



A Shared Community Vision

Regional District of Nanaimo Electoral Area 'A'

OCP Review

Transit, Parks, and Recreation

April 6, 2009



Presentation Outline

- Transit in Electoral Area 'A'
 - Policy options for how the Official Community Plan could support transit
 - Parks and trails in Electoral Area 'A'
 - Acquisition Park and Trail
 - How the OCP supports Parks, and Recreation
 - Results of the Active Transportation Plan
 - Policy options for Electoral Area 'A'
 - Discussion
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Transit Services in Area A

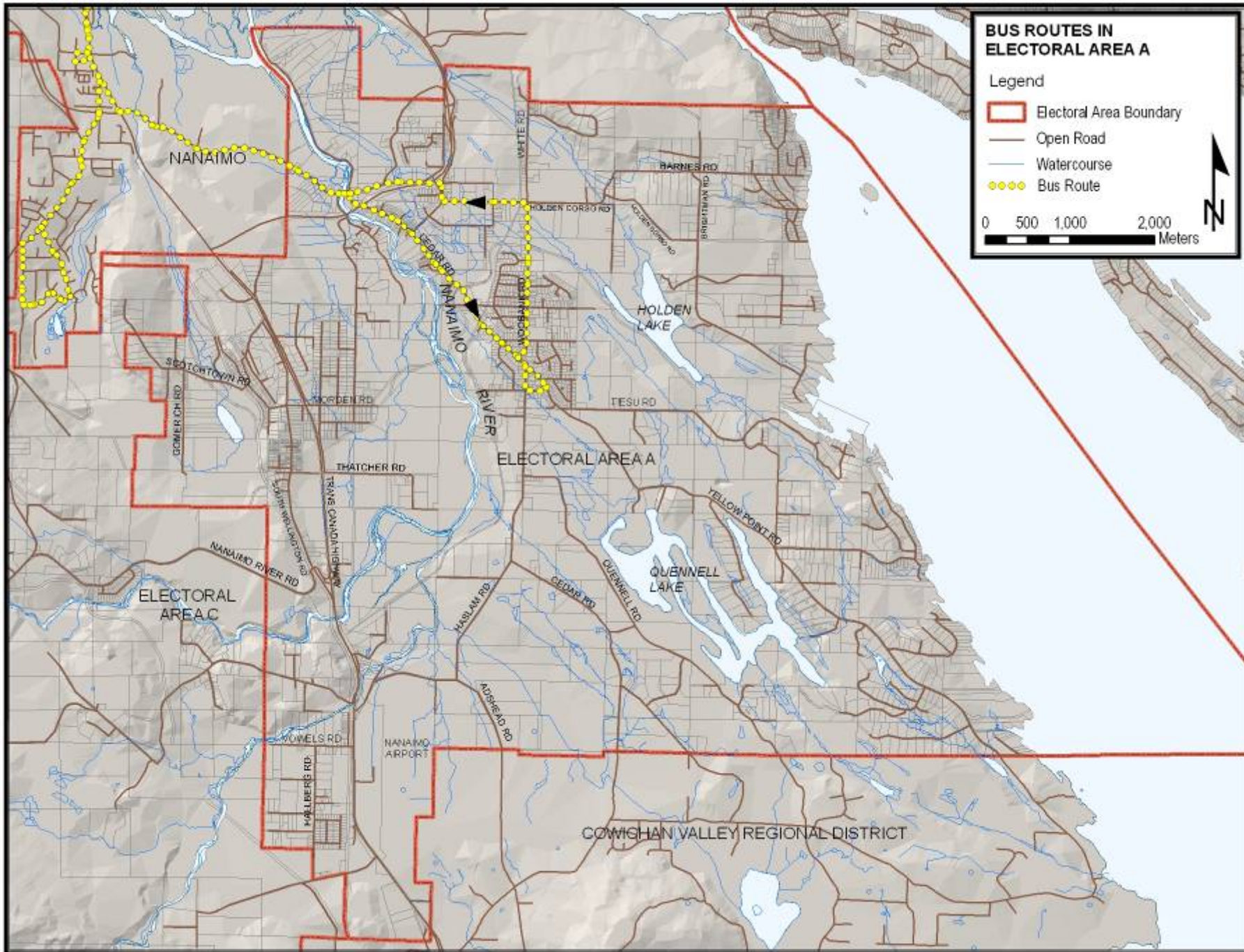
- **HandiDART**
 - Door-to-door service for people with special needs
 - Available throughout Area A on a first come first serve basis
 - **Route 7 Cinnabar/Cedar Loop**
 - Connects to South Parkway Plaza
 - Service 5 to 7 times per day
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BUS ROUTES IN ELECTORAL AREA A

