

## 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.

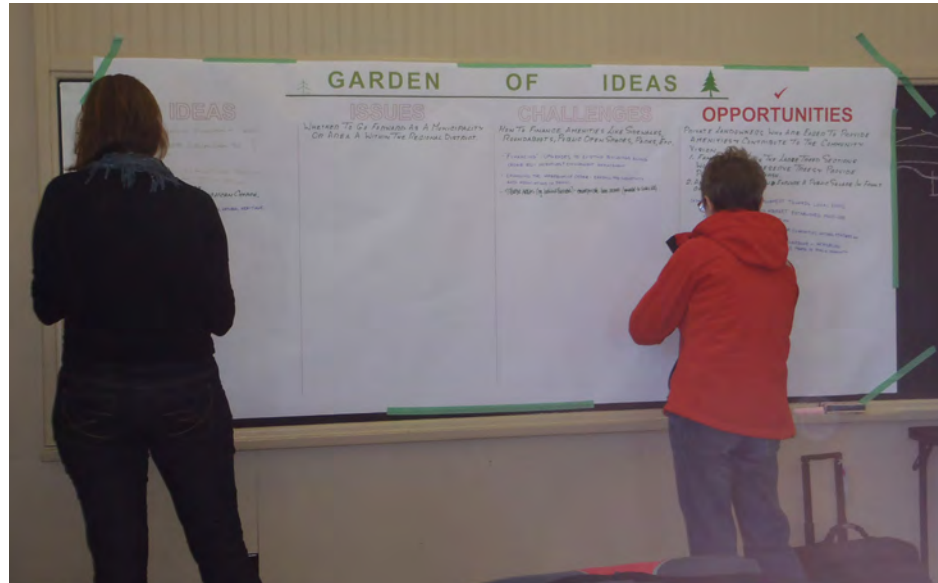
#### Day One Afternoon:

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 RISK AT CEDAR & QUENNEL RD
- ✓ 100% RESIDENTIAL
- ✓ Cedar needs a good rural feel as far as any architectural possibilities (good scale)
- ✓ ALL LET US KNOW IF YOU HAVE ANY COMMENTS
- ✓ BOARDWALK AROUND MARSH. (could connect high school area to get mall area so you don't have to walk along the road. (shorter + more scenic)
- ✓ 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 round '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 2<sup>nd</sup> 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 \$)
- ✓ 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 like + maintain 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 + when trees blow they are cut badly to elevate power outage possibilities)

need to reflect 'inclusive community'

## 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) - improve 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, mow lawns, vegetation), rainwater harvesting.
  - ↳ keep 'safe anomaly' such as parking scramble outside General store
  - ↳ I.O. heritage buildings for possible protection

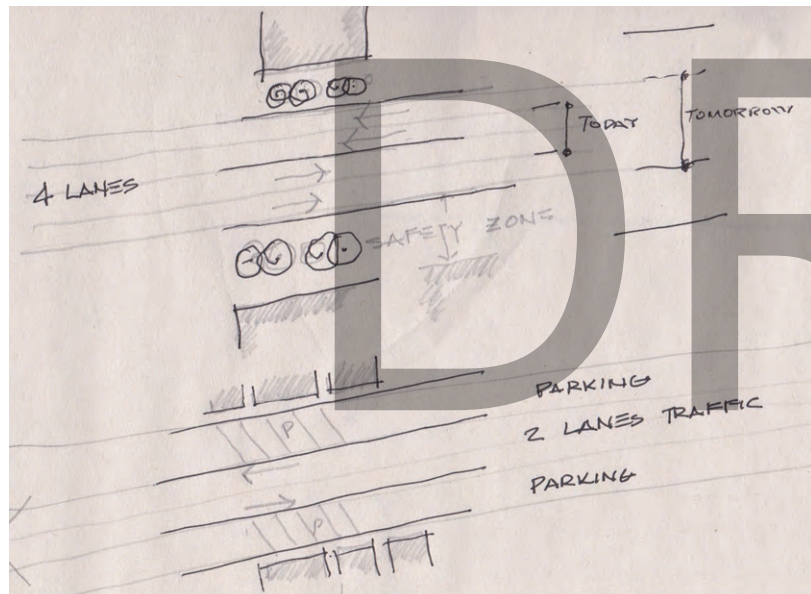
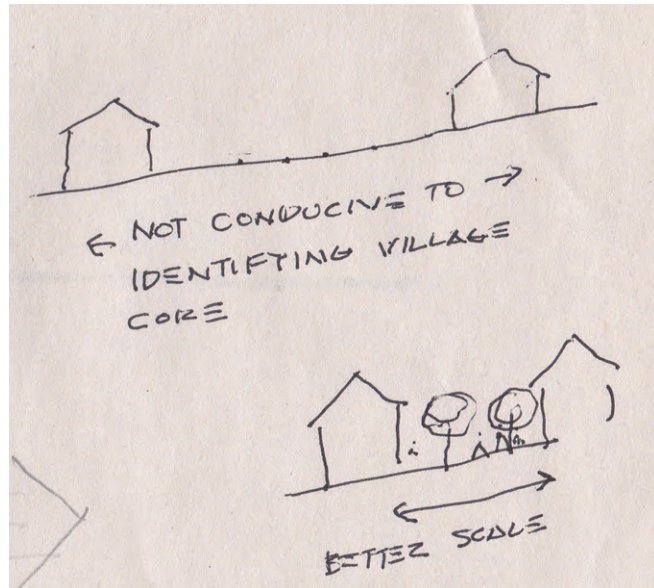
## OPPORTUNITIES

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

1. FAMILY THAT OWNS THE LARGE TREED 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 for also 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, petroglyphs etc
    - ↳ 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 treed 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 people's 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 <ol style="list-style-type: none"> <li>1. Family that owns the large treed sections would like to preserve the trees and provide public access to the marsh</li> <li>2. Anglican church would explore a public square in front of the Cedar Road</li> </ol>
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.

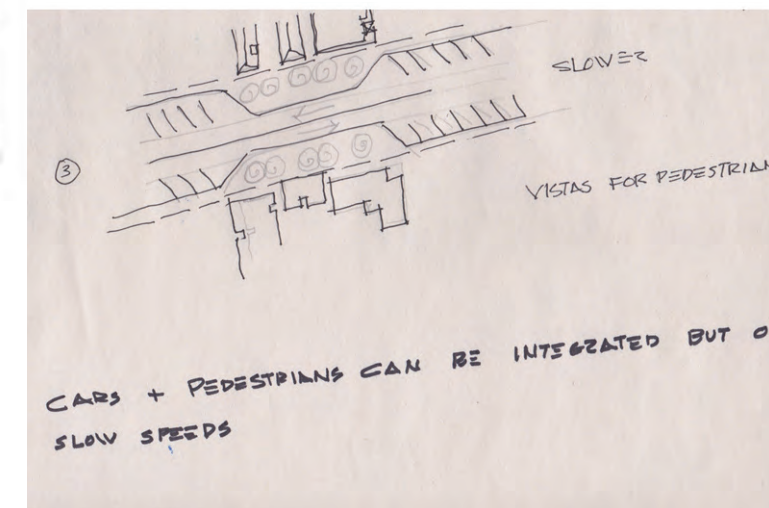
## Garden of Ideas - Summary

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

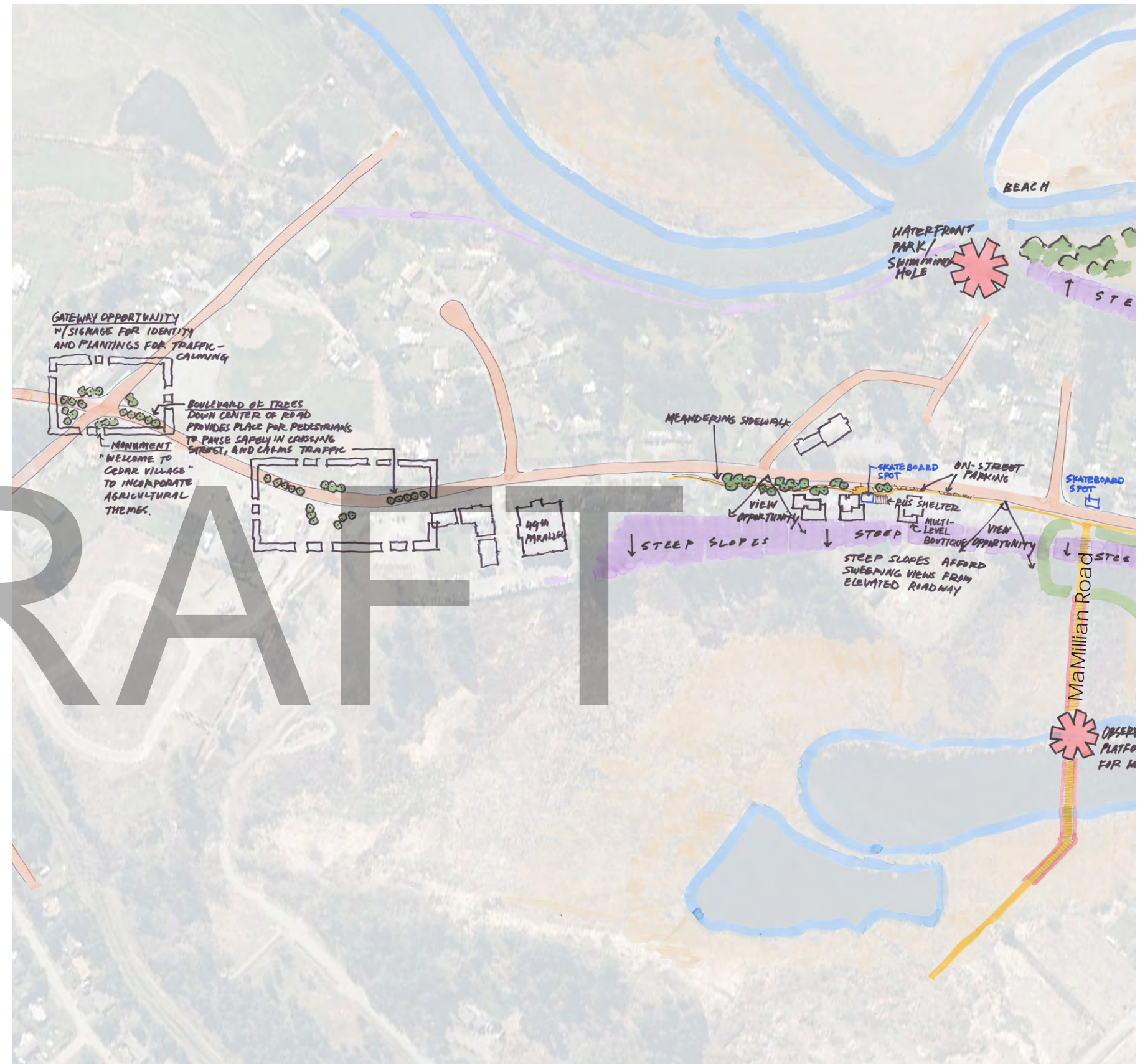
When bike paths are planned we need to be conscious of the environmental impacts they may pose.

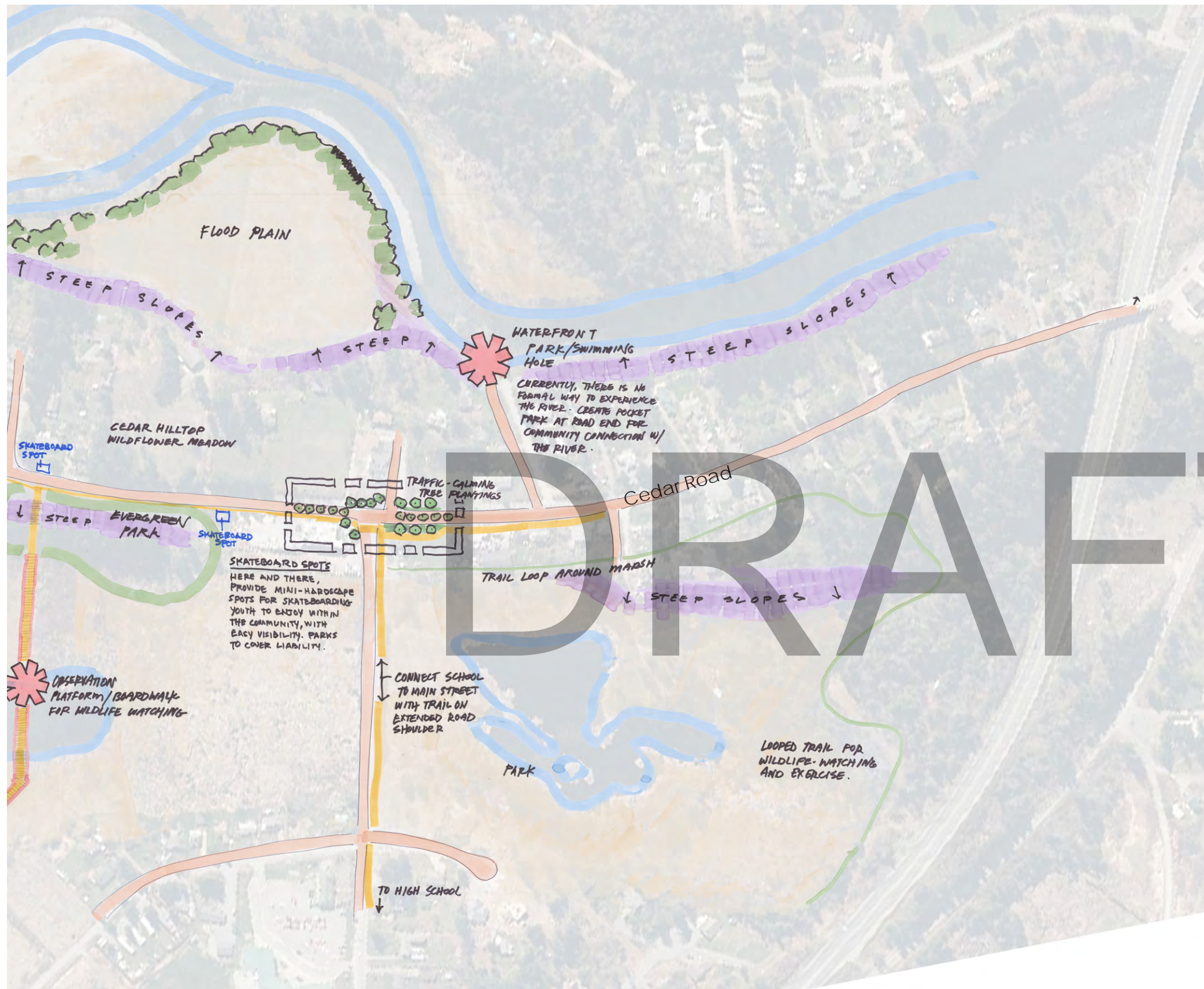




This map is a summary of all the ideas discussed by the Team A participants on the first day of the design charrette. Participants were asked to brainstorm ideas for Cedar Road and the design facilitators assisted them in documenting their ideas on an overlay of the site map (ghosted out under the trace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

