

Results of the Community Workshop

Held October 22nd, 2011

At Cedar Community Secondary School
1640 MacMillan Road, Cedar



The Cedar Main Street Design Project is a community planning initiative that brings the community together to create design concepts for the area along Cedar Road between MacMillan and Hemer Roads.

CONTENTS

1) Results of the small group discussion

Question # 1 - Page 3

Question # 2 - Page 7

2) Results of the Visual Preference Survey - Page 10



The following is the raw results of small group discussion that occurred at the workshop on October 22nd. Participants were asked to respond to two questions (below) in small groups. At the end of each question each table reported a summary of their discussion back to the larger group.

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.

- Include pedestrian friendly movement along and across the street.
- Include traffic calming measures by removing straight line roadway and use monochromatic lighting to alert drivers to increased activity.
- Concern: that traffic may as a result of traffic calming move from Cedar Road to Woobank, which is not desirable.
- Encourage higher density residential coupled with small specialty commercial.
- Maintain the village and small town feel.
- Reduce the number of driveway access points.
- In the context of social sustainability, include gathering places (libraries, community centre, common culture).
- In the context of fiscal sustainability, support local business and products.
- In the context of environmental sustainability support the local economy (farmers market) and green industry.
- Create identity through a gateway into the community.
- Create a focus point – support for natural environment, eg, create a boardwalk through the York Lake Wetlands.
- Support community gardens.
- Support mixed use for personal needs (eg. Health care, bird watching, recreation, shops, commons for community events).
- Support mixed use recreation, business and residential should be combined.
- Create a pedestrian oriented community with flow.
- Traffic flow must be accommodated and slowed down.
- Create a gateway identity for Main Street.
- Should include a boulevard plan and parking off the Main Street.
- The area should include provision for scooters/bicycles and (horses?).



- Emphasis must be in diversity and viability of the needs and attractions beyond commercial aspects. Social and agricultural/natural features (eg. Theatre, plaza, wetlands).
- Include crosswalks with amber lights flashing.
- Include sidewalks with a designated bicycle lane.
- Horse cane on opposite side with sand.
- Tax homeowners for maintenance.
- Include a multi-functional public space across from the church with a farmers market, concerts and other performances, fairs, Christmas market, and playground.
- Clear marking strategy.
- Use of two roundabouts one on each end of the main street.
- Include a market with ground level lights.
- Expand the lower speed limit area from MacMillan to Gould Road.
- Require in ground hydro with solar operated streetlights.
- Maintain heritage western look and architecture with Horse poles.
- No increase in permanent residents but attract college students and tourism.
- Reflect healthy living and go green.
- Support a recreation centre and increased use of schools for public use (movies for kids, more sports) like Ladysmith.
- Support a library and a health care centre with a pharmacy.
- Support community gardens.
- No infill or smaller properties to keep the original look as well as water problems. Maintain heritage look.
- Support a bakery.
- Support a pedestrian lane around York Lake.
- York Lake should be a provincial park.
- Support affordable housing on the corner of Akenhead and Cedar Roads or on the intersection of Har-mac Road and the Highway and allow smaller parcels of 1 acre along Cedar Road between Chase River up to the Nanaimo River Bridge.
- Support flower baskets on street lights.
- Build and/or maintain a sense of community.
- Low taxes.
- Support pleasing architecture (staggered) which is human in scale, inviting, comfortable and pedestrian friendly (includes sidewalks).
- Include sidewalks.
- Use low level lighting.
- Include landscaping and garbage cans.



- Increase security.
- Reduce the speed along Cedar Road.
- Use traffic calming measures.
- Slow traffic down and reduce the speed limit.
- Include sidewalks with boulevard and trees.
- Ensure that lighting is focused downwards.
- Support designated parking areas and try to avoid street parking
- Support controlled (lighted) sidewalks.
- Accommodate bus stops.
- Support designated parking areas and try to avoid street parking.
- Support controlled (lighted) sidewalks.
- Accommodate bus stops.
- Restrict building height to two storeys and allow mixed use buildings (commercial on the ground floor residence above).
- Include green space.
- Support west coast rustic look (Rustic colours, bold trim).
- Like the aesthetics of the existing business core with modern design of Cedar Village.
- Like not having to go to town.
- Should have a village look.
- Like the natural surroundings.
- Do not support street parking or parking in front of buildings.
- Increase awareness of public access and public responsibility for maintaining public space.
- Support sidewalks, separated bike paths, a post office, walkway along York Lake, low income mixed use commercial and residential.
- Include a roundabout and other traffic calming methods.
- Include boulevards with trees.
- Support boutique shopping.
- Main Street should start at the bridge.
- There should be improved access from Duke Point to Main Street.
- There should be bus stops with seating.
- Support a pedestrian bridge to South Wellington as well as for bicycles and Horses.
- College of Massage Therapists BC is approached to move rural and Cedar is the perfect location.
- Does Main Street need to be straight? Need to support turnarounds.
- Main Street should start at the bridge (parking area, river, rock face with signs) to help define the arrival to Cedar.
- Improve landscaping – pretty streets. Create a special streetscape to enhance the pedestrian environment and improve pedestrian perception of safety.



- Too much traffic = too much growth. Why do we have to develop. People move here to be rural. Are we at the limit of residential development?
- Support roundabouts.
- Support sidewalks that are wide enough for strollers, joggers, and students.
- Support bicycle routes with bike racks which are dog and horse friendly.
- Provide real bus stops that reflect our history and culture. Provide some character – quaint
- Provide street lighting but no traffic lights.
- Support a gathering place for the community with both indoor and outdoor space.
- Provide access to Nanaimo River and York Lake.
- Support a boardwalk at York Lake and connect with other trails.

Common Themes and Findings for Question 1

- Include more public art that reflects the history, heritage, culture of the area. Painted banners, inlaid sidewalk designs, etc.
- Do not support franchises (provide sign guidelines for buildings, limit height to two storeys, no parking down Main Street).
- Support boutique shops only.
- 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

- Density.
- The fact that multiple agencies are involved (water, Sewer, MOTI).
- Maintain community character as of being rural while improving amenities, facilities, and business.
- Financing.
- Consensus: to have a plan where everybody contributes and benefits.
- Water supply.
- Vehicles thoroughfare.
- Cost of construction.
- Viability of businesses (struggling independent store owners).
- Infrastructure (sewer, water lighting). Who pays? Are there capital grants?
- Acceptance of change by residents.
- How to overcome jurisdictional issues.
- Unintended consequences.
- Local job opportunities for locals in unique businesses.
- Improved socialization opportunities for residents.
- Control of growth to reduce impact on rural farm lands and other rural property.
- Attracting small business.
- Getting support from MOTI (sidewalks and traffic calming).
- Water and sewer.
- Appearance.
- Vision of Main Street and keeping the area rural.
- Topography and riparian regulation.
- Conflict of public interest – growing our community or staying rural.
- No mobile home park (RDN staff is unclear if this comment is a challenge or opportunity).
- Roads (speed/crosswalks).
- Safety for pedestrians and bicyclists.
- Maintain the area (road/sidewalk).
- Parking (designated).
- How to acquire green space.
- Water and sewer supply (not enough).
- The development at Cable Bay may change the complexion of the community (Cedar will get swallowed up by it).



- Financing water, sewer, and lighting. (need working partnerships).
- Timelines for fixing derelict housing (can create a plan, but what about implementing it?).
- Finding natural space for community Cedar Square, etc. (RDN does not own land).

Opportunities

- Creation of jobs.
- Local shopping experience.
- Increase safety (traffic, car, people).
- Agriculture Area Plan (food security, local products, organic produce).
- Parks budget to use on trails and parks and recreation along the Nanaimo River.
- Create employment.
- Opportunity for increased tourism.
- Colleges with housing.
- Flexibility/improvement of road design for multiple use.
- Environmental proximity will be established (Nanaimo River and York Lake).
- Establish visual identity for Cedar Main Street.
- Ideas: A look out tower in the centre of town, An Amphitheatre looking down on York Lake.
- Community mapping for collective resources within the community (local sustainability).
- More access to building the economy through creating appealing businesses and creating a 'village feel' (destination place).
- It's a blank slate.
- Provides an opportunity to live in our community.
- Creates a vision for the area.
- The Sandstone Development will increase the population and consumerism.
- Provides opportunities for sewer/water, lighting, and crosswalks.
- Opportunities for parks and green space between commercial spaces.
- Opportunities for off street parking.
- Business to include a pharmacy, bakery, medical centre, butcher shop, and a kid friendly restaurant..
- Create a people friendly atmosphere.
- Expand the look and character of the buildings (i.e 49th parallel) west coast rustic style. .
- An opportunity for the community to get together (community pride and respect and identity).



- Creates an opportunity to direct the types of business that are local and encourages community members to keep money in the community.
- Promote the natural settings (boardwalk at York Lake, Connecting Bridge to South Wellington, and connecting trails to Cedar Main Street).
- Perhaps the benefits of rezoning could create community amenities such as a community gathering place.

Common Themes and Findings for Question 2

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.



Results of the Visual Preference Survey

The following represents the results of the visual preference survey which was conducted after lunch at the workshop held on October 22nd. The purpose of the exercise was to get the community to start thinking about community design and what might fit within the Cedar Main Street.

Participants were shown a series of photos on two screens which were grouped into the following categories:

1. Main Streets
2. Scale of buildings and public realm
3. Pedestrian and cyclist
4. Landscape
5. Parking
6. Housing
7. Roadways

Each photo illustrated a particular design element related to the categories above. A brief description of each photo was provided and participants were asked to look beyond the particular architecture of the buildings towards the specific feature that was the subject of each photo. Participants were then asked to rate how well each design feature fit within the Cedar Main Street. Participants were given live polling equipment to electronically indicate their choice of the following options:

- A. Does not belong here
- B. Somewhat fits in
- C. Fits in OK
- D. A good fit
- E. A great Fit!

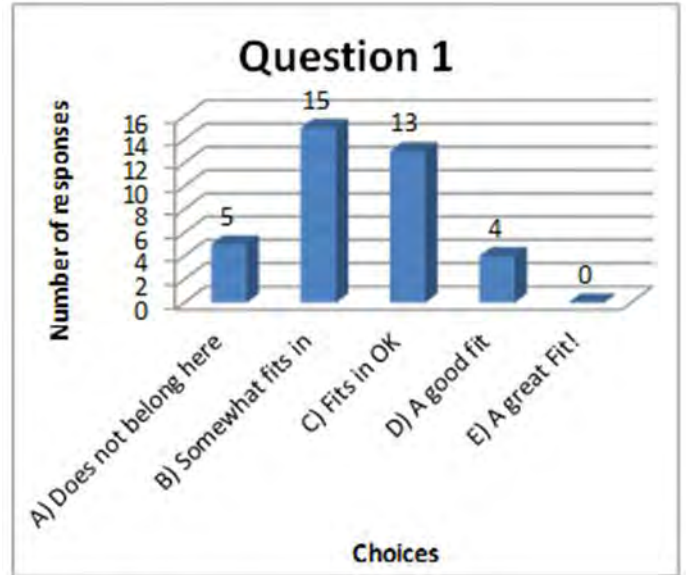
Once all participants were given a change to respond to the question, the results of each question were shown on the screens beside the photo before moving on to the next photo and repeating the above steps.

The visual preference survey included the use of 107 photos and the exercise lasted approximately 2 hours. The results of the survey are shown on the subsequent pages.

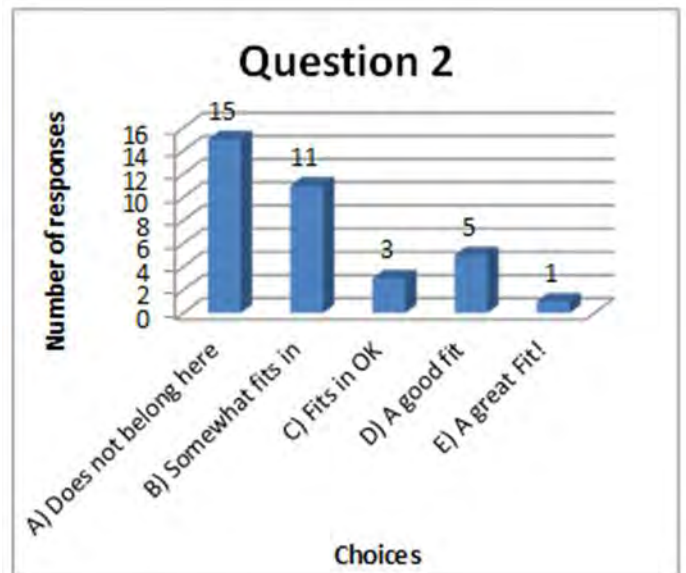




Mahone Bay, NS



I'ona SC, US

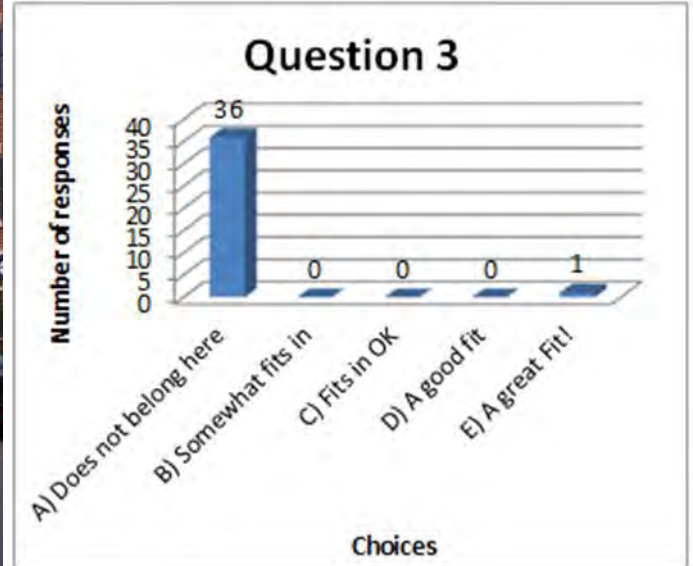


Main Streets

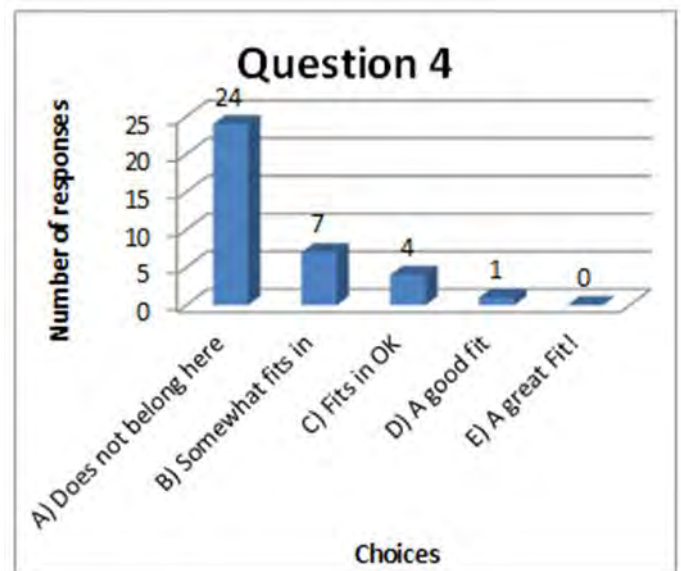




Kentlands, Maryland



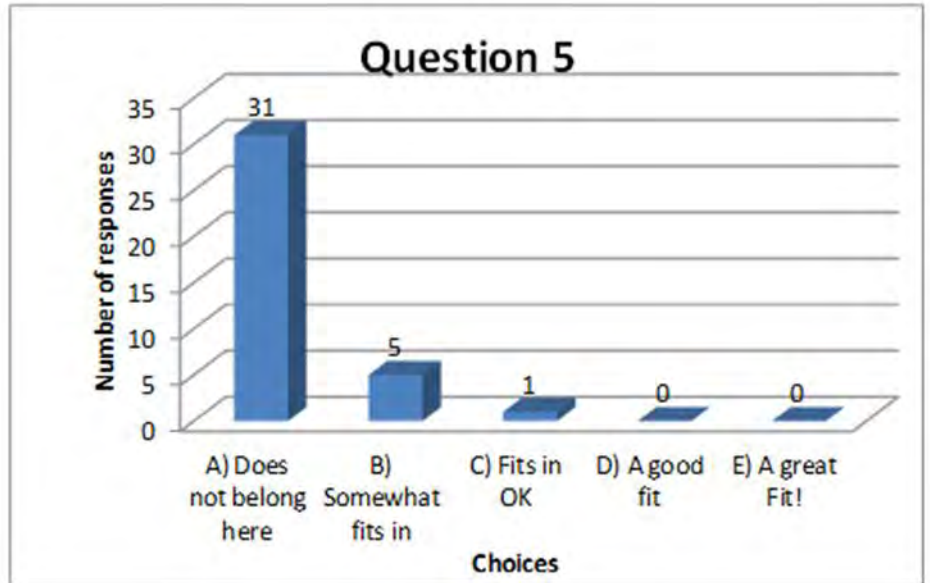
Poundbury, UK



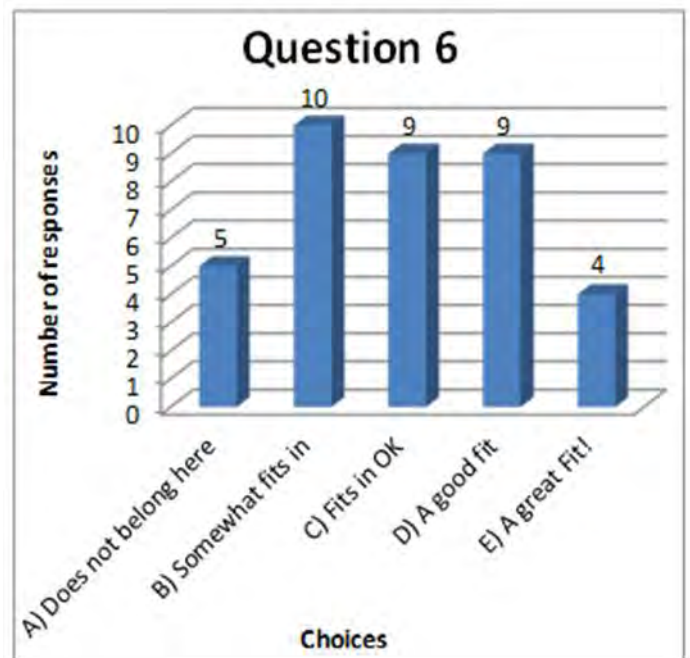
Main Streets



Guildford, UK



Shere, UK

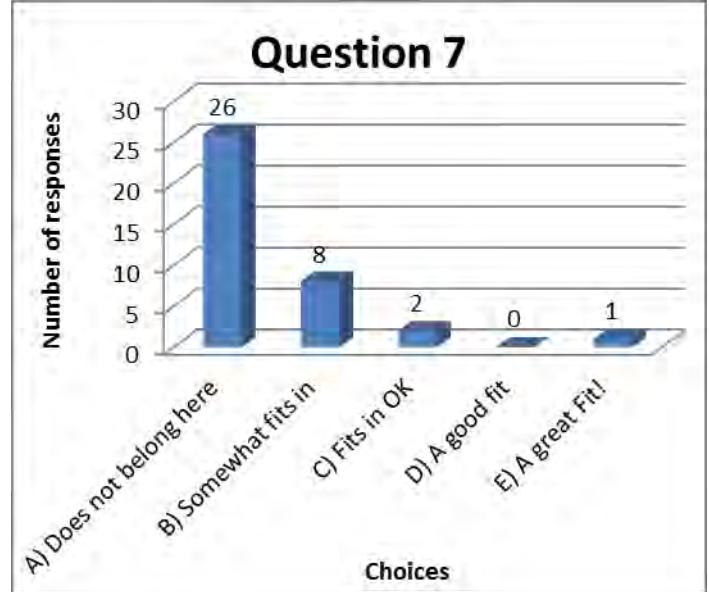


Main Streets

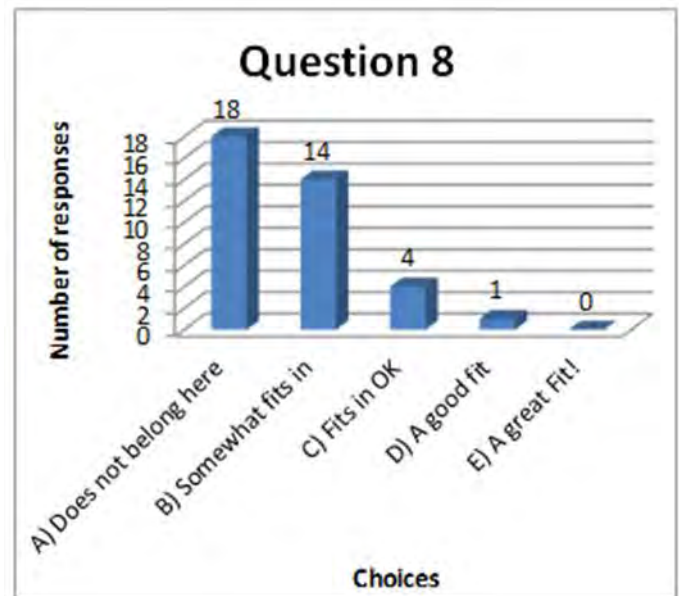




Verado, Az.



