



REGIONAL
DISTRICT
OF NANAIMO

Cedar Main Street Draft Village Plan

Schedule 'B' Electoral Area 'A' OCP Bylaw No. 1620, 2011



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Acknowledgements

This Plan is the result of the collaboration and dedication of community members, business owners, community leaders, RDN Staff, design professionals, and others who contributed their time and effort towards the creation of this document.

A special thanks goes out to the following individuals for their contribution towards the Plan.

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| Tom Sohier | Nicole Hewitt | Elaine McCulloch |
| Stephen Boogaards | Karen Hamilton | |
| Kristy Marks | | |

Thank you to JWT Architecture and Planning who lead the community design charrette and provided graphic support.

Last but not least a special thanks to all who participated in the Cedar Main Street Design Project.

1 Cedar Main Street Village Plan Overview

Based on the community vision, sustainability principles, and goals contained in the Electoral Area 'A' OCP, the Cedar Main Street (CMS) Village Plan provides direction and policies that reflect how the residents of Electoral Area 'A' wish to see Cedar Main Street change and grow over time.

The Design Ideas and Land Use Concepts together with Policies, Development Permit Area Guidelines, and implementation actions detail desirable changes and improvements within Cedar Main Street.

This plan, based on the results of a Community Design Charrette held in 2012, provides direction on community preferences and priorities with respect to a number of planning considerations. Some of these considerations include land use, building design, transportation, housing, pedestrian and cyclist movement, affordable and seniors housing, parks and recreation, and community infrastructure.

The Cedar Main Street Plan also addresses key issues relating to reducing greenhouse gas emissions (GHG) and the associated impacts of climate change by encouraging compact forms of housing, local employment, and transportation choices that promote the efficient use of energy and resources.

1.1 Abbreviations

| | | | |
|-------|------------------------------------------------------|------|------------------------------|
| BCT | British Columbia Transit | OCP | Official Community Plan |
| CMS | Cedar Main Street | PO's | Property Owner(s) |
| GCB | Growth Containment Boundary | RDN | Regional District of Nanaimo |
| GHG | Greenhouse Gas | RVC | Rural Village Centre |
| MCSCD | Ministry of Community, Sport, & Cultural Development | RGS | Regional Growth Strategy |
| MOTI | Ministry of Transportation and Infrastructure | SD68 | School District 68 |
| NCFM | Nanaimo Cedar Farmers Market | | |
| NCID | North Cedar Improvement District | | |

1.2 Why A Village Plan?

The Cedar Main Street Village Plan is intended to capture the community's preferences for future growth and change. It provides an opportunity to proactively pursue desirable change and create a shared vision rather than react to development applications on a one-off basis. This Plan will assist the community by:

- Providing a basis for residents to focus on priority issues and opportunities, develop solutions, and ultimately influence decisions about future change.
- Giving developers a clear understanding of what the community wants to see built in the Cedar Main Street Plan Area so that they are better able to develop projects that meet community expectations.

- Providing the RDN Board and Planning Staff with a better understanding of how residents would like to see Cedar Main Street evolve to accommodate growth sustainably.
- Creating a valuable tool to assist the RDN Board and Planning Staff in evaluating how well development proposals meet community expectations as reflected by the Plan.
- Acting as a resource/ reference that shows community direction in order to leverage funding for projects that are consistent with the goals, objectives and policies of the Plan and the OCP.

1.3 History

The Cedar Area has a rich history. It was first inhabited by First Nations People for thousands of years prior to European's arriving in the area. The Cedar Main Street Plan Area is within the Snuneymuxw First Nations Traditional Territory.

In 1850 it is thought that James Stove settled in the area to help develop a coal mine. At that time Cedar was a vast untamed wilderness with few settlers in the area. The journey from Nanaimo to Cedar was difficult because there was no bridge crossing the Nanaimo River. As a result, settlers had to travel to Cedar by canoe. In 1865, the first bridge was constructed crossing the Nanaimo River near the current bridge site below the Cranberry Arms Hotel. Since then the bridge has been replaced several times.



Red Lion Brewery in Stovely. Date unknown. Courtesy of Tom Teer

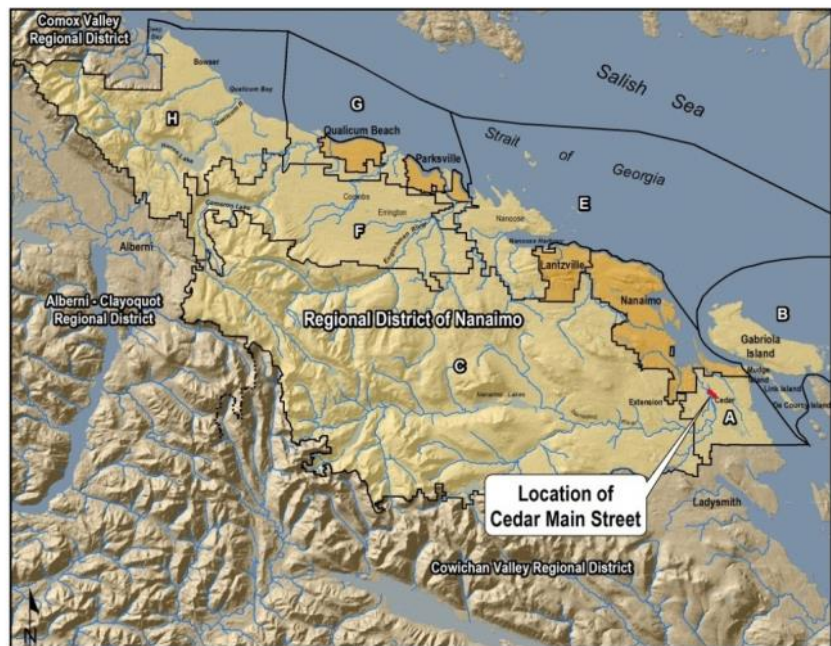
The first settlers of European descent typically worked in resource-oriented industries such as logging and mining to support their families. Settlers moving to the area were faced with the arduous task of improving the land by clearing it for cultivation and settlement.

Most of the local landmarks and streets were named after prominent families in the community including the surnames of Haslam, York, Quennell, MacMillan, Gould, Hemer, Cassidy, Holden, and Corso. Many of the founding families still reside in the community today.

The Cedar Area also has deep agricultural roots. Many of the pioneer families were farmers and ranchers. In many cases clearing and improving the land for cultivation was a condition of the pre-emption of land from the Crown which was how many settlers obtained land.

Cedar's past is still evident today through its historic buildings which include the Mahle House, the Wheatshaeaf Inn, North Cedar School (Cedar Heritage Centre), St. Philips Anglican Church, Cranberry Arms Pub, and Cedar Community Hall. It should be noted that the historic buildings in Cedar include a variety of architectural styles rather than a unified design scheme.

For more information please refer to the Technical Background Report prepared as part of the Cedar Main Street Design Project which is available from the RDN Planning Department.



1.4 Plan Area and Context

Cedar Main Street is located in the Cedar Rural Village Centre within the unincorporated community of Cedar within Electoral Area 'A' of the RDN. Cedar is a rural community, with strong roots in agriculture and other resource uses. The community strongly supports maintaining and enhancing the rural character and rural way of life. This is achieved by directing opportunities for future growth into well-defined areas such as the Cedar Main Street land use designation and controlling future growth on lands located outside of the Cedar Village Core.

The Plan Area consists of 51 parcels of land which occupy approximately 23.1 hectares. Cedar Road runs through the centre of the Plan Area and runs parallel to the Nanaimo River. The Plan Area varies from approximately 2 to 48 metres above sea level. The Nanaimo River flows gently in a northwesterly direction towards the ocean where its estuary (one of the largest on the east coast of Vancouver Island) meets the Strait of Georgia.

The Plan Area is located on a narrow ridge located between the Nanaimo River, York Lake and surrounding wetland. The topography of the Plan Area nearest Cedar Road is relatively flat. However, the land quickly slopes down towards the Nanaimo River on the southwest side of Cedar Road and towards York Lake on the northeast side of Cedar Road.

1.5 Plan Authority

The CMS Village Plan is adopted as a bylaw amendment to the Electoral Area 'A' Official Community Plan, Bylaw No. 1620, 2011.

The CMS Village Plan is the principal guiding document for all land use decisions within CMS.

Where a particular issue is not covered by the CMS Village Plan, the Area 'A' OCP will be consulted for direction. Where a conflict exists between the OCP and the CMS Village Plan, the designations and/or policies of the CMS Village Plan will take precedence within the designated CMS Village Plan Area.

1.6 Plan Application

The CMS Village Plan accompanies the Electoral Area 'A' OCP by providing more detailed policies and Development Permit Area (DPA) Guidelines. It is intended that this Plan will be used in conjunction with the OCP (policies and DPA Guidelines) and not separate from it. Where no direction is provided by this Plan on a particular topic, reference should be made to the OCP.

This Plan will be considered in the review of all planning and land use related matters for lands located within the CMS Land Use Designation as identified in the OCP Map No. 2. Applications for development, re-development and public improvement projects must be consistent with plan policies.

Future land use within CMS will be guided by this Plan which may also be used to review and revise RDN Land Use and Subdivision Bylaw No. 500, 1987 (Zoning Bylaw No. 500), and other RDN Bylaws to ensure that future land use and development is consistent with the direction provided in this Plan.

Variances to Zoning Bylaw No. 500 may be required to meet the intent, policies, and guidelines of this Plan.

It is recognized that some current land uses are not consistent with the policies, guidelines, or ideas identified in this Plan. This plan is intended to illustrate a preferred pattern of land use as development and re-development occurs. It does not affect ongoing use of land under current zoning and does not require property owners to change a land use that is not consistent with the Plan. Future zoning changes will be initiated by property owners and not imposed by the RDN.

This Plan identifies a variety of desirable community amenities. The provision of community amenities will be considered through the rezoning process and in accordance with Section 5.4 of this Plan, Section 14 of the OCP, and community consultation

1.7 Plan Monitoring and Review

The CMS Village Plan will be reviewed in conjunction with the Electoral Area 'A' Official Community Plan review process.

1.8 Relationship to other RDN Plans

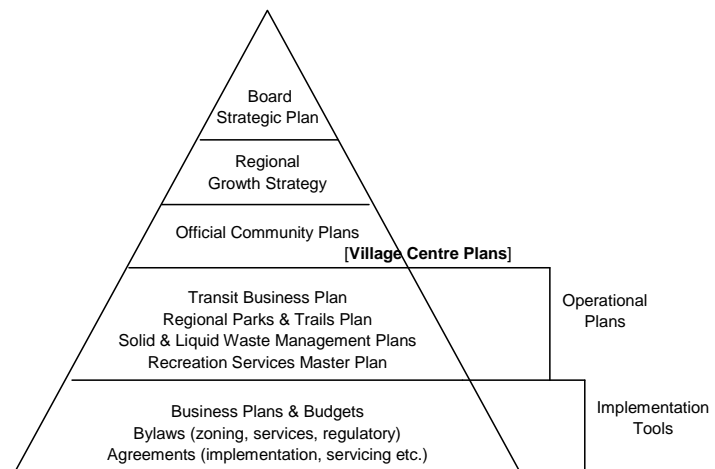
The CMS Village Plan was created as a result of a recommendation of the Electoral Area 'A' Official Community Plan. This Plan is considered to be part of the OCP.

This Section describes briefly how the CMS Village Plan relates to other key RDN strategic plans and regulations.

The diagram shows how the CMS Village Centre Plan fits into the hierarchy of RDN plans and strategies.

The 2013-2015 RDN Board Strategic Plan “Working Together for a Resilient Future” outlines the RDN vision for a sustainable region: "The RDN in 2050...Our region is environmentally, socially, and economically healthy; resilient and adaptable to change. Residents of the region meet their needs without compromising the ability of future residents to do the same....."

The Strategic Plan provides direction to the Regional Growth Strategy (RGS) which in turn provides direction to several community level strategic plans (including OCP's and Village Centre Plans).



The policies and actions of the Electoral Area ‘A’ OCP and Village Plans are implemented through regulatory bylaws (including zoning, subdivision and servicing bylaws) along with the allocation of resources through departmental business plans and budgets.

1.9 Rural Village Centres in the Regional District of Nanaimo

CMS is located within the Cedar Rural Village Centre as designated by the Regional Growth Strategy (RGS). Rural Village Centres (RVC) are intended to be the focus of housing, employment, and service provision in unincorporated rural areas of the RDN.

RVC's are central to the RDN's approach to managing growth in EA's in order to achieve sustainability goals as outlined in the RGS.

Directing and encouraging denser development within Rural Village Centres will help protect and enhance rural qualities of life and interrelated environmental values by:

- Creating conditions that increase opportunities to live, work, learn and play in compact, complete Rural Village Centres;
- Increasing the feasibility of providing cost effective servicing and amenities by concentrating demand;
- Linking adjacent rural and residential suburban areas to RVC's through the use of bicycle paths, pedestrian walkways, multi-use trails, and public transit;
- Providing development opportunities within the RVC thereby reducing development pressure on lands located outside of the RVC and helping to preserve lands which are valued for agriculture and other rural uses.

1.10 Community Participation

The CMS Village Plan is the result of a comprehensive public engagement process which provided numerous opportunities for community input early and throughout the planning process. Dedicated community members, community leaders, and business owners worked collaboratively with RDN staff and design professionals to share knowledge and ideas that resulted in the direction and policies in this Plan.

The community engagement process included:

- Multiple Community Workshops and Open Houses
- Displays at Community Events
- A four day Community Design Charrette
- A Citizen's Advisory Group which met numerous times to discuss issues related to the Plan
- Informational Mail Outs and Press Releases
- Commercial Needs Assessment
- Online Questionnaires
- Press Releases
- Radio Interviews
- Shaw Cable Interview

2 Cedar Main Street Vision

The CMS Village Plan builds upon the Electoral Area 'A' OCP by providing more detailed objectives, policies, and guidelines. Extensive community input went in to the creation of the vision titled '*A Shared Community Vision*' that is in the OCP. As a result, the CMS Village Plan works towards achieving that vision rather than creating a separate vision that only applies to CMS.

A Shared Community Vision can be found in Section 3.1 of the Electoral Area 'A' OCP.

2.1 A Vision for Cedar Main Street

The CMS Village Plan helps achieve 'A Shared Community Vision' by:

- Encouraging new opportunities for local employment;
- Supporting a range of housing types and sizes that cater to a range of age groups and income levels;
- Creating a vibrant village that attracts and retains new area residents;
- Encourages the creation of a more complete community;
- Supporting land uses and development patterns which help reduce automobile dependence and greenhouse gas emissions;
- Creating a strong sense of place and enhancing community pride; and,
- Creating safer opportunities for pedestrian, cyclist, and non-motorized forms of transportation.

