

# Cedar Main Street Design Charette Design Brief



REGIONAL  
DISTRICT  
OF NANAIMO

November 2011



ARCHITECTURE  
AND PLANNING

## 1.0 Overview

The design brief is intended to be a document that will guide the charette participants in their exploration of design ideas for Cedar Main Street. In drafting this brief we have looked at three overriding components of the Cedar Main Street Design Charette; the Technical Background Report, the Official Community Plan (OCP) and the results of the October 22, 2011 community workshop. The purpose of the Cedar Main Street design charette is to illustrate in visual representation the intent of the OCP. Implicit in the OCP are: a vision statement, a set of sustainability principles and a set of guidelines. The OCP narrative on vision, principles and guidelines can be seen in Appendix B.

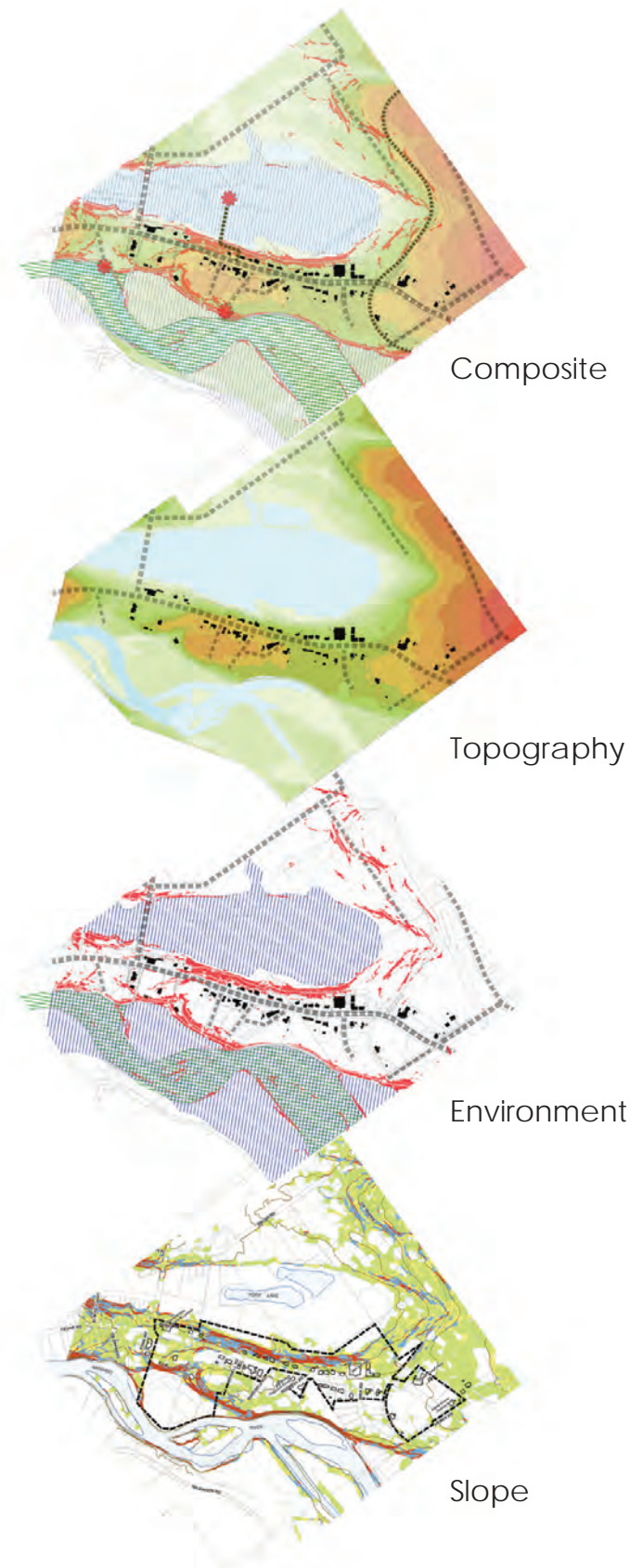
It is important that the products of the design charette reflect the OCP's commitment to such things as Greenhouse Gas (GHG) emissions reduction strategies, green infrastructure and buildings, renewable energy, groundwater protection, access to nature, and protection of the rural character of Cedar Main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

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

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

A key component of the Cedar Main Street Design Charette will be creating a design emphasis of pedestrian and cyclist safety. Highlighted in the AT plan are walking and bicycle routes that run along Cedar Road.





