

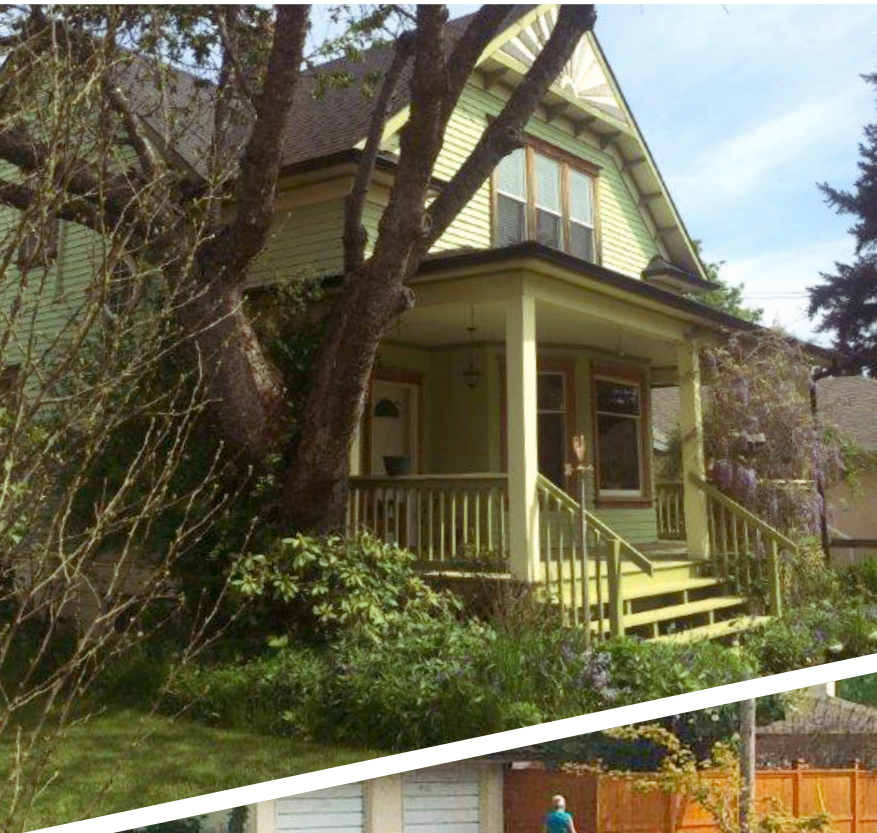


# CAIRNSMORE

## SUSTAINABLE NEIGHBOURHOOD PLAN



### PHASE 2 COMMUNITY INPUT SUMMARY November 8 to December 14, 2018



[www.placespeak.com/cairnsmore](http://www.placespeak.com/cairnsmore)





# AT A GLANCE...



## ➤ GENERAL SUPPORT FOR



AN EXPANDED, ATTRACTIVE & WALKABLE  
**NEIGHBOURHOOD  
COMMERCIAL CORE**  
WITH DESIRABLE LOCAL-SCALE SERVICES

GUIDELINES & INCENTIVES  
THAT WILL SUPPORT  
**HERITAGE  
PROTECTION**



POLICIES THAT WILL HELP PROTECT THE EXISTING TREES  
(WITHIN REASON) THAT FORM THE BACKDROP TO THE  
NEIGHBOURHOOD AND CHART A PATH FOR RENEWAL

### ACTIVE TRANSPORTATION PRIORITIES

- CANADA AVE STAIRCASE SAFETY IMPROVEMENTS
- IMPROVED PEDESTRIAN AND CYCLING CONNECTIONS ON JUBILEE
- CAIRNSMORE CYCLING LANE IMPROVEMENTS
- DEFINED AND SAFE PEDESTRIAN ROUTES TO CENTENNIAL PARK

### NATURAL AREAS & PARKS PRIORITIES

- SAFER PARKS WITH INCREASED LIGHTING
- POTENTIAL PARTNERSHIPS FOR COMMUNITY USE OF SCHOOL GROUNDS AND GIRL GUIDE HALL
- PROTECTION OF TREES AND FORESTED AREAS
- PLANTING OF NEW TREES FOR THE FUTURE

### KEY CONCERNS:

- 1 INCREASING DENSITY OR BUILDING HEIGHT NOT FITTING WITH EXISTING HOMES IN THE AREA
- 2 MORE TRAFFIC & PARKING
- 3 INCREASING NEGATIVE SOCIAL BEHAVIOURS
- 4 EROSION OF COMMUNITY CHARACTER AND CHARM
- 5 INFRASTRUCTURE NEEDS TO SUPPORT FUTURE GROWTH





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# CAIRNSMORE

## SUSTAINABLE NEIGHBOURHOOD PLAN

### PHASE 2 COMMUNITY INPUT SUMMARY

November 8 to December 14, 2018

## I | PLANNING PROCESS

In 2018, the City of Duncan initiated the Cairnsmore Sustainable Neighbourhood Plan to work with the community and decide what is important to protect and celebrate in Cairnsmore, as well as to identify potential improvements for the long term.

During Phase 1, community members provided many ideas about what they like, what concerns them, and what might be improved. The ideas generated through Phase 1 were used to inform development of preliminary planning directions. During Phase 2, the planning directions were brought forward to the community for review, refinement, and improvement.

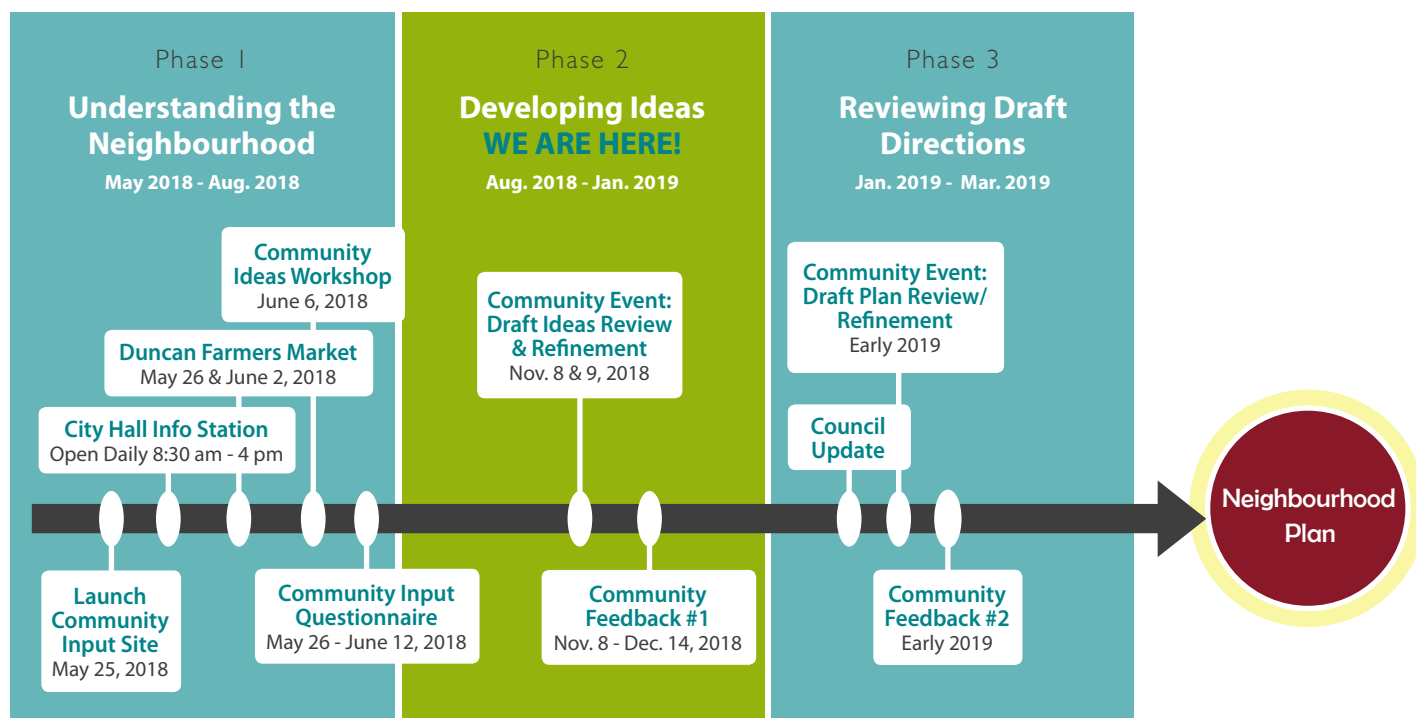
This summary documents the feedback gathered during Phase 2 and will be used as input to the Draft Neighbourhood Plan.

During Phase 1 we heard that Cairnsmore residents value the unique character, big trees, local shops, larger residential lots, and quiet streets of Cairnsmore. We also heard concerns about safety, traffic, impacts of future development, and limited housing choice in the area. Phase 2 was focused on generating and evaluating potential ideas that respond to these values and concerns.

## NEIGHBOURHOOD LOCATION MAP



## OVERALL PROJECT PROCESS



## 2 | ENGAGEMENT OVERVIEW

Public engagement for the Neighbourhood Plan includes three phases:

- **PHASE 1** engagement (complete) focused on building an understanding of participants' perceptions of the Cairnsmore neighbourhood – what they love, what concerns them, and what their hopes are for the future.
- **PHASE 2** engagement (current phase) tabled a number of emerging directions being considered for community review, to confirm those to be advanced to the draft neighbourhood plan.
- **PHASE 3** engagement (planned for spring 2019) will engage participants in the review and refinement of the draft neighbourhood plan.

### 2.1 PHASE 2 OUTREACH

The following outreach tools were employed to inform community members about engagement opportunities:

- **PlaceSpeak Website:** Updates to the project page at [www.placespeak.com/Cairnsmore](http://www.placespeak.com/Cairnsmore).
- **Facebook:** Posts on the City of Duncan's Facebook page.
- **Neighbourhood Postcards:** Drop off postcards to properties within the Cairnsmore neighbourhood.
- **Community Group Emails & Phone Calls:** Targeted emails and calls to approximately 25 local community groups and businesses, with requests for participation and support to build public awareness.
- **Public Emails:** Maintenance of a project email list for notifying interested participants in upcoming engagement opportunities.
- **Project Info Station:** Project information available at City Hall during business hours.
- **Signage:** Large signs at the corner of Cairnsmore St. and Government St. and at the bus shelter on Cavell St.

### Why is a Neighbourhood Plan being Developed for Cairnsmore?

There is much that people love about Cairnsmore today – from established heritage buildings and mature trees, to the proximity to Duncan's downtown and hospital. However, change happens. The City of Duncan is undertaking a neighbourhood plan for Cairnsmore to ensure that changes align with the neighbourhood's existing character and vision for the future. The plan will provide recommendations based on community input that will enhance the area.

### Engagement Objectives for the Neighbourhood Plan:

- Raise awareness among residents and interest groups about the Cairnsmore Sustainable Neighbourhood Plan and invite their participation in the process;
- Research, summarize, and share information about the Cairnsmore community's history and current context, as a starting point for discussing its future;
- Gather community input to understand residents' vision and "needs" and "wants" related to land use, form and character, transportation, parks and open space, and sustainability;
- Collaborate on the development, refinement, and evaluation of potential ideas that could be a fit for Cairnsmore's future;
- Facilitate a dialogue within the neighbourhood to build an understanding of various viewpoints;
- Invite review and feedback on emerging directions to confirm those to be carried forward into the draft and final plan;
- Create an ongoing flow of information to help participants see how their input informs the Neighbourhood Plan; and
- Build ongoing relationships that will encourage residents to continue their involvement as ideas and directions in the Cairnsmore Sustainable Neighbourhood Plan are advanced.

## 2.2 PHASE 2 ENGAGEMENT ACTIVITIES

### Options Review Community Workshop

<b>DATE</b>	Thursday, Nov. 8 @ 6:30 pm- 8:30 pm
<b>LOCATION</b>	Cowichan Valley Open Learning Gymnasium (former Duncan Elementary, 1033 Nagle St.)
<b>DETAILS</b>	The project team led an information presentation with neighbours and community representatives summarizing emerging ideas for the Cairnsmore neighbourhood, followed by an interactive workshop to review draft vision, guiding principles, and big ideas. The workshop included an introductory presentation, small group discussions, and group reporting on key findings and themes.

### Options Review Drop-in Open House

<b>DATE</b>	Friday, Nov. 9 @ 12:00 pm- 3:00 pm
<b>LOCATION</b>	Cowichan Valley Open Learning Gymnasium (former Duncan Elementary, 1033 Nagle St.)
<b>DETAILS</b>	The project team hosted a drop-in open house to invite participants who may not have been available to participate in the community workshop to view displays, discuss emerging directions with project team members, and provide feedback. The workshop included interactive display boards, one-on-one conversations, and distribution of feedback forms.

### Options Review Feedback Form

<b>DATE</b>	Thursday, Nov. 8 through Friday, Dec. 14
<b>LOCATION</b>	Online @ <a href="http://www.placespeak.com/Cairnsmore">www.placespeak.com/Cairnsmore</a> In Paper @ Community Events & City Hall
<b>DETAILS</b>	The feedback form presented a number of ideas being explored in the planning process and captured levels of community support for and feedback on the draft vision, guiding principles, and emerging directions.

## WHO PARTICIPATED?

**729**

Views to project website on  
[www.placespeak.com/Cairnsmore](http://www.placespeak.com/Cairnsmore)

**70**

Connected to the project on  
[www.placespeak.com/Cairnsmore](http://www.placespeak.com/Cairnsmore)

**~50**

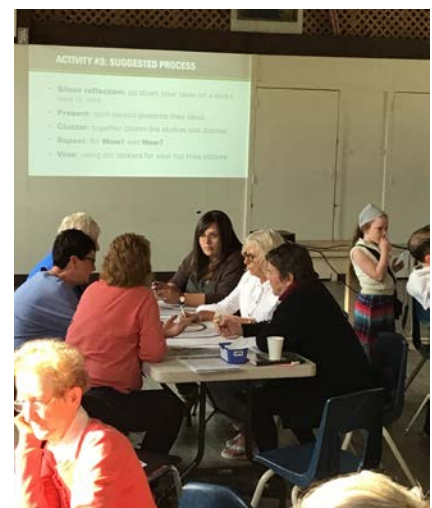
Participated in the Community  
Workshop on Nov. 8, 2018

**~25**

Dropped-in to the Open House  
on Nov. 9, 2018

**70**

Completed a Feedback Form  
online or on paper



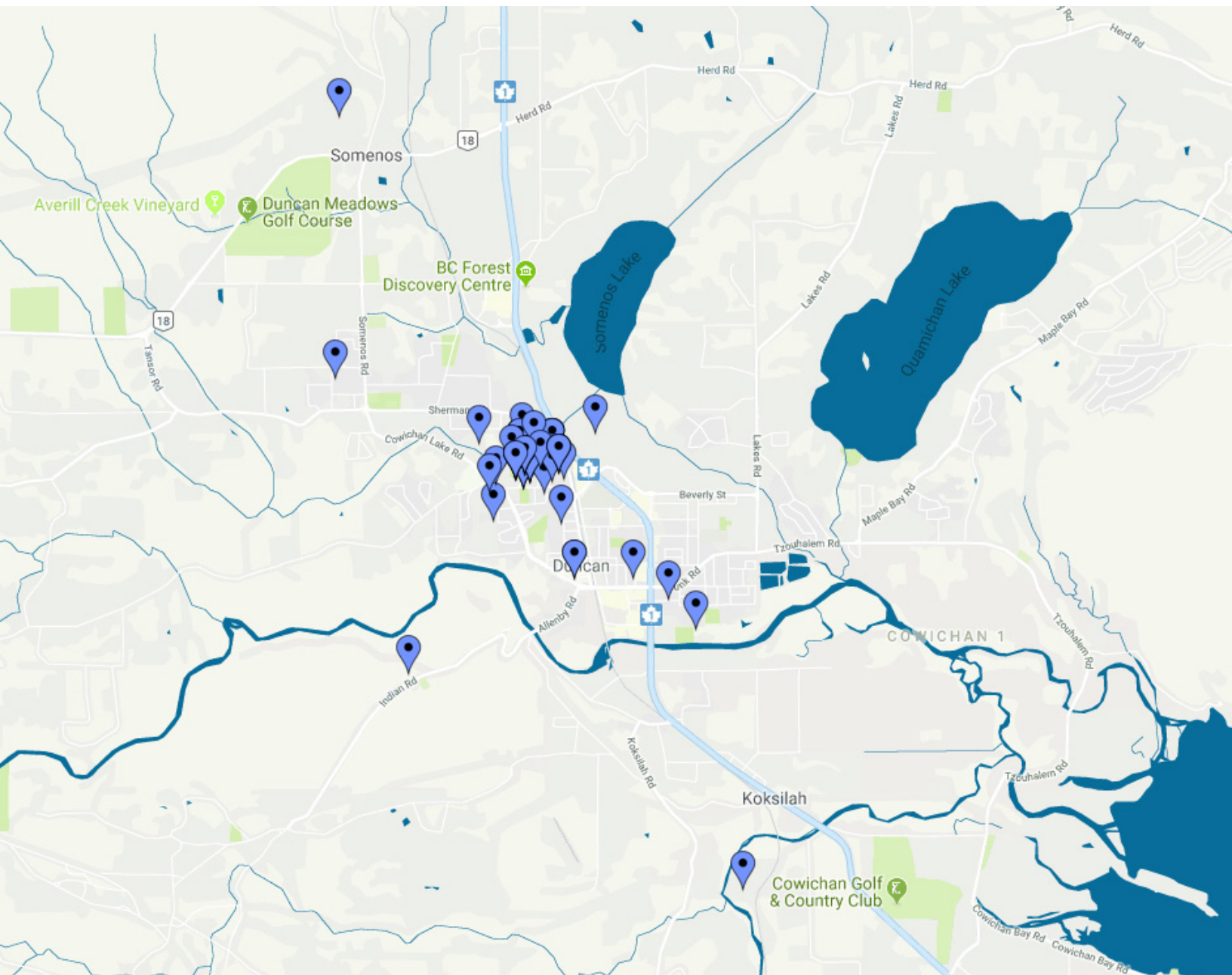
Options Review Community Workshop

## 3 | COMMUNITY FEEDBACK SUMMARY

The following summary outlines key themes gathered from the feedback form and written comments at the community workshop and drop-in open house. To see all submitted comments refer to **Appendix A**.