2.2 Sustainability Principles

As an integral component of the Electoral Area 'A' OCP, the CMS Village Plan is consistent with the Sustainability Principles contained within Section 2.3 of the Electoral Area 'A' OCP. In summary, the principles are as follows:

- Principle 1: Nature Has Value
- Principle 2: Maintain Local History, Culture, and Rural Character
- Principle 3: Leaders in Local Food Production and Local Marketing
- Principle 4: Manage Growth Carefully
- Principle 5: Safe, Healthy, and Active Communities for all Residents
- Principle 6: Participatory Democracy
- Principle 7: A Diverse Community
- Principle 8: A Diversified Local Economy
- Principle 9: Efficient and Cost Effective Services

For more information, refer to Section 2.3 of the OCP

2.3 Community Goals

As an integral component of the Electoral Area 'A' OCP, the CMS Village Plan helps achieve the Community Goals contained within Section 3.3 of the Electoral Area 'A' OCP. Please refer to the OCP to view the complete list of community goals.

3 Design Ideas

A four day Community Design Charrette, held from January 25th to 28th, 2012 at the Cedar Heritage Centre, provided an opportunity for the community to work with a team of highly skilled design professionals to visually explore participants' ideas for CMS. The Charrette resulted in 14 distinct Design Ideas which were further tested through an online questionnaire to determine the level of community support. All 14 of the Design Ideas are supported at varying degrees by the community. Please refer to the CMS Community Design Charrette Report for results of the online questionnaire available at the RDN Planning Department or online at www.rdn.bc.ca.

The purpose of this Section is to provide guidance to the RDN Board and Staff, senior government agencies, property owners, and developers with respect to what the community has identified as desirable future development and improvements within CMS.

The Design Ideas provide general guidance, inspiration, and transferable design elements that could be considered within the Plan Area. While the Design Ideas generally encourage growth and change, inform the objectives, policies and guidelines, and specify implementation actions of this Plan, they do not commit the RDN, senior government agencies, property owners, or developers to undertake any of these specific projects or ideas. Refer to Sections 4, 5, and 6 for detailed direction on the preferred characteristics and requirements of growth and change within the Plan Area.

This Section is also intended to assist in identifying future projects and preparing work plans and budgets.

How to use this Section

The subsections below provide a short description of each of the 14 Design Ideas. The Design Ideas are intended to:

1. Provide inspiration to builders, developers, and land owners;
2. Indicate community preference on various building and landscape improvements; and,
3. Represent desirable projects, land uses, form and character, and features that should be encouraged as part of any future development proposal in CMS.

Please refer to Sections 4 – 6 for detailed policies, guidelines, and requirements related to future development. Should an inconsistency arise between this Section and Sections 4 - 6 of this Plan, Sections 4 - 6 shall prevail.

3.1 Design Idea 1 – Preserve the Rural Character of the Larger Lots

There is strong community desire to strike a balance between accommodating future growth and preserving the rural character of the larger lots within the CMS. Residents strongly support maintaining a rural village quality within Cedar. In order to achieve these seemingly opposite goals, this Design Idea supports development of the larger lots in CMS in a way which preserves their rural character and charm.

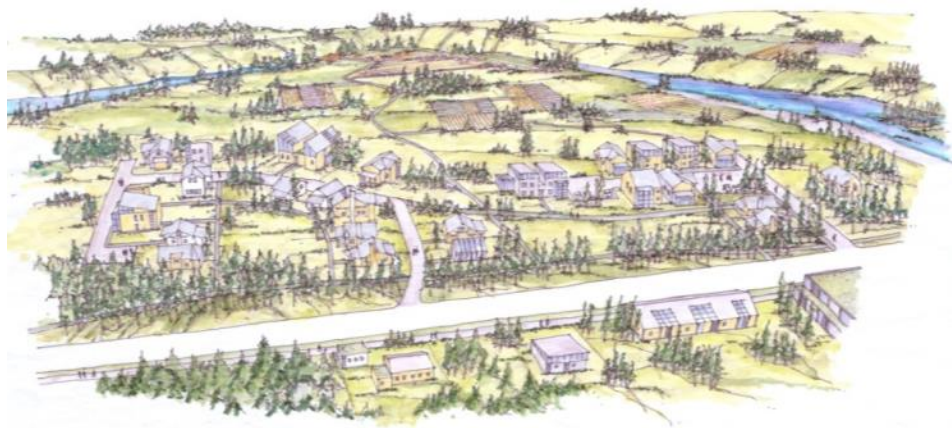


Illustration of what residential development might look like if this idea was constructed. Notice the retention of mature trees and minimal access to Cedar Road.

This Design Idea primarily applies to what are considered to be the 'larger' lots within CMS which have maintained a buffer of mature vegetation and trees adjacent to Cedar Road. The mature trees located on these lots are valued by the community and help create a rural atmosphere.

This Design Idea helps work towards the following Community Goals as outlined in the OCP:

- **Goal 3**
Increase the percentage of development that is located within well-defined areas within the GCB.
- **Goal 7**
Protect the rural character of Electoral Area 'A' from the impacts of future development.
- **Goal 9**
Ensure that neighbourhoods have distinct identities and lively public spaces that promote social interaction.

(See Section 4.2.1 for site specific development policies.)

3.2 Design Idea 2 – Engage with the York Lake Wetlands

CMS lies on a ridge of land located between the Nanaimo River and York Lake, yet there is currently little physical connection between CMS and the surrounding natural environment. The location of CMS provides an opportunity to develop low impact connections with nature such as access to the York Lake wetlands.



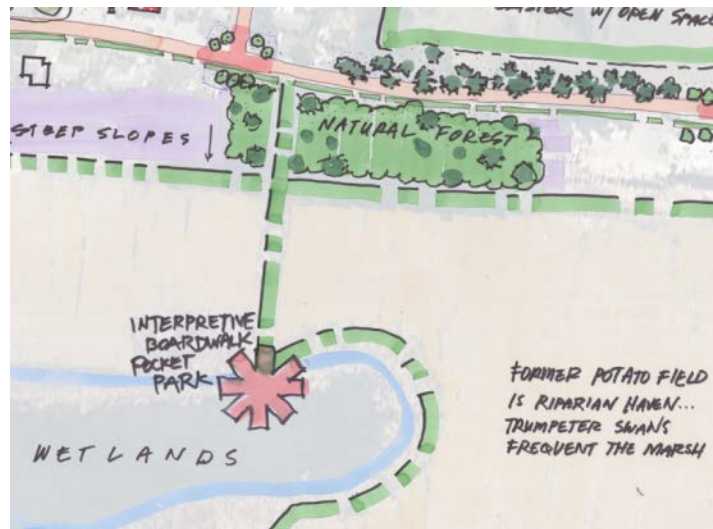
Conceptual illustration of what a boardwalk and viewing platform could look like.

Having a low impact access trail, viewing platform, and or/boardwalk would provide

opportunity for wildlife viewing and nature appreciation as well as opportunities for local recreation. A boardwalk around York Lake may help improve pedestrian connectivity between CMS and Cedar Community Secondary School and nearby residences. This type of community amenity may also provide educational opportunities for students who attend school in the area.

This Design Idea helps work towards the following Community Goals as outlined in the OCP:

- **Goal 10**
Ensure that community services are geared towards all ages including active transportation, recreation, culture, sports, the arts, and education.
- **Goal 13**
Increase public awareness of environmental issues and the importance of environmental stewardship.
- **Goal 15**
Reduce Greenhouse Gas Emissions.



Conceptual plan of boardwalk viewing platform at York Lake

3.3 Design Idea 3 – Expand the Village Square Shopping Centre

An expansion to the village shopping area (49th Parallel Plaza) to include a broader range of uses including more shops, services, and a public plaza.

This Design Idea helps work towards the following Community Goals as outlined in the OCP:



Conceptual site plan showing new buildings framing a public space.

- **Goal 9**
Ensure that neighbourhoods have distinct identities and lively public spaces that promote social interaction.
- **Goal 16**
Increase economic diversity.
- **Goal 17**
Ensure that opportunities exist for economic development which creates local employment, minimizes negative environmental impacts, and does not detract from the quality of life enjoyed by area residents.

(See Section 4.2.2 for site specific development policies.)

3.4 Design Idea 4 – Ensure that Commercial Development Embraces the Natural and Rural Setting

In keeping with the community's desire to maintain a rural village feel for CMS, it is important to ensure that commercial development embraces the natural and rural setting.

Further direction around this Design Idea is provided within the Development Permit Area Guidelines in Section 6 of this Plan.



Conceptual illustration showing how future development could be integrated into the environment by using energy and water conservation measures, green building practices, and quality design and building materials.

This Design Idea helps work towards the following Community Goals as outlined in the OCP:

- **Goal 4**
Ensure the demand for water does not exceed the sustainable supply.
- **Goal 11**
Increase the amount of green development which makes efficient use of land, energy, and resources.
- **Goal 14**
Ensure that the impacts of development on the natural environment are identified and minimized.

3.5 Design Idea 5 – Support Redevelopment of the Anglican Church Site

During the Design Charrette the Anglican Church was open to consider the redevelopment of its property to include some community space and a village square, while retaining the historic portion of the existing church. It was suggested that the church site could include additional worship space, a community library, public meeting space, and community open space.

This Design Idea helps work towards the following Community Goals as outlined in the OCP:



Conceptual illustration showing Anglican Church site redevelopment

- **Goal 9**
Ensure that neighbourhoods have distinct identities and lively public spaces that promote social interaction.
- **Goal 10**
Ensure that community services are geared towards all ages including active transportation, recreation, culture, sports, the arts, and education.
- **Goal 18**
Ensure that infrastructure and community services are provided in an efficient manner.

(See Section 4.2.3 for site specific development policies.)

3.6 Design Idea 6 – Encourage the Redevelopment of Private Property

Nearly all of the lands located within the CMS are privately owned. As such, individual property owners can choose to either develop in accordance with existing zoning or apply to the RDN to rezone their property in accordance with this Plan.

The focus of this Plan is to guide future growth and change within CMS most of which is expected to primarily come from redevelopment of previously developed lands. As buildings reach the end of their useful lives, or when property owners wish to redevelop their lands, this Plan encourages redevelopment that will help achieve the vision for CMS and make a positive contribution to the community.

This Design Idea helps work towards the following Community Goals as outlined in the OCP:

- **Goal 3**
Increase the percentage of development that is located within well-defined areas on lands within the GCB.
- **Goal 9**
Ensure that neighbourhoods have distinct identities and lively public spaces that promote social interaction.
- **Goal 17**
Ensure that opportunities exist for economic development which creates opportunities for local employment, minimizes negative environmental impacts, and does not detract from the quality of life enjoyed by area residents.



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



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

3.7 Design Idea 7 – Support Buildings Up to Three Storeys

Three storey buildings that take the appearance of a two storey building, provide opportunities to increase density and promote mixed-use buildings on existing lots while maintaining the rural character associated with two storey buildings.

Although three storey buildings are supported in some cases, fire protection and rescue services are important considerations which must be addressed prior to considering approval of any three storey buildings.

This Design Idea helps work towards the following Community Goals as outlined in the OCP:

- **Goal 3**
Increase the percentage of development that is located within well-defined areas on lands within the GCB.
- **Goal 9**
Ensure that neighbourhoods have distinct identities and lively public spaces that promote social interaction.
- **Goal 17**
Ensure that opportunities exist for economic development which creates opportunities for local employment, minimizes negative environmental impacts, and does not detract from the quality of life enjoyed by area residents.



Illustration showing how topography or creative roofscape architecture can fit a third floor into the roof or as a walkout basement.

3.8 Design Idea 8 – Get Creative with Parking and Park on the Street

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.



Illustration showing the use of a combination of on street and off-street parking to slow traffic and reduce the need for large parking lots.

This Design Idea helps work towards the following Community Goals as outlined in the OCP:

- **Goal 3**
Increase the percentage of development that is located within well-defined areas on lands within the GCB.
- **Goal 9**
Ensure that neighbourhoods have distinct identities and lively public spaces that promote social interaction.

3.9 Design Idea 9 – Support Roundabouts

Roundabouts are an effective method for controlling traffic movements at key intersections and are safer for drivers than stop signs and traffic lights 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 Main Street.



Conceptual illustration of a roundabout in a rural setting.
Note the location of sidewalks.

This Design Idea helps work towards the following Community Goals as outlined in the OCP:

- **Goal 10**
Ensure that community services are geared towards all ages including active transportation, recreation, culture, sports, then arts, and education.
- **Goal 9**
Ensure that infrastructure and community services are provided in an efficient manner.

3.10 Design Idea 10 – Support Mixed Use Buildings

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. Having mixed-use buildings within CMS supports the concept of complete compact communities.

Mixed use buildings also increase community safety and security by increasing the number of residents who live on CMS. They may also increase commercial viability by providing live/work arrangements and/or rental space to offset building costs.

This Design Idea helps work towards the following Community Goals as outlined in the OCP:

- **Goal 3**
Increase the percentage of development that is located within well-defined areas on lands within the GCB.
- **Goal 9**
Ensure that neighbourhoods have distinct identities and lively public spaces that promote social interaction.
- **Goal 16**
Increase economic diversity.



Mixed use buildings need not appear like standard commercial buildings. This illustrates that the character of a mixed use building, if creatively designed, can fit alongside a traditional dwelling unit.

3.11 Design Idea 11 – Support Improvements Within the Road ROW

Pedestrian and cyclist safety and the speed at which traffic moves through the CMS corridor were the most significant concerns raised by the Community at the Community Design Charrette. Improvements within the road right-of-way (ROW) are highly desirable and are required to enhance cyclist and pedestrian safety. In addition, improvements within the road ROW are critical for the creation of a successful Main Street in Cedar.

For most of its length, Cedar Road is contained within a standard 20 metre road ROW with private land on either side. The paved surface of Cedar Road does not occupy all of the road ROW. This standard width provides a number of possibilities for how the road ROW could be used in the future. This Plan does not identify a preferred road ROW design option, but rather indicates support for significant improvements within the road ROW. Two examples of road ROW designs that could be accommodated within the existing 20 metre road ROW are shown on the following page. More examples are available in the Charrette Final Report.

