

SECTION 6 - TRANSPORTATION

A network of roads presently serves the East Wellington - Pleasant Valley Plan Area. These roads are classified as major highways, major roads, secondary roads or local roads. These are illustrated on Map No. 4 - Network Road Plan. The Nanaimo Parkway represent a major highway while Jingle Pot, Biggs and Doumont Roads are considered major roads, Andres and Kilpatrick Roads secondary roads, and Allsop and Munroe Roads local roads. The road classification system recognizes the different roles and functions that a road may serve in terms of the type, speed and volume of expected traffic. The standard to which a road is constructed is also a function of its classification.

Although the new Nanaimo Parkway is not located within the Plan Area's boundaries, it has the potential to create significant impacts on the Plan Area in the form of visual and aesthetic effects, intensified development pressures and road network planning. In meeting the overall objectives of this Plan it is vital that strip development, including commercial or residential uses, along the Parkway be discouraged, the visual integrity of landscapes be promoted and the appearance and natural beauty of the rural countryside and natural features along the Parkway be preserved.

In combination, this section's objectives and policies represent a long-term transportation strategy for the Plan Area. The strategy recognizes current conditions and shortcomings and future expectations and demands. Stated policies serve this strategy by establishing future direction and a decision-making framework, not only for the Regional District but for senior governments as well.

General Objectives:

- *Development* of a safe and efficient passenger and service transportation network.
- *Provide* for vehicular and pedestrian linkages, which assist in creating a unified community.
- *Minimize* the visual and noise impact of roads and traffic.
- *Minimize* negative impacts associated with the Nanaimo Parkway.
- *Encourage* the establishment and use of alternative modes of transportation.

General Policies:

Action:

1. When the subdivision of land occurs in proximity to a major road as identified on the Map 4 - Network Road Plan, attached to and forming part of this Plan, the road layout should minimize direct access points onto the major road.
2. The retention and/or establishment of natural buffers or greenbelts within and adjacent to all road right-of-ways in the Plan Area shall be encouraged. Special emphasis shall be given in this regard to the Nanaimo Parkway.
3. The expansion of public transportation service and the establishment of pedestrian, cycling and equestrian facilities and infrastructure, which enhance commuting and recreation opportunities in the Plan Area, shall be encouraged.
4. The Regional District, in consultation with the Ministry of Transportation and Highways, shall encourage the development, maintenance and upgrading of roads to a standard which accommodates the demands of both motorized and non-motorized modes of transportation (i.e., pedestrian, cycling and equestrian) and which enhances improved mobility within and beyond the Plan Area. The Ministry shall be encouraged to give consideration to wider rights-of-ways than would otherwise be required in an effort to accommodate these demands.
5. The Ministry of Transportation and Highways shall be encouraged to give due consideration to protection of environmentally sensitive lands and lands designated as either Forest Land Reserve or Agricultural Land Reserve during the subdivision approval process and/or during the planning, design and construction of network roads.
6. The Regional District shall not support development applications for higher density residential, commercial or industrial development on land adjacent to the Nanaimo Parkway.
7. The Regional District shall support the development of interchanges at each of the Jingle Pot Road intersections with the Nanaimo Parkway; it shall not support zoning amendment or development proposals, which would affect and/or limit the future development of the interchanges.
8. The Regional District shall support the extension of Biggs Road through to Doumont Road.

Figure 6.1