Gibsons, BC

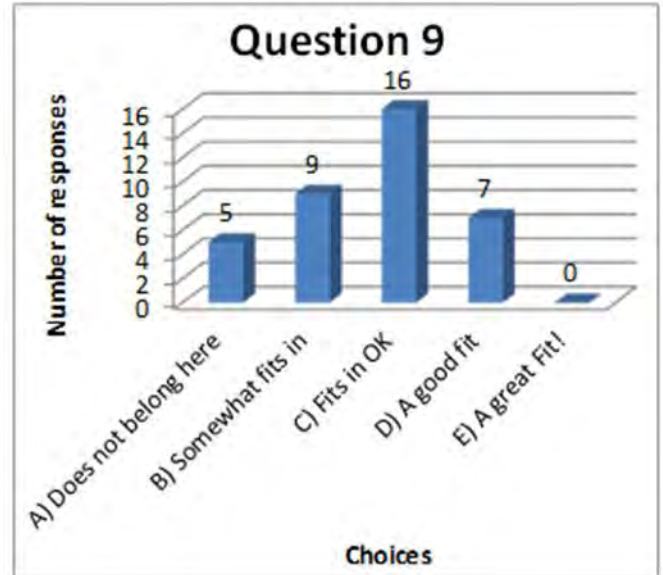


Main Streets

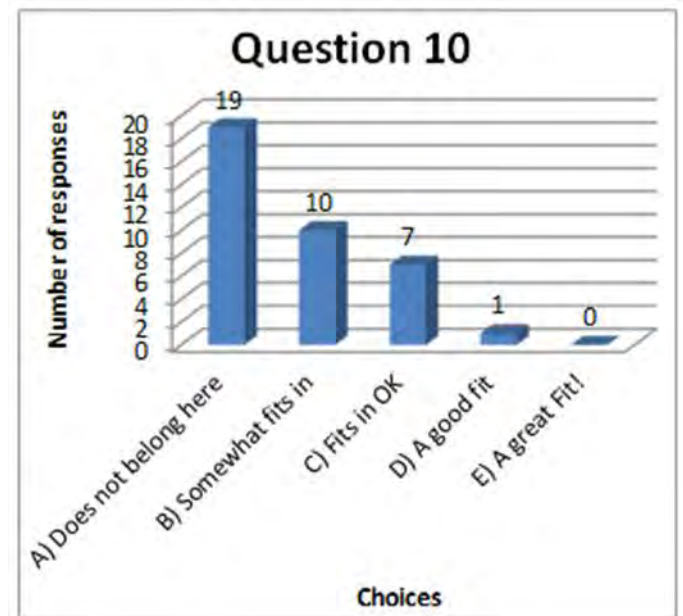




Chemainus, BC



Cowichan Bay, BC

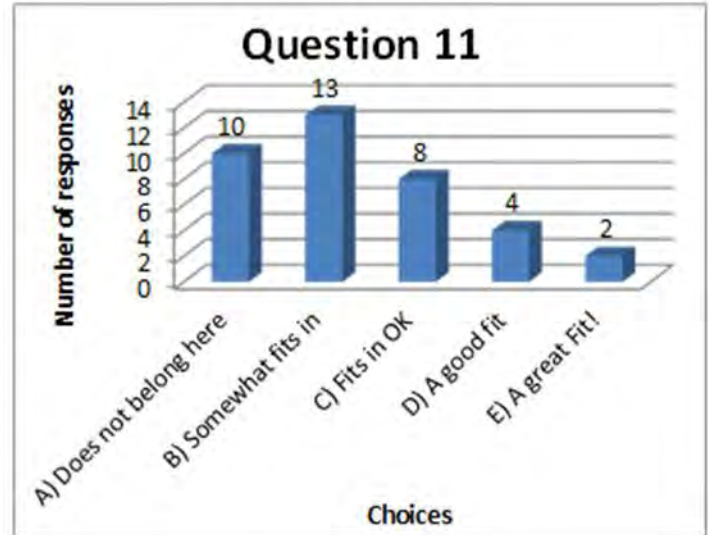


Main Streets

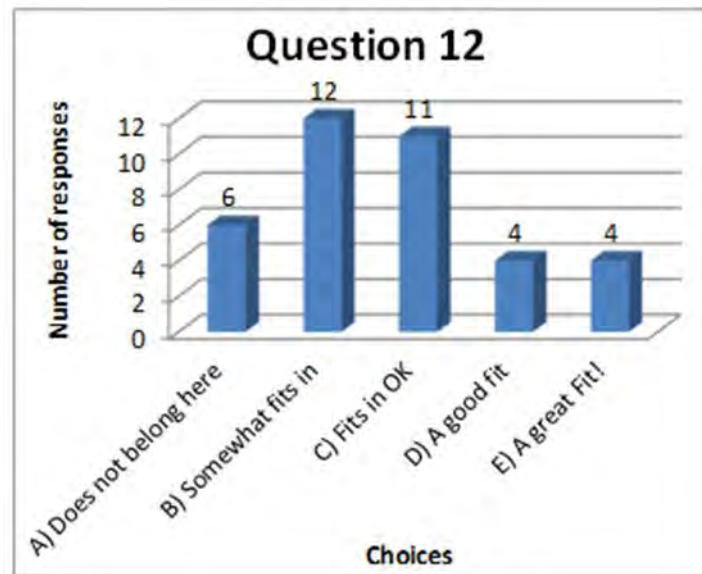




Banff, AB



Ladysmith, BC

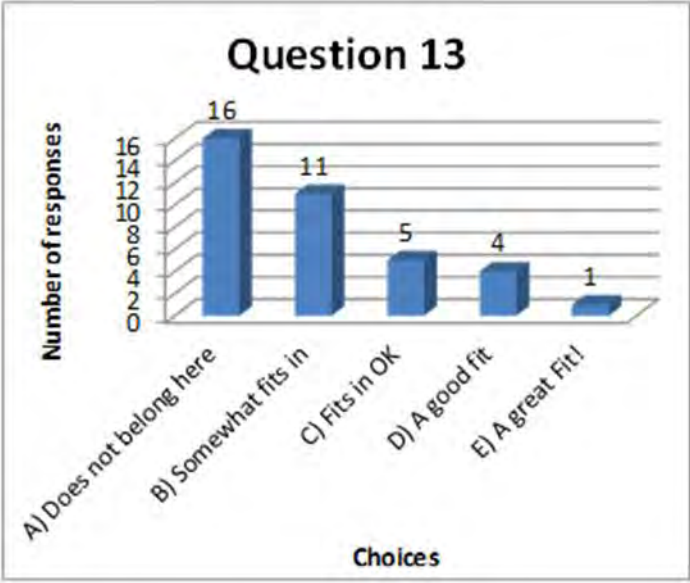


Main Streets





Lunenburg

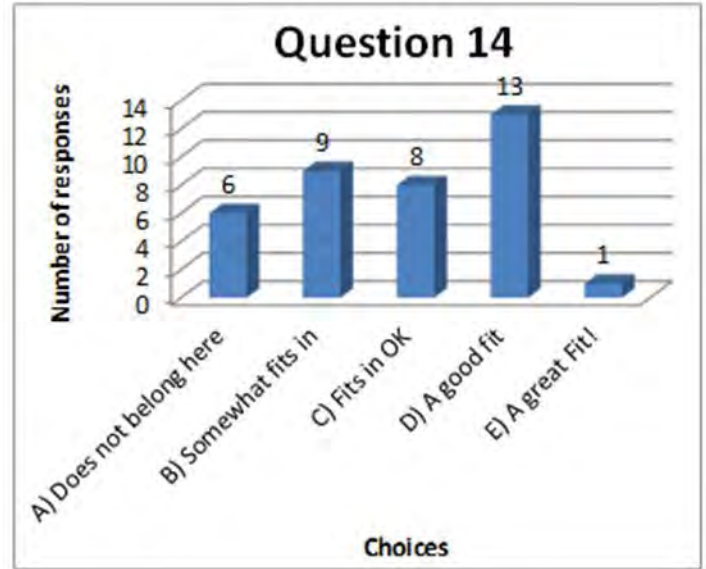


Main Streets

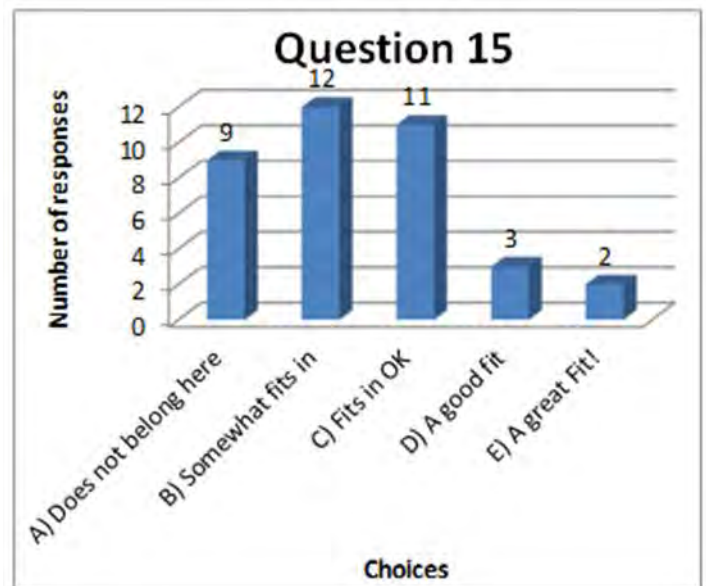




Mahone Bay, NS



Mahone Bay, NS

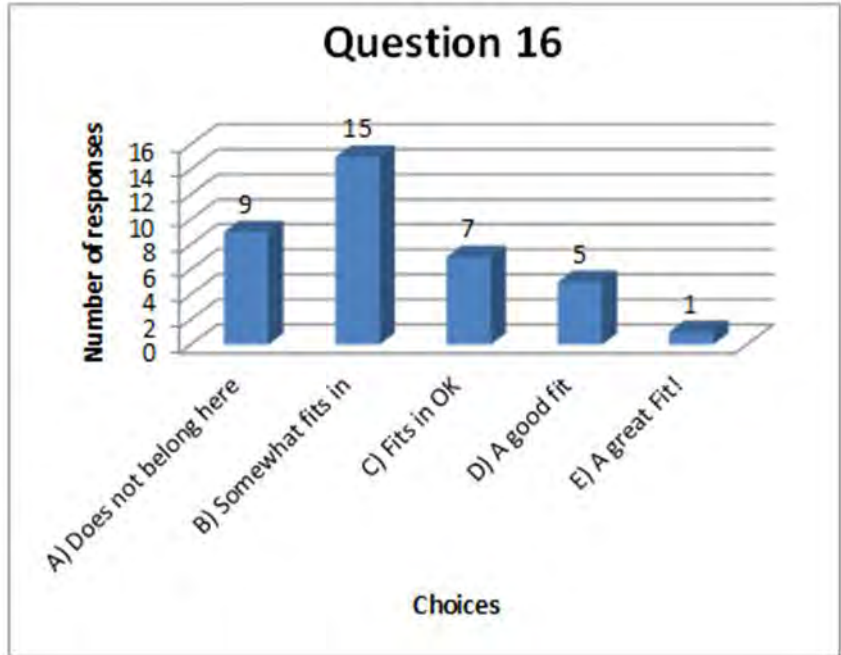


Scale of building and public realm

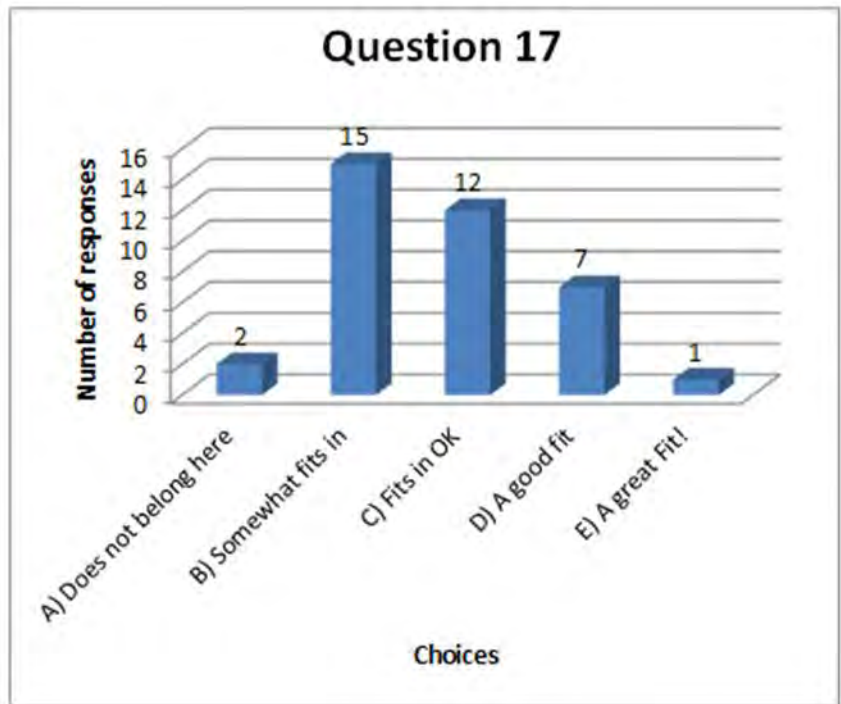




Mahone Bay, NS



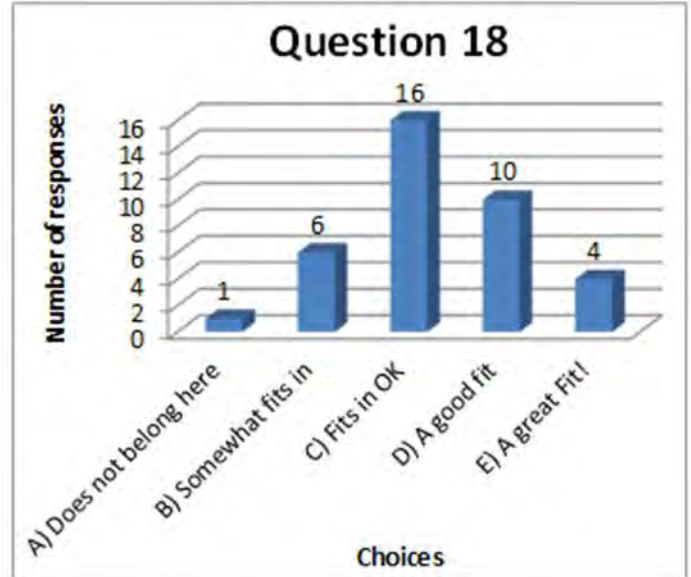
Chester, NS



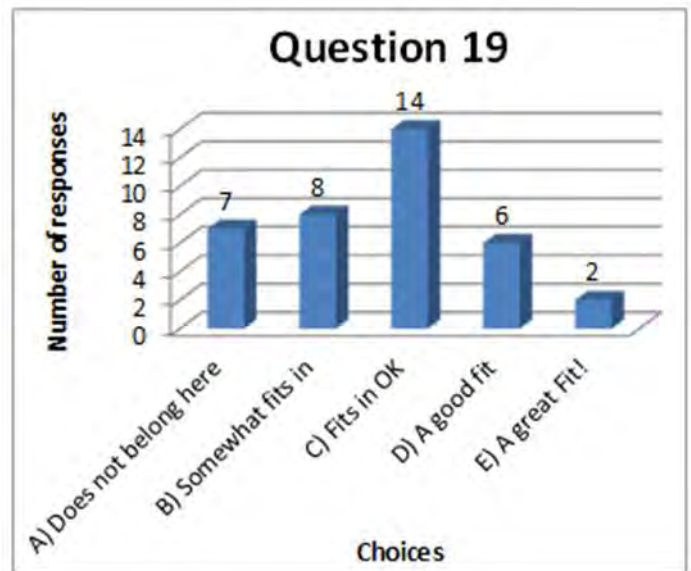
Scale of building and public realm



Chester, NS



Chester, NS

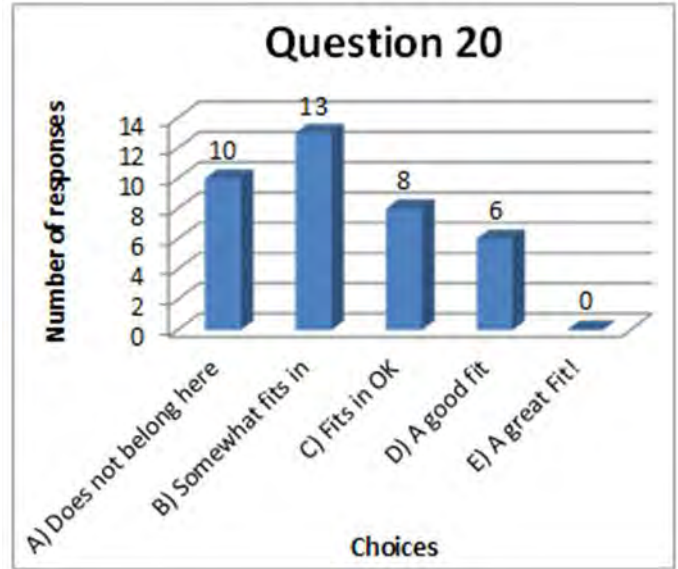


Scale of building and public realm

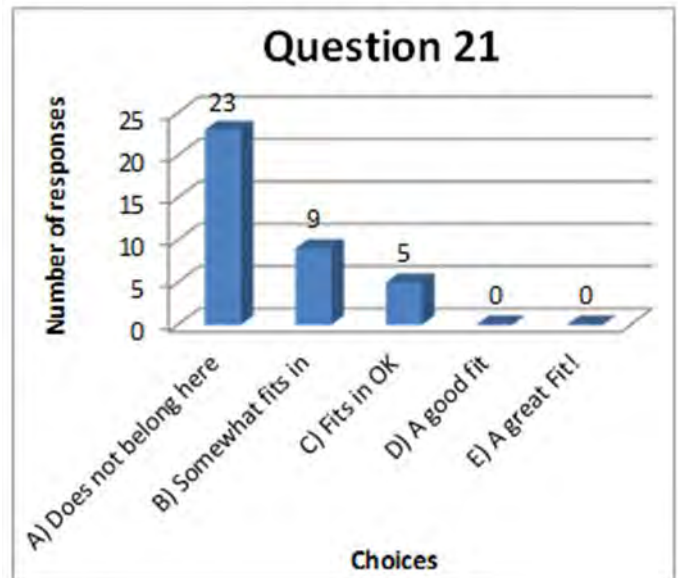




Habersham SC-US



Kentlands, Maryland

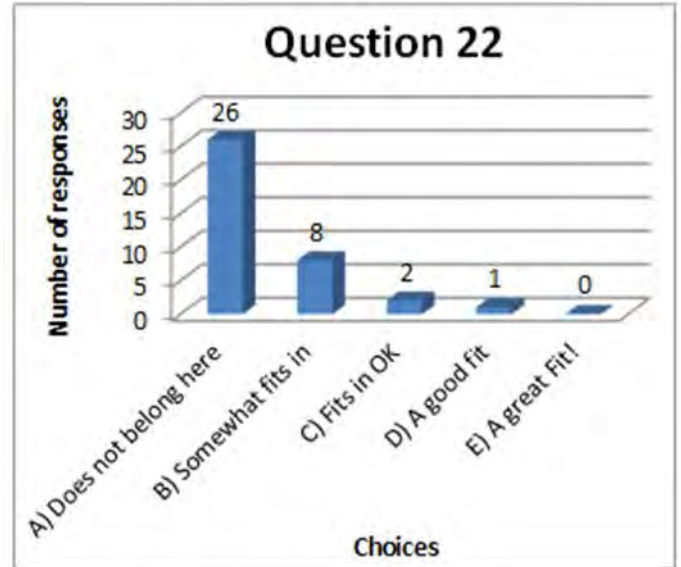


Scale of building and public realm

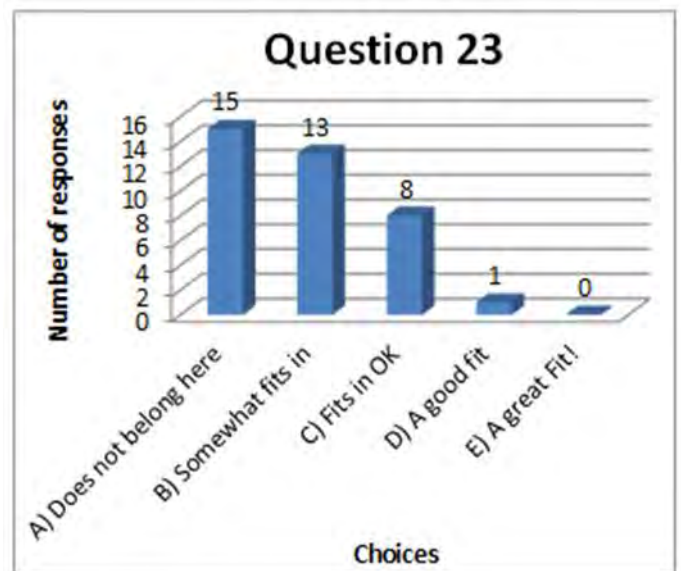




Pondbury, UK



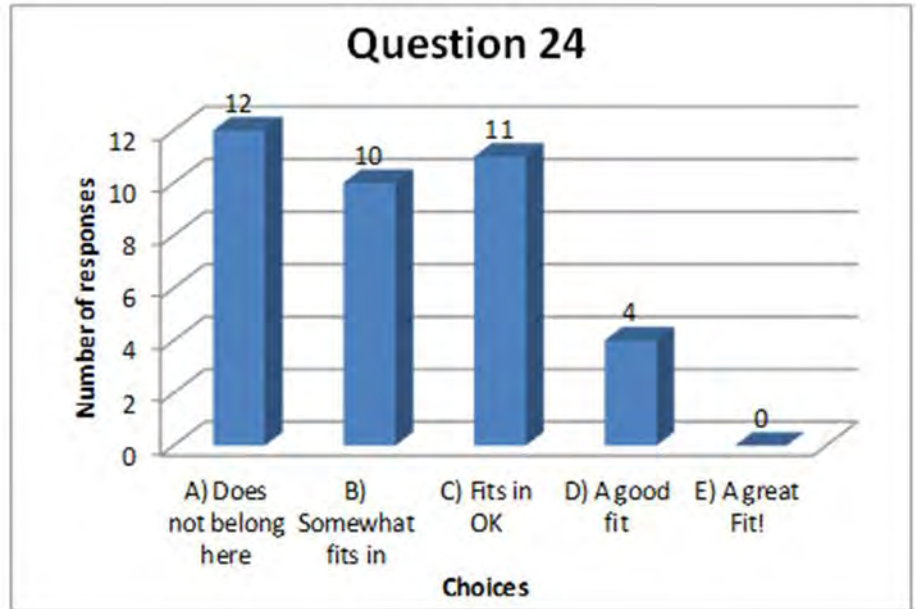
Pondbury, UK



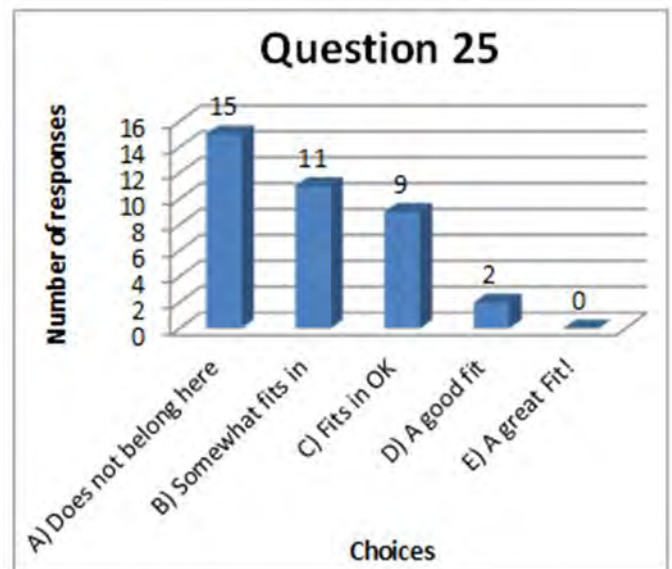
