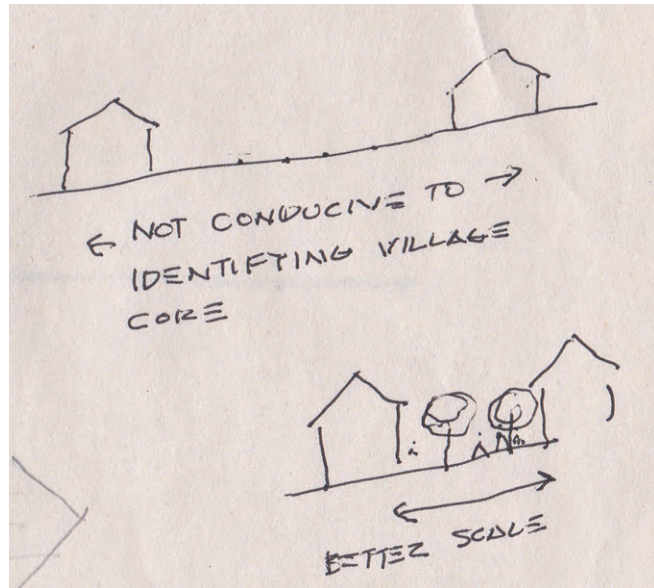
OPPORTUNITIES

PRIVATE LANDOWNERS WHO ARE EAGER TO PROVIDE AMENITIES + CONTRIBUTE TO THE COMMUNITY VISION.

1. FAMILY THAT OWNS THE LARGE TREADED SECTIONS WOULD LIKE TO PRESERVE TREES + PROVIDE PUBLIC ACCESS TO MARSH.
 2. ANGLICAN CHURCH WOULD EXPLORE A PUBLIC SQUARE IN FRONT OF HERITAGE CHURCH.
- ✓ CEDAR'S AGRICULTURAL ROOTS & MOVEMENT TOWARDS LOCAL FOOD
 - ✓ POPULARITY OF FARMER'S MARKET: ESTABLISHED MULTI-USE SPACE THAT FUNCTIONS YEAR ROUND etc.
 - ✓ CEDAR HAS INCREDIBLE (resources) TO OTHER COMMUNITIES, NATURAL FEATURES etc
 - ↳ MORDEN COLLIERY, HEMER PARK, BOAT HARBOUR - INCREASING CONNECTIONS BETWEEN WILL ENCOURAGE PEOPLE TO STAY IN COMMUNITY... REDUCES NEED TO USE VEHICLES ETC.
 - ✓ take advantage of existing buildings/styles that allow mixed uses (commercial + residential) similar to Fort Langley - provide design guidelines
 - ✓ opportunity for (island/transportation) feeder buses from south end Nanaimo to Cedar main street - to meet with smaller feeder bus that goes Cedar Rd to Yellow Point Rd where it meets with Cowichan Valley Transit from Ladysmith. Back along Quennell to Cedar Main Street. - smaller feeder bus to Cedar By The Sea
 - ✓ maintain 'Hamlet' shopping feel with locally owned + non-chain stores
 - ✓ promote/reflect natural features - native plants, cedarwood, water and well, petrolyphosts
 - ✓ keep taxes low: sustainable living.
 - ✓ to connect to bike/walking trails to promote these methods of transport.
 - ✓ Cedar area could supply lots of food to area, - grain, meat, dairy, vegetables support agriculture
 - ✓ Bike paths
 - ✓ Roundabouts = excellent (for visual termination, beautification, + slowing traffic)
 - ✓ Green space separating traffic from pedestrians + bicycles
 - ✓ Small barrier separating bicycles from pedestrians
 - ✓ Connect Morden Colliery trail to its other section across the river. Requires river crossing, but may greatly increase Cedar's connectivity to other areas - build on lot behind this - can walk on between June-July
 - ✓ Native wildflower meadow of hill top across from freed property

Throughout the four days of the charette, participants were encouraged to write down additional ideas for Cedar Main Street on a 'Garden Of Ideas' poster set up in the charette room (actual reduced image of the poster is seen above). This allowed participants to follow other peoples ideas and concerns. The design team used this as a well of ideas to illustrate and diagram for further public input.





Above: Sketches and notes by a participant illustrating ideas about traffic flow and village scale

Ideas	Issues	Challenges	Opportunities
High density housing (multi-level opportunities) could be designed down the SE slope off Cedar Road to keep density hidden from Cedar Road.	North end of York Lake never used to be underwater. Is Cedar sinking into the sea?	Public transportation- convincing RDN/CVRD to come together to improve transportation systems and work together	Private land owners who are eager to provide amenities and contribute to the community vision 1. Family that owns the large treed sections would like to preserve the trees and provide public access to the marsh 2. Anglican church would explore a public square in front of the Cedar Road
Bell tower at village square signifies town centre.	Value small house, big lot and view – hamlet ambiance	Cycling: bike lanes within Cedar Main Street work best when connected to workable bike lanes to bring people in/take people out.	Cedar's agricultural roots and movement towards local food.
	Use local materials: cedar, some decorative 'cornerstone' sandstone?	Parking is needed at the pocket parks by the River. They get very busy and cars park a long way back along the road.	Popularity of the farmer's market: established multi-use space that functions year round
	Try to keep feeling and state of 'fort' or compound of Anglican Church property	How to keep vehicles away from nature areas, pocket parks, etc.	Cedar has incredible connections to other communities, natural features, etc. (Morden Colliery Trail, Hemer Provincial Park, Boat Harbour – Increasing connections between these areas will encourage people to stay in the community.... This reduces the need to use vehicles.

Throughout the four days of the charette, participants were encouraged to write down additional ideas for Cedar Main Street on a 'Garden Of Ideas' poster set up in the charette room. The product of this community effort is tabulated above.

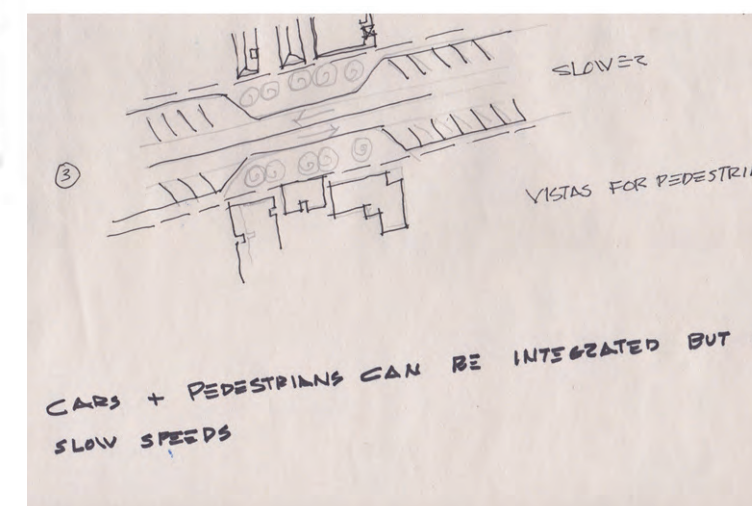
Garden of Ideas - Summary

Ideas	Issues Cont...	Challenges cont...	Opportunities
	Keep side corridor views between houses to lake and mountains as seen from the road.	Light pollution – design guidelines around lighting not to contribute to light pollution going up and making it so we can't see the stars in Cedar.	Take advantage of existing buildings/styles but allow mixed uses (commercial and residential) similar to Fort Langley – provide design guidelines.
	MacMillan Road area may be in flood path of Nanaimo River	Development should protect water supplies – low water use landscaping, opportunities for rainwater absorption (swales, maintain wetlands, vegetation), and rainwater harvesting.	Opportunity for public island transportation – feeder buses from the south end of Nanaimo to Cedar Main Street to meet with smaller buses that go to Cedar and Yellow Point Road where it meets the Cowichan Valley Transit from Ladysmith. Back along Quennelle Road to Cedar Main Street. Use Smaller feeder bus to Cedar by the Sea.
	Put power lines underground (even the most beautiful places lose their attraction with heavy power lines and when trees grow they are cut badly to alleviate power outage possibilities.	Keep safe anarchy such as parking scramble outside of General Store	Maintain hamlet shopping feel with locally owned and no chain stores
		Inventory heritage buildings for possible protection.	Promote/reflect natural features – native plants, cedar wood, water and well, petroglyphs and stone.
			Keep taxes low: sustainable living.
			To connect to bike/walking trails to promote these natural methods of transport.
			Cedar area could supply lots of

Opportunities cont...
food to area, - grain, meat, dairy, vegetables (support agriculture)
Bike paths
Roundabouts = excellent (for visual termination, beautification, slowing traffic)
Green space separating traffic from pedestrians and bicycles
Small barrier separating bicycles from pedestrians
Connect Morden Colliery Trail to its other section across the Nanaimo River. Requires river crossing, but may greatly increase Cedar's connectivity to other areas.
Native wildflower meadow park of hilltop across from treed property (build on lots behind this and could be walked on between June and January)



Below: Sketch and notes by a participant illustrating ideas on parking and traffic calming



Other Comments:

Keep the bike path along the wetlands area. Better to keep the bikes along the marsh then as a lane next to the traffic

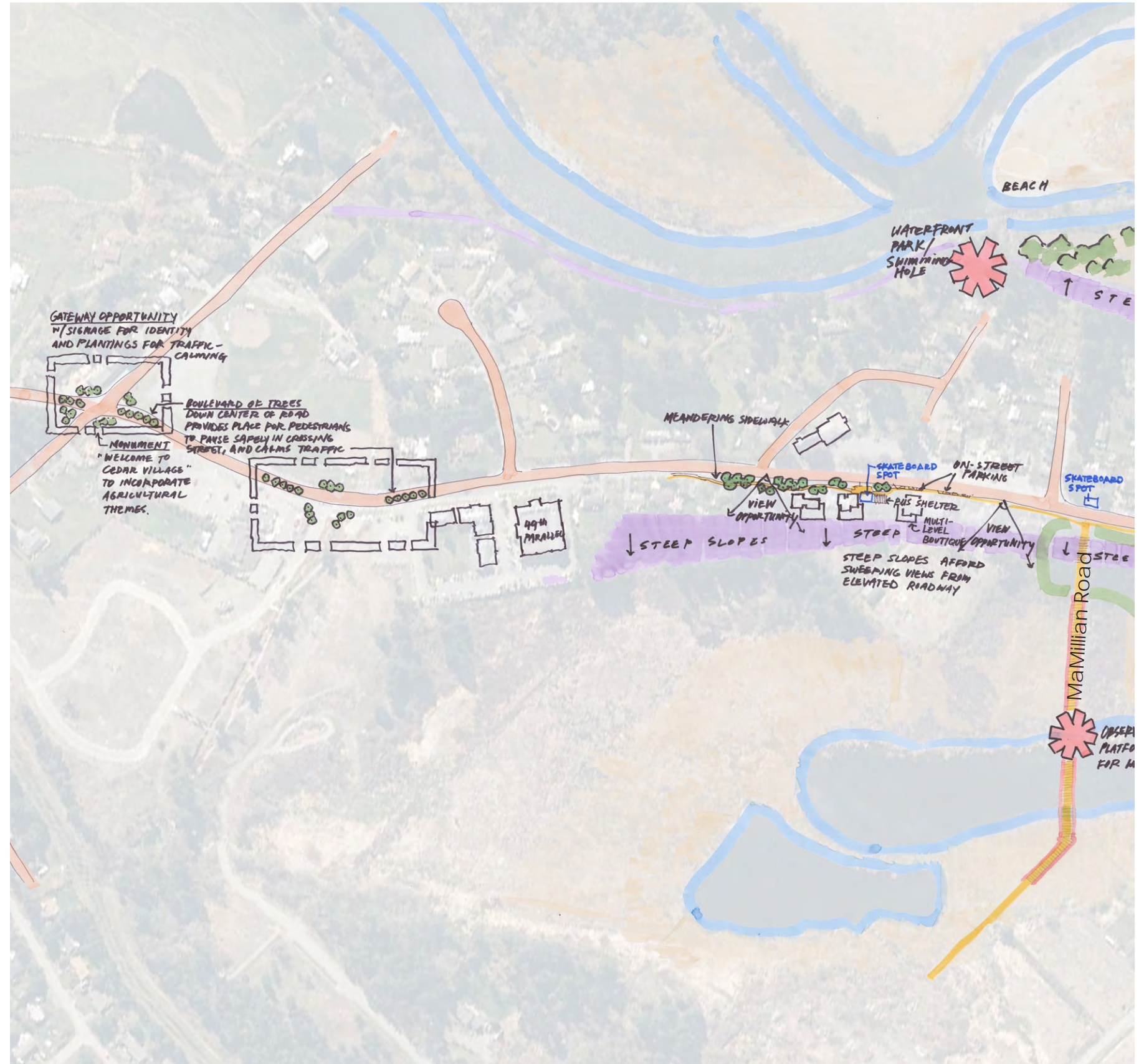
When bike paths are planned we need to be conscious of the environmental impacts they may pose.