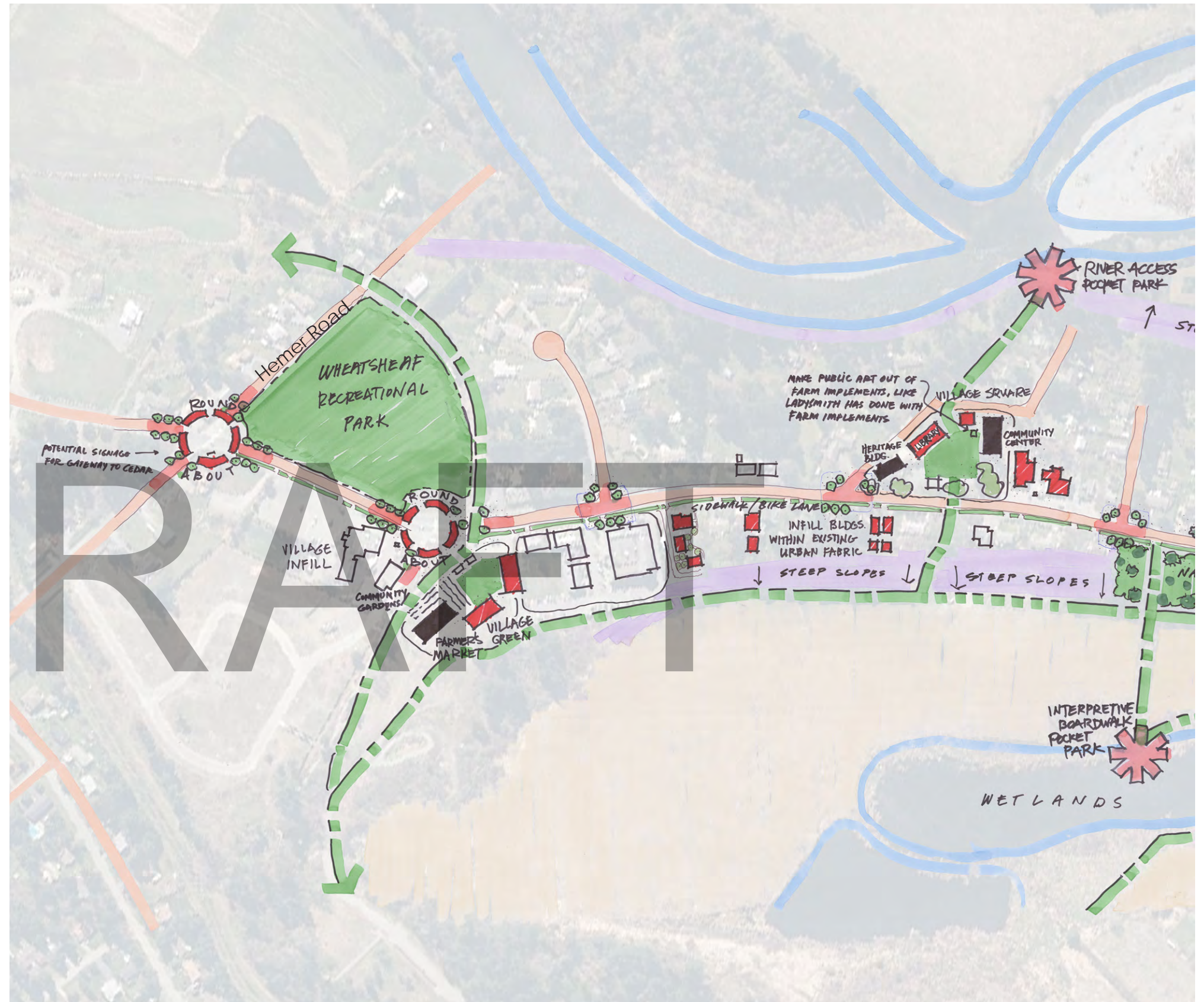
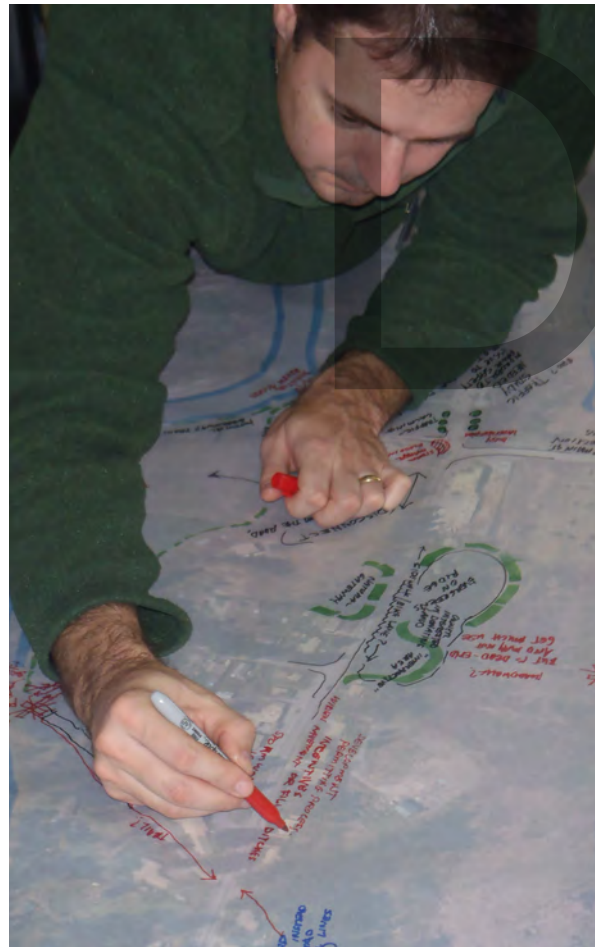
## Team A Summary Map






# 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).





  
 SITE FOR POSSIBLE  
 CEDAR VILLAGE  
 MONUMENT  
  
 INDIAN  
 RESERVATION  
 ACROSS RIVER...  
 HERITAGE TO  
 BE CELEBRATED  
 POSSIBLY WITH  
 TOTEM POLE IN  
 CIVIC SPACE?





## 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.

#### Polling the design ideas:

Following the charrette, a report was prepared which provided a brief project background and focused on the results of the charrette (14 distinct design ideas). In addition, a project website was launched along with an online questionnaire. The website directed viewers to review the charrette report and then participate in the Questionnaire. The intent of the questionnaire was to publically test the concepts created by the charrette participants to determine which, if any of these concepts, may be supported by the community and to what extent. The questionnaire was focused exclusively on each of the 14 design ideas generated at the Charrette. For each idea, the questionnaire provided a brief background description and rationale accompanied by any applicable sketches or illustrations. Participants were given an opportunity to weigh in on each option by indicating if their level of support by selecting either 'Strongly Disagree', 'Somewhat Agree', 'Neither Agree or Disagree', 'Somewhat Agree', or 'Strongly Agree'. Space was also provided to collect written comments in conjunction with each question. The online questionnaire was launched on March 23rd and was live until May 12th (five days past the advertised cut off date).

A number of different methods of disseminating information were used to ensure that the community was aware of the opportunity to participate in the online questionnaire including:

- mailing a post card to residents in Electoral Area 'A' who are considered to be within the catchment area for Cedar Main Street (Cedar, Cedar by the Sea, Yellow Point, Nanaimo River Area);
- notice in the Take 5 Magazine and Regional District of Nanaimo Website;
- use of the project's email alert system;
- discussions with local business owners;

- distribution of post cards by local businesses and at the Regional District of Nanaimo ;
- radio coverage on "The Wolf" Radio Station; and,
- press Release.

The commentary and polling statistics were then used to craft a draft set of design guidelines. These guidelines are conceptual in nature and will be used as a tool to implement the charrette design ideas that have shown to be favoured through the public facilitation process described here.

DRAFT



## 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 high-way incidents.



## Results of the online survey for Design Idea 1:

As shown in the pie chart to the right nearly half of respondents either Strongly Agree or Somewhat Agree with Design Idea 1. Of the 101 responses to this question. This means it is a polarizing idea and yet as a general policy statement there is some support for an alternative route which would provide flexibility for future transportation needs.

Below is a summary of written comment received on this idea:

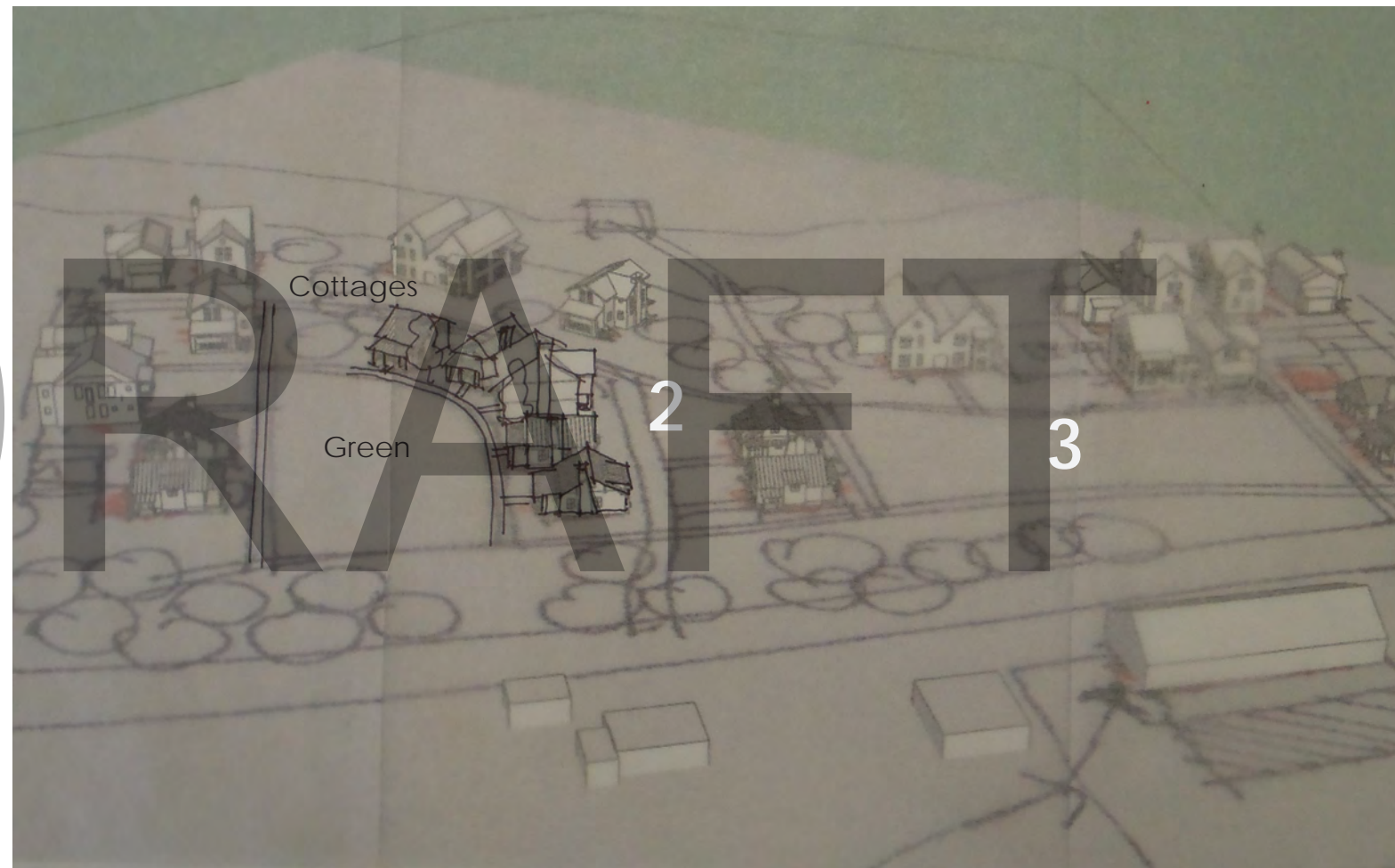
- As we presently live within this boundary will need access to our home during these events
- There is too much traffic going to the high school right now. I live on Walsh Rd. and there is so much traffic now, it is just waiting for an accident to happen.
- Over the last 35 years traffic has increased many times. Getting to Yellow Point and beyond has reached a critical point .
- There already is a road around Cedar Main. Woobank to Holden Corso
- This is an excellent idea.
- Slowing the traffic through downtown Cedar is critical.
- Alternative routes already exist along Woobank Rd.
- Walsh Rd and Nairne Rd are narrow and in poor condition, therefore expensive to upgrade.
- There is a high level of pedestrian traffic on Walsh and Nairne Rds due to students from Cedar Community School
- There are numerous other routes that could be utilized - opening up Nairne Rd should not be an option!
- Spreading out the regular flow of traffic and providing an optional route is a good idea. Providing paved shoulders or sidewalks would allow people to use this route for walking and biking as well.
- Cedar Road is designed to handle the type of traffic that is currently using it. Simply moving it because it may be inconvenient when holding a street fair is short short-sighted.
- These three elements are graduated in their approach to traffic in the Cedar Village so I (comment cut off)



Question: Do you agree with Design Idea 1?



