



A Shared Community Vision

Electoral Area 'A' OCP Review,

Citizen's Committee Speaker Series

Transit, Parks, and Recreation

April 6, 2009



Transit in Electoral Area A

Currently, the Regional District of Nanaimo Regional Transit system includes route 7 Cinnabar/Cedar loop in Electoral Area 'A' which connects Cedar with South Parkway Plaza in the City of Nanaimo. The bus follows Cedar Road, and includes a small part Gould Road before heading up Woodbank, Holden Corso, and Harmac Roads where it reconnects with Cedar road and heads back to South Parkway Plaza. Service is provided 5 to 7 times per day.

Bus service is not currently provided to South Wellington, Yellow Point, Boat Harbour, Cedar By the Sea, or Cassidy.

Electoral Area 'A' also has access to HandyDart service. HandyDART (Dial A Ride Transport) is a form of door-to-door transportation for people with special needs. This service enables the elderly and persons with disabilities to have access to health care, employment, education, shopping and recreation.

Anyone with a disability that prevents them from using regular transit is eligible to register free of charge for HandyDart's dial-a-ride service. HandyDart service is provided on a first come first serve basis.

Throughout the Official Community Plan review process, a number of community members have indicated a desire to encourage community diversity and keep young families and seniors in the community. In order to achieve this, we need to ensure that the community provides for the needs of a broad range of citizens of all age groups and income levels. This includes things like affordable housing, local services, parks and recreational opportunities, employment, and efficient and accessible transportation and mobility systems. Transit is an important part of the equation and helps ensure that the needs of the community are met. A number of community members also indicated that there should be regular and convenient public transit to the village centres.

Transit provides an affordable and reliable transportation option to those who prefer not to drive or unable to afford a car of their own. It can also become part of a multi-modal transportation system where you can ride or walk to a bus stop, put your bike on the bus, and ride the bus to your destination.

In addition to the social benefits, transit can also result in a reduction in greenhouse gas emissions and less congestion on public roads.

Should the community wish to pursue an expansion to transit services, there are some things that the Official Community Plan can do to support transit. A discussion of some of the challenges and opportunities is provided on the following pages.

The Transit Dilemma in Area ‘A’

Historic development patterns and current zoning trends throughout Electoral Area ‘A’ have resulted in conditions that are less than desirable for walking, cycling, and public transit and have created a landscape which requires automobile use for most of our daily needs. If development is allowed to occur farther and farther away from transit, sources of goods and services, employment, and other amenities, the community will become more and more car dependent, less friendly to pedestrians and cyclists, and will also experience a significant increase in traffic and air pollution.

With respect to the provision of transit services, one of the biggest challenges is that providing effective and efficient public transit service to low density rural and suburban residential development is cost prohibitive. According to a publication entitled ‘Transit and Land Use Planning’ published by BC Transit, the elements of transit friendly design include density, land use, road network, street design, site design, and pedestrian amenities. These are all things we can influence in the Official Community Plan.

Perhaps the main ingredient to successful transit services is density, especially its location in relation to public transit and employment. Generally, as residential and employment densities increase, the number of passengers per route kilometre increases, and a higher level of service is justified. It is generally accepted that in order for transit to be feasible and to pay for itself, there needs to be a minimum population threshold within reasonable walking or cycling distance of a transit route to provide an acceptable level of demand for transit services.

The relationship between density and transit service levels is complex, but a general guide published by BC Transit describes the relationship as follows:

- **Local Bus, daytime hourly service requires a density of about 10 dwelling units per hectare (1000m² minimum parcel size).**

The types of development which could be associated with this density are single family residential dwellings on 1000m² lots (quarter acre lots).

- **Local bus, extended hours and 60 minute service, or 30 minute daytime service requires about 17 dwelling units per hectare (588 m² minimum parcel size).**

The types of development which could be associated with this density include a mix of housing types including small lot single family residential, duplex, single family dwellings with secondary suites or granny flats.

- **Frequent bus service with some express service requires about 22 dwelling units per hectare.**

The types of development which could be associated with this density could include a mix of housing types including small lot residential (450 m² minimum lot size), single family residential with a secondary suite, apartments, townhouses, row houses, duplex, and four-plex dwellings.

- **Very frequent service at 5 to 10 minute intervals requires about 37 dwelling units per hectare.**

The types of development which could be associated with this density include a mix of housing types including small lot residential (450 m² minimum lot size), single family residential with a secondary suite, apartments, townhouses, row houses, duplex, and four-plex dwellings.

Please note the above suggested densities to support different levels of transit service are meant as a guide only. Transit services can be provided at lower densities, however, the result being higher operating costs being passed on to transit users and property owners. At some point, the costs of providing transit service to spread out low density rural areas starts to exceed the benefits gained from transit. Based on the guide above, the threshold is about 10 dwelling units per hectare within walking or cycling distance from a transit stop.

The Transit Dilemma in Area ‘A’

Throughout the Official Community Plan review process a number of community members have indicated a desire to improve transit services in Area ‘A’ including more frequent service, a wider variety of services, and service to new areas such as Cassidy and South Wellington.

The challenge in Electoral Area ‘A’ is striking a balance between the level of transit service desired by the community and the density required to justify and support it. It is very clear that the community strongly supports protecting the rural character of Electoral Area ‘A’. However, it is also clear that the community supports directing growth into well-defined village centres where services such as transit are available.

The Community Vision supports both of these ideas and states:

“Electoral Area ‘A’ has become a leader in local food production and sustainability and is often showcased as a model community due to its [...] 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.”

Difficult choices have to be made between the level of transit service the community wants and the densities it is willing to accept.

The Role of the Official Community Plan in transit planning

The Official Community Plan is a policy document meant to guide decisions on a number of topics such as land use, environmental protection, transportation, and parks and recreation. Once the Official Community Plan is approved by the Regional Board, all decisions made by the Board must not be contrary to the Plan. Otherwise an amendment to the Official Community Plan is required, which involves further public consultation. Notwithstanding the above, the Board is not legally obligated to undertake any program, project, or action identified in the Official Community Plan.