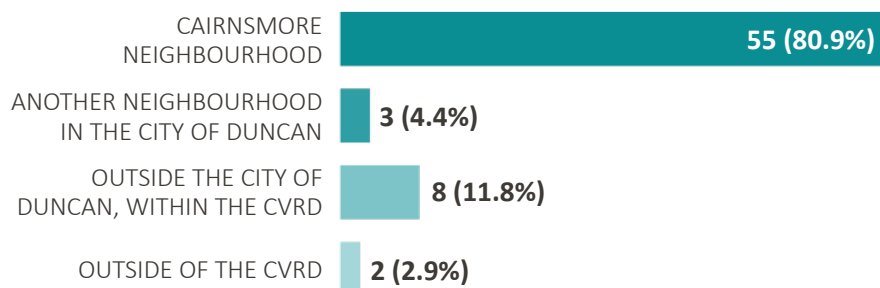
### 3.1 ABOUT PARTICIPANTS

PARTICIPANT LOCATION MAP (BASED ON POSTAL CODES)

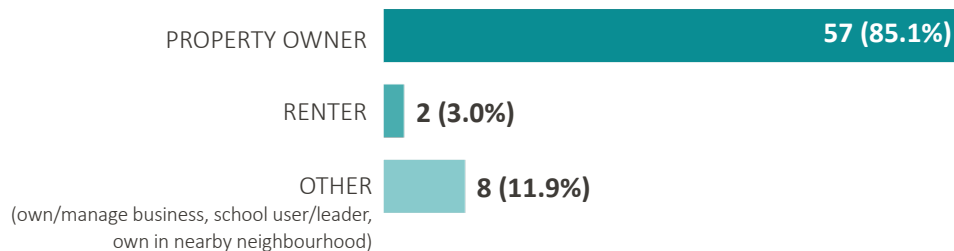


## DEMOGRAPHICS

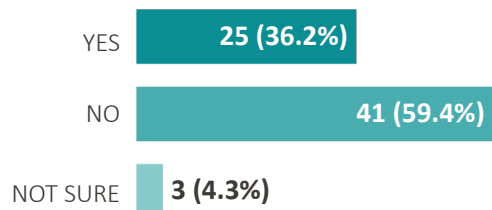
### WHERE QUESTIONNAIRE PARTICIPANTS LIVE



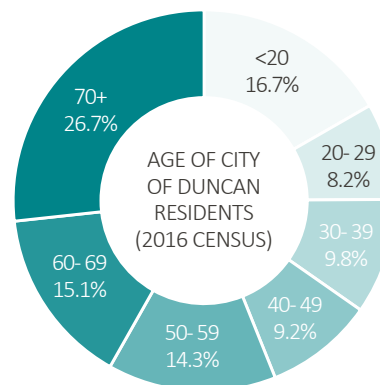
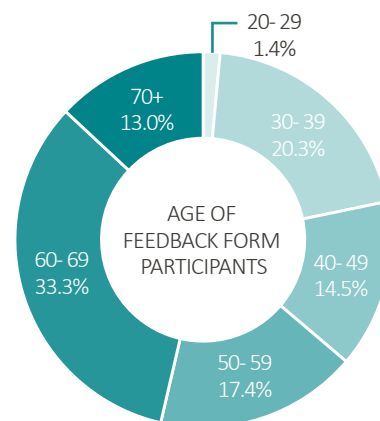
### DO THEY RENT OR OWN PROPERTY IN CAIRNSMORE?



### DID THEY PARTICIPATE IN PHASE I OF THE PLANNING PROCESS?



### AGE OF PARTICIPANTS



### 3.2 DRAFT VISION & GUIDING PRINCIPLES

A draft vision and set of guiding principles were presented for discussion and refinement with participants. The feedback received will be used to revise and improve the drafts during Phase 3.

# DRAFT VISION

In the future, the Cairnsmore neighbourhood continues to be a **close-knit community** where residents live, work, and play as the community evolves.

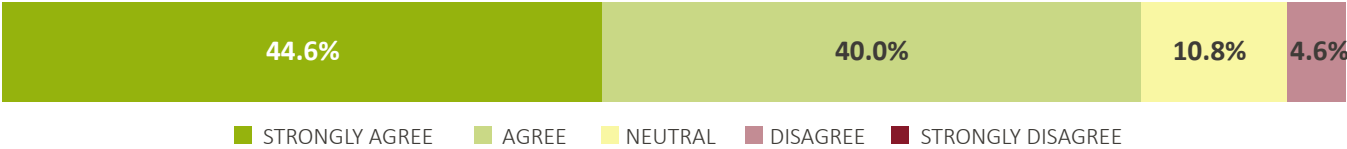
The Commercial Node is expanded to include more **local businesses** which are supported by high-quality **mixed housing types, parks, trails, and pathway connections** that lead to a **central gathering place**.

Unique **single-family character homes** celebrate the early 1900’s **architectural heritage** through a facade preservation program, with **new housing options** woven into the community fabric.

**Mature trees** and **larger lots** continue to form the backdrop of this **safe and healthy community**, providing all people the opportunity to **grow up** and **age in place**.



### LEVEL OF PARTICIPANT AGREEMENT FOR DRAFT VISION



### COMMENTS & SUGGESTED IMPROVEMENTS ON DRAFT VISION

- Concerns about the types of new housing options that will be considered – specifically multi-family or apartments that could impact the existing character of the neighbourhood. Some preference to limit or focus on single-family housing.
- Social service resources should be highlighted to help people age in place.
- Support for neighbourhood and small-scale businesses in the commercial node, including those that will encourage more positive activity, in turn, helping to decrease negative activities that occur when it is too dark or isolated.
- Suggestions to promote social inclusiveness, making Cairnsmore a place where everyone is truly welcomed.

# DRAFT GUIDING PRINCIPLES

**1 Create a strong neighbourhood heart** at the corner of Cairnsmore and Government at the neighbourhood commercial node.

**2 Create more housing options** near the neighbourhood heart, close to services and transit, to promote both growing up and aging in place.

**3 Add housing that fits** within existing residential areas, supporting the unique heritage and character of Cairnsmore.

**4 Connect people to places** by encouraging design around transit options and making Cairnsmore a walkable, bikeable, and transit-friendly neighbourhood.

**5 Respect and protect the urban forest**, retaining existing mature trees and requiring larger replacement trees with future development.

**6 Protect and celebrate heritage**, encouraging retention and recognition of sites, buildings, and features that define Cairnsmore.

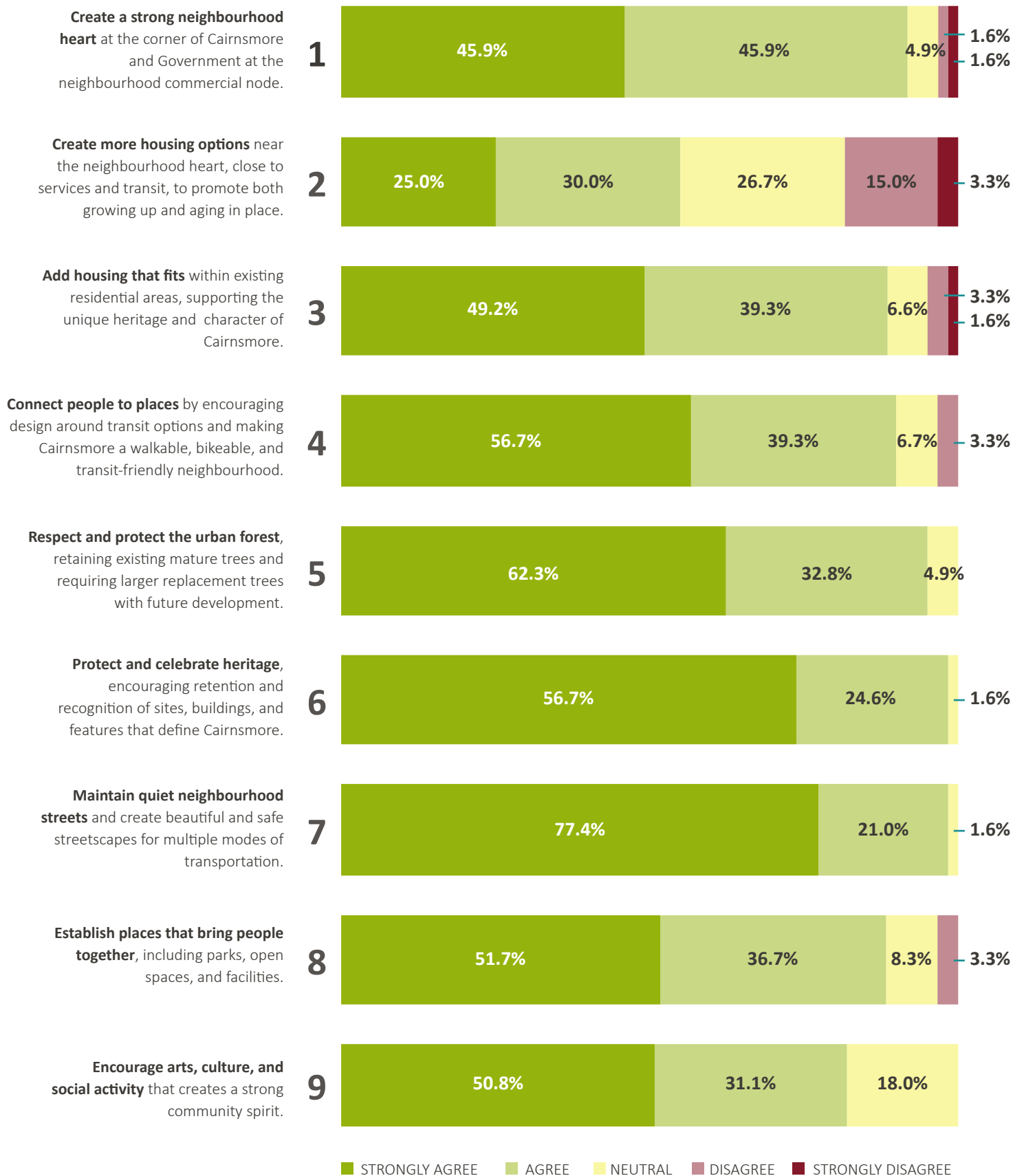
**7 Maintain quiet neighbourhood streets** and create beautiful and safe streetscapes for multiple modes of transportation.

**8 Establish places that bring people together**, including parks, open spaces, and facilities.

**9 Encourage arts, culture, and social activity** that creates a strong community spirit.

## LEVEL OF PARTICIPANT AGREEMENT FOR THE DRAFT GUIDING PRINCIPLES

### DRAFT GUIDING PRINCIPLES



## COMMENTS & SUGGESTED IMPROVEMENTS ON DRAFT GUIDING PRINCIPLES

**Principle #1:** Create a strong neighbourhood heart at the corner of Cairnsmore and Government at the neighbourhood commercial node.

- Replace “heart” with “hub”
- Consider traffic and parking if there is growth
- Ensure any new commercial is a desirable neighbourhood asset (e.g., no chains)

**Principle #2:** Create more housing options near the neighbourhood heart, close to services and transit, to promote both growing up and aging in place.

- Concerns about too much medium-density
- Limit impacts on adjacent single-family areas
- Consider parking for these areas
- Recognize live / work opportunity

**Principle #3:** Add housing that fits within existing residential areas, supporting the unique heritage and character of Cairnsmore.

- Ensure preservation of large residential lots
- Limit subdivision (e.g., no panhandle lots)
- Limit crowding
- Recognize that good, modern design can complement heritage buildings if scale is compatible
- More specific as to appropriate types of housing
- Ensure mix of architecture / avoid uniform housing

**Principle #4:** Connect people to places by encouraging design around transit options and making Cairnsmore a walkable, bikeable, and transit-friendly neighbourhood.

- Existing routes are suitable already
- Bump-outs on Cairnsmore are a source of concern
- Also, connect to places outside the neighbourhood - e.g., schools, downtown

**Principle #5:** Respect and protect the urban forest, retaining existing mature trees and requiring larger replacement trees with future development.

- Tree planting on all streets
- Allow removals for safety or disease
- Focus on increasing cover (not just tree size)
- Ensure cover doesn't impact solar gains
- Encourage variety of colour and blooming
- Focus on protection – replacement will be difficult due to climate change, water restrictions, etc.

**Principle #6:** Protect and celebrate heritage, encouraging retention and recognition of sites, buildings, and features that define Cairnsmore.

- Be complementary to heritage, not beholden
- Encourage heritage styles in commercial areas

**Principle #7:** Maintain quiet neighbourhood streets and create beautiful and safe streetscapes for multiple modes of transportation.

- Street safety should be highest priority
- Address existing traffic volume issues

**Principle #8:** Establish places that bring people together, including parks, open spaces, and facilities.

- Create spaces where neighbours meet
- Make all people feel welcome
- Utilize existing spaces better (e.g., primary school)
- Monitor to limit loitering and undesirable activity

**Principle #9:** Encourage arts, culture, and social activity that creates a strong community spirit.

- While the plan can encourage annual events, it is typically community-driven.
- Consider more lighting for safety

---

### IDEAS FOR ADDITIONAL PRINCIPLES:

- Safety improvements, addressing homelessness and drug use
- Environmental / sustainable development methods
- Encouragement of local economy
- Welcoming entry to the neighbourhood
- More opportunities to get to know neighbours for all groups / residents
- Sustained affordability
- Infrastructure that can support growth

### 3.3 DEFINING NEIGHBOURHOOD CHARACTER

Defining the features that contribute to neighbourhood character to ensure they are protected and built upon.