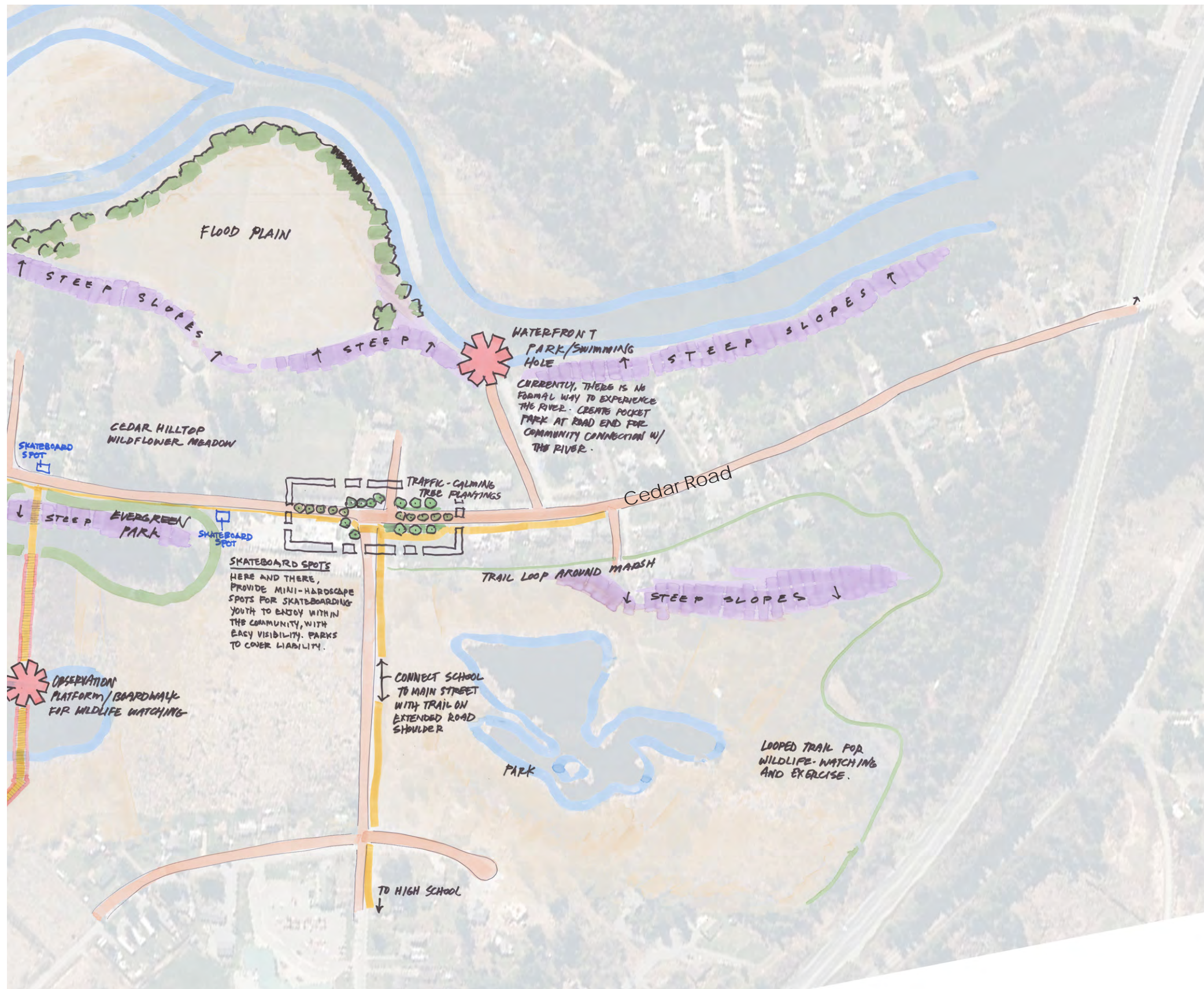




This map is a summary of all the ideas discussed by the Team A participants on the first day of the design charrette. Participants were asked to brainstorm ideas for Cedar Road and the design facilitators assisted them in documenting their ideas on an overlay of the site map (ghosted out under the trace paper overlay).

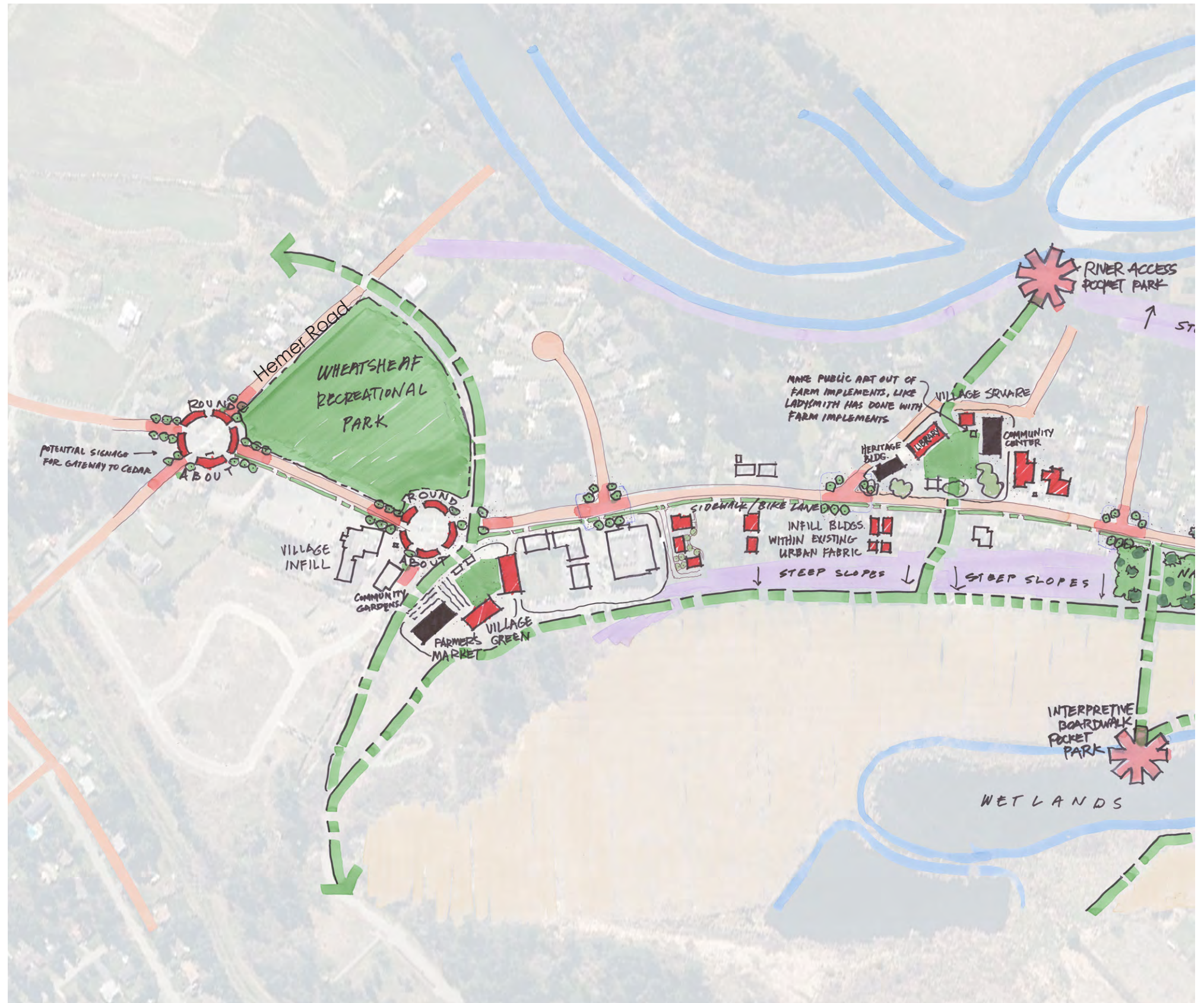
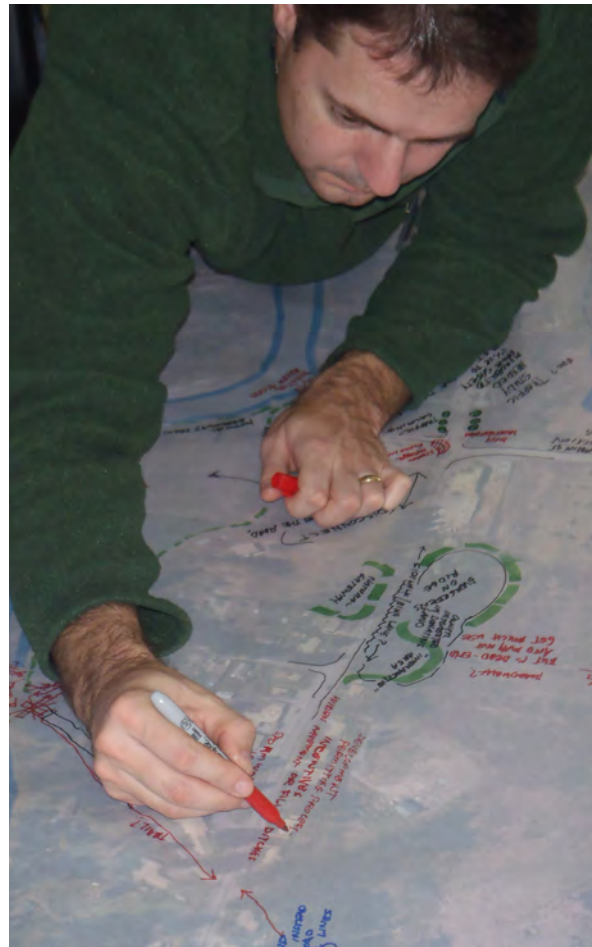
Team A Summary Map





Team B Summary Map

This map is a summary of all the ideas discussed by the Team B participants on the first day of the design charrette. Participants were asked to brainstorm ideas for Cedar Road and the design facilitators assisted them in documenting their ideas on an overlay to the site map (ghosted out under the trace paper overlay).





Common Themes:

As the charette progressed it became apparent that common themes emerged among the participants.

As an example, the York Lake wetlands were identified throughout the design charette as being a key natural feature to Cedar, which should be better connected to the community.



Above: Sketch of York lake with a boardwalk

Other common themes included:

1. Roundabouts - participants discussed the benefits of roundabouts as a traffic calming measure.
2. Sidewalks - participants discussed the need for sidewalks in Cedar
3. Tree preservation - participants discussed the value of the remaining stands of trees along Cedar Main Street

5.3 Design Ideas

The design team has worked through all of the ideas, commentary, and discussions that took place during the design charrette and distilled the input gathered as a result of this public process into 14 basic design ideas. These are the ideas voiced by the citizens of Cedar and are not to be confused with development proposals.

For example, as residents discussed the need to calm traffic down on Cedar Road, and suggested the idea of placing roundabouts at key intersections, the design team graphically illustrated their ideas to allow participants to visualize both their concerns and their solutions.

The community will now have the opportunity to weigh in on these ideas, through an on-line survey and on-line web site that presents the work products of the design charrette as seen in this report. Once established the web site will run concurrent with a 6 week public review process. Ideas that receive favourable results will then be included in the final Cedar Main Street Village Plan, and the RDN will draft policy for their implementation.



Options & Ideas:
 1. Do NOT lower speed limit on CEDAR RD (MAY 10)
 2. KEEP PROPOSED TRAFFIC CALM
 3. Turn focus from CEDAR RD. TO THE WETLANDS WHERE LOWER SPEEDS & SIGNAGE (SHOULD TAKE PLACE)

Left: Map of a potential extension to Nairne Road as drawn by a charrette participant.

Design Idea 1:

Create an alternate route around Cedar main Street.

Participants expressed this idea as an opportunity to:

1. Hold special events on Cedar Road.
2. Support a reduced speed limit.
3. Reduce traffic volumes during highway incidents.



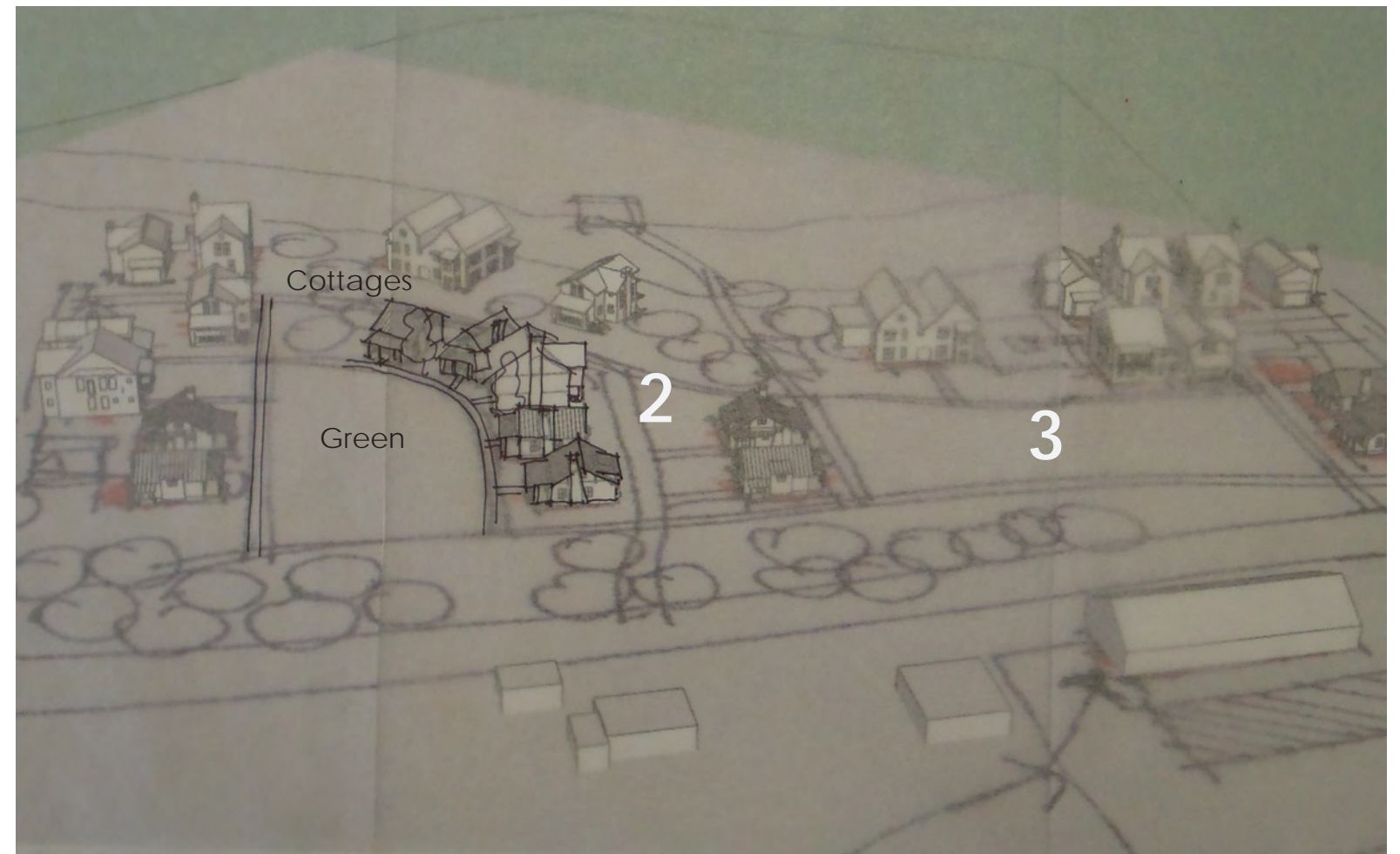
Design Idea 2:

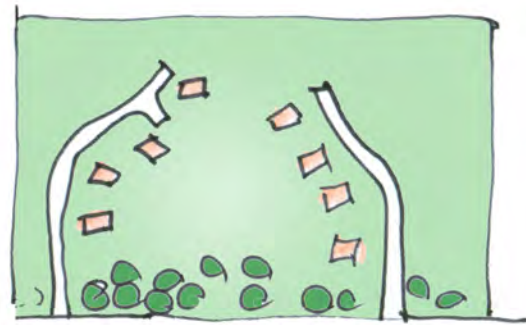
Preserve the rural character of the larger lots along Cedar Main Street

The design team suggested the following planning strategies to enable this idea to come to fruition:

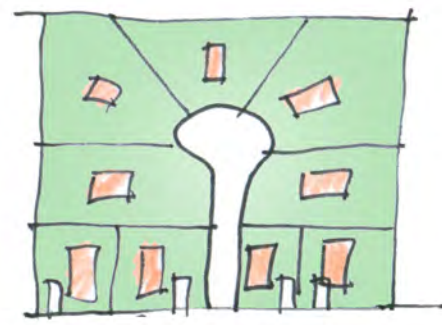
NUMERIC KEY:

1. Work with land owners as development proposals come up to create innovative site planning strategies to preserve open space and trees.
2. Encourage small cottages rather than large homes. This will create a diversity in the housing choices available to Cedar residents.
3. Site cottages around greens rather than facing main street.