In the context of future transit services, the Official Community Plan is limited in what it can achieve. The Official Community Plan can contain policies that support providing cost effective and efficient transit services in any number of ways. For example, the Official Community Plan could support appropriate uses and densities within walking distance of a transit route within the village centres. However, as policy, the direction in the Official Community Plan is just a guide and no guarantee that action will result. Therefore, implementation is the key and unless the Official Community Plan is supported by the community and implemented by the Board, the community is unlikely to see significant improvements in response to the new Official Community Plan.

The Official Community Plan is best suited to contain land use policies and implementation strategies that support the necessary changes to the zoning bylaw to create a built environment conducive to transit in the areas where growth is encouraged.

Funding Transit Services in Electoral Area ‘A’

Funding transit is a complex process based upon a number of different factors and considerations that goes beyond the scope of this workbook. In summary the number of kilometres travelled and the amount of time it takes to travel them, the amount of deadhead (non-revenue service) that is involved going to/from an area before it gets into revenue service are tabulated and then a number of calculations are completed to determine what percent of the overall service a particular area uses. This information is then used to perform additional calculations to come up with the amount that the transit service will cost for the year. This amount is based on actual usage, as the calculation is based on real numbers not projected numbers. For new transit service the cost is estimated based on projected numbers for the first year.

BC Transit is the major funding partner in the transit operations in the Regional District. They own the buses and contribute various percentages of the funds, depending upon the category. Approximately half of the cost of the overall service is what is used when calculating what BC Transit will contribute to the service. The RDN contributes other half. BC Transit is a true partner and must agree to any expansion into any area, or they will not contribute to the service. They participate in the planning of the system, routing, and provide support in many different ways. As the process moves forward to contemplate any service expansions, into any area, BC Transit must become involved very early on, as they have invaluable expertise and staff work very closely with them on any new expansion project.

Future Transit Plans

Region-wide Transit Plans

The following was taken from an Regional District of Nanaimo news release dated March 5, 2009:

“The Regional District of Nanaimo is putting local transit system expansions on hold pending a budget review by its funding partner, BC Transit. Five other local and regional governments in BC will also delay transit system expansion plans until the review is complete, expected in May. BC Transit advised its municipal partners and operating companies of the review on February 26, following confirmation of its 2009/10 operational budget from the Government of BC, which increases overall funding, but requires prudent management of transit expansions and upgrades.

“Our plans for the Nanaimo Regional Transit System depend on BC Transit funding, so the review will cause a delay for us,” said RDN Transportation Select Committee Chair Larry McNabb. “The RDN is confident that the expansions outlined in the Nanaimo Regional Transit Business Plan will be supported and implemented once BC Transit’s review is complete.”

This month the RDN planned to increase local bus service by 5000 hours with added frequency on its Fairview and Harewood routes in Nanaimo, and on its Intercity Connector between Nanaimo and Qualicum Beach, an express BC Ferries service to Departure Bay, and the purchase of two additional buses. Those plans are now on hold pending the review, along with other expansion plans.

The Nanaimo Regional Transit Business Plan, co-authored by BC Transit, calls for an addition of 40 buses, expanded inter-city service, and more than 104,000 hours of added conventional and custom transit service over the next eight years. It also aims to double local ridership by 2018. Since adopting the plan in April, 2008 the RDN has upgraded bus shelters, purchased green crew vehicles and started receiving new buses for future expansions.

BC Transit is a provincial Crown agency, and the major funding partner for 82 transit systems in BC outside the lower mainland. It provides approximately 30 per cent funding for Nanaimo Regional Transit System operations and 47 per cent funding for NRTS capital expenses.

Transit ridership in the RDN is growing steadily, with a record 2.3 million riders carried between April, 2007 and March, 2008. The projection for riders carried in the year ending March, 2009 is 2.5 million.”

Quick facts about Nanaimo Regional Transit

- The Regional District of Nanaimo introduced regional transit service in 1969.
- Approximately 97,000 out of a total of 132,000 (73%) Regional District of Nanaimo residents live within 400 m walking distance of a transit route.
- Adults account for just over half of the ridership in the Nanaimo Regional Transit System followed by students, seniors, and BC bus pass users.
- Based on a survey conducted in September 2007, about 58% of riders are female.
- Work and post secondary destinations account for about 30% of riders followed by shopping (13%) and high school (11%).

Future Transit Plans

Transit Plans Specific to Electoral Area 'A'

The Nanaimo Regional Transit Business Plan identifies the following transit improvements in Electoral Area 'A':

- 1 Short term improvements include 700 additional hours in 2010 (14,000 projected additional rides), which will likely provide an extra 3 trips per day, Monday to Saturday, providing residents more travel choices and will help make the service more attractive to commuters.
- 2 Mid term (Medium range 2014-2015 approx.) improvements include 2,600 hours (22,000 projected additional rides), which will provide another 3 trips per day, with hourly service to Cinnabar and 2 hour service in Cedar during the day; it will also provide an additional 3 trips in the am and pm peaks, Monday to Saturday. This will require an additional bus.
- 3 Long term (2017 or 2018 approx.) Increase service frequency to Cinnabar to 30 minute peak service in am and pm and hourly during the day and evening. Cedar's service will increase to hourly in the peak periods and every 2 hours during other times of the day, Mon-Friday. This will include an expansion of 2,300 hours (46,000 projected additional rides) and 1 additional bus.

Overview of the process involved in expanding transit services

Planning for Transit expansions is a complex series of steps that goes beyond the scope of this workbook. In general it starts with the base patterns or routes and looks at where the most need is, based on passenger counts, which are done twice per year. Passenger counts are based on automatic passenger counters that are used from time-to-time that record exactly how many passengers are getting on and off at each particular bus stop, within each of the Electoral Areas.

