

1 Welcome

Linley Valley West Neighbourhood Access Options Open House

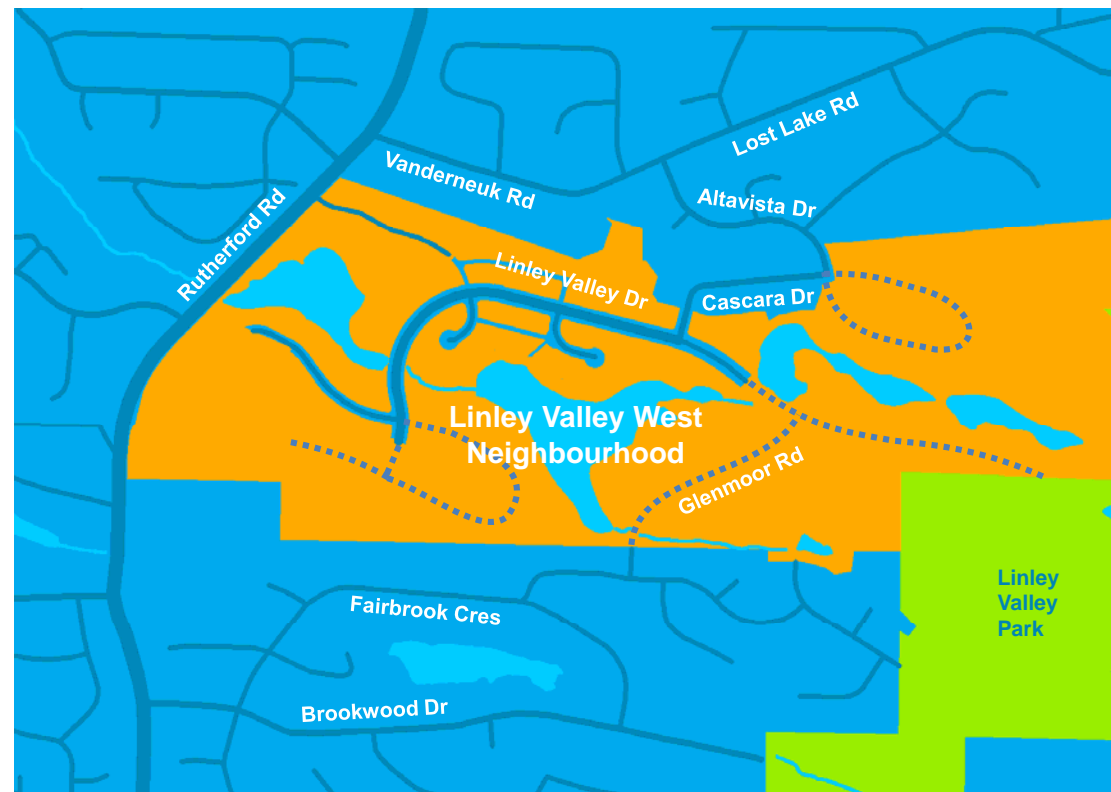
The City of Nanaimo is seeking feedback on access options for the new neighborhood currently being developed in Linley Valley West. This open house is your opportunity to provide feedback on access options for this neighbourhood.

How to Provide Feedback:

- Complete and return a response form here today
- Complete an online survey before Friday, October 16, 2015 at www.nanaimo.ca/goto/linleyvalleywest
- Ask questions or share your thoughts with City staff here tonight
- Contact us at any time at engineeringinfo@nanaimo.ca

Tonight's Open House will:

- provide an opportunity for you to learn more about future development within the Linley Valley West neighbourhood,
- outline proposed access options for the new neighbourhood, and
- provide an opportunity to give feedback on the options; your input will be presented to Council before they select a preferred access concept.



Legend

- Linley Valley West Neighbourhood
- Linley Valley Park
- Existing Roads
- Future Roads