This



Not This



**Design Idea 2
cont'd:**

Left: View of trees along Cedar that could be protected through creative guidelines.

Far Left: Diagram showing the design intent of clustering versus cul-de-sacs.

Below: Plan view sketch showing clustering of cottages around open space.



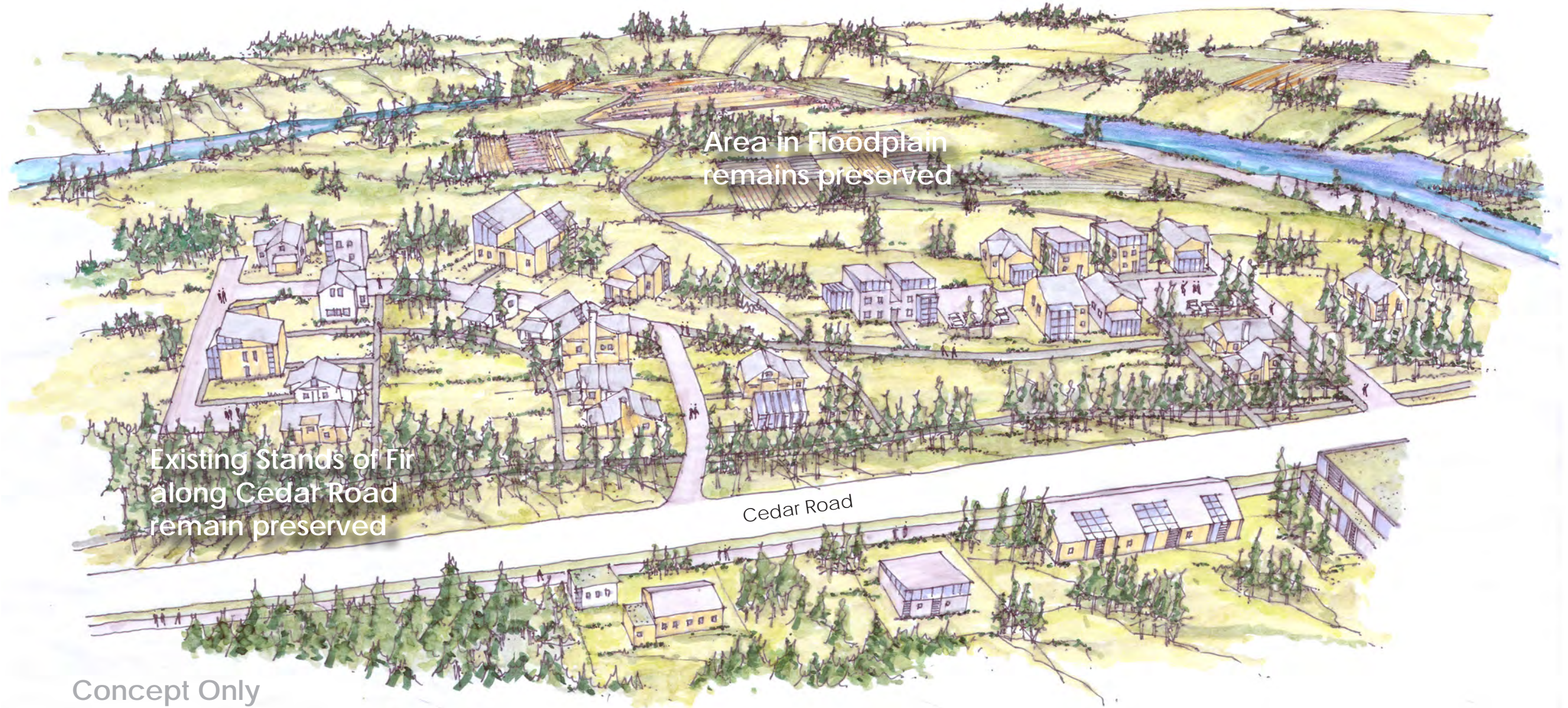
**Design Idea 2
cont'd:**

Right:

Bird's eye view sketch showing clustering of cottages around open space.

If the community supports this idea in concept this charette sketch illustrates how the trees along Cedar Main Street could be preserved while higher densities could be achieved.

In this concept the rural character along Cedar Main Street's larger residential lots could be preserved.



Concept Only





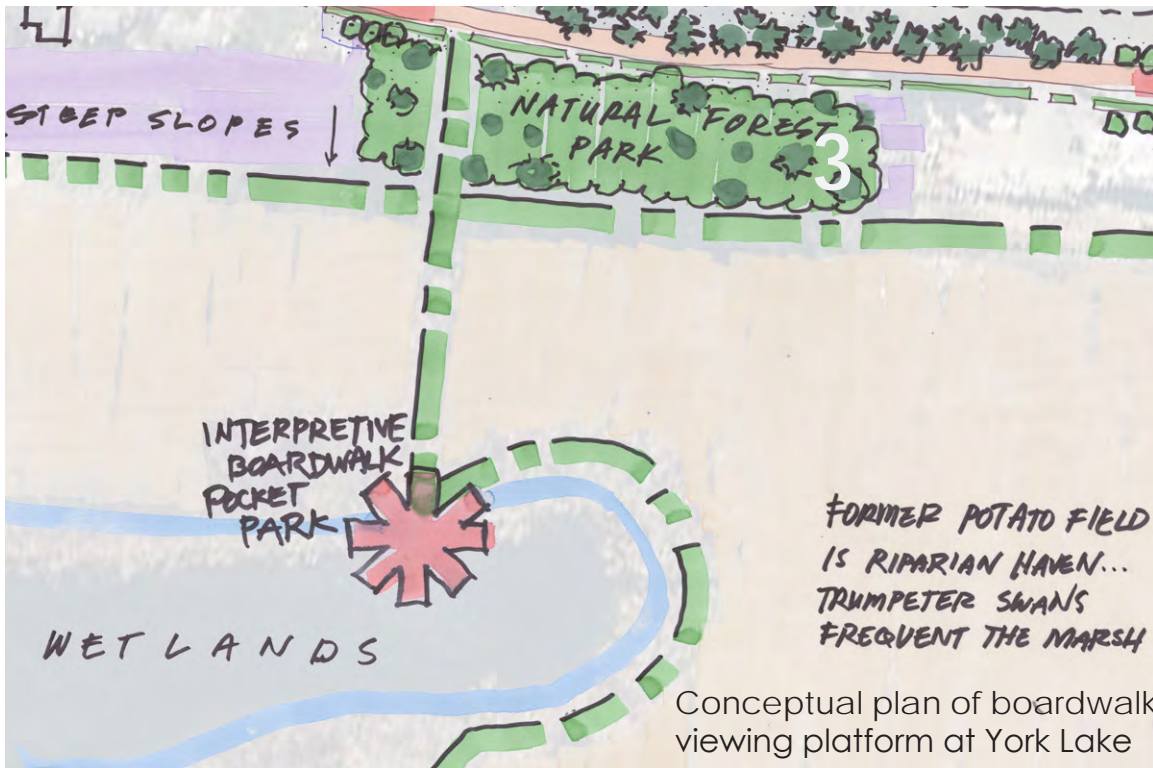
2

Views towards York Lake along Cedar Road



1

Conceptual drawing of boardwalk viewing platform at York Lake



Conceptual plan of boardwalk viewing platform at York Lake

Design Idea 3:

Engage with the York lake Wetlands

York Lake located on the north side of Cedar Road provides for nature viewing. During the charette there was considerable support to:

NUMERIC KEY:

1. Design, fund, and build a boardwalk around York Lake including a viewing platform at the lakes edge.

2. Work with existing ROWs and where no ROWs exist work with land owners to acquire the necessary easements over time through the rezoning and subdivision of the adjacent properties.

3. Work with land owners to preserve the last stands of forest around York Lake.



Design Idea 4:

Expand the Village Square shopping centre to include more shops, public plazas, and possibly an all season home for the local farmers market.

NUMERIC KEY:

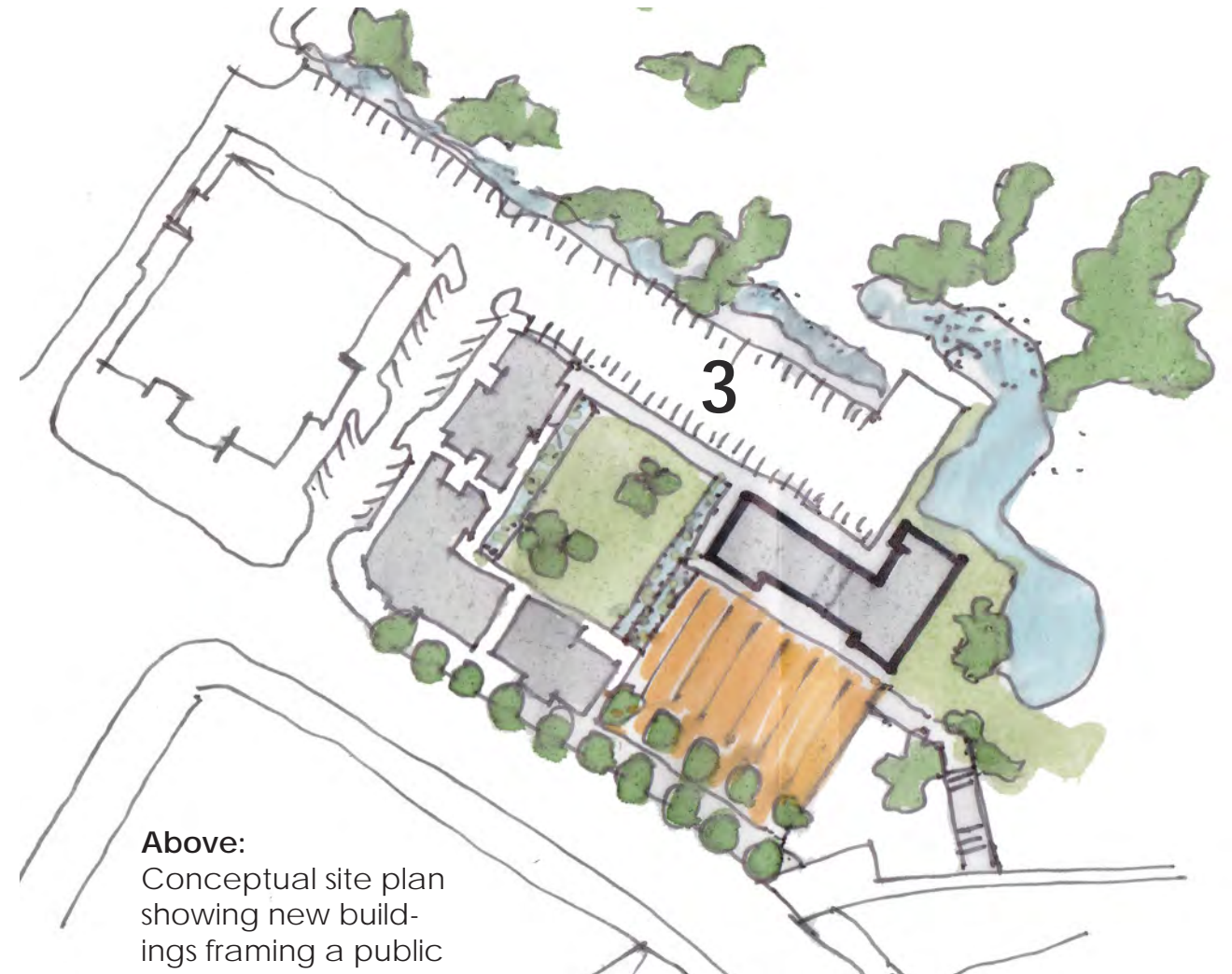
- 1. Use new buildings to frame a space for public gatherings including a farmers market.
- 2. Maintain the one and two story feeling of the existing Village Square shopping center.
- 3. Discourage the creation of additional large parking areas. As an alternative work with MOTI to create on-street parking opportunities.



Above: Detail of brain storming map showing the idea of a village green and farmer's market

Above: The owners of this land expressed a desire to over time expand their facilities. Members of the public were supportive of this and suggested that this would be a good location for a public gathering place.