**Right:** Map of a potential extension to Nairne Road as drawn by a charette participant.



## 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 diversity in the housing choices available to Cedar residents.
3. Site cottages around greens rather than facing main street.



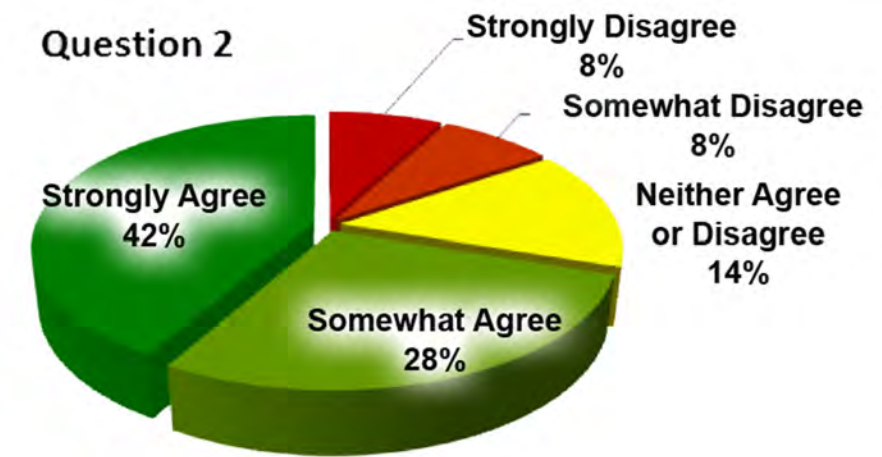
## Results of the online survey for Design Idea 2:

As shown in the pie chart to the right nearly half of respondents either Strongly Agree or Somewhat Agree with Design Idea 2. Of the 103 responses to this question, 70% of respondents either strongly or somewhat agree with this concept. Only 16% of respondents strongly or somewhat disagree with this concept.

Based on the on-line survey there is community support for this design idea.

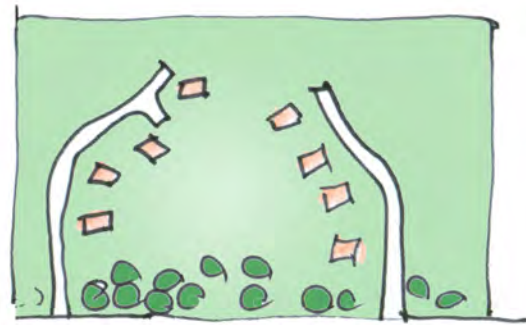
Below is a summary of written comment received on this idea:

- Option 1 with these properties becoming commercial spaces rather than residential lots.
- Better to enhance the rural feel of Cedar which is the main reason most people move here rather than living in the city.
- I think maintaining a community look and feel is important.
- Cedar Main Street needs more commercial shops.
- A 30 km speed limit is important.



Question: Do you agree with Design Idea 2?

# DRAFT



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.

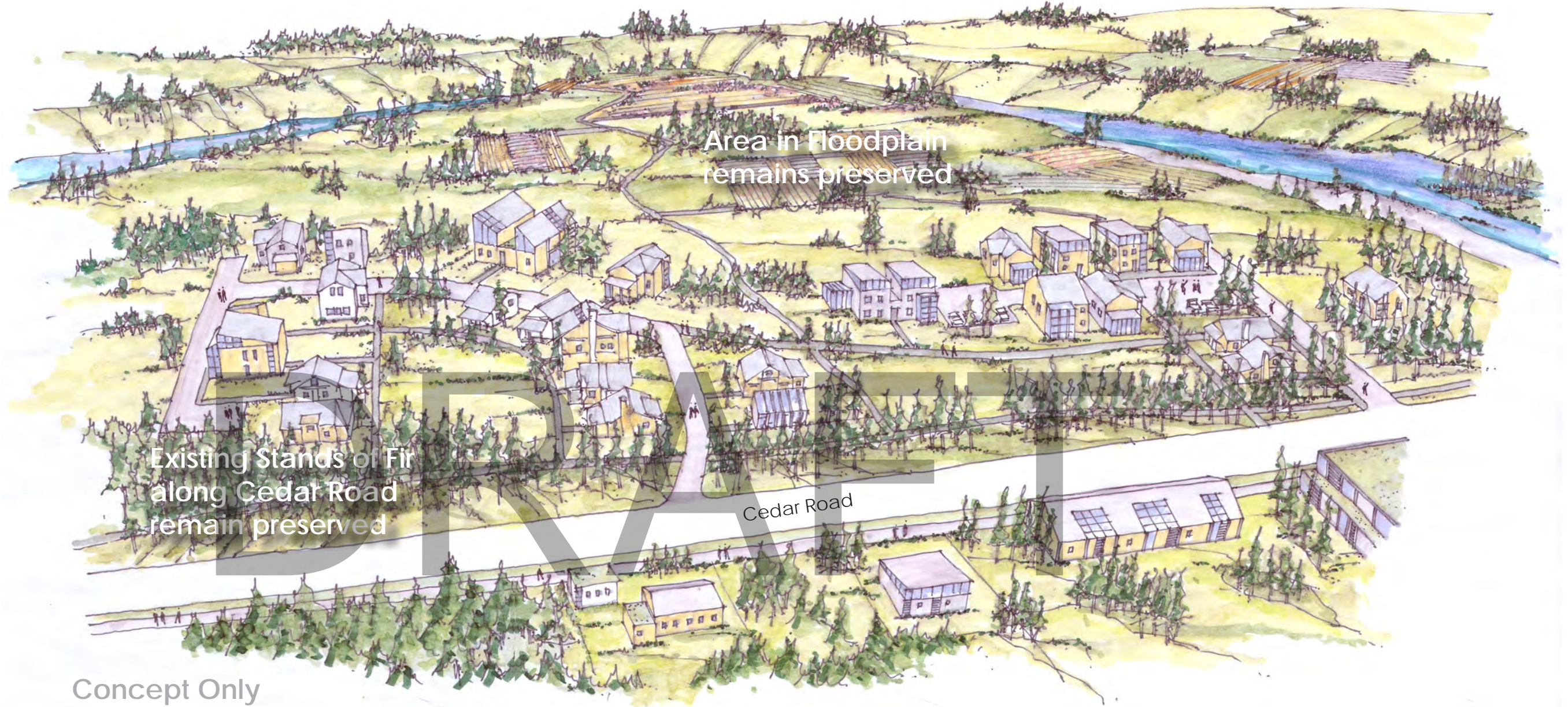


**Design Idea 2  
cont'd:**

**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.





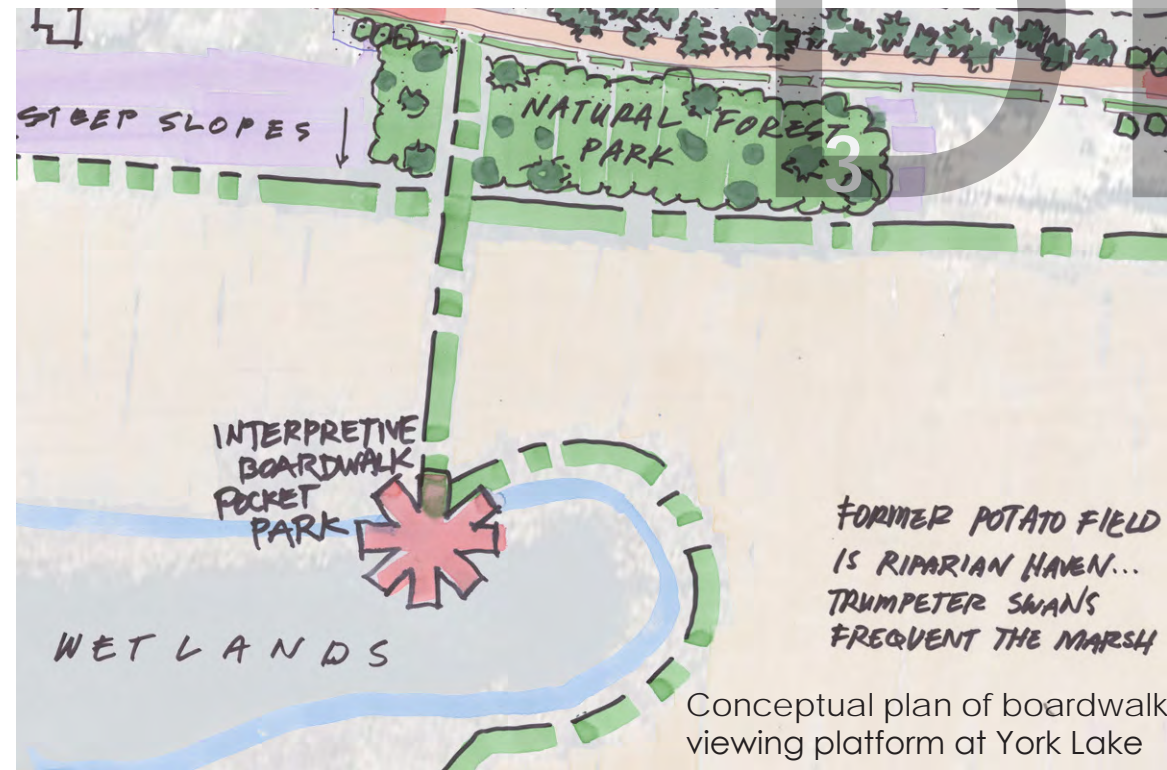
2

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.





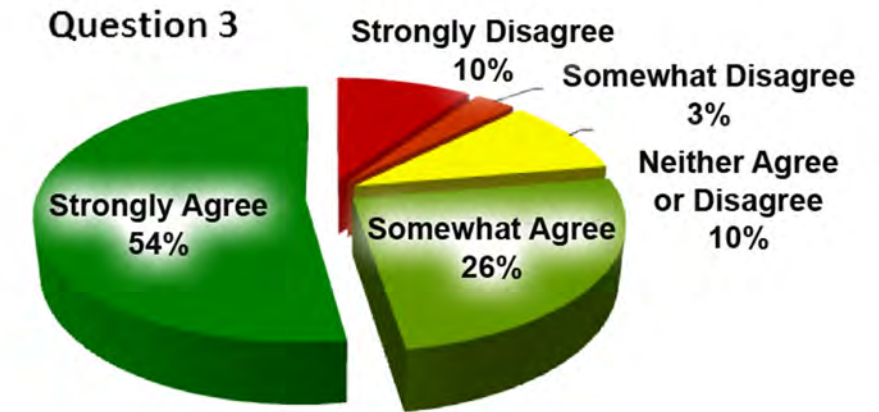
### Results of the online survey for Design Idea 3:

Of the 103 responses to this question, 80% of respondents indicated that they either strongly or somewhat agree with this design idea. 54% indicated that they strongly agree.

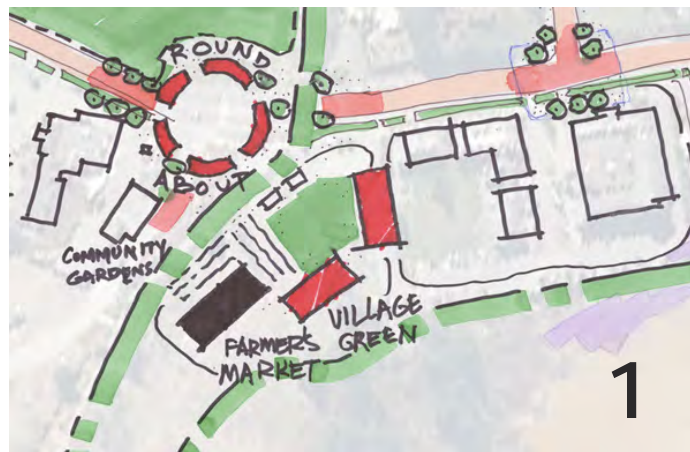
Based on the on-line survey there is community support for this design idea.