## 2.0 Opportunities and Constraints

This document builds on the technical background report. Augmenting the technical background report are three new maps: an elevation analysis, a slope map, and an opportunities and constraints map. These graphic maps will aid the designers in understanding the topography and slope constraints of the study area.

### 2.1 Slope Map

This exhibit gives a graphic portrayal of the slope categories of the study area's topography.

Slopes less than 5% are fully accessible to all.

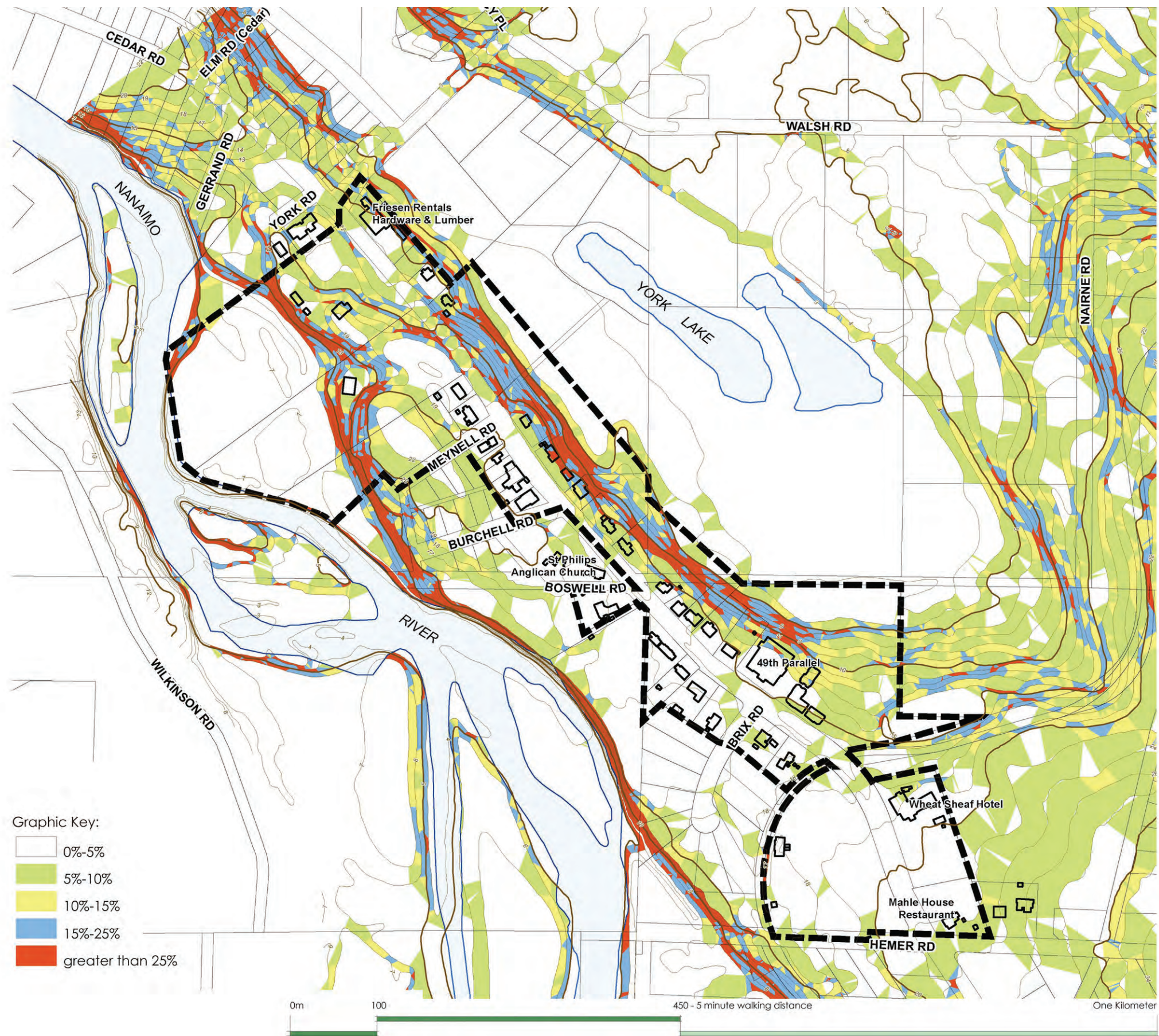
Slopes 5-10% become more difficult to navigate for pedestrians that are not able bodied.