Once it is determine where the need is, which is essentially where the heaviest loads are, or number of riders that get on and off the buses are, we can then determine where to expand the frequency of transit services. The length of time it takes to do one trip is determined, based on the timing of the route, and then multiplying that by the number of days per calendar year that the route will be operational. The next step is to look at how many hours have been allocated to expand, and then, use what we've already determined is the need to see if the need matches the number of hours. If not, a decision has to be made on where the need is the greatest and put the added frequency in based upon that. The need is based on ridership/usage by time of day .

Transit Expectations

Please use this space to tell us about your expectations for transit in Electoral Area 'A'.

Do you support having additional transit services in Electoral Area 'A'?

How frequent and what kind of transit service do you support?

What areas would you like transit to service? Where do you live and where would you like to be able to go on transit?

How often would you use transit and for what purpose (i.e. go to work, school, shopping, health care, etc.)

Policy Options For How the OCP Could Support Transit

As mentioned earlier in this workbook, the Official Community Plan has an important role to play in how transit services are provided in Electoral Area 'A'. There are a number of different options for how the Official Community Plan could support transit which are summarized below.

Policy Option: Do nothing

A legitimate option in community planning is to support the status quo or do nothing. This option may not meet the needs of the community and may not help build community diversity nor work towards achieving the Community Vision.

Policy Option: Support Transit Oriented Development within the village centres

Transit Oriented Development is a new trend in sustainable community planning designed to maximize access to transit. As it sounds, development is oriented towards a transit route so that most development is within a short walk or ride from a transit route. Higher density residential as well as commercial, and mixed commercial and residential are situated adjacent to the route and the density is reduced as the distance from the route is increased

Transit oriented development is a way to support transit by ensuring that there are enough people within walking distance of a transit stop to make transit feasible. Please refer to [page 2](#) as an example of the densities required to support different service levels.

Policy Option: Support transit in Electoral Area 'A' where the costs are justified by density and demand

The Official Community Plan could in general support the provision of transit services where the costs of providing the service are justified by density and demand.

Policy Option: Support a broad range of transit services best suited to Electoral Area 'A'

The Official Community Plan could support a broad range of transit services such as a community bus program, park and ride, use of taxis, and other innovative ways to provide customized transit services to Electoral Area 'A'.

Policy Option: Ensure that transit is a consideration for all new development

The Official Community Plan could require that all new development be designed to accommodate transit service in the future. This option supports ensuring that issues such as road capacity, transit pullouts, and bus stops are considered at all stages of the development process. The Official Community Plan could also identify the installation of a transit shelter or other transit infrastructure as a community amenity to be considered when a rezoning application is being reviewed.

Policy Option: Support infrastructure that enables transit

A quick tour of Electoral Area 'A' revealed that many roads in the Area may not be suitable for transit. Any future expansion would need to investigate the suitability of the road network, which could be a major limiting factor in the types and frequency of service available. This is due to a number of factors such as road width and surfacing, how roads were constructed, overhanging obstacles, and lack of pull outs and areas to turn around. In addition to the above, the Official Community Plan could encourage cooperation with the Ministry of Transportation to ensure that provisions are made on public roadways to ensure that future upgrades accommodate transit.

Policy Options For How the OCP Could Support Transit

Please use the space provided to tell us what you think about each of the policy options below and how they might help us achieve the Community Vision.

Policy Option: Do nothing

Policy Option: Support Transit Oriented Development within the village centres

Policy Option: Support transit in Electoral Area 'A' where the costs are justified by density and demand

Policy Options For How the OCP Could Support Transit

Please use the space provided to tell us what you think about each of the policy options below and how they might help us achieve the Community Vision.

Policy Option: Support a broad range of transit services best suited to Electoral Area ‘A’

Policy Option: Ensure that transit is a consideration for all new development

Policy Option: Support infrastructure that enables transit

Other Ideas?

Please use this space to provide any other ideas and suggestions you may have for how the Official Community Plan should support transit.

Acquisition of Land for Parks and Trails

The Official Community Plan plays a significant role in how land is acquired for parks and trails. However, there are a limited number of ways which land can be acquired for Community Parks and trails. These include land development, purchases, donation, transfer of crown land from the Provincial Government, licenses, and rights-of-ways.

Land Development

There are generally two ways in which the development of land can contribute towards the provision of park and trail. The first is through subdivision and the second is through rezoning.

Subdivision

Section 941 of *The Local Government Act*, in summary, gives Local Governments the authority to require a developer who is proposing to subdivide land where at least three lots are proposed to be created and where at least one of the lots is 2.0 ha or less to contribute the following without compensation:

- i. a maximum of 5% of the land being subdivided in a location acceptable to the local government;
- ii. cash paid to the municipality or regional district an amount that equals the market value of the land that may be required for park land purposes (5% of the value of the land being subdivided); or,
- iii. a combination of land and cash the value of which not exceeding 5% of the value of the land being subdivided.

Rezoning

Section 904 of *The Local Government Act* permits a local government to grant a private land owner the right to increase the achievable density or change the use of their parcel in exchange for amenity contributions sought by the community that are above and beyond what is required. Community amenities are a way of sharing the increased value of a property between the developer and the community created as a result of rezoning it to allow for a higher level of use. Community amenities may include land for park or trail that goes beyond the 5% required through the subdivision process.

Purchase

Cash collected in lieu of land at the time of subdivision goes into a reserve fund established for the purpose of acquiring land for Community Park. These funds can only be used for land acquisition. Revenue collected from tax requisitions from all property owners within the Electoral Area 'A' Community Parks Local Service Area is used towards acquisition of land as well as operations, maintenance, and capital improvements to parks in Electoral Area 'A'.