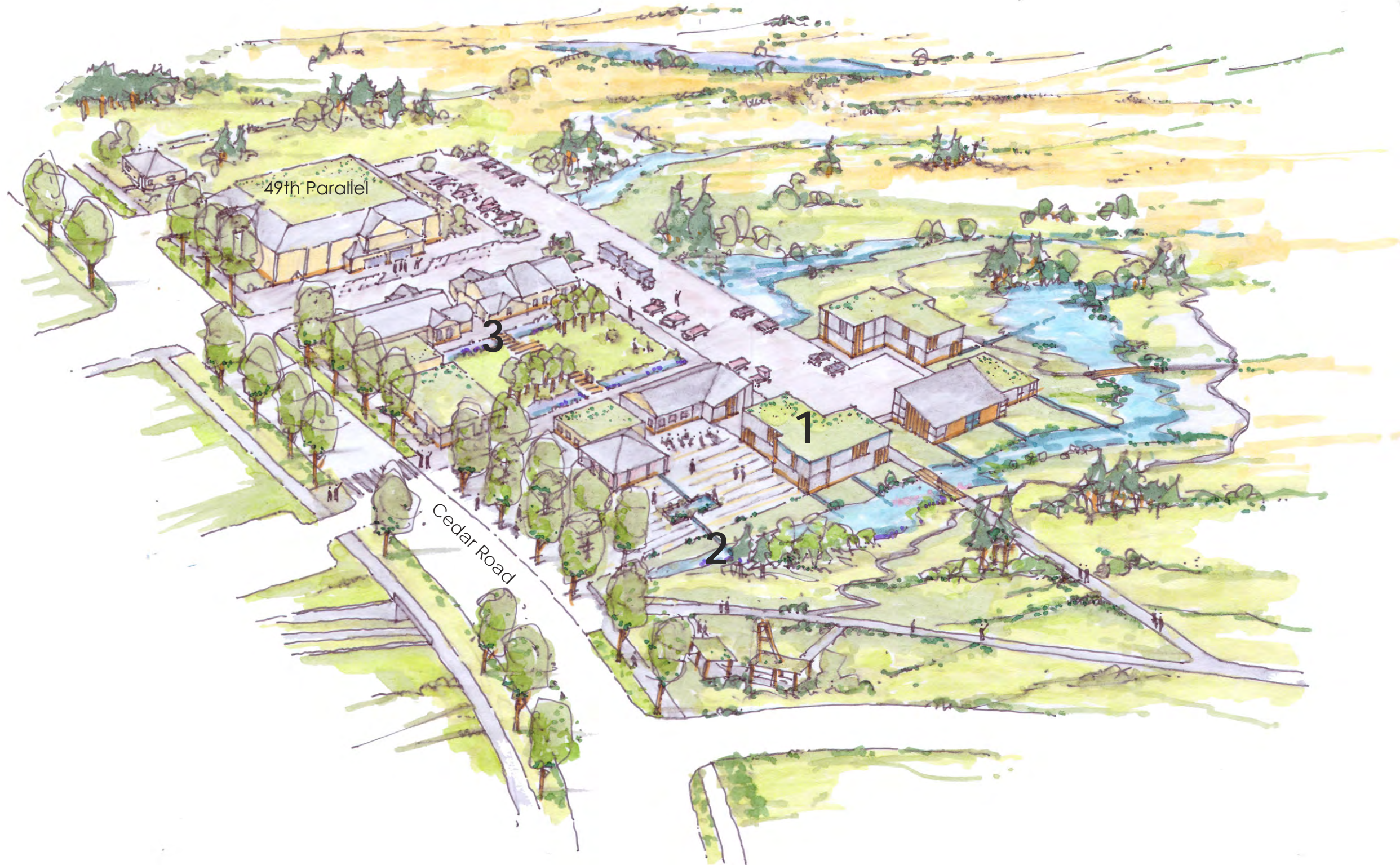
Right: Conceptual sketch showing new buildings framing a public gathering space



Above: Conceptual site plan showing new buildings framing a public gathering space



2



Design Idea 5:

Ensure commercial development embraces the natural and rural setting of Cedar Main Street.

NUMERIC KEY:

1. Require energy conservation and green building features in new commercial development. These could include green roofs, high performance mechanical systems and drought tolerant landscaping.
2. Develop guidelines for water conservation and run-off quality such as rain gardens and infiltration areas.
3. Encourage high quality design that will result in no drive through windows, minimal illumination, and the use of natural materials and colours.

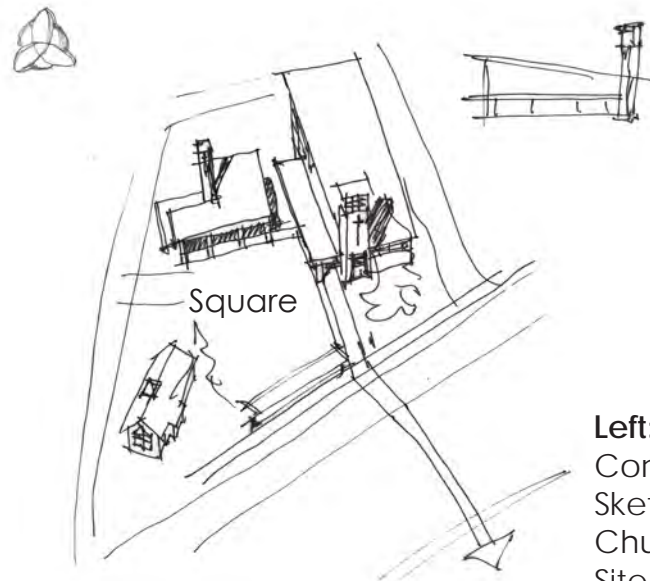


Design Idea 6:

Support the redevelopment of the Anglican Church site to create a village square.

NUMERIC KEY:

1. Use new architecture to create public civic space
2. Retain the heritage portion of the existing church.
3. Use tower elements as focal points.
4. Create connections to York Lake.
5. Encourage redevelopment of adjacent properties such as the Fire Hall site and the rental homes.
6. Locate a bus shelter adjacent to the square.



Left:
Concept Sketch of Church Site

During the design charrette the Reverend of the Anglican church suggested that their property could be redeveloped to include some community space, a village square while retaining the historic portion of the existing church (as seen below). To the left is a conceptual sketch of what a redeveloped site may look like. The smaller building could be a community library and the larger building could host community meeting space on the ground level.



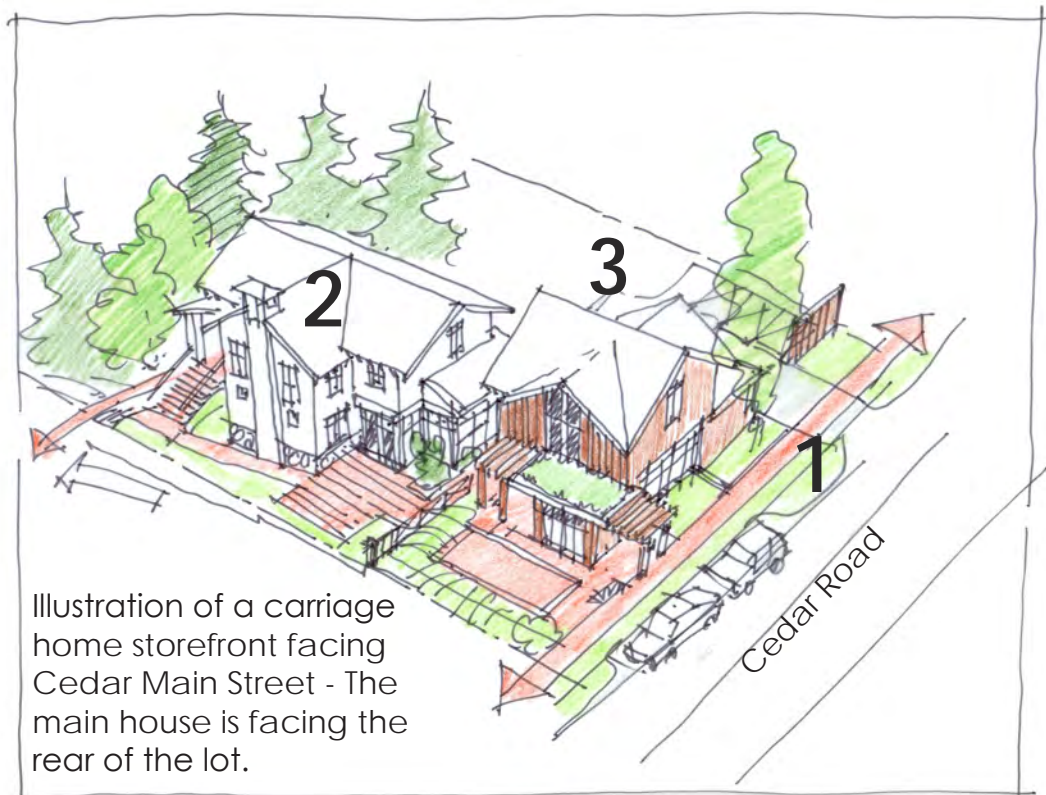
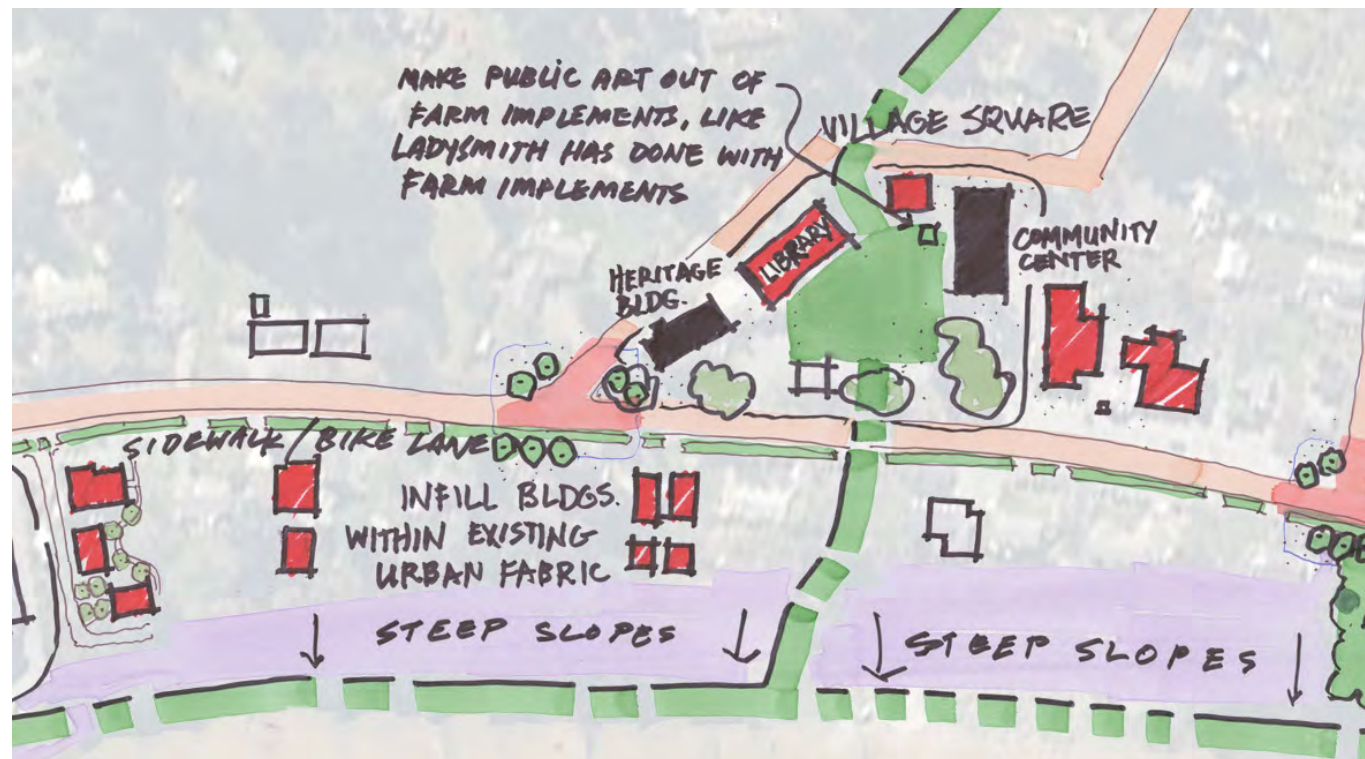


Illustration of a carriage home storefront facing Cedar Main Street - The main house is facing the rear of the lot.



Illustration of a carriage home facing York Lake with a triplex facing Cedar Road



Above: Detail of Summary map showing infill buildings



Historic Fabric:

New buildings can take clues from some of the older buildings in Cedar that predate WWII. The house shown at left is pushed close to the street with a traditional storefront, leaving room for a second dwelling at the rear of the lot.

What is a carriage home?

A carriage home is another name for an auxiliary building at either the front or rear of the lot. Sometimes it includes a garage on the ground level with a small apartment above. When on the ground level the unit can either be an apartment or a small shop.

Design Idea 7:

Encourage the redevelopment of private property within Cedar Main Street

NUMERIC KEY:

1. Support carriage homes, flex space and storefronts along Cedar Main Street.

2. Encourage larger buildings to maintain a rural design character.

3. Encourage creative site planning including the creation of small scale plazas, courtyards, creative placement of garages, and creative parking strategies.



Design Idea 8:

Support a maximum of three stories in Cedar which:

1. Take the character of two stories.
2. Are designed to minimize the appearance and massing.

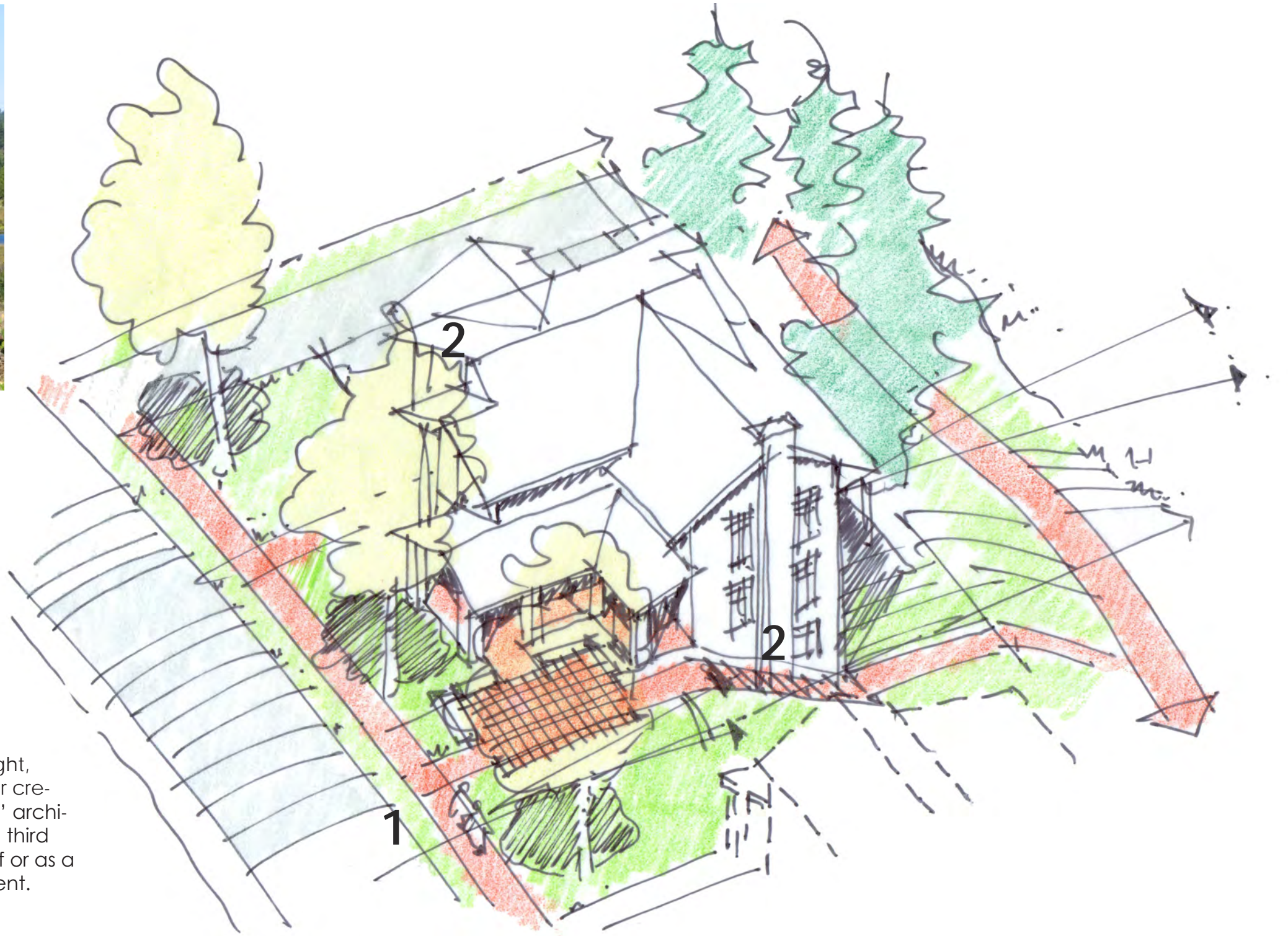
The current zoning and the OCP envisions limiting buildings to two stories. However as seen in certain situations, especially with topography, three stories can fit in with the rural scale of Cedar.

