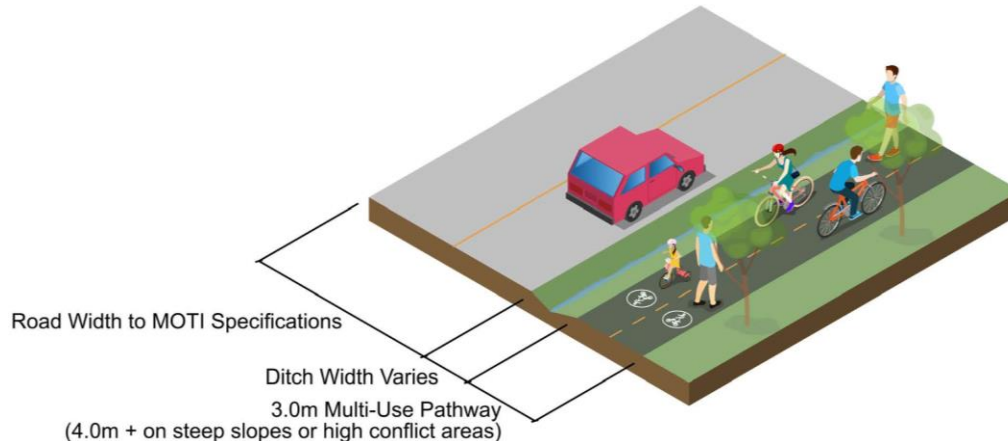


## Attachment 2 Land Use and Public Consultation Implications (Page 1 of 3)

### *Land Use Implications*

The French Creek Active Transportation Plan (ATP) consists of a review of existing conditions for active transportation, proposed facility standards, proposed active transportation network, cost estimates, policy recommendations and implementation items. The ATP was prepared according to the *BC Active Transportation Design Guide* to ensure active transportation projects comply with provincial standards to be eligible for provincial active transportation grants and for receiving approval to construct within the provincial road right-of-way. Consistent with the provincial guide, the ATP proposes multi-use pathways as the preferred active transportation facility to accommodate all ages and abilities separate from traffic.

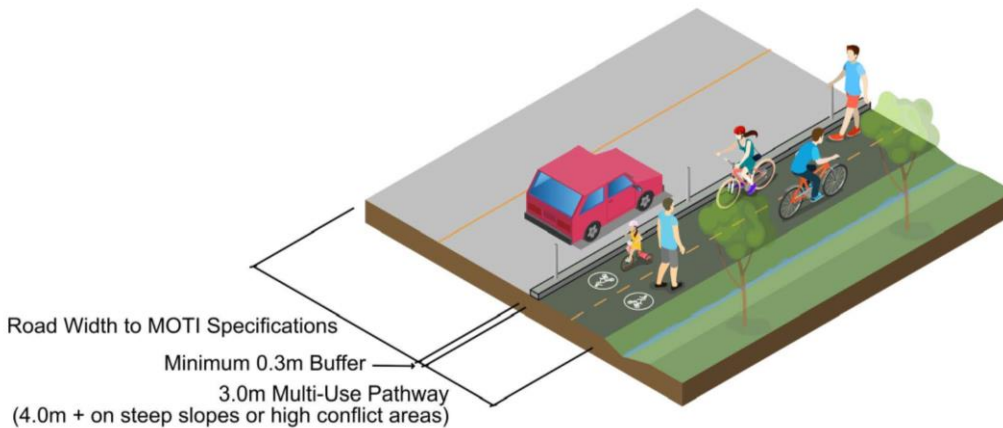
The recommended facility standard for the pathway is for a 3.0 metre wide pathway buffered from traffic through either the open ditch or a 0.3 metre buffer of flex-posts, concrete or asphalt curb. The proposed facility standard considers implications for maintaining open ditches and grading to direct storm water towards the ditch. Other options that were not recommended include sidewalks and separated bike lanes due to additional cost and painted bikes lanes or road shoulders as they are not suitable for all ages and abilities. This is consistent with the *BC Active Transportation Design Guide* which identifies facility types that are most preferred along and adjacent to roadways within the provincial road rights-of-way are those that are physically separated from the roadway.