Below is a summary of written comment received on this idea:

- I really love this idea for sure. This would be well utilized. There are so many people that walk around Cedar area.
- I did not know that York Lake was a lake, why is there a road right through it and then big power poles. It looks rather marshy to me -- unlike the lakes in Hemer Park
- Option 1 would provide easy access to recreational space; dog walking etc...
- Preserve the stand of Trees (3.) but leave the rest of York Lake alone
- A partial boardwalk would be a better concept. A full boardwalk would be expensive to build and maintain and would not be necessary to enjoy the wetlands plus would limit access by wildlife access to the marsh.
- I think it is important that regardless of what else is done, that we must maintain a connection with nature.
- We need to plan for more parks as well.
- I would be a real shame to lose this natural feature of Cedar. It should be enhanced.
- Increasing and preserving existing fish habitat is important.



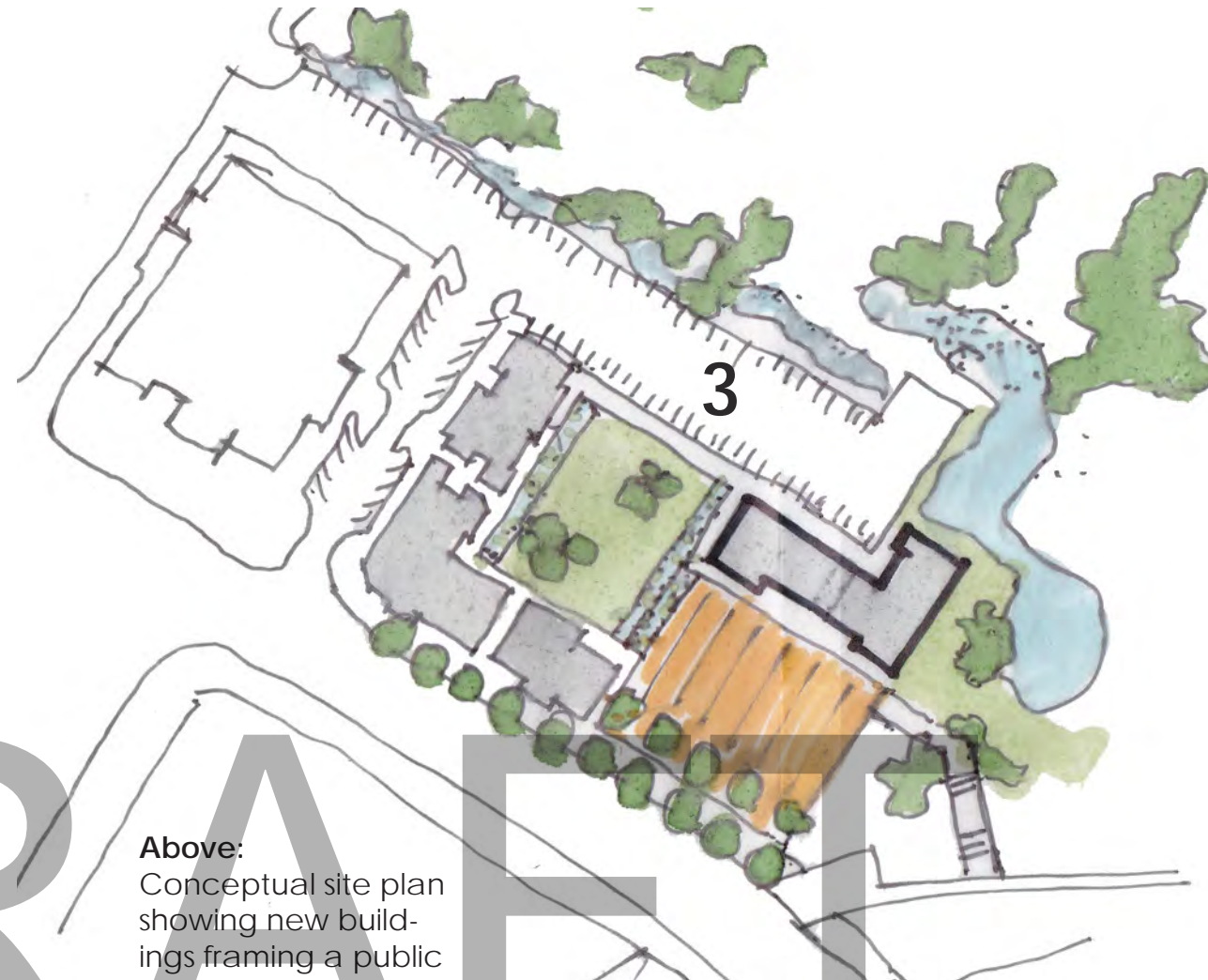
Question: Do you agree with Design Idea 3?



**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



**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.



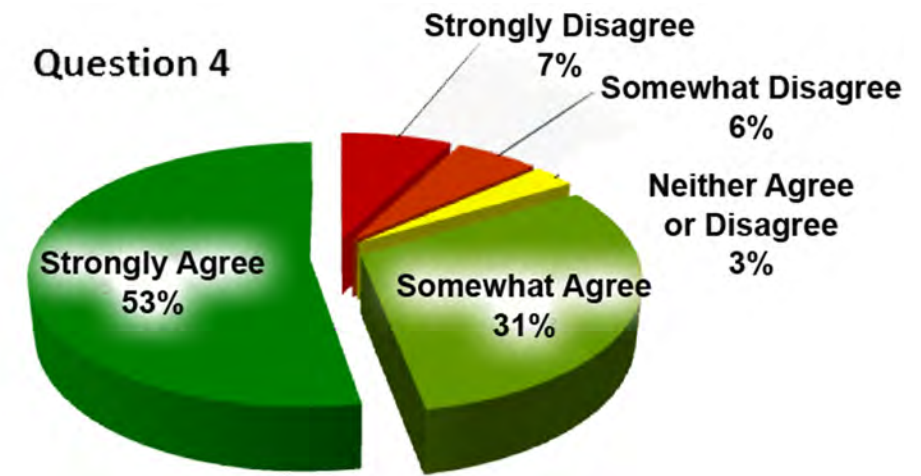
#### Results of the online survey for Design Idea 4:

Of the 104 responses to this question, 84% of respondents indicated that they either strongly or somewhat agree with this design idea. 53% indicated that they strongly agree.

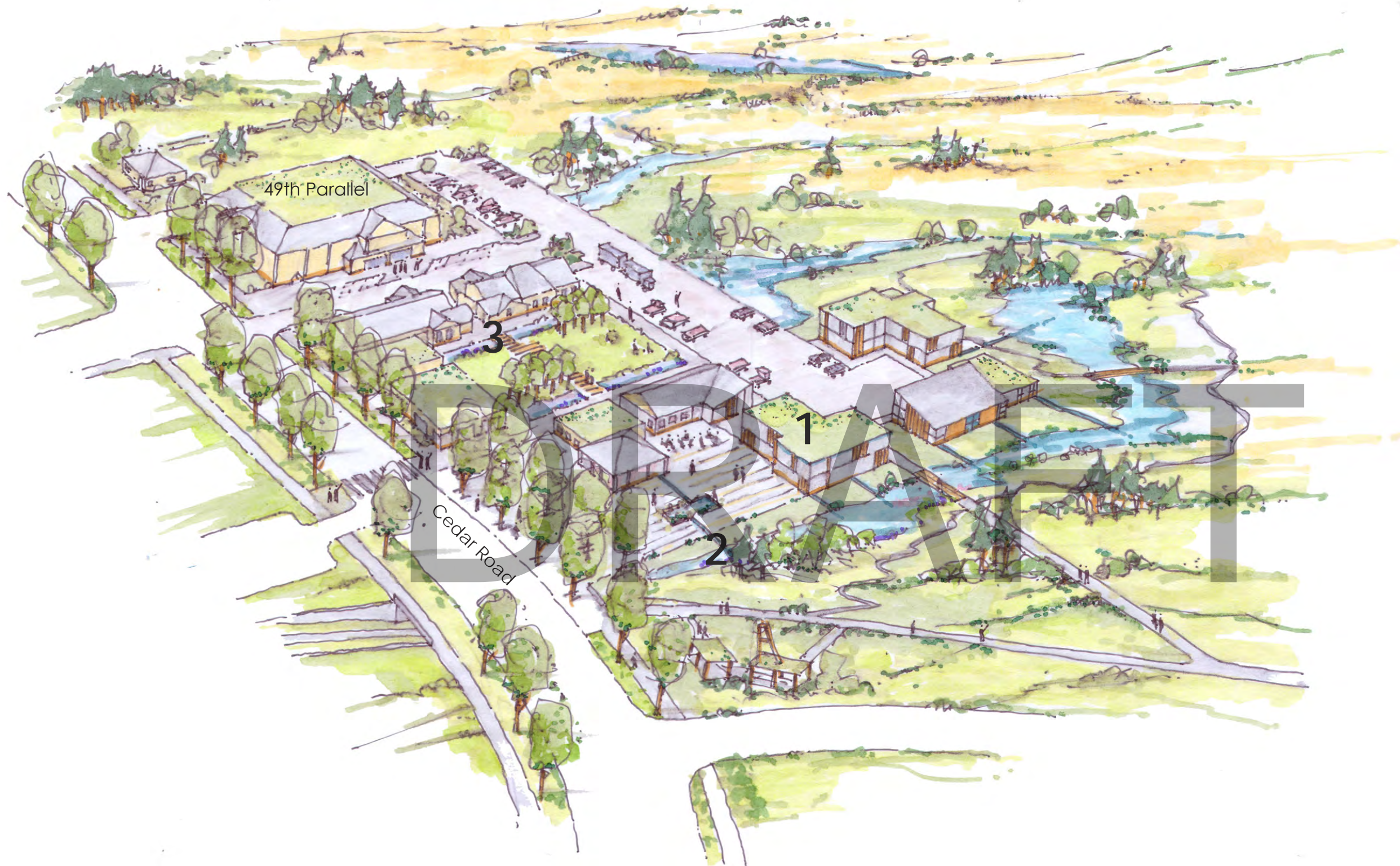
Based on the on-line survey there is community support for this design idea.

Below is a summary of written comment received on this idea:

- We need to support the existing businesses. Many of the local businesses struggle due to: very high rental costs, very high costs for water, residents doing their shopping and eating out in Nanaimo.
- Reminds me of the James Bay project in Victoria, which is our favorite place to go!
- Parking is very important but trees and landscaping should be considered a part of the ambiance reflecting cedar area
- This would work if an alternate traffic route were created as well.
- "No sure about on street parking.
- Small parking lots dotted around preferred."
- Local markets encourage local producers. Lower carbon foot print. A great idea.
- Cedar needs a go to hub whether for buying milk or as a way of connecting with neighbours and new residents of our community.
- Where is the land set aside for community. Gardens? where does the money come from for new buildings. Dreams are great but they must be in the plan to work. Just drawing a picture will not make it so!
- This would ncrease traffic in the area.
- Less car and truck traffic and 30 km per hour is important.



Question: Do you agree with Design Idea 4?



### 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.



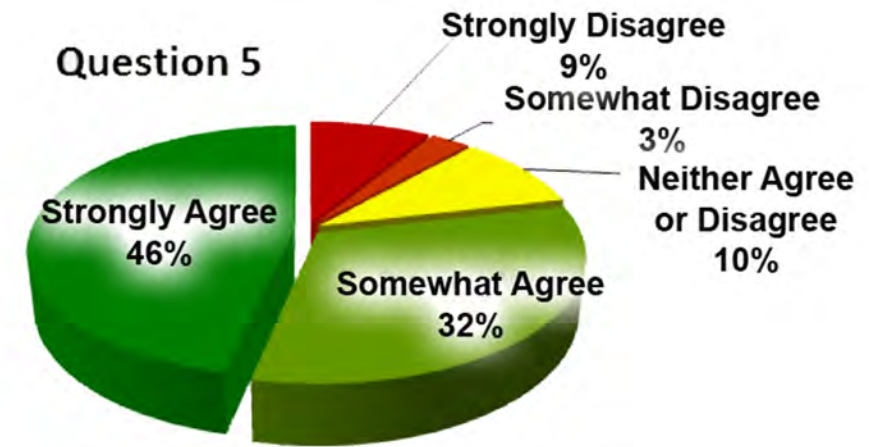
### Results of the online survey for Design Idea 5:

Of the 103 responses to this question, 78% of respondents indicated that they either strongly or somewhat agree with this design idea. 46% indicated that they strongly agree.

Based on the on-line survey there is community support for this design idea.

Below is a summary of written comment received on this idea:

- Again - businesses in Cedar are struggling to survive. We cannot increase their costs (rent is already very high) and expect businesses to be able to survive in the Cedar area.
- Green is good as long as it does not limit possibilities because of excess cost.
- This would be perfect.
- Utilize government incentives for alternate energy: Solar, wind.
- Natural sustainability is important.
- Less traffic at 30 kph is important.



Question: Do you agree with Design Idea 5?