NUMERIC KEY:

1. Maintain site lines between buildings to protect views to York lake.
2. Place the third story in the roof or as a walk out basement.



Above: One of the many views into York lake from Cedar Road



As seen at the right, grade change or creative 'roofscape' architecture, can fit a third floor into the roof or as a walk out basement.



About On-Street Parking:

On street parking acts as a buffer between pedestrians and traffic. It is easy for a moving car to jump a curb and hit a pedestrian but its difficult for cars to hit pedestrians if parked cars sit between the travel ways and the sidewalk.

As well, traffic moves slower along tight streets with on-street parking. Parked cars create a warning to drivers that car doors may open so they should drive slower. Parked cars also become hazards that moving cars do not want to hit, thus slowing traffic.

Design Idea 9:

Get creative with parking. Park on the street.

NUMERIC KEY:

- 1. Allow for on-street parking.
- 2. Encourage shared driveways and smaller parking lots.
- 3. Provide bike racks near store fronts and offices.
- 4. Place parking lots behind buildings not in front.
- 5. Street trees can provide shade for pedestrian and parked cars alike.
- 6. Reduce parking requirements to encourage a better use of land.



Design Idea 10:

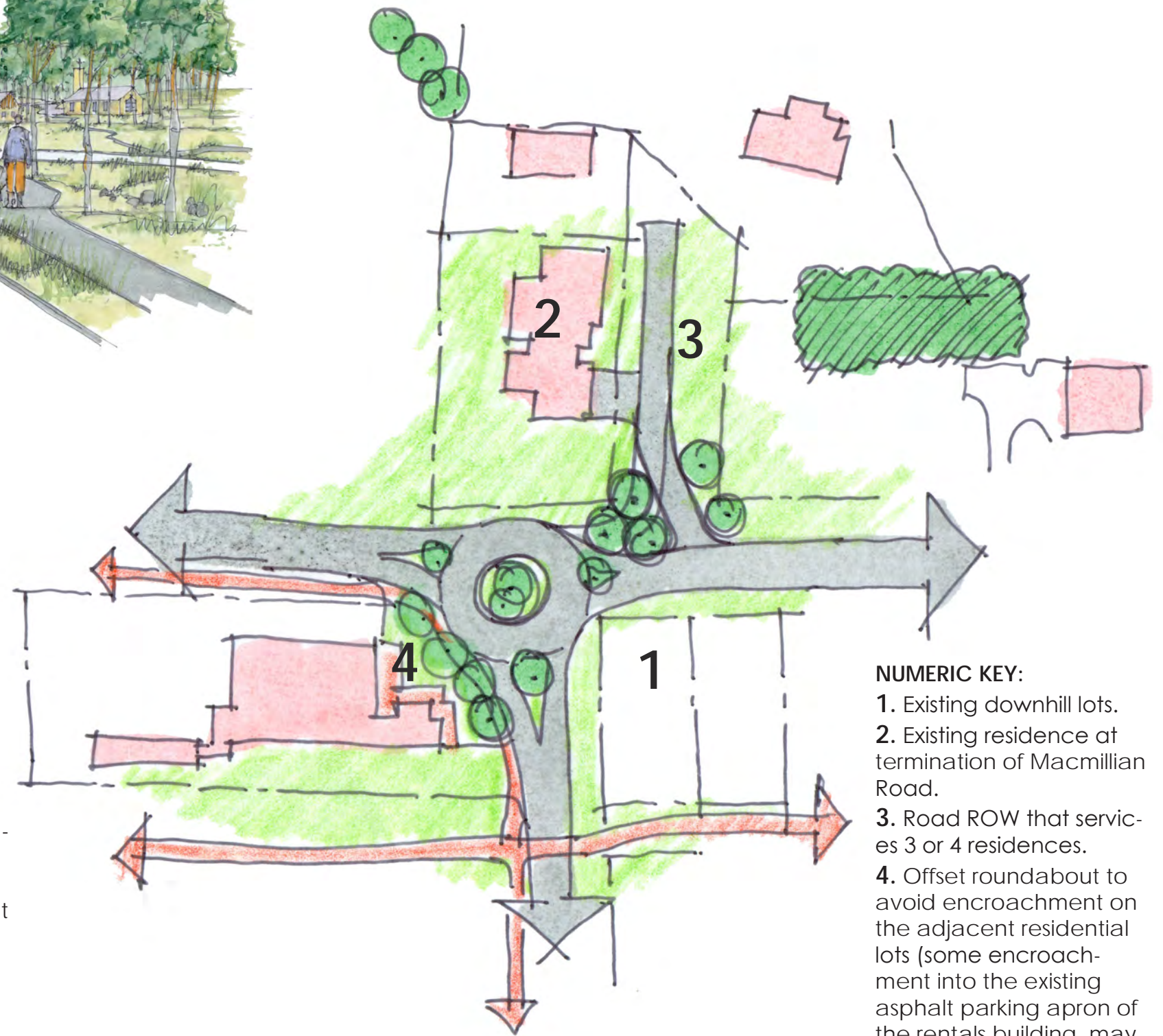
Support roundabouts to slow traffic and address safety issues.

Throughout the charrette, participants drew and discussed roundabouts.

Roundabouts are an effective method for controlling traffic movements at key intersections and are safe as the landscape median makes it nearly impossible for two cars to collide. They also act as visual reference points announcing the beginning and end of a 'place', such as a shopping street.



Above: A perspective sketch that gives the rural feeling that roundabouts can have. Note the location of the sidewalks.



Right: This is a design study looking at the feasibility of placing a roundabout at MacMillian and Cedar Road. After close examination it was determined that a roundabout configuration could work at this intersection.

- NUMERIC KEY:**
1. Existing downhill lots.
 2. Existing residence at termination of Macmillian Road.
 3. Road ROW that services 3 or 4 residences.
 4. Offset roundabout to avoid encroachment on the adjacent residential lots (some encroachment into the existing asphalt parking apron of the rentals building, may be required).



Above:
Mixed-use buildings need not appear like standard commercial buildings. This illustrates that the character of a mixed uses building if creatively designed, can fit along side a traditional house.

Design Idea 11:

Support the provision mixed-use buildings along Cedar Main Street.

Having mixed-use buildings in Cedar enforces the concept of complete compact communities. Mixed-use buildings are buildings which contain a range of uses, typically having street-front ground floor commercial with residential and/or office space above.

NUMERIC KEY:

1. New sidewalks alongside mixed use buildings on redeveloped Cedar Main Street lots.
2. Create opportunities for sidewalk cafes and sitting areas where possible.
3. Plant street trees to provide shade and define pedestrian spaces and give scale to larger buildings.



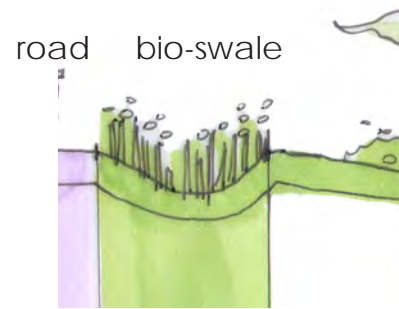
Design Idea 12:

Support improvements within the road ROW that enhance cyclist and pedestrian safety.

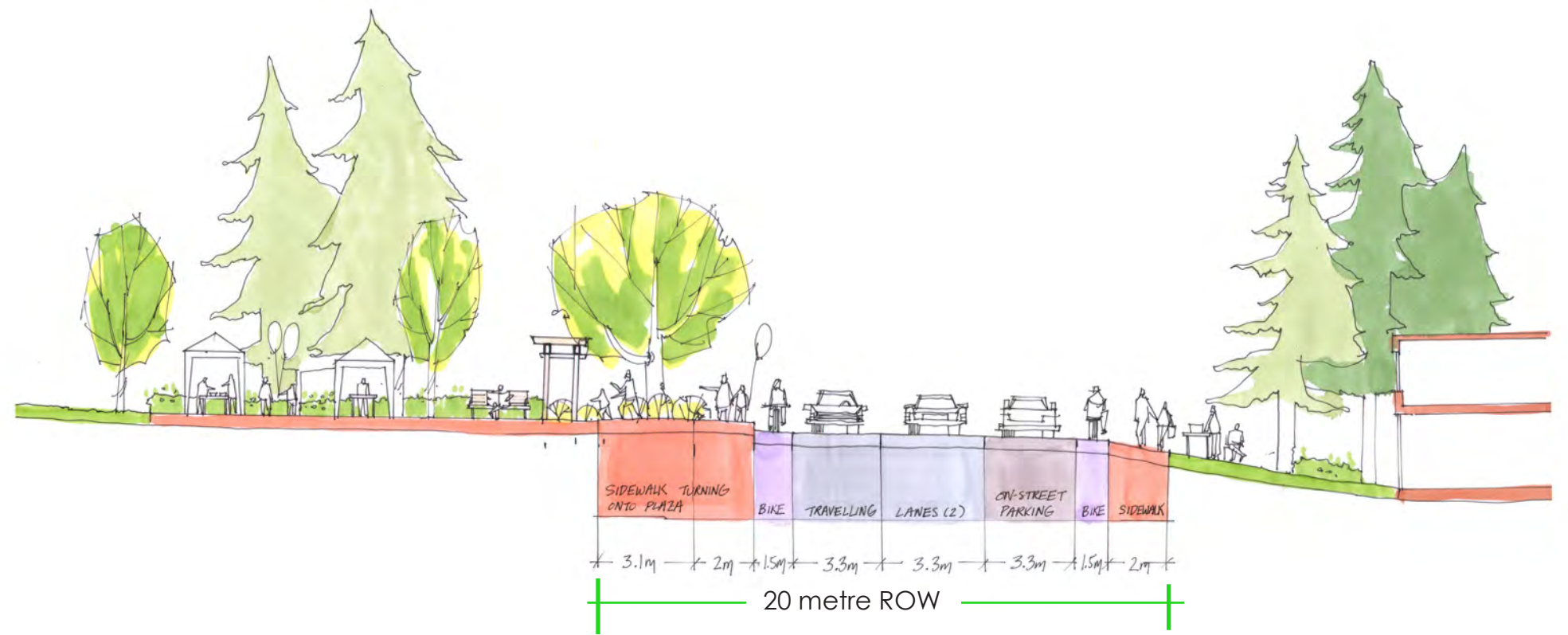
For the most part, the Cedar Main Street is contained within a 20 meter right-of-way with private land on either side. This series of diagrams illustrates some of the different approaches to integrating active transportation into the road ROW.

Other uses for this land besides traffic lanes and gravel shoulders include:

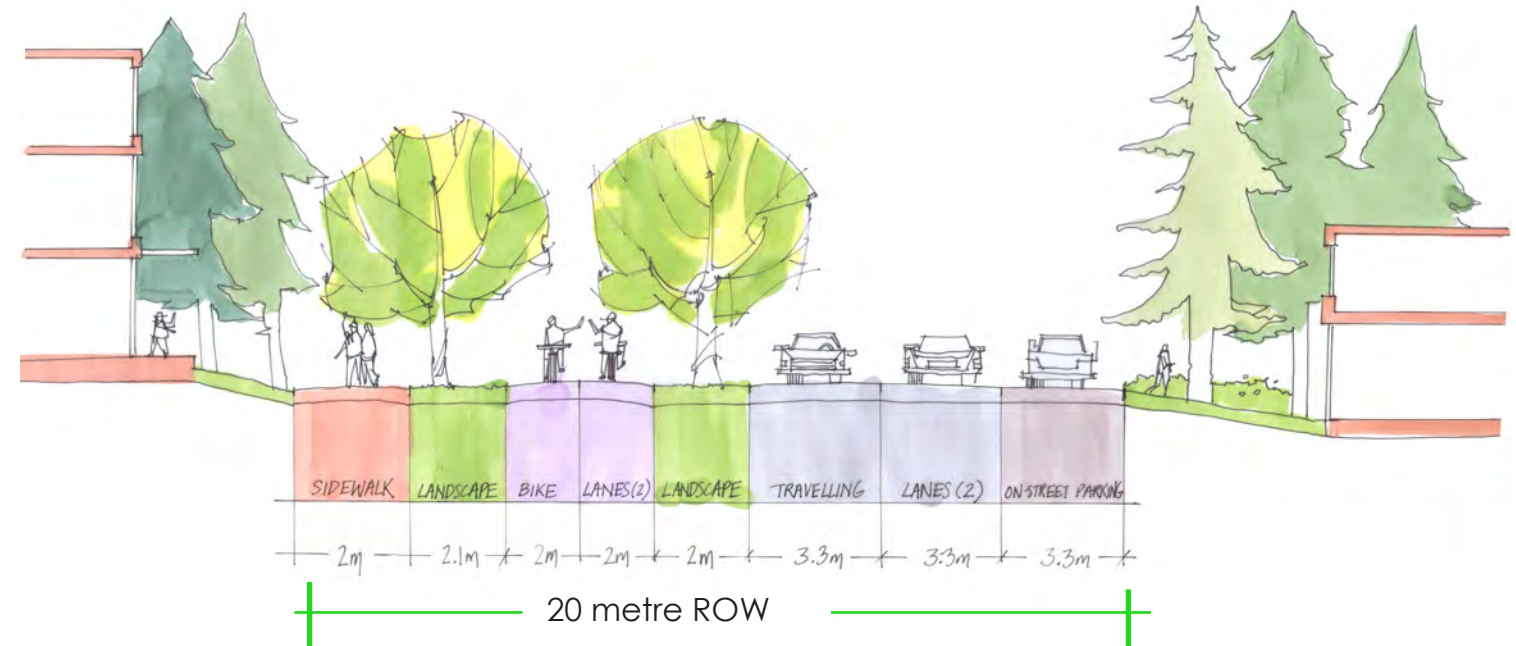
1. Bike Lanes
2. Landscaped Medians
3. Bio-swales
4. Sidewalks
5. On street parking