#### LEVEL OF IMPORTANCE OF CHARACTER-DEFINING FEATURES IN CAIRNSMORE



## LEVEL OF IMPORTANCE OF CHARACTER-DEFINING FEATURES IN CAIRNSMORE (CONTINUED)



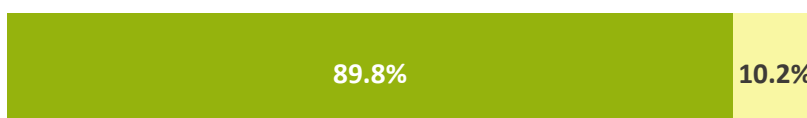
**Accessory structures and detached garages** in a style that matches the main house



Comments: More affordable types of infill / accessory dwellings may be needed



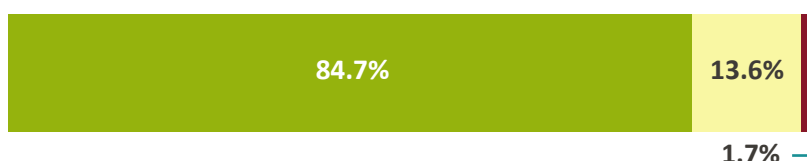
**Walkable scale and pedestrian oriented**, allowing residents to walk to nearby services



Comments: Wide streets and boulevards add to the character



**Landmark heritage structures** continue to be preserved and celebrated



**Eyes on the street** with windows, front doors, and porches facing the road and sidewalks



Comments: Improved lighting for safety



**Landscaped front yards** and character gardens that encourage water-wise gardening practices



Comments: Consider shared vegetable gardens, landscaping design should be up to owner as long as it is tidy



**Heritage architecture and design features** such as sloped rooflines, natural materials like wood or shake siding, and rectangular windows

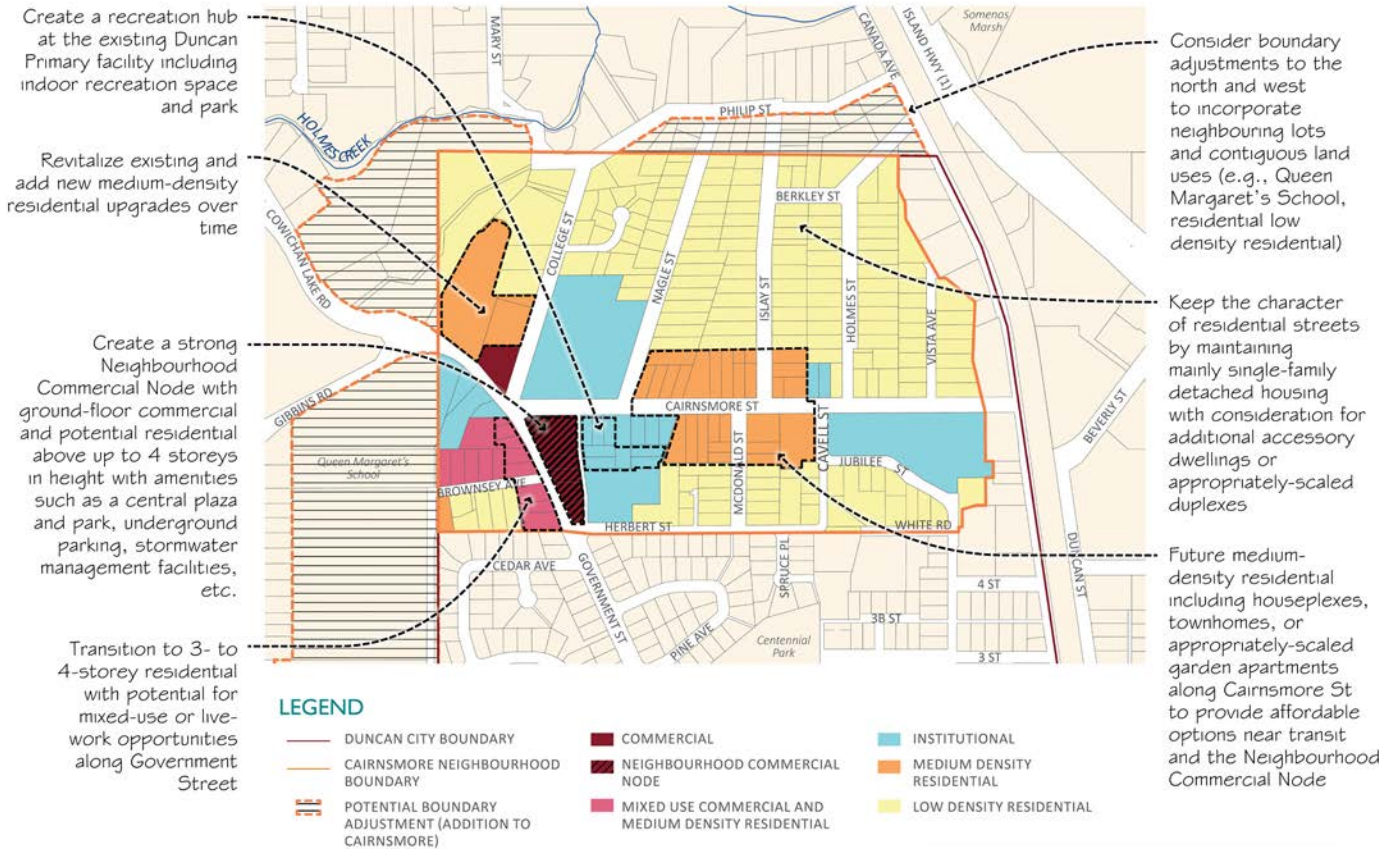


Comments: Important that any design guidelines are strictly enforced, limit use of unattractive materials such as plastic siding

### 3.4 FUTURE LAND USES - GENERAL

A key component of a neighbourhood plan is identifying appropriate land uses. The following feedback was received to on the level of agreement by participants for potential general land use directions as shown in the map below. This feedback will be used to refine land use directions during Phase 3.

#### POTENTIAL FUTURE NEIGHBOURHOOD LAND USE HIGHLIGHTS

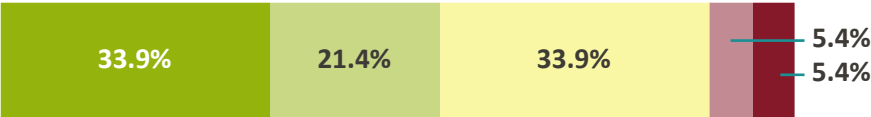


#### PARTICIPANT FEEDBACK

##### LAND USE IDEA

STRONGLY AGREE   AGREE   NEUTRAL   DISAGREE   STRONGLY DISAGREE

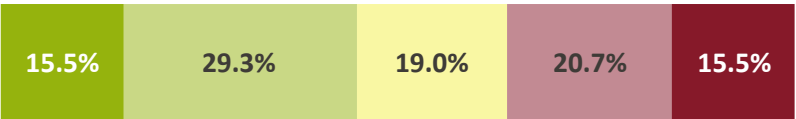
Consider working with North Cowichan to extend the City boundary to incorporate neighbouring lots as shown



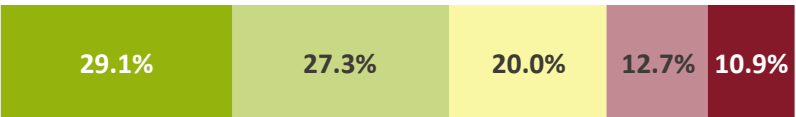
Maintain low-density land uses on existing residential streets (shown as yellow on map)



Encourage future medium-density residential such as houseplexes, townhomes, or appropriately-scaled garden apartments in key locations (shown as orange on map)



Build a strong Neighbourhood Commercial Node around the corner of Cairnsmore and Government Streets with mixed uses (ground-floor commercial and potential for residential above, up to four storeys total) (shown as red/pink on map)

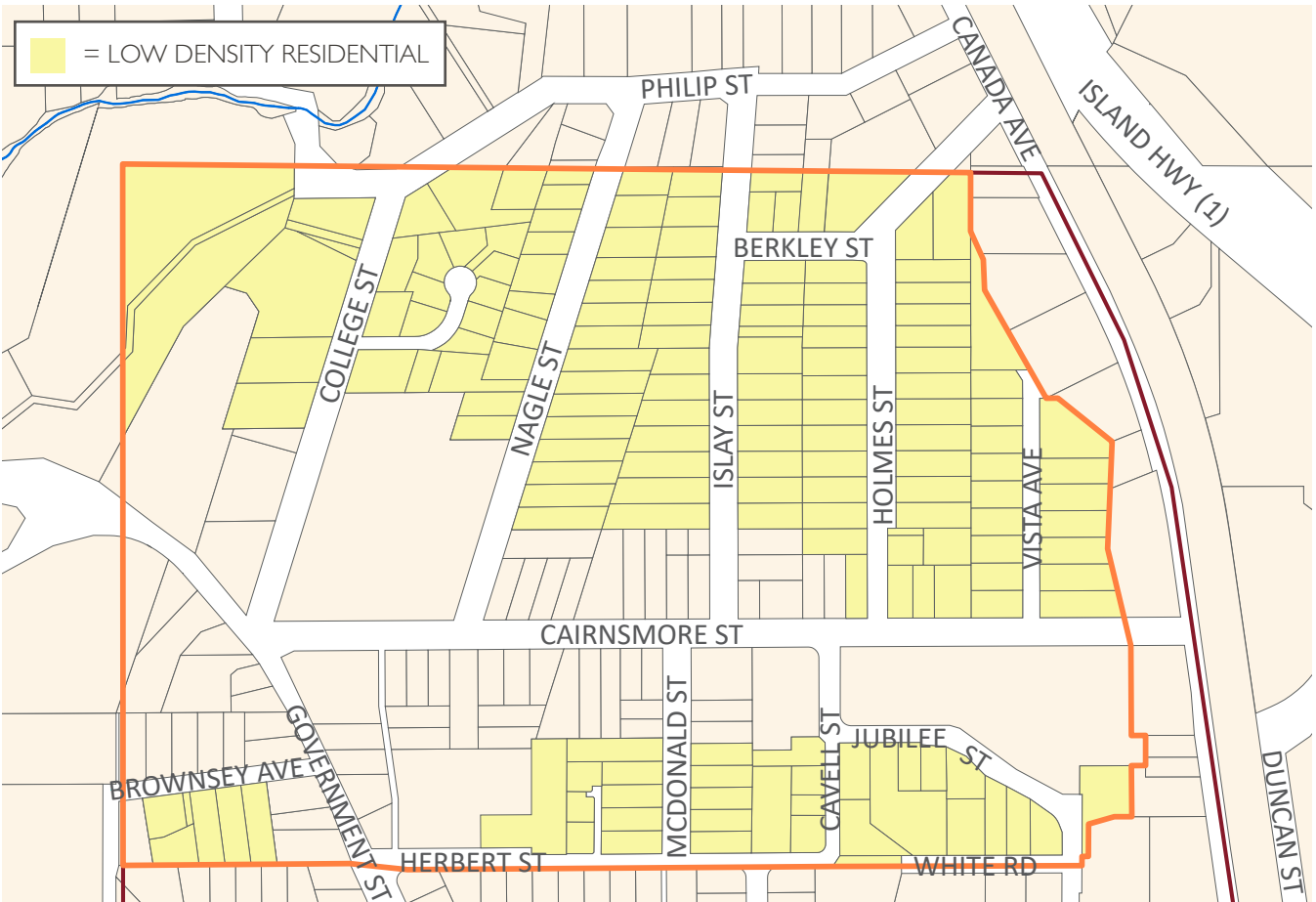


## GENERAL COMMENTS ON OVERALL FUTURE LAND USE

- Concerns about the implications of increased traffic at the corner of Government and Cairnsmore Streets if higher-densities and/or additional commercial uses are incorporated. These concerns are in part related to increasing traffic from new development in the Municipality of North Cowichan to the north and west of Duncan. Motorists from these housing areas typically enter the City via Lake Cowichan Rd. and Gibbons Rd., traveling through Cairnsmore to other destinations in Duncan or to the Trans Canada Highway.
- Concerns about the appearance and attractiveness of medium-density land uses, especially about higher densities leading to “ghettoization” or larger developments that may attract social challenges.
- Concerns that housing demands will lead to character homes being demolished to make way for duplexes in low density zones and higher densities in medium density zones.
- Concerns about the existing medium-density land uses on Cairnsmore St. and how these would fit and relate to existing single-family uses. Limited knowledge that the current Official Community Plan (OCP) shows this area as medium-density residential.
- Concerns about loss of entry-level single-family homes (lower cost) along Cairnsmore St. to attached housing or medium-density homes.
- Desire to carefully consider building heights – some preference for four storeys or less; some preference for three storeys or less. Low support for more than four storeys.
- General support for the concept of boundary expansion, provided it makes financial sense to the community. Some concerns about costs for emergency services.
- General support for increasing housing options (including live / work spaces) and housing affordability, provided it does not negatively affect neighbourhood character.
- Concerns about mixed-use commercial and medium-density residential housing shown at Brownsey Ave. due to existing traffic issues in part related to school pick-up / drop-off at Queen Margaret’s School.

### 3.5 FUTURE LAND USES - LOW DENSITY RESIDENTIAL

A number of potential planning strategies were identified to help protect the character and integrity of low density residential areas as shown in the map below. The following summarizes levels of agreement by participants for these strategies.



#### PARTICIPANT FEEDBACK

##### APPROACH / STRATEGY

■ STRONGLY AGREE 
 ■ AGREE 
 ■ NEUTRAL 
 ■ DISAGREE 
 ■ STRONGLY DISAGREE

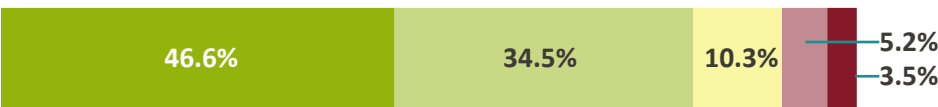
Create Cairnsmore-specific Design Guidelines to direct the siting and design of new or updated homes to enhance existing homes, address zoning, maintain trees, etc.



Discourage panhandle lots to avoid subdivision of lots with narrow street frontages



Update the Tree Bylaw to limit removal of existing mature trees (except for safety reasons)



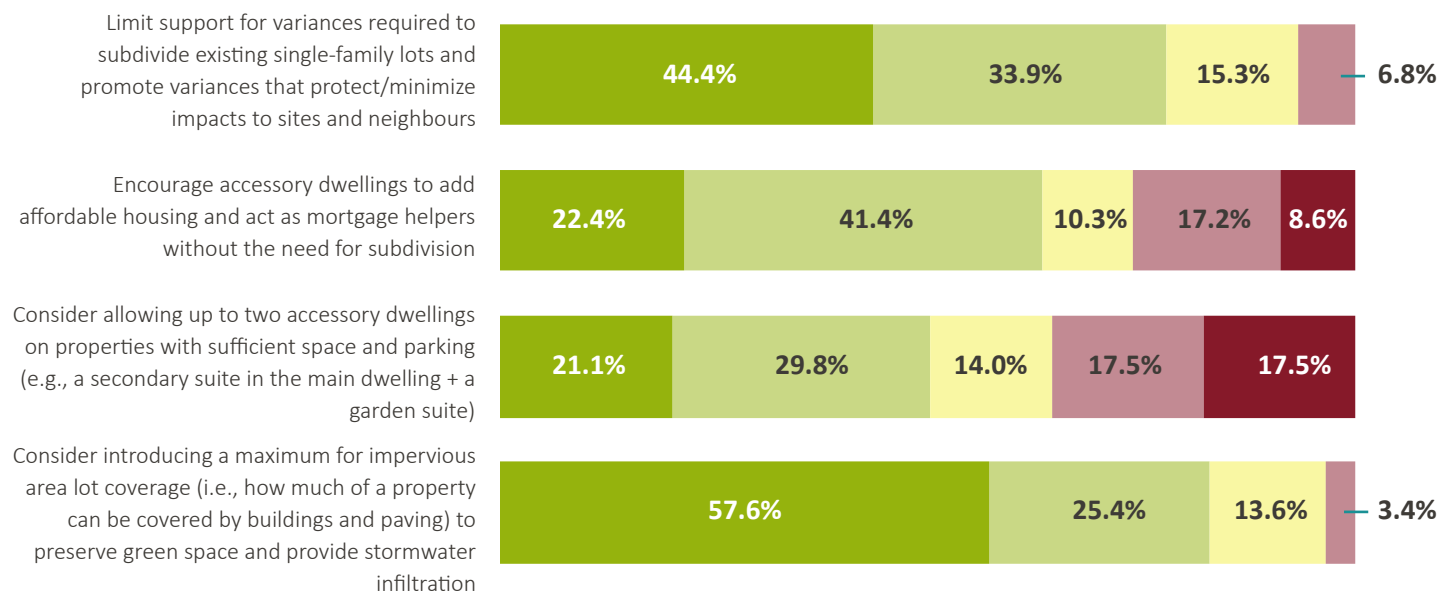
Consider a Heritage Conservation Area and adopt a heritage preservation bylaw to protect heritage sites and structures