Scale of building and public realm



Guildford, UK



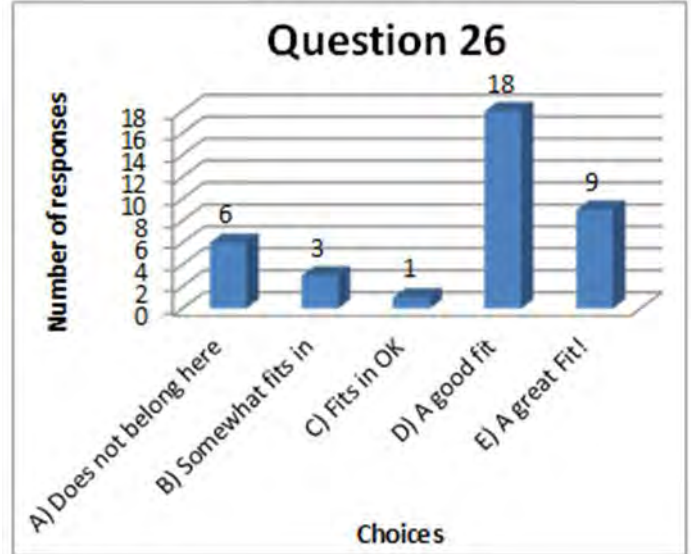
Shere, UK



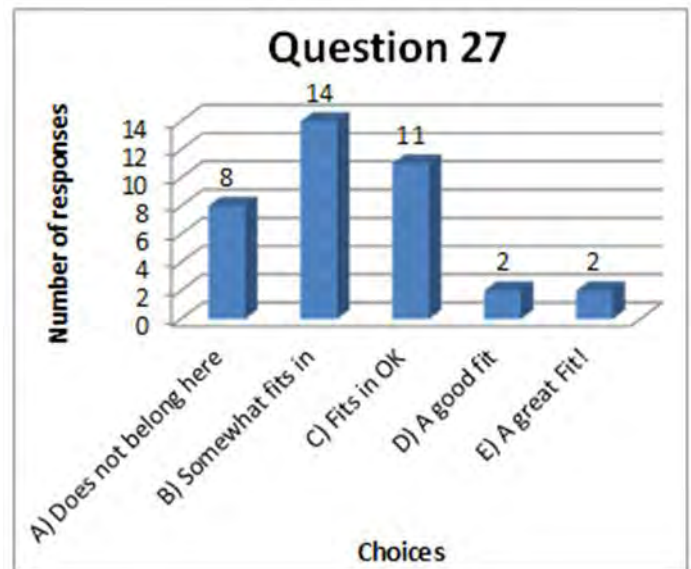
Scale of building and public realm



Cumberland, BC



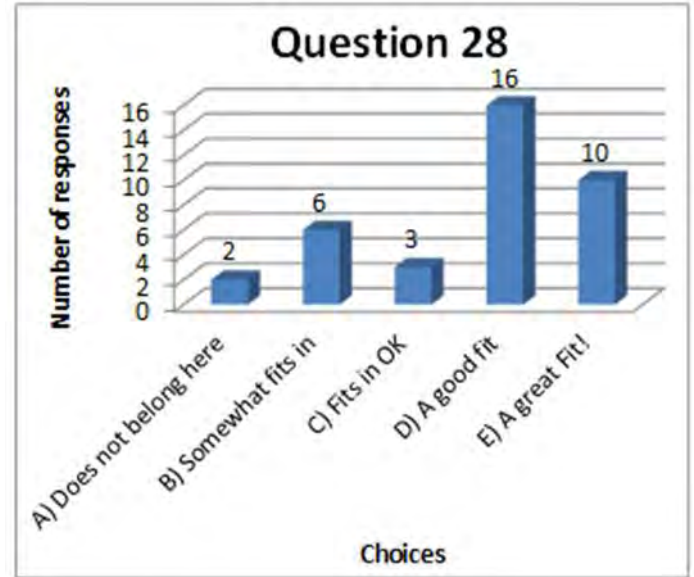
Ladysmith, BC



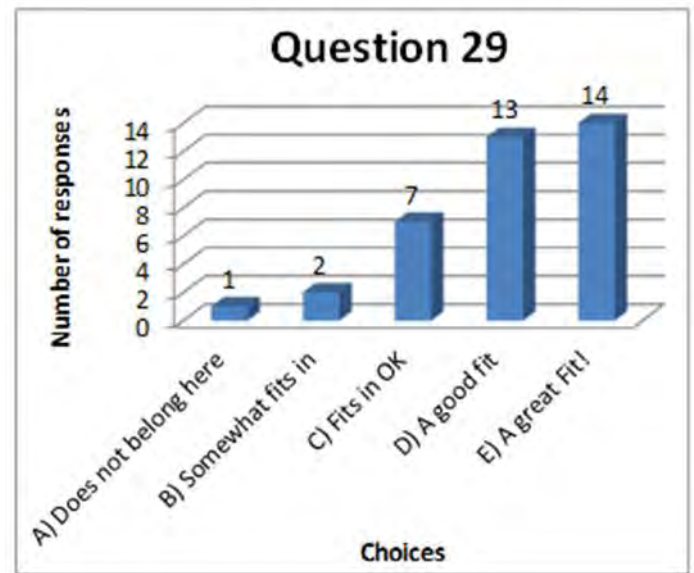
Scale of building and public realm



Mahone Bay, NS



Mahone Bay, NS

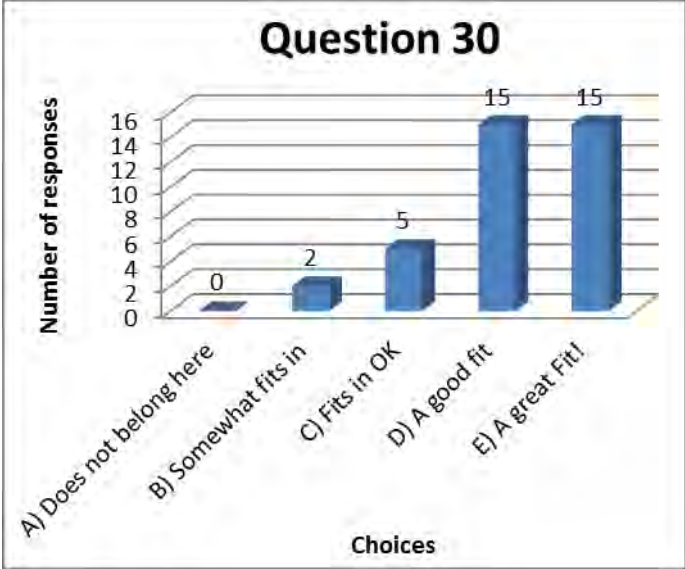


Scale of building and public realm

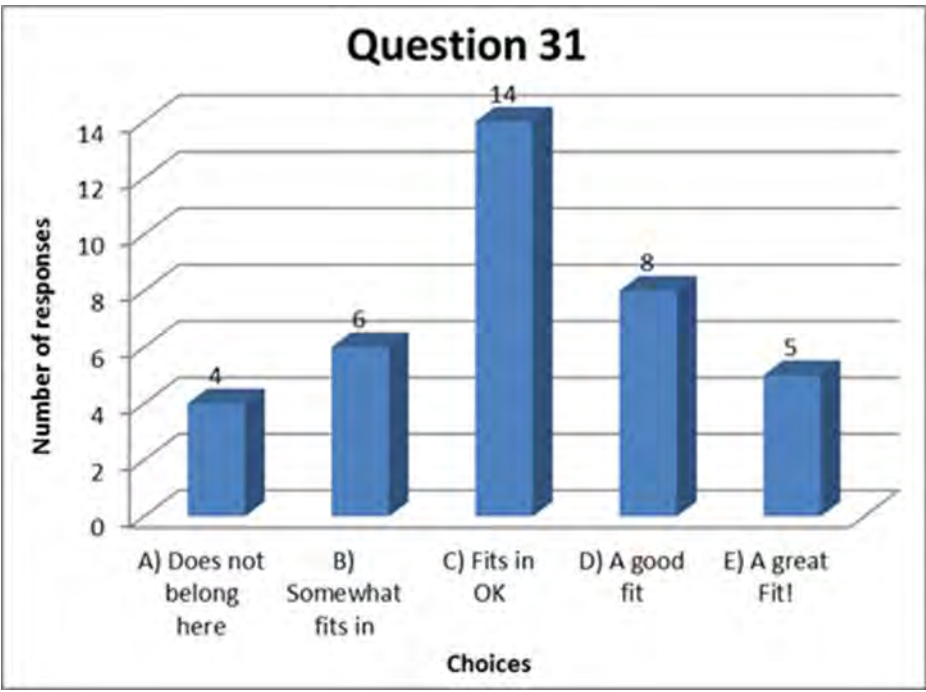




Mahone Bay, NS



Mahone Bay, NS

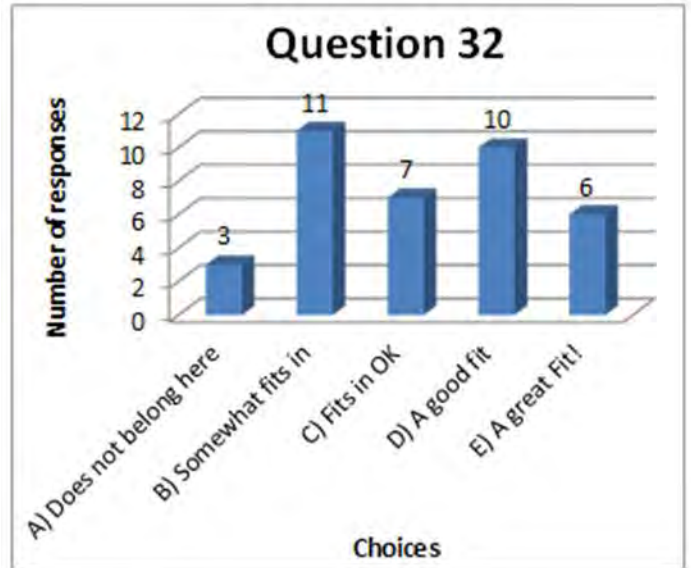


Scale of building and public realm

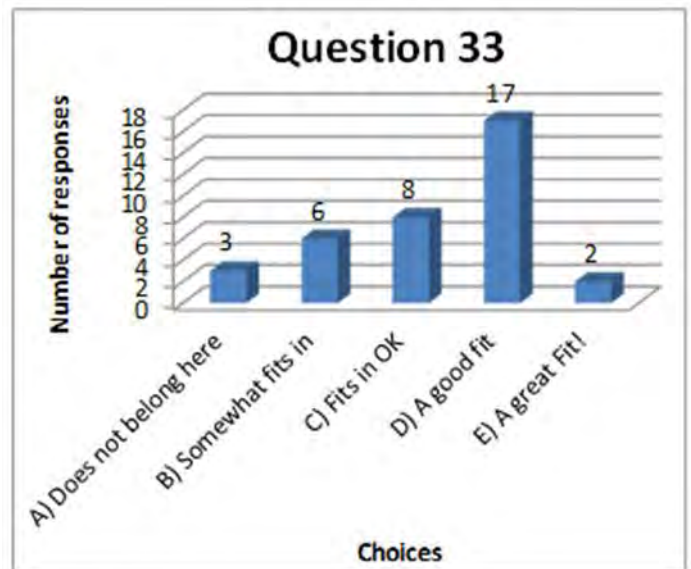




Mahone Bay, NS



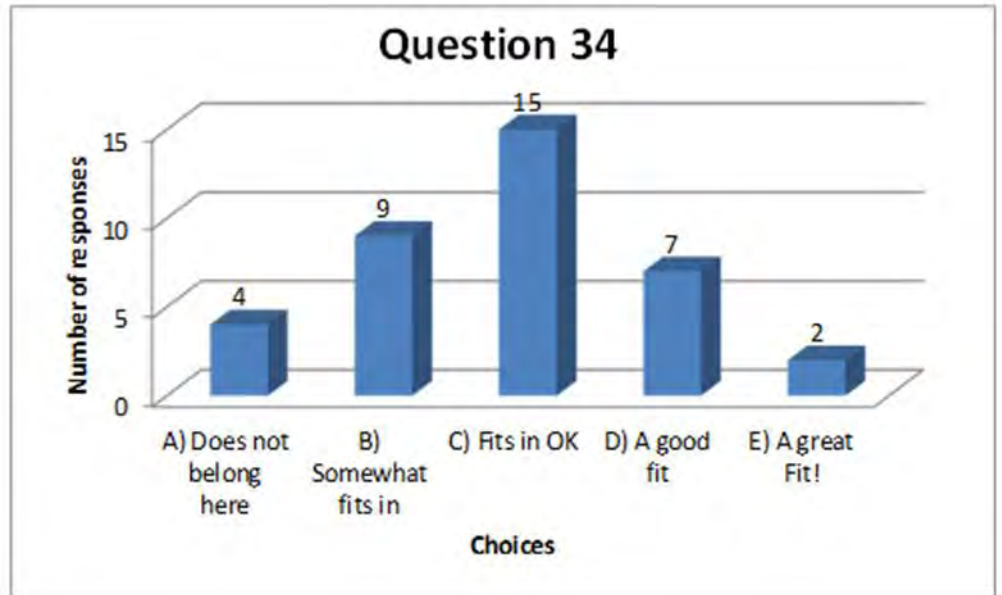
Chester, NS



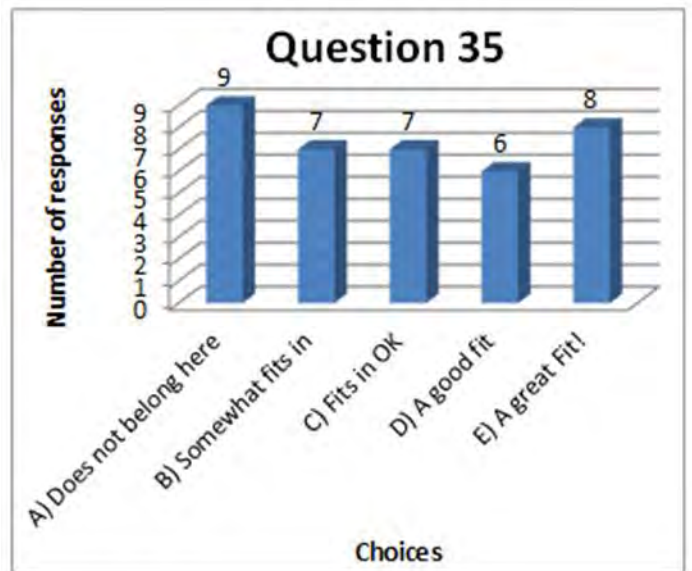
Scale of building and public realm



Bowen Island, BC



Guildford, UK

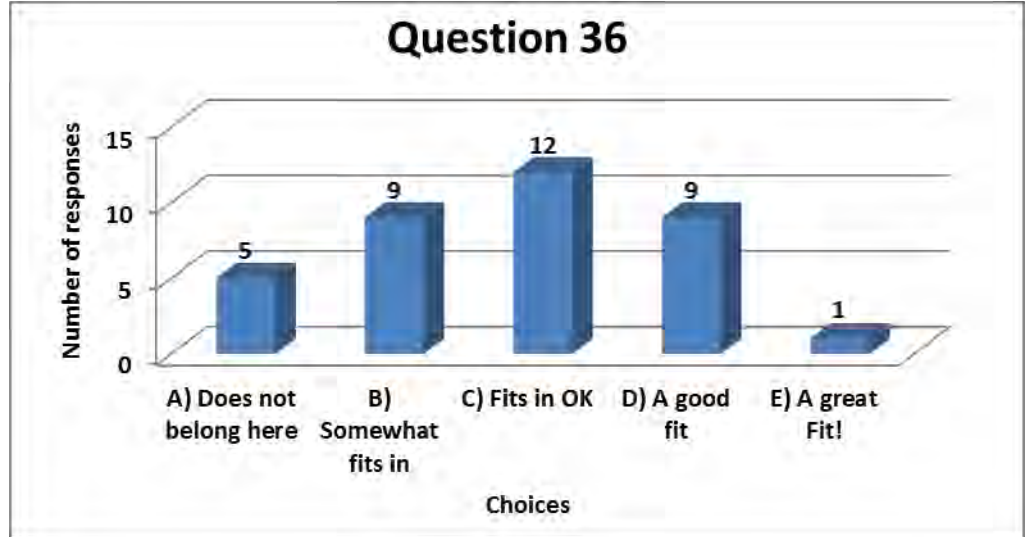


Scale of building and public realm

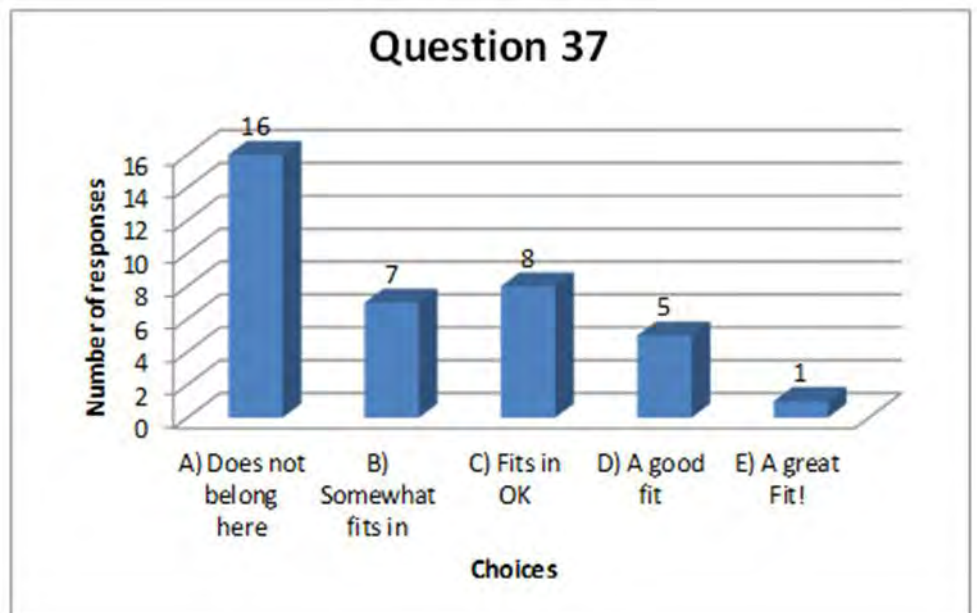




DC Ranch, AZ



DC Ranch, AZ

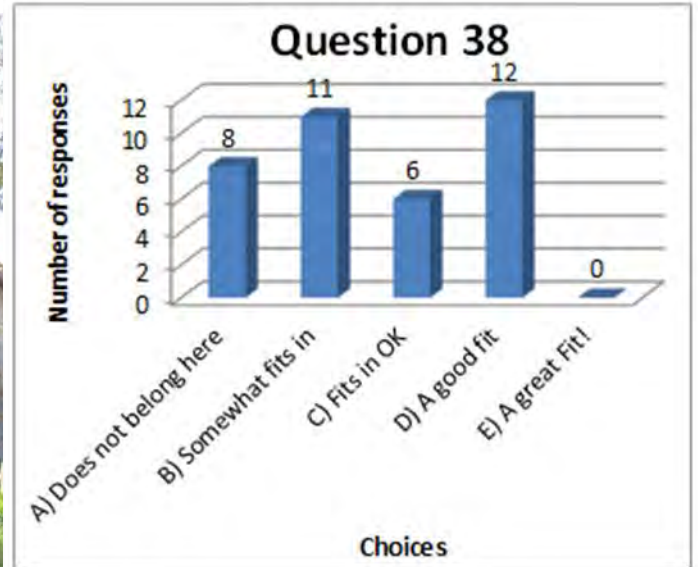


Scale of building and public realm

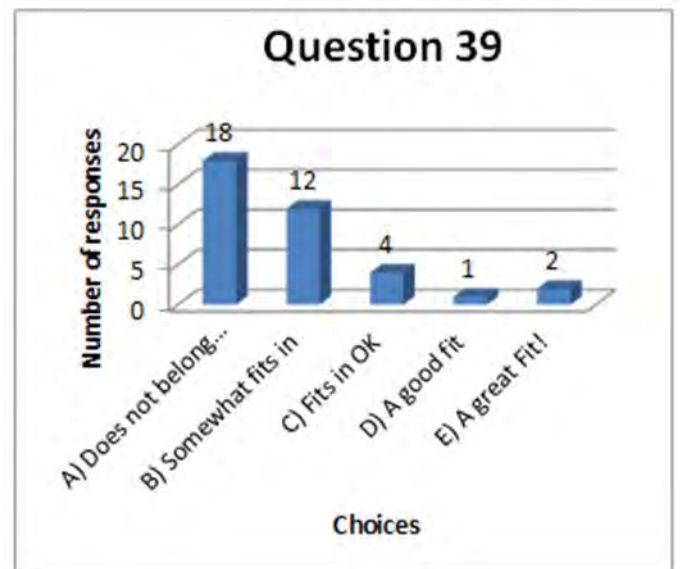




DC Ranch, AZ



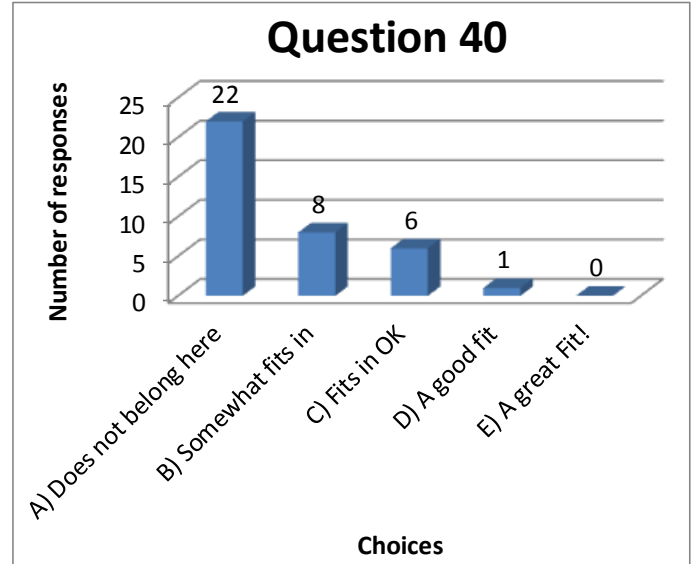