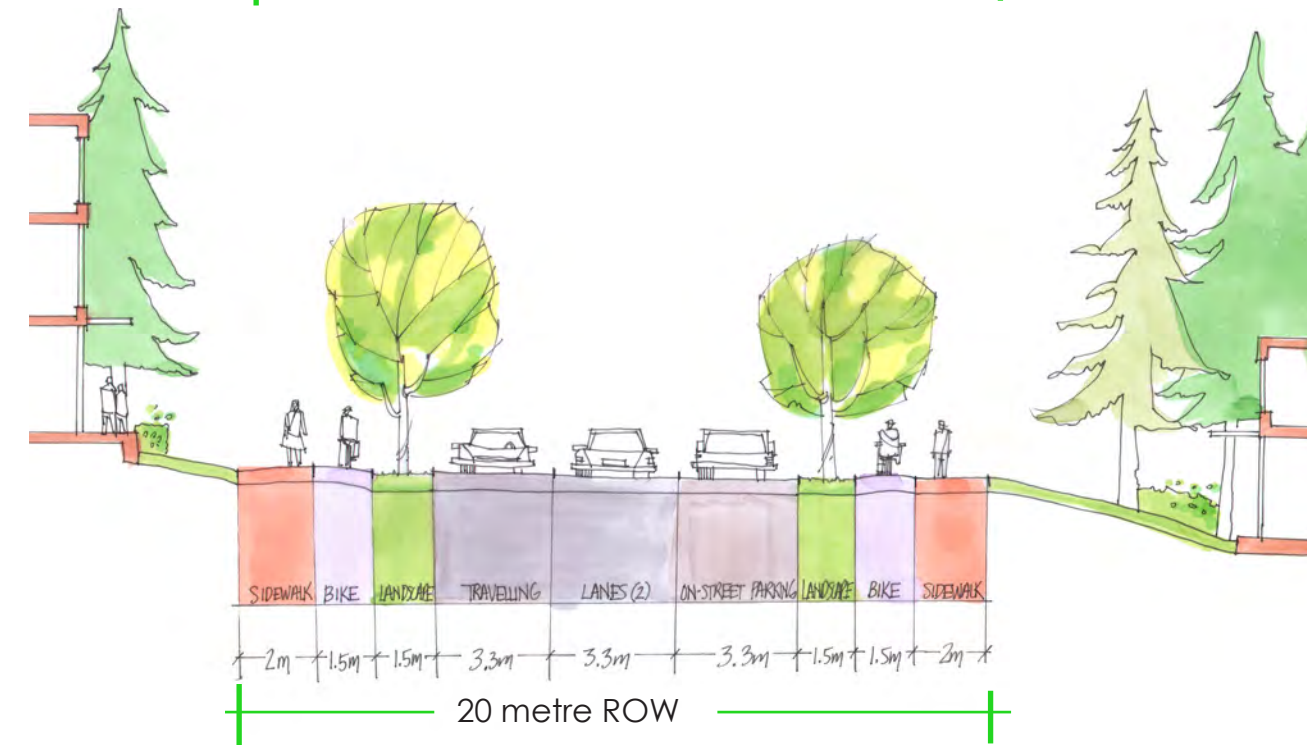
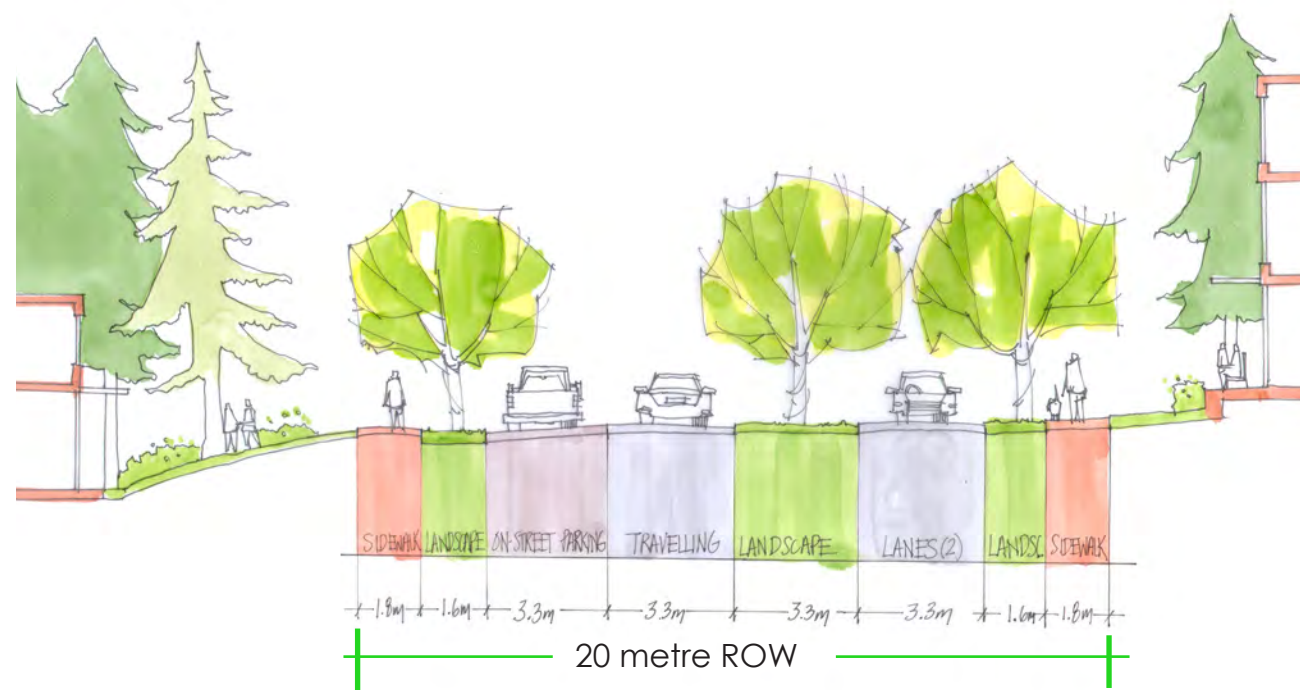
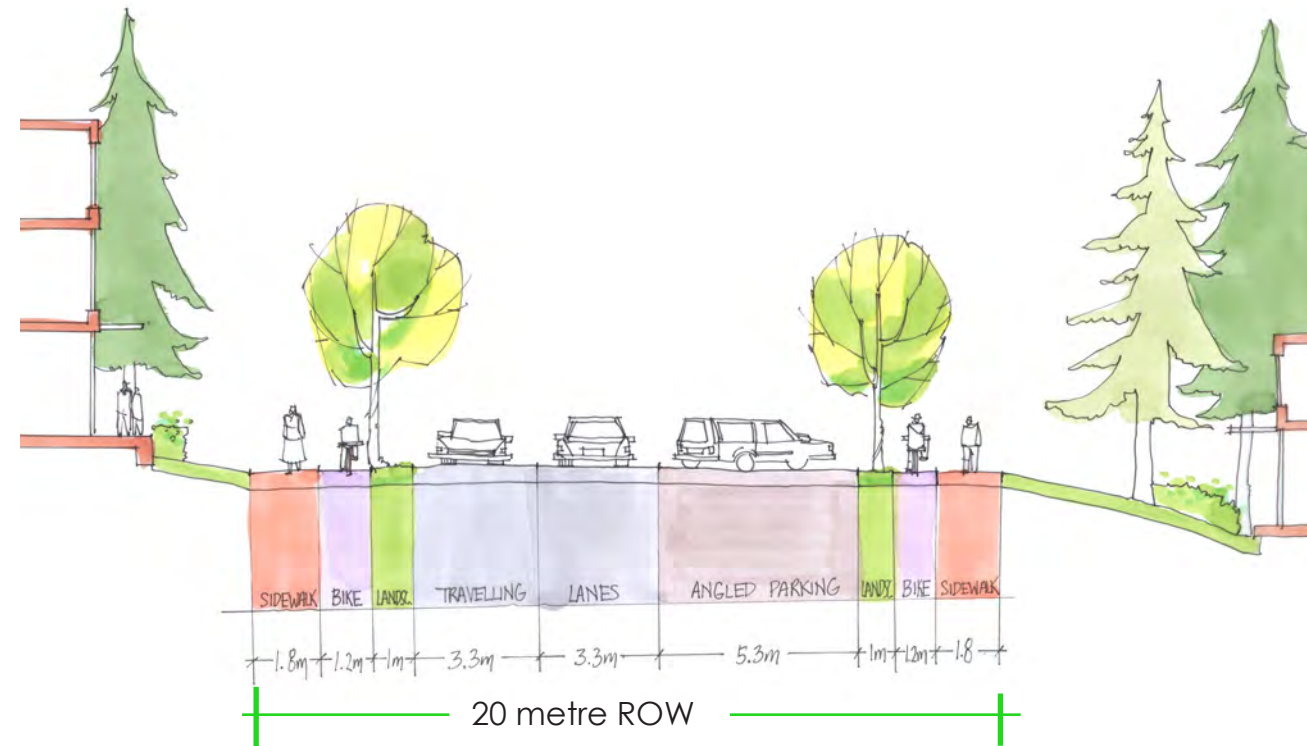
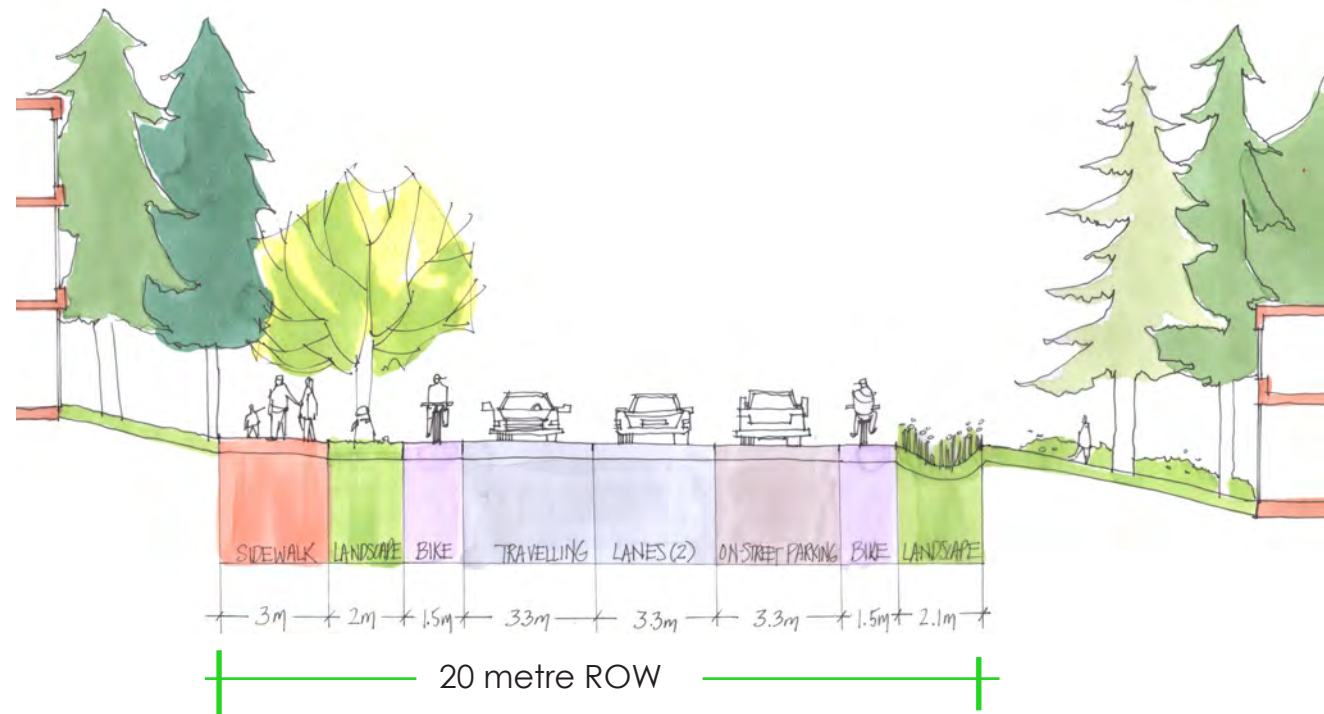


Above: Bio-swales are naturalized areas adjacent to roads and parking areas that filter the pollutants released from automobiles through natural processes before they can enter the ground water.



Below: Typical condition of Cedar Road





Community Feedback on Sidewalks:

Since the Oct. 22nd workshop sidewalks have been a constant point of discussion. Citizens have identified the Cedar Main Street as being a hazardous place to walk. They have indicated there is a high level of pedestrian traffic due to the proximity to the high school as well as the location of shops adjacent to a residential neighbourhood.

Cedar Road, with the exception of the 49th Parallel shopping area, has pedestrians walking on an uneven gravel surface next to high speed traffic.