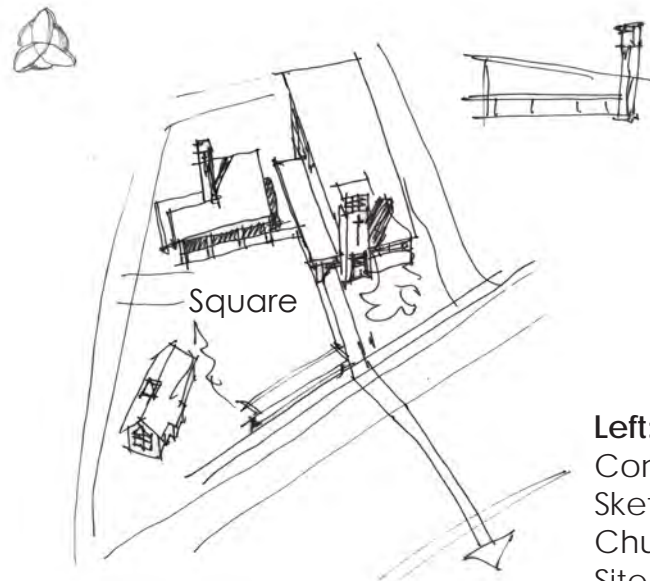
# DRAFT

## 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.



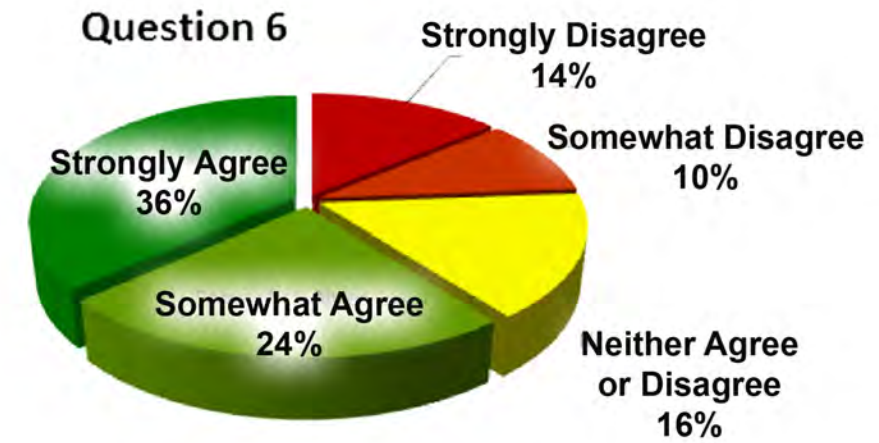
## Results of the online survey for Design Idea 6:

Of the 101 responses to this question, 60% of respondents indicated that they either strongly or somewhat agree with this design idea. 36% indicated that they strongly agree.

Based on the on-line survey there is community support for this design idea.

Below is a summary of written comment received on this idea:

- I think this is up to the Anglican Church. Also there cannot be an expansion of businesses unless we support already existing businesses.
- The rectory was not so long ago completely renovated so think about that and also the redevelopment of adjacent properties should not be done to give this owner (note I said owner not owners) more power in this community as he/she have upset people.
- Have you talked to St. Philip church about this???
- I go to this church - we want to be part of Cedar Main street - not sure how the connection to York Lake matters -- (is York Lake cut by MacMillan Road) I think it looks good -- I am sure just like Cedar Main Street this is in the future. It is (comment cut off)
- All excellent ideas. Clean the eye sore of this part of our community.
- Basing community around churches is romantic but not necessary and perhaps out of date.
- The only concern I have is building use.
- The Anglican Church is a heritage site and should be maintained as such. The ground around the church is much more suitable for senior care housing and should be saved for that. There will be great indignation if the church property is sold to the RDN and developed. The grave site is sacred.
- Lessen and slow traffic in whole Cedar area.
- Walking and bike lanes off Cedar Road are important.



Question: Do you agree with Design Idea 6?

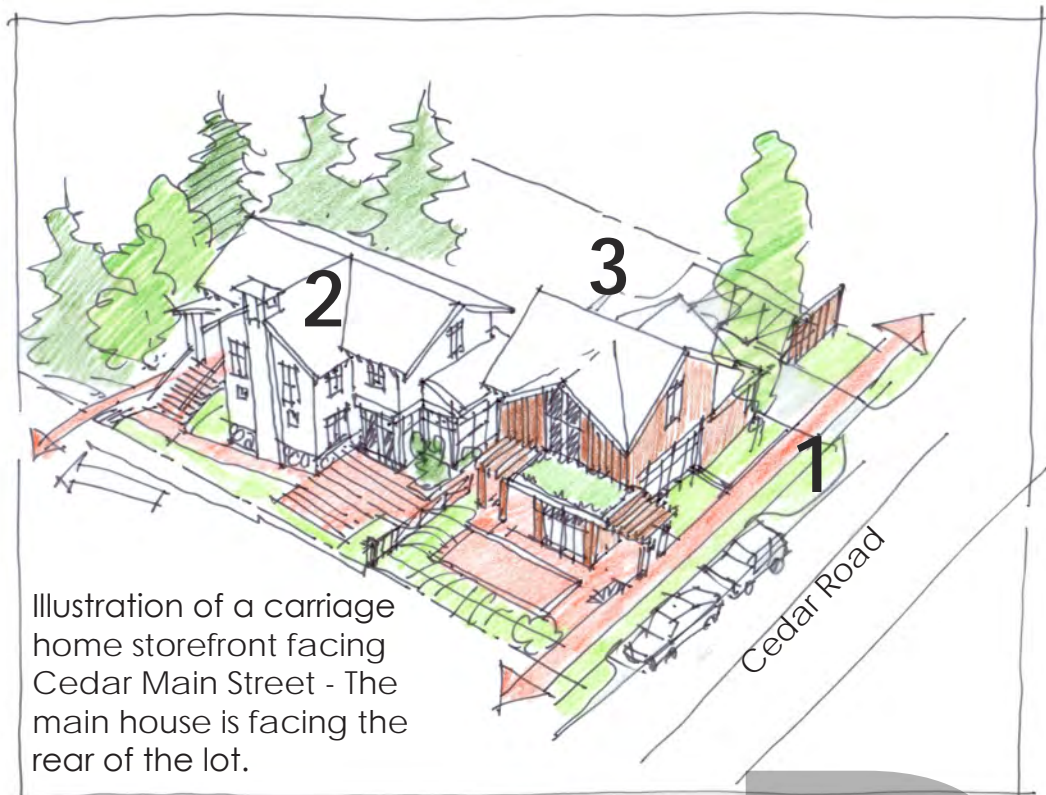


Illustration of a carriage home storefront facing Cedar Main Street - The main house is facing the rear of the lot.

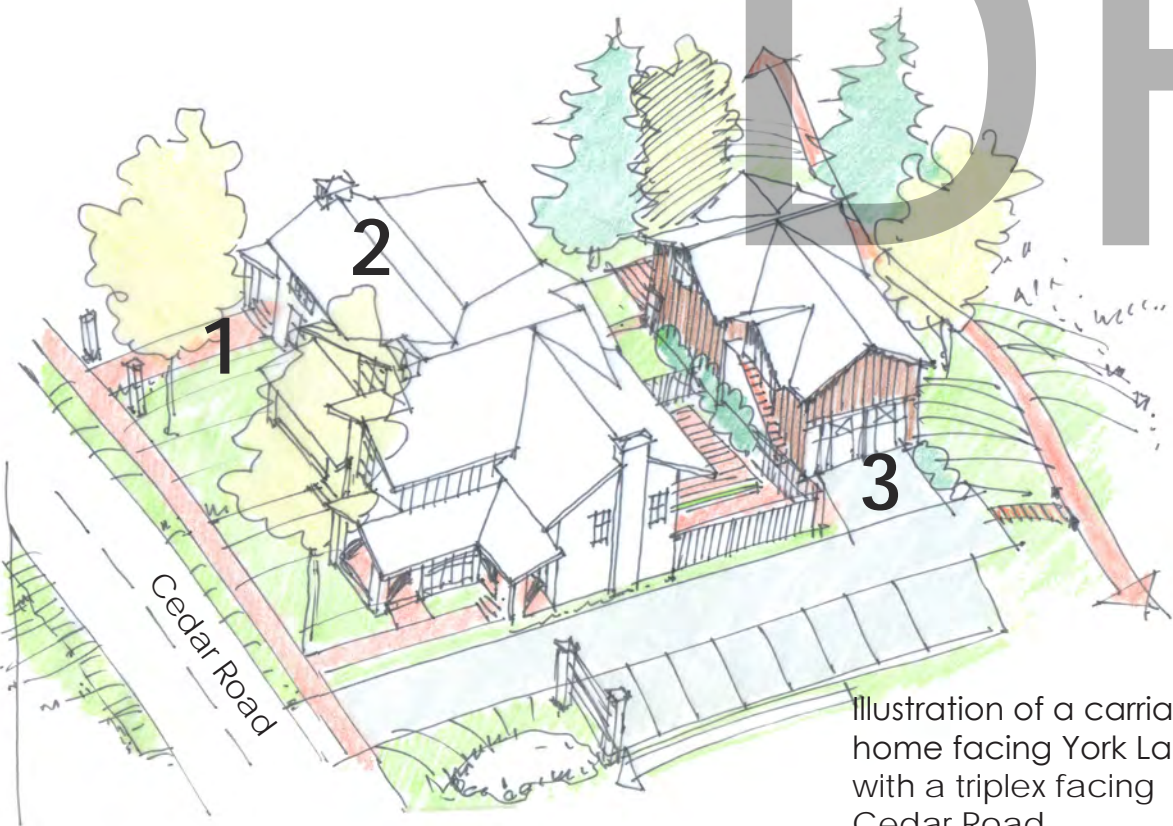
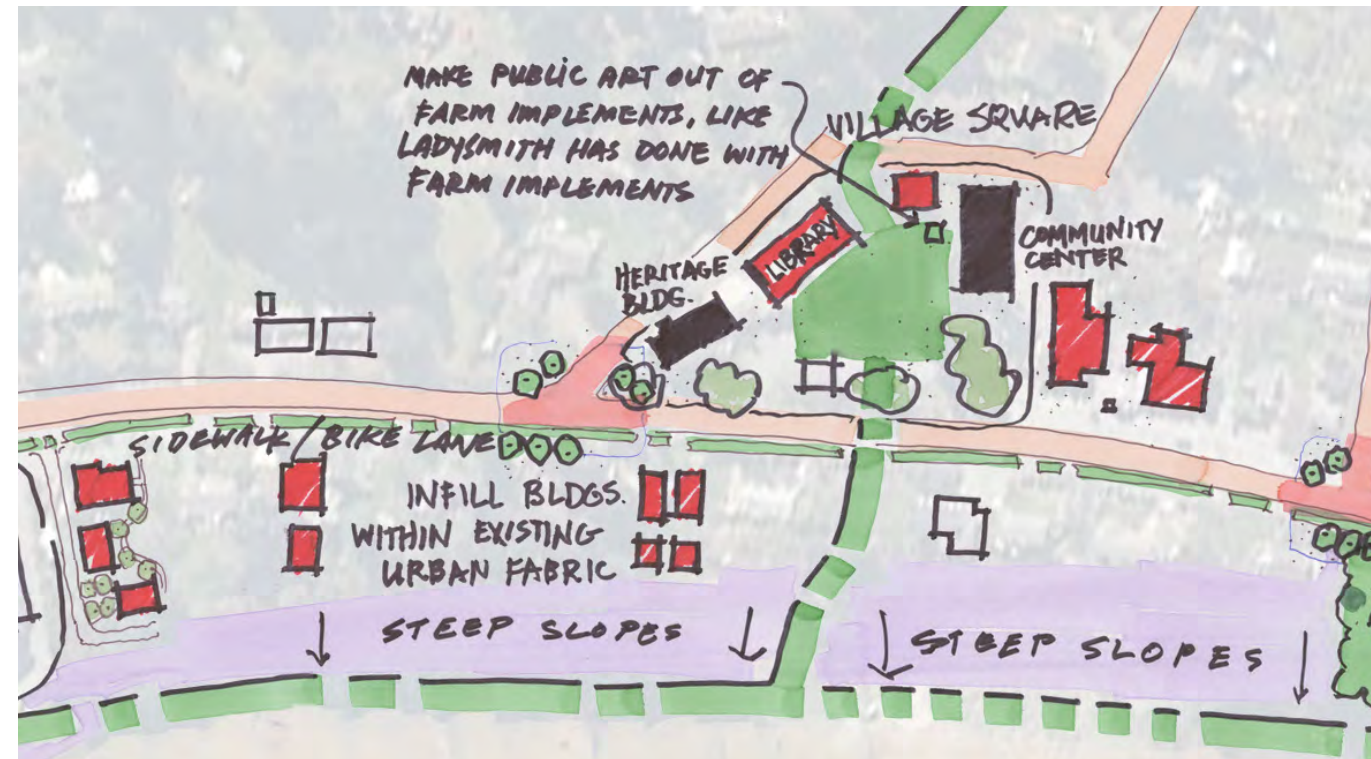


Illustration of a carriage home facing York Lake with a triplex facing Cedar Road



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.