## PARTICIPANT FEEDBACK (CONTINUED)

### FUTURE LAND USE IDEA

■ STRONGLY AGREE   
 ■ AGREE   
 ■ NEUTRAL   
 ■ DISAGREE   
 ■ STRONGLY DISAGREE

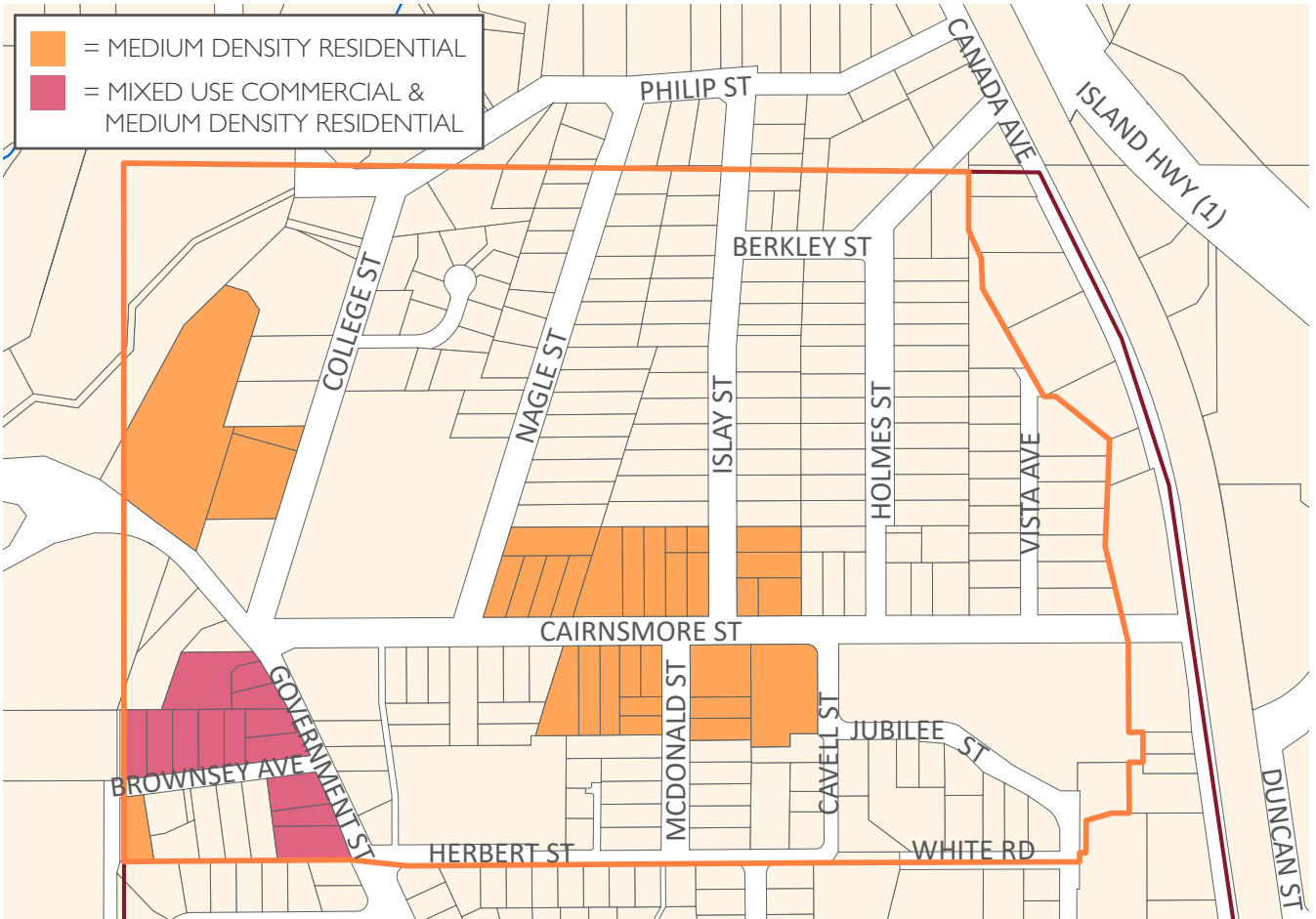


## GENERAL COMMENTS ON LOW DENSITY RESIDENTIAL

- Mixed support for accessory buildings with concerns that accessory buildings could:
  - » Affect the peaceful, quiet nature of the neighbourhood
  - » Contribute to an increase in impervious surfaces, impacting stormwater management
  - » Interfere with maintaining trees
- Some suggestions that higher density (e.g., accessory dwellings) is better suited to commercial areas closer to downtown.
- Suggestions that accessory buildings should be carefully regulated by defining and enforcing:
  - » Number per property (i.e., 1 or 2 maximum)
  - » Building type (e.g., carriage homes, over garages only)
  - » Building guidelines (i.e., tastefully designed to protect trees and neighbour privacy)
- Suggestions to carefully manage the height and setback of all new buildings through design guidelines to protect privacy for existing neighbours.
- Concerns about neighbourhood parking and traffic issues with additional density.
- General desire to maintain neighbourhood trees as much as possible. Some concerns about trees impacting potential future solar power opportunities.
- Support for affordable, modestly-sized single-family homes for all income levels. Suggestion that individuals and families with lower incomes should not only have multi-family housing options.

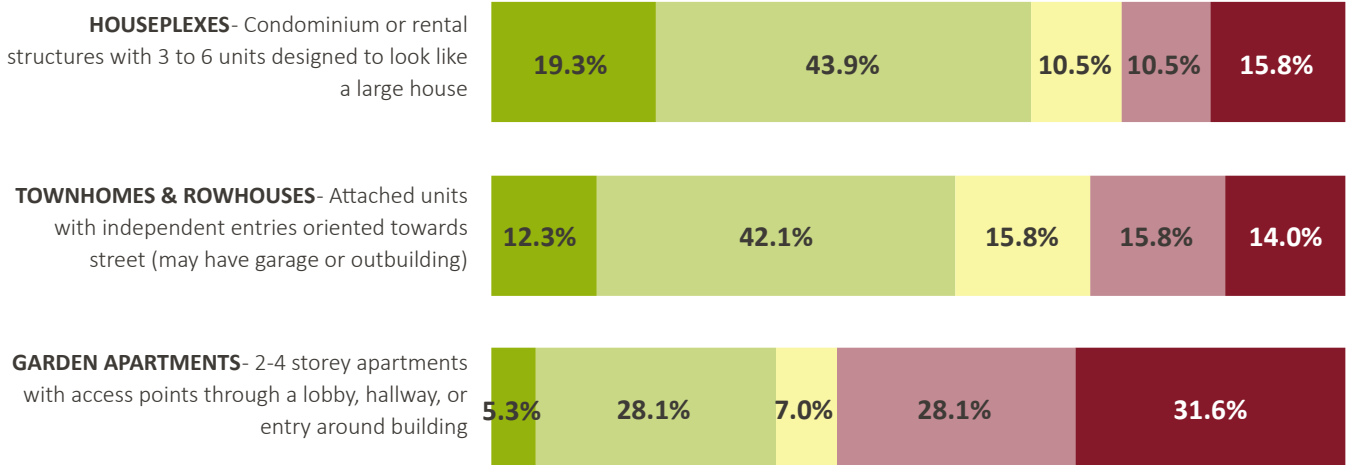
### 3.6 FUTURE LAND USES - MEDIUM DENSITY RESIDENTIAL

A number of potential building types and strategies were identified for medium density residential areas as shown in the map below. The following summarizes levels of agreement by participants for these strategies.



#### PARTICIPANT FEEDBACK

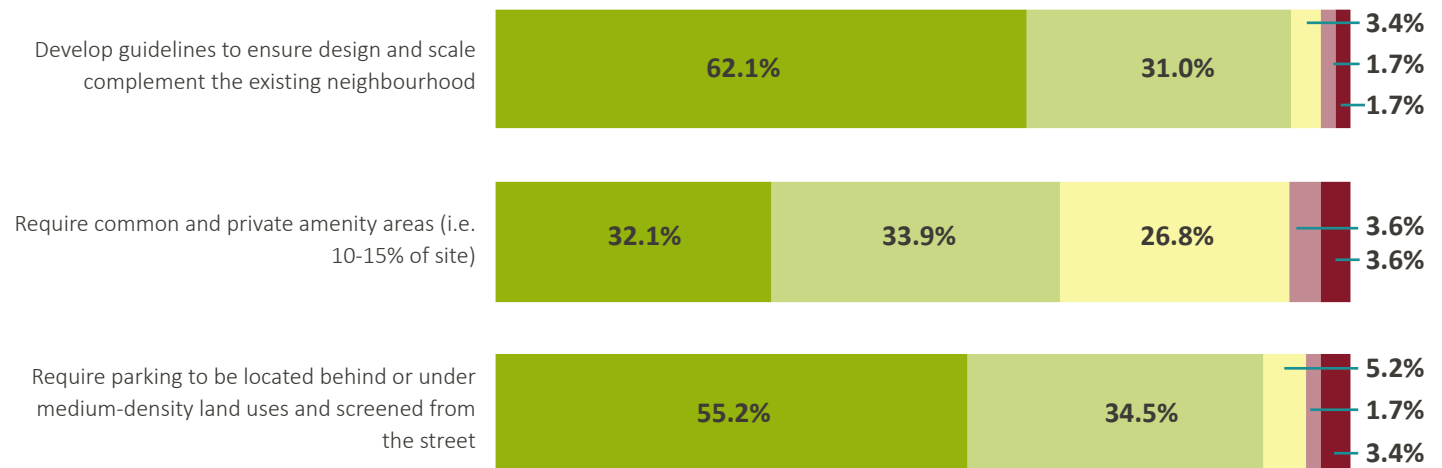
POTENTIAL BUILDING TYPE      ■ STRONGLY AGREE   ■ AGREE   ■ NEUTRAL   ■ DISAGREE   ■ STRONGLY DISAGREE



## PARTICIPANT FEEDBACK (CONTINUED)

### POTENTIAL STRATEGY

■ STRONGLY AGREE   
 ■ AGREE   
 ■ NEUTRAL   
 ■ DISAGREE   
 ■ STRONGLY DISAGREE

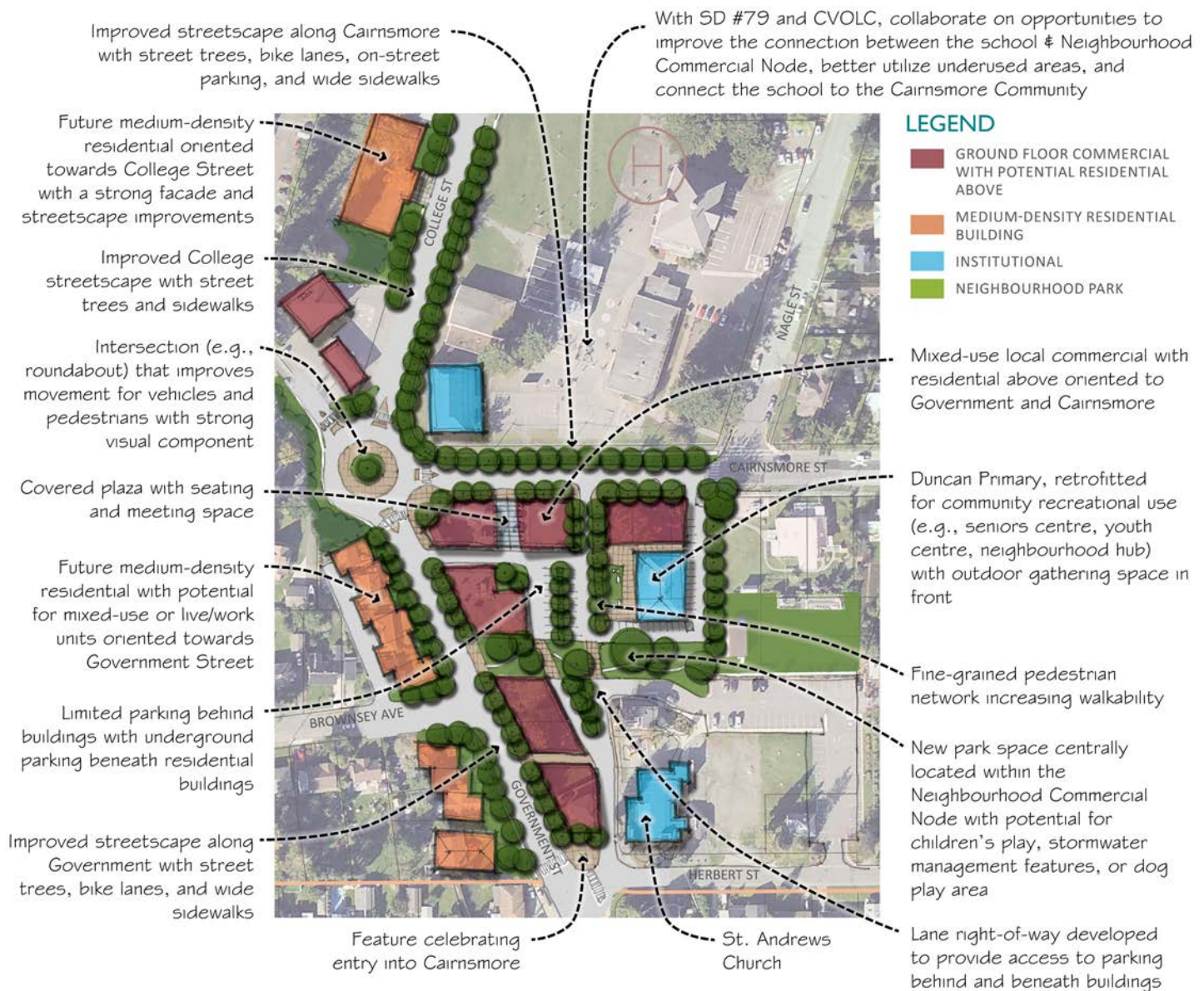


## GENERAL COMMENTS ON MEDIUM DENSITY RESIDENTIAL

- General support for some medium density housing, notably such as:
  - » Co-op housing
  - » Co-housing models
  - » Senior housing
  - » Small, single-storey, ground level entry houses (e.g., houses next to the community garden at St. Andrews on Herbert St.)
  - » Townhomes or row houses
  - » “Garden” apartments limited to 2-4 storeys on select streets (e.g., more support for College St. and less support for Cairnsmore St.)
  - » Limited to carriage homes or suites to maintain the charm of the area
- Desire to limit medium density housing storeys. Some concerns that higher buildings (e.g., 4 or more storeys) are out of character for the area.
- Concerns about additional traffic in the neighbourhood (e.g., Government Street, Brownsey Avenue) and parking issues.
- Concerns that medium density housing will exacerbate existing social issues in the neighbourhood (e.g., increased narcotic use, lack of long-term neighbours).
- Desire for strong design guidelines (e.g., architecturally suited to neighbourhood) and consider yard size and setbacks.
- Concern that medium density zoning may encourage several adjacent homes to be sold to developers for multi-family developments, resulting in loss of community.
- Suggestion that medium-density housing may be better suited to areas around Jubilee St. and White Rd., in closer proximity to downtown.

### 3.7 FUTURE LAND USES - NEIGHBOURHOOD COMMERCIAL

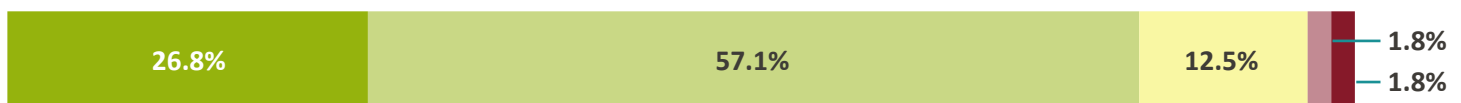
The following summarizes level of agreement by participants for the Neighbourhood Commercial Node, which would build upon the existing commercial node at Cairnsmore and Government Streets. This feedback will be used to refine directions refined during Phase 3.



