

SECTION 7 - TRANSPORTATION PLAN

7.1 MAJOR HIGHWAYS

The Plan Area developed as a coastal strip along Highway No. 19 and the E&N Railway corridor. Highway No. 19 has long been the sole vehicular route connecting north and south Island communities. Although the Province has recognized the need for another parallel route to serve commercial and commuter vehicular traffic, and even acquired land for the purpose of constructing a bypass in the 1950s⁴, a bypass was not built. Instead, the Province made improvements to the heavily used Highway No. 19 to make it safer and more efficient. Specifically, the Province upgraded and expanded portions of the roadway to four lanes during the 1980s. In 1990 the Province recognized the inadequacy of Highway No. 19 and solidified its plans to construct the Island Highway. The Province selected the route, acquired necessary land and commenced development. The new Island Highway extends through the Plan Area, roughly parallel to and approximately two kilometres southwest of Highway No. 19. It is anticipated that this new, parallel route will improve the safety and efficiency of passenger, freight and service transportation within the Plan Area.

Major Highway Intersections

The Plan Area includes two major new intersections for connecting the Inland Island Highway with Highway No. 19. The intersections are located at Horne Lake Road and at the Horne-Bowser Forest Service Road (at Cook Creek west of Deep Bay). Both of these intersections have been constructed so that they can be converted into interchanges in the future. The Horne Lake intersection will serve the central portion of the Plan Area and will have a major influence on the development of village centres at Dunsmuir and Qualicum Bay. The Horne Bowser Forest Service Road may also improve the accessibility of rural residences in Bowser and Deep Bay. The West Qualicum Beach Neighbourhood Centre may benefit from a circle route, which will provide improved access to the new Island Highway and Highway No. 4-A to Port Alberni.

The location of the new Inland Island Highway and intersections will have a major impact on the future land use patterns within the Plan Area. Highway No. 19 may become less congested as less commercial and commuter traffic uses the route. As a result the old route may become more pleasant for recreational travel and for local transportation within the Plan Area. Furthermore, Highway No. 19 may no longer not be suitable for commercial strip or highway commercial development and may require reorientation and promotion as a tourist scenic route.

As the new Inland Island Highway improves accessibility, development pressure on the open space and rural resources located in the vicinity of the Highway is an imminent possibility. The Plan will discourage strip development, including commercial or

⁴ The original 1950 route was not used for the Vancouver Island Highway Bypass Project since it was not located on a suitable corridor for Highway construction due to environmental and location considerations.

residential uses, along major Highways, promote the visual integrity landscapes and protect the appearance and natural beauty of the rural countryside and natural features along the new Inland Island Highway route, as well as along Highway No. 19.

7.1.1 Objectives

MAJOR HIGHWAYS

- *Accommodate* safe and efficient passenger, freight and service transportation throughout the Plan Area.
- *Encourage* the eventual upgrading of Inland Island Highway intersections to interchanges at Horne Lake Road and at Horne - Bowser Forestry Road.
- *Encourage* the Ministry of Transportation and Highways to provide opportunities for bicycle and pedestrian routes on the Inland Island Highway and Highway No. 19.
- *Support* the visual protection of the Inland Island Highway Corridor with buffer areas including setbacks, greenways and landscaping requirements.
- *Discourage* higher density residential, commercial or industrial development on land within the visual corridor of the Inland Island Highway.

7.1.2 Policies

MAJOR HIGHWAYS

1. The Regional District supports the bypass of major through traffic, including commercial truck traffic, through the Plan Area on the Inland Island Highway.
2. The Regional District encourages improvements to the efficiency and safety Highway No. 19. In particular, the RDN supports improvements and shouldering of two lane sections and the creation of linkages to village centres, rural residential neighbourhoods and scenic coastal resources within the Plan Area.
3. The Ministry of Transportation and Highways shall be encouraged to upgrade the Inland Island Highway intersections at Horne Lake Road and Horne-Bowser Forestry Road to interchanges with overpasses and exit and entrance routes when the traffic volumes at the intersections warrant such upgrading.
4. The Regional District shall seek the opportunity to provide input and consultation with the Ministry of Transportation and Highways for developing bicycle and pedestrian routes along Highway No. 19 and the Inland Island Highway.
5. The Regional District shall encourage the Ministry of Transportation and Highways to provide large green belts or visual landscape integrity buffers adjacent to the Inland Island Highway.
6. The Regional District shall not support applications for amendment to this Plan for commercial, industrial or higher density residential land uses within the visual corridor of the Inland Island Highway.
7. The Regional District shall not support the exclusion of lands within the Forestry Land Reserve or Agricultural Land Reserve on land adjoining the Inland Island Highway and will not support rezoning or subdivision where it may impact on the visual integrity and rural landscape setting of the Inland Island Highway visual corridor.