**Figure 1: Multi-Use Pathway Facility (Typical Configuration)**

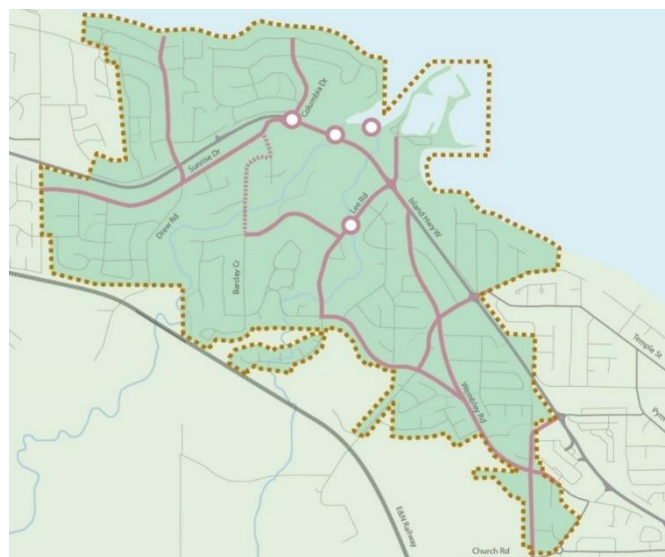
## Attachment 2

### Land Use and Public Consultation Implications (Page 2 of 3)



**Figure 2: Multi-Use Pathway Facility (Constrained Configuration)**

The proposed active transportation network, reflecting the existing conditions review and public engagement, is based on the Parksville Qualicum Beach Links as a central route through the community with neighbourhood connections to the route. The ATP rates the priority of each section of the network based on the vulnerability of the users and volume or speed of traffic. Areas identified as high priority include a signalized intersection at Columbia Drive due to the difficulty of crossing traffic on Island Highway 19A; and a section on Wembley Road and Wright Road which are routes for vulnerable users from Oceanside Elementary School. During the community engagement, the E&N rail corridor was identified by some participants as an active transportation route. While the corridor, parks and trails are acknowledged in the ATP, they were not included as part of the network due to the location or to the rural nature (lack of lighting or surface material) which would not be appropriate for all ages and abilities.



**Figure 3: Proposed Multi-Use Pathway Network**

## **Attachment 2**

### **Land Use and Public Consultation Implications**

#### **(Page 3 of 3)**

#### *Implementation of the ATP*

Implementation of the ATP will be through the amendment of the Official Community Plan (OCP). Given the size and detail in the ATP, the proposed OCP amendment will reference the standards in the document and clarify requirements that apply through community development. The proposed active transportation network has been added as an inset to Map 8 – Mobility Options. Currently, the OCP contains policy and mapping for walking and cycling routes established through community engagement and is shown as ‘existing roadside trails’. These are proposed to be retained given public feedback into the network and the value in advocating MOTI for roadside improvements in areas not covered by the French Creek active transportation network. The route is relabeled to propose a roadside walking and cycling route given it is not clear if the route contains adequate shoulder for active transportation as compared with the accessible shoulder mapping in the ATP.

The ATP also includes other items for the implementation of the active transportation network. While the network will be implemented through the grant funding and developer contributions, a portion of the construction costs and the full maintenance cost will need to be accounted for in an RDN service. This would need to be either through an existing function, such as the Parks Service, or through a new local service area specific to active transportation. An implementation item in the OCP is for the RDN to explore funding mechanisms for active transportation. Under the proposed OCP policies, the RDN would require active transportation infrastructure for development proposals when appropriate.

Given the costs outlined in the implementation strategy and schedule in the ATP for the development of the active transportation network, it is recommended that the RDN investigate the feasibility of creating a new service for the construction and maintenance of an active transportation network in French Creek. The cost of the network is estimated to be \$21 million and the implementation strategy suggest the RDN assume one million per annum for construction of the network. As implementation at this scale exceeds the resources for the existing Parks Service and may represent a large increase in cost to individual households in French Creek, options may also be considered for a service area for active transportation projects in all of Electoral Area G and possibly other electoral areas. Currently, Electoral Areas A and H have active transportation plans that may benefit from a service area. Parks planning documents also contain other active transportation projects in the road right-of-way in other electoral areas that may benefit from the service area.

Should the RDN have a service that could accommodate active transportation, the ATP identifies options to adopt or amend other bylaws to require dedication of additional road right-of-way or construction of the active transportation network through development. While the existing subdivision regulations in RDN Land Use and Subdivision Bylaw No. 500, 1987 contain servicing requirements, such as requirements for right-of-way dedication for transit stops, the adoption of a subdivision servicing bylaw would be more appropriate to establish active transportation standards for right-of-way dedication and pathway construction associated with subdivision. The Multi-Residential, Intensive Residential, Industrial, and Commercial Development Permit Area (DPA) may also be amended to provide clearer guidelines that establish requirements for active transportation. However, existing guidelines have previously been applied to require pedestrian connections through properties and roadside improvements under MOTI jurisdiction.

## **Public Consultation Implications**

Given restrictions on public gathering due to the COVID-19 pandemic, the engagement for the project occurred over two phases through the website [www.getinvolved.rdn.ca/think-active-transportation](http://www.getinvolved.rdn.ca/think-active-transportation). Phase 1 occurred in the summer of 2021 and included a survey and interactive map to understand how respondents travel around French Creek and barriers to using active transportation. For Phase 2, a draft active transportation route and report was presented based on public feedback received and the review of roadside conditions. The consultation included a survey to assess support for the recommendations and whether the network will assist with residents travelling more actively. A virtual question and answer session provided opportunity for discussion.

As the ATP project is complete, the OCP can be amended with the recommendations of the ATP. As an OCP amendment, under the *Local Government Act*, the local government must consider to provide one or more opportunities it considers appropriate for consultation with persons, organizations and authorities it considers will be affected. While the ATP has already been developed based on community engagement, the attached engagement plan identifies opportunities for consultation for how the ATP is incorporated into the OCP (see Attachment 4 – Proposed Engagement Plan). As public engagement is suspended from August 30 to November 5, 2022, due to the local government elections, the engagement plan postpones any public engagement activities until November 2022.

### *Intergovernmental Implications*

During the two phases of the project, correspondence was sent to MOTI, School District 69, First Nations, adjacent municipalities, and community organizations. The project was also reviewed with RDN Parks and RDN Transit. The ATP was prepared to be consistent with MOTI's *Active Transportation Design Guide* and to be appropriate for roads under provincial jurisdiction in anticipation of a licence of occupation to construct and maintain the network of multi-use pathways.