#### PARTICIPANT FEEDBACK

##### POTENTIAL STRATEGY

■ STRONGLY AGREE 
 ■ AGREE 
 ■ NEUTRAL 
 ■ DISAGREE 
 ■ STRONGLY DISAGREE



## GENERAL COMMENTS ON NEIGHBOURHOOD COMMERCIAL

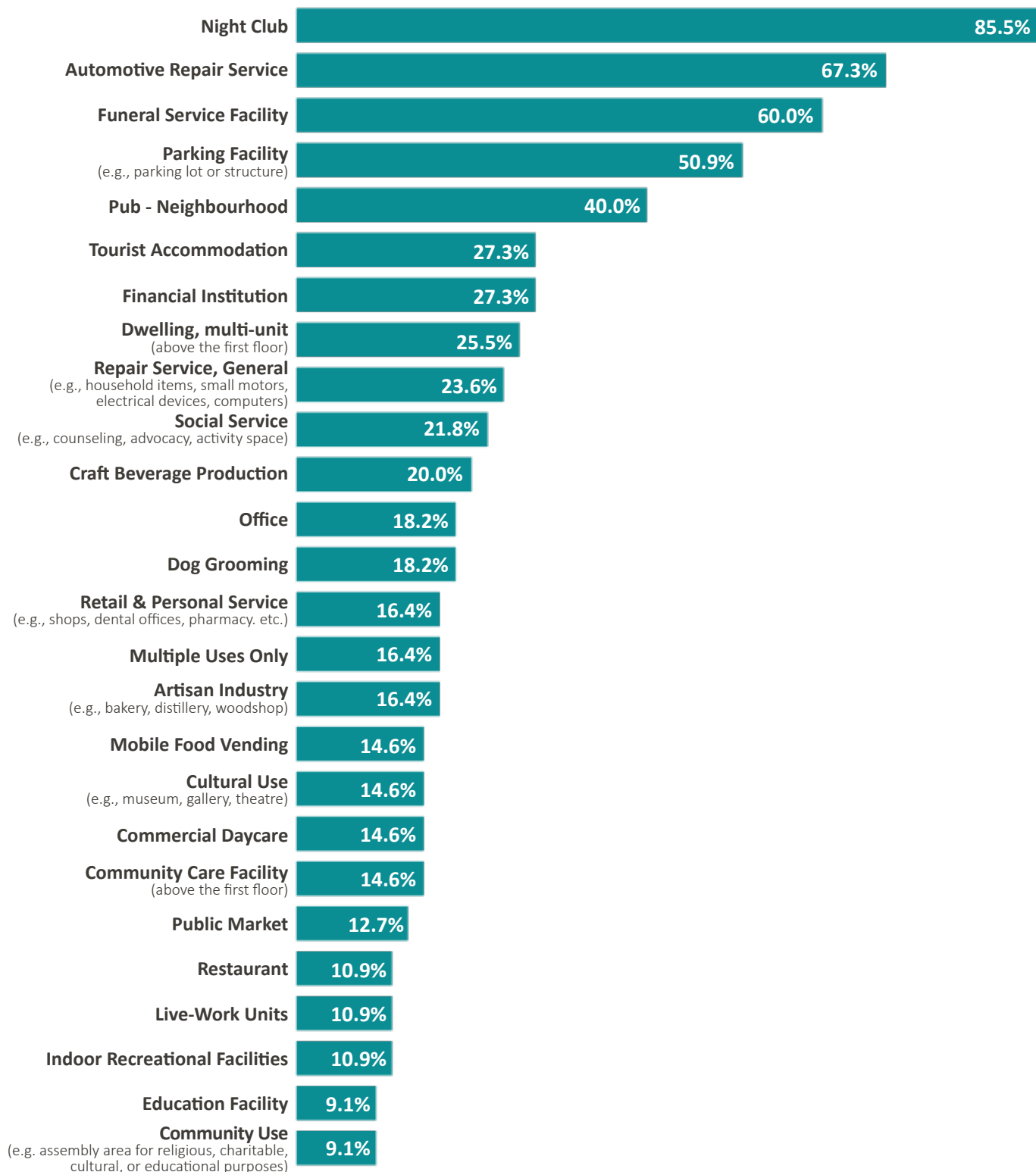
- General support for some development in the Neighbourhood Commercial Node as the “heart of the community,” potentially with less density (i.e., medium density) in other areas of Cairnsmore.
- Desire to limit mixed-use commercial residential buildings height to ensure a human scale that integrates into the community and does not overpower neighbouring properties.
- Less support for housing development along Government St. due to the current traffic issues (particularly at Brownsey Ave.).
- Support for community hub and recreation centre, provided programs are relevant to neighbourhood population (i.e., children’s programs, seniors activities, etc.).
- Concerns about a roundabout due to potential increase in traffic and decrease in pedestrian safety (particularly for children who attend the two nearby schools). Current amount of traffic at the intersection, road alignment, and lack of driver knowledge on how to use roundabouts were identified as potential issues.
- Concern about traffic congestion and parking, particularly on Government St. Concerns traffic will potentially flow onto back lanes and residential streets.
- Concern about widening Government St. between Herbert St. and Cairnsmore St.
- Concerns about negative social issues such as theft, vagrancy, narcotics, and litter along Government St. if there are bushes, public seating, and a park.
- Support for a green, pedestrian-oriented concept for Government St. streetscape with quality design features. Some concerns about lanes on Government St. due to space limitations.
- Support for enhanced design and quality for downtown features and amenities (i.e., support for features like those on Canada Ave. and Craig St.).
- Integrate large areas surrounding the Neighbourhood Commercial Node (i.e., School District 79 lands, St. Andrews Church lands).

## NON-APPROPRIATE USES IN THE NEIGHBOURHOOD COMMERCIAL NODE

During the first phase of engagement, public input suggested it is important to carefully consider the types of businesses suitable in Cairnsmore Neighbourhood Commercial Node. The current zoning bylaw permits a wide range of potential uses for the neighbourhood node; however, not all are appropriate for Cairnsmore. To better understand which uses would be supported, participants were asked what uses would not be a fit.

### LEVEL OF SUITABILITY IDENTIFIED BY PARTICIPANTS

Ordered from LEAST suitable (top) to MOST suitable (bottom)



## COMMENTS ON POTENTIALLY APPROPRIATE USES IN THE NEIGHBOURHOOD COMMERCIAL NODE

- Generally desired commercial uses:
  - » Pharmacy
  - » Yoga studio
  - » Hair salon
  - » Florist
  - » Bookstore
  - » Artisan shops
  - » Art galleries
  - » Cafés
  - » Restaurants
  - » Farmer's Market
  - » Nursery
- Suggestion for more community gardens (potentially with greenhouses).
- Support for personal services such as:
  - » Independent financial advisors
  - » Medical
  - » Dental
  - » Lawyers
  - » Physiotherapists
  - » Notaries
  - » Mortgage brokers
  - » Banking services
- Support for seniors accommodation and possibly care facility as long as it does not lead to too much of one demographic.
- General concerns about home-based businesses (throughout the neighbourhood) and ensuring that regulations are followed.



### 3.8 ACTIVE TRANSPORTATION

A total of 22 ideas were identified as potential measures for improving pedestrian and cycling networks in Cairnsmore as indicated by the numbers on the map below. Participants were asked to identify their priorities from the list.



#### PRIORITY RANKINGS FOR ACTIVE TRANSPORTATION IDEAS

Active Transportation Idea	% of Participants Selecting this Idea
1 Canada Ave staircase safety improvements – lighting, improved sightlines, tree limbing, passive surveillance	72.6%
2 Bicycle facilities on Jubilee from Cavell to White Rd	25.8%
3 Improved pedestrian and cycling connections on Jubilee to Downtown Duncan	56.6%
4 Formal pedestrian crosswalk at the corner of Islay and Berkley	16.1%
5 Walking trail on unopened Berkley right-of-way to Canada Ave.	22.6%
6 Addition of sidewalks on Philip Street (with North Cowichan)	45.2%

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Active Transportation Idea	% of Participants Selecting this Idea
<b>7</b> Formal pedestrian trail from the cul-de-sac on College to Philip with safety and sightline improvements	48.4%
<b>8</b> Formal pedestrian trail from the cul-de-sac on Nagle to Philip with safety and sightline improvements	46.8%
<b>9</b> Sidewalk on College Street	46.8%
<b>10</b> Cycling lane improvements on Cairnsmore where curb bump-outs are pinch points for cyclists	50.0%
<b>11</b> More safety measures at the pedestrian crossing at the corner of Herbert and Government	45.2%
<b>12</b> Cycling lanes on Government from Herbert to the roundabout at Gibbins (requires expansion of road right-of-way)	35.5%
<b>13</b> Trail link connecting the Canada Ave staircase and Jubilee pathway to increase use and activity in the area	35.5%
<b>14</b> Future trail expansion outside City boundary into North Cowichan	33.9%
<b>15</b> Defined route to the Cowichan Valley Trail, potentially via Cowichan Lake Rd or Philip St (with North Cowichan)	45.2%
<b>16</b> Defined and safe pedestrian routes to Centennial Park	50.0%
<b>17</b> Increased walkability in the Neighbourhood Commercial Node	40.3%
<b>18</b> Secure, lit, and weather protected bike parking in the Neighbourhood Commercial Node	25.8%
<b>19</b> Unique features such as public art and fun activities in the trail system (e.g. slide down the hill at the Canada Ave staircase and bumpouts on Cairnsmore Ave.)	25.8%
<b>20</b> Heritage walk to showcase heritage homes, streets, and sites	21.0%
<b>21</b> Covered bike maintenance facility (e.g., air, water, pump, tools) near the service station	16.1%
<b>22</b> Pedestrian connection and staircase between Herbert St. and White Rd.	27.4%

## COMMENTS ON ACTIVE TRANSPORTATION IDEAS

- General support for improving connections and routes and introducing traffic calming measures to enhance pedestrian safety, particularly at:
  - » Government St. at Hebert St.
  - » Along Cairnsmore St., including bike lane improvements (future hospital relocation could provide potential opportunities for street narrowing or enhancements)
  - » Government St. at Cedar St. (children use intersection to access bus stop to school)
  - » Along Government, Cavell, and Jubilee Streets.
- Consideration for left-turn access to Island Highway North from Sherman Rd. for MNC motorists to reduce pressure on Cairnsmore streets.
- General support to consider lighting and safety enhancements on pedestrian paths to discourage undesirable behaviours.
- Consider pedestrian amenities on pathways such as seating.
- Mixed opinions about introducing pathways at existing road ends (e.g., Nagle St., College St., Berkley St.). Some opinions indicate routes are already in use and would benefit from formalization and safety improvements; other opinions indicate that access improvements could perpetuate existing undesirable behaviours and further use should not be encouraged.
- Consider paved and lit sidewalks on Philip Street and on Government St. (between Pine Ave. and Boundary St. to improve connection to downtown.)
- Consider protected cycling lanes on Cairnsmore to utilize width and improve safety.
- Prioritize safety improvements to address crossing for students traveling to schools.
- Concerns about bump-outs on Cairnsmore St. related to traffic conflicts, traffic restrictions, and safety.



### 3.9 NATURAL AREAS, TREES & PARKS

A total of 16 ideas were identified as potential measures for improving Natural Areas, Trees & Parks within Cairnsmore as indicated by the numbers on the map below. Participants were asked to identify their priorities from the list.



#### PRIORITY RANKINGS FOR NATURAL AREAS, TREES & PARKS IDEAS

Natural Areas, Trees & Parks Idea	% of Participants Selecting this Idea
<b>1</b> <b>People and places</b> enhancement by adding natural areas, an off-le dog park, children's playground for all ages, and spaces for rest and relaxation (not shown on map)	51.8%
<b>2</b> <b>Wayfinding</b> and improved routes from Cairnsmore to Centennial Park	23.2%
<b>3</b> <b>Partnership</b> with School District #79 and the Cowichan Valley Open Learning Co-op, explore opportunities to maximize use and enjoyment of the open space around the school grounds	66.1%
<b>4</b> <b>Local food production</b> by supporting St. Andrews Community Garden	35.7%
<b>5</b> <b>Enhance multi-model trail linkages</b> by improving routes between Cairnsmore and Somenos Marsh with North Cowichan	23.2%

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Natural Areas, Trees & Parks Idea		% of Participants Selecting this Idea
6	<b>Enhance Girl Guide Hall</b> use by exploring opportunities to maximize enjoyment of the open space around Guide Hall	58.9%
7	<b>Urban plaza</b> and green park space to create new community open spaces near the neighbourhood commercial node	41.1%
8	<b>Preserve and acquire natural areas</b> in the northwest of Cairnsmore, including potential future park space and consideration for border extension to encompass additional green space	50.0%
9	<b>Activate Canada Ave. Staircase</b> by adding fun and innovative features like a slide on the hillside, play elements, park space, lighting, as well as limbing trees to improve visibility	23.2%
10	<b>Make parks safe</b> through increased lighting for night time walks to town and the Neighbourhood Core, and additional “eyes on the park”	69.6%
11	<b>Protect trees</b> and forested areas with the goal of maintaining and enhancing biological diversity	58.9%
12	<b>Discourage tree removal</b> of existing mature trees for reasons other than hazard or safety	41.1%
13	<b>Plant large new trees</b> on public lands that support renewal of the neighbourhood’s tree canopy	55.4%
14	<b>Encourage native tree planting</b> by private landowners to support ongoing renewal of the existing tree canopy	37.5%
15	<b>Street trees</b> that suit the character of the neighbourhood and that have significant canopies and size (not shown on map)	51.8%
16	<b>Net gain in tree canopy</b> in the neighbourhood over time	23.2%

## COMMENTS ON NATURAL AREAS, TREES & PARKS IDEAS

- General support for improvement to outdoor areas to provide safe spaces for relaxation and activities.
- Concerns that negative behaviours could occur in unmonitored open spaces.
- Other potential improvement ideas for parks, open space, and natural areas included:
  - » Water features (e.g., fountain or natural pond)
  - » Improved maintenance
  - » “Play-friendly” streets such as ideas used in Vancouver West End
  - » Off-leash dog area
- Some concerns that enhancements at the Canada Ave. staircase could perpetuate negative behaviours and safety concerns.
- Support for acquiring natural areas to protect Holmes Creek and for tree retention, planting, and general environmental protection.
- Suggestion to partner with the School District to develop:
  - » Walking path or exercise loop around school
  - » Lighting improvements (sensitive to light trespass on private properties)
  - » Improved sports field
  - » Pedestrian amenities
  - » Mural
- Suggestions for general improvements and maintenance to boulevards and vegetation