Donation

Landowners who want to leave a legacy to the community or who would like to ensure that a significant feature on their property is preserved for the community to enjoy can choose to donate land to the Regional District of Nanaimo for park. Donations of land can also be made to a non-profit conservation organization or society such as The Nature Trust, Nanaimo Area Land Trust, or the Land Conservancy.

Transfer of Crown Land

All Crown owned lands represent potential public park or trail, especially if the lands are not being used by a Provincial Ministry or being held in reserve for Treaty talks. Local Government can apply to the Province, in order of diminishing tenure rights, for a land grant, a lease, a licence of occupation or a permit to develop and use the land. The Province rarely grants land for park purposes, but does issue the occasional lease and a fair number of licences of occupation. Permits to develop on Ministry of Transportation road allowance and operational properties are relatively easy to obtain.

Licences of Occupation and Right-of-Ways (primarily for trails)

Another way of obtaining access to land for trails is through a licence of occupation and/or right-of way. Both tools are agreements made between a private land owner and the Regional District of Nanaimo to permit public access crossing across private property for the purpose of constructing and/or formalizing a trail.

Overview of Parks, Recreation, and Culture in Area 'A'

Electoral Area 'A' Recreation and Culture Services Master plan

The Master Plan process was initiated following the approval, in 2005, of an Electoral Area 'A' referendum, which includes the communities of Cassidy, Cedar, South Wellington, and part of Yellow Point. Local residents were asked if they were in favour of adopting "Electoral Area 'A' Recreation and Culture Services Bylaw No. 1467, 2005", which would establish a service for the purpose of providing recreation and cultural services, and acquiring, constructing and operating recreation and culture facilities in Electoral Area 'A'.

The Master Plan defines future direction, philosophy, policies, priorities and actions regarding the provision of recreation and cultural services in Electoral Area 'A'. The Master Plan is a strategic plan that provides the basic framework to shape and guide recreation and cultural services for the next 10 years (2007-2016).

To view the Master Plan in full, please [Click Here](#). (Online users only)

Sports Field and Recreation Services Agreement

It is important to note that in addition to the provision of new localized recreation and cultural services, Electoral Area 'A' will continue to be included in the District 68 Sports Field and Recreation Services Agreement between the Regional District of Nanaimo (RDN) and the City of Nanaimo. This agreement was negotiated between the RDN and the City in 2001, and was renewed in 2005 as an outcome of Phase One of the RDN Regional Service Review, and provides local taxes from Electoral Areas 'A', 'B' and 'C' and the District of Lantzville to the City of Nanaimo for operational costs of City recreation services based on usage by each community.

Area 'A' Parks, Recreation and Culture Commission

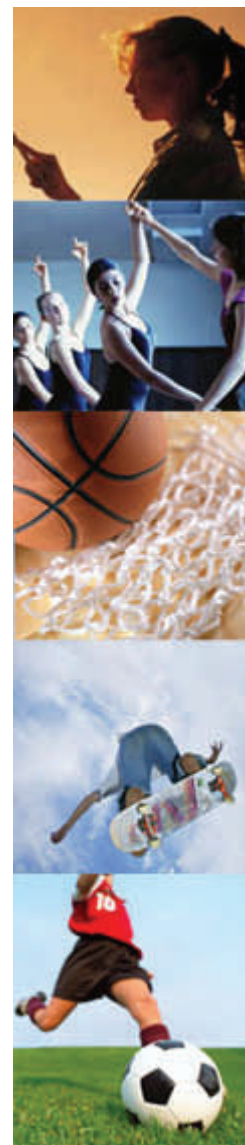
The Regional District Board has appointed local community members to the Area 'A' Parks, Recreation and Culture Commission. The role of the Commission is to provide recommendations and advice to the Regional District of Nanaimo regarding parks, recreation and culture services and issues in Electoral Area 'A'. To view names of Commission members and the meeting dates of the Commission, please [[Click Here](#)] (Online users only)

Recreation and Culture Grant in Aid Program

The Electoral Area 'A' Parks, Recreation and Culture Commission has a Grant-in-Aid Program that is targeted towards local community organizations providing recreation and culture services within Electoral Area 'A'.

Any local, non-profit organization is eligible for funding; charitable status is not required. Private or commercial organizations are not eligible.

Please [[Click Here](#)] (Online users only) to access the program's guidelines and application form.



For more information on recreation, parks, and culture in Electoral Area 'A' please go to www.rdn.bc.ca and click on the Recreation and Parks link on the left side of the page.

Overview of Parks, Recreation, and Culture in Area 'A'

Parks and open space are fundamental to health and wellness of the residents in a community. Parks may function as passive recreation for such activities as hiking and walking, protection for wildlife habitat, sports fields, and children's playground or for transportation linkages. The OCP identifies the integration of community, regional and provincial parks space through a network of trails to provide alternative routes and links within the community. The Map [page 23](#) illustrates the location of community, regional, and provincial parks in Electoral Area 'A'.

Community Parks

Each of the seven electoral areas in the Regional District has a Community Park function. The budget for each of the areas varies, depending upon the level of tax requisition approved by the RDN Board. Some communities within the electoral areas have active Parks and Open Space Advisory Committees, and a program for park development and maintenance. In Area 'A' in lieu of a Parks and Open Space Advisory Committee there is a Parks, Recreation and Culture Commission.

There are currently 12 community parks in Electoral Area 'A' that compromise approximately 31 hectares of land, representing about 0.6% of the total land area of Electoral Area 'A'. Other than a portion of the Morden Colliery 2 Park within the Cedar Urban Containment Boundary, all other community parks are located outside the Urban Containment Boundary. Cassidy currently has no community parks, despite being developed with the highest density in the Electoral Area. This indicates a need for additional park within the Urban Containment Boundary where additional growth is intended to occur. The majority of Community parks in Electoral Area 'A' are located on large parcels of land located far away from the growth receiving areas where the majority of new development is envisioned.

Regional Parks and Trails

The Regional District has a wide range of outdoor recreation opportunities for residents and visitors alike in our Regional Parks and Trails system ranging from hiking on a mountain trail to camping on the oceanfront or a lakefront.