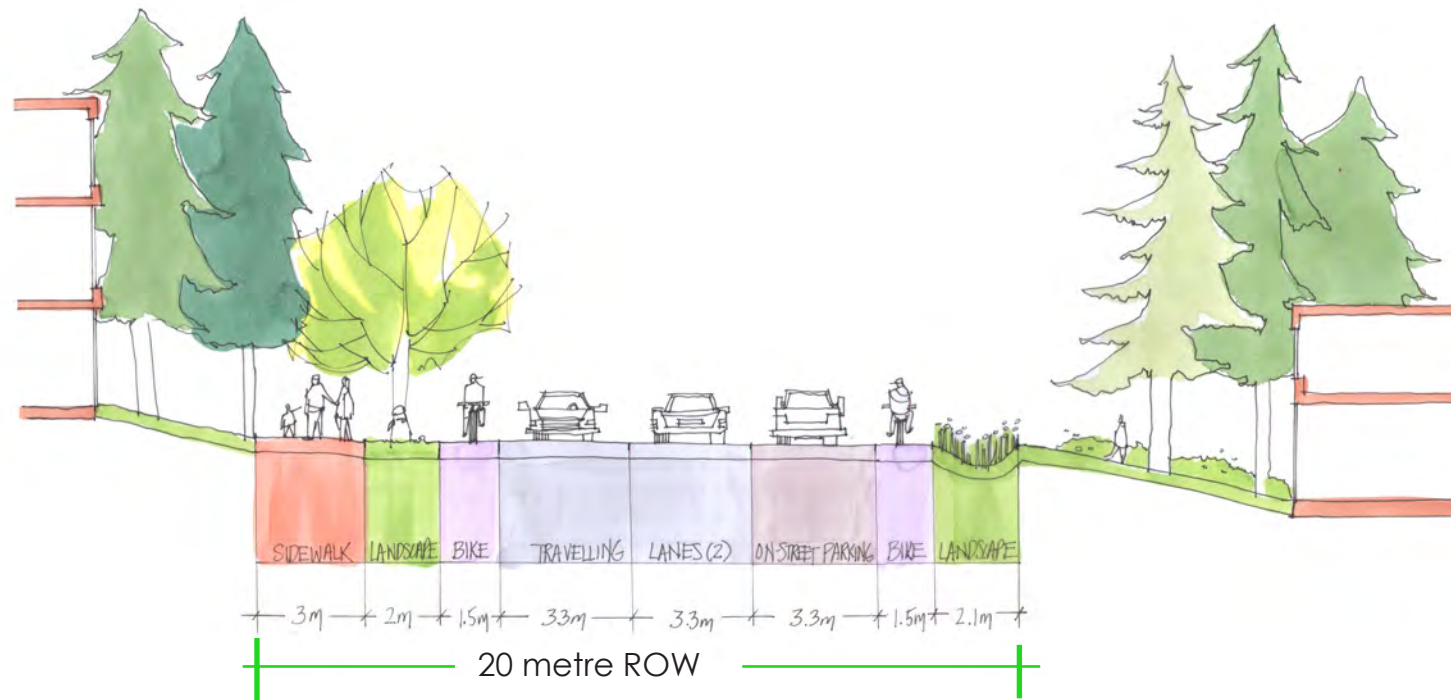
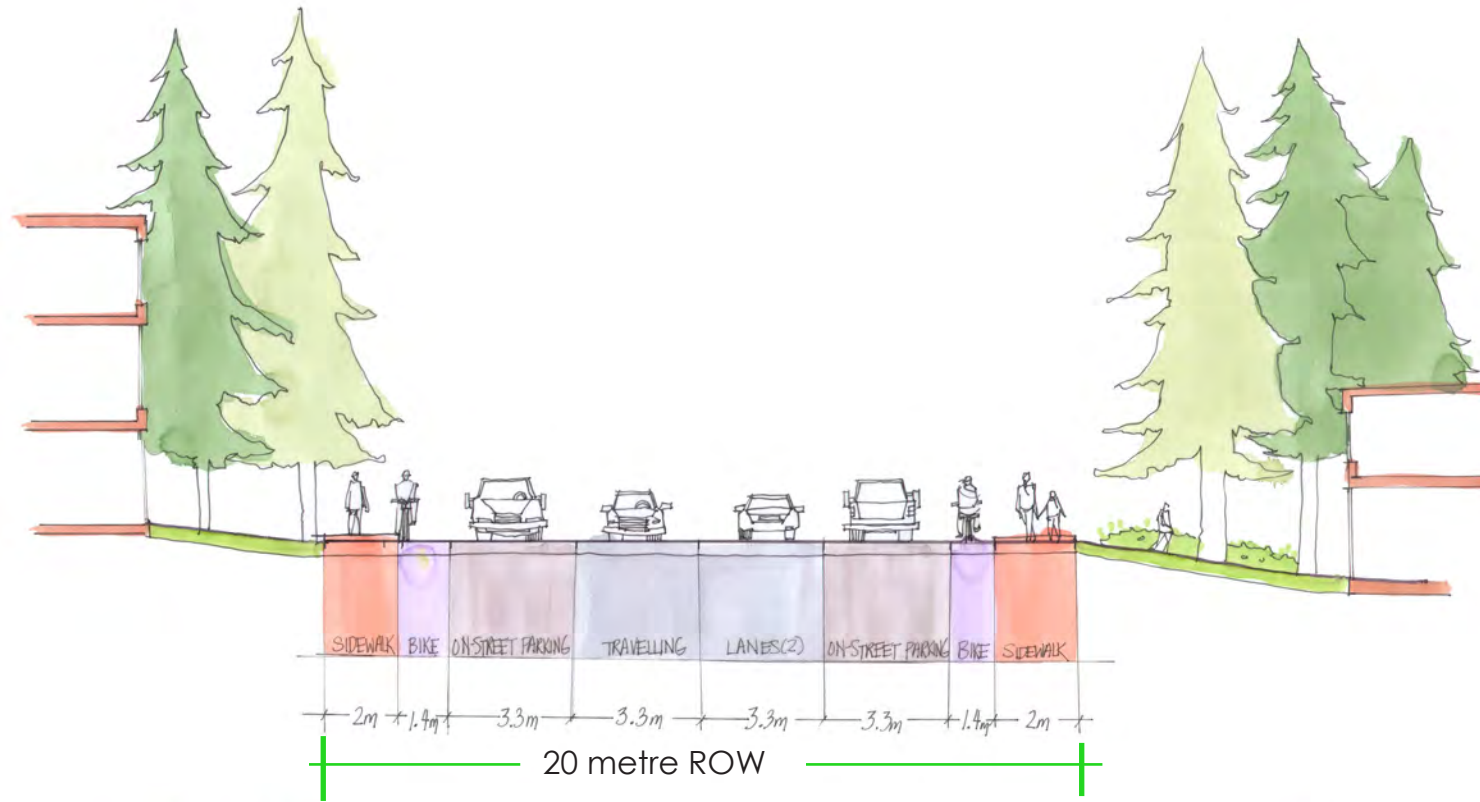


**Design Idea 12
(Cont'd):**

Support improvements within the road ROW that enhance cyclist and pedestrian safety.

Below:

The sidewalk in front of the 49th Parallel is located on private property and is not owned or maintained by the RDN.



Design Idea 13:

Create an entry monument (illustrated above).

NUMERIC KEY:

- 1. Utilize an agricultural theme.
- 2. Locate across from the Cranberry Arms Pub just before the Duke Point Highway overpass, as well as near the Mahle House.



This composite image seen above was created by selecting elements from the images vetted during the visual preferencing workshop (see pages 12 - 15) for a complete inventory of the preferred images). The purpose of showing this is to give citizens a glimpse into what the future may look like if the design ideas are implemented. This photo montage shows on-street parking, a roundabout, sidewalks, commercial storefronts tucked close to the street. It also illustrates a range of architectural styles, an integration of indoor and outdoor space, places for pedestrians to stop and rest, places for bike storage, and landscaping.

Design Idea 14:

Encourage a variety of architectural expressions.

Rather than re-create history, home owners, architects, and developers should strive for creative expression that speaks to the climate, site, and character of the landscape as well as the history of the site. Residents spoke to the desire for a mixture of materials, architectural details and expressions rather than a single design vocabulary such as west coast mining or craftsmen style architecture.



REGIONAL DISTRICT OF NANAIMO

BYLAW NO. 500

SCHEDULE '3B'

TABLE 1

REQUIRED NUMBER OF OFF STREET PARKING SPACES

The minimum number of off-street parking spaces shall be provided in accordance with the following table:

Use	Required Parking Spaces
Residential	
Mobile Home Parks	(see Schedule '3D' of this Bylaw)
Multi-unit dwellings	1 per 4 units (visitor) plus
- bachelor	1 per dwelling unit
- 1 bedroom	1.25 per dwelling unit
- 2 bedrooms	1.50 per dwelling unit
- 3 or more bedrooms	2 per dwelling unit
Single dwelling unit and duplex	2 per dwelling unit
Home based business, excluding bed and breakfast	2 plus 1 per non-resident employee
Bed and breakfast	1 per bedroom used for bed and breakfast
Commercial	
Animal Care	1 per 20.0 m ² of floor area
Bowling Alley	3 per lane
Campground	(see Schedule '3C' of this Bylaw)
Fairground	1 per 2 employees plus 1 per 100 m ² of site area
Fast Food Outlet	1 per 10.0 m ² of floor area
Financial Institution	1 per 20.0 m ² of floor area
Funeral Parlour	1 per 4 seats in Chapel
Gasoline Service Station	4 per service bay plus 1 per 15.0 m ² of floor area
Golf Course (9 holes)	75 spaces per 9 holes
Golf Driving Range	2 per tee
Health Club, Spa, Games Court, Gymnasium	1 per 10.0 m ² of fitness or gymnasium floor area
Heavy Equipment Display	1 per 70.0 m ² of floor area
Hotel or Resort	1 per unit, plus 1 per 3 seats in restaurant or licensed premises, plus 1 per 4 units (visitor)
Condominium	1 per 3 washing machines
Laundromat	1 per 3 washing machines
Laundry and Dry Cleaning Establishment	1 per 2 employees counted as a total of 2 shifts
Marina	1 per 2 mooring berths plus 1 per 2 employees
Neighbourhood Pub	1 per 3 seats
Nursery	1 per 15.0 m ² of sales building

Office	1 per 15.0 m ² of floor area
- medical	
- single tenant	1 per 32.0 m ² of floor area
- multi tenant	1 per 30.0 m ² of floor area
Personal Service	1 per 50.0 m ² of floor area
Produce Market or Stand	1 per 5.0 m ² of floor area plus 1 per 2 employees
Restaurant	1 per 10.0 m ² of floor area
Retail, Tourist or Convenience Store	1 per 15.0 m ² of floor area
Shopping Centre- to 5000 m ² g.l.a.	6.5 per 100 m ² g.l.a.
- to 15 000 m ² g.l.a.	5.5 per 100 m ² g.l.a.
- above 15 000 m ² g.l.a.	1.5 per 100 m ² g.l.a.
Ski Resort	0.5 per person hourly capacity of ski lift
Theatre, Drive-in	1 per 2 employees

Industrial	
Medium Industry	1 per 50.0 m ² of floor area
Taxi Stand	1 per taxi plus 1 per office employee
Transportation Terminal (excluding Taxi Stand)	1 per 10.0 m ² of waiting room
All other Industrial Uses	1 per 175.0 m ² of floor area used for storage 1 per 95.0 m ² of floor area used for display 1 per 15.0 m ² of floor area used for sales

Public and Institutional Uses	
Beach, Swimming	1 per 9.0 m ² developed beach above high water mark
Cabin	2 per cabin
Church	1 per 4 seats
Church Hall, Lodge Hall, Private Clubs, Community Hall	1 per 20.0 m ² of floor area
College	10 per classroom
Day Care Facility	2 per facility plus 1 per employee
Hospital	1 per 2 employees plus 1 per 5 beds
Personal Care	1 per 3 beds
Police Office, Fire Station, Prison	1 per 2 employees counted as a total of 2 shifts
Recreational or Cultural Facility	1 per 50.0 m ² of floor area or 1 per 3 spectator seats or 1 per 5.0 m ² of floor area used for dancing or assembly or 1 per 4 persons capacity, whichever is the greater
Swimming Pool	1 per 5.0 m ² of pool water surface
Public Utility	1 per employee
School - Elementary	2 per classroom
- Secondary	5 per classroom
Tourist Information Booth	4 per employee

Right: RDN Parking standards. These standards were created in the 1980's. This exercise will look at ways in which these standards can be improved on such as reductions for shared usage and a relaxation of standards for mixed use walkable neighbourhoods.



A Shared Community Vision:

In 2033 Electoral Area 'A' is a highly desirable place to live, work, and play and as a result has become more socially, environmentally, and economically sustainable. The community has evolved over time through careful planning and guidance provided by the OCP, which has been upheld by the RDN and strongly supported by members of the community. The OCP is based on the concept of sustainability and 'smart growth', which seeks to minimize the impacts of human activities. This has been accomplished by managing natural resources, as well as economic, environmental, and social systems in a way that enhances the quality of life, yet does not diminish the ability of future generations to meet their needs.

Electoral Area 'A' has become a leader in local food production and sustainability and is often showcased as a model community due to its environmental stewardship and protection policies, growth management strategies, innovative use of alternative technologies, green building programs, recreational and sports opportunities, diverse culture, artistic talent, and excellent multi-modal transportation system.

After nearly 25 years of well managed development, rural values are not only maintained and protected but are also enhanced. Young families and seniors are now attracted to and are staying within the community. There are opportunities for local employment which pay a livable wage, contribute to the local economy, and have minimal impacts on the environment. Per capita greenhouse gas emissions have been reduced and continue to decline as the economy prospers.

Growth is directed into well-defined rural centres. Growth and development outside these areas has largely been avoided as agriculture, resource use, and conservation of biodiversity have become the top priority for these areas. The community is a vibrant place to live where a diversity of residents from all economic levels and ethnic backgrounds are welcomed and have an enhanced sense of community pride. Electoral Area 'A' residents feel safe in their community and enjoy the personal freedom a rural lifestyle provides.

OCP Principles:

In the pursuit of becoming a more sustainable community, it is recognized that when making decisions, economic, social, and environmental factors are interdependent and must not be considered in isolation. In addition, it is recognized that decisions made today not only affect the current generation, but are also a major determinant in the quality of life to be enjoyed by future Electoral Area 'A' generations.

Electoral Area 'A' residents have worked together to define what is important to ensure that the plan area continues to be a great place to live, work, and play as well as to work towards what is required to become a more sustainable community.

Nine Sustainability Principles are presented below which provide guidance for making sound decisions and form the foundation for the goals, objectives, and policies of this OCP. These Sustainability Principles are intended to provide guidance to the Regional Board, RDN staff, other government and non-government agencies, stakeholders, developers and community members in making decisions that will result in a positive impact on Electoral Area 'A'.

Principle 1 Nature Has Value

Electoral Area 'A' residents believe that nature has value beyond what can be extracted, harvested, or derived from it. Area 'A' residents are committed to environmental stewardship and conservation.

Electoral Area 'A' residents' health and well-being relies upon functioning healthy ecosystems which are critical to a sustainable long-term future. This includes not only biologically diverse local flora and fauna, but also the quality and quantity of drinking water and the protection of services provided by a healthy ecosystem such as clean air, water, and soil.

