

City of Nanaimo
REPORT TO COUNCIL

DATE OF MEETING: 2015-DEC-07

AUTHORED BY: GORDON FOY, MANAGER OF TRANSPORTATION, AND
DALE LINDSAY, DIRECTOR, COMMUNITY DEVELOPMENT

RE: ACCESS OPTIONS FOR LINLEY VALLEY WEST – PUBLIC CONSULTATION
SUMMARY AND NEXT STEPS

STAFF RECOMMENDATION:

That Council:

1. Direct Staff to exercise the Option to Purchase Agreement for 5290 Rutherford Road.
2. Direct Staff to prepare detailed design drawings and costing for the roundabout and associated road works at the intersection of Rutherford and Nelson Roads.
3. Direct Staff to bring forward updated costing and timing options for consideration in advance of the 2017-2021 Financial Plan.

PURPOSE:

To seek Council's direction with respect to road network options for Linley Valley West.

BACKGROUND:

Linley Valley West is a new neighbourhood currently under development within the western portion of the Linley Valley. Access to Linley Valley West was historically envisioned to be provided by Linley Valley Drive. In 2014, the City expanded Linley Valley / Cottle Lake Park (2014-MAY-12) significantly reducing both the future population within the valley and the scope / length of Linley Valley Drive. Council subsequently directed Staff to re-examine the scope of Linley Valley Drive in the context of land use changes / parkland acquisitions.

At Council's meeting of 2015-MAY-04, four options (A thru D) for access into Linley Valley West were presented to Council for their consideration.

Council directed staff to:

1. Remove Option C (McGregor Creek Alignment) as a long-term or interim access option.
2. Remove Option A (Linley Valley Drive Historic Alignment) as a long-term access option and from the Official Community Plan.

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3. Undertake public consultation on Options B (Lindquist Road Alignment) and D (Cascara/Altavista/Lost Lake/Vanderneuk) with both options modified to include access to the neighbourhood to the south via the planned extension of Glenmoor Road to Colbourne Drive.
4. Place an Option to Purchase on 5290 Rutherford Road to facilitate Option B.

At Council's meeting of 2015-JUN-01, removal of Option A (Linley Valley Drive Historic Alignment) from the Official Community Plan was given first and second readings. Subsequently, a Public Hearing was held and followed by third reading and adoption on 2015-AUG-06.

On 2015-AUG-28, the City entered into an Option to Purchase Agreement for 5290 Rutherford Road at a value of \$850,000. This option to purchase agreement expires at the end of December 2015.

In October 2015, a public consultation session on the remaining two access options was held and attended by over 300 residents. This report provides a summary of consultation results and recommended next steps.

DISCUSSION:

Recent land use changes and park acquisitions have reduced both the long-term projected population and travel demand within Linley Valley. None-the-less, approved and potential development within Linley Valley West is still projected to result in 600-plus homes at neighbourhood build-out. Supporting this level of development will require an access plan for the Linley Valley West neighbourhood to / from the major road network via Rutherford Road.

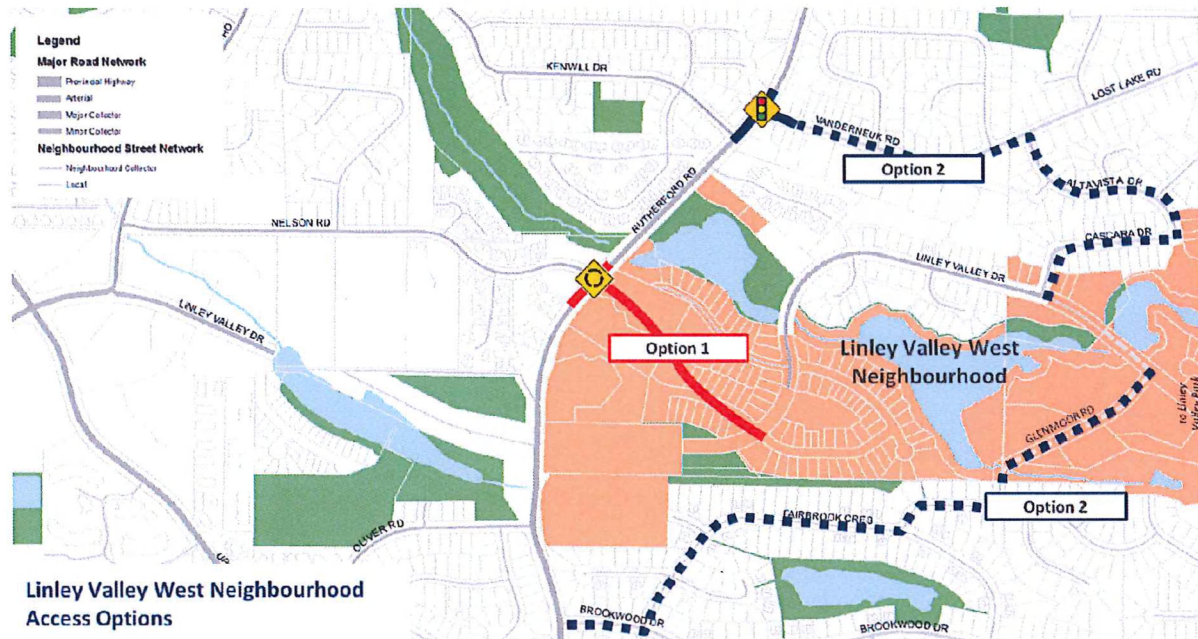
Access Options

Consistent with direction from Council's 2015-MAY-04 meeting, two access options were refined and presented at public consultation this October, including:

Option 1 - A new road linking Linley Valley Drive to Rutherford Road, across from Nelson Road, with a new traffic signal or roundabout at Rutherford Road (modified Option B from 2015-MAY-04 report).

Option 2 - Utilizing existing neighbourhood streets to link to Rutherford Road at Vanderneuk Road and Brookwood Drive with a new traffic signal at Vanderneuk Road (modified Option D from 2015-MAY-04 report).

A more detailed description of access options is attached (Attachment A).



Consultation Process

A public consultation process was undertaken during the first half of October and included: a public open house (Thursday October 8th 4:30 p.m. - 7:00 p.m.) at the Oliver Woods Community Centre; a meeting with the Randerson Ridge Parent Advisory Committee on October 5th; and, a survey and a project website at www.nanaimo.ca/goto/linleyvalleywest.

To notify residents of the consultation process, signs were placed at key intersections within the area and 700-plus postcards were mailed to residents within Linley Valley West, along with potential access routes and Nelson Road.

Consultation Results

Feedback was significant with over 400 surveys completed in addition to electronic and written correspondence.

Support for Option 1 (80%) was significantly higher than Option 2 with Option 1 being seen as an effective long term solution for access into Linley Valley West while concerns were raised about Option 2's long term viability, the ability of local streets to carry higher traffic volumes and impacts on existing neighbourhoods.

Within Option 1, there was strong support for a roundabout (72%) vs. traffic signal at the intersection of Nelson and Rutherford Roads. Additional Option 1 benefits identified included moderating speeds on Rutherford Road and creating an additional crossing point for pedestrians (including school children). Some respondents highlighted the potential increase of traffic on Nelson Road as a concern, indicating potential support for traffic calming along Nelson Road, particularly adjacent to Randerson Ridge Elementary.

Support for improving trail connections across Rutherford Road was strong with 81% support for crosswalk and trail improvements. For both options, respondents indicated that development interests should contribute funding towards improvements.

A more detailed Public Consultation Summary is attached (Attachment A).