Legend

-  Electoral Area Boundary
-  Open Road
-  Watercourse
-  Bus Route

0 500 1,000 2,000
Meters





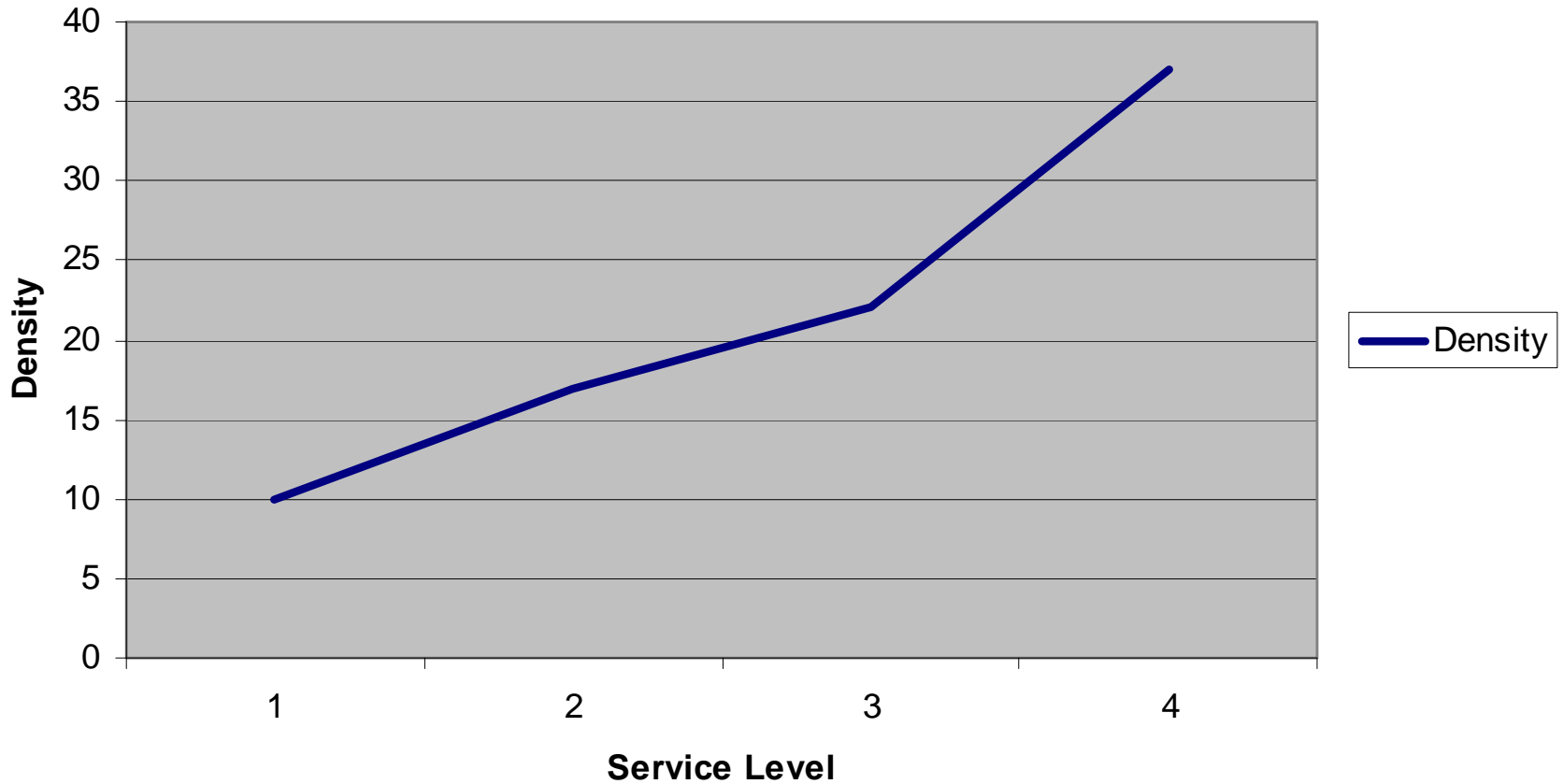
Transportation in the Area A OCP

- **Section 4 – Improving Mobility**
 - Supports cooperation with MOT to implement road standards within the Urban Containment Boundary and on Major Roads
 - Recommends that direct access onto designated major roads be minimized
 - Supports the E&N as a transportation corridor
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The Transit Dilemma

Relationship between Density and Transit Service Levels





The Transit Dilemma

Rural Vs. Urban





The Transit Dilemma

The Community Vision supports:

- Creating a multi-modal transportation system
 - Keeping and attracting young families and seniors in the Community
 - Creating a community where a diversity of residents from all economic levels and ethnic backgrounds are welcomed
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The OCPs Role in Transit Planning