Poundbury, UK



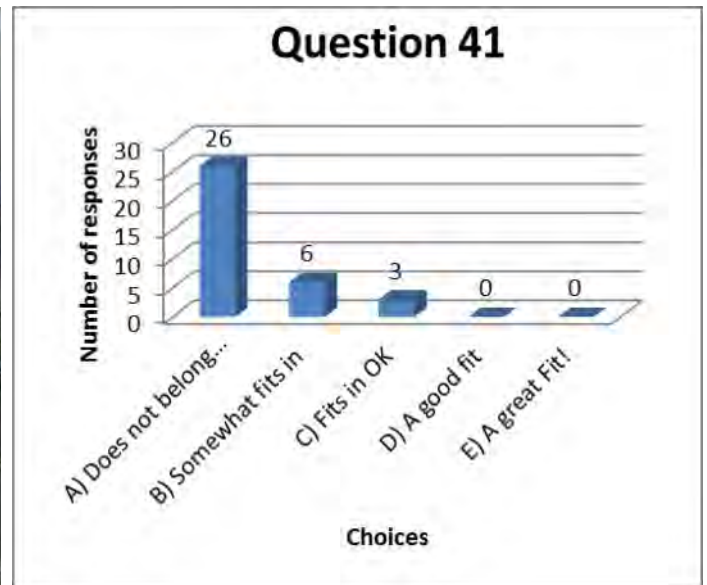
Scale of building and public realm



Poundbury, UK



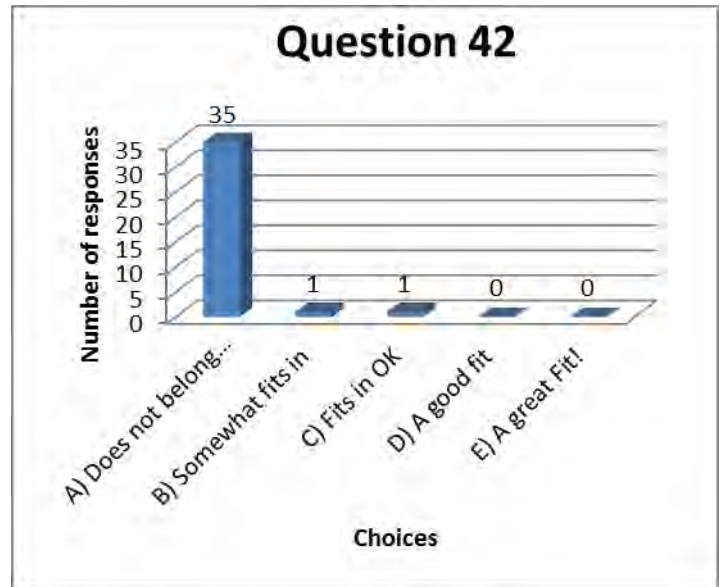
Guildford, UK



Scale of building and public realm



Guildford, UK

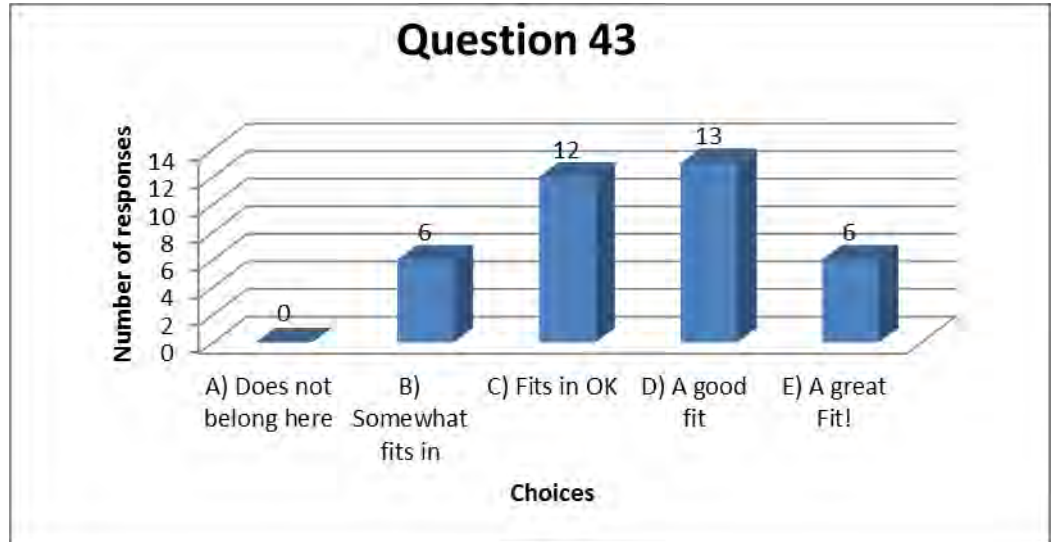


Scale of building and public realm

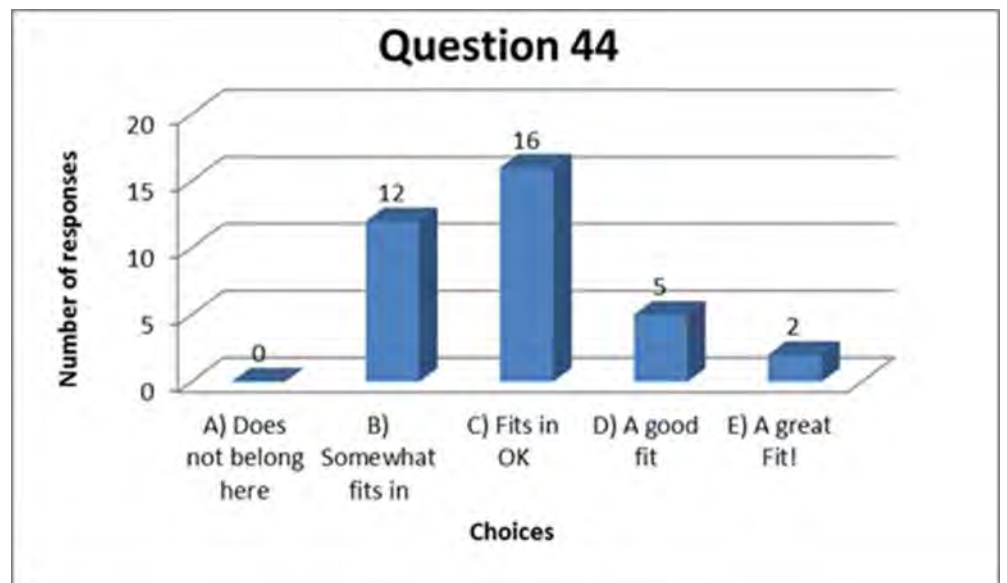




Mahone Bay, NS



Chester, NS

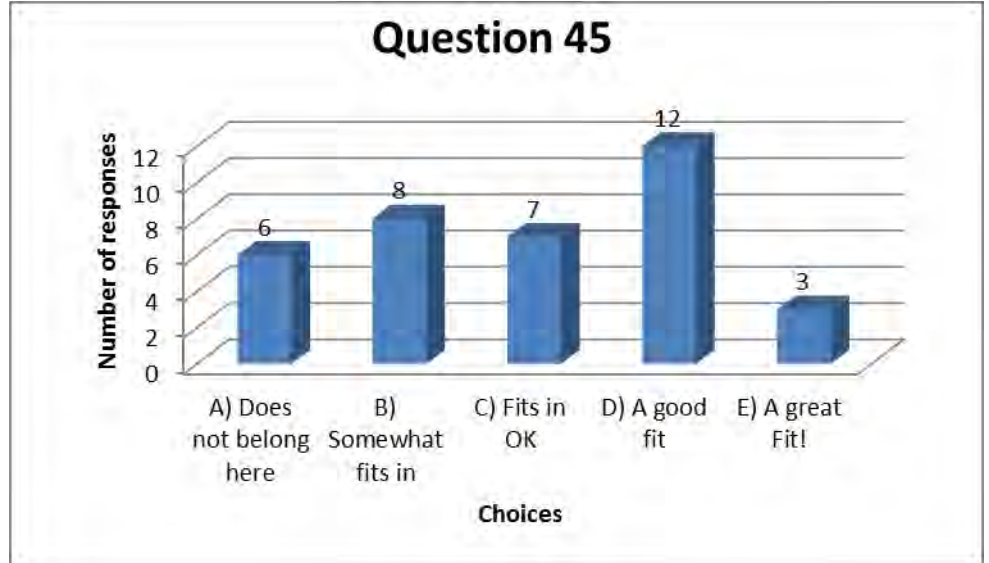


Pedestrian and cyclist

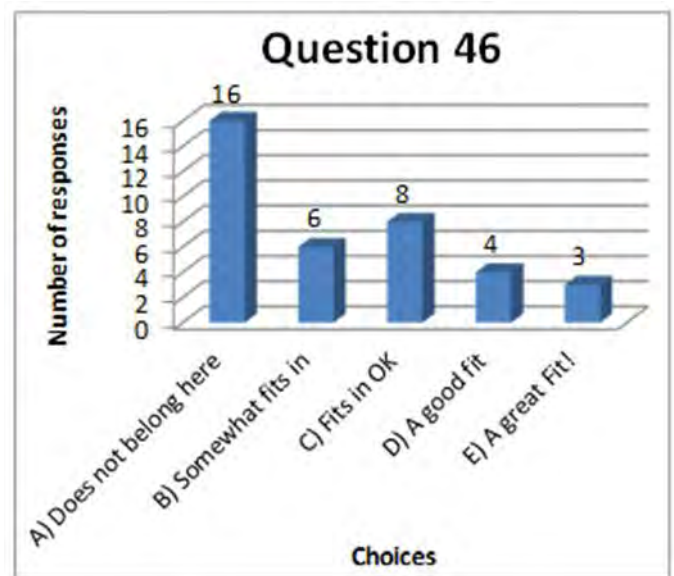




Bowen Island, BC



Habersham SC-US

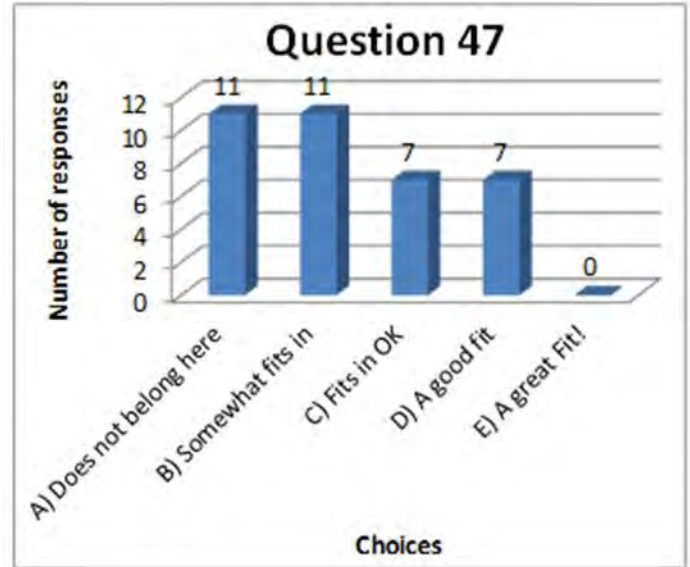


Pedestrian and cyclist

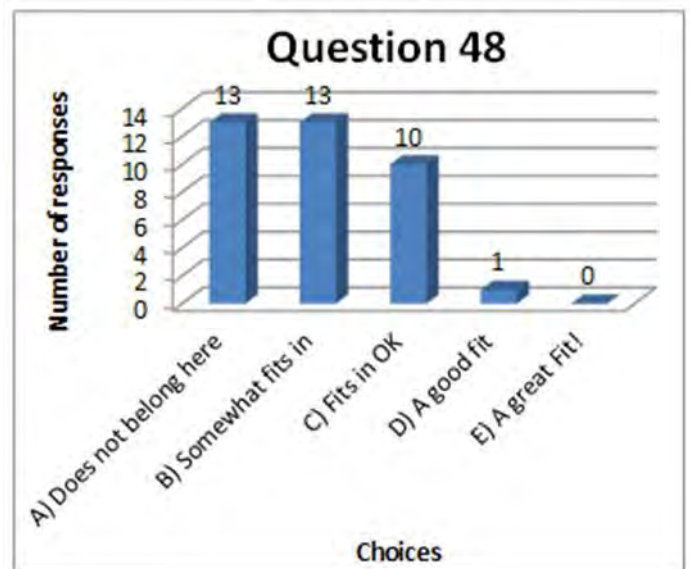




Habersham SC-US



Kentlands, Maryland

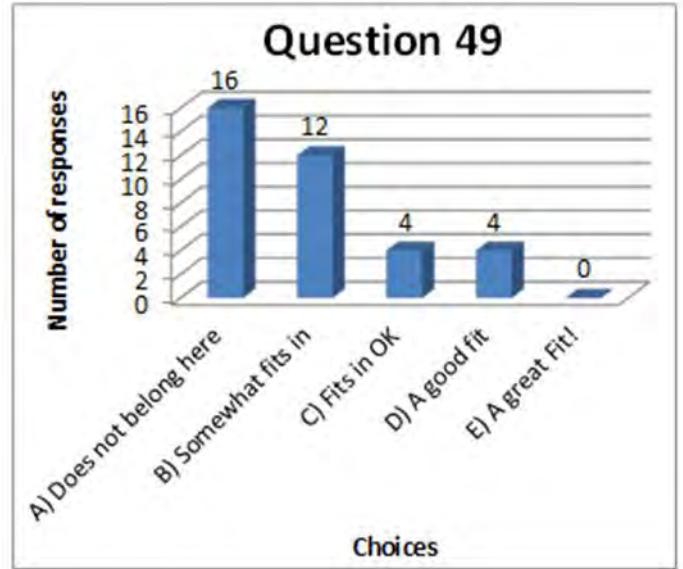


Pedestrian and cyclist

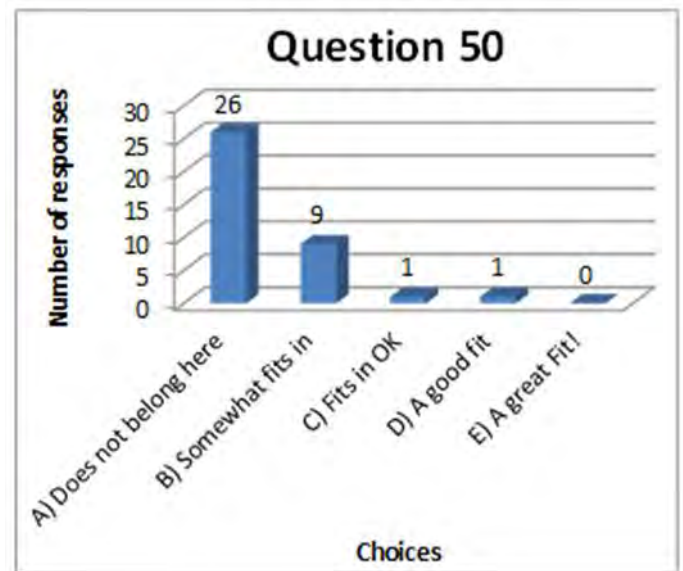




Kentlands, Maryland

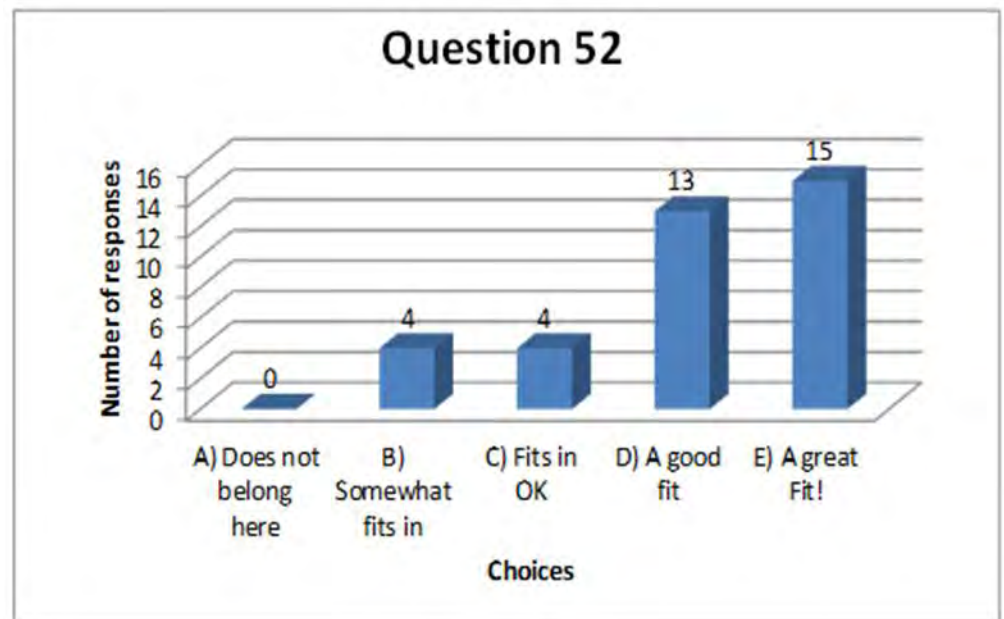
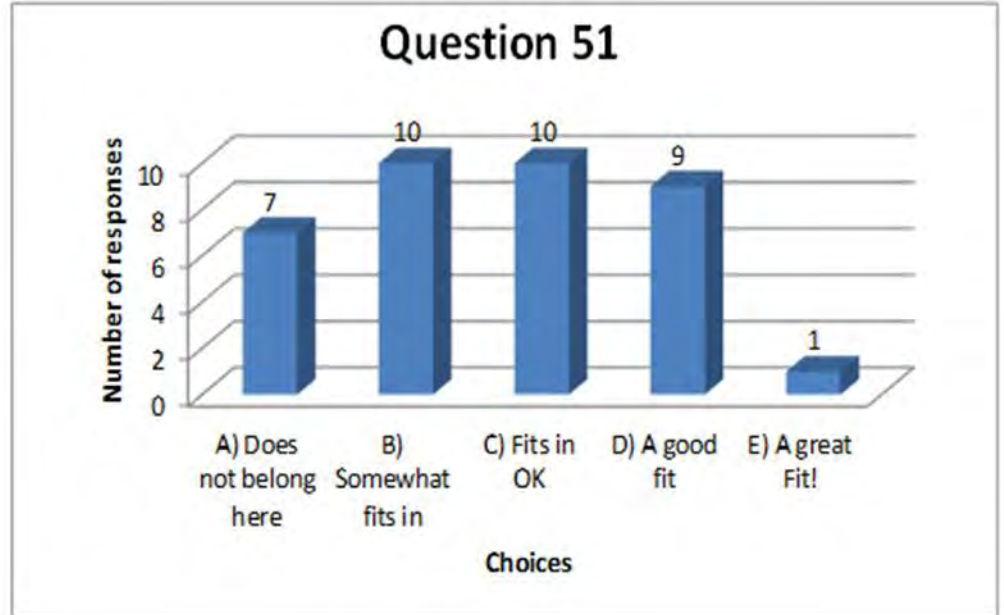
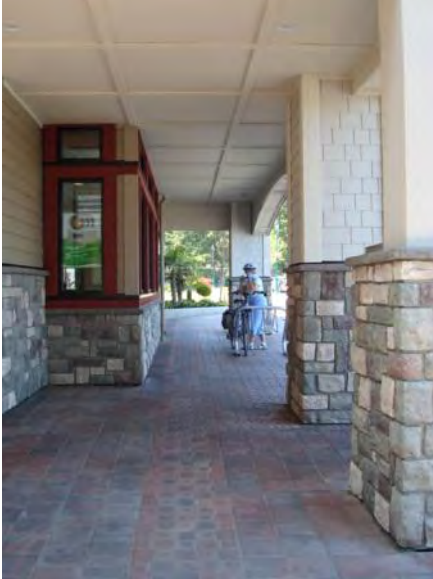


Poundbury, UK



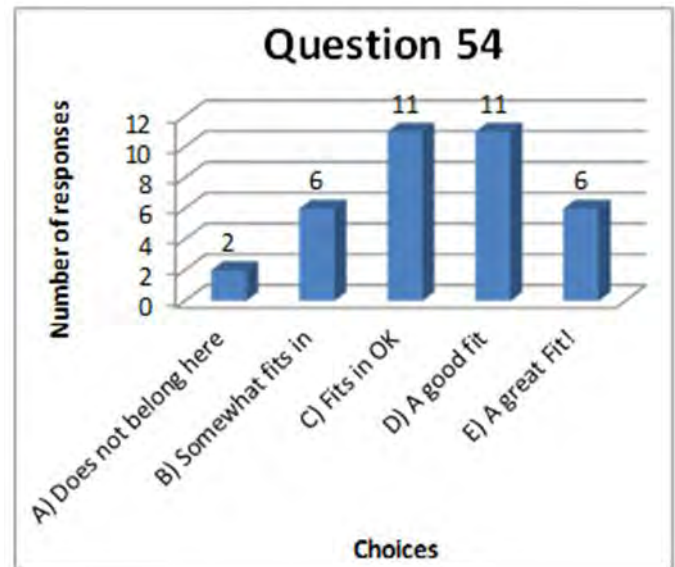
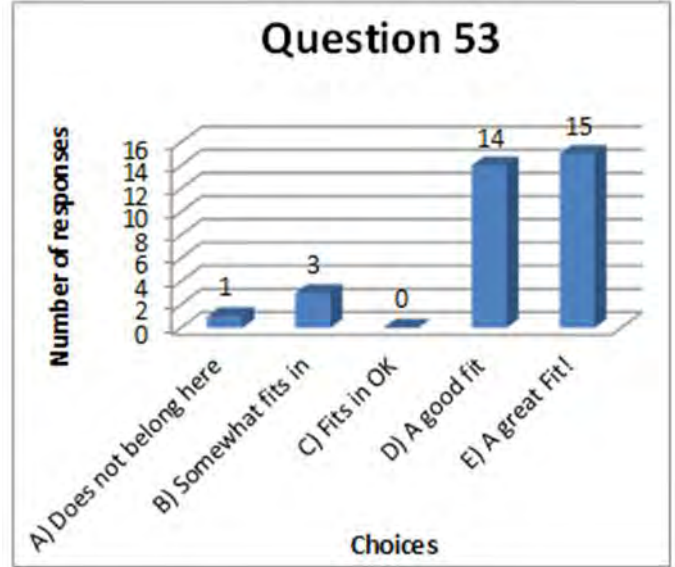
Pedestrian and cyclist





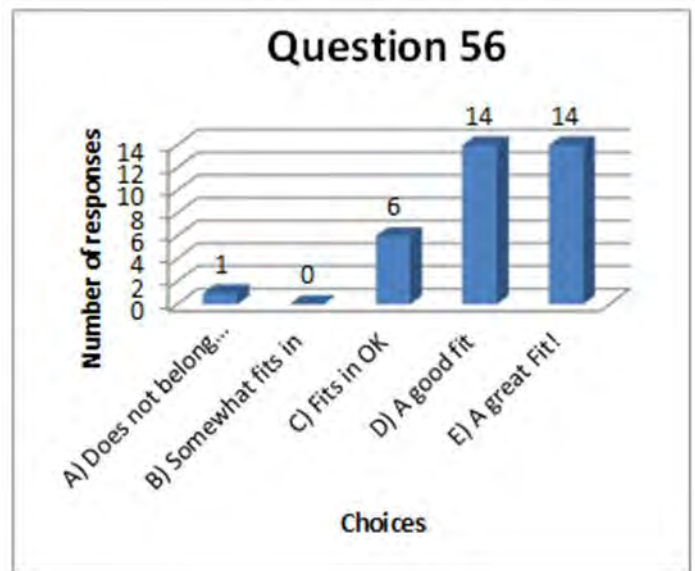
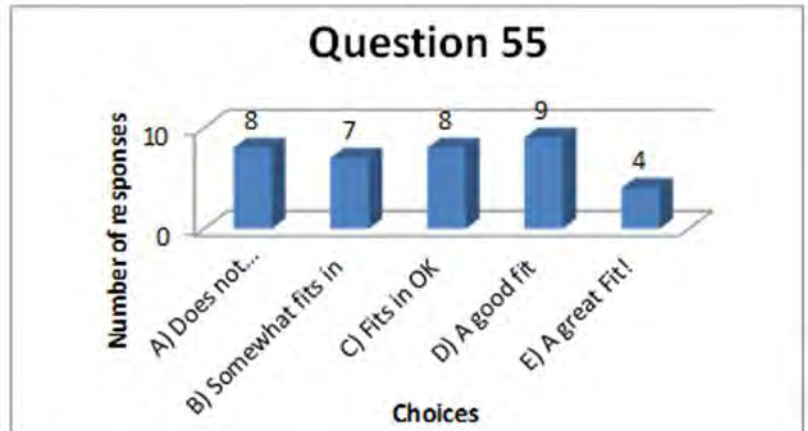
Pedestrian and cyclist