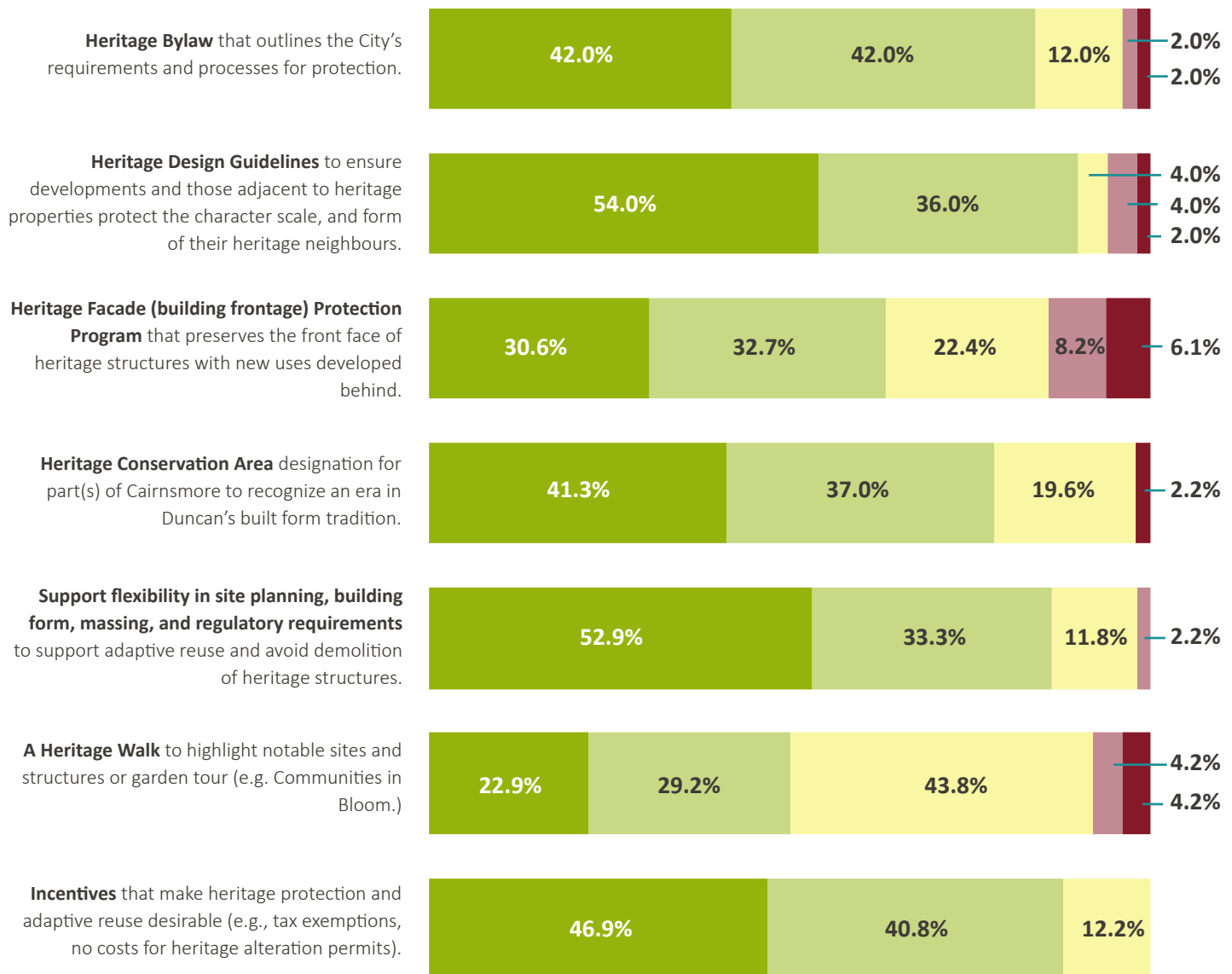
### 3.10 HERITAGE PROTECTION TOOLS

During Phase 1, participants identified that heritage sites, buildings, and features are important to Cairnsmore's character. A number of strategies that could be considered to help preserve heritage features were identified for review. The following summarizes level of agreement by participants for considering various heritage protection tools. This feedback will be used to inform heritage policies developed during Phase 3.

#### PARTICIPANT FEEDBACK

##### HERITAGE STRATEGY/TOOLS

■ STRONGLY AGREE   
 ■ AGREE   
 ■ NEUTRAL   
 ■ DISAGREE   
 ■ STRONGLY DISAGREE



#### COMMENTS ON HERITAGE PROTECTION TOOLS FOR CAIRNSMORE

- General support to retain heritage features within key areas.
- Desire for Heritage Design Guidelines that consider both new developments and upgrades to existing structures to help maintain community character.
- Some concerns about cost of heritage protection to homeowners.
- Suggestion for "Heritage Week" with tours and information on local homes (timed in May or June to coincide with garden blooming).

### 3.11 OTHER EMERGING DIRECTIONS

In addition to those identified above, a number of preliminary ideas were also developed for topics such as the road network, transit, streetscapes, arts and culture, community spirit, and sustainable infrastructure. General comments on these and other topics are listed below.

#### COMMENTS ON HOUSING

- Strong desire to preserve single-lot detached historical homes that add variety, community character, and spirit.
- Mixed support for multi-family structures; most support around the neighbourhood commercial core. Height and design are key considerations.
- Desire to see strong design guidelines should reflect community character developed and consistently applied.
- Important to review infrastructure and other services to ensure they can support increases in density (both incremental and larger-scale).
- Consider green space and environmental requirements (wastewater recycling) for any new developments.
- Encourage infill housing.
- Encourage family-friendly housing.

#### COMMENTS ON NEIGHBOURHOOD COMMERCIAL NODE

- Pedestrian-friendly features with patios and street character to encourage business and deter negative behaviour are important.
- A central gathering area (Town Plaza) would support the idea of a close-knit community.
- Desire to ensure business hours take into account the residential area (i.e., no more 24-hour businesses).
- Some feelings that the gas station / convenience store is not a good fit for the local neighbourhood. Care should be taken to ensure future businesses fit well.
- Concerns about commercialization and density affecting the neighbourhood in the future.

#### COMMENTS ON CONNECTIONS

- General support for additional connections; however, some concerns for specific routes through residential areas, that could affect quiet neighbourhood.
- Desire for traffic issues on Brownsey Ave. to be addressed (in part related to Queen Margaret School pick-up and drop-off).
- Support for sustainable modes of transportation and less “automobile focused” infrastructure including more transit options and protected bike lanes.
- Significant concerns about speeding and strong support for pedestrian safety enhancements at key locations.
- Cairnsmore St. curb bump-outs are a concern to some residents – perceived issues with safety and vehicle impacts.

#### COMMENTS ON COMMUNITY SPIRIT

- General agreement that Cairnsmore has a strong supportive community and neighbourhood feel.
- Desire for more municipal support to encourage events or initiatives that foster community.
- Support for a neighbourhood hub, community webpage, community hall, and public green spaces.
- Interest in organizing a Cairnsmore Neighbourhood Group.
- Suggestions that cul-de-sac areas provide places for community gatherings and safe play.

## COMMENTS ON GREEN SPACE

- Strong support for tree retention and additional green space to enhance community health; some comments that existing green space and private property green space is adequate.
- Suggestions for a dog park.
- Interest in "micro-parks."
- Measures to address littering and negative behaviour in parks, open space, and natural areas are important.
- Park amenities such as additional seating.
- Potential for the Cowichan Valley Open Learning Co-op to be a potential "heart in the community" due to central location and connection to the Neighbourhood Commercial Core.
- Support for partnerships with the School Board to maximize opportunities to use school lands / facilities for overall community benefit.
- Consider utilizing empty lots (e.g., temporary green space, playground, dog park, or community space).
- Concerns that School District property (institutionally-zoned) will be developed to not fit with current community character.

## COMMENTS ON ARTS & CULTURE

- Seek opportunities to collaborate with Cowichan Tribes to promote cultural awareness.
- Encourage public art including non-permanent installations and cultural events.
- Encourage more community events such as art fairs, seasonal events, pedestrian-only street parties, music, community gatherings.
- Art Walk in neighbourhood.
- Desire for a defined community hub or community centre to support arts and cultural events.

## COMMENTS ON ENVIRONMENT

- Incorporate environmental sustainability measures into planning, potentially considering:
  - » Development impacts on water resources;
  - » Noise pollution;
  - » Stricter bylaw enforcement;
  - » Promotion of public transit and sustainable modes of transportation;
  - » Community environmental programs; and
  - » Incentives for recycling, solar panels, other at-home environmental initiatives.
- Opinion that the community is well-suited to address greenhouse gas emissions by providing homes on large, green lots and close proximity to services (less fossil fuel use for transport).

## OTHER COMMENTS

- Suggestions that additional maintenance may be warranted including:
  - » Better enforcement to maintain private yards and boulevards;
  - » Snow removal on City sidewalks;
  - » Potential yard waste pick-up program;
  - » Coordination with Duncan Elementary to maintain vegetation on property; and
  - » Additional tree planting by property owners through incentives.
- Opinions that neighbourhood is generally well-kept and appreciated for its history and character, although some revitalization is required.



Cowichan Open Learning

V0-015

COWICHAN

## 5 | NEXT STEPS

Public input confirmed that many of the emerging ideas warrant further development in the draft neighbourhood plan. Key concerns around the topics of medium density housing; increased density impacts, including traffic and parking; infrastructure and services; and addressing safety concerns require careful attention during upcoming planning steps. In addition, some new ideas have been identified that will be explored as the planning process proceeds.

The outcomes of Phase 2 engagement will be used as input to the Draft Neighbourhood Plan.

Immediate next steps in the process include:

- Development of draft sections of the Cairnsmore Sustainable Neighbourhood Plan.
- Continuation of the engagement process through gathering input on specific topics or outstanding questions (further input and ideas will continue to be welcomed via email or phone).
- Presentation of the Draft Neighbourhood Plan for community review and refinement in spring 2019.
- Presentation of the Draft Neighbourhood Plan for Council review and consideration in spring 2019.
- Continued updates posted to the Project webpage:  
[www.placespeak.com/Cairnsmore](http://www.placespeak.com/Cairnsmore).





### QUESTION: Do you have comments or suggested improvements to the draft Vision?

- Some social service resources can be included to provide folks with the ability to age in place, i.e., home health care and residential family support services.
- Proposed new business such as cafés should open onto gathering place – or why not a square? If such a place is going to be used there has to be a reason for people to be drawn to it.
- I think we need more housing suitable to seniors who are downsizing but not necessarily apartments.
- The statement includes undefined terms, run-on sentences, and comma splices. The statement needs to be clear and concise. The term “new housing options” should be replaced with specific housing options being considered. There is a general interest in the community to protect its heritage, so densification limits should be addressed in the statement.
- I’m concerned about the vision of new housing options and what they would be.
- Would like to see more small, locally owned businesses and activities in the area, especially those that encourage evening customers as I believe more evening traffic will discourage crime and negative activities. If we could have, say, a more upscale coffee shop that is open later, or perhaps a community recreational centre, or community activities that go later, like a yoga class or seniors art classes, that would increase positive evening traffic to the area and discourage crime.
- Stop the sirens that are unnecessary during certain parts of the day. Very upsetting for folks living in Cairnsmore Lodge late into the night.
- Hopefully more neighbourhood-friendly businesses will move in to the commercial area, and it would be nice to see more community indoor space as well as parks. Making it as safe as possible for school kids and cyclists is important. Better transit service would be great, and slowing down the cars up/down from Jubilee would be a good idea.
- Mixed housing types and new housing options are not well defined and have the power to impact the character of the neighbourhood significantly. I don’t support these changes in general and don’t want to see them reflected in the vision statement. The focus on pedestrian friendly, early 1900’s architectural heritage, and larger lots etc. is welcome though.
- This central commercial node would be beneficial to our boarding students.
- Not sure what high quality housing encompasses but am not in favour of multi-family complexes.
- Any new homes should only compliment existing homes in the neighbourhood. Single-family homes only!
- As a high level statement this works very well. When the details regarding “new housing options” are explored further we will add comments.
- I like the single family homes left as they are without new housing options.
- We do not need trails. Use the money for other parts of the plan.
- This is great. Walkability, access to green spaces, single-family homes with yards are key.
- Promote social inclusivity across social, economic, and cultural spectrum. Make this a neighbourhood where everyone is truly welcome (including those struggling with financial, housing, and health problems).
- No pathway at end of Holmes connecting with Canada. Don’t need the trouble like those near the stairs at Cairnsmore who do not feel safe in their own homes.
- Keep single family homes without new options
- Keep single family homes with room for children to play in their own yard and room for a garden. Change zoning so lots cannot be subdivided.
- No more housing.
- Have people park cars off the street on their own lot.
- Talk to the police about speeding on the streets.
- Consider a park at corner of Cavell and Cairnsmore.

**QUESTION:** Do you have any suggested improvements to the above guiding principles? Please specify the principle and your suggested improvement to that principle. Is there a guiding principle you think should be added?

- More consideration of safety. More emphasis on live/work. Recognition that good, modern design can complement heritage buildings.
- I find sidewalks and bike paths along Cairnsmore quite suitable. People are not likely to increase how often they walk because of improvements for walking and cycling.
- With living beside Duncan Elementary school, there needs to be more lighting, safe needle pick up, and security at the school in order for the children to enjoy the beautiful park. Lots of drug activity during the evenings
- #5 - Tree planting on all streets as has been done on Cairnsmore St.
- #1 - The term "heart" should be replaced with "hub". #2 - "near" should be replaced with "at", limiting development to the increased housing density to heart/hub developments. #3 is too general, increased housing outside of the heart/hub should be limited to suites and carriage houses. #4 is fine as is. I support #5 but the word "larger" is problematic. The focus should be on increasing the cover provided by trees. Larger could mean taller which will be an issue for solar power generation users of the future. #6, #7, #8, #9 are fine.
- Things that will get more people out of their homes and meeting their neighbours. These should include the businesses that are in our neighbourhood, including the Alternative learning school and the senior's home. Let's make others feel welcome in the neighbourhood too.
- Need off leash dog park trails not just contained gravel areas with fencing.
- Once a year, kiosks displaying art works, crafts and locally produced foods in the park on the corner of Cairnsmore and Cavell.
- #4 - Get rid of bump outs. They are dangerous and impede traffic flow.
- #1- Keep heavier traffic in mind. #3- Very important. #6 - Very important.
- #1 - Keep away from C.L.R. & College St. #3 - Most important there is a mixture of architecture. #5 - Plant different types of trees for colour and time of blooming.
- #5 - Agree, unless safety is an issue. Some trees are subject to rot disease. #8 - The concept is good, but in actuality these features currently attract loiterers.
- #3 - Large residential lots should be preserved, not subdivided to crowd in more homes.
- #1 - Concern with congestion on Government St. and parking. #2 - Revisit zoning on single family lots and the amount of medium density. #4 - The walkability and "connection" of Cairnsmore is already there. #5 - Within reason if there are diseased or problematic trees. #7 - I like our wide streets - but anything to beautify is welcome. #8- Monitoring of green spaces?
- #4 - Connections to other places outside the neighbourhood too (nearby schools, downtown). #7 - Safety is more important than quiet. #9 - A plan can encourage this, but ultimately it's community driven.
- Physically identify a warm welcome as one enters the neighbourhood.
- There is no principle that directly addresses safety.
- Encourage people from all walks to participate in the community capacity building.
- Safety of residents in that we don't feel like we have to be monitoring sketchy behaviours that have seem to become part of our landscape.
- 1) Environmental Development - encourage City and private developments to be built with sustainable methods. 2) Economic Growth - Encourage local economy. 3) Safety - improve safety. Vandalism, break-ins, and drug use are a significant concern.
- More community events that will increase the safety of our neighbourhood. I think if more people knew each other, and there was a place we could meet for activities, it would get more people out of their homes and increase street safety. Could we not use our resources to create such community events, like the school board building, the guide hall, and even the school outbuilding on weekends to create some kind of social activities or fitness groups?
- Eliminating homelessness and drug use.
- Bring the people out of their homes to meet their neighbors and share ideas.
- A people oriented community-centered approach to development and future area initiatives.
- Do not have a uniform housing. Have different types of houses. Public bathrooms.

- Very, very busy Cairnsmore / Government corner. I know you may get permission to get a roundabout. Will be more and more foot traffic there of all ages- young, old, disabled (sight and hearing), etc.
- Sad to see large maple on vacant lot now gone. We must protect our large trees. Climate change will make it very hard to replace them. Hot, dry, and water restrictions. What chance do new trees have?
- Be cautious with commercial 'node' development. Not all existing commercial is asset for community – e.g., 7-11/gas bar invites drug dealing and emphasis is on cars. Instead prefer focus on grocery, coffee shops, bakeries, things that encourage walking/biking and contribute to community feel – e.g., "tin-town" in Courtenay, BC.
- Drug addicts are people too.
- Encourage 7/11 to go heritage – it would pay off.
- More night lighting
- Motion sensors street lighting
- Parking needs to be addressed if more housing is added
- Maintain existing trees, within reason
- Monitoring of positive and negative activities is important
- Zoning should not allow subdivision using panhandles, current lot sizes should be retained
- Consider the long-term impacts of the hospital moving
- Traffic management on Government Street is needed because of development in North Cowichan
- Utilize existing (old school building) structures as a hub for community – art, entertainment, education
- Could implement traffic calming measures – narrowing streets, roundabouts, etc.
- Principles 8 & 9 could be linked
- Work on protecting heritage homes

**QUESTION:** Do you have any comments on the above character-defining features? Please specify the feature and your comment on it. Are there other character defining features in Cairnsmore?