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

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

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

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



## 2.2 Environmental Analysis Map

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

## 2.3 Elevation Map

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

## 2.4 Opportunities and Constraints

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

## 2.5 Existing Village Fabric Plan

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

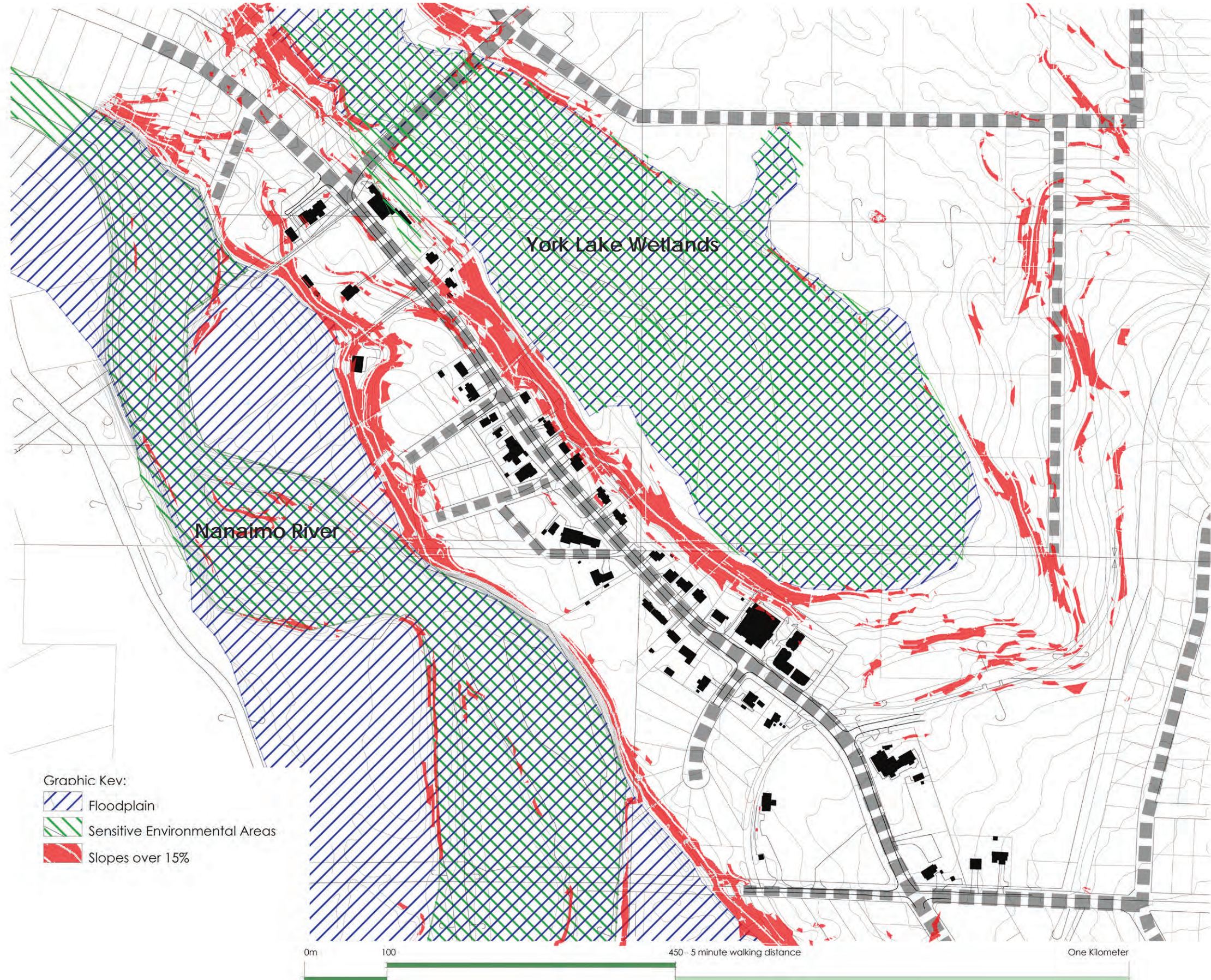
## 2.6 Existing Conditions Air Photo

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