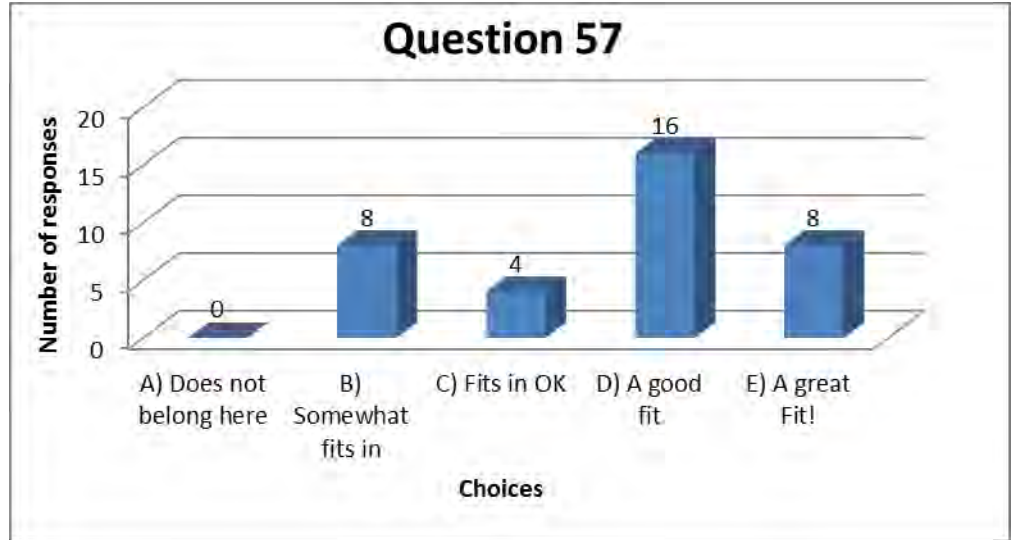
Pedestrian and cyclist



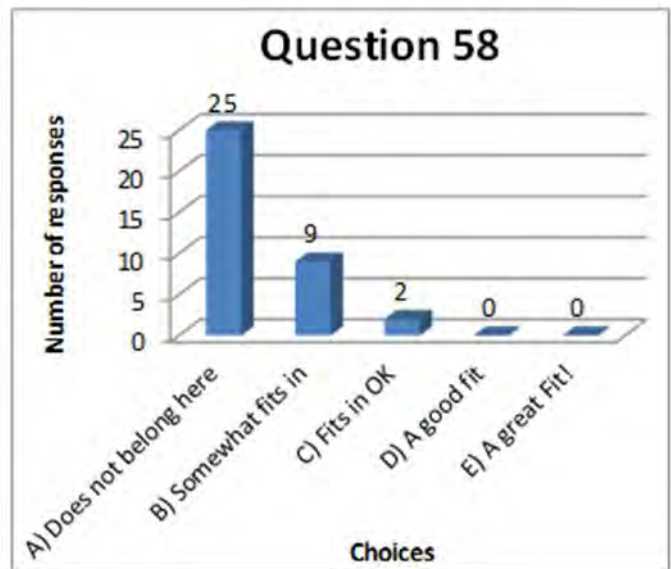


Pedestrian and cyclist





Shere, UK

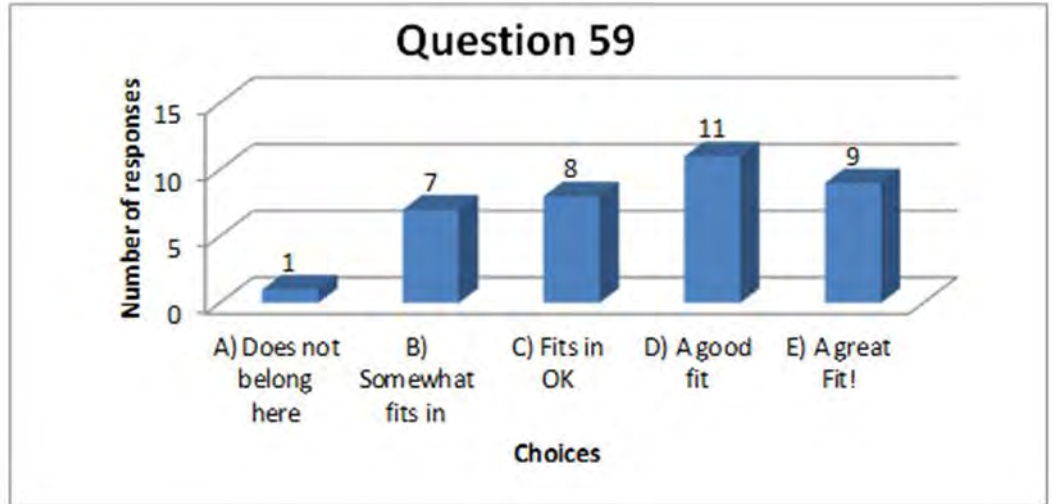


Pedestrian and cyclist

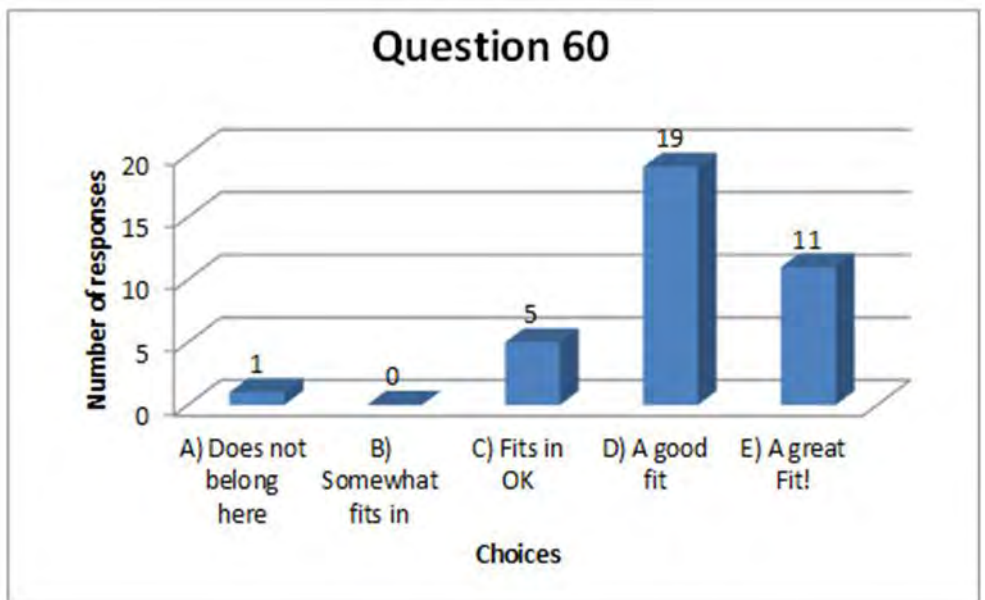




Mahone Bay, NS



Mahone Bay, NS

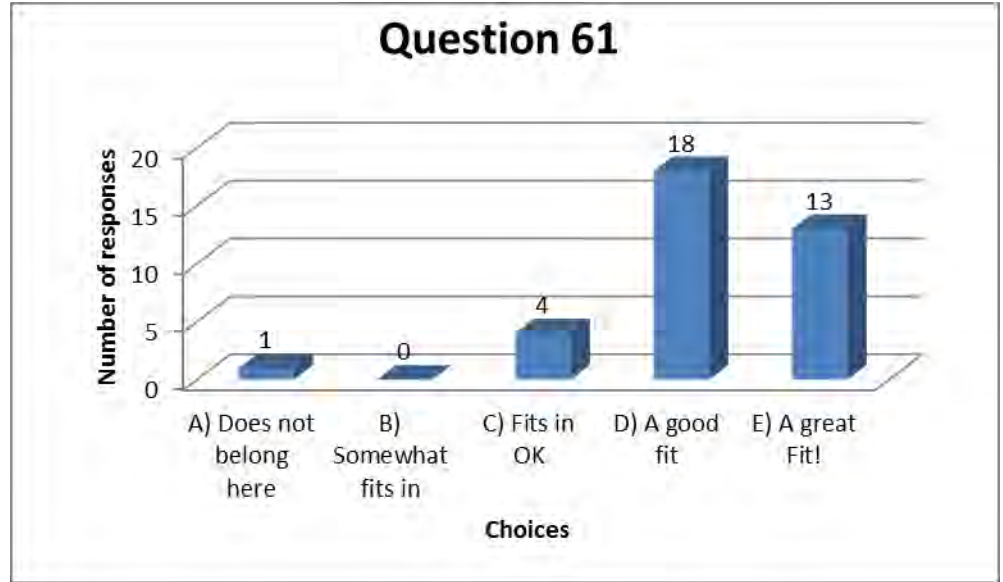


Pedestrian and cyclist

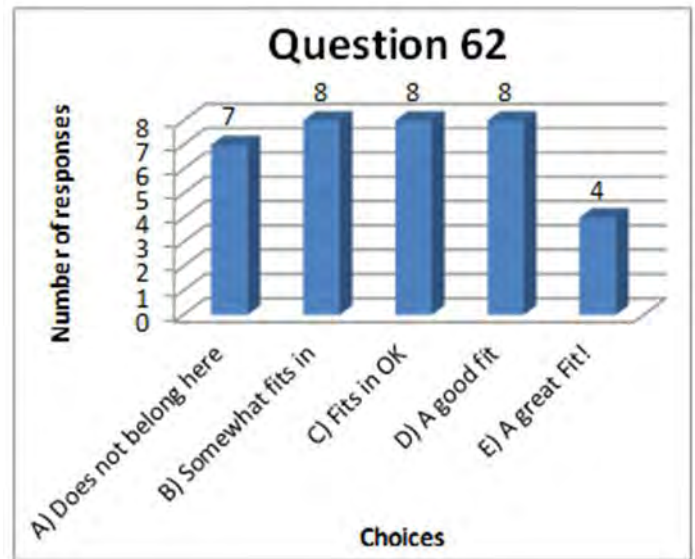




Mahone Bay, NS



DC Ranch, AZ

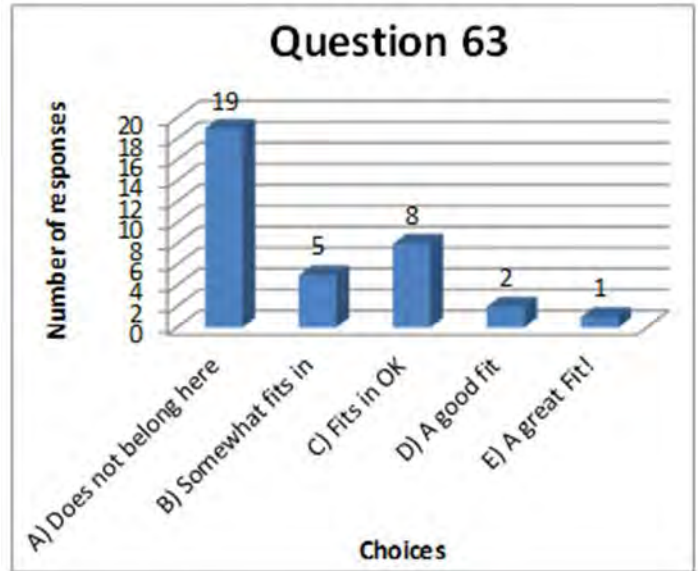


Landscape

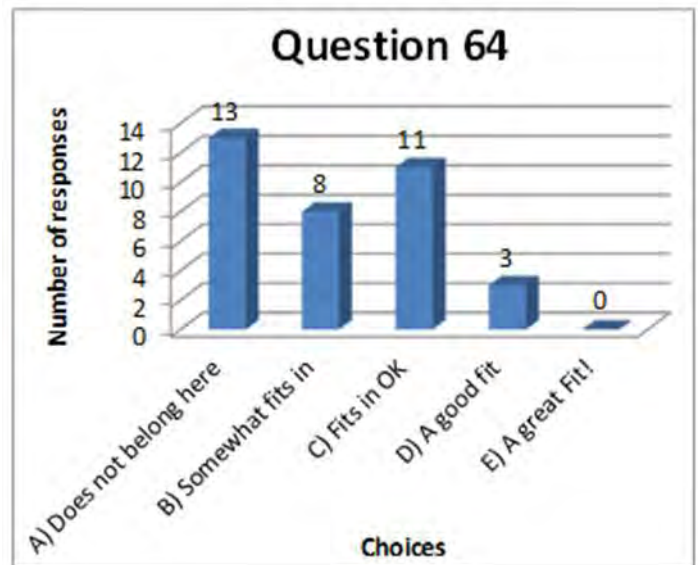




Kentlands, Maryland



Poundbury, UK

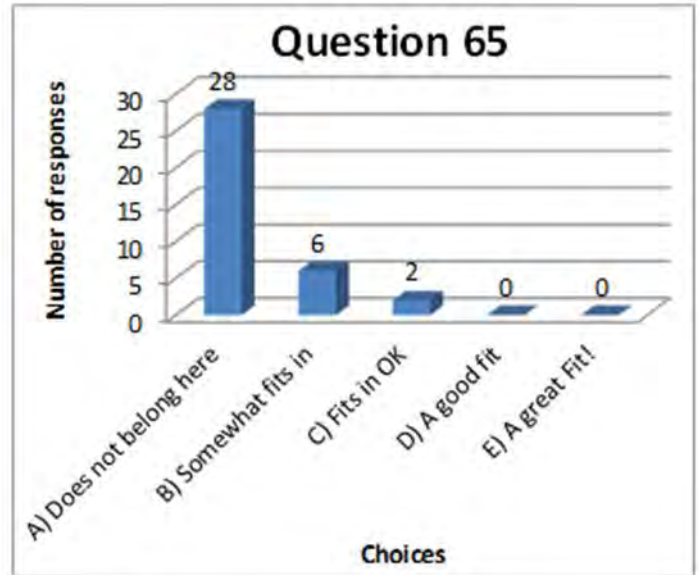


Parking

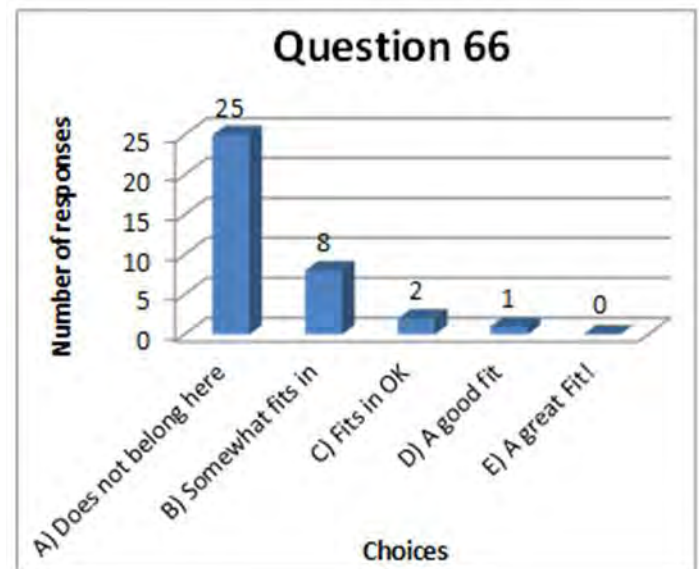




Chester, NS



DC Ranch, Az.

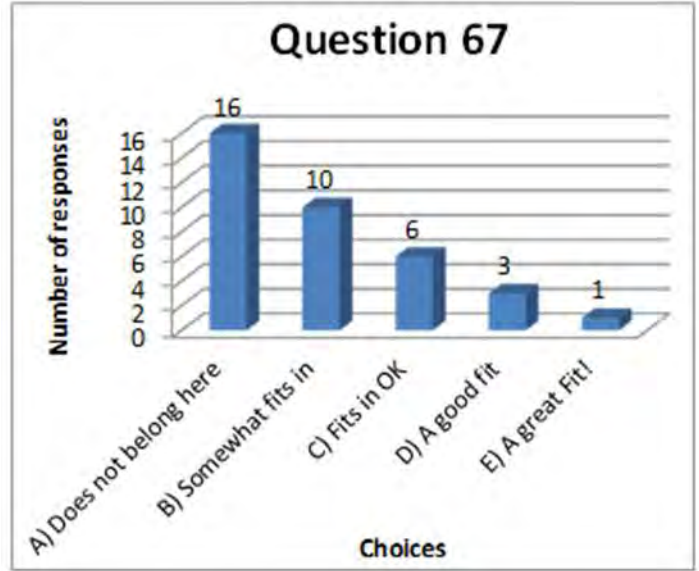


Parking

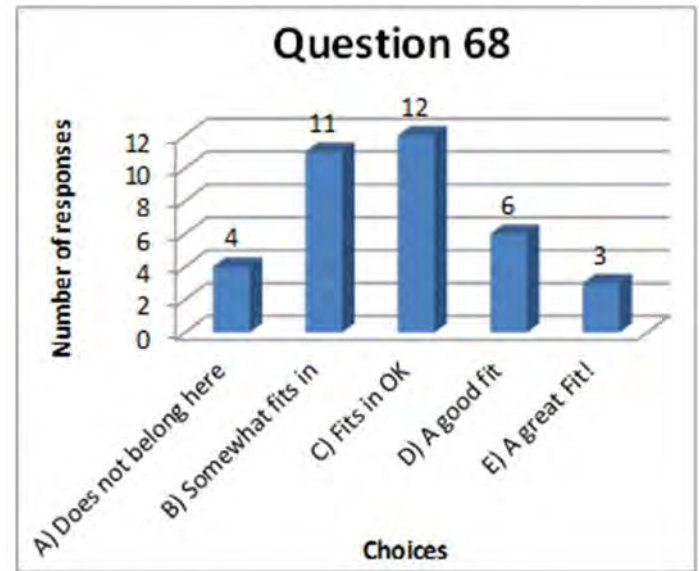




Kentlands, UK



Poundbury, UK

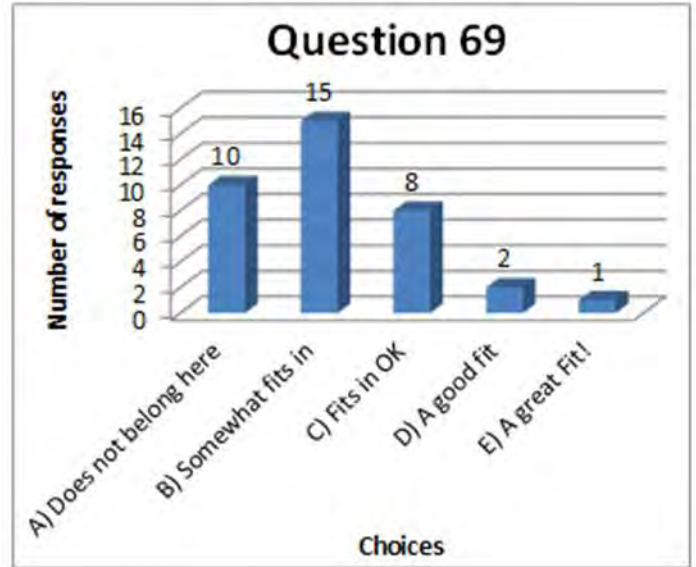


Parking

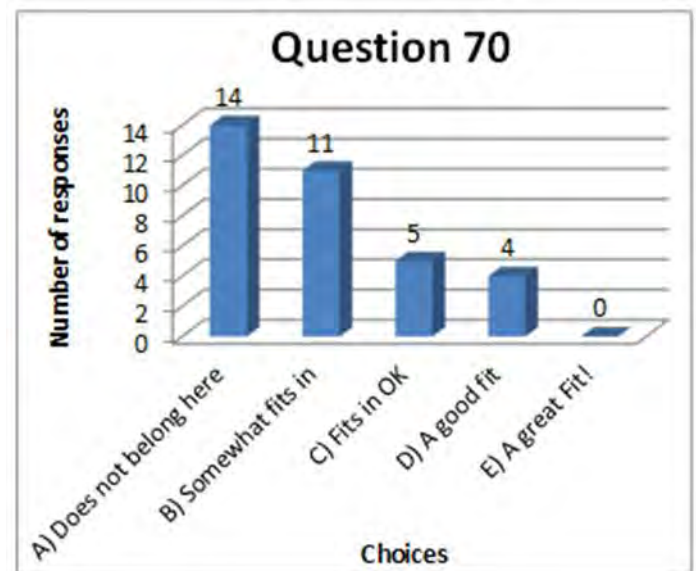




Poundbury, UK



Poundbury, UK

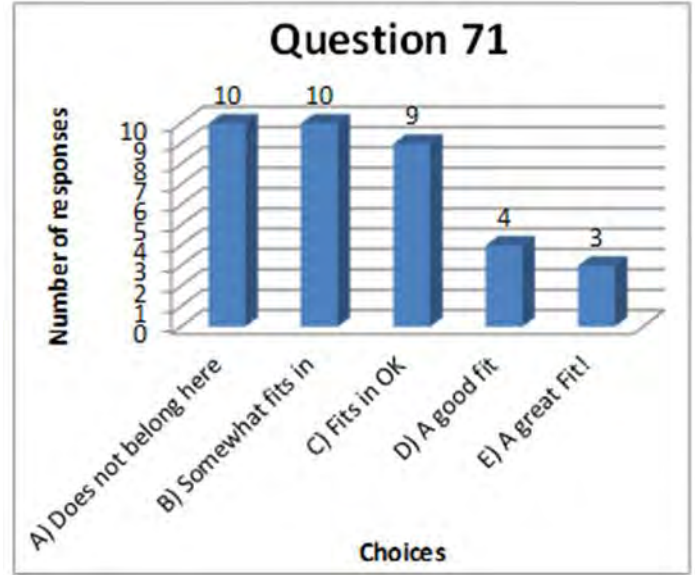


Parking

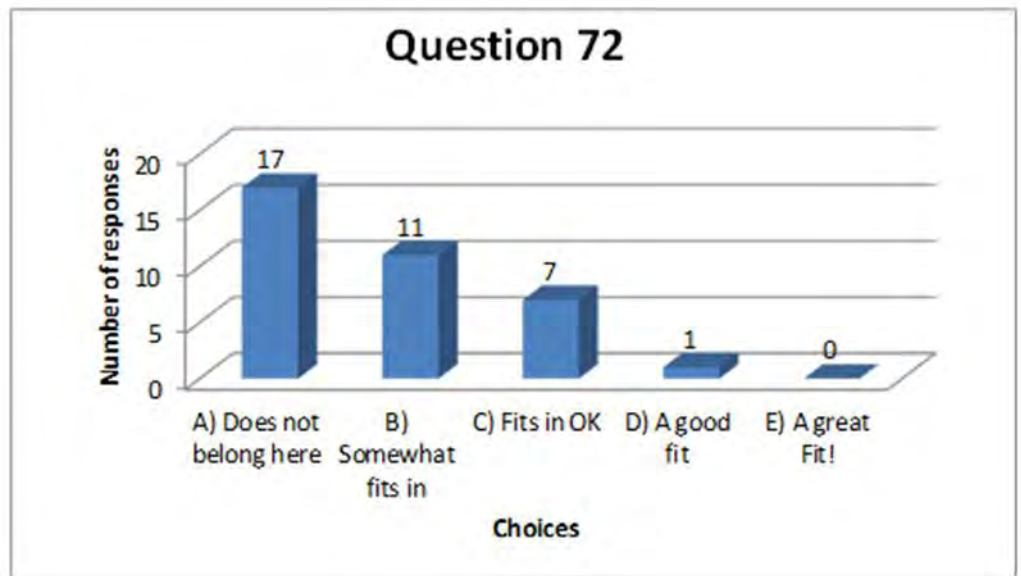




Kierland Commons, Az.



Kierland Commons, Az.

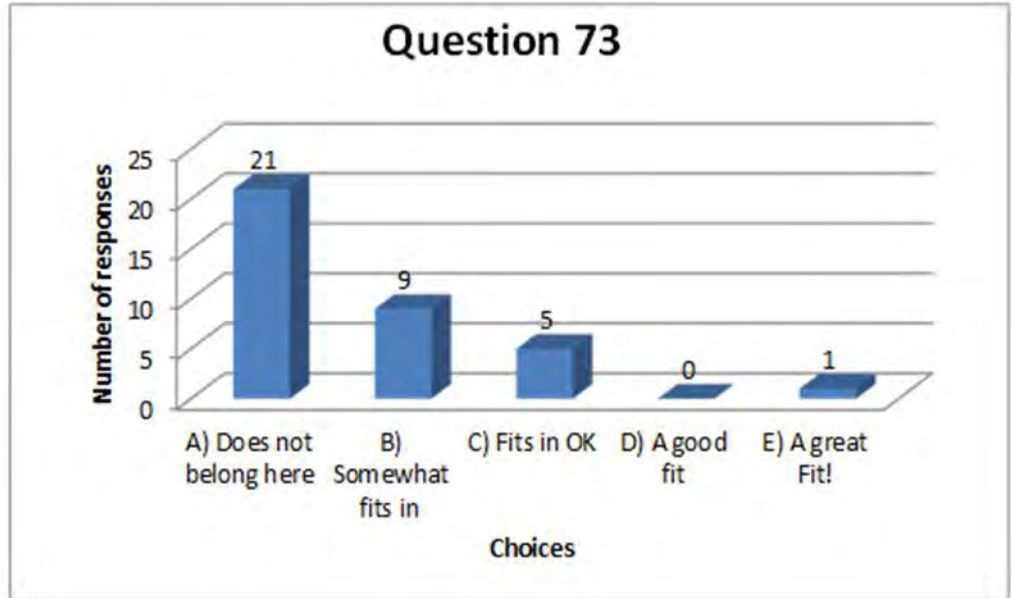


Parking

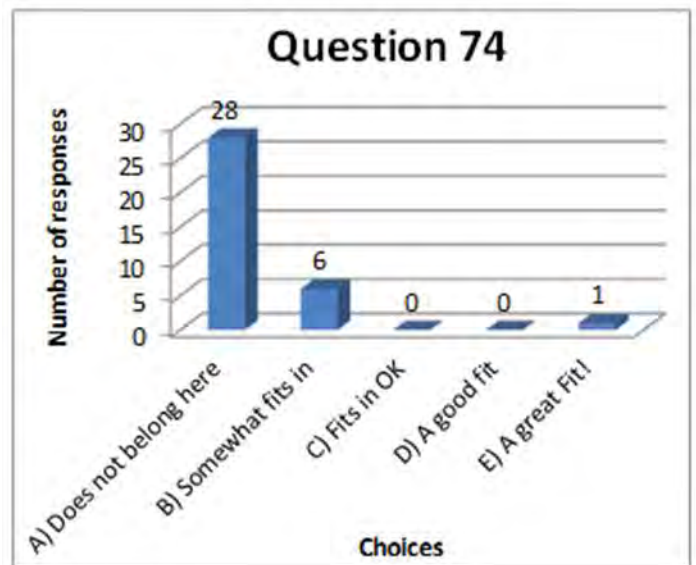




Kierland Commons, Az.



Shere, UK

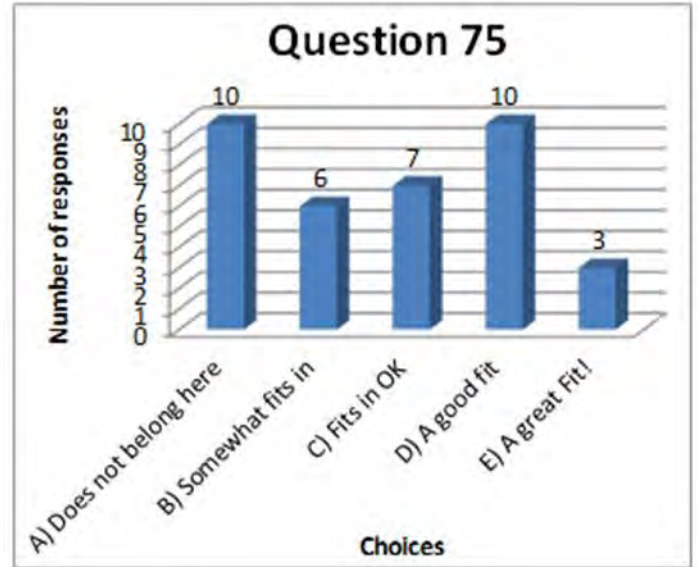


Parking





Verado, Az.