- We don't have any examples of good, modern design that complements the large trees/heritage style of the neighbourhood. Maybe, this is an opportunity for the commercial node?
- I love the older style homes, but for the sake of affordability, I am happy to see infill structures and accessory buildings that don't match the 100-year old homes.
- Landscaped front yards should include full vegetable gardens and full access to the produce by community members i.e., produce sharing.
- Council needs to ensure that design principles are adhered to when issuing building permits. It's no use having guidelines if they're not enforced.
- I'm not opposed to new builds, but they should seamlessly fit in with the early century architecture of the neighbourhood.
- We need a mixture but the heritage homes are very important to our area.
- Large trees - they deflect strong winds upwards. Large, deep lots - larger lots could have added cottage homes. Modestly-sized houses - no more than 2 storeys & hopefully don't shade neighbours. Variation in housing - should fit the neighbourhood. Walkable scale and pedestrian-oriented - we already do walk.
- Large trees - unless diseased. Large, deep lots - reason lots of people like their lots. Landscaped front yards and character gardens - more responsibility of owners to boulevards.
- Absolutely no plastic siding!
- Large trees - have a mixture of trees.
- Large trees - yes, but some of the Douglas firs can pose a hazard.
- Landscaped front yards - so long as the yards are tidy (not overgrown or filled with clutter), the landscaping can be left up to the property owners. Not everyone has the same interests in gardening.
- Large trees - if they are safe. Re: parking and garages - encourage use of these instead of street parking.
- The 1940's houses on Dobson, Price, Campbell, Day, Beech.
- Stop the squealing tires.
- Wide streets with boulevards.
- Have a strict code of "upkeep" on properties re: rubbish, dilapidated houses, and graffiti.
- A safe, convenient and friendly neighbourhood for people of all ages. A very wonderful place to raise a family and grow old in.
- It would be a great need to have a family doctor, pharmacy, dental, etc. in this area. A lot of people may not have cars, etc.
- All of these are really important and help the community / area feel special and charming.
- Please work to preserve the heritage homes.
- Re: Duncan Elementary - utilize this space for neighbourhood activities - films, yoga, dance, entertainment, meetings, recreation
- No panhandles
- No blank walls in commercial core
- Much greater cycling access / safety
- Improved lighting
- Better lighting at night to increase safety
- Limit impervious surfaces, maintain vegetation
- 3 storey height limit, adequate parking

**QUESTION:** Do you have any comments on the land use ideas? If so, please specify the land use idea and comment that applies to that idea.

- The map shows through-streets to Philips that don't and should not exist. We're worried about the mixed use commercial proposed on the north of Brownsey. The 3 to 4-storey residential proposed on Government needs a stronger and better thought out transition to the south - at least as far as Cedar. The notion of a real neighbourhood needs extending on the south east at least up to Spruce and Pine. And where, oh where, is the roundabout and the accommodation of increased the traffic flow on Government and Cairnsmore?
- Commercial node should include a pharmacy to serve residents and also people at the hospital.
- No liquor or pharmacies that will inhabit homeless to gather and hangout for long periods of time. Market would be nice.
- All of this residential and commercial planning spells traffic. Government Street is narrow, the traffic flow coming from Burkey's Corner is already heavy and that area is growing. Where are all of these cars going to go? Also, how do we keep housing density from becoming ghettoized (like the Gala Vista already is)? And 4-storey business/residential at the corner of Cairnsmore and Government? What about traffic flow? Parking?
- The neighbourhood commercial node needs a defined, pedestrian only Town Square.
- I disagree with the inclusion of "appropriately-scaled duplexes" in low density residential areas. My concern is that, should the market demand increase, we would see existing character homes torn down and replaced with duplexes. This is a very long term thought, but I feel that's the purpose of this plan.
- Commercial node is an issue because Brownsey avenue is already flooded with QMS traffic daily and trying to get onto Government is a nightmare going both ways. Adding more buildings will just increase traffic flow and it has nowhere to go.
- Would like to see 2-storey houseplexes or garden apartments in the orange areas on Cairnsmore street.
- I think the commercial node needs to extend into the institutional node along Cairnsmore Street.
- The future medium-density areas should not include Cairnsmore Street residences. Houseplexes and townhouse should also not be included. This is completely backwards to the neighbourhood concerns and desires. Garden Apartments or Carriage Homes are acceptable. The medium-density development area off Cowichan Lake Road is okay. The area immediately north of the 7-11 off College should be in line with the form and character of the rest of the neighbourhood.
- As much as I would like to see improvements made to the corner of Government and Cairnsmore, I do not think having 3-4 storey buildings would be appropriate in preserving the character of the neighbourhood. I also don't think that the houses along Cairnsmore St. should be replaced with townhouses or multi-unit buildings either, all of which will take away from the quiet street we would like it to be.
- I completely support a strong neighbourhood commercial node, but I disagree with "up to four storeys". I think that's too high for the street. I think no more than three storeys.
- I hope that the medium density housing will be also be front facing and ground floor accessible, like brownstone, and not large apartment style.
- Cairnsmore and Government is too busy an intersection to create a strong Neighbourhood Commercial Node.
- Makes sense to extend City boundary. Strong neighbourhood commercial depends on site plans.
- Re: medium-density- please limit the number of floors.
- Extending city boundaries provides more tax base and is logical. Re: low density- as much as possible. Re: medium density- with the hope to keep units under 4 floors. Re: Neighbourhood Commercial Node - I am neutral about this because of concerns regarding congestion and parking. Adding the fishbowl which I love has already increased congestion.
- Re: expanded boundary - yes, for lots at end of Nagle St. Re: low density land uses - should limit subdivision potential in this area. Re: neighbourhood commercial node - Concerned about how redevelopment with density increase would be problematic for vehicle traffic, especially without a comprehensive development plan.

- I'm strongly opposed to medium density townhomes and houseplexes along Cairnsmore Street. This street already contains modestly sized, and priced, single family homes which themselves are critical in providing diverse housing. These are entry level starter homes that offer small gardens and are great for families starting out, or those downsizing. The City of Duncan has shown in many other projects (e.g. Kenneth Street condos, two townhome projects on Jubilee Street, etc.), that townhomes and houseplexes permitted by the City are often cheaply built and do not suit the character of the neighbourhood. There will be little to prevent similar projects being approved for Cairnsmore Street if the zoning change to medium density is approved. This would be a significant blow to the neighbourhood and would result in more downwards pressure on Cairnsmore Street. Great care must be taken at this stage to ensure that Cairnsmore Street itself is maintained, and improved, by planning and future development. A change to medium density, and allowing townhomes or duplexes, creates too great a risk that the neighbourhood character will be degraded, and modestly priced single family homes will disappear from the community in favour of the larger homes found on Islay, Holmes, and Nagle Streets. I could only support this change if there were an ironclad guarantee that future projects could be tastefully designed with large set-backs, on-site parking, landscaping requirements, and architectural features matching the character of the neighbourhood. Even then I believe it's important to maintain entry-level single family homes with garden spaces, and everyone should have access to this type of housing stock, and not be forced into a multi-family situation due to price point.
- I'm not sure if there would be advantages/disadvantages to Queen Margaret's School to have all of our property within the City of Duncan boundaries. As we are anticipating growth in our program offerings, we do not know what the perception of the Cairnsmore community would be to this and whether the community would be open to this growth.
- Re: boundary expansion - Is it worth it? More residents will increase policing costs. Re: medium-density- Should be limited to two storeys. Re: neighbourhood commercial node- up to 3 storeys- we find 4 storeys too tall.
- It makes common sense to extend the City boundary. An overhead walkway could be necessary to build a strong neighbourhood node at Commercial and Government.
- Re: boundary extension – include neighbourhood boundary adjustment to the south. Spruce Place feeds into Cairnsmore and housing along Herbert. Use escarpment as boundary, respecting the geography. White Rd is more connected to area to the South.
- Strong neighbourhood commercial node is a great idea.
- Make sure lights are fixed on the existing stairs at Canada Ave.

QUESTION: Do you have any comments on the land use approaches or ideas for low density residential areas in Cairnsmore? Do you have other ideas or comments for low density residential areas?

- Encourage a wide variety of live/work.
- Heritage bylaws can create many costs for home owners trying to keep their old homes in good condition. Can get very expensive.
- Though I appreciate that affordable housing is an issue in the region, I strongly feel that the provision for additional suites would negatively affect the peaceful, quiet nature of the neighborhood. Affordable housing is needed closer to local amenities and would best be incorporated in the vicinity of the commercial node at Government/ Cairnsmore and closer to downtown.
- Updating the tree bylaw to limit removal of trees is a mistake, particularly for those wanting solar power in the future.
- There is now a huge home on the corner of Cavell and Jubilee. Where are they going to park?
- Regarding Design Guidelines- restrict height in proximity of other properties.
- Regarding design guidelines - only to maintain trees.
- Regarding limited support for variances - was quite concerned about the zoning allowing subdivision on larger lots! Re: accessory dwellings - something like over garage/carriage houses- 1 only! Re: two accessory dwellings- 1 additional accessory building only.
- Re: accessory dwellings - I don't support this as it's contrary to goals of preserving trees and pervious surfaces, but I'm generally in favour of increasing housing options and affordability.
- Re: accessory dwellings - garden suites should be kept small and tastefully designed so as to protect existing trees and neighbours' privacy. Large garden suites would basically look like subdivided properties, and this should be avoided.
- Re: two accessory dwellings- no more than one accessory dwelling per lot.
- Adopt some of the ideas used in the Vancouver West End to promote play friendly streets.
- Yes, we need to make more housing options available, but where are all of these cars going to park? Traffic concerns.
- Traffic calming is required throughout the Cairnsmore area.
- Stop so many cars from parking on the street. Their lots should provide parking spaces.
- Consideration for the preservation of mature trees - when covering more land with buildings.
- Would be nice to see small park setting perhaps on field at school or a decent baseball field at school.
- How many feet between each house and apartment building? Will they have their own parking on site?
- Focus on developing a multi-layered urban forest with coniferous and evergreen native species. This will provide the stormwater benefits we need.

## QUESTION: Do you have any comments on potential building types or strategies for medium density residential? Do you have other ideas or comments for medium density residential areas in Cairnsmore?

- What about encouraging some forms of co-op housing?
- 4 storeys is too tall for a residential neighbourhood like ours.
- Brownsey Avenue cannot take anymore traffic flow. Adding apartments etc. will make this worse and will just bring more drug problems to the street and the neighbourhood.
- Senior bungalows or semi-detached (single-story) ground level entry with less than the usual amount of yard area. Like next to the community garden at St. Andrews on Herbert St.
- Garden apartments would be nice on College Street- and allow for 2-4 storeys.
- Developments should be limited to three storeys maximum.
- New structures must be architectural conducive to the neighbourhood. Cedar woodwork and design.
- If the city were to incorporate medium density into the Cairnsmore plan, I would like to see townhomes/row houses built that were for residential only, not rental.
- Too much traffic and more cars parked on our beautiful streets.
- See prior comments. Modest, single family homes with gardens are important housing options too. These should not be taken out in favour of higher density housing. Instead, protection of modestly priced and modestly sized single family homes should be encouraged. Low-income individuals and families should be able to access this type of housing too, and not be left with just higher-density housing options. In addition, there is a lot of risk that, without ironclad protections, approved developments will simply be cheap, and ugly, much like recent townhome projects in other parts of Duncan.
- Garden apartments- what about traffic?
- I am not in favour of the proposed medium density (up to 4 storeys) zoning.
- The condos on the corner of Cairnsmore and MacDonald is a good example of a stylish, 2-storey building. 2 storeys is acceptable, but 3 or 4 storeys is out of character for the area.
- One would need a very big lot for houseplexes.
- Garden apartments only up to 3 storey.
- Develop ideas to lessen the need for gas powered cars.
- I do not support medium density housing.
- Townhouses and multi-plexes need to be discouraged throughout the Cairnsmore neighbourhood area with the exception of Commercial centre.
- With larger townhouse units, I can see a potential problem of overflow parking taking over the neighbourhood streets. Can there be some kind of bylaw in place that designates a certain amount of visitor parking spaces on the grounds as well, to help prevent overflow parking leaching out onto the street?
- Again, get the cars off the street.
- Re: garden apartments- 4 storeys seems like too much.
- Medium density residential should be limited to suites and carriage houses to maintain the charm and character of the area. A consistent and significant minimum setback from the front property needs to be maintained.
- I do not believe that we should permit medium density housing on these streets.
- Always consider close by neighbours' attitudes and wants.
- Do not wish to see medium-density within the area designated by the orange. Limit the medium-density areas to around the commercial node only as shown in "Section 04 Neighbourhood Commercial Node." Keep area around Cairnsmore / Islay / MacDonald as single-family dwellings.
- Support townhomes, rowhouses - not as supportive of apartment buildings (too large- too high at 4 storeys).
- I am afraid that rezoning Cairnsmore for medium density will encourage 'block busting'. As soon as several homes are sold to developers, it won't take long for all the family homes to disappear. This proposal totally negates your draft plan. If medium density is desired, the area between Jubilee and White Rd. would be better suited.
- It is too hard to control apartments, such as clientele, etc.
- Maximum height - 3 stories - 4 is too imposing for our neighbourhood, in my opinion.
- Mixed zoning commercial floor and residential upstairs near commercial hub

**QUESTION:** Are there specific ideas that you like or dislike for the Neighbourhood Commercial Node shown in the illustrative concept? Are there other uses you think would be appropriate in this area?

- In general we like the concepts outline above for the node but much more consideration needs to be given to the large areas that surround it, i.e., 1. the huge mass of land owned by SD79 between College, Cairnsmore, and Nagle. 2. the similar space used for "Growing Together: to the east of Duncan Primary and 3. ditto by St. Andrews.
- I do not like the idea of a roundabout at Cairnsmore and Government. The traffic at times would make it difficult for Cairnsmore traffic to enter the roundabout, and would be dangerous for pedestrians. It is also in very close proximity with the roundabout at Gibbins Road. Since medium density buildings will be increasing in this area, there would be even more traffic than today. The traffic light present at this intersection is sufficient to control the traffic as well as provide a safer crossing environment for pedestrians. I love the idea of a recreation centre in the hub, however, it would need to have programs relevant to the neighborhood (i.e., children's programs, seniors activities, etc).
- I don't want a roundabout at Cairnsmore and Government street. Due to the two schools in the area, it is too dangerous to have a roundabout here for pedestrians. Gibbins Road roundabout is too close to this area and would make traffic very slow and frustrating. People do not know how to use roundabouts!
- Government Street between Herbert and Cairnsmore is extremely narrow with no possibility for widening. The plan above shows funneling the commercial traffic onto the back laneway and the residential streets. All I see is a traffic/density nightmare.
- Mixed-use commercial residential kept to no higher than 2-storeys!
- I like the improved streetscape along Government with bike lanes etc. I like the Duncan Primary retrofitted.
- A more defined Town Square next to the Duncan primary building.
- I don't think a roundabout will work well with the weird angle that College St. runs at, and it's a very busy intersection.
- I worry the park may be a place that attracts vagrancy.
- Show a friendly, kind, considerate, sharing community
- Forget bike lanes.
- This concept looks fantastic. Please think big and don't compromise on the quality of the design and features as has been done downtown on Canada Avenue and Craig Street. Make the sidewalks big enough to comfortably walk side by side on, plant larger specimen trees so they survive, choose trees that won't outgrow their location, take a hard line on what developers must provide as part of development, and take a pedestrian first approach (this is where I feel the downtown improvements failed).
- Putting housing along government is not a good idea as too much traffic already flows along there. Brownsey Ave. will then take all the overflow and it will no longer be a small street but instead will be a place for many others to park thus increasing theft. Adding bushes along Government just adds a place for litter and drug junk. My neighbor on Government took his hedge out because of all the drug junk, condoms, and people were coming into his yard and having sex. Children need a safe way to walk to school each day they should not have to see garbage, etc. The lot of the 49th Parallel has potential for being a community hub so I agree with of the ideas proposed.
- We need an off-leash dog area.
- I like the idea of a community hub using the Primary School. I have attended events at the hub at Cowichan station and love the community feel.
- Parking and traffic will be a real concern in this zone. Increased traffic will lead to increased issues on Government at Brownsey and Herbert. A roundabout should also be planned for Herbert and Government. Government Street should be widened between Herbert and Cairnsmore. Parking at the existing commercial area (Fishbowl and 49th Parallel) is already limited. The intersection of Government and Herbert should be a roundabout connecting to the alley between Government and the church. The proposed developments on the east side of Government should be discouraged. Traffic exiting Brownsey Avenue is already a significant problem.
- I like the idea of using the primary school for community events and recreational activities. I think the area would benefit from more small businesses and the potential for housing. I would not want it to be more that 2-3 storeys though.
- Like the green space concepts, control over character design features, heritage designation. Nothing taller than two storeys on side streets.