With over 2048 hectares of land and over 60 km of Regional trail, the Regional Parks System has grown substantially since its inception in 1995. Regional Parks and Trails operational and development costs as well as acquisition costs for new Regional Parks are funded by the four municipalities in the RDN (City of Nanaimo, District of Lantzville, City of Parksville and Town of Qualicum Beach) as well as all seven electoral areas.

In 2005, the Regional Board updated the [Regional Parks and Trails Plan](#) to guide the acquisition and operations of Regional Parks and Trails for the next ten years. The RDN will continue to advance the Regional Parks and Trail System and looks forward to working with the community in meeting the Plan's recommendations.

There are two Regional parks in the Plan Area including the Nanaimo River Regional Park and the Morden Colliery Regional Trail. The Nanaimo River Regional Park was established jointly between The Land Conservancy, Fisheries and Oceans Canada, the Habitat Conservation Trust Fund and the RDN and compress about 56 ha of land. The RDN has a 99-year lease to manage the park for public recreation purposes, concurrently while it is preserved as habitat for fisheries. The Morden Colliery Trail was initially a Community Trail, but has been elevated to regional status.

Provincial Parks

There are three provincial parks within Electoral Area 'A' including Morden Colliery, Hemer, and Roberts Memorial that cover a combined area of about 102 ha. The Morden Colliery Provincial Park and the Hemer Provincial Park are also connected through the RDN managed Morden Colliery regional trail. As part of the *Regional Parks and Trails Plan 2005-2015*, this trail has been identified for expansion through to Boat Harbour through future redevelopment/rezoning.

Total combined parkland and greenspace

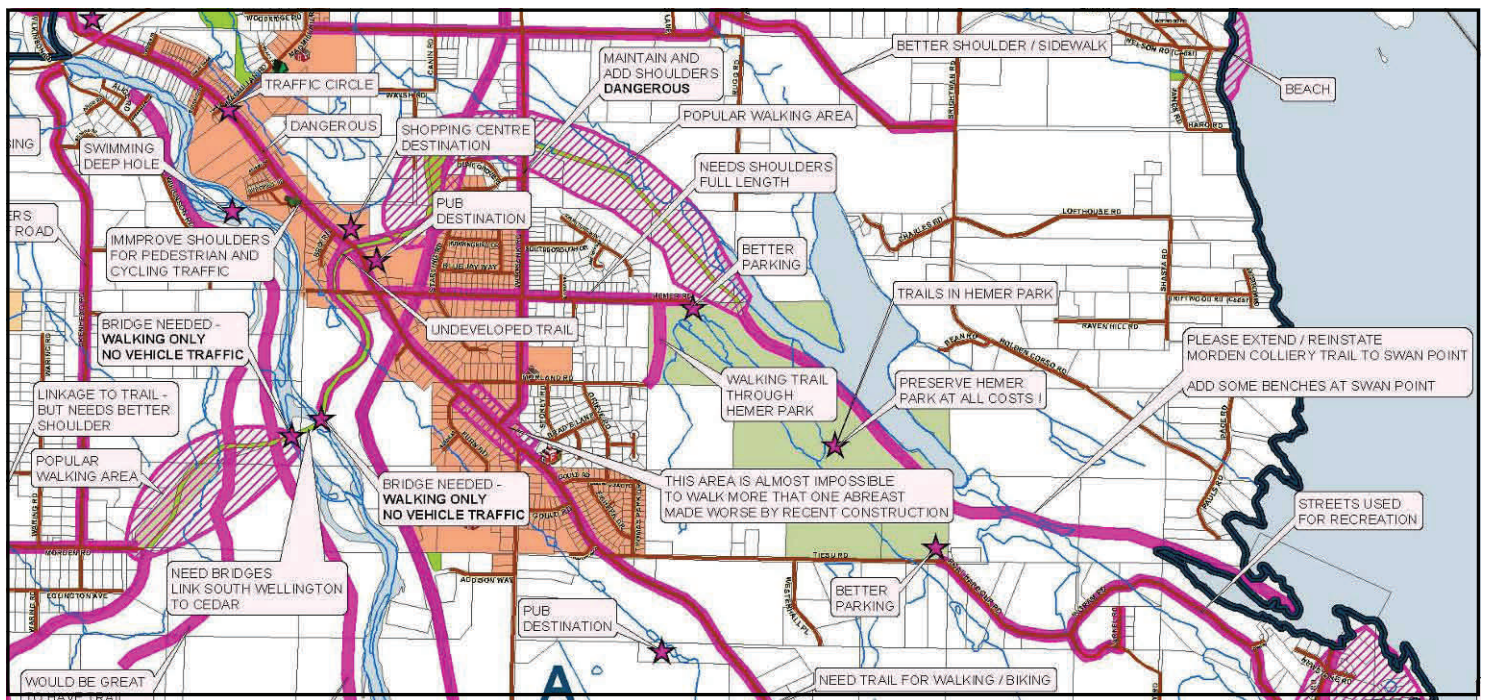
Approximately 5% of the Plan Area has currently been designated for a combination of parks, green space, and conservation, which is a relatively low number compared to other Electoral Areas. For example Electoral Area 'G' is working towards 20% greenspace in the urban area.

A Summary Of What the Community Has Said About Parks and Recreation

Both the Community Mapping Session as part of the Official Community Plan review and the Workshop and Open House as part of the Active Transportation planning process have provided opportunities for the community to provide ideas and suggestions on what they would like to see in Electoral Area 'A' with respect to parks, trails, and recreation.