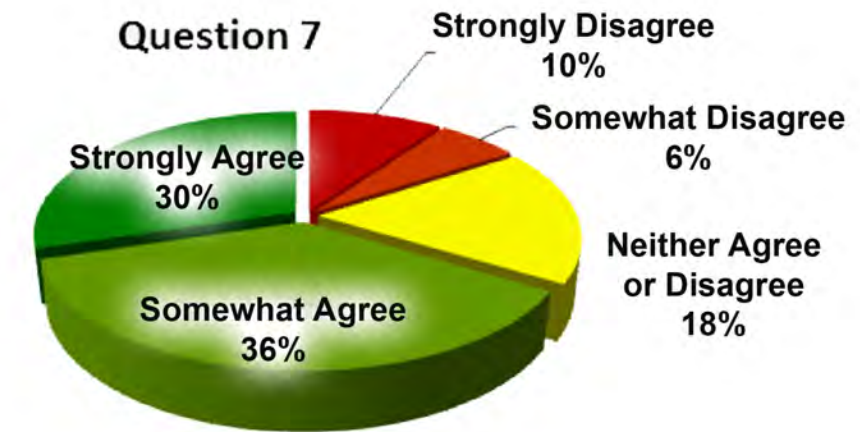
### Results of the online survey for Design Idea 7:

Of the 101 responses to this question, 66% of respondents indicated that they either strongly or somewhat agree with this design idea. 30% indicated that they strongly agree.

Based on the on-line survey there is community support for this design idea.

Below is a summary of written comment received on this idea:

- While I like the idea of owner operated mixed used buildings, I am not so sure of increasing rental stock.
- I would agree to this if there was also public parks and recreational facilities in the plan. Cedar has no local public parks. The only green space belongs to the School Board and we, as citizens, have no control over it. We have waited 12 years for a skatepark which is not within the village centre and therefor is out of sight of the public. I look for youth problems there in the future!
- This area needs to be cleaned up.
- 30 kph and walking lanes are important.

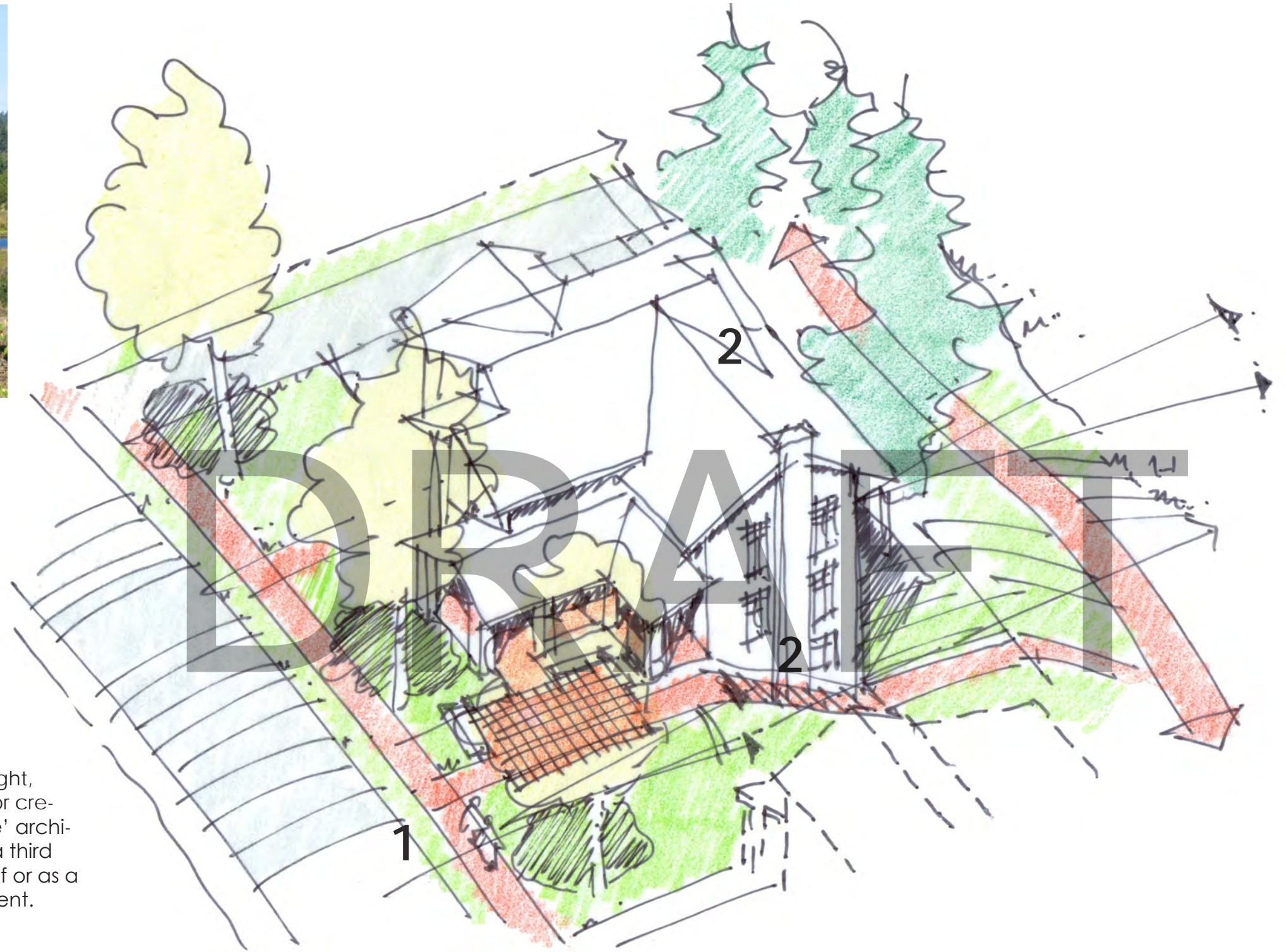


Question: Do you agree with Design Idea 7?

DRAFT



**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.

**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.



### Results of the online survey for Design Idea 8:

Of the 104 responses to this question, 56% of respondents indicated that they either strongly or somewhat agree with this design idea. 25% indicated that they strongly agree.

Based on the on-line survey there is community support for this design idea.

Below is a summary of written comment received on this idea:

- If folks owning homes along Cedar Road do not wish to sell, they should not be forced to do so. Obtaining this property should only take place when the owner chooses to sell.
- Maintain two story site lines where ever possible .
- Maximum two levels above ground is visually more appealing to rural development
- Even if limited to three stories, developers should be required as part of the development to fund fire department equipment upgrades.
- Three stories if it is a walk out basement with the roof at normal two story height.
- I am concerned about the model of building monster houses accommodating multi-same blood families.



Question: Do you agree with Design Idea 8?

DRAFT



**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 it is 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.



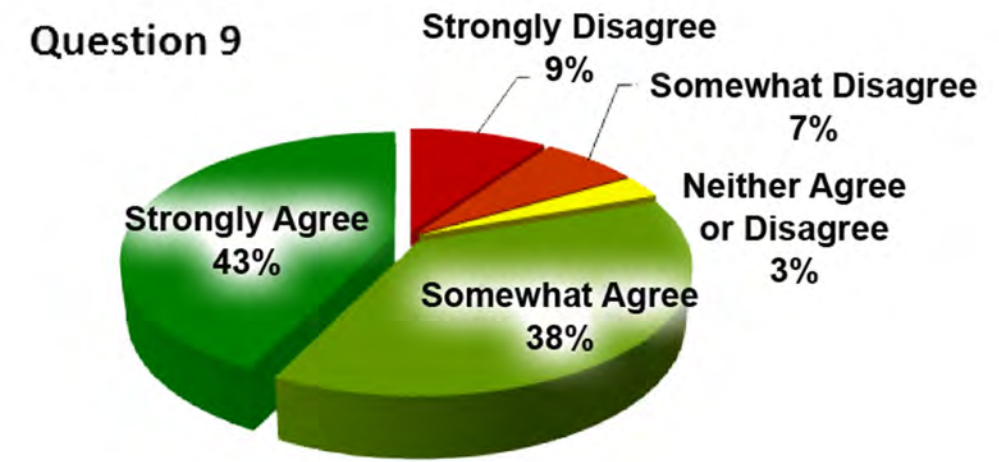
### Results of the online survey for Design Idea 9:

Of the 103 responses to this question, 81% of respondents indicated that they either strongly or somewhat agree with this design idea. 43% indicated that they strongly agree.

Based on the on-line survey there is community support for this design idea.

Below is a summary of written comment received on this idea:

- The only thing is if the parking becomes like the little malls at Southgate -- all cut up -- it is not good either. Not sure of the answer.
- I would recommend that an alley be constructed behind the first row of houses on both sides, with plenty of off-street parking for residents!
- Travel distance and the rural nature of the area makes parking and buses a must.
- Creating bike paths and sidewalks around the cedar area to encourage people to walk or ride bikes is a good idea. This would need to occur throughout cedar and not just in the main street area.
- Parking will continue to be an issue due to the rural nature of our area. Residents are still going to drive from the surrounding area to the village center.
- I do not like the idea of on-street parking, but prefer smaller parking lots behind buildings.
- I disagree with the on street parking part.
- Smaller parking lots with access to stores or homes is a good idea.
- No concerns here,
- I strongly agree will all the points except for #6,
- Less truck and car traffic and 30 kph is important.



Question: Do you agree with Design Idea 9?

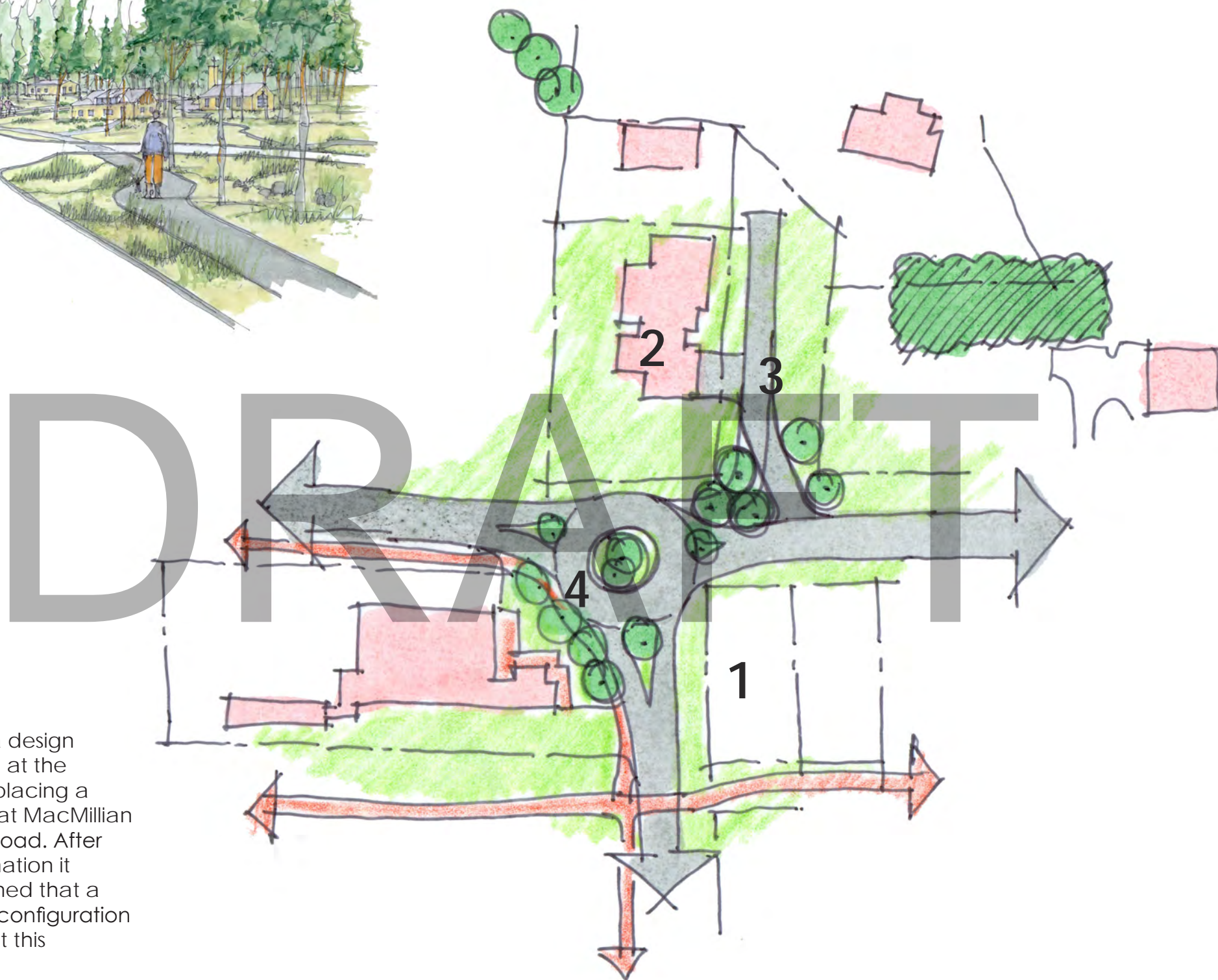


**Above:** A perspective sketch that gives the rural feeling that roundabouts can have. Note the location of the sidewalks.

**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).

**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.



**Design Idea 10:**

Support roundabouts to slow traffic and address safety issues.

Throughout the charette, 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.