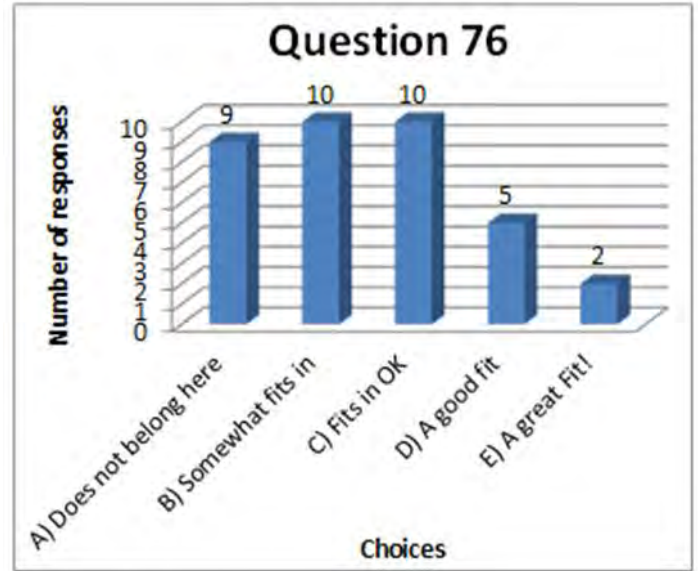


Parking

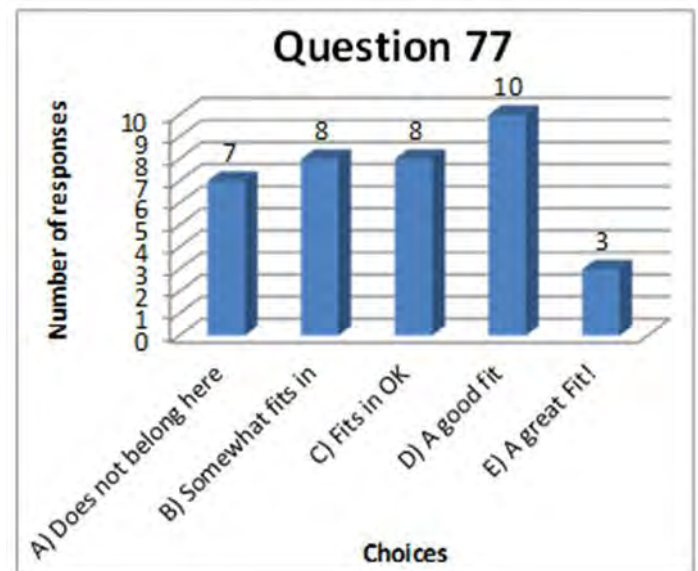




Carriage Home



Alley Loaded Small Lot Single Family Dwelling

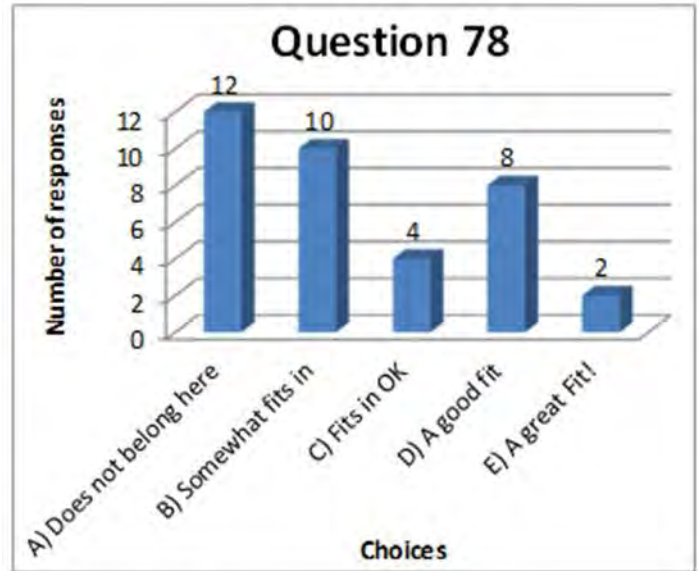


Housing

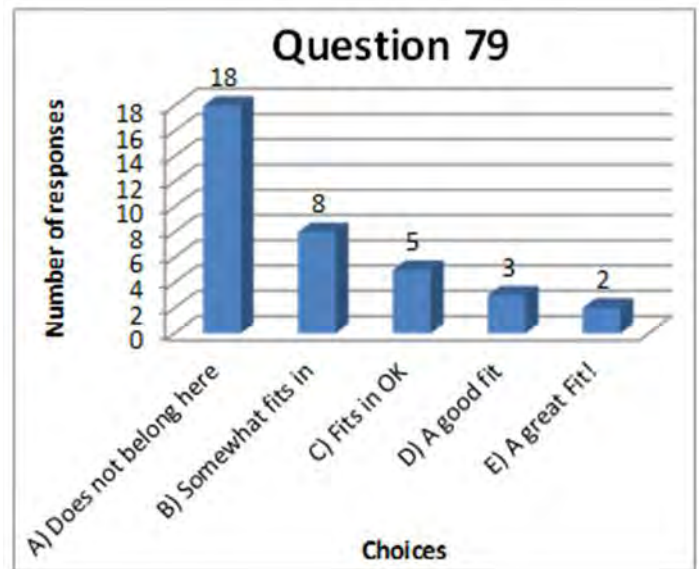




Larger Lot Single Family Dwelling



Larger Lot Single Family Dwelling

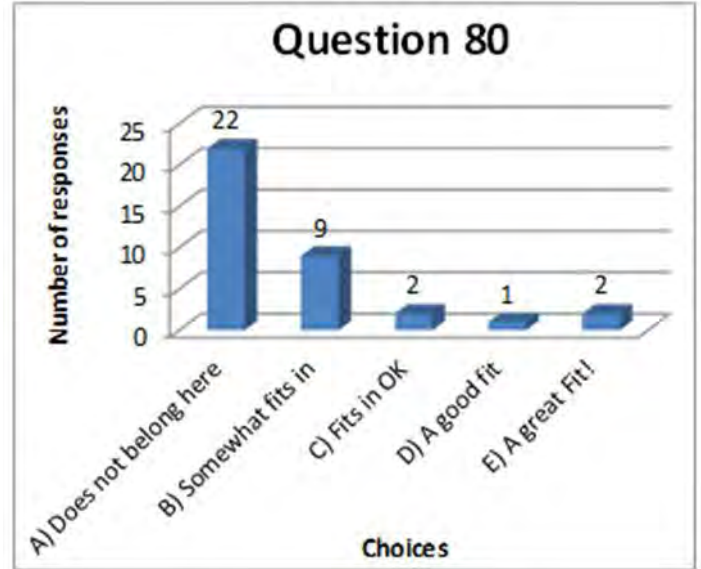


Housing

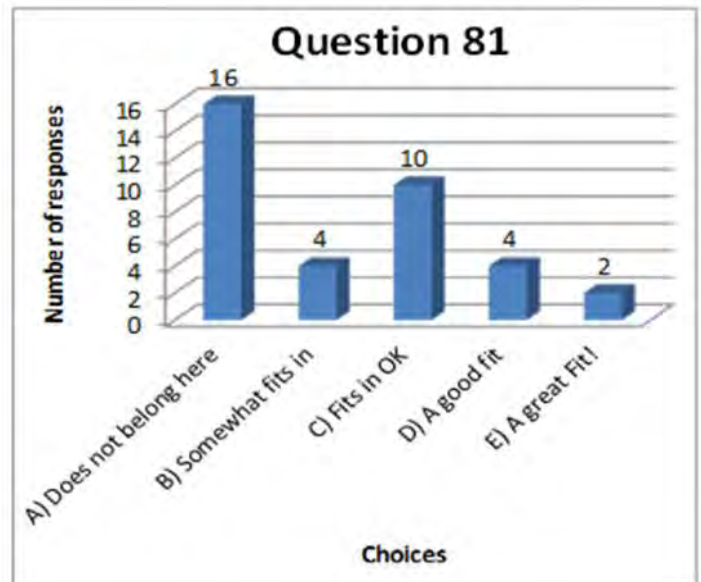




Alley loaded no front yard Single Family Dwelling



Attached row house

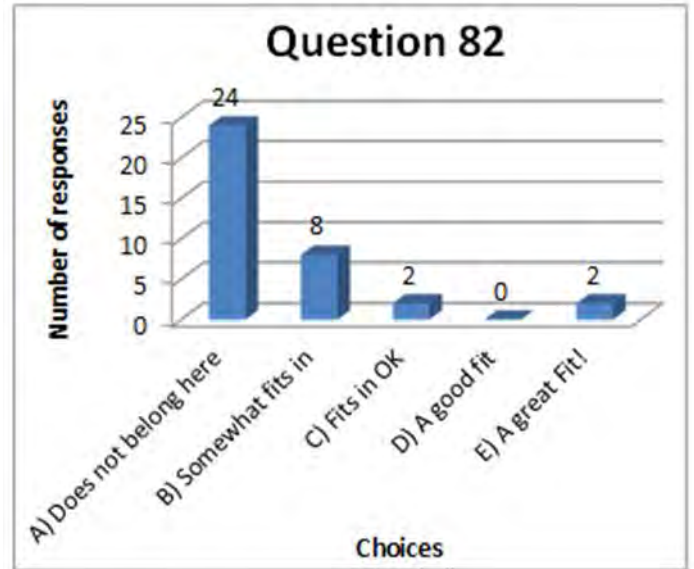


Housing

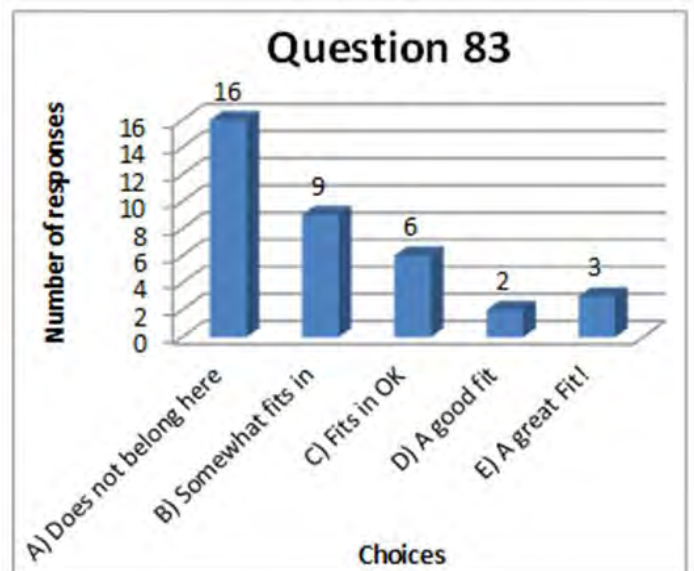




Alley loaded attached garage single family dwelling



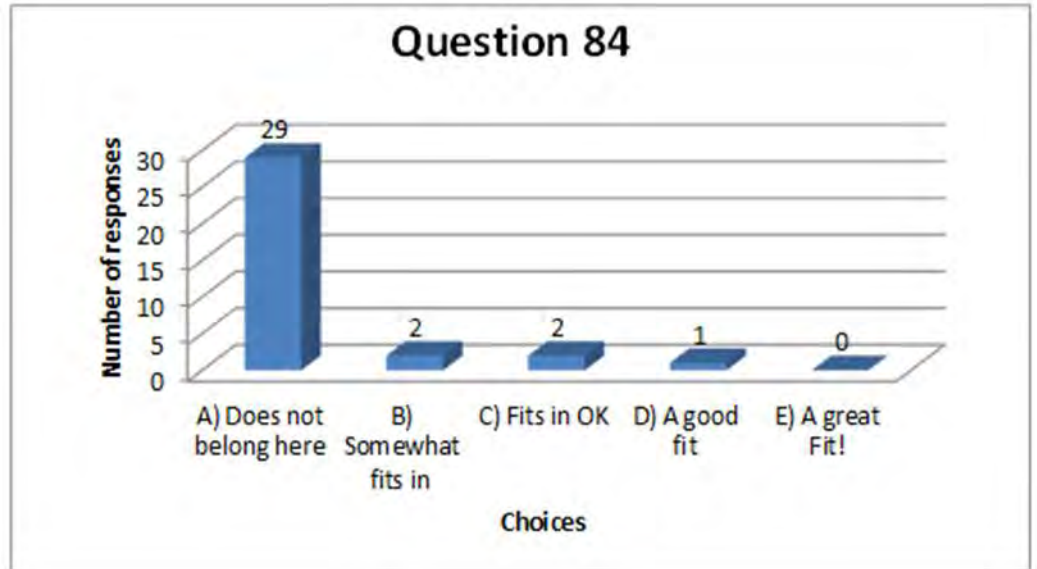
Alley loaded attached garage single family dwelling