The following represents some of the ideas and suggestions provided by the community: (For a complete compilation of all community input please go to the project website at www.asharedcommunityvision.ca)

- There was strong support for completing the bridge across the Nanaimo River to complete the Morden Colliery Regional Trail.
- Road shoulders throughout the community need improvement to increase safety and encourage active transportation.
- Some felt that the Harmac Water Pipeline corridor would make an excellent trail.
- It was important to extend the Morden Colliery Regional Trail to Swan Point (Boar Harbour Area) and include some benches along the way and at the point.
- There was a definite focus on improvements to and acquisition of more trail and little attention paid to acquisition of land for additional community park.
- Many areas with informal trails not recognized by the Regional District of Nanaimo and on private property were identified that were desirable to obtain legal access to.
- There was some interest in obtaining trail access to and along the Nanaimo River.
- A number of roadways identified where people do not feel safe using Active Transportation modes.
- The suggestion was made that Cassidy and South Wellington would benefit from a cycling link.
- Safety along public roadways and the Trans Canada Highway was a big concern which has discouraged people from using non-vehicular modes of transportation.
- There was interest in integrating rail service with active transportation. For example one could put their bike on the trail in Cassidy and go to Victoria for the day.
- There was strong support for extending the E&N trail through Electoral Area 'A'.
- A big concern from Cassidy residents is that there are no park or trails in Cassidy.



The above is an excerpt from Transportation, Parks, and Recreation map which is a combination of all community input from the Community Mapping Sessions held in October 2008. Online users can click on the map to see the full version.

Area 'A' Active Transportation Plan

What is Active Transportation and Why Is It Important?

North Americans have been drawn to a lifestyle characterized by a freedom of mobility, reliance on automobiles and available cheap fossil fuels. Unfortunately, there has been a lack of emphasis placed on the long-term repercussions of our travel choices. Land development and infrastructure have responded directly to our travel habits, and the resulting transportation network is one that reinforces automobile use. Where previously personal transportation had involved some form of physical activity and contributed virtually no negative environmental impact, modern automobile travel has proven detrimental to the health of individuals, our communities and the natural environment we occupy. Gradually over the past few decades and with increasing urgency in recent years, there has been an awakening to the fact that our towns and cities are arranged around a travel mode that is inefficient, unsafe, unhealthy and unsustainable in the long-term.

Active transportation is any human powered, self-propelled transport that may make use of both on- and off-road facilities. Active transportation includes walking, jogging, cycling, horseback riding, in-line skating, skateboarding, kayaking, canoeing, cross-country skiing, snowshoeing, and travel by wheelchair and push scooter. AT is used for both transport and recreational purposes, sometimes both.

The Active Transportation Plan for Electoral Area 'A' is now complete and is available on the project website at www.asharedcommunityvision.ca or by [clicking here](#) (Online users only). The purpose of the Active Transportation Plan is to identify opportunities to increase human-powered forms of transportation in hopes of achieving the following objectives:

- i. Increase physical activity and facilitate healthy living;
- ii. Reduce greenhouse gas emissions;
- iii. Improve road safety and comfort for all users; and,
- iv. Increase mobility-options for non-vehicular users (youth, elderly, mobility-impaired).



Online users can click on the above graphic to view the Active Transportation Plan.

DID YOU KNOW?

... the Canadian Heart & Stroke Foundation notes that rural residents are more car-dependent, less active and at a higher risk of being overweight and obese.

Summarized Results of the AT Plan

The Plan recommends the following nine actions:

1. Establish a compatible land use framework;
2. Improve roadside conditions;
3. Support continuing development of regional trails in EAA;
4. Make full use of existing public lands for trails;
5. Prepare for future trail corridor acquisition;
6. Formalize blueway network;
7. Provide trip-end facilities;
8. Improve community signage; and
9. Undertake Community-based social marketing.

The Plan also recommends the following supplementary actions which are secondary to the primary actions and contingent on cooperation from various other jurisdictions:

1. Improve neighbourhood connections;
2. Support transit improvements;
3. Pursue use of Harmac pipeline;
4. Prevent motorized users on trails; and
5. Mitigate truck traffic.

Please refer to the [Active Transportation Plan](#) for more information on the recommended and supplementary actions. The recommended and supplementary actions of the Active Transportation Plan will be included in the draft Official Community Plan. There will be additional opportunities for the community to comment on the Active Transportation Plan through the Official Community Plan review process.

Policy Options for Active Transportation in Area 'A'

Policy Option: Support the actions identified by the Electoral Area 'A' Active Transportation Plan

The purpose of undertaking the Active Transportation Planning project was to identify options for encouraging human-powered forms of transportation in Electoral Area 'A' in hopes of improving community health through increased fitness and in hopes of reducing greenhouse gas emissions. The intent is to consider the recommended actions identified in the Active Transportation Plan in the new Electoral Area 'A' Official Community Plan.

After reviewing the Active Transportation Plan, please use the space provided to tell us if you support each option, your reasons for your response, and what specific actions should be taken to implement each action.

Establish compatible land use framework

Improve roadside conditions

Support continuing development of regional trails in EAA

Policy Options for Active Transportation in Area 'A'

Policy Option: Support the actions identified by the Electoral Area 'A' Active Transportation Plan

After reviewing the Active Transportation Plan, please use the space provided to tell us if you support each option and why or why not and what specific actions should be taken to implement each action.

Make full use of existing public lands for trails

Prepare for future trail corridor acquisition;

Formalize blueway network;

Policy Options for Active Transportation in Area 'A'

Policy Option: Support the actions identified by the Electoral Area 'A' Active Transportation Plan

After reviewing the Active Transportation Plan, please use the space provided to tell us if you support each option and why or why not and what specific actions should be taken to implement each action.

Provide trip-end facilities

Improve community signage

Undertake community-based social marketing

Policy Options for Active Transportation in Area 'A'

Policy Option: Support the actions identified by the Electoral Area 'A' Active Transportation Plan

After reviewing the Active Transportation Plan, please use the space provided to tell us if you support each option and why or why not and what specific actions should be taken to implement each action.