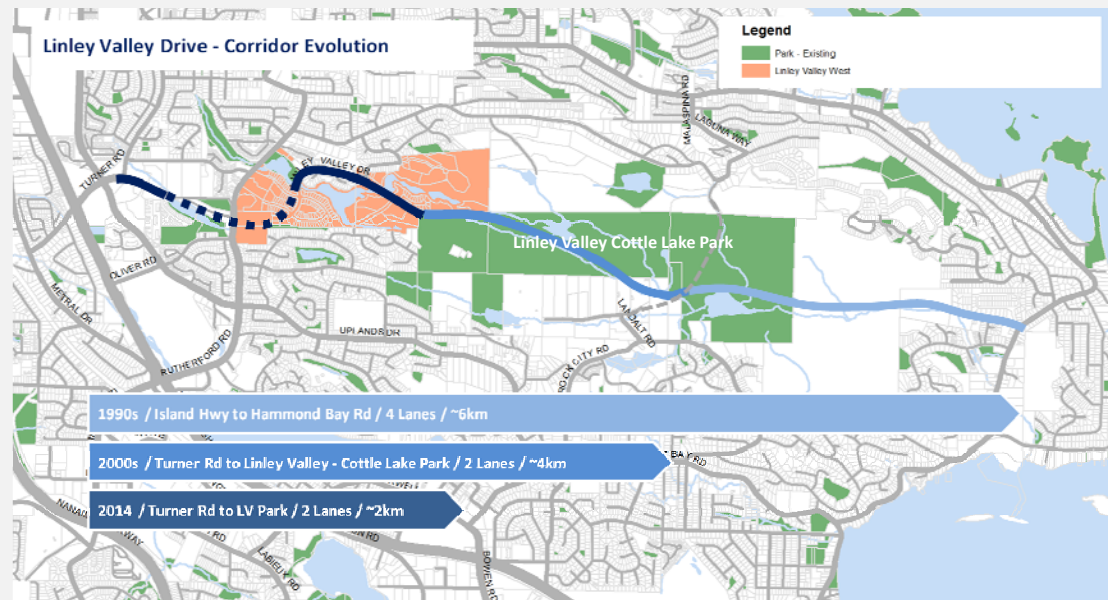
2 How did we get here?

Historic Development and Access Plans

Linley Valley was proposed as a development area in the 1980s. Plans for the area included a four lane east-west major road extending from Island Highway to Hammond Bay Road (6+ km); this road concept became Linley Valley Drive.

By 2008, as development concepts were refined and the scale of development was reduced, Linley Valley Drive was revised to a two lane major road from Turner Road to Cottle Lake Park, a distance of about 4 km.

In 2014 the City purchased the majority of remaining lands within Linley Valley to expand Linley Valley Cottle Lake Park. As a result, development areas accessed by Linley Valley Drive will now only include the western most portions of the valley (Linley Valley West), shortening the current road corridor to just over 2 km in length.



Development and access plans for the Linley Valley have evolved, together, over time.

Highlights of Linley Valley Drive's Evolution

- Linley Valley Drive was envisioned as the primary access for development in the Linley Valley in the 1980s.
- Over time land use plans have evolved to include more park space and reduced development.
- In response to land use changes, the concept for Linley Valley Drive has also changed to reflect new travel demands.

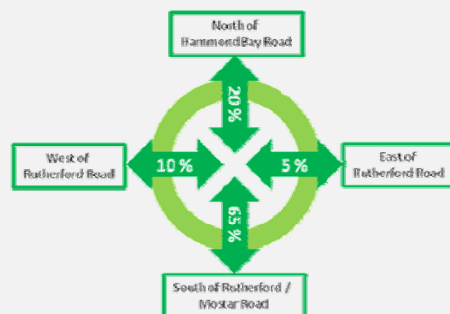
3 Why do we need an Access Plan?

Access in Linley Valley West

While land use changes have reduced the scale of proposed development within the Linley Valley, a significant amount of development has been previously approved and is under construction within Linley Valley West. New construction may add up to 600 new single and multi-family homes.

These new homes are expected to generate 4000-5000 vehicle trips per day. About 2/3 of these new trips are expected to travel to/from the south and the remaining traveling north or west.