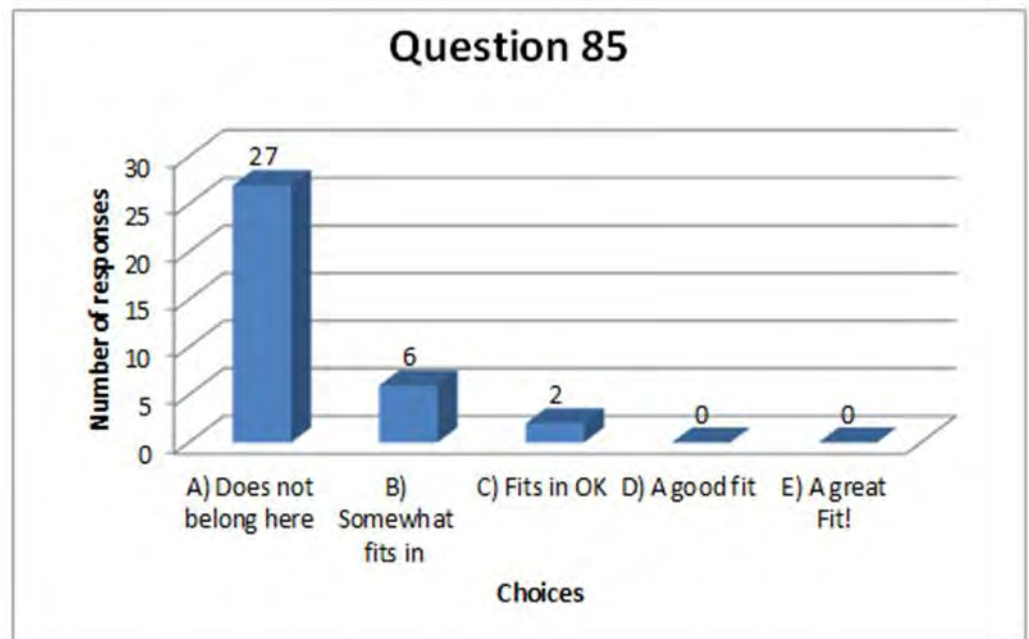
Housing



Alley loaded attached garage single family dwelling unit



Row house

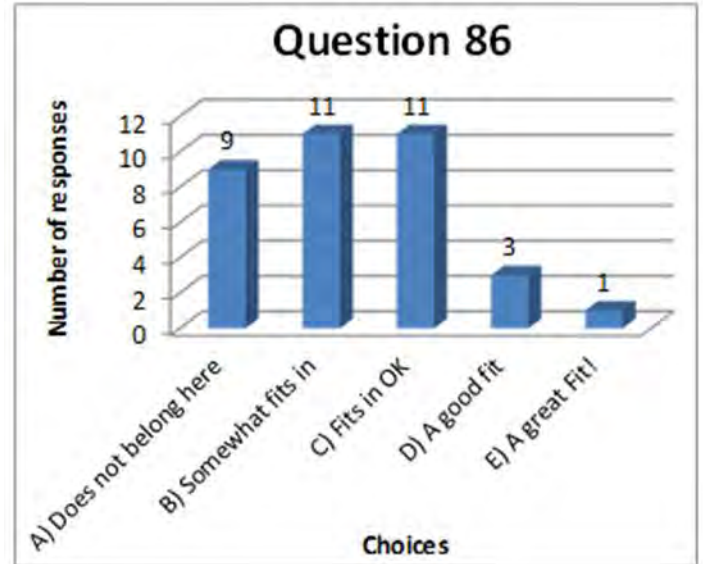


Housing

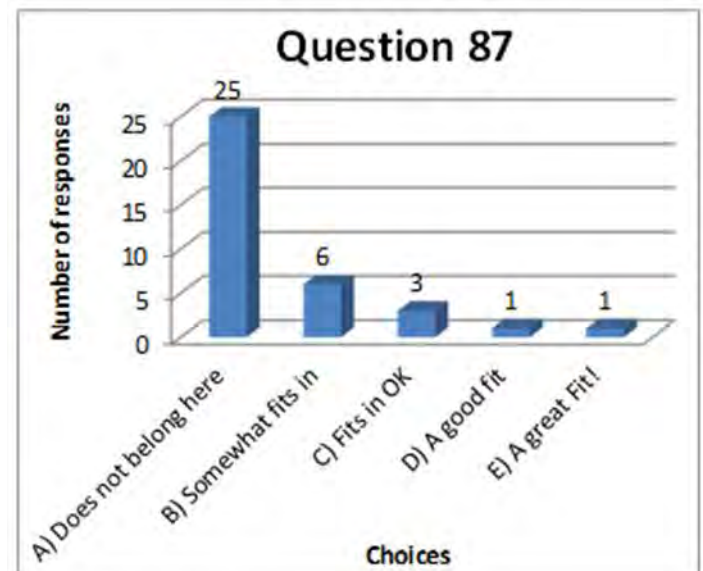




Row house



Row house

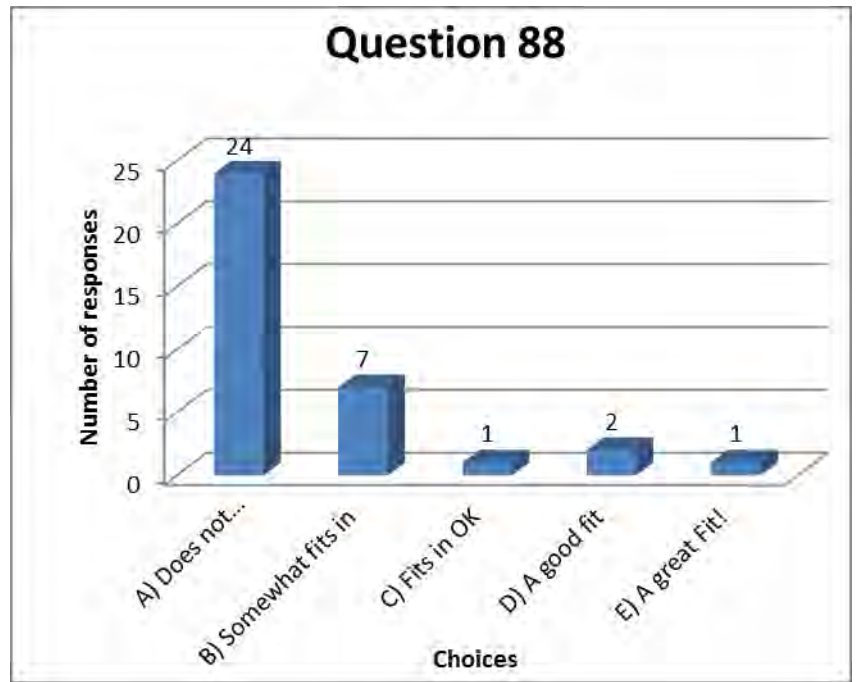


Housing

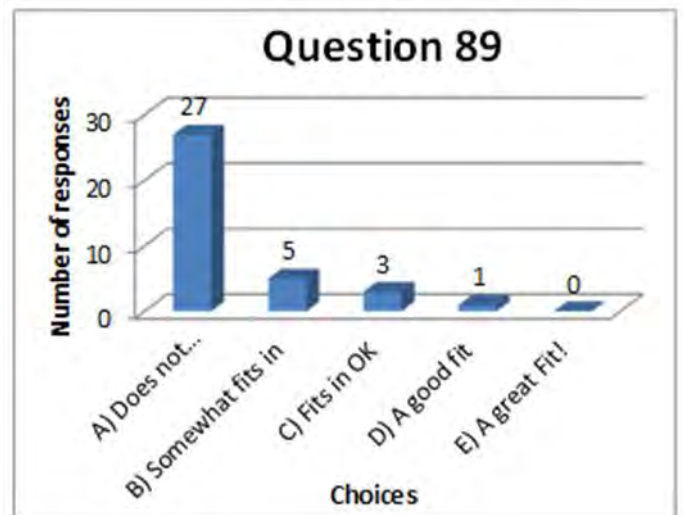




Attached rear loaded garage townhouse



Front garage townhouse

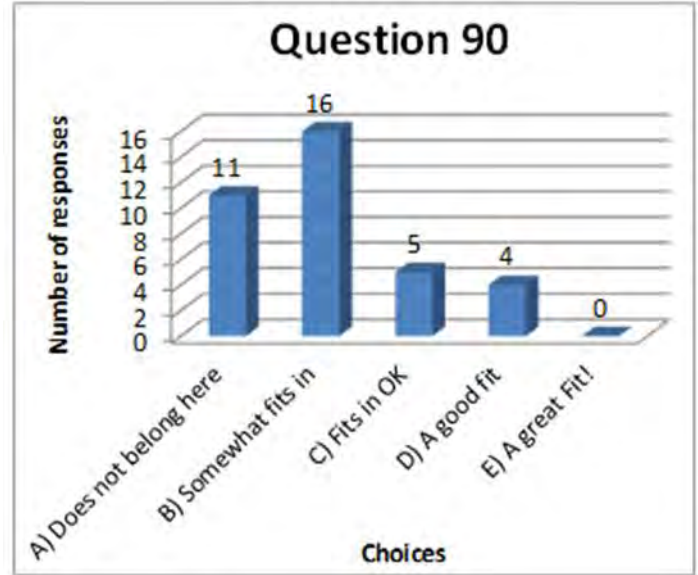


Housing

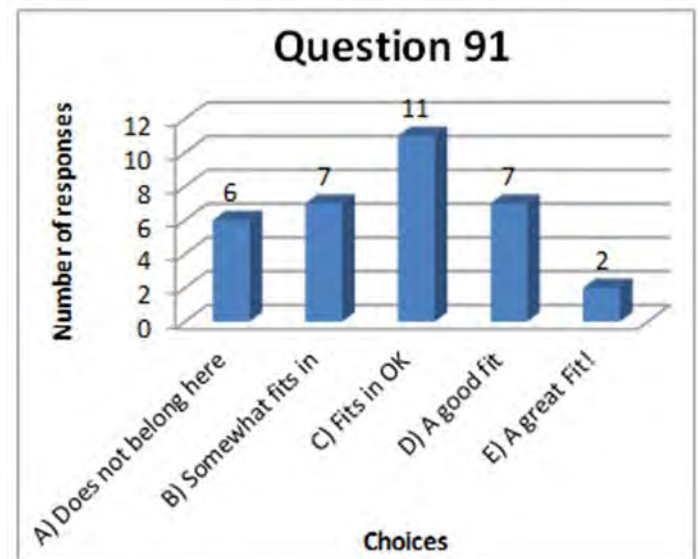




Clustered Townhouse



Alley loaded single family dwelling

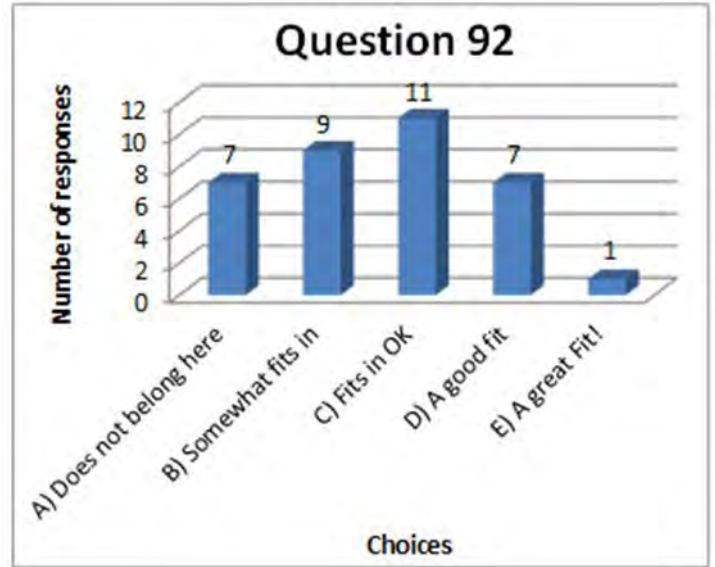


Housing

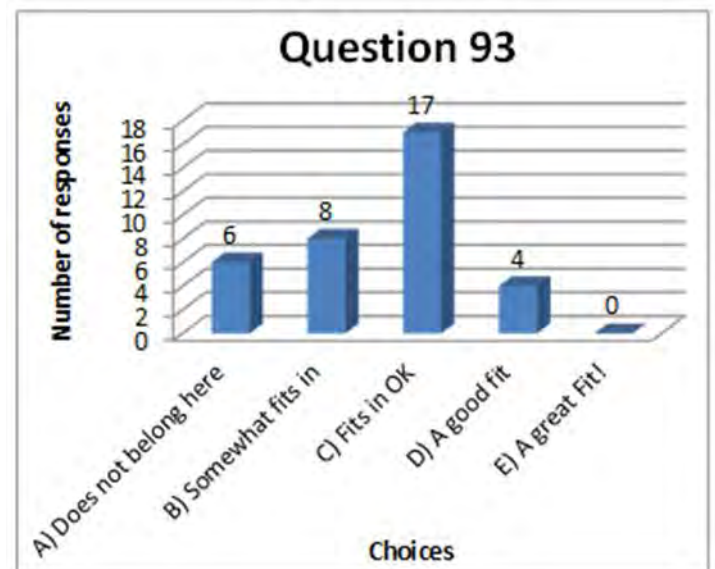




Alley loaded single family dwelling



Symmetrical duplex

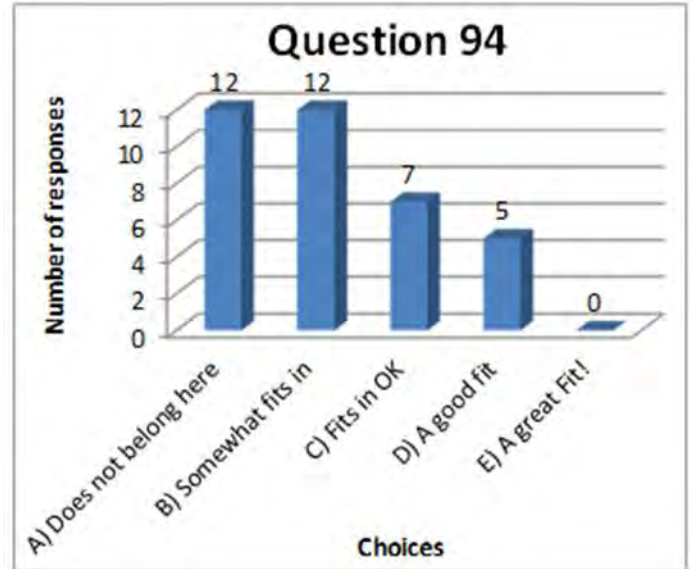


Housing

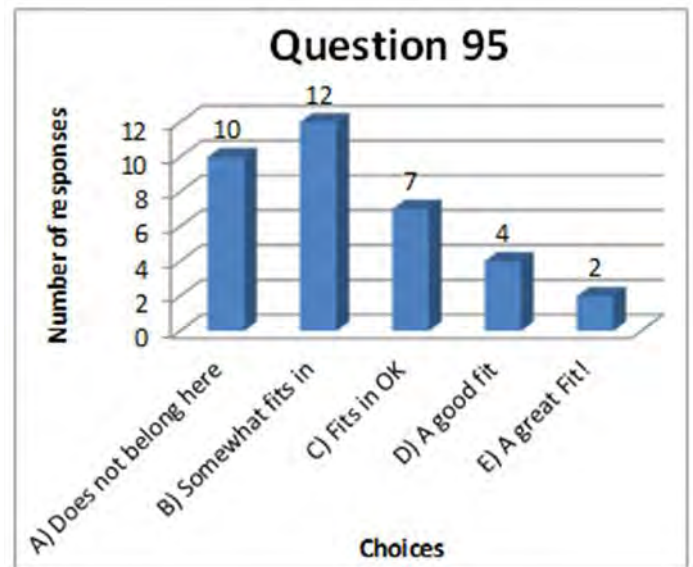




Alley loaded single family dwelling



Alley loaded single family dwelling