8. This Plan, through its Development Strategy, shall encourage the retention of green belts or natural areas adjacent to major highways through flexible land use and development policies.
9. The Regional District may adopt Development Permit Areas for protecting the visual integrity of the Island Highway corridor in consultation with the Ministry of Transportation and Highways and adjoining landowners.

7.2 MAJOR ROADS

Major Roads in the Plan Area provide network road connections between rural residential areas and village centres and access connections with major highways. Major roads have corridor features with connections at major highway intersections or which support the development of Village Centres.

7.2.1 Objectives	MAJOR ROADS
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- *Identify* major roads to provide network road connections with major highways.
- *Encourage* upgrading of major roads to a standard that facilitates safe connections between the internal road system, village centres and major highways.
- *Recommend* to the Ministry of Transportation and Highways that they identify and develop opportunities for bicycle and pedestrian routes on or adjacent to major roads.

7.2.2 Policies	MAJOR ROADS
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1. Major roads identified on the Transportation Plan Map (Map No. 5) shall be recognized as network road connections with major highways.
2. The Regional District shall strive to facilitate, through the development approval process, the development of major roads to a standard that accommodates major traffic loads and facilitates linkage of major highways, Village Centres and the local road system through consultation with the Ministry of Transportation and Highways.
3. The Regional District shall seek the opportunity to provide input and consultation with the Ministry of Transportation and Highways for developing bicycle and pedestrian routes along major roads and shall review such development in conjunction with opportunities along Highway No. 19 and the Inland Island Highway.

7.3 SECONDARY ROADS

Secondary Roads identified in the Transportation Plan (Map No. 5) act as collector streets for local neighbourhood roads. Secondary Roads facilitate access to local roads within existing and future neighbourhoods. They are not intended to be developed as major corridors or network roads within the time frame of this Plan. Access from Secondary Roads to the Highway No. 19 or Inland Island Highway will therefore not be encouraged by this Plan. However, Secondary Roads with corridor features may be considered to be developed into major roads in the future, if traffic volumes warrant.

Good planning and design of secondary and local roads can contribute to the character and development pattern of neighbourhoods and villages and at the same time provide for efficient and safe flow of pedestrian and vehicular traffic within the community.

7.3.1 Objectives

SECONDARY ROADS

- *Identify* secondary roads which act as collectors for local roads within the Plan Area.
- *Encourage* the development and application of suitable local road standards to facilitate safe vehicular and pedestrian movement within neighbourhoods.
- *Recommend* to the Ministry of Transportation and Highways that opportunities for pedestrian routes on local roads be identified and developed to complement the parks and open space network within the Plan Area.

7.3.2 Policies

SECONDARY ROADS

1. Secondary Roads identified on the Transportation Plan Map (Map No. 5) shall be recognized as roads which act as local neighbourhood road collectors in rural residential areas, and village centres as well as some rural roads, which provide linkage to village centres. Secondary roads generally shall not connect directly with major highway intersections.
2. The Regional District shall strive to facilitate, through the development approval process and consultation with Ministry of Transportation and Highways, the design and development of secondary roads in a manner that contributes to the form and character of neighbourhoods and village centres.
3. The Regional District shall identify and develop pedestrian routes on local roads to link village centres with rural residential neighbourhoods and the parks and open space network.