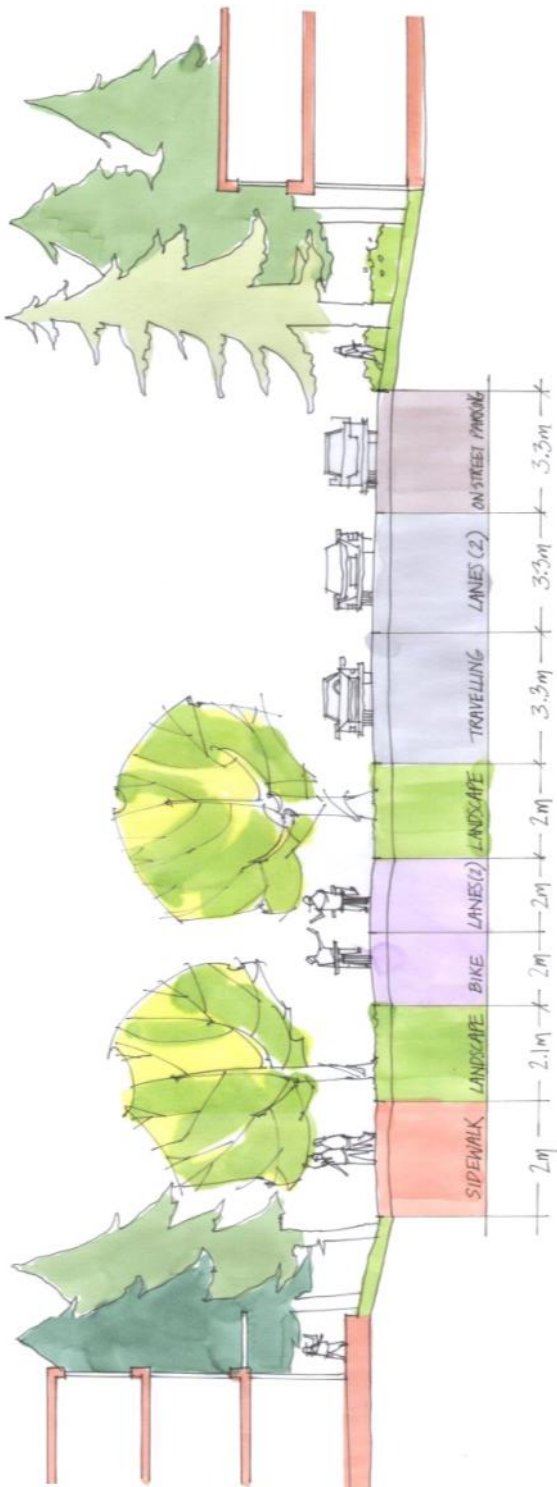
The ideal streetscape improvements could result in reduced traffic speed as well as increased pedestrian and cyclist safety. In addition, creating better conditions for pedestrians and cyclists offers alternatives and thereby supports reduced automobile dependence. Improvements within the road ROW also help create conditions that encourage walking and cycling and a healthy community.

One of the challenges associated with this Design Idea is that the RDN does not have jurisdiction to make improvements within the road ROW without MOTI approval. In addition this Design Idea may require the RDN to obtain new authorities from the Provincial Government which allow the establishment of a local service area to fund construction and maintenance of uses within the road right of way and which permit the RDN to regulate sidewalks and/or roadside trails.

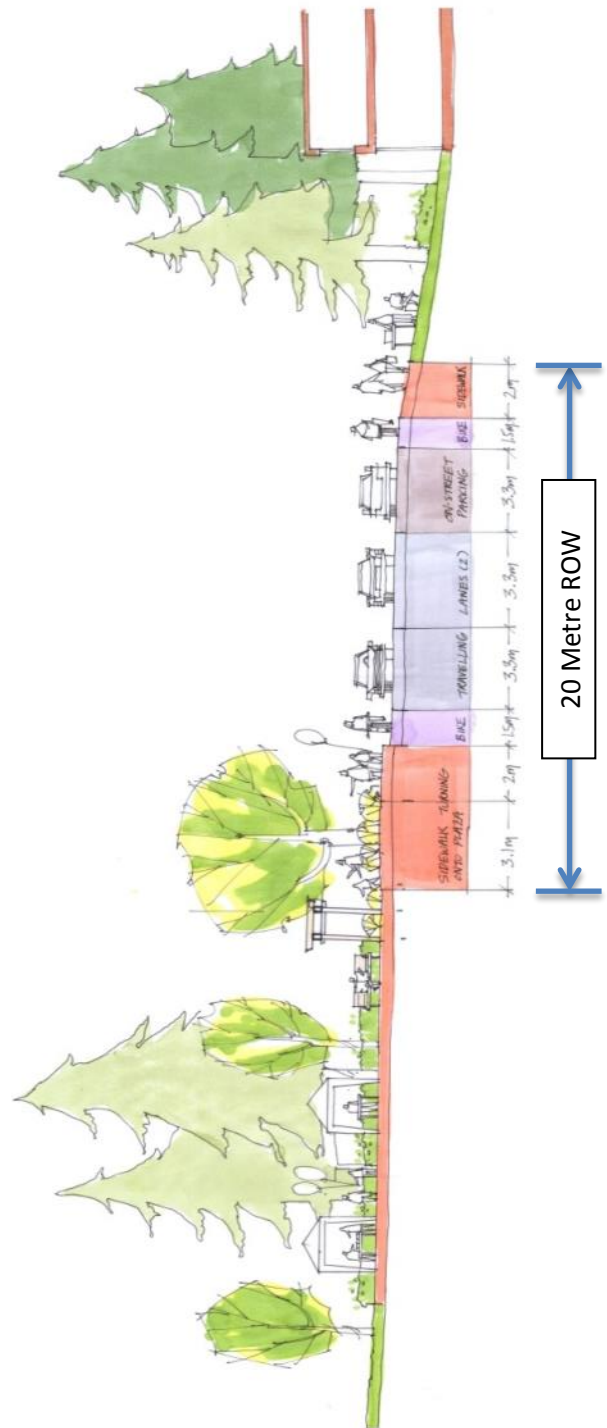
This Design Idea helps work towards the following Community Goals as outlined in the OCP:

- **Goal 9**
Ensure that neighbourhoods have distinct identities and lively public spaces that promote social interaction.
- **Goal 10**
Ensure that community services are geared towards all ages including active transportation, recreation, culture, sports, the arts, and education.
- **Goal 16**
Reduce GHG emissions.

Section 3: Design Ideas



20 Metre ROW



20 Metre ROW

3.12 Design Idea 12 – Create an Entry Monument

An entry monument creates a gateway which signifies the entrance to a community and welcomes guests. Many communities utilize entry monuments as it provides an opportunity to showcase local culture, unique history or attributes, or artistic talent.

Entry monuments also help create a gateway to the community which aids in building community identity by clearly marking the entrance to the community.

This Design Idea helps work towards the following Community Goal as outlined in the OCP:

- **Goal 9**
Ensure that neighbourhoods have distinct identities and lively public spaces that promote social interaction.

(See Section 4.2.4 for site specific policies.)



Illustration of what an entry monument could look like.

3.13 Design Idea 13 – Encourage a Variety of Architectural Expressions

Rather than re-create history with a unified design scheme, home owners, architects, and developers could 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 styles rather than a single design theme such as west coast, frontier, or craftsman style architecture.

This Design Idea helps work towards the following Community Goals as outlined in the OCP:

- **Goal 9**

Ensure that neighbourhoods have distinct identities and lively public spaces that promote social interaction.



A photo montage showing a range of architectural styles and various Design Ideas that were favoured at the Community Design Charrette

3.14 –Design Idea 14 - Create an Alternate Route Around Cedar Main Street

Although public roadways are under the jurisdiction of the MOTI, this Plan indicates the community's support for future road improvements.

Cedar Road is currently the primary road running through the community. An alternate route may:

- 1 Allow Cedar Road to be temporarily closed for special events;
- 2 Support a reduced speed limit; and,
- 3 Reduce traffic volumes during highway incidents.



Powell River Blackberry Festival

This Design Idea helps work towards the following Community Goals as outlined in the OCP:

- **Goal 5**
Ensure that the community is provided an opportunity to be involved in decisions that affect them.
- **Goal 9**
Ensure that neighbourhoods have distinct identities and lively public spaces that promote social interaction.
- **Goal 10**
Ensure that community services are geared towards all ages including active transportation, recreation, culture, sports, the arts, and education.

3.15 Illustration of Select Design Ideas

Map No. 1 is an illustration of select Design Ideas based on the 14 Design Ideas from the Charrette. Map No. 1 represents how the Design Ideas could be configured based on community input and is not intended to be a blueprint for future development.

Map No. 1 provides context to the Design Ideas and is intended to assist the RDN Board and Planning Staff visualize how the CMS corridor could be redeveloped over time. Although development will be encouraged to be generally consistent with Map No. 1, an amendment to this Plan shall not be required for development which differs from this arrangement but is still generally in keeping with the direction of this Plan. More detailed direction on land use patterns is provided on Map No. 2. Land Use Designations. It should be noted that Map No. 2 shall take precedence over Map No. 1.

The following provides a summary of the preferred land use concept identified on Map No. 1.

Suggested locations for roundabouts

Three strategically placed roundabouts are supported: the first at the intersection of MacMillan and Cedar Roads; the second at the intersection of Burchell Road and Cedar Road; and the third at the location of the Wheatsheaf Inn intersection at Cedar Road.

Suggested locations for sidewalks, crosswalks and trails

A range of pedestrian and cyclists' safety improvements and traffic calming measures such as sidewalks and bicycle lanes is supported. In addition, an alternative pedestrian route between Cedar Community Secondary School and the 49th Parallel Plaza along the perimeter of the York Lake wetlands is supported.

4 Development Policies

This Section is intended to compliment Section 3.0 in guiding future land use within CMS by providing objectives and policies that apply to new development. The objectives and policies in this Section are derived from the results of the Community Design Charrette and the ideas and comments from the community. The objectives and policies primarily apply when a property is subject to a rezoning application and to a lesser extent when properties are proposed to be subdivided and the RDN provides its comments to the MOTI. Future land uses and direction provided by this Plan are based on the Charrette results and guided by the objectives and policies contained within this Section.

4.1 General Land Use Policies

CMS is intended to guide future change and development in the community towards the creation of a 'village atmosphere' in Cedar by supporting traditional main street development that is fitting with what might be found in a small village. Higher residential densities than compared with other lands within the Cedar Rural Village Centre as well as a range of local commercial services, and public space are desirable characteristics for CMS.

The CMS land use designation supports the community's desire to create and preserve community identity and a sense of place, and provide opportunities for local employment, services, and a range of housing types and sizes. The CMS land use designation is a mixed use, commercial residential corridor, which is intended to create a vibrant place for local residents to live, work, shop, access services, socialize, and participate in recreational activities.

This Section guides development and focuses on site planning, building, and design criteria that are not specifically addressed through the Development Permit Area (DPA) Guidelines included in Section 6.0 of this Plan.

This Section is intended to compliment the policies included within the Electoral Area 'A' OCP. References to the OCP are made throughout this Section. Where a topic is not specifically addressed by this Plan, please refer to the OCP for further guidance.

4.1.1 General Land Use and Design Policies

Almost all of the lands within CMS are privately owned. Therefore, this Plan provides direction for future development and change which, for the most part, are dependent on property owners initiating redevelopment of their lands. The following general policies apply to redevelopment of private property within CMS.

Objectives and Policies

Objective 4.1.1.1 To encourage redevelopment within CMS in a way that is consistent with the community vision and values.

| Section 4.1.1 | Policies | Related Actions | Who | When |
|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|-------------|---------|
| Policy 1 | Rezoning of any lands shall not be supported unless the subject property(s) is serviced with community water and a sewage treatment and disposal system that is acceptable to the RDN. Connection to a system operated by the RDN is preferred. | n/a | n/a | n/a |
| Policy 2 | CMS shall serve as the predominant employment centre in Cedar due to its current and supported broad mix of commercial, residential, recreational, and institutional uses. | n/a | n/a | n/a |
| Policy 3 | The development form for CMS should be predominately commercial, mixed use, intensive residential, recreational in a form that is compact and readily accessible by foot, wheelchair, bicycle, transit, and car. | n/a | n/a | n/a |
| Policy 4 | Preference shall be given to development proposals which include: <ol style="list-style-type: none"> 1. Storefronts along Cedar Road; 2. buildings that maintain a rural design character; and, 3. Creative site planning including the creation of small scale plazas, patios, courtyards, creative placement of garages, and creative parking strategies. | n/a | RDN | Ongoing |
| Policy 5 | Buildings shall: <ol style="list-style-type: none"> 1. Be a maximum of three storeys; 2. Take the character of one or two storeys as viewed from Cedar Road; and; 3. Be designed to minimize size and massing, especially as viewed from Cedar Road and York Lake. | n/a | RDN | Ongoing |
| Policy 6 | Notwithstanding Policy 5 above, where a third storey is proposed, it shall be integrated in the roof design, or as a walk out basement. | | | |
| Policy 7 | Fire protection should be addressed early in the development review process. | Refer all rezoning applications to the Fire Chief of the NCID at the application submission stage. | RDN NCID | Ongoing |

| Section 4.1.1 | Policies | Related Actions | Who | When |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|---------|
| | | Work with NCID to address any fire protection/building safety issues. | | |
| Policy 8 | Sight lines between buildings to protect views towards York Lake or enhance and create views towards Nanaimo River should be maintained. | Where the possibility of an impact exists, require applicants to provide a sight line analysis identifying potential and existing sight lines in relation to proposed development as seen from Cedar Road. | RDN PO's | Ongoing |
| Policy 9 | The use of drive-throughs is not supported. | n/a | RDN | n/a |
| Policy 10 | A location for a year-round farmers market is supported. | n/a | n/a | n/a |
| Policy 11 | The preservation of historic buildings is encouraged. | n/a | n/a | n/a |
| Policy 12 | Development within the 1:200 year floodplain (both setback and elevation) is not supported. Agriculture, seasonal recreation, and other uses not affected by and which do not require protection from floodwaters may be supported. | n/a | n/a | n/a |
| Policy 13 | Should development occur adjacent to land within the Agricultural Land Reserve (ALR), consideration must be given to the need for edge planning along the ALR boundary. | n/a | n/a | n/a |

Objective 4.1.1.2 To create an attractive outdoor realm that is inviting and encourages social interaction.

| Section 4.1.1 | Policies | Related Actions | Who | When |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------|---------|
| Policy 1 | Outdoor improvements such as benches, drinking fountains, and other street furniture are encouraged. | Work with MOTI and developers to create acceptable standards. | RDN MOTI | Ongoing |
| Policy 2 | The creation of outdoor publically accessible space is encouraged. Target a minimum of 20% green space (both private and publically accessible). | Use DPA Guidelines to encourage the provision of outdoor public space. | RDN | Ongoing |
| Policy 3 | The provision of street trees to provide shade and define pedestrian spaces and give scale to larger buildings is encouraged. | 1. Use DPA to require landscaping. 2. Work with MOTI to establish criteria and | RDN MOTI | Ongoing |

| Section 4.1.1 | Policies | Related Actions | Who | When |
|-----------------|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------|
| | | guidelines for trees planted within or near the road ROW. | | |
| Policy 4 | Opportunities for sidewalk cafes and sitting areas should be considered wherever possible. | <ol style="list-style-type: none"> 1. Consider a reduced minimum setback requirement adjacent to Cedar Road for structures relating to outdoor cafes, outdoor spaces, and outdoor displays that are publically accessible. 2. Work with MOTI to develop guidelines for uses close to or within the Road Right-of-Way | RDN MOTI MCSCD | Ongoing |
| Policy 5 | Design should encourage interaction between storefront and sidewalk. | Ensure that proposed site plans illustrate connectivity. | RDN | Ongoing |

Objective 4.1.1.3 To encourage a variety of Architectural Types

| Section 4.1.1 | Policies | Related Actions | Who | When |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|-----|---------|
| Policy 1 | In evaluating development applications, a variety of complementary architectural types is preferred over a unified design scheme at both a site and street level. | Use DPA Guidelines to support a variety of Architectural Expressions. | RDN | Ongoing |

4.1.2 Commercial Mixed Use

Commercial uses provide local employment and a broader range of local services which can encourage residents to shop locally and be less car dependant. Mixed use buildings typically provide space for both commercial and residential uses to occupy one building. Mixed use buildings provide opportunities for live/work arrangements or rental income which can help business viability and increase community security and vibrancy by having people live on Cedar Main Street.