Nature is complex, diverse, and unpredictable and Electoral Area 'A' residents understand that to protect and enhance the natural environment, it is necessary to continually adapt to changing conditions and strive to better understand and mitigate the potential impacts of our actions and important land use decisions.

Principle 2 Maintain Local History, Culture, and Rural Character

Local history, culture, rural character, and rural lifestyles are highly valued and are of critical importance to residents of Electoral Area 'A'. Although there is no single definition of rural character, it is generally characterized by low



population density, a focus on agricultural and resource uses, and has an abundance of large expanses of open and green space which typically include larger land holdings than compared to suburban and urban areas. Some area residents say rural character is 'food production' while others believe that it is about living closer to the land and its aesthetic qualities. Rural character also provides residents with a lifestyle different than what would be encouraged and expected in an urban environment which includes lack of urbanized sights, sounds, services, amenities, peace and quiet, close social networks, safety and the sound and smells of active agriculture.

Principle 3 Leaders in Local Food Production, and Local Marketing

Over half of the plan area is located within the ALR and agriculture is an important contributor to the local economy. Area residents wish to become leaders in local food production as a means of reducing dependence on imported food. Residents wish to see land located in the ALR being used wisely and for its intended purpose in a sustainable fashion. Area residents discourage uses which may create conflicts with agricultural uses such as non-farm related residential, commercial, or industrial growth on lands located within or adjacent to the ALR. Residents encourage more intensive land use and higher densities within clearly defined areas within the GCBs and in a way which minimizes the impacts of these uses on agricultural operations.

To become leaders in local food production requires significant changes to the status quo including much more emphasis on marketing the plan area from an agricultural and local food production perspective.

Principle 4 Manage Growth Carefully

Area residents support and understand that to protect the rural character of Electoral Area 'A' and the quality of life enjoyed by rural residents, it is necessary to limit the rate of change in rural areas. This plan achieves this by discouraging new non-agricultural and resource development in rural areas and encouraging it into well-defined areas within GCBs, which are not recognized by this plan as being 'rural'. In addition, infill and intensification of existing residential areas on lands within the GCB is strongly encouraged and necessary to preserve the rural character of the plan area.

Principle 5 Safe, Healthy, and Active Communities for all Residents

The creation of safe, healthy and active communities is critical to the overall livability of Electoral Area 'A'. Residents who live in communities which provide a range of opportunities for safe and efficient interconnected forms of transportation which include opportunities for walking, cycling, and other forms of human-powered transportation are more likely to choose non-vehicular

modes of transportation. Providing opportunities for active transportation reduces obesity, improves community health, reduces greenhouse gas emissions, improves social networking opportunities, and improves safety as more people use active transportation routes.

Principle 6 Participatory Democracy

Electoral Area 'A' residents value the ability to participate in decisions that affect them. Effective public participation provides early and ongoing opportunities to engage citizens in a way that is meaningful, transparent, and inclusive. It is recognized that participation by all stakeholders affected by a decision is crucial in developing good plans and making sound decisions.

Principle 7 A Diverse Community

Electoral Area 'A' is comprised of a diverse group of individuals who have different educational backgrounds, economic status, religious beliefs, and interests who when combined contribute towards a sense of community in Electoral Area 'A'. A diverse population also means that the community has a broad range of needs including transportation, housing, recreation, medical, and education. Area 'A' residents wish to support and encourage diversity in the community and as such, it is recognized that the community must provide for a diverse range of needs including transportation and mobility, education, employment, and housing.

Principle 8 A Diversified Local Economy

A healthy local economy provides a range of employment opportunities catering to a diversity of interests and skill sets which meet the needs of the community. A local economy is diverse and includes a range of services and employment options. Electoral Area 'A' residents wish to strengthen and diversify the local economy and support economic development, which makes a positive contribution to the local economy without negatively affecting the environment or sacrificing rural integrity or local resident's quality of life. Preference is given to well-designed, pedestrian-oriented developments within appropriate areas designated by this plan.

Principle 9 Efficient and Cost Effective Services

The provision of community services such as parks and trails, water, sewer and transit are important in creating healthy livable communities. However, it is important to ensure that delivery of these services does not place an undue burden on plan area residents. Therefore, Electoral Area 'A' residents support the provision of a variety of community services in an efficient and cost effective manner.



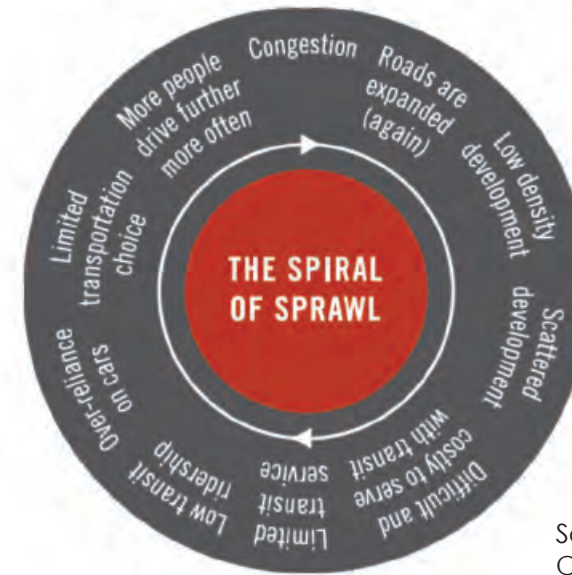
Community Goals -A number of community goals were developed at a series of four community workshops and from responses to a number of workbooks submitted by the community.

The purpose of the community goals is to provide general direction on how the community would like to achieve its vision in a way which is consistent with the Sustainability Principles designated in Section 3.2 above. The community goals also form the basis for the objectives and policies contained in this plan.

Growth Management

1. Increase the diversity of locally produced agricultural products and the number of farms which operate using a system of sustainable agricultural.
2. Decrease the percentage of development that is located on lands out side of the GCB.
3. Increase the percentage of development that is located within well-defined areas on lands within the GCB.
4. Ensure that the demand for water does not exceed the sustainable supply.
5. Ensure that the community is provided an opportunity to be involved in decisions that affect them.
6. Ensure that all policies in the Official Community Plan are clear and understandable.
7. Protect the rural character of Electoral Area 'A' from the impacts of future development.
8. Increase community diversity.
9. Ensure that neighbourhoods have distinct identities and lively public spaces that promote social interaction.
10. Ensure that community services are geared towards all ages including active transportation, recreation, culture, sports, the arts, and education.
11. Increase the amount of green development which makes efficient use of land, energy, and resources.
12. Ensure that biodiversity, groundwater resources, and natural habitat are preserved, protected, and enhanced.
13. Increase public awareness of environmental issues and the importance of environmental stewardship.
14. Ensure that the impacts of development on the natural environment are identified and minimized.
15. Reduce greenhouse gas emissions.
16. Increase economic diversity.
17. Ensure that opportunities exist for economic development which creates opportunities for local employment, minimizes negative environmental impact, and does not detract from the quality of life enjoyed by area residents.
18. Ensure that infrastructure and community services are provided in an efficient manner.

Automobile Dependence Feedback



Source: City of Burnaby

Transport Mode	Speed	Space required per person
Pedestrian		0.8 SM
Cyclist		3.0 SM
Fully Occupied Car		6.2 SM
Fully Occupied Car		20 SM
Car with 1 Person		18.7 SM
Car with 1 Person		60 SM
Bus - Full and 1/3 Full		3.1 SM 9.4 SM
Bus - Full and 1/3 Full		9.4 SM 28.1 SM

Source: Translink

Right: A conceptual portrayal of the cycle of development and planning decisions that leads to sprawl.

Below Right: A diagram that illustrates the demands for different amounts of paved areas based on different modes of transportation.



Main Street Redevelopment Economics

There are a number of reasons why economics and market considerations important to an Official Community Plan and land use planning.

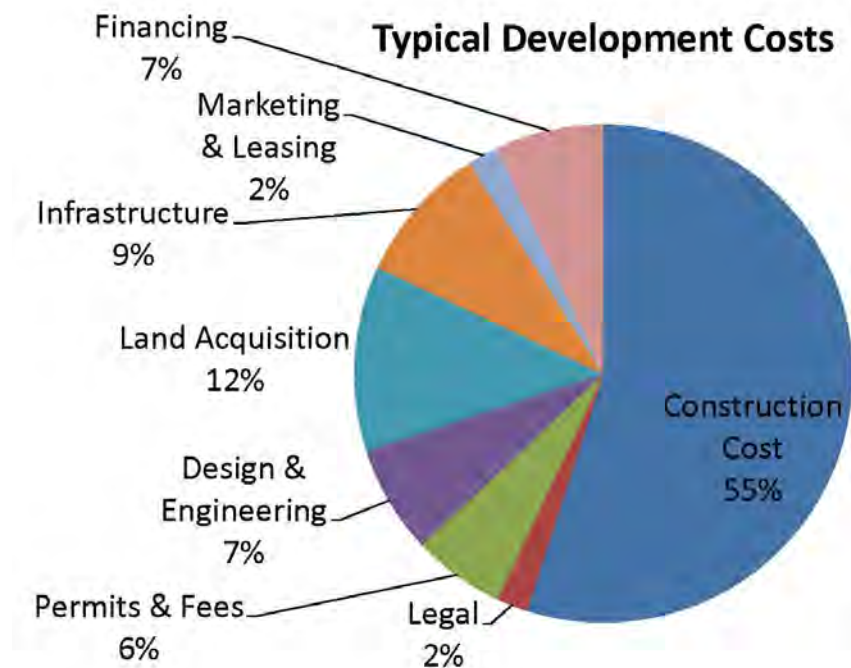
1. To understand the scope and magnitude of planning, infrastructure and construction costs;
2. To understand the expectations for redevelopment of existing sites (expectations of a developer).
3. Identify the cost sharing expectations between public and private entities;
4. To identify the potential tenant and purchaser market;
5. To determine an appropriate time line and phasing for the Cedar Main Street Plan based on reasonable costs and market absorption.

Main Street Development Realities

Developer/ Investors: What will attract additional retail or residential development to Cedar? Typically a diversity of residential product offerings (unit types) supports a growth in residential sales. Included in this diversity of housing should be a range of price points opening up the market to first time buyers. More importantly is the influx of buyers into a region due to strong local and regional economics (a good job market). Finally retired people may be attracted to certain rural areas if there are the right amenities and services that they require for their retirement plans.

Product Type: Knowing through market research who the end users will be is an important step in creating the right mix of housing and commercial uses. Creative programming can entice end users that may not be identified through studying comparable communities. The creation of artist studio space could be an example of an end user not identified through market research. Sometimes visionary developers will follow the philosophy of: 'if you build it, they will come'.

Limitations: Creating good market conditions includes overcoming, in advance, limitations in infrastructure and jurisdiction restrictions (such as sewer, water, sidewalks and roads). Investors do not like uncertainty. The more unknowns that can be removed from the project the more likely it is to move forward. Having a creative plan with the policy in place to support it is the first step.



A Developer values land based on residual value, not on assessment or appraisal.

Residual Land Value is what is left over after all expenses are subtracted from revenues.

Value determined prior to purchase
- **very risky & speculative.**

Amenities: A key question to investors, developers, government and residents is who will pay for improvements and amenities? A good plan will have solid policy that answers this question.

Redevelopment of Cedar Main street will rely on developers who are looking for profit. Real estate development involves putting increased amounts of investment at risk over time. In a project such as Cedar, risk and uncertainty is high in the early stages due to scarce information. Typically early stage funding is through equity such as the value of the land. A developer does not see any return on investment until the project is occupied through sale or lease.

Two key considerations for financial viability include:

1. Can the project pay a return on investment if it is actually built?
2. Does the Developer have sufficient capital to fund the early costs to bring the project to a stage where it can be financed and built?

Early costs include soft costs such as design fees, land surveys, and market research. On a complex project soft costs can include funding a public information process and hiring real estate professionals to pre-sell units.

Basic Development Principles:

1. Understand and respect the market realities.
2. Share the risk, share the return.
3. Capture the benefits that density offers.

4. Connect to the community.
5. Invest for sustainability (beyond 'green').

Share the Risks, Share the Return:

1. Local governments can no longer bear the full burden of public infrastructure and amenities (tax dollars are not enough).
2. Neither private nor public interests are served by lengthy delays in the development approvals process.
3. Planning and zoning controls are often either inadequate or too inflexible to ensure the desired public or private outcomes.
4. The citizens of the community must be engaged to support the process for a positive outcome.

Economic Analysis Example

Lot Size: 0.5 Acres Home: 1,064 SF (1976) 2011 Assessment: \$252,000 Zoning: RS2	Lot Size: 0.5 Acres Home: 1,400 SF (1968) 2011 Assessment: \$365,000 Zoning: RS2
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Assume two lots are combined with new Comprehensive Development zoning. These two properties were selected randomly along Cedar Main Street.

Scheme A - low intensity mixed use

Residential Review: 8 units per acre at 1,500 SF/Unit = 12,000 SF (0.3 FAR)

Description	Amounts
Land Cost of two lots:	\$617,000
Construction Costs (\$120/SF)	\$1,400,000
Permits & Fees (\$8,400 per unit)	\$67,200
Consultants (7%)	\$100,800
Overhead & Finance Costs (9%)	\$149,600
Contingency (5%)	\$72,000
Project Costs	\$2,406,600
Sales Revenue (\$210/SF)	\$2,520,000
Less: Marketing & Commission	\$50,400
Balance (profit and community amenities)	-\$163,400

Scheme B - higher intensity mixed use

Residential Review: 18 units per acre at 1,250 SF/Unit = 22,500 SF (0.5 FAR)

Description	Amounts
Land Cost of two lots:	\$617,000
Construction Costs (\$120/SF)	\$2,700,000
Permits & Fees (\$8,400 per unit)	\$151,200
Consultants (7%)	\$189,000
Overhead & Finance Costs (9%)	\$149,600
Contingency (5%)	\$135,000
Project Costs	\$3,941,800
Sales Revenue (\$210/SF)	\$4,725,000
Less: Marketing & Commission	\$94,500
Balance (profit and community amenities)	\$688,700

Right:
The residual land value (balance) equates to the value of the land based on the rate of return to the developer. The profit is made not by the building of the project but by the increase of land value by allowing greater densities on the site. The profit however is often not realized until the buildings are built and occupied.

When densities are left too low there is little incentive to redevelop private property.

With the example at the right (scheme A and B) the first scenario results in a negative increase in land value making the project too risky for developers to take on.