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

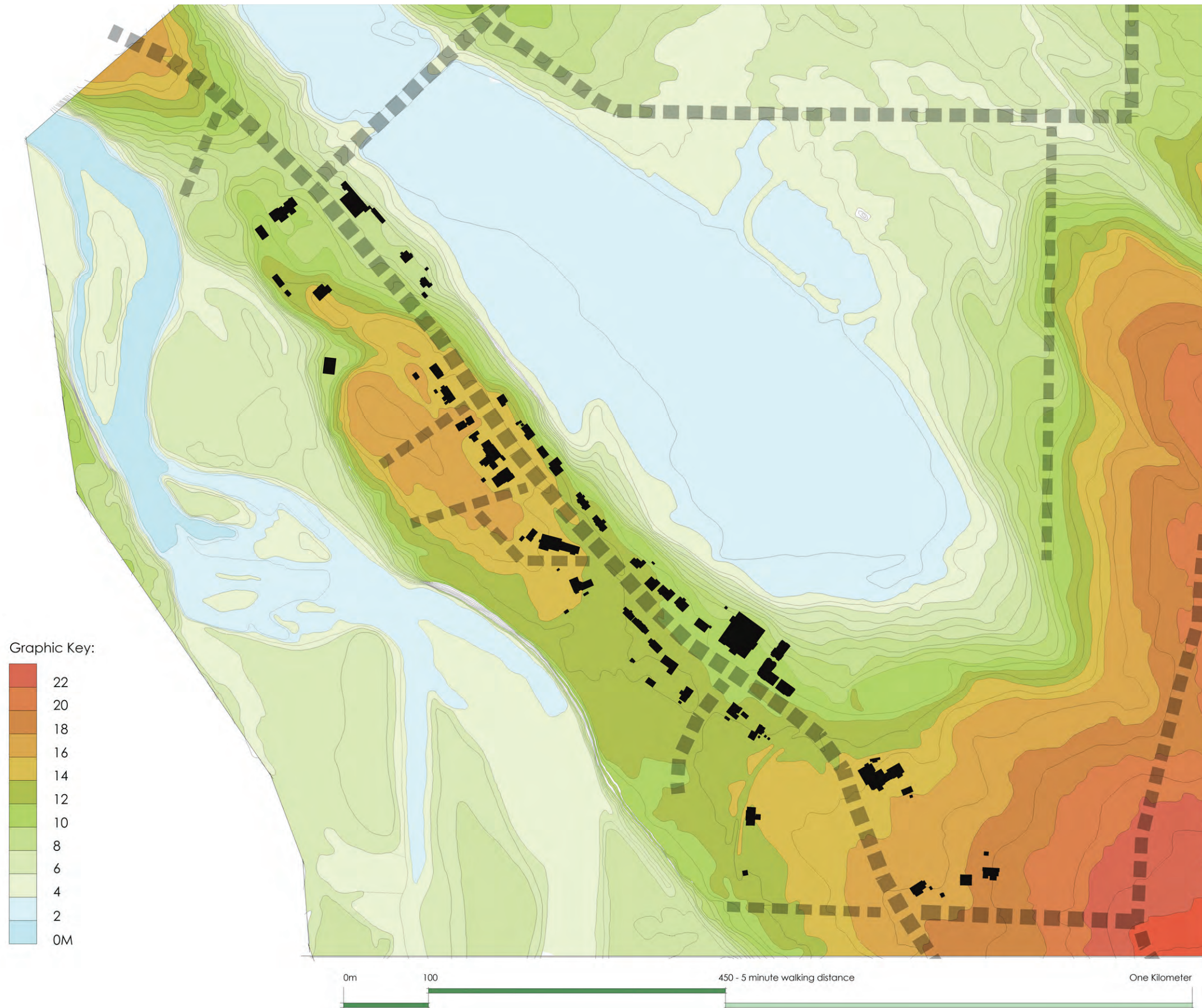


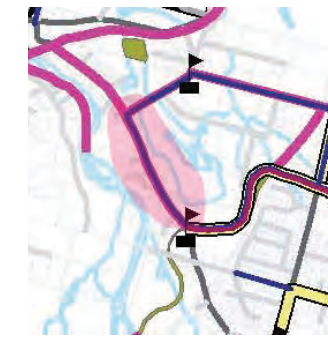
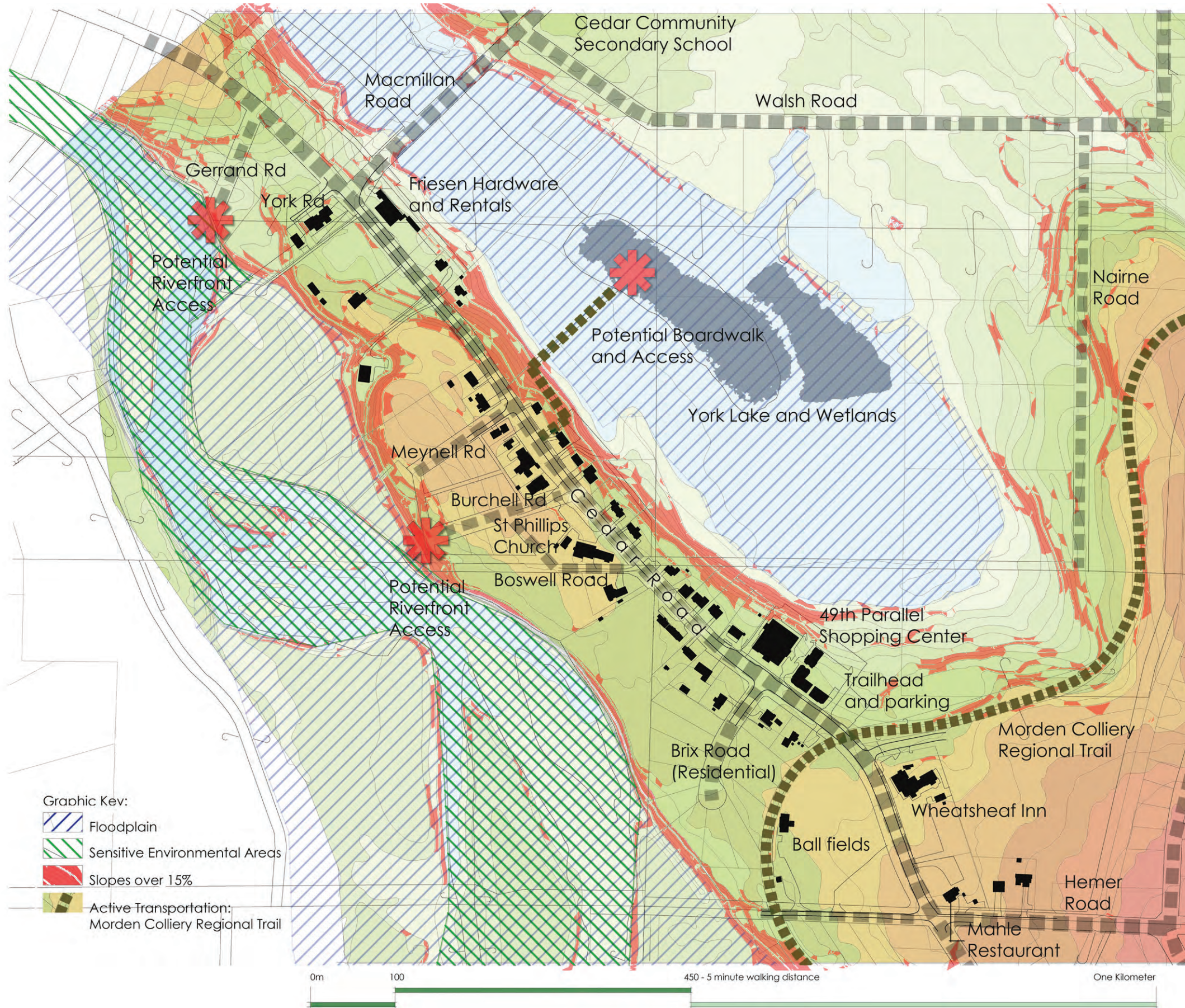


Seen to the left are key environmental constraints such as areas prone to flooding, sensitive environmental areas, and the steeper slopes located within the study area.