The creation of commercial and mixed use buildings and sites that integrate well within a rural setting is desirable within the Plan Area.

Objectives and Policies

Objective 4.1.2.1 To support commercial and mixed use buildings and sites within CMS

| Section 4.1.2 | Policies | Related Actions | Who | When |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|-----|---------|
| Policy 1 | Lands within the Commercial Mixed Use land use designation are shown on Map No. 2. | n/a | RDN | Ongoing |
| Policy 2 | Permitted uses within this designation shall generally include local commercial, professional office use, personal service, mixed residential commercial buildings and sites, and intensive residential. | n/a | RDN | Ongoing |
| Policy 3 | Notwithstanding Policy 2 above, preference shall be given to applications which propose local commercial and/or mixed use fronting Cedar Road and in the case of mixed use buildings where commercial uses are on the first floor and fronting Cedar Road. | n/a | RDN | Ongoing |
| Policy 4 | Residential development should only be supported where densities are maximized on the site. Net densities below 20 dwelling units per hectare are generally not supported. Single detached forms of housing should generally be avoided. | n/a | RDN | Ongoing |
| Policy 5 | Commercial and mixed use development must be pedestrian oriented and should include publically accessible outdoor space. | n/a | RDN | Ongoing |
| Policy 6 | Buildings that can be adapted to multiple uses (i.e. commercial to residential and vice versa) to reflect market demands are encouraged. | Work with developers to consider flexible space requirements and adaptive building design. | RDN | Ongoing |
| Policy 7 | Mixed use buildings should be in scale with surrounding buildings. | At the time of rezoning, require building elevations which illustrate how a proposed building relates to adjacent properties. | RDN | Ongoing |

Section 4: Development Policies

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|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|------------|
| Policy 8 | Mixed use buildings should be designed to be visually compatible with surrounding buildings. | At the time of rezoning or DP, require building elevations which illustrate: <ol style="list-style-type: none"> How the proposed buildings integrate with Cedar Road and adjacent buildings. Where applicable, the potential impacts of shading on the adjacent properties. | RDN | Ongoing |
| Policy 9 | Larger buildings should be 'stepped' to reduce overall appearance and massing. | n/a | RDN | Ongoing |
| Policy 10 | Commercial and mixed use buildings should integrate well within a rural setting and not take the form of large format retail, highway commercial, strip commercial, warehouse, or uses that include a drive-through. | n/a | RDN | Ongoing |
| Policy 11 | Commercial and mixed use development must, where feasible, be pedestrian-oriented and have minimal set-backs from Cedar Road except for the purpose of enhancing the pedestrian street level appeal. This may include recessed entrances, planters, shrubs, street furniture, outdoor seating, public art and walkways. | Amend Bylaw No. 500 to allow reduced minimum front lot line setback requirements for commercial and mixed use buildings following the completion of a satisfactory strategy for the provision of sidewalks and/or pedestrian pathways. Amend Bylaw No. 500 to exempt that portion of Cedar Road within the Cedar Main Street Plan Area from Bylaw No. 500 landscaping requirements. | RDN | Short Term |
| Policy 12 | The creation of new lots that will include commercial use that do not front Cedar Road is not supported. | At the time of subdivision, advise MOTI of this policy. | n/a | n/a |

4.1.3 Residential

Most of the land within the CMS Plan Area is currently developed with low density residential uses. Although these historic residential uses may continue, the intent of this Plan is to encourage a transition towards the creation of a compact village that includes a range of housing types and sizes suitable to

accommodate a range of ages and income levels. Higher densities and a range of housing types and sizes that are well designed and respect the rural character of CMS are supported and are critical to the success of CMS.

Objectives and Policies

Objective 4.1.3.1 To increase the density, overall number, and diversity of dwelling units within CMS

| Section 4.1.3 | Policies | Related Actions | Who | When |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----|---------|
| Policy 1 | Lands within the Residential Land Use Designation are shown on Map No. 2. | n/a | n/a | n/a |
| Policy 2 | Residential development may be supported at the following densities (note a rezoning may be required): Single Unit Residential: <ul style="list-style-type: none"> 20 - 25 dwelling units per hectare (400m² – 500m² maximum parcel size) Multiple unit residential: <ul style="list-style-type: none"> Minimum of 20 dwelling units per hectare Maximum of 50 dwelling units per hectare | n/a | RDN | Ongoing |
| Policy 3 | Mixed Housing Type Development <ul style="list-style-type: none"> Minimum of 20 dwelling units per hectare Maximum of 50 dwelling units per hectare <p>Rezoning applications that propose residential development at densities less than 20 dwelling units per hectare should generally not be supported as they are not considered to be consistent with the vision of CMS. Exceptions may be made in cases where a significant natural feature is proposed to be preserved and density is maximized on developable portions of the land.</p> | n/a | RDN | Ongoing |
| Policy 4 | Larger developments shall be strongly encouraged to include a range of housing types and/or sizes. | n/a | RDN | Ongoing |
| Policy 5 | Comprehensive development proposals which include a mix of single residential units, duplex, ground oriented multi-unit residential, and other unit types shall be encouraged. | n/a | RDN | Ongoing |

| Section 4.1.3 | Policies | Related Actions | Who | When |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----|---------|
| Policy 6 | Dwelling units should: <ol style="list-style-type: none"> 1. Create visual interest when viewed from Cedar Road; and, 2. Avoid repetitious design features; and; use a variety of textures and colours. | n/a | RDN | Ongoing |
| Policy 7 | Residential development should maximize green space in keeping with a rural theme in Cedar. Note: Green space requirements include both publically accessible and private green space. | n/a | RDN | Ongoing |

4.1.4 Cedar Main Street Reserve

According to some members of the community, the natural northern boundary of CMS, is located near the intersection of Cedar and Harmac Roads where the rocky outcrop with the signs on it are located. In recognition, Map No. 1 designates the Cedar Main Street Reserve which follows the GCB. The intent of the reserve area is to identify an area where CMS could expand once the existing Plan Area is built out.

Objectives and Policies

Objective 4.1.4.1 To support phased, timely, and controlled expansion of CMS towards the north.

| Section 4.1.4 | Policies | Related Actions | Who | When |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|-----|------------|
| Policy 1 | Lands within the Cedar Main Street Reserve are shown on Map No. 2. | n/a | RDN | Ongoing |
| Policy 2 | All lands which are not within the Commercial Mixed Use Land Use Designation, shall only support residential in accordance with the Suburban Residential Land Use Designation. | Amend the OCP to change the land use designation of all lands designated Rural Residential to Suburban Residential. | RDN | Short Term |
| Policy 3 | Preference is that amendments to the CMS Boundary should generally be considered in conjunction with an OCP review. However, it is recognized that a property adjoining the current CMS Boundary may be included through an amendment to this Plan. | n/a | | |

| | | | | |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--|--|
| Policy 4 | Guiding principles for CMS expansion such as: 1. Demonstrated demand for additional commercial space and residential use; 2. All lands are within the Growth Containment Boundary; 3. Community walkability; 4. Existing vacancy rates and development potential; and, 5. Community water and sewer servicing are supported. | n/a | | |
| Policy 5 | Prior to amending this Plan to include additional lands within CMS, a Community Design Charrette and/or village planning process must be completed. | n/a | | |
| Policy 6 | Notwithstanding the area identified as Cedar Main Street Reserve on Map No. 3, future expansion may be considered to the south as an alternate to expansion to the north. | n/a | | |

4.1.5 Recreation

Recreational uses are an important component of a community as they provide opportunities for activities that promote active healthy lifestyles. This designation applies to a recreational property, currently developed with baseball diamonds and other outdoor recreational uses located on the west side of Cedar Road where it intersects Hemer Road.

The intent of this plan is to support a range of recreational uses that are compatible with and contribute towards the creation of a vibrant village in Cedar.

Objectives and Policies

Objective 4.1.4.1 To support and enhance recreational opportunities within the Plan Area

| Section 4.1.4 | Policies | Related Actions | Who | When |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----|------|
| Policy 1 | Lands within the Recreation Land Use Designation are shown on Map No. 2. | n/a | n/a | n/a |
| Policy 2 | A range of recreational uses including outdoor recreation, recreation facility, and uses accessory to the recreational use of the property are supported. | n/a | n/a | n/a |
| Policy 3 | Subdivision of the subject property is generally not supported. | n/a | n/a | n/a |
| Policy 4 | Residential development shall be limited to one dwelling unit per parcel. | n/a | n/a | n/a |

4.2 Site Specific Land Use Policies and Community Projects

The Community Design Charrette produced a number of Design Ideas relating to specific properties. It is not the intent of this Plan to require property owners to develop the specific projects identified, but rather to ensure that these properties are developed in ways which are generally consistent with the Design Ideas or at least include elements or inspiration from the applicable Design Idea.

These Design Ideas also represent projects that may be supported by the community and the RDN. Where an inconsistency is found between this section and the OCP, this section shall prevail.

This section provides site specific development policies which apply in addition to the underlying land use designation policies.

4.2.1 Residential on Larger Parcels

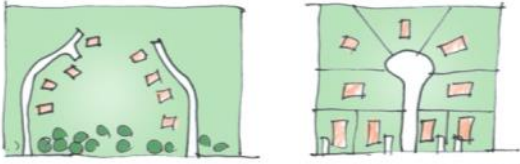
There are three larger parcels with significant development potential that have a dense buffer of mature vegetation adjacent to Cedar Road. The shrub and tree canopy along Cedar Road is an important scenic, heritage, and environmental amenity that enhances the rural character of Cedar Main Street. This Plan encourages redevelopment of these properties in a way which preserves the trees to benefit the natural environment and preserve rural character.

The following objectives and policies shall apply to the development of the three specified 'larger lots' within the Residential Land Use Designation identified in Map No. 2.

Objectives and Policies

Objective 4.2.1.1 To preserve the rural character of the larger lots on Cedar Main Street

| Section 4.2.1 | Policies | Related Actions | Who | When |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----|------|
| Policy 1 | Lots that are larger within the context of CMS and have significant residential development potential are identified on Map No. 2. | | | |
| Policy 2 | The policies of Section 4.1.4 – Residential Land Use Designation shall apply to the identified lands in addition to the policies in this subsection 4.2.1. | n/a | n/a | n/a |
| Policy 3 | Rezoning to accommodate residential densities as provided in Section 4.1.3 – residential policies of this Plan is supported. | n/a | n/a | n/a |
| Policy 4 | Despite policy three above, preference shall be given to applications which propose to maximize residential density in a form consistent with this section. | n/a | n/a | n/a |

| | | | | |
|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|--------------------------------|
| <p>Policy 5</p> | <p>Residential development shall be encouraged to take the form of small cottages or units within a multi-unit building rather than large detached homes.</p> | <p>Through the rezoning process, limit the dwelling unit maximum floor area and secure the use of a variety of housing types and sizes.</p> | <p>RDN</p> | <p>Short Term/ Ongoing</p> |
| <p>Policy 6</p> | <p>Dwelling units should be sited in clusters around open green spaces rather than facing Cedar Road and must minimize driveway entrances onto Cedar Road.</p>  <p style="text-align: center;">Like This Not Like This</p> | <p>Discourage the creation of cul-de-sacs and dwelling units facing Cedar Road.</p> | <p>RDN MOTI</p> | <p>Short Term/ Ongoing</p> |
| <p>Policy 7</p> | <p>As a condition of rezoning and/or Development Permit Area Guidelines the retention of existing healthy trees adjacent to Cedar Road shall be required.</p> | <ol style="list-style-type: none"> 1. Consider requesting tree cutting authority for CMS. 2. Consider the use of covenants to preserve mature trees and vegetation along Cedar Road. 3. Work with MOTI to identify and preserve trees located within the Road ROW. | <p>RDN MCS CD MOTI</p> | <p>Short Term/ Ongoing</p> |
| <p>Policy 8</p> | <p>Development should be designed to minimize visibility from Cedar Road (i.e. development should not generally be seen from Cedar Road).</p> | <ol style="list-style-type: none"> 1. Ensure that rezoning applications maximize tree retention adjacent to Cedar Road. 2. Work with MOTI to request tree retention covenants at the time of subdivision. 3. Use Development Permit Area Guidelines to require tree retention. | <p>RDN MOTI PO's Developer's</p> | <p>Ongoing</p> |

Section 4: Development Policies

Section 4: Development Policies

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|------------------|-------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|---------|
| | | 4. Work with Property owners to preserve trees adjacent to Cedar Road. | | |
| Policy 9 | Development proposals should preserve open space and healthy trees. | <ol style="list-style-type: none"> 1. Support conservation design. 2. Encourage shared green space. 3. Use Development Permit Area Guidelines to preserve open space and trees. 4. Support park land dedication where opportunities for tree preservation and community use exist. | RDN MOTI | Ongoing |
| Policy 10 | Residential development is not supported within the Nanaimo River Floodplain. | n/a | n/a | n/a |
| Policy 11 | New access to Cedar Road should be minimized. | <ol style="list-style-type: none"> 1. Require consolidated access through the rezoning process. 2. Work with MOTI through the rezoning and subdivision process to limit additional access. | RDN MOTI | Ongoing |

4.2.2 Village Square Shopping Centre

The Village Square Shopping Centre is the commercial core of CMS and provides a number of local services including a grocery store, restaurant, bank, and a number of small retail stores. There is vacant land adjacent to the shopping centre that may suitable for future development.

This Section is based on Design Idea 4 which supports expansion of the Village Square Shopping Centre to include a broader range of commercial services and publically accessible space.

The following objectives and policies shall apply to the lands within the Village Square Shopping Centre as identified on Map No. 2.