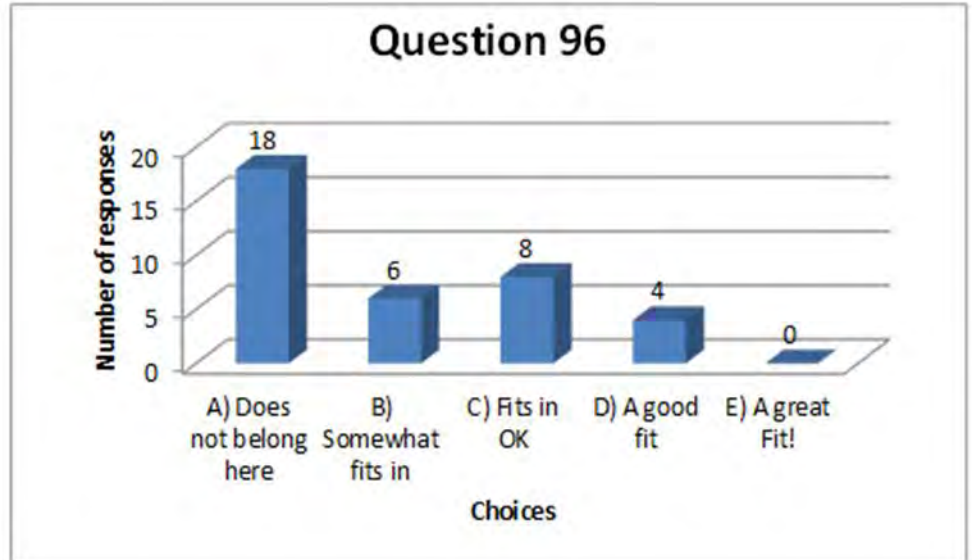


Housing

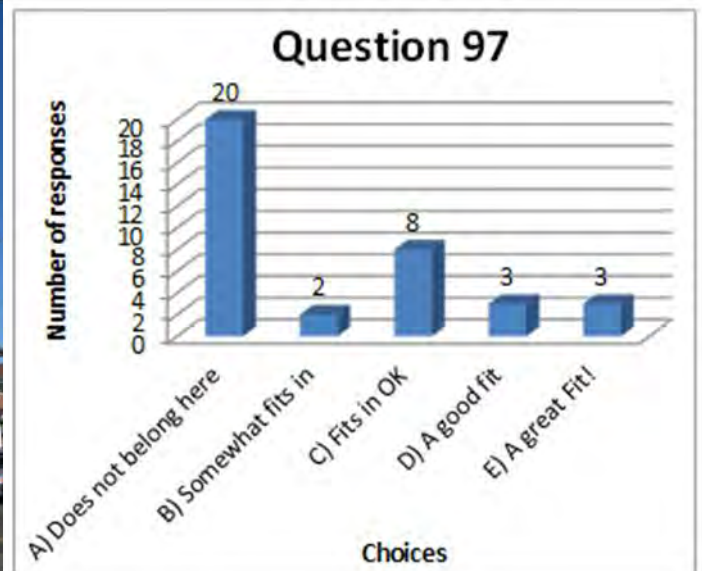




Townhouse



Mixed use apartments

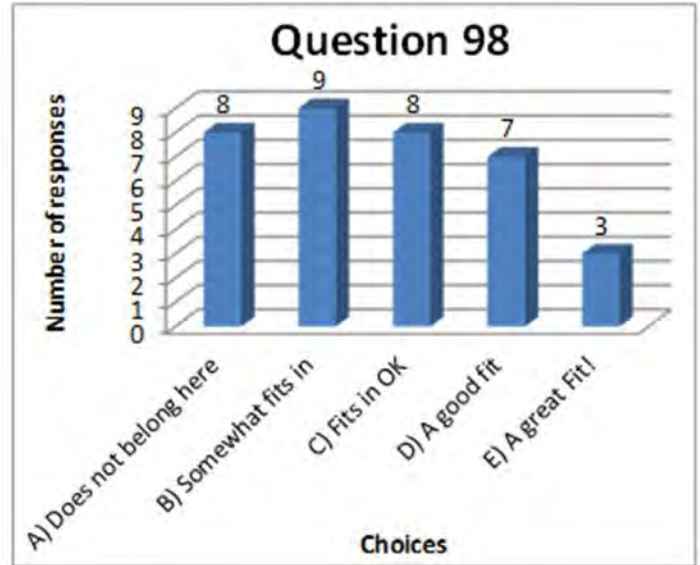


Housing

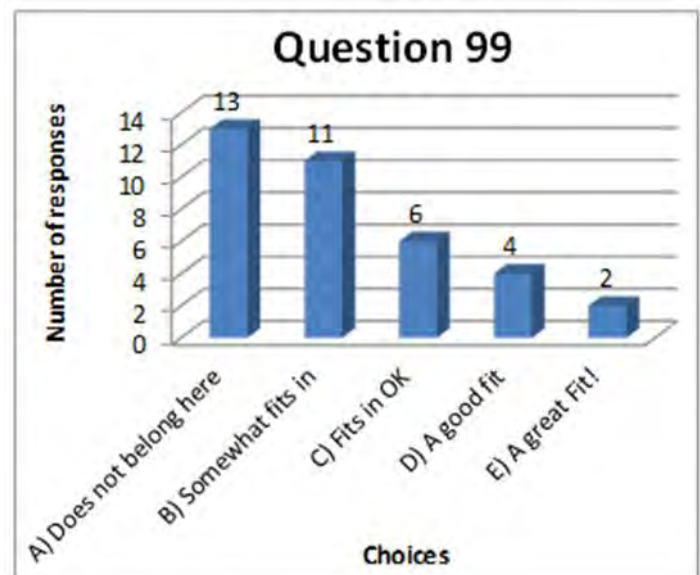




Cluster single family dwellings



Fourplex in single family form

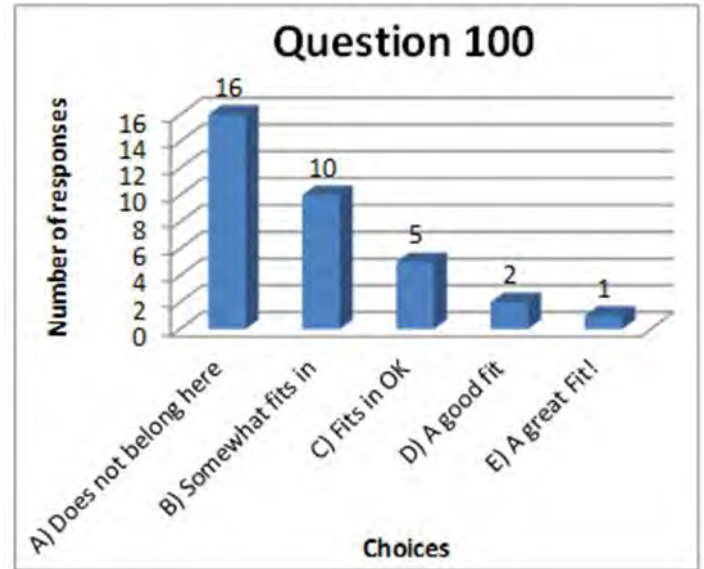


Housing

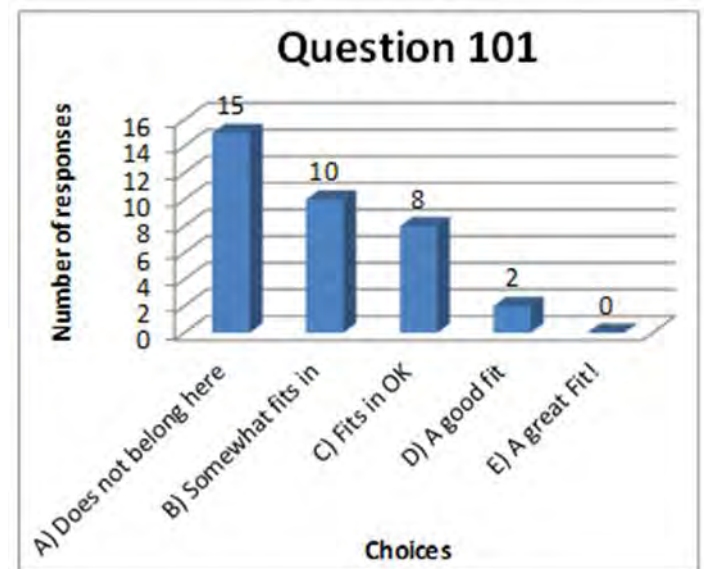




Fourplex in single family form



Fourplex in single family form

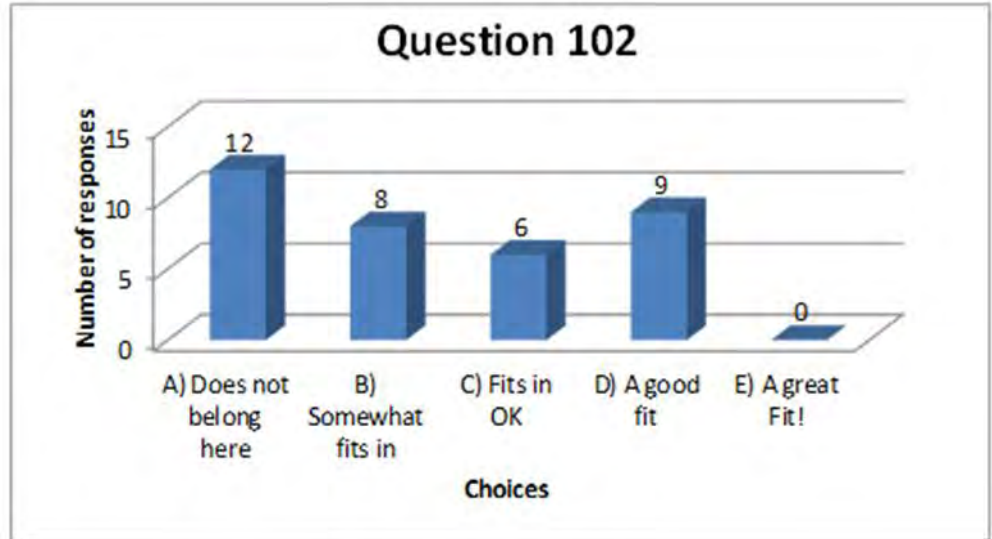


Housing





Fourplex in single family form

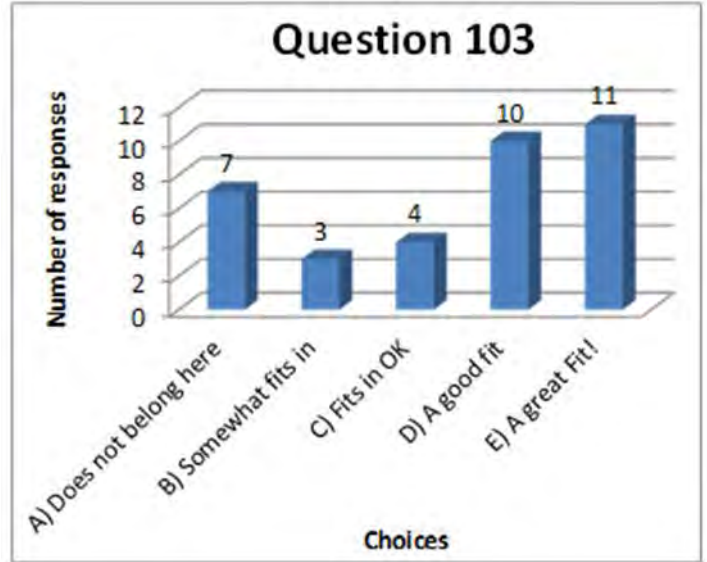


Housing

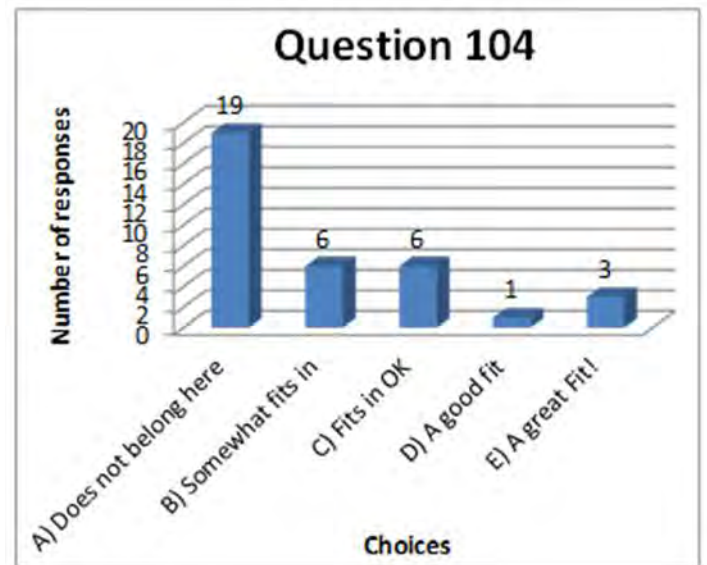




Roundabout



Low impact single lane road

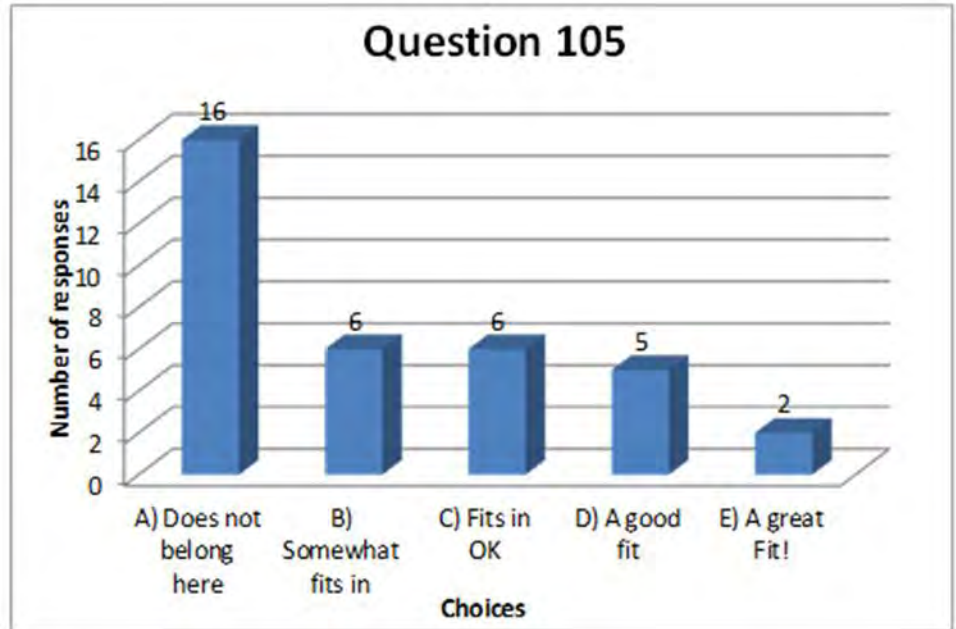


Roadways

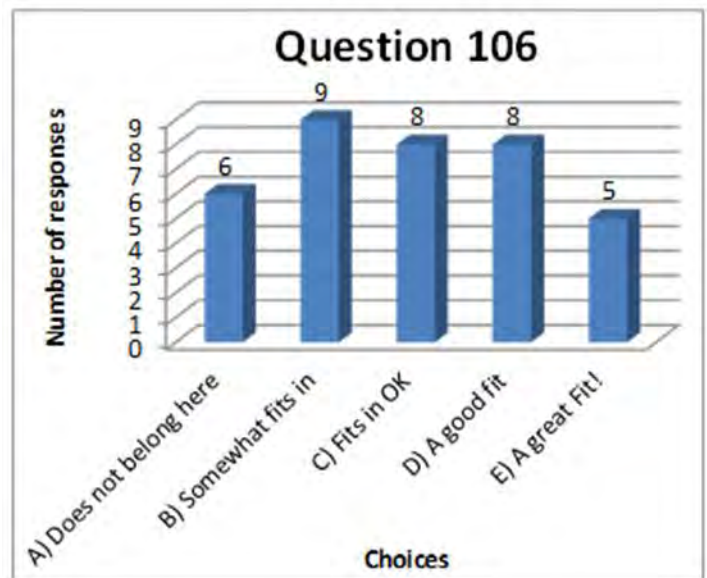




Low impact single lane road



Bike lane and parking lane

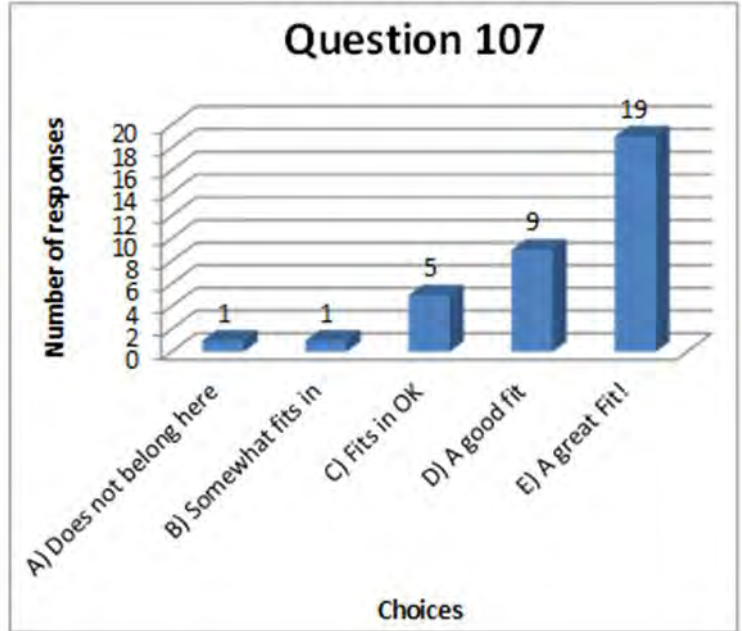


Roadways





Rain garden



Roadways