- Do not have buildings over 2 storeys. Keep heritage and design structures. Have a variety of buildings.
- I would like to see the neighbourhood node as you have proposed, and keep that as the 'heart.' Designate the remaining properties of Cairnsmore as single-family dwellings only. Do not develop any further.
- Concerns would be type of businesses - congestion and parking. The type of businesses we would like to see are "no big box" - pharmacy, yoga studio, small retail.
- My two main concerns are medium density and public seating. I would hate to see architectural abominations like 177 Kenneth St. being constructed in this neighbourhood, and I am concerned that public seating areas will attract the same sort of activity that necessitated the removal of the bench from the stairway at the end of Cairnsmore.
- It is reasonable for this area to be developed. Parking is an issue and somehow increased use must balance parking spaces.
- I don't agree with the mixed use medium density proposed on west side of Government Street in the near future. Should focus on redevelopment of existing Commercial areas and along lane way.
- Do not like the roundabout for this spot as it's too busy.
- Visibility to the eye when walking i.e., 4 storey height (buildings) that have a light, gracious, ornate look about them, an exterior not overpowering (e.g., that very distasteful looking apartment behind 7-Eleven. To be sensible, integrated spaces, not overpowering the neighbours, etc.
- Covered plaza with seating is asking for trouble at night time. We have enough of that at Duncan El. Orange- what happens to existing homes? Shrubbery on Government Street- not enough room?
- 

## QUESTION: Are there other uses you think would be appropriate for the Neighbourhood Commercial Node?

- You have to be careful to distinguish between what makes sense for the node and what may make sense for somewhere in the larger neighbourhood.
- Community centre, nursery/green houses, community gardens, farmers market space.
- Unique shops that are run by locals.
- I would have said yes to the artisan use, however, you added distillery. That should be a separate option as you are now permitting alcohol which the current covenant does not allow.
- Hairdresser, art gallery, bookstore, café.
- Ground level seniors accommodations, pharmacy, drive-thru bank machine mid-neighbourhood.
- This may fit under personal service but independent financial advisors, lawyers, notaries, mortgage brokers, etc. could be a good fit in the neighbourhood. Also florists, or other small retail.
- Medical, dental, physiotherapist, etc.
- There is already a care facility, plus a future hospice. I think adding more community care facility uses would be too much of that type of use. They are important uses, but serve the broader region, not the neighbourhood.
- Gas station would not be appropriate - we already have one nearby.
- Heritage facade done nicely, also where the commercial business will be - done nicely. More ramps in places as well.
- Coffee shop.
- No liquor stores, bong shops, porn shops. Yes to bookstores, restaurants.

QUESTION: Do you have any comments about Active Transportation ideas? Do you disagree with any? Can you suggest improvements? Is there an Active Transportation idea that should be added?

- Please keep in mind that there are realistically only a few cyclists in the area and the overall routes are fine. The pedestrian walk on government at Herbert St. is a danger for my kids getting to the bus stop on government at Cedar St.
- #7 & #8: both of these walking paths are heavily used but not developed - no lighting, not maintained, dangerous. Presently they are used during the night for illicit drug use and getaway routes for robbery. They need to be developed!
- Sidewalks on Philip Street!
- Number 7: Giving a access from Nagle to Philips will only encourage nighttime foot traffic from 7-11. The proof is the night garbage that is left on the streets 7-11 changed our neighbourhood... we did not even lock our cars before 7-11 was allowed in. If anything, the end of the street should be closed off.
- I feel the most important connections are safer routes to and from downtown. I walk to work downtown and have had far too many close calls with vehicles not stopping. Perhaps limiting traffic on some streets between Jubilee and Canada Ave. to residential only would reduce the people trying to make up time cutting over from Canada Ave. These are the ones that most often nearly hit me as they roll through stop signs without looking. I also feel that paving the gravel sidewalk from Pine Street to downtown on Government and installing lighting would be fantastic. That area is much too dark to feel safe at night.
- QMS School should create a walk program as there is so much traffic congestion on the street in the a.m. and p.m. The parents should drop their kids off at the church and there should be someone to walk them there, or they need to create an 'in road' and an 'out road' to that school to control the traffic. It sounds like from our City hall vote (regarding the temporary shelter), that the staircase by the gas station up to Cairnsmore has just brought more unwanted drug use and shadey characters to the neighbourhood, so based on that, I am not keen on adding more stairs or trails.
- The best way for active transportation to be safe and accessible is to have vehicular traffic slow and be mindful of others.
- The route from Government along Cairnsmore, Cavell, and Jubilee should have traffic calming measures throughout including speed-humps and more three/ four-way stop signs.
- Connect Sherman Rd. and the Island Highway north. This would relieve pressure on Canada Avenue and Cairnsmore Street, and Beverly Street.
- As I live on Holmes Street, I feel very strongly that the stairs from Cairnsmore to Canada Ave. need to be dismantled. This is unfortunate as my husband and myself started using the stairs for exercise and to walk to town. However, after finding people living on the bank, discarded needles, and drug paraphernalia strewn about, we no longer use them. I also leave my house 5 days a week at 5:15 a.m. and frequently see cars sitting idle at the top of the stairs...waiting.
- Once the hospital is relocated, speed bumps are needed on Cairnsmore Street, and anything else that will discourage drivers from using it as a high speed 'short cut' to reach the Government St./Gibbons Rd. roundabout. Cairnsmore St. bisects a residential neighbourhood, it's not meant to be used as a significant through-road for commuters. In addition, Cairnsmore is far, far too wide. It was recently upgraded without input from the School District, and as a result, was built to allow parking on either side of the road for parents picking up and dropping off kids from Duncan Elementary. However, the school was closed within a few months of the road being completed. Now, the extremely wide road is an enticement for drivers who want to use it to beat the traffic leaving town via Government Street, especially during end of day rush hour. The existing cycling lanes do not provide sufficient protection for cyclists. A protected bike lane would be a welcome addition to the road and a great use of the existing width.
- #10- get rid of the bump outs, they impede traffic. The bump outs cause traffic jams. Should have two lanes of traffic at Islay & Cairnsmore.
- #5- This serves no purpose except for unwanted people. #16 - also invites unwanted people. There was access there which had to be blocked to keep unwanted people out.

- Please no more “bump-outs”! They bring opposing traffic into conflict, restrict turning at intersections, and do nothing to protect pedestrians.
- On the trails leading down and up from different areas, have a zig-zag route with benches. Longer time for pedestrians on Cairnsmore and College Streets.
- Increasing lighting in dark areas, removing blank walls at schools, 49th Parallel would encourage walking. - Biking to downtown is already easy. Focus for biking should be on connection along Government Street to Cowichan Lake Rd.
- I love the idea of a roundabout at the corner of Cairnsmore and Government. This is overdue.
- Strongly disagree with opening trail at end of Berkley. People who use it now are the ones who usually have somewhere to go in the area, or people who live here going to town or shopping.
- Cairnsmore St. seems to be getting narrower for cars. If you want more cycling, etc. curb edges and signs need to be more visible.
- No formal pedestrian trail from the cul-de-sac on Nagle to Philip.
- I am worried that the Gibbins / Cow Lake Rd. traffic feeding into Government & Cairnsmore will become unmanageable. Right now I think many people use it as a thoroughfare to the highway.
- Continue sidewalk from Island to Philip St.

QUESTION: Do you have any comments about the Parks, Open Space, and Natural Areas ideas? Do you have suggested improvements? Do you have any ideas that should be added?

- #9 the stair case is already a sketchy place Something different needs to be done but I am not sure what.
- 3- partner with the school district and put in a walking path/exercise loop around the school property/field with benches to rest.
- The focus on outdoor improvements needs to be on providing safe spaces for families and their pets to congregate.
- Water feature, like a fountain or natural pond.
- I would be happy if the SD79 would just paint and maintain their facilities on a regular basis. They need to cut their boulevards and keep up appearances.
- No slide on Canada Avenue stair.
- #1 - spaces for relaxation and rest would be amazing and I am in support- it is such a positive plan. The only negative is how would it be monitored to ensure that our place for relaxation does not become a gathering place for things other than rest and relaxation.
- #8 is important for protection of Holmes Creek. #3 - consider City taking over outdoor open areas so we have better maintenance, improved facilities and integration with neighbourhood. Any tree retention and planting strategies possible are good for neighbourhood character and natural environment.
- No. 9 is alright- worried about the slide- e.g., accidents and will that area have, when it opens and closed hours like now, winter ice, will it be out of bounds, plus City is responsible if an unfortunate accident happens.
- #3- keep lighting at back of school to avoid light pollution on Nagle St. at night. Install signs at end of streets existing onto Cairnsmore "Please do not block intersection".

QUESTION: Do you have any comments on potential strategies for preserving heritage sites, buildings, and features in Cairnsmore? Do you have other ideas or comments for heritage protection?

- Heritage week, with tours and information on local homes. Could take place in May or June, when gardens are blooming.
- Maintaining heritage buildings can be quite costly and may discourage general improvements. I think it is important to encourage heritage protection through incentives. The Heritage Design Guidelines could be applied to both new developments and upgrades of existing structures.
- Strongly believe homeowners trying to protect heritage homes should get tax break.
- I don't wish to see design guidelines or heritage protection bylaws applied to single family homes because of the expense to home owners.

## QUESTION: Do you have any comments about topics such as the road network, transit, streetscapes, arts and culture, community spirit, and sustainable infrastructure?

- Part of the discussion needs to be the traffic snarl-ups at Brownsey and Government from 7 am to 9 am and from 2:30 pm to 4:30 pm Could the proposed roundabout also serve as a new entrance to QMS?
- With a large bus stop with about 15-20 elementary children standing a very busy corner (Government St. and Cedar Ave.), the students and parents have nowhere to stand safely. This puts everyone at risk. We need a safer location for these children to stand. More that 90% of the students have to cross Government St. by Herbert St. and it's a very dangerous crosswalk. Flashing lights is needed on crosswalk
- Endorse awareness of Indigenous origin and land use by encouraging renaming of sites, new buildings, new green spaces.
- QMS traffic highly impacts the residents of Brownsey Avenue. The city needs to work with North Cowichan and QMS to solve the traffic flow issue in and out of that school property.
- It would be great to do a boulevard along the western side of Islay. It would beautify the street and work as traffic calming as well.
- Public art as a priority, including non-permanent installations like music and dance.
- I have done a survey (i.e., asked as many people as possible how they feel about "bump outs"). Everyone I talked to are passionately opposed to them. They are dangerous to cyclists and people on motorized scooters. They impede the flow of traffic rather than enhancing the flow. They significantly increase idle time while vehicles wait to turn. Large vehicles like school buses have trouble negotiating them. I have seen buses swing significantly into the opposing lane to be able to make the turn from Cairnsmore to Cavell. Just look at the amount of rubber on the curb. Some roundabouts are poorly designed i.e., too tight.
- Thought must be given to a through-corridor for traffic from an ever expanding population west of town. This traffic all comes through the Cairnsmore area and filters its way down through uncontrolled intersections. There is no easy solution to this problem, but in future designs and expansion of this neighbourhood, it must be a priority.
- There should be stronger or better enforced bylaws in regards to home owners maintaining their boulevards and weeds in their yards. For those of us taking pride in our landscaping it is frustrating to have neighbours' weeds finding their way into our yards. Also, responsibility for snow removal on sidewalks, the City should have in place for elderly people, someone to remove the snow for a small fee. We love the yard waste pick-up program and are thankful for the City for the Cairnsmore plan and welcoming neighbourhood input and being very informative for us in help in making these decisions.
- Random thoughts: Zoning - we would support the tightening of zoning to ensure larger lots in the neighbourhood are not easily subdivided. - Certainly some multi/medium density housing is needed in the neighbourhood, keeping under 4 floors would be preferable. More homes would increase our tax base - but would the infrastructure in our older community be able to support the changes?
- Overall, there are some very good ideas here. My main concern is the large increase in Medium Density that has been proposed. It will certainly increase the City's tax base, but I am afraid it will ultimately bring about the end of this community. It has happened in Vancouver, and it can certainly happen here. Thank you for considering the feedback from the residents in this area.
- No roundabout here please – traffic on Government in both directions would make it difficult to cross street or enter the roundabout. Also, it would be too close of proximity to Gibbins roundabout.
- Would like to alleviate traffic on Islay
- Focus more on walkability less on adding more roads (if you built it, they will come)
- Speed calming measures critical for Cairnsmore St (full length of street). Often used as "shortcut" from downtown to lights on Government Street. Consider options to discourage quick short-cut e.g., widen sidewalks, speed bumps, etc.

## QUESTION: Do you have any additional comments about the Cairnsmore neighbourhood that you would like to share at this time?

- We like living here. It would be nice to have some affordable infill housing so more families with kids could live here.
- The single biggest detriment to our neighborhood in my opinion is the existence of the PetroCan and 7/11. It is a magnet for undesirable characters and activities. Everything else about the area is pleasant.
- This is a great idea. I appreciate being able to voice concerns and am looking forward to participating in the next meeting.
- Cairnsmore Street is a desirable neighbourhood to live in because of its single family dwellings, large trees, and heritage buildings. Inviting multi-level buildings in does not coincide with the current look and feel of this neighbourhood. In fact, the biggest eye sores and problem areas in the neighbourhood are the multi-story rental units.
- On the sidewalk, there are people, trees, and plants taking up the sidewalk. Maybe they should trim them so the people walking don't have to go on the road to walk.
- Need safety and areas for children to play and off leash dog trails.
- I suggest a map showing aquifers in the whole area that they would supply because of dry summers and wastage of water. Make a plan for sewage disposal. Have a fiscal plan for staff needed for upkeep of areas.
- The Cairnsmore neighbourhood is unique to a lot of Duncan - the heritage and older homes, walkability, and trees make this area a desirable place to live (I may be biased as a resident). I know the goal of this neighbourhood plan is to enhance and improve the lovely area we all live in.
- It's important to me that the Plan acknowledge that Cairnsmore is a neighbourhood of a City, and part of a region. Transportation, energy use, services, schools, hospitals, recreation, rainwater are the main things that come to mind in which Cairnsmore contributes to and relies on.
- Thank you for this opportunity to participate in planning the future of our neighbourhood.
- The proposed density is too high for the Cairnsmore neighbourhood. The single-lot detached houses are a large part of what gives the area community spirit. These lots need to be protected. Townhouses and multiplexes need to be limited to 4-storey structures maximum within the commercial development core at Government and Cairnsmore and west of Nagle Street. For the remainder of the area, developments should be limited to 3-storey's maximum with suites or carriage houses only and no townhouses or multiplexes. Safety is also a key concern with drug and open-alcohol activities noted along the stairway at the east end of Cairnsmore Street as well as in the immediate vicinity of the 7-11. Improving safety will increase the community spirit. Littering is also significant, proximate to the existing commercial hub of 7-11 and the 49th Parallel. This problem is concentrated in close proximity to the stores and decreases with distance. The Cairnsmore - Cavell - Jubilee road route is identified as a "Major Road" as is Government Road. These two routes are clearly not designed the same nor do they have the same capacity for traffic. The Jubilee hill is steep with a tight turn and limited sightlines. Few drivers pay attention to the 30 km/hour sign on this hill. Traffic barely slows at the stop sign on Cavell at Cairnsmore. Vehicles often aggressively accelerates along Cairnsmore, even during school hours where there is a 30 km/hour school zone. Due to the high speeds, traffic is often jolted by pedestrians trying to use the crosswalks. The Cairnsmore - Cavell - Jubilee route needs speed controls. I suggest this route and the majority of roads within the Cairnsmore area should be a 30 km/hour speed zone with speed humps at crosswalks. This would foster pedestrian and bicycle use, reduce the stress of erratic traffic behaviour, and promote a general well being throughout the community.



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