Objectives and Policies

Objective 4.2.2.1 To expand the range of uses within the village square shopping centre

| Section 4.2.2 | Policies | Related Actions | Who | When |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------|
| Policy 1 | The expansion of the Village Square Shopping Centre to include a broader range of uses including more shops and public plazas is supported. | n/a | n/a | n/a |
| Policy 2 | Residential use in a mixed use building is supported provided it is not located at ground level (with the exception of housing for seniors and those with disabilities). | n/a | n/a | n/a |
| Policy 3 | The one and two storey feeling of the existing Village Square Shopping Centre should be maintained. A third storey may be supported where it is built into the roof line and the building takes on the appearance of a two storey building from Cedar Road (Refer to Objective 4.1.1.1 Policy 7 regarding fire protection). | n/a | RDN | Ongoing |
| Policy 4 | Development applications should include publically accessible outdoor gathering space. | n/a | n/a | n/a |
| Policy 5 | The provision of a permanent farmers market shall be encouraged as a desirable community amenity. | Liaise with the developer, the community, and Nanaimo Cedar Farmers Institute and Cedar Farmers Market Association to determine community farmers' market needs. | RDN PO's NCFI | Long term |

Section 4: Development Policies



Conceptual illustration showing the idea of a village green and farmers market



Conceptual sketch showing new buildings framing a public gathering space.

4.2.3 St. Philips Anglican Church Site

The St. Phillips Anglican Church is the only church located within the Plan Area. The property has potential to support a variety of institutional and civic uses if redeveloped in the future. This Section provides the policies that shall apply to the property should it be considered for future redevelopment.

Objectives and Policies

Objective 4.2.3.1 To support the redevelopment of the Anglican Church Site

| Section 4.2.3 | Policies | Related Actions | Who | When |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------|
| Policy 1 | The following uses are supported on this site: <ol style="list-style-type: none"> 1. additional worship space; 2. a community library; 3. public meeting space; and, 4. community open space. | n/a | RDN PO's | n/a |
| Policy 2 | Development should include publically accessible civic space. | Work with the property owner to consider opportunities for cooperation on building and maintaining publically accessible indoor and outdoor space. The creation of outdoor publically accessible space and/or a community building shall be considered a desirable community amenity. | RDN PO's | n/a |
| Policy 3 | The retention of the heritage portion of the existing church is strongly encouraged. | Work with the property owner to consider preserving the heritage portion of the church. Look at options for encouraging heritage conservation. | RDN PO's | n/a |
| Policy 4 | The use of a tower element as a focal point is supported. | n/a | RDN | n/a |

| | | | | |
|-----------------|---------------------------------------------------------------------------------|-----|------------|-----|
| Policy 5 | Development should facilitate connections to York Lake and adjacent properties. | n/a | RDN | n/a |
| Policy 6 | The provision of a bus shelter adjacent to the Church site is supported. | n/a | RDN BCT | |

4.2.4 Gateway Monuments

There is strong community desire to create a distinct identity for Cedar which is separate from the surrounding communities. One way of achieving this desire is to construct gateway monuments which signify the entrance to a Community. This Plan supports the creation of gateway monuments following an additional public consultation to aid in their design and location.

Objectives and Policies

Objective 4.2.4.1 Design and construct a distinctive gateway monument by the end of 2015.

| Section 4.2.4 | Policies | Related Actions | Who | When |
|-----------------|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------------|
| Policy 1 | The creation of a gateway monument at each end of CMS is supported. | <ol style="list-style-type: none"> 1. Hold a design competition. 2. Engage the community on preferred design and location. 3. Obtain necessary approvals from MOTI if the location is within the road ROW. 4. Work with local business owners and residents to consider funding options. 5. Seek grant funding. | RDN Parks PO's | Short Term |

4.3 Protecting the Natural Environment

The policies and DPA guidelines included in Section 4 and 12 of the Electoral Area 'A' OCP shall apply where applicable to development proposals within CMS.

4.4 Parking

A combination of on and off street parking is supported within the Plan Area. It is the intent of this plan to encourage parking which serves the needs of the community and businesses, reduces the need for large parking lots, encourages safe pedestrian access, and promotes traffic calming. The following policies shall apply to new parking within CMS.

Objectives and Policies

Objective 4.4.1 To support on street parking.

| Section 4.4 | Policies | Related Actions | Who | When |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------------|
| Policy 1 | On street parking in portions of CMS served by a sidewalk, separated path, or other means of providing clear distinction between pedestrian and parking space is supported. | <ol style="list-style-type: none"> 1. Ensure that on street parking will not impede pedestrian movements. 2. Require applicants who propose on street parking to provide an engineered parking plan. 3. Work with MOTI to address on street parking. 4. Consider variances and/or amendments to Schedule 3B – Off-Street Parking and Loading Spaces of RDN Land Use and Subdivision Bylaw to permit on street parking. | RDN MOTI | Short Term |
| Policy 2 | Shared driveways and parking lots and smaller shaded parking lots are encouraged. | <p>Work with MOTI to request that access to Cedar Road be limited.</p> <p>Consider reducing onsite parking requirements.</p> | RDN MOTI | Short Term |
| Policy 3 | Bike racks and scooter parking facilities are encouraged near store fronts and offices. | Use DPA guidelines to require the provision of at least one bike rack per development. | RDN | Ongoing |

4.5 Green Buildings and Site Planning Practices

The CMS Plan seeks to reduce energy and water use and greenhouse gas emissions by encouraging green building and site planning practices. This Section is intended to complement Section 4.6 of the Electoral Area 'A' OCP by providing additional policies which are only applicable to the CMS Plan Area. Should there be a conflict between this Section and Section 4.6 of the OCP, this Section of the CMS Plan shall prevail.

The following policies shall apply.

Objectives and Policies

Objective 4.5.1 To increase the number of green buildings within CMS

| Section 4.5 | Policies | Related Actions | Who | When |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---------|
| Policy 1 | Energy conservation and green building features in new commercial development is encouraged. These could include green roofs, high performance mechanical systems, and drought tolerant landscaping. | <ol style="list-style-type: none"> 1. Use DPA Guidelines to guide form and character and energy and water conservation. 2. Consider the use of incentives and rebates to encourage green building and site planning features. | RDN | Ongoing |
| Policy 2 | High quality rural design that integrates well within the natural setting is encouraged. | <ol style="list-style-type: none"> 1. Ensure light pollution is minimized. 2. Encourage the use of high quality materials and landscape design that integrate well within the natural environment. 3. Require that onsite natural areas be maintained for rainwater infiltration. 4. Ensure that disturbance to native vegetation and the natural environment is minimized. | RDN | Ongoing |

Section 4: Development Policies

5 Community Infrastructure and Services

This Section is intended to compliment the OCP by providing more detailed policies applicable to CMS. Should an inconsistency be found between the OCP and this Plan, the policies in this Plan shall prevail.

5.1 Active Transportation

Active Transportation (AT) is any form of human powered mode of transportation used for both commuting and recreation. The community strongly supports transportation improvements which encourage AT and result in safer and more comfortable conditions for pedestrians and cyclists.

In response to strong community support, improved roadside conditions, increased public safety, and reduced traffic speeds are a top priority in CMS. It is recognized that the RDN must work closely with MOTI and the Ministry of Community, Sport, and Cultural Development (MCSCD) to achieve the desired improvements to the on and off road transportation system within CMS.

The following objectives and policies shall apply.

Objectives and Policies

Objective 5.1.1 To increase connectivity to York Lake Wetlands and the Nanaimo River

| Section 5.1 | Policies | Related Actions | Who | When |
|-------------|-----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------|
| Policy 1 | Desirable active transportation improvements are shown on Map No. 3 – Parks, Trails, and Transportation. | n/a | n/a | n/a |
| Policy 2 | A low impact boardwalk and/or trail accessing and around York Lake is considered a desirable community amenity. | <ol style="list-style-type: none"> At the time of rezoning, where opportunity exists, negotiate for trail, park, and improvements towards the York Lake low impact trail and/or boardwalk. At the time of subdivision, where the opportunity exists, preference shall be given to the provision of land over cash in lieu where the land contributes towards access to or creation of a trail around York Lake. | RDN MOTI PO's | Ongoing |

Section 5: Community Infrastructure and Services

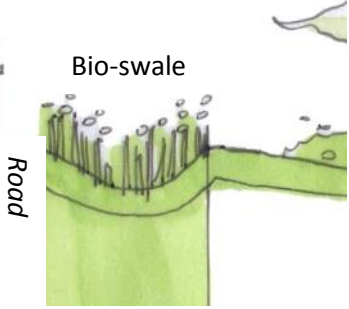
| Section 5.1 | Policies | Related Actions | Who | When |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|---------|
| Policy 3 | Existing road ROW's should be used where possible to provide access to York Lake, notwithstanding the fact that additional lands may be required. | n/a | RDN MOTI | Ongoing |
| Policy 4 | Work with landowners adjacent to York Lake to identify opportunities for acquiring land for park, access, and trail. | <ol style="list-style-type: none"> 1. Maintain a willing buyer and seller policy where the RDN shall only acquire lands where there is agreement from the affected property owner. 2. Provide incentives such as waiving development application fees, charitable gift receipts, support for conservation covenants, etc. for property owners wishing to donate land for park, trail, or access. | RDN | Ongoing |
| Policy 5 | The York Lake low impact access trail is a priority community parks project. | <ol style="list-style-type: none"> 1. Apply for grant funding towards the design construction. 2. Consider allocating gas tax funding towards creating a pedestrian commuter route connecting the secondary school to CMS. 3. Consider establishing a York Lake low impact trail fund. | RDN | Ongoing |
| Policy 6 | Improved public access to and the provision of park land along the Nanaimo River is supported. | <ol style="list-style-type: none"> 1. Work with property owners, developers, NCID, and senior levels of Government to acquire park lands | RDN NCID | Ongoing |

| Section 5.1 | Policies | Related Actions | Who | When |
|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-----|------|
| | | located adjacent to the Nanaimo River. | | |
| Policy 7 | Lands located within the Nanaimo River flood plain between York and Meynell Roads are identified as preferred areas for riverfront park(s). | n/a | n/a | n/a |
| Policy 8 | Space for a community garden on lands within the Nanaimo River floodplain is supported. | n/a | n/a | n/a |

Objective 5.1.2 To improve the safety and efficiency of the Road ROW for pedestrians and cyclists.

| Section 5.1 | Policies | Related Actions | Who | When |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------|
| Policy 1 | Improvements within the road ROW that increase pedestrian and cyclist safety are strongly supported. | Work with MOTI and other stakeholders to prepare a Transportation Management Plan that includes a preferred design concept for sidewalks, bicycle lanes, and travel lanes, cost estimate, and implementation plan. | RDN MOTI SD68 | Short Term |
| Policy 2 | The provision of sidewalks, roadside trails, and landscaped boulevards are supported. The provision of sidewalks either within or adjacent to the road ROW is the preferred option though this may be reconfirmed through completion of a Transportation Management Plan or other similar study. | <ol style="list-style-type: none"> 1. Pursue the authority to regulate sidewalks and/or roadside trails. 2. Work closely with MOTI to obtain necessary approvals. 3. Establish a local service area for the purpose of owning, constructing, operating, and maintaining sidewalks, roadside trails, and landscaped boulevards. 4. Negotiate for sidewalk improvements at the time of rezoning. | RDN MOTI | Short Term |

Section 5: Community Infrastructure and Services

| | | | | |
|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|----------------------|
| <p>Policy 3</p> | <p>With respect to the creation of sidewalks and landscaped boulevards a phased approach is preferred. Efforts should be focused on extension of the existing sidewalks and boulevards located in front of the 49th Parallel to create a continuous pedestrian pathway on one side of Cedar Road between Macmillan and Hemer Roads. Once complete, efforts should be redirected towards creation of a similar pathway on the opposite side of Cedar Road.</p> | <ol style="list-style-type: none"> 1. Conduct a Transportation Management Plan that includes design and cost estimates for construction of sidewalks within the Plan Area. 2. Explore and pursue funding options. 3. Work with developers and property owners to construct sidewalks within the Plan Area. | | |
| <p>Policy 4</p> | <p>The use of green drainage infrastructure such as a bio-swale is supported where possible.</p>  | <p>n/a</p> | <p>RDN MOTI</p> | <p>Long Term</p> |

5.2 On Road Transportation

In response to community concern over traffic speeds and pedestrian and cyclist safety, this Plan supports a number of on road transportation improvements. It is recognized that MOTI has jurisdiction over public roads within Electoral Area 'A'. Therefore, the intent of this section is to indicate the community's preferences with respect to future improvements within the road right of way and provide direction to the RDN Board in future discussions with respect to on road transportation within CMS.

The following objectives and policies shall apply.

Objective 5.2.1 To support the construction of roundabouts at key intersections within CMS

| Section 5.2 | Policies | Related Actions | Who | When |
|------------------------|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|----------------------|
| <p>Policy 1</p> | <p>The construction of roundabouts in the general location shown on Map No. 1 is supported.</p> | <ol style="list-style-type: none"> 1. Work with MOTI to develop appropriate roundabout engineering standards. 2. Seek funding from | <p>RDN MOTI</p> | <p>Long Term</p> |

| Section 5.2 | Policies | Related Actions | Who | When |
|-------------|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|------|
| | | <p>the Province, infrastructure grant programs, and Federal funding programs to design and construct roundabouts.</p> <p>3. Consider the provision of roundabouts as a desirable community amenity.</p> | | |

Objective 5.2.2 To support the construction of an alternate route around Cedar Main Street

| Section 5.2 | Policies | Related Actions | Who | When |
|-----------------|----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----------|
| Policy 1 | Further consideration of an alternate route around CMS is supported. | <ol style="list-style-type: none"> 1. Meet with MOTI to discuss the creation of an alternate route. 2. At the time of subdivision and rezoning, consider opportunities for road dedication. | RDN | Long Term |

Objective 5.2.3 To reduce the speed that vehicular traffic moves through CMS.

| Section 5.2 | Policies | Related Actions | Who | When |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|-------------|------------|
| Policy 1 | The creation of a 30 km per hour park speed zone adjacent to the Wheatsheaf Ball Diamonds and Morden Colliery Regional Trail crossing is supported. | Request MOTI to consider the creation of a park zone near the Wheatsheaf Baseball Diamonds and Morden Colliery Regional Trail crossing. | RDN MOTI | Short Term |

| | | | | |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------------|
| <p>Policy 2</p> | <p>Traffic calming and safety measures such as on street parking, narrow streets, lighted crosswalks, roundabouts, landscaped boulevards and medians, and speed humps are supported.</p> | <ol style="list-style-type: none"> 1. Seek opportunities to incorporate traffic calming measures at the time of rezoning and subdivision. 2. Work with MOTI when road upgrades/maintenance is proposed to incorporate traffic calming measures. | <p>RDN MOTI</p> | <p>Long Term</p> |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------------|

5.3 Public Transit

Public transit is provided within the Plan Area. It is important to consider public transportation in the future development of CMS to ensure that the community's transit needs are met and that new development is compatible with transit services.

The following general objectives and policies shall apply in addition to those included in the OCP.