- **Policy Document**

- Provide direction
- Non-binding
- Can support compatible land use
- Can encourage cooperation with other agencies

- **Implementation**

- May involve amendments to the zoning bylaw
 - Requires community and board support
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Policy Options for Area 'A'

- **Policy Option: Do nothing**
 - Status quo
 - Official Community Plan would be silent on transit
 - Would this option lead us towards achieving the community vision and is it consistent with the Sustainability Principles?
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Policy Options for Area 'A'

- **Policy Option: Support Transit Oriented Development**
 - New way of thinking
 - Integrated approach to community planning
 - May be suitable for areas within the Urban Containment Boundary and adjacent to a transit route
 - Helps create a complete community with places to work, live, and play within a short walk from a bus stop
 - TOD is focused on orienting development around public transit
 - Helps create pedestrian friendly walkable communities
 - Supports higher density residential and a mix of uses such as shops and professional services adjacent to a transit route.
 - The density decreases as the distance from transit increases.





Policy Options for Area 'A'

- Support Transit where costs are justified by density and demand
- Support a broad range of transit services best suited to Electoral Area 'A'
 - Community bus, smaller buses, park and ride, flexible scheduling
- Ensure that transit is a consideration for all new development
 - Rezoning, Official Community Plan amendment, Development Permit
- Support infrastructure that enables transit
 - Roads, pull-outs, shelters



Parks and Recreation in Electoral Area 'A'



Acquisition of Park and Trail

- **Subdivision**
 - LGA requires that park and/or cash must be given any time property is subdivided where at least 3 lots are created and at least 1 is 2ha or less
- **Rezoning**
 - Can require park or trail as a community amenity
- **Purchase**
 - RDN can purchase land for park and trail
- **Donation**
 - Land owners can donate land to the RDN or non-profit conservation based society
- **Transfer of Crown Land**
 - The Province can agree to permit park and/or trail use on Crown lands
- **Licences and Right-of-Ways**
 - Property owners can enter in to an agreement to permit public access on to their land for the purpose of park and/or trail



Role of the OCP in Parks and Recreation

- Provides direction to the Board on what the community wants with respect to parks and trails and how it wants to get them
 - The policies can be as vague or as detailed as the community wants
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Role of the OCP in Parks and Recreation

- **What**
 - The type of land and uses that are desired
- **Where**
 - An OCP can designate specific areas where park and trail is desirable
- **When**
 - An OCP provide guidance to when land is acquired
- **How**
 - An OCP can designate how park and trail is to be acquired



Parks and Recreation in Area A

- **Summary of the current OCP**
 - Park supported in all designations
 - Provides RDN with the option of accepting cash, land, or combination
 - Land needs to meet certain objectives
 - Supports consolidation of water access'
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Results of the Active Transportation Plan





Results of the Active Transportation Plan

- **Study Objectives**

- Increase physical activity and facilitate healthy living
 - Reduce greenhouse gas emissions
 - Improve road safety and comfort for all users
 - Increase mobility options for non-vehicular users
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Results of the Active Transportation Plan

- **Process**

- Boulevard Transportations Group Assessment
 - Workshop on October 25th, 2008
 - Community Mapping Session Data
 - Draft Plan
 - Open House January 20th, 2009
 - Final report
 - **Recommendations to be considered in the new OCP**
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Results of the Active Transportation Plan

Nine recommended actions:

1. Establish a compatible land use framework;
 2. Improve roadside conditions;
 3. Support continued development of regional trails in Area 'A';
 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.
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Results of the Active Transportation Plan

Five supplementary actions:

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
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Policy Options for Area 'A'

- Policy Option: Support the recommended and supplementary actions identified in the Active Transportation Plan



Policy Options for Area 'A'

- **Policy Option: Support a range of approaches to obtaining park and trail**
 - Subdivision
 - Rezoning
 - Donation
 - Purchase
 - Licenses and ROW's
 - Conservation Covenants
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Policy Options for Area 'A'

- Policy Option: Support park and trail anywhere in Area A where there is an opportunity to meet one or more of the following criteria:
 - The land improves access to water;
 - The land is identified for park land, trail by other RDN plans;
 - The land connects parks and/or natural areas;
 - The land includes areas for the protection of environmentally sensitive lands (the protection of environmentally sensitive lands should be in addition to the minimum park land dedication requirements pursuant to the ***Local Government Act***);



Policy Options for Area 'A'

- The land includes viewpoints and opportunities for nature appreciation and/or focal features;
 - Land that is a single contiguous parcel(s) is preferred;
 - 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
 - The land in question must be useable land for the intended use and suitable for a multitude of recreational uses such as passive recreation, baseball diamonds, tennis courts, children's tot lots, and basketball courts.
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Discussion