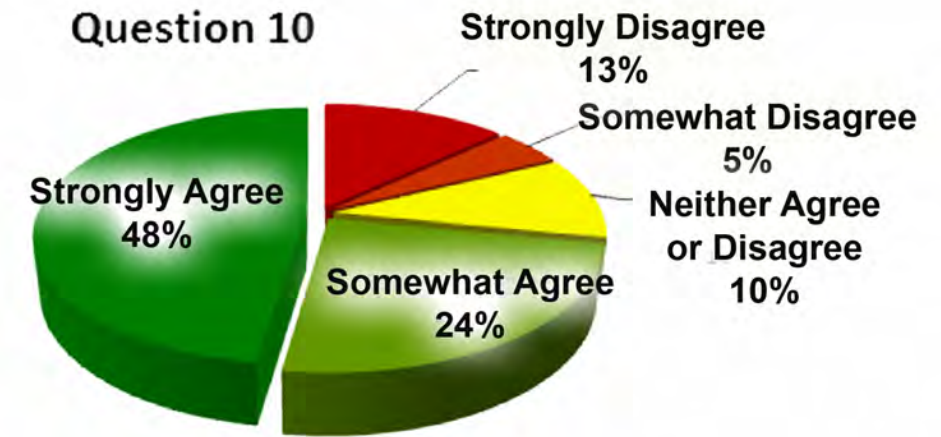
### Results of the online survey for Design Idea 10:

Of the 107 responses to this question, 72% of respondents indicated that they either strongly or somewhat agree with this design idea. 48% indicated that they strongly agree.

Based on the on-line survey there is community support for this design idea.

Below is a summary of written comment received on this idea:

- These roundabouts are attractive too.
- With reduced traffic flow (alternate route) traffic circles are unnecessary .
- They are very effective in Ladysmith.
- Almost all streets through Cedar village should have a roundabout - even the Food store.
- What about semi trailers navigating thru the roundabout? Example Thrifty Foods delivering to 49th Parallel? Beer trucks to the Pubs? Crane trucks, cement trucks, gravel trucks, etc.....
- This is another excellent idea.
- I love the idea of roundabouts and wish that it could include the area as far as North Cedar Intermediate. This would provide traffic calming in an area where our kids need to cross Cedar Road to and from school.
- I can see nothing wrong with using roundabouts for traffic calming.



Question: Do you agree with Design Idea 10?

DRAFT



**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 alongside 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.





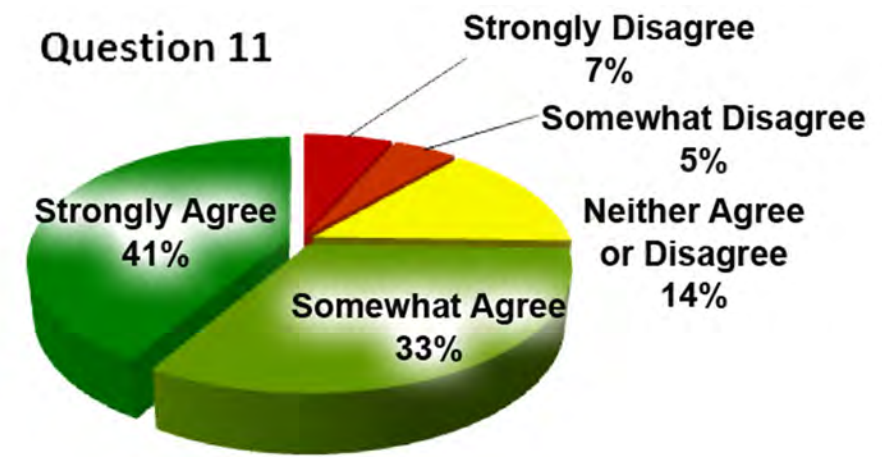
### Results of the online survey for Design Idea 11:

Of the 106 responses to this question, 74% of respondents indicated that they either strongly or somewhat agree with this design idea. 41% indicated that they strongly agree.

Based on the on-line survey there is community support for this design idea.

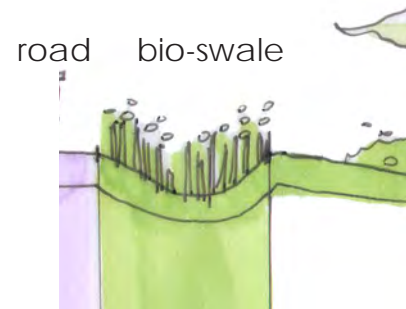
Below is a summary of written comment received on this idea:

- Again, obtaining this private land along Cedar Road should happen over time. I do not want to see home owners forced to move.
- Excellent use of land!
- This area lacks good safe quality rental properties; great idea.
- Ok
- 30 kph is important!



Question: Do you agree with Design Idea 11?

# DRAFT



**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



**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



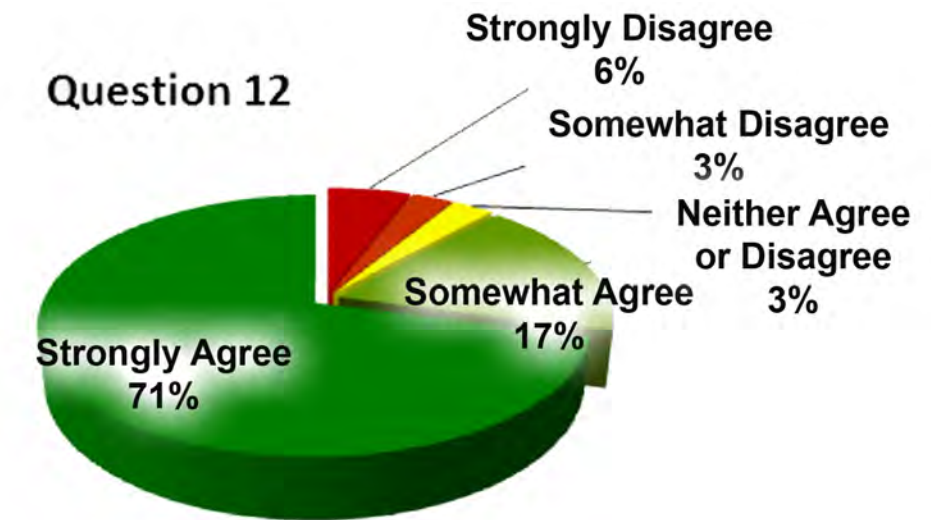
## Results of the online survey for Design Idea 12:

Of the 103 responses to this question, 88% of respondents indicated that they either strongly or somewhat agree with this design idea. 71% indicated that they strongly agree.

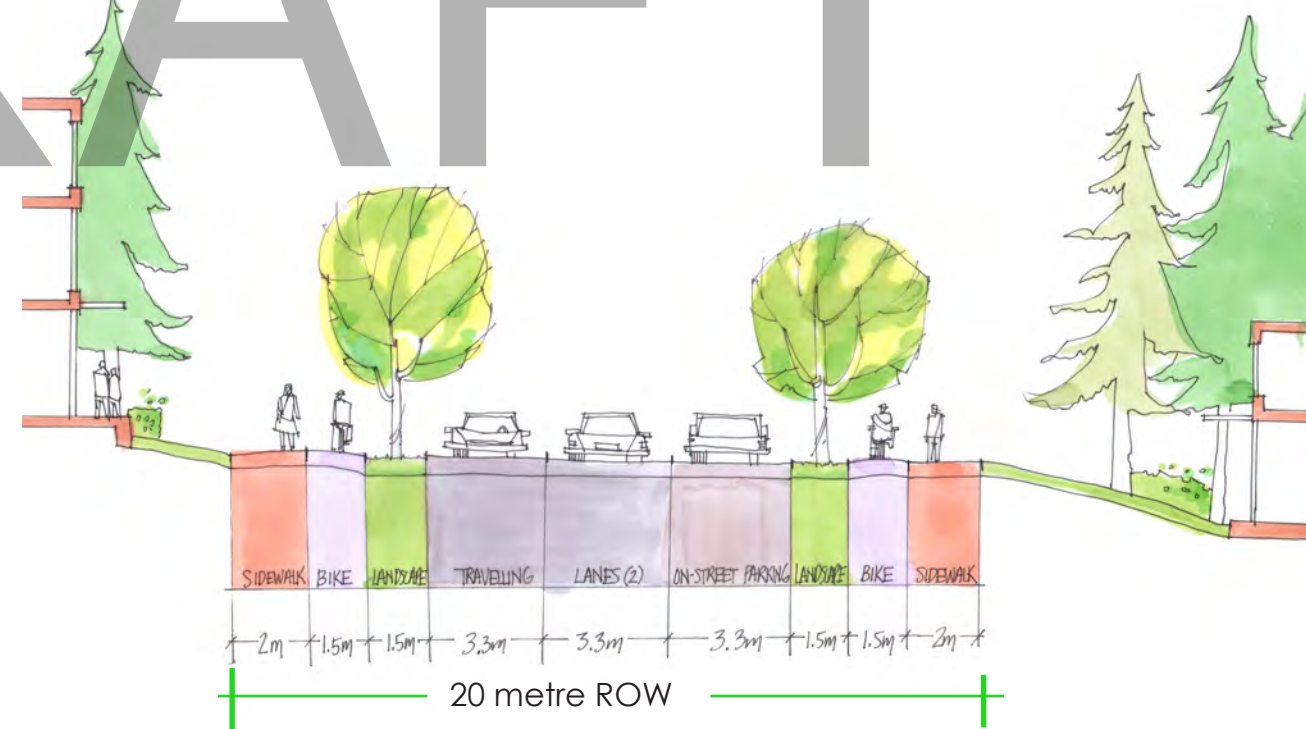
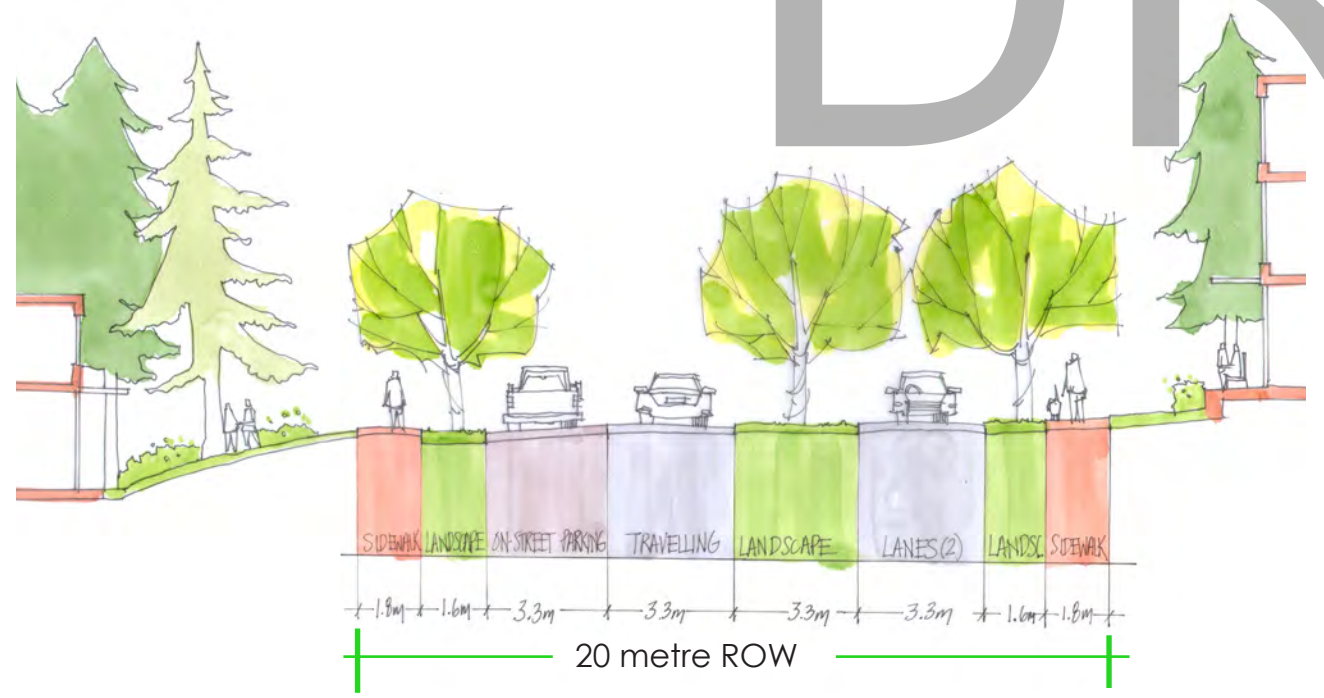
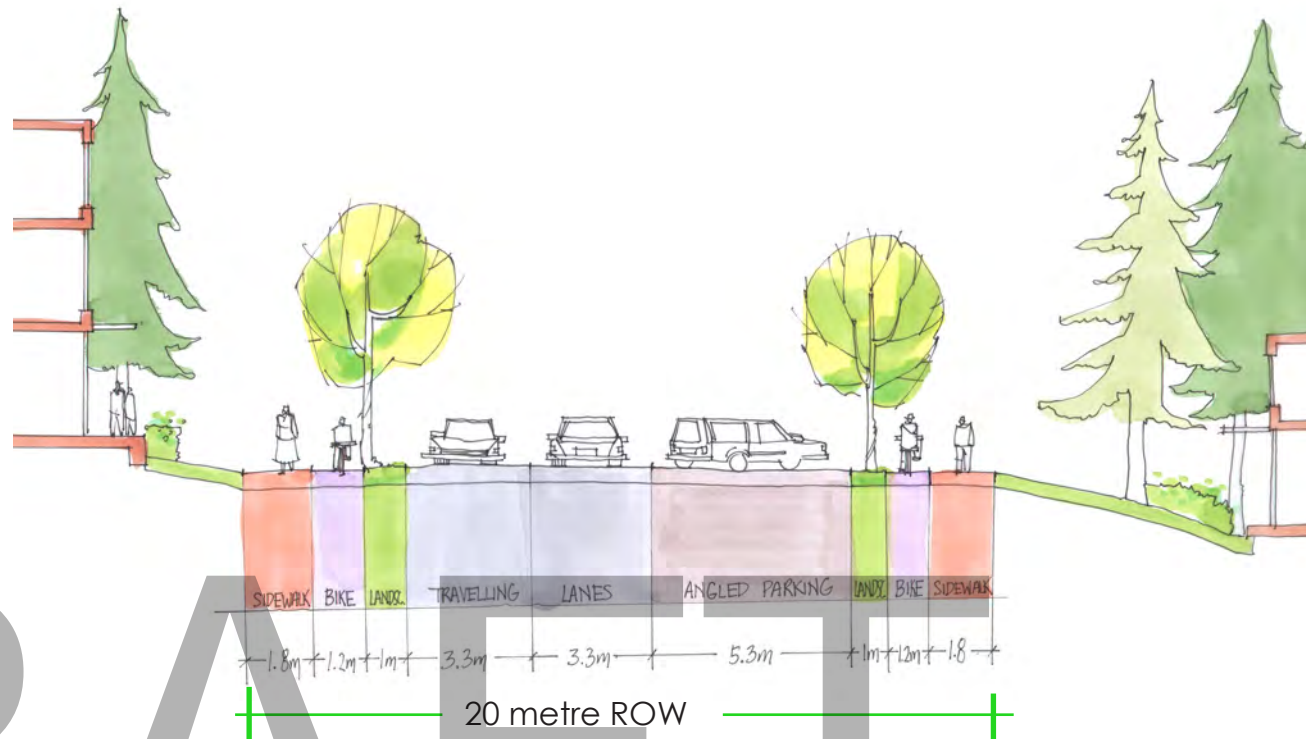
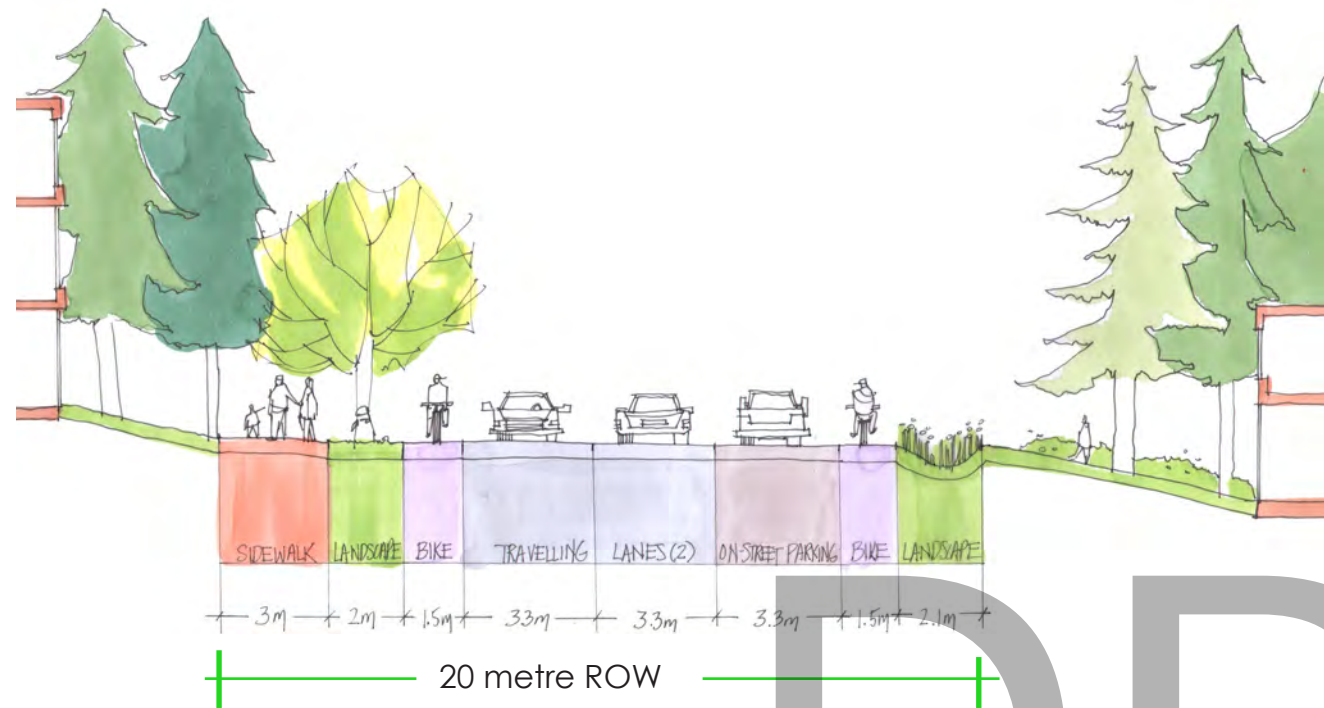
Based on the on-line survey there is community support for this design idea.