Improve neighbourhood connections

Support transit improvements

Pursue use of Harmac pipeline

Prevent motorized users on trails

Mitigate truck traffic

Area A Official Community Plan Policy on Parks and Recreation

The following is a summary of the existing policies in the Electoral Area 'A' Official Community Plan with respect to park and recreation:

- Parks are supported in all land use designations.
- The Official Community Plan supports the creation of a Parks and Trails Master Plan, which has been completed. A number of the Master Plan's recommendations have also been or are in the process of being implemented.
- The Official Community Plan provides guidance on the types of land that should be considered for acquisition for parks and trails at the time of subdivision/development. The following list is used to evaluate park and trail proposals to determine if the land meets the community's objectives:
 - i. provides access or improves existing access to the waterfront, including the sea and all streams, including the Nanaimo River;
 - ii. provides waterfront park land;
 - iii. provides trail linkages or future trail linkages or the expansion of existing parks forming interconnected natural corridors, heritage ways, or trail ways such as historical railways and logging roads, the fisherman's trail along the Nanaimo River, and unconstructed dedicated road or easement rights-of-way between the waterfront, existing parks and community land uses such as schools;
 - iv. sites for the protection of environmentally sensitive areas;
 - v. sites for active or passive outdoor recreation activities;
 - vi. sites which provide buffer areas between land uses or roads;
 - vii. sites with heritage values such as petroglyphs;
 - viii. provides viewpoints or opportunities for nature appreciation; or
 - ix. creates focal features such as a small green space within the village centres.
- The Official Community Plan grants the Regional District of Nanaimo the option to determine whether land, cash, or a combination of land and cash are required at the time of subdivision.
- The Official Community Plan supports restricting the use of motorized vehicles within parks and trails.
- When a waterfront parcel is being subdivided, the Official Community Plan supports the consolidation of access to the waterfront to accommodate a larger access for a wider variety of uses.
- The Official Community Plan supports and encourages obtaining properties along the Nanaimo River.
- The Official Community Plan supports working with other agencies such as the Nanaimo Area Land Trust to obtain park land.
- The Official Community Plan supports the use of the Cedar Heritage Centre and site and year round recreational activities.
- The Official Community Plan does not support encroachment permits, issued by the Ministry of Transportation and Infrastructure, to private individuals to occupy road ends adjacent to the ocean or a watercourse.

Policy Options for Park and Trail Acquisition in Area 'A'

Policy Option: Support a range of approaches to obtaining park and trail

The Official Community Plan could support a multi-faceted approach to the acquisition of park land, green space, and natural areas, which may include, but are not limited to subdivision, as a community amenity when a rezoning application is being considered, eco-gifting, private-public partnerships, purchasing land, pursuing undeveloped road right-of-ways, licence of occupation, land donations, and conservation covenants.

Policy Option: Support park and trail on any land within Area 'A' where there is an opportunity to meet one or more of the following preferred park criteria:

- The land improves access to water including the ocean and any other watercourse;
- The land is identified for park land, trail, or conservation area by the OCP or any other Regional District of Nanaimo parks and trails plan;
- The land connects parks and/or natural areas, contributing to an interconnected greenways network that links neighbourhoods to parks, schools and cultural resources;
- The land includes areas for the protection of environmentally sensitive lands to be retained in a natural, undisturbed state or archaeological features to be protected, although, generally the protection of environmentally sensitive lands should be in addition to the minimum park land dedication requirements pursuant to the *Local Government Act*;
- The land includes viewpoints and opportunities for nature appreciation and/or focal features such as a public square or community gathering space in village centres;
- Land that is a single contiguous parcel(s) is preferred where other park land acquisition criteria are not considered to offer a greater community benefit;
- The subject property contains a locally or regionally significant feature or ecosystem that if preserved or managed would result in a net benefit to the community; and
- Notwithstanding lands deemed appropriate for environmental protection by a qualified environmental professional, the land in question must be useable land for the intended use and if not for the purpose of environmental protection should be suitable for a multitude of recreational uses such as passive recreation, baseball diamonds, tennis courts, children's tot lots, and basketball courts.

Policy Options for Park and Trail Acquisition in Area 'A'

Please use the space provided to tell us if you support the options described on the previous page and your reasons for your position. If you do not support the options, then please tell us what your concerns are and how they could be addressed. Please feel free to provide any other comments you may have related to the options below or any additional options not identified.

Policy Option: Support a range of approaches to obtaining park and trail

Policy Option: Support park and trail on any land within Area 'A' where there is an opportunity to meet a set of predefined criteria