Objective 5.3.1 To reduce the speed that vehicular traffic moves through CMS.

| Section 5.3 | Policies | Related Actions | Who | When |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|----------------|
| <p>Policy 1</p> | <p>When/if Cedar Road is improved, sidewalks are installed, or other changes occur within the road ROW, the RDN should ensure that bus stops and other transit improvements are coordinated with these changes.</p> | <p>Coordinate road and transit improvements.</p> | <p>RDN MOTI BCT</p> | <p>Ongoing</p> |
| <p>Policy 2</p> | <p>Transit pullouts, bus shelters, and other improvements which make transit use safer and more convenient are supported.</p> | <p>n/a</p> | <p>RDN MOTI</p> | <p>Ongoing</p> |
| <p>Policy 3</p> | <p>Development should be designed to accommodate transit service.</p> | <p>Review development proposals to ensure that transit is accommodated.</p> | <p>RDN</p> | <p>Ongoing</p> |
| <p>Policy 4</p> | <p>Bus stops should be provided at regular intervals and at popular destinations throughout CMS.</p> | <p>Review the location and separation distance between bus stops periodically to ensure that enough are provided at the appropriate locations.</p> | <p>RDN</p> | <p>Ongoing</p> |

5.4 Development Amenities

Development amenities shall be considered in accordance with the objectives and policies contained in Section 14 – Development Amenities of the OCP. However, the following specific development amenities are considered desirable in conjunction with new development within CMS.

- Sidewalk and trail improvements
- Affordable housing
- Traffic circle(s) and other traffic calming measures
- Publically owned roadside beautification improvements (i.e. landscaped boulevards and medians, ornamental street lighting, bus shelter, street art, etc.)
- Outdoor publically accessible space
- Community meeting space
- A play area/playground near the Baseball Fields
- Boardwalk and viewing platform accessing York Lake
- Electric vehicle charging stations
- Park and ride and car share spaces
- Permanent location and building(s)/structures for a farmers market

6 Cedar Main Street Development Permit Area (DPA)

6.1 Purpose

The Cedar Main Street Development Permit Area (DPA) is a critical component of the Cedar Main Street (CMS) Village Plan's Strategy to ensure that future development contributes to the community in a positive way. The Guidelines herein are intended to direct future development in accordance with the vision created by the OCP and this Plan. All developments proposed within CMS must generally satisfy the CMS DPA Guidelines in order to obtain a DP prior to proceeding with any development activities to which the DPA applies.

This Development Permit Area (DPA) has been designated pursuant to the following Sections of the [Local Government Act](#):

- i. 919.1(a): *protection of the natural environment, its ecosystems, and biological diversity*
- ii. 919.1(f): *establishment of objectives for the form and character of commercial, industrial, or multi-family residential development*
- iii. 919.1(e): *establishment of objectives for the form and character of intensive residential development*
- iv. 919.1(h): *establishment of objectives to promote energy conservation*
- v. 919.1(i): *establishment of objectives to promote water conservation*
- vi. 919.1(j): *establishment of objectives to promote the reduction of GHG emissions*

6.2 Area

This DPA includes all properties within the Cedar Main Street Land Use designation as shown as Map No. 4.

6.3 Application

A development permit is required for the following development activities unless specifically exempt:

1. Alteration of land or disturbance of soils such as grubbing, scraping, and removal of top soils;
2. Construction, alteration, or erection of buildings and structures; and,
3. Creation of non-structural impervious or semi-pervious surfaces.
4. Subdivision of land(s).

6.4 Justification

The Cedar Main Street DPA has been designated in recognition of the community's desire to support diversity, create and preserve community identity, develop a sense of place, and provide opportunities for local employment, services, and a range of housing types and sizes. In doing so, the coordination of development within this DPA is paramount to ensure consistent standards which will help work towards achieving the community's goals.

The Cedar Main Street Land Use designation is a mixed use commercial residential corridor which is intended to create a vibrant place for local residents to shop, access services, socialize, work, and play. In accordance with the community's vision of becoming a more sustainable community, it is important for development within this DPA to be designed to ensure that groundwater resources are protected and to incorporate features and construction standards that make more efficient use of energy, resources, and water. In addition, the Cedar Main Street designation is intended to reduce GHG emissions by encouraging more efficient building forms and pedestrian and cyclist use.

6.5 Exemptions

A Development Permit shall not be required for the following¹:

1. Construction, renovation, or addition to a single or duplex dwelling unit or accessory residential building on a lot.
2. The replacement or repair of an existing sign provided that the sign is not enlarged or moved and is replaced with the same type of sign (i.e. fascia, freestanding, canopy, etc.).
3. Subdivision of land, except in the case of subdivision for intensive residential².
4. Renovations or alterations within a building.
5. Alterations or additions to a building which do not require a building permit, except where new signage requires a development permit.
6. Development activities that are not visible from Cedar Road or other public spaces.
7. Invasive species removal on lands located outside of the 30 metre Riparian Assessment Area or the Streamside Protection and Enhancement Area as established by a Qualified Environmental Professional.

6.6 Variances to Bylaw No. 500

The requirements of this Plan may not be consistent with the [Regional District of Nanaimo Land Use and Subdivision Bylaw No. 500, 1987](#). Where there is inconsistency between Bylaw No. 500 and these DPA Guidelines, a variance to Bylaw No. 500 may be required to meet the intent of this Plan.

¹ Although a development proposal may be exempt from the CMS DPA under this section, a Development Permit may still be required pursuant to Section 12 – Development Permit Areas of the OCP.

² For the purpose of this DPA, intensive residential shall mean any residential development with an average minimum parcel size less than 2000 m² or density greater than 5 dwelling units per ha whether fee simple or strata.

6.7 Permit Security

1. The RDN may require applicants for any development permits within the Cedar Main Street Development Permit Area to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit in cases where:
 - The RDN considers that damage to the natural environment (including ground and surface water) could result as a consequence of a contravention of a condition in a development permit issued;
 - The permit holder is required to retain, restore or replace vegetation;
 - The permit holder is required to provide landscaping; and/or,
 - The permit holder is required to provide onsite rainwater management.

The amount of these securities shall be determined by a qualified person and shall be sufficient to cover the cost of materials and labour.

6.8 Guidelines

The Cedar Main Street Development Permit Area Guidelines are organized into the following eleven categories.

- | | |
|----------------------------------------|----------------------------|
| 1. General Guidelines | 7. Architectural Detailing |
| 2. Building Massing | 8. Landscape Design |
| 3. Site Planning and Pedestrian Design | 9. Signage |
| 4. Green Building | 10. Lighting |
| 5. Groundwater Protection | 11. Parking and Loading |
| 6. Façade Design | |

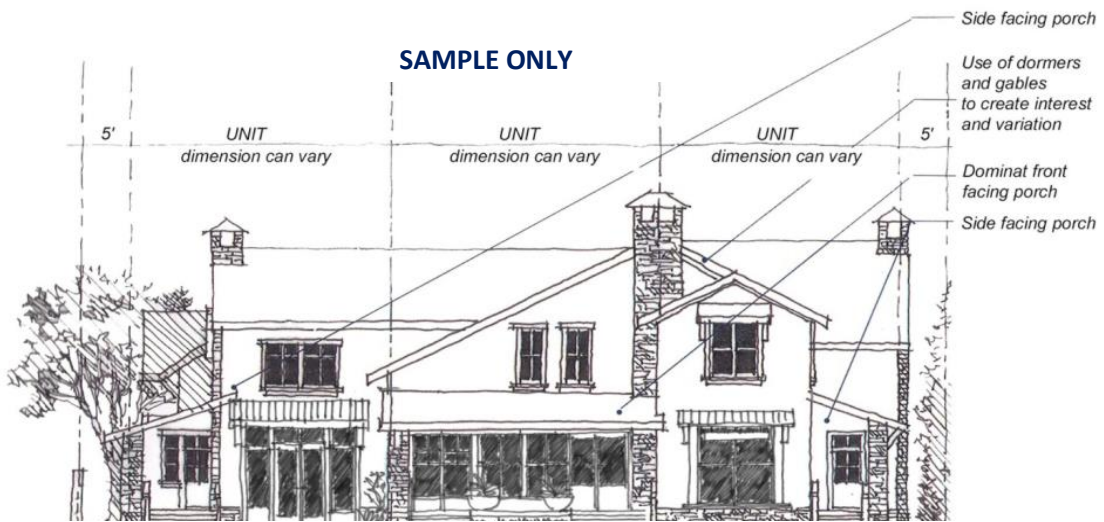
Development applications must generally satisfy all applicable Development Permit Area Guidelines in order for staff to recommend approval of a Development Permit application.

6.8.1 General Guidelines

1. Development is encouraged to incorporate design elements and reflect the general intent of the Design Ideas included in Section 3 and 4 of this Plan.
2. Where new or alterations to buildings and structures are proposed, the RDN may require building elevations prepared by an architect or other qualified designer.
3. In the case of subdivision for intensive residential development, each dwelling unit shall be designed in a way which is consistent with the direction provided in this DPA. Building elevations showing how the proposed buildings comply may be required and may be secured at the time of subdivision through the use of a Section 219 covenant.

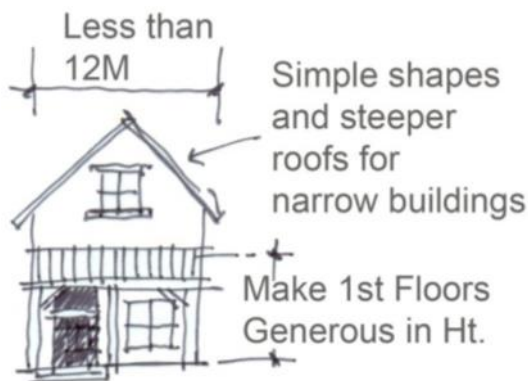
6.8.2 Building Massing

1. A variety of architectural styles shall be used that create visual interest, complement adjacent buildings, and reflect local culture and history. Applicants are encouraged to refer to the Visual Preference Exercise results contained in the Final Charrette Report dated June 2012 for inspiration.
2. Larger buildings (>12 metres in width) shall be designed in such a way as to avoid large flat building expanses which are visible from Cedar Road. Large expanses shall include trim, design features (such as windows, gables, projections, and porches), varied façade materials, and architectural design.



Sample of how a larger building could be designed to avoid large flat building expanses.

3. Larger buildings should be consistent with the height and emerging character of other buildings on the street.



SAMPLE: Building with vertical orientation

4. Smaller buildings (\leq 12 metres in width) should include one or more of the following design features:
 - a. Design which maintains a residential scale and simplicity in façade and roof design;
 - b. Generous first floor heights;

Section 6: Cedar Main Street Development Permit Area

- c. Front porches or patios;
- d. A vertical orientation not in a rancher style;
- e. Gable ends of the roof facing Cedar Road. (exceptions can be made for flat roofed buildings and buildings utilizing passive solar and requiring certain roof orientations; and,
- f. Architectural design which compliments adjacent buildings through contrasting roof orientations and shapes. Roof design that provides usable space through dormers and gables is strongly encouraged.

5. Multi-tenant/Multi-use buildings should include independent entrances and visual separation between uses. Visual separation could include both colour, façade, and/or other design elements.

6. New buildings should appear to be two storeys as viewed from Cedar Road.

7. A third floor can be included where:

- a. It is fully contained within the roof and the building.
- b. It maintains a two storey appearance from Cedar Road.
- c. The building meets the fire protection and rescue requirements of the North Cedar Fire Department.³

8. Buildings should emphasize a 'small town' or 'rural' scale and should utilize a variety of heights, varied building faces, and artistic design features to add interest to the streetscape.



Example of third floor space built into the roofscape.

SAMPLE ONLY



Example of how topography could be used to support of third storey within the roof on the downslope side of a parcel.

³ Applicants may be required to submit correspondence from the North Cedar Fire Department regarding both fire protection and rescue.

6.8.3 Site Planning and Pedestrian Design

1. Travel ways which straddle lot lines to accommodate shared access and/or parking facilities are preferred. Travel ways should be avoided between every building.

SAMPLE ONLY



Illustration of desirable design elements such as mixed on and off street parking and shared travel ways between developments.

2. Mixed use and commercial buildings shall be located in close proximity to the sidewalks and the pedestrian space.
3. Design, siting, and construction of sidewalks shall be determined through discussions with the owner/developer and MOTI where applicable.
4. Where mixed use or commercial buildings are proposed, avoid large spaces between buildings.
5. Maximize opportunities for the creation of accessible public space such as patios, plazas, and courtyards.
6. The use of drive-through shall not be part of building or site design.

SAMPLE ONLY



Illustration of commercial building storefront located in close proximity to the sidewalk.

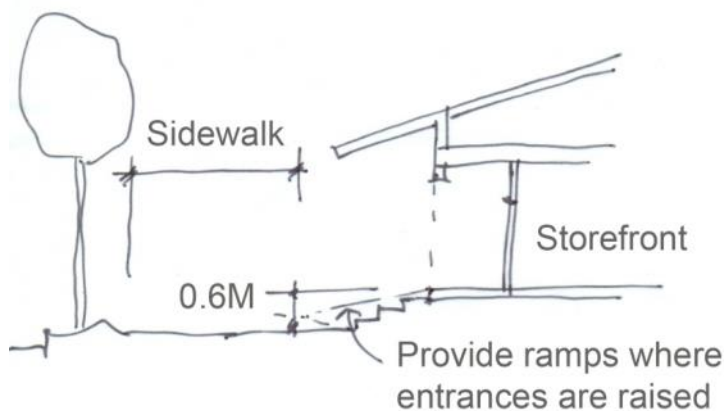
7. For commercial and mixed-use developments continuous weather protection for pedestrians should be provided on the exterior of the building. This can be accomplished in a number of ways including:

- a. Maintaining covered porch areas adjacent to building entrances;
- b. Providing canopies above storefront doors constructed of wood or other quality, durable materials which are colour-fast and resistant to deterioration caused by dampness; and,
- c. Extending roof elements at least 1.8 metres past the building envelope provided the roof above is no more than 5.5 metres in average above the storefront threshold.



Example of a covered walkway.

8. Safe, convenient pedestrian routes for all units should be provided from the unit to an abutting street. All pedestrian access points and routes should be designed for universal access to accommodate persons with disabilities.



9. Where the possibility for view exists, the protection and creation of view corridors towards York Lake or the Nanaimo River should be incorporated in a site's design.
10. Where a building is adjacent to Cedar Road, its principal elevation should be oriented towards Cedar Road and designed in such a manner as to promote a lively energetic, pedestrian-oriented, streetscape. Residential developments proposed to be screened from Cedar Road are exempt from this guideline.

11. Buildings located on corner lots should be oriented towards both streets and building design should add significant prominence to the corner.
12. Outdoor seating areas should be provided.

