

4.0 Design Concept Outlines

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

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

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

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

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

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

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

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

In Scheme A the design team was asked to:

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

similar iconic design feature).

3. Illustrating ground water protection strategies.

4. Illustrating green building strategies.

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

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

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

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

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

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

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

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

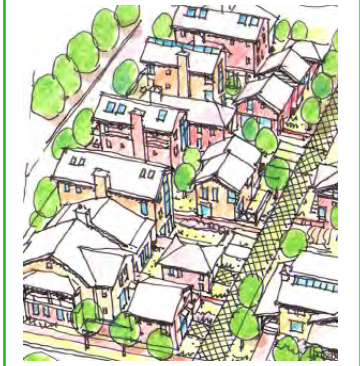
In Scheme B the design team was asked to:

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

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



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