7.4 PUBLIC TRANSPORTATION

VIA Rail's passenger train service passes through Shaw Hill - Deep Bay on the E& N Railway. This train service links communities along the eastern corridor of Vancouver Island. Three "flag stops", or stopping points, are located within the Plan Area. These stops are Deep Bay, Qualicum Bay and Dunsmuir. The development of Village Centres at Qualicum Bay, Dunsmuir and Bowser may provide opportunities for more formal commuter stations in these communities. Despite the national trend of closure of railway transportation routes, the existing railway should be recognized for its potential to provide public transportation to the village centres, surrounding rural areas, as well as other Vancouver Island communities.

The growth of population and the development of village centres may in the future make it viable to provide alternative transportation opportunities. This may include private or mini-bus commuter services for the handicapped or elderly, car pooling and "park and ride" connections to Regional District of Nanaimo Transit Routes. These initiatives should be coordinated with Regional District of Nanaimo Transit Services.

7.4.1 Objective PUBLIC TRANSPORTATION

- *Support* the development of commuter and public transportation opportunities for residents of Shaw Hill-Deep Bay.
- *Encourage* VIA Rail to maintain existing railway transportation services to the Plan Area.
- *Protect* the E&N railway line as a continuous linear transportation corridor by designating the lands as a transportation corridor.⁵

7.4.2 Policies PUBLIC TRANSPORTATION

1. The Regional District shall support the development of commuter railway stations as part of the Village Centres.
2. The Regional District shall encourage VIA Rail to continue providing rail services to the Plan Area.
3. The Regional District shall encourage the development of alternative transportation opportunities such as mini-bus commuter services for the handicapped and elderly, and car pooling and park and ride connections to Regional District Transit routes in consultation with Regional District Transit Services.
4. The E&N Railway corridor lands shall be designated Transportation Corridor with a minimum parcel size of 2 ha.⁶

7.5 COMMERCIAL AND SERVICE TRANSPORTATION

With the development of the Inland Island Highway, commercial truck traffic on the existing Island Highway will decline. Commercial traffic on Highway No. 19 will provide services and delivery at a more localized scale. CP Rail, which runs through the Plan Area, does provide freight services. Village Centres may include commercial or light industrial land uses, which may benefit from rail freight.

7.5.1 Objective COMMERCIAL AND SERVICE TRANSPORTATION

- *Encourage* efficient commercial and service transportation to meet the needs of existing and future residents of the Plan Area.

7.5.2 Policies COMMERCIAL AND SERVICE TRANSPORTATION

1. The Regional Board shall request that the Ministry of Transportation and Highways encourage commercial through-traffic to use the Inland Island Highway. The

⁵ Bylaw No. 1007.03 adopted August 13, 2002

⁶ Bylaw No. 1007.03 adopted August 13, 2002

Regional District will oppose any permanent diversion of commercial truck through-traffic from the new Inland Highway Route to Highway No. 19.

2. Commercial and Service vehicles shall be permitted on all roads in the Plan Area if they are providing local services, pick up or delivery.
3. The Regional Board shall encourage the development of rail freight services to provide support to commercial land uses and domestic industries within Village Centres.

7.6 MARINE TRANSPORTATION

The Deep Bay Harbour provides opportunities for recreational and commercial transportation. Fishing related and recreational boat travel are examples of marine transportation accommodated within the Harbour. The Government Wharf provides access to commercial fishing vessels and recreational boats. The Deep Bay Harbour Commission regulates boating activity in the Harbour.

7.6.1 Objectives MARINE TRANSPORTATION

- *Recognize* the role of the Deep Bay Harbour Commission in regulating boating activity in Deep Bay Harbour.
- *Encourage* opportunities for recreational and commercial transportation from Deep Bay Harbour.

7.6.2 Policies MARINE TRANSPORTATION

1. The Regional Board recognizes the role of the Deep Bay Harbour Commission in regulating boating activity in Deep Bay Harbour in cooperation with the Federal Small Crafts and Harbours Branch.
2. The Regional District encourages opportunities for recreational and commercial transportation from Deep Bay Harbour.
3. The Regional Board shall not rezone the surface of the water in Deep Bay Harbour without consultation with the Deep Bay Harbour Commission.
4. The Plan encourages the Deep Bay Harbour Commission to ensure accessibility of small vessels to the Boat Harbour and the maintenance of clear surface water areas with minimal long term anchoring of barges or boats.