6.8.4 Green Building

1. The use of rainwater harvesting for landscape irrigation and other indoor and outdoor non-potable uses should be used. The use of potable rainwater harvesting systems for potable is encouraged⁴ where supported by a report from a Professional Engineer or other qualified person that the system⁵ produces water that meets or exceeds Canadian Drinking Water Standards in a quantity sufficient for the proposed use.
2. Sites should be evaluated for passive solar gain opportunities. On sites with substantial solar exposure, buildings should be sited, designed, and landscaped to take advantage of passive solar gain in winter and reduce sun exposure in summer.
3. Electric vehicle charging stations are encouraged.
4. All new commercial, mixed use, and multi-unit residential buildings within the DPA should strive to achieve a third party certification such as built green gold or Leadership in Energy and Environmental Design (LEED). The RDN may provide assistance in the Planning and Design Process and may offer grants and incentives in accordance with current offers and rebate programs.
5. The use of solar panels, geothermal heating and other efficient or renewable energy use alternatives are encouraged in building and site design.



Example of an outdoor seating area on a corner lot

6.8.5 Groundwater Protection

1. Building and site designs shall incorporate facilities to properly manage and/or dispose of substances or contaminants that may be harmful to area aquifers, lakes, wetlands, and rivers.
2. A rainwater management plan prepared by a professional engineer or other qualified professional may be required which must ensure that any run off, rainwater, or other liquid from any of the proposed land uses, buildings and impervious surfaces does not negatively impact groundwater quality. The plan must include recommendations on how to minimize the risk of deleterious

⁴ May require approval from outside jurisdiction such as Vancouver Island Health Authority or North Cedar Improvement District.

⁵ System includes roofing material, collection, treatment, and all other components.

substances entering the groundwater. The applicant may be required to implement the report's recommendations as a condition of the Development Permit.

3. Drainage from all impervious surfaces and areas where vehicles and machinery are stored, cleaned, operated, and maintained must be directed through an appropriately sized and engineered sedimentation, oil, water and grease separator or other engineered solution to the satisfaction of the RDN. The engineer must provide an appropriate maintenance schedule.
4. The RDN may require the applicant to enter into a Section 219 covenant registering on title the maintenance schedule and a commitment to maintain the sedimentation, oil, water and grease separator as per the engineer's recommendations.
5. Proposed developments that cannot demonstrate that there will be no detrimental impacts on either the quality or quantity of groundwater shall not be supported.
6. There shall be no net increase in peak rain water run-off from the subject property to adjoining lands.
7. Development of land should be designed to:
 - a. Replicate the function of a naturally vegetated watershed;
 - b. Maintain the hydraulic regime of surface and groundwater and pre-development flow rates;
 - c. Not interfere with groundwater recharge; and,
 - d. Not introduce or remove materials where it would cause erosion of or the filling in of natural watercourses and/or wetlands.

SAMPLE ONLY

6.8.6 Façade Design

1. Visually appealing quality siding materials shall be used.
2. Building design shall avoid large expanses of any one type or style of cladding.
3. The use of vinyl siding should be minimized.
4. To create visual interest the following design strategies shall be used:
 - a. Create different textures by using both horizontal and vertical façade elements;
 - b. Break up large building expanses;
 - c. Separate uses with trim and exterior design features; and,



Illustration showing the use of different siding materials, directions, textures, and colours.

- d. Use a variety of complementary types of siding material, trim, colour, etc.
5. A variety of complementary colours shall be used. The use of at least three different colours on the building exterior is encouraged.
6. Materials must be high quality, practical, durable, and hard wearing and must be appropriate for a west coast environment. Materials that integrate well within the natural environment should be included in the design.

6.8.7 Architectural Detailing

1. Buildings should utilize a variety of high quality complimentary architectural styles rather than a unified design theme.
2. Exposed structural elements such as exposed rafter tails, timber brackets, posts, and beams are encouraged.

SAMPLE ONLY



Example of different architectural types that are supported.

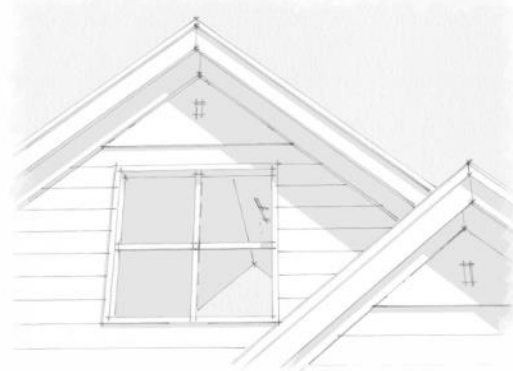
- At gable ends, encourage the use of frieze boards, details, and other trim.

SAMPLE ONLY



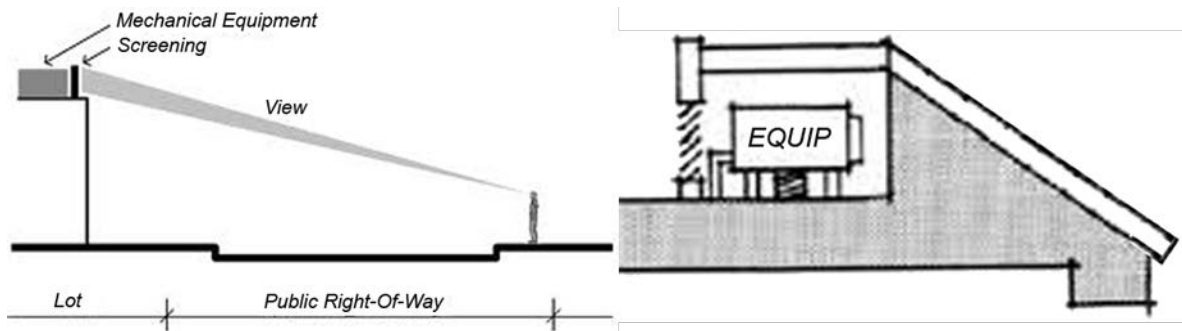
Illustration showing the use of frieze boards and other trim

SAMPLE ONLY



Care should be taken in detailing the façade. Use trim in appropriate dimensions and locations.

- Larger buildings shall utilize accent design features/ strategies to break up large expanses of siding.
- Rooftop mechanical units shall be screened from view with design elements that are incorporated within the architectural massing. Consideration should be given to impacts on adjacent properties.



Examples of rooftop screening

6.8.8 Landscape Design

- Where landscaping is required as part of the DP, the applicant shall submit a landscaping plan prepared by a landscape architect or equivalent designer which meets the British Columbia Landscape Standard and satisfies the following objectives:

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- a. To use a variety of drought tolerant deciduous and evergreen native plant species that are best suited to the site specific growing conditions;
 - b. To protect, enhance, or retain existing mature healthy vegetation;
 - c. To minimize water consumption through means such as micro-irrigation and xeriscaping;
 - d. To promote compatibility with surrounding uses;
 - e. To improve the aesthetic appeal of the development and adjacent streetscape;
 - f. To assist in the safe movement of pedestrians throughout the site;
 - g. To reduce the amount of impervious surfaces on the site;
 - h. To shade the proposed development from the summer sun;
 - i. To complement the development and surrounding uses; and/or,
 - j. To establish or enhance habitat values on the development site where appropriate.
2. Notwithstanding 1 above, edible landscapes (food producing plants, shrubs, and trees) are encouraged and may be considered part of the landscape design where suitable arrangements have been made for ongoing care and maintenance as well as produce harvesting to the satisfaction of the RDN. Community gleaning is strongly encouraged.
 3. The landscaping plan must be drawn to scale and show the type, size, and location of proposed landscaping and shall be submitted with the Development Permit application.
 4. To provide separation between residential and non-residential uses (excluding mixed use buildings and developments and shared parking and laneways), a landscaped screen of at least 2.0 metres in width along the shared property lines, excluding access points, between all commercial and residential zoned properties should be provided.
 5. Landscaping should be provided adjacent to all roadways to improve aesthetic appeal, minimize impervious surfaces, and provide a visual screen for all outdoor storage, refuse, parking, loading, and unloading facilities and must also work towards the objectives identified in Guideline 6.8.8(1) above.
 6. Landscaping of boulevards should be provided, including the provision of street trees in accordance with the following:
 - a. All landscaping and works within the public road ROW require MOTI approval with a maintenance agreement arranged between the property owner/developer, MOTI, and the RDN.
 - b. Where the opportunity exists, street trees should generally be provided as follows:
 - i. One high branched tree, of at least 5 centimetre caliper at breast height at time of planting, for every 6.0 metres of street property line with a maximum distance between trees of 12.0 metres, where the type and spacing of trees is to form a sidewalk canopy. Existing native vegetation may be considered provided it satisfies the general intent of this guideline;

- ii. Tree species should be compatible with the local growing conditions and character of the area; and,
 - iii. A minimum of 3 cubic metres of appropriate soil and growing space is provided for each tree.
7. Garbage and recycling containers shall be screened with landscaping and/or gated fencing to a minimum height of 2.0 metres. Chain link fence may only be used in accordance with Guideline 13 below. Similarly, utilities, service kiosks, metres, elevator housing, exhaust elements, satellite dishes, etc. shall be screened with fencing, landscaping, or a combination of the two.
8. Buildings and structures should be sited in a manner that minimizes the disturbance of existing native vegetation.
9. A principle of 'no net loss' of significant native vegetation in any development should be considered. Where it is necessary to remove significant vegetation in order to develop a property, replacement plantings should be provided of a sufficient number, size, type, and maturity to off-set its removal.
10. Plant species used in replanting, restoration, and enhancement shall be selected to suit the local soils; light conditions, and groundwater regime of the site and should be native to the area, and where applicable, selected for erosion control and/or fish and wildlife habitat values.
11. Unless otherwise noted above, all landscaping shall require the following minimum depth of topsoil or amended organic soils on all landscaped areas of a property:
 - a. Shrubs – 45 cm;
 - b. Groundcover and grass – 30 cm; and,
 - c. Trees – 30 cm around and below the root ball.
12. Where irrigation is required to maintain proposed landscaping, it should be designed by an Irrigation Industry Association of British Columbia certified irrigation designer and be installed by an Irrigation Industry Association of British Columbia irrigation contractor or other equivalent to the satisfaction of the RDN.
13. The RDN shall require the applicant to submit a landscaping and security deposit equal to the total estimated costs of all materials and labour, as determined by a landscape architect or other similarly qualified person to the satisfaction of the RDN. The security shall be released following the completion of all approved landscaping and/or site improvements as specified in the Development Permit to the satisfaction of the RDN. Notwithstanding the above, the RDN shall withhold 25% of the security for one year to ensure proper maintenance.
14. Chain link fencing shall be used only when screened by landscaping. Decorative fences are encouraged which complement the materials used for the principle building.

6.8.9 Signage

1. Signs should be hand crafted and provide individuality to each establishment.
2. Materials chosen for signage should be durable enough to last for several years of continuous use, except for the special cases of temporary signage or banners.
3. The following types of signs are not considered acceptable:
 - a. reader board;
 - b. neon;
 - c. flashing;
 - d. animated;
 - e. rotating,
 - f. backlit; and,
 - g. signs which are illuminated in a way which projects light beyond the sign's surface or results in light being directed beyond the sign's surface or towards the sky.
4. Signs should be designed to cater to the pedestrian (limit height, size, and placement) and be in scale with the building and be related to a use or a business within.

SAMPLE ONLY



Example of a fascia sign that is complementary to the design of the building and graphically communicates a message.

SAMPLE ONLY



Example of a hand crafted sign



Example of a consolidated free standing sign

5. Free standing signage should be consolidated where possible with other businesses or uses as illustrated.

6. Creativity in how signs are designed (i.e. different shapes, colours, materials, and fonts) is supported.

7. The size, location, and design of freestanding signage shall be architecturally integrated with the overall design of the buildings and

landscaping. The design of fascia signs containing individual business signage shall be complementary to the design of the building.

8. Signage should be visually unobtrusive and particular emphasis should be given to signage which is aesthetically pleasing and requires a minimal amount of lighting or boldness to be effective.
9. Signs should graphically communicate a message.
10. If there is a conflict between these DPA guidelines and the [RDN Sign Bylaw No. 993, 1995](#) as amended or replaced from time to time, these guidelines shall prevail. However, a variance to the sign bylaw may be required.

6.8.10 Lighting

1. The use of solar lighting is encouraged.
2. Lighting should be designed for security and safety in accordance with Crime Prevention Through Environmental Design (CPTED) principles.
3. Site illumination must not result in glare directed towards neighbouring properties, adjacent roads, or light directed towards the sky.
4. Building façades may be discreetly illuminated through the use of strategically placed lighting which shines down from the buildings surface.
5. All new, replacement, and upgraded exterior lighting in existing and proposed developments shall be Full Cut-off Flat Lens (FCO/FL) luminaries to light roads, parking, loading, and pedestrian areas. Exterior building lighting will also be required to have FCO lighting fixtures.
6. Decorative street lights which are compatible with existing decorative street lighting and are in scale with their surroundings are encouraged.

SAMPLE ONLY



Full cut off light fixtures direct light below the horizontal plane reducing light pollution and protecting the night sky.