Below is a summary of written comment received on this idea:

- Right now it is so dangerous, I cannot stand it when it is raining and people are walking along Cedar Rd because they are dodging puddles everywhere. Especially when there are baby strollers involved. The lighting is terrible!
- All around Yellow Point & Cedar Road as well!
- This would need to occur in other areas of Cedar Road as well.
- This is essential.
- More bicycle space is really important. Not just for adult cyclists but for kids who do not bike in a straight line. Some barriers between the road and the cycling lane would be great.
- Make space available for safer equine traffic thus maintaining the rural lifestyle we enjoy in cedar!
- While I can see a need for sidewalks, or some type of separation between pedestrians and motor vehicle traffic, I see it a pointless exercise to discuss provisioning for bike lanes.
- Definitely needed.
- Less car and truck traffic and 30 kph.



Question: Do you agree with Design Idea 13?



DRAFT

**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.

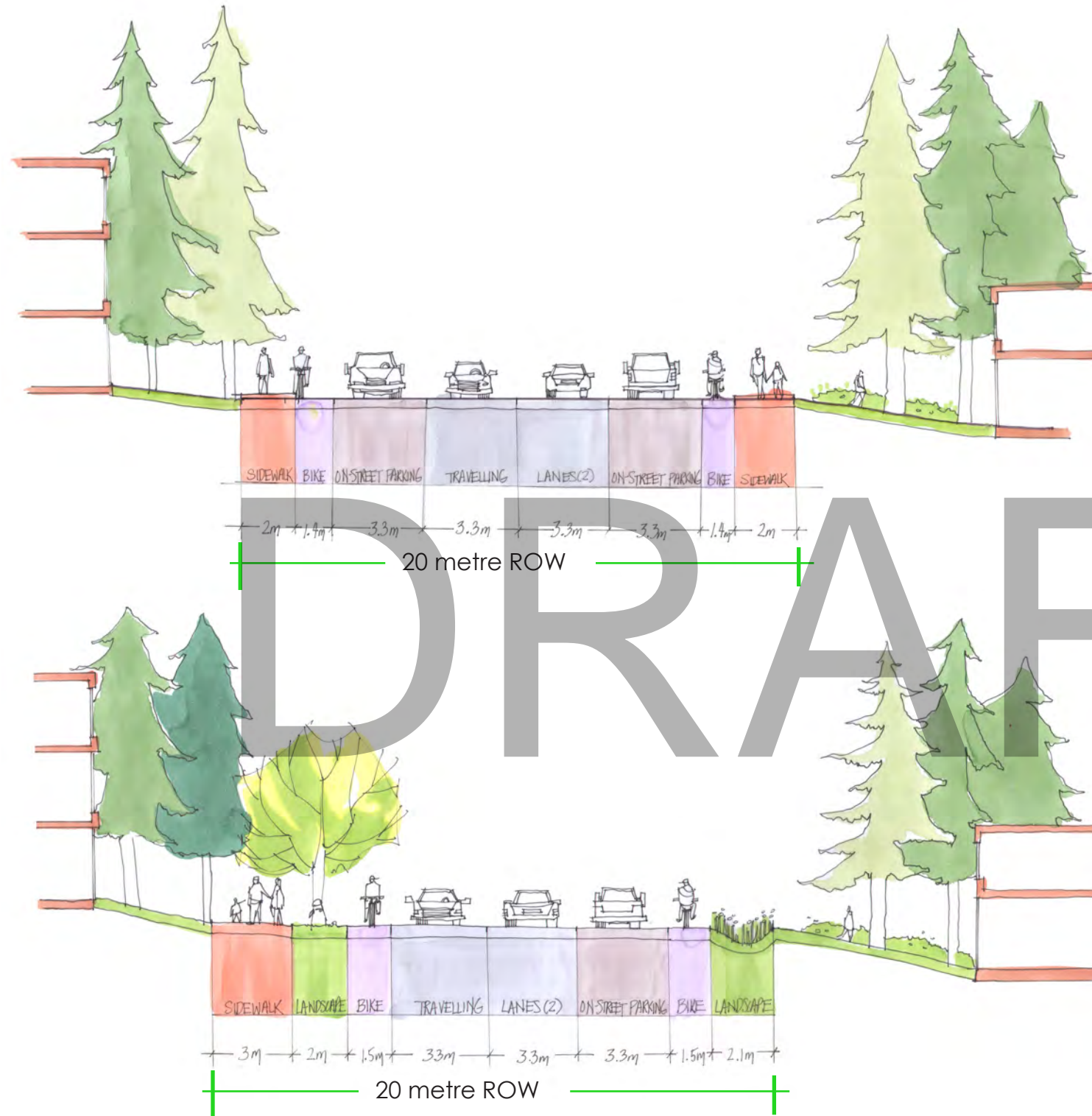


**Design Idea 12  
(Cont'd):**

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.

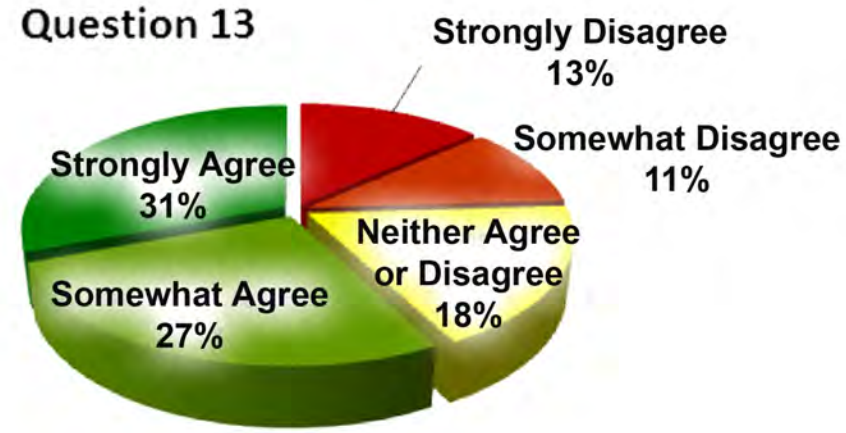
### Results of the online survey for Design Idea 13:

Of the 104 responses to this question, 58% of respondents indicated that they either strongly or somewhat agree with this design idea. 31% indicated that they strongly agree.

Based on the on-line survey there is community support for this design idea.

Below is a summary of written comment received on this idea:

- Cedar is a large community, it is not restricted to the area outlined by monuments. Do not fragment our community. Developing the Cedar main street is one thing but it is not all there is to Cedar.
- The Cranberry Arms Pub is a massive eye sore, they need to upgrade at least the outside of the building. It looks in total disrepair.
- A Community Hall for South Entrance would be more appropriate.
- Cedar BC encompasses a larger geographical area than just the proposed study area.
- A monument might be a bit beyond the charm we are going for in the first place.
- Cedar should stand out by its own merit and not have ornaments.
- Walking and bike lanes and 30 kph is really important.



Question: Do you agree with Design Idea 13?

DRAFT



### 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.



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.



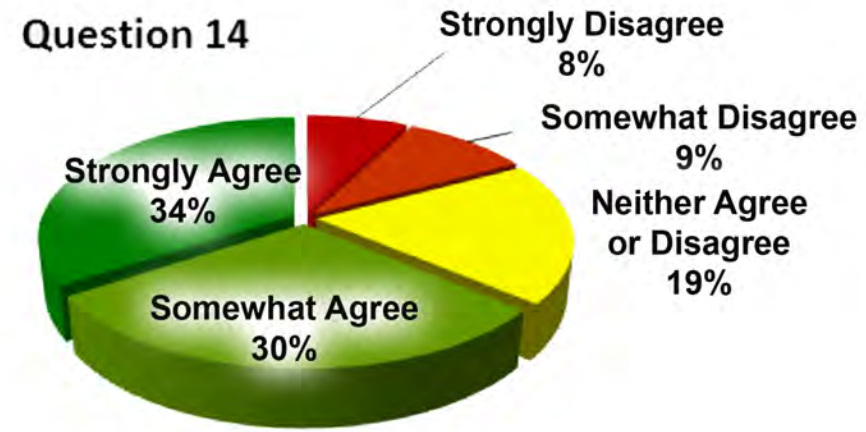
### Results of the online survey for Design Idea 14:

Of the 105 responses to this question, 64% of respondents indicated that they either strongly or somewhat agree with this design idea. 34% indicated that they strongly agree.

Based on the on-line survey there is community support for this design idea.

Below is a summary of written comment received on this idea:

1. Designs should reflect the area.
2. I think there should be some cohesion in the architectural style.
3. Please allow something interesting to occur. Beyond the "craftsman style" house trend that is far overdone and inefficient.
4. Not sure.



Question: Do you agree with Design Idea 14?

# DRAFT