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





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



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









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





### 3.0 Workshop Results

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

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

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



**Question 2: What are the most significant challenges that must be overcome and/or what are some of the most exciting opportunities that the Cedar Main Street could provide?**

**Challenges:**

- Finding a balance between sustainable growth and maintaining rural ambiance
- Water and sewer supply
- Jurisdictional issues are a major challenge (sidewalks, water, etc.)

**Opportunities:**

- An opportunity to create local jobs and additional local services
- To improve safety of pedestrians and cyclists
- To improve public access and enjoyment of nature (York Lake and Nanaimo River)
- To improve local services

Distilling the feedback further, we can see that the diverging opinions about what a Cedar Main Street may look like in the future supports the exploration of more than one design concept that will help the community visualize what options are possible for the future of the Cedar Central Business District.

**3.2 Visual Preferencing**

During the community visioning exercise on October 15, 2011 a slide show was given illustrating 107 images from villages in Canada, the US and England. The participants were asked to rate each image to see if the content of the image would be an appropriate form of development (landscape, architecture or urban space) for Cedar Main Street. For a complete summary refer to the RDN summary document of the workshop. Included here on the following pages are a series of 'image pages' that give the top 40 – 50 images polled by the workshop participants, grouped into relevant categories.



Left: Word cloud which highlights the most frequently used words during the Oct 22 workshop.















## 4.0 Design Concept Outlines

The following is an outline draft of the three design schemes that will be explored in the design charette. Each Scheme reaches out to the sometimes diverse opinions voiced during the community workshop. Scheme A speaks to those who would like Cedar Main Street to stay as local retail center without additional housing, Scheme B speaks to those who would like to see limited growth of both housing and retail along the Cedar Main Street corridor, and Scheme C speaks to those who would like to see Cedar Main Street evolve into a denser mixed use community which includes a broader range of shops and housing:

### **Scheme A – Cedar Main Street as a local retail center**

In this scheme the charette participants will explore and visualize what an enhanced local retail center may look like. The design team shall identify what areas along the corridor are appropriate for commercial development and shall create demonstration site plans and sketches to illustrate this design concept. The study area boundary may be adjusted to encompass all lands deemed appropriate for commercial development.

In this scheme we are addressing the workshop participants who felt that additional residential within the Main Street should not be supported. While the Official Community Plan supports additional residential infill to support Main Street within the Suburban Residential Land Use Designation, this scheme will look at a scenario where no additional residential units are developed within the Cedar Main Street area should land owners wish not to redevelop their properties to a higher residential density.

#### **Design Parameters of Scheme A:**

**Limit building heights to 2 stories as suggested by the OCP.**

**Parking may be a mixture of on-street and off street parking with parking lots (status quo) located at the rear of commercial buildings. Parking shall be in compliance with RDN commercial parking standards.**

**Illustrate traffic calming measures along the main street. These may include sidewalks or speed bumps.**

**Illustrate a gateway element (could be signage, monument or another similar iconic design feature).**

**Illustrate ground water protection strategies.**

**Illustrate green building strategies.**

**Incorporate design elements that will help position Cedar Main Street as a regional destination supplementing retail as the main draw for visitors.**

These may include:

- **enhanced pedestrian connections to the surrounding natural environment.**
- **Farmer's market**
- **Boardwalk around York lake**
- **Landscaping**
- **Public Space**
- **Indoor/outdoor space (street cafes)**

### **Scheme B – Cedar Main Street as a low intensity residential and commercial corridor.**

In this scheme the charette participants will 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 8 units/ acre - 20 units/ Ha).