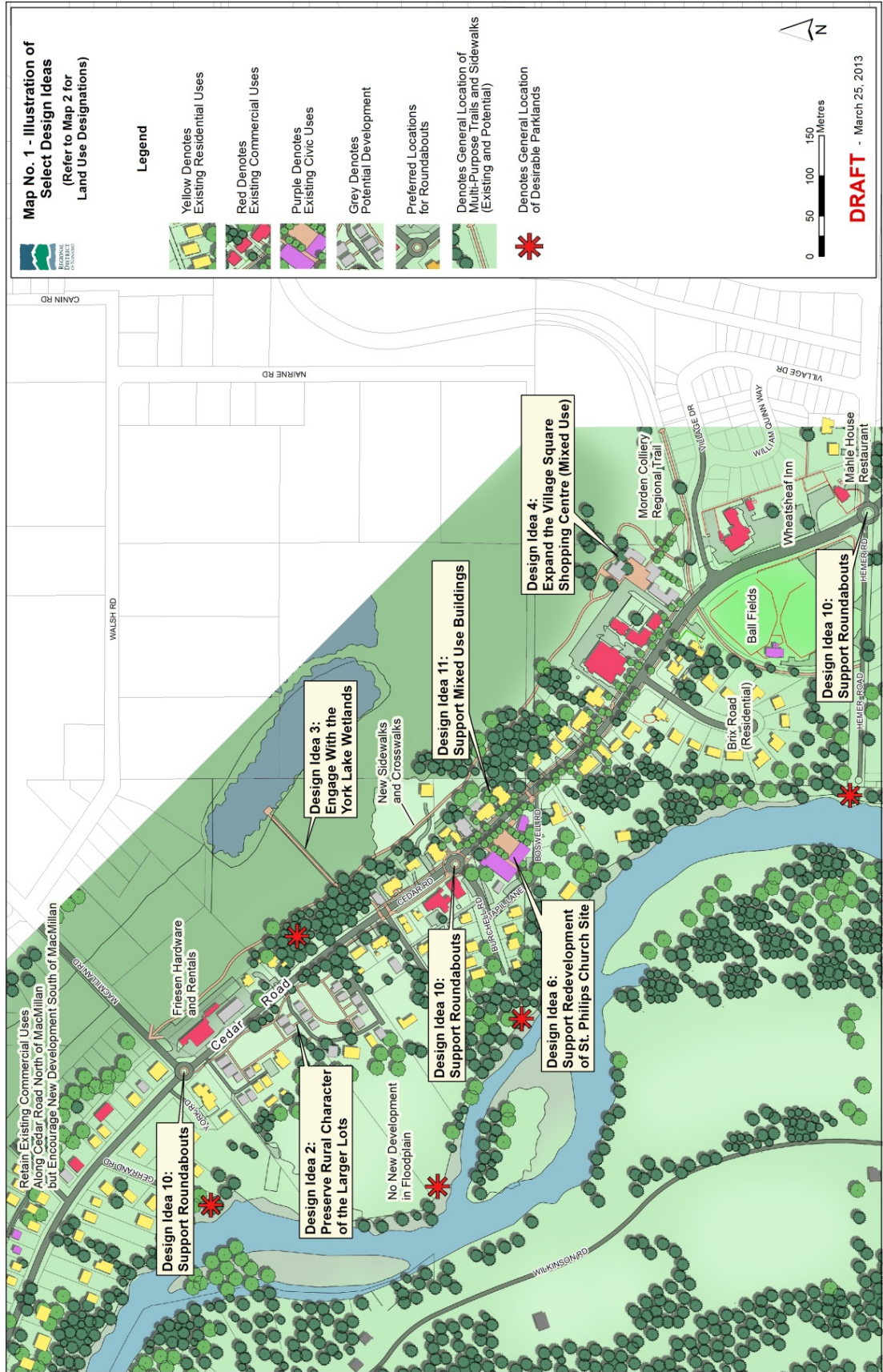
6.8.11 Parking and Loading

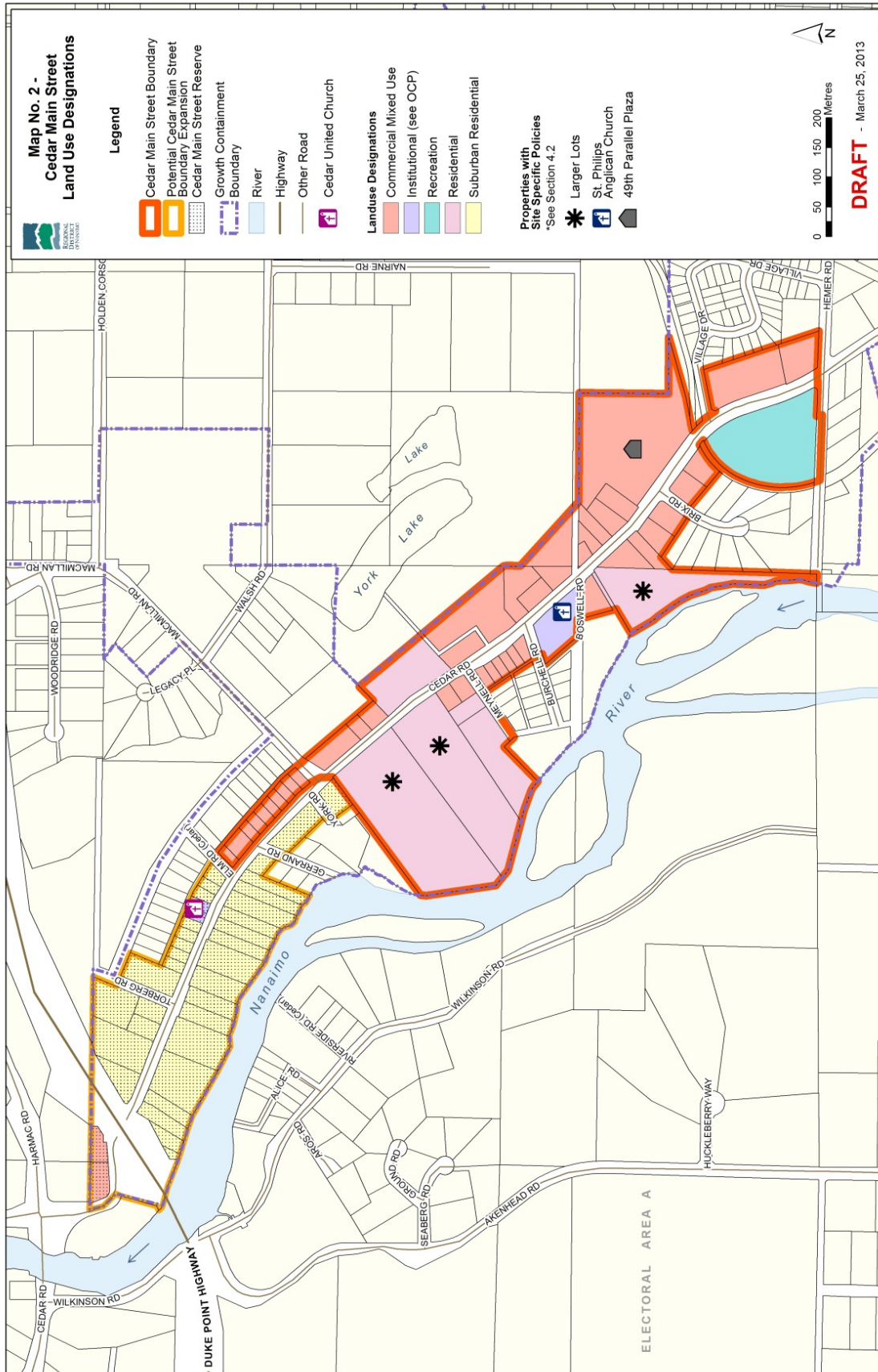
1. If on street parking is proposed, it must be designed by a Professional Engineer and approved by the Ministry of Transportation and Infrastructure.
2. On site parking and loading areas should generally be located to the rear or side of buildings, should be screened from view from the adjacent road, and be located outside of the minimum required building setback. The screening should consist of landscaping, fencing, or a combination of landscaping and fencing.

3. Vehicular and truck movement patterns must be illustrated on the site plan submitted by the applicant to ensure adequate circulation. A professional engineer may be required to ensure that adequate lane widths and turning radii are provided for all forms of vehicles intended to use the property.
4. Provision should be made for public transit, emergency vehicles, delivery and service vehicles.
5. Safe and effectively designed and located internal roadways, entrance points, parking areas, pedestrian paths and open spaces shall be provided.
6. Parking areas should be designed to be aesthetically pleasing and should include smaller groupings of parking spaces separated by landscaping and shade trees. Large expanses of open parking area should be avoided.
7. The use of permeable paving materials is encouraged in parking areas where it can be demonstrated that oil, water, and other potential contaminants will not enter the aquifer, river, lake, or wetland.
8. Bicycle parking facilities should be provided for each use in accordance with the following:
 - a. Office use: 0.5 - 1 space per 100 m² of gross floor area;
 - b. Institutional: 0.5 – 0.8 spaces per 100 m² of gross floor area;
 - c. Commercial: 1 space per 750 m² of gross floor area with a minimum of four spaces per establishment; or,
 - d. Multi-unit residential: 0.2 spaces per dwelling unit.

Where calculation results in a fractional number, the nearest whole number above the calculation shall be taken.

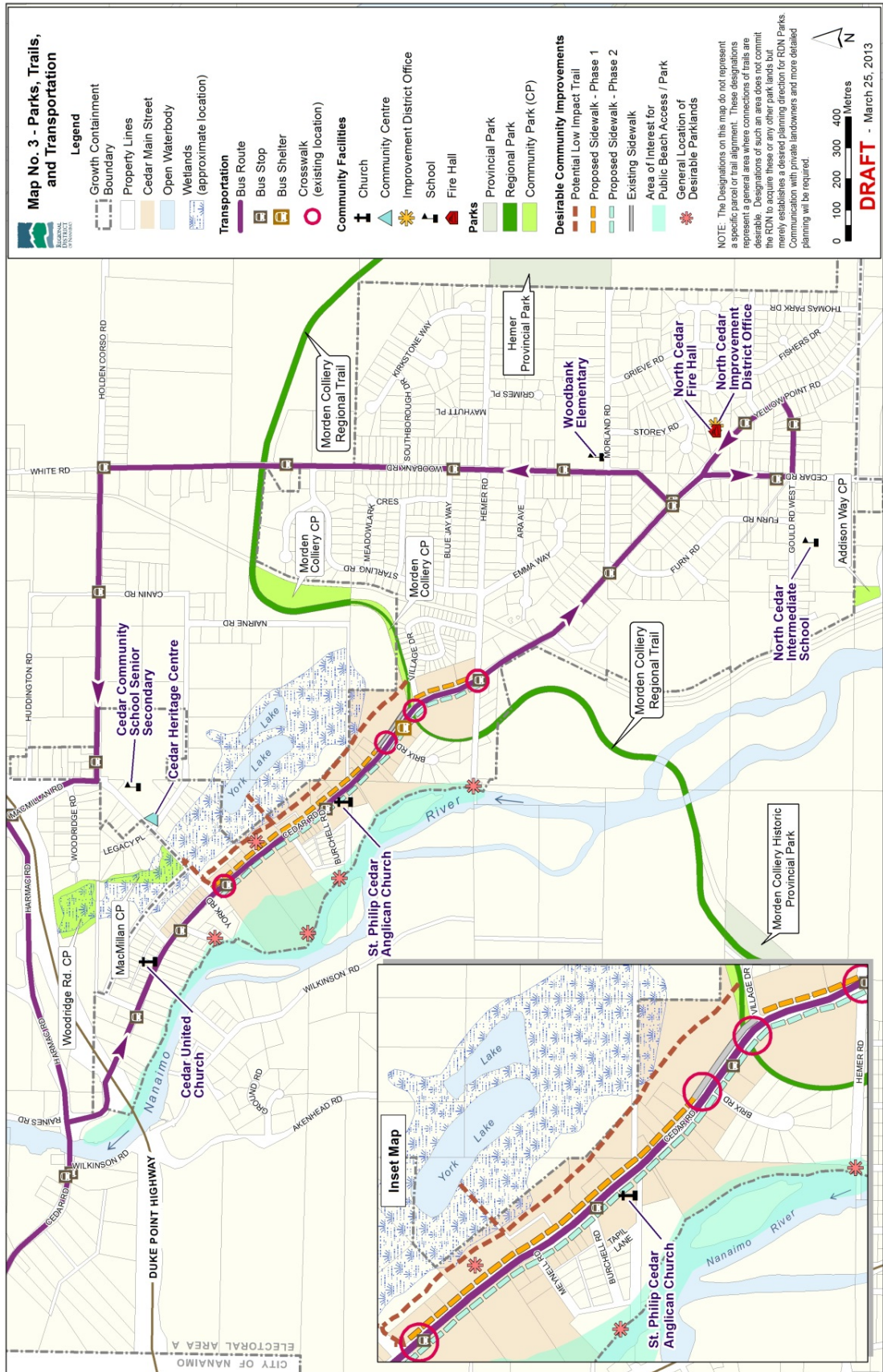
Section 6: Cedar Main Street Development Permit Area

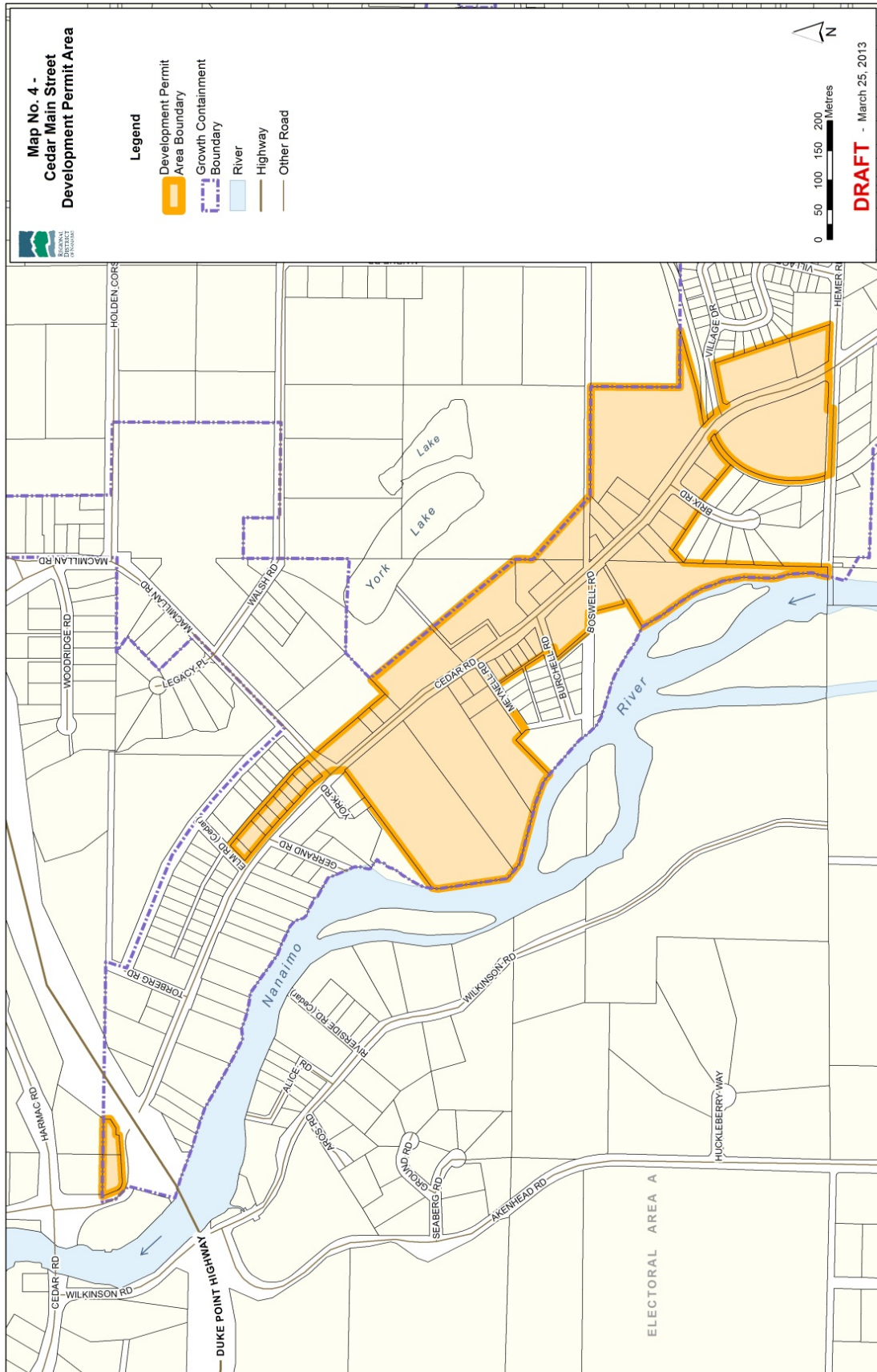




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