PARKS IN ELECTORAL AREA A

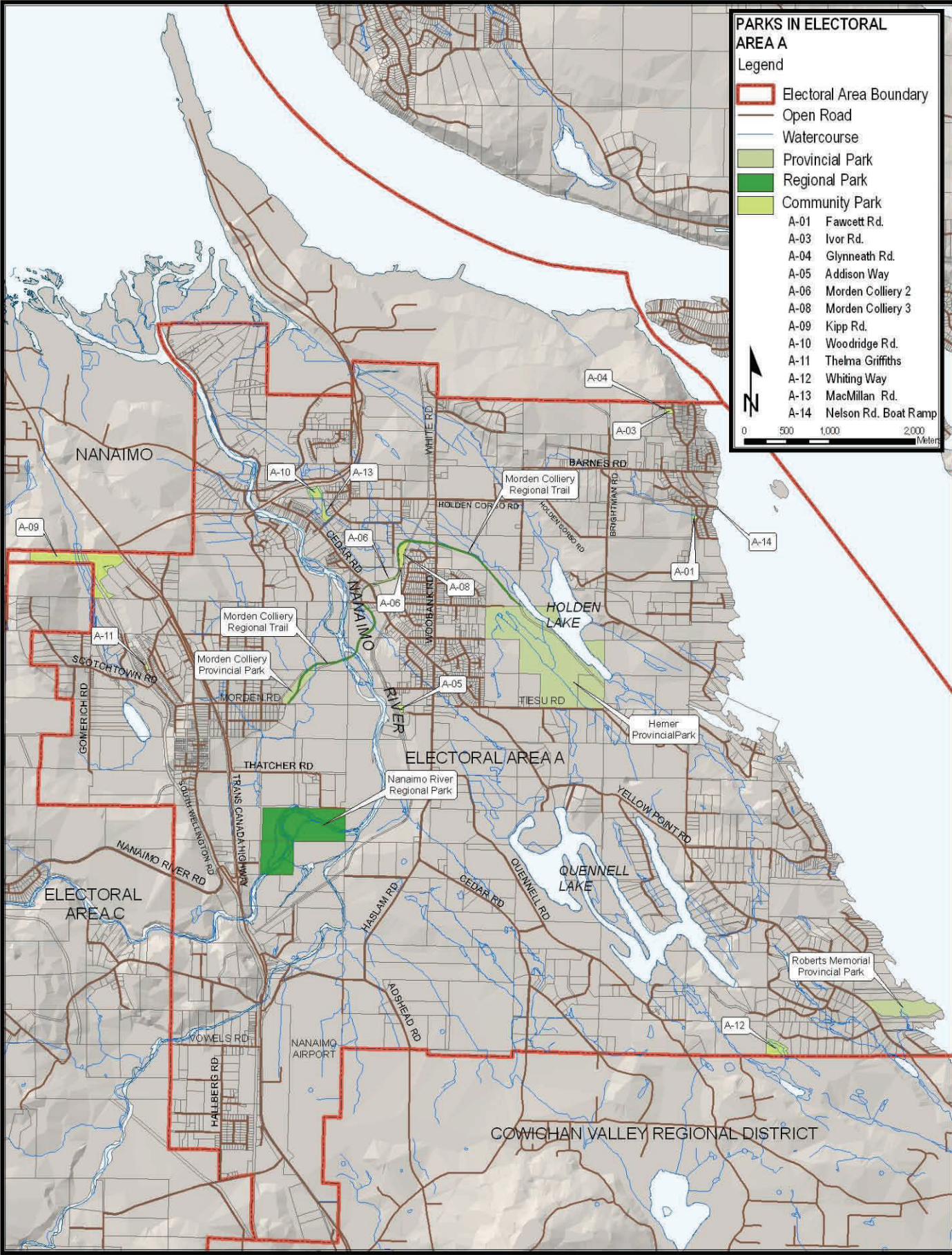
Legend

- Electoral Area Boundary
- Open Road
- Watercourse
- Provincial Park
- Regional Park
- Community Park

A-01	Fawcett Rd.
A-03	Ivor Rd.
A-04	Glynneath Rd.
A-05	Addison Way
A-06	Morden Colliery 2
A-08	Morden Colliery 3
A-09	Kipp Rd.
A-10	Woodridge R.d.
A-11	Thelma Griffiths
A-12	Whiting Way
A-13	MacMillan Rd.
A-14	Nelson Rd. Boat Ramp







Future Parks and Trails in Area ‘A’

Part of the Official Community Plan review involves identifying the location of desirable future parks and trails. The Official Community Plan review has provided a few different opportunities for the community to identify desirable park and trail improvements. As mentioned earlier, there were three Community Mapping Sessions held in September 2008 as well as an Active Transportation Planning project.

More information including the results of the Community Mapping Sessions and the Active Transportation Plan are available by clicking on the following hyperlinks (for online users only) or by going to the project website: [www.asharedcommunityvision.ca,Community Mapping Sessions](http://www.asharedcommunityvision.ca,Community%20Mapping%20Sessions) or [Active Transportation Plan](#)

Please use this space and the map on the previous page to identify any specific areas that you feel should be designated in the Official Community Plan as areas where park and trail is desirable.

Other Ideas?

Please use this space to provide any other ideas and suggestions you may have for how the Official Community Plan could support parks, recreation, and culture in Electoral Area 'A'.

Other Ideas?

Please use this space to provide any other ideas, suggestions, or concerns on any other transportation issue in Electoral Area 'A' that you feel should be addressed in the new Official Community Plan.

Electoral Area 'A' OCP Review

Citizen's Committee

Temporary Revised Meeting Schedule

All meetings start at 6:30 pm at the North Cedar Improvement District Fire Hall located at 2100 Yellow Point Road. **Please note, the meeting dates and topics may need to change depending on availability of guest speakers.**

Month	Date	Year	Topic	Guest Speakers
March	9	2009	Regional Growth Strategy (RGS review, purpose of the RGS, village centres)	Paul Thompson, Manager Long Range Planning, Regional District of Nanaimo Lynnia Clark, North Cedar Improvement District Administrator: Community Water Servicing
March	23	2009	Agriculture	Roger Cheetham - Agricultural Land Commission Wayne Haddow – Ministry of Agriculture and Lands
April	6	2009	Transit and Parks and Recreation	Laura Kiteley, Manager of Transit Projects and Planning Regional District of Nanaimo Joan Michel, Regional District of Nanaimo Parks and Trails Coordinator Greg Keller, Regional District of Nanaimo Senior Planner
April	20	2009	Environmental Protection, Sustainability, and Community Sewer	Maggie Henigman – Ministry of Environment Jack Anderson – Official Community Plan Review Citizen's Committee Sean Depol, Regional District of Nanaimo Manager of Liquid Waste and Lindsay Dalton, Regional District of Nanaimo Liquid Waste Coordinator Gilles Wendling, GW Solutions Greg Keller, Regional District of Nanaimo Senior Planner
May	4	2009	Community Diversity and Affordability	Chris Midgley, Regional District of Nanaimo Sustainability Coordinator



What will our **region**
be like when

she grows up?

It's for you to decide.

Possible changes to our Regional Growth Strategy have been identified, and we need your comments.

Visit the website to learn about the issues and complete a survey.

Prizes available too!



www.shapingourfuture.ca