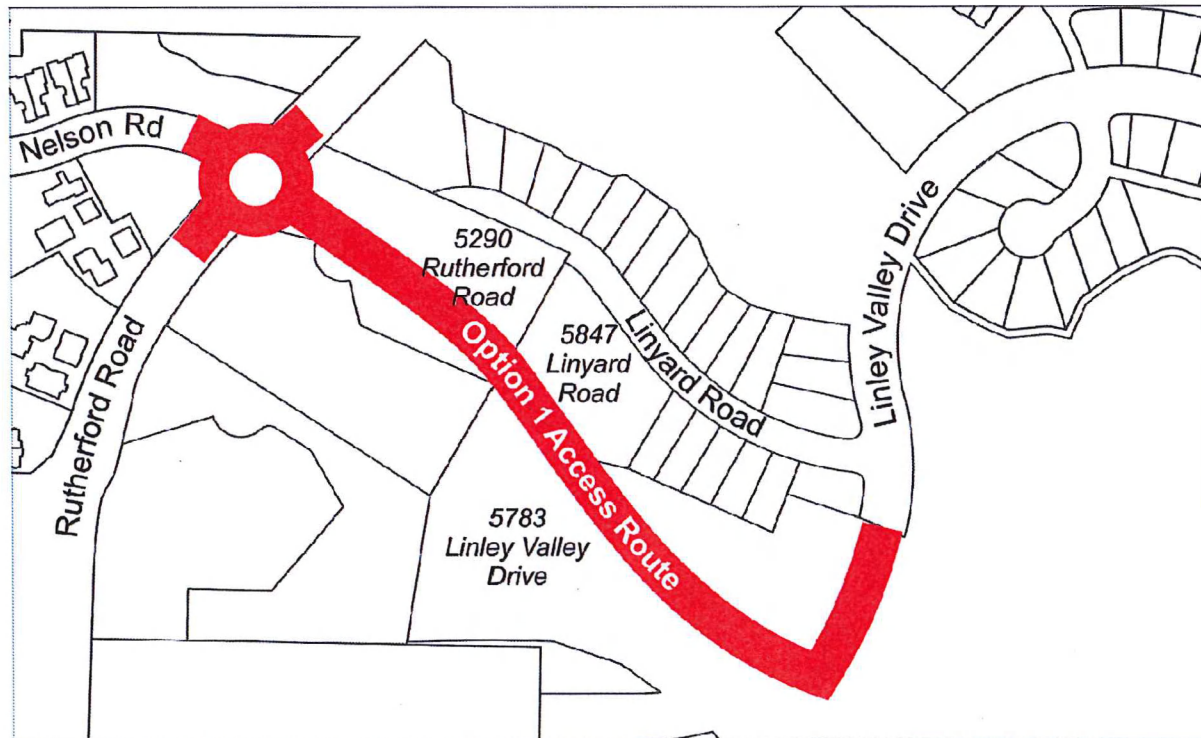
Next Steps

For each access Option, proposed next steps are presented for Council's consideration.

Option 1

Scope

Access Option 1 would extend Linley Valley Drive from its current end point, turning west to meet Rutherford Road across from Nelson Road where a roundabout would be constructed.



Funding / Construction

The construction and land acquisition costs for Option 1 (\$3 million) would be as follows.

It is proposed that Lamont Lands Inc. would dedicate and construct the road within 5783 Linley Valley Drive and 5847 Linyard Road as part of site servicing. This would require amendments to the existing development permit and subdivision Preliminary Layout Approval (PLA). The timing of construction would be in coordination with development of adjacent parcels.

It is proposed that the City would purchase 5290 Rutherford Road by the end of 2015 to protect the road right-of-way at a cost of \$850,000; per the Option to Purchase Agreement. As only a portion of the parcel is required for road, remaining lands would be disposed of once final road dedication requirements are defined with funds generated returning to the Property Acquisition Fund.

Proposed funding sources for the purchase of 5290 Rutherford Road (\$850,000) could include \$300,000 from the Roads DCC Reserve Fund and \$550,000 from the Property Acquisition Reserve Fund.

Mount Benson Developments and Lamont Lands Inc. have agreed to contribute the costs equivalent to the intersection upgrade at Rutherford Road and Vanderneuk Road (approximately \$300,000) if the roundabout is constructed prior to the intersection upgrade.

The design and construction of road within 5290 Rutherford Road, the roundabout / pedestrian improvements on Rutherford Road and potential traffic calming on Nelson Road would be undertaken by the City. Based on current preliminary design and costing information, the projected cost of property and improvements would be \$2.2 million, less proceeds from the sale of residual lands and contributions from the developers. In 2016, design and costing would be refined and funding / timing options would be brought forward to Council for their consideration in advance of the 2017-2021 Financial Plan.

Timeline

To exercise the Option to Purchase on 5290 Rutherford Road, the City must provide notice by the end of December 2015, completing the purchase no more than one month later. Funding / timing options for construction of Option 1 would be brought forward to Council for their consideration in advance of the 2017-2021 Financial Plan.

Next Steps - Option 2

Scope

Option 2 would utilize existing and future neighbourhood streets to provide access from Linley Valley West to Rutherford Road. Traffic could go north via Cascara-Altavista-Lost Lake-Vanderneuk with a new signal at Vanderneuk Road/ Rutherford Road; or traffic could go south via a new local street connection at Glenmoor Road, then on existing streets via Colbourne-Fairbrook-Brookwood to Rutherford. Until Glenmoor Road is completed; all traffic will access from the north.

Funding / Construction

Funding for Option 2 would primarily come from developers within Linley Valley West as part of existing conditions of development. Similar to Option 1, funding for improved trail connections across Rutherford Road (\$100,000) would need to come from general revenue. If future signalization of Brookwood Drive / Rutherford Road is required, this work would be at the City's cost as it is not a condition of development.

Timeline

Signalization of the intersection of Vanderneuk and Rutherford Roads would be triggered by the next phase of development on either the Lamont or Mount Benson Development's lands. At the current rate of development this could occur as soon as 2017.

Operational improvements along access corridors would be undertaken, as required, over time by the City. Some initial changes, such as removing parking at corners to improve sight lines


and the marking of centerlines may be coordinated with upgrades to the intersection of Vanderneuk Road / Rutherford Road.

STAFF RECOMMENDATION:

Based on feedback from consultation and the relative transportation performance of each option, Staff recommends that Council purchase 5290 Rutherford Road to secure road right-of-way for, and advance design and costing of Option 1.

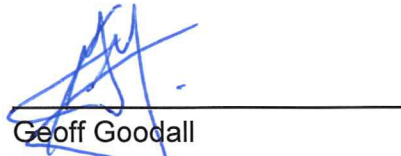
Respectfully submitted,


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Concurrence by:


Tom Hickey
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COMMUNITY SERVICES


Geoff Goodall
DIRECTOR
ENGINEERING & PUBLIC WORKS

CITY MANAGER COMMENT:

I concur with the staff recommendation.

Drafted: 2015-NOV-30
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