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

The design team will create 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 B:

**Limit building heights to 2 stories as suggested by the OCP.**

**Parking may be 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.**

**Illustrate traffic calming measures along the main street. These may include sidewalks or speed bumps.**

**Illustrate a gateway element (could be signage, monument or another similar iconic design feature).**

**Illustrate ground water protection strategies.**

Illustrate green building strategies.

Incorporate 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 C – Cedar Main Street as a mixed use commercial/ residential corridor.**

In this scheme the charette participants will 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”

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 C the Cedar Main Street corridor will be 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 with a contained 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 C:**

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 Official Community Plan 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. It 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).

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.

The design team will explore reducing parking requirements in keeping with Green Building Policies such as LEED

In Scheme C the design team will:

**Illustrate traffic calming measures along the main street. These may include sidewalks, speed bumps and roundabouts.**

**Illustrate a gateway element (could be signage, monument or another similar iconic design feature).**

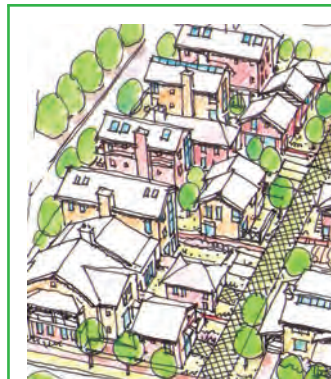
**Illustrate the potential for a landscaped median along Cedar Main Street or sidewalk medians along one or two sides of the road.**

**Illustrate ground water protection strategies.**

**Illustrate green building strategies.**

**Incorporate design elements that will enhance the liveability for Cedar Main Street residents while also contributing to Cedar Main Street becoming a regional destination.**

- **Enhanced pedestrian connections to the surrounding natural environment.**
- **An extension of the 49th Parallel sidewalks.**
- **Design elements to support public transit such as bus pull-outs and bus shelters.**
- **Pocket parks.**
- **Mixed use buildings (suggested maximum residential density of 18 units/ acre - 45 units/Ha).**
- **Satellite village overflow parking.**
- **Trail connections to a pedestrian bridge across the Nanaimo River.**



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



REGIONAL DISTRICT OF NANAIMO

BYLAW NO. 500

SCHEDULE '3B'

TABLE 1

REQUIRED NUMBER OF OFF STREET PARKING SPACES

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

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

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

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

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

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



## A Shared Community Vision:

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

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

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

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

## OCP Principles:

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

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

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

### **Principle 1 Nature Has Value**

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

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

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

### **Principle 2 Maintain Local History, Culture, and Rural Character**

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



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

### **Principle 3 Leaders in Local Food Production, and Local Marketing**

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

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

### **Principle 4 Manage Growth Carefully**

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

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

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

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

### **Principle 6 Participatory Democracy**

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

### **Principle 7 A Diverse Community**

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

### **Principle 8 A Diversified Local Economy**

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

### **Principle 9 Efficient and Cost Effective Services**

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



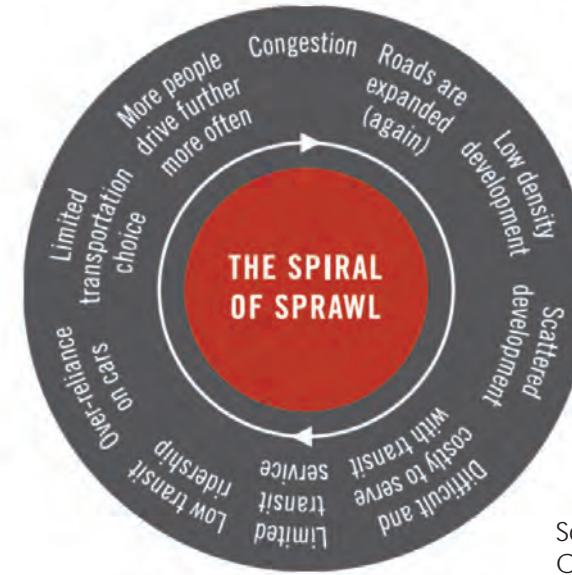
**Community Goals** -A number of community goals were developed at a series of four community workshops and from responses to a number of workbooks submitted by the community.

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

**Growth Management**

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

**Automobile Dependence Feedback**



Source: City of Burnaby

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

Source: Translink