Future Development Areas - Projected Trip Origins / Destinations

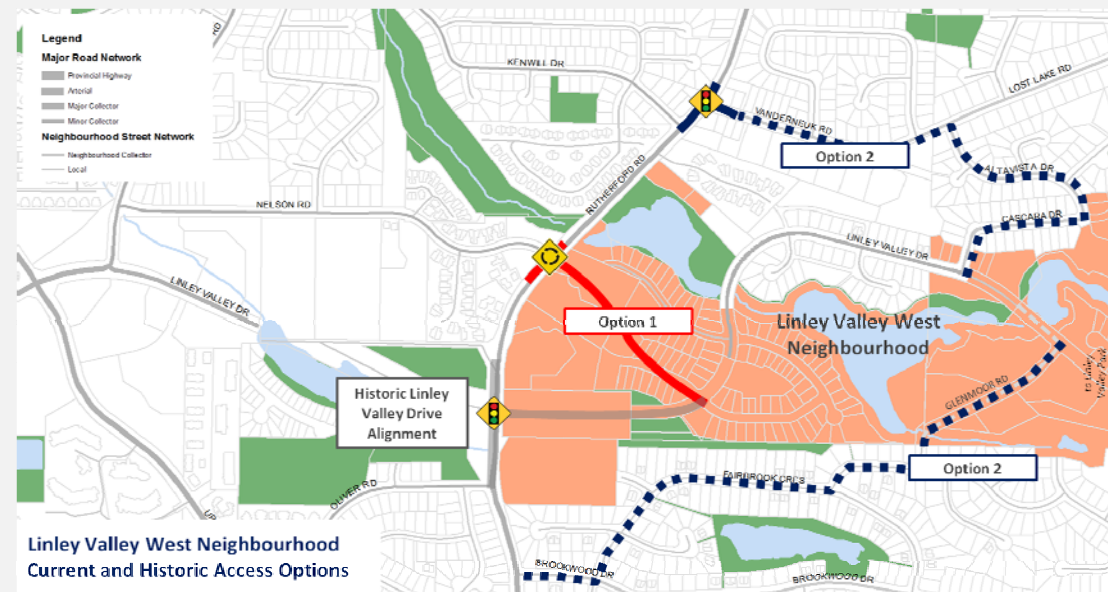


While smaller in scale than historical development plans, development within Linley Valley West is still significant and an Access Plan will guide the development of the future road, transit, cycling and pedestrian networks.

Considering both the smaller scale of development and construction costs of the

historic Linley Valley Drive alignment, in May 2015 Council directed staff to advance two alternative access options for Linley Valley West in preparation for public consultation.

Details of Options 1 and 2 are provided in subsequent boards.



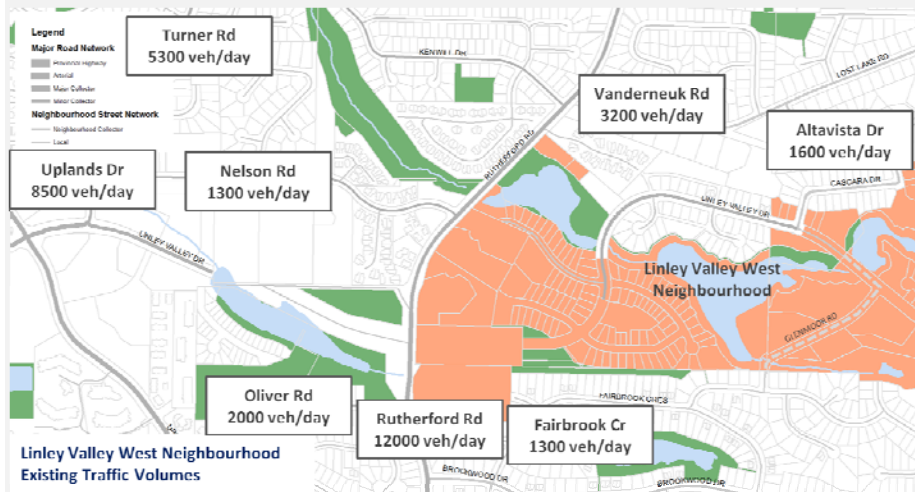
Options 1 and 2 are being considered for access to the Linley Valley West neighbourhood

4

Traffic Conditions within the Existing Road Network

Existing Traffic Conditions

The traffic data presented below provides 24hr weekday traffic volumes at a number of locations on the road network within or near the Linley Valley West neighbourhood.



Current weekday traffic volumes at various locations within the road network.

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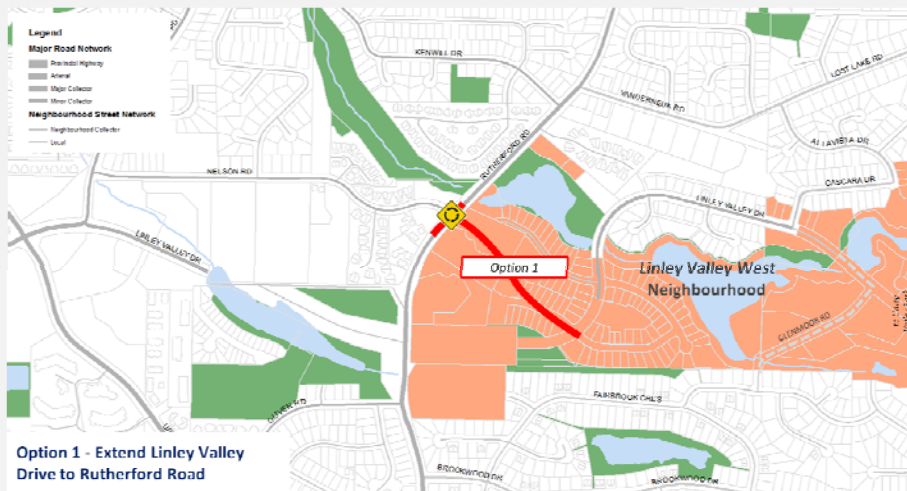
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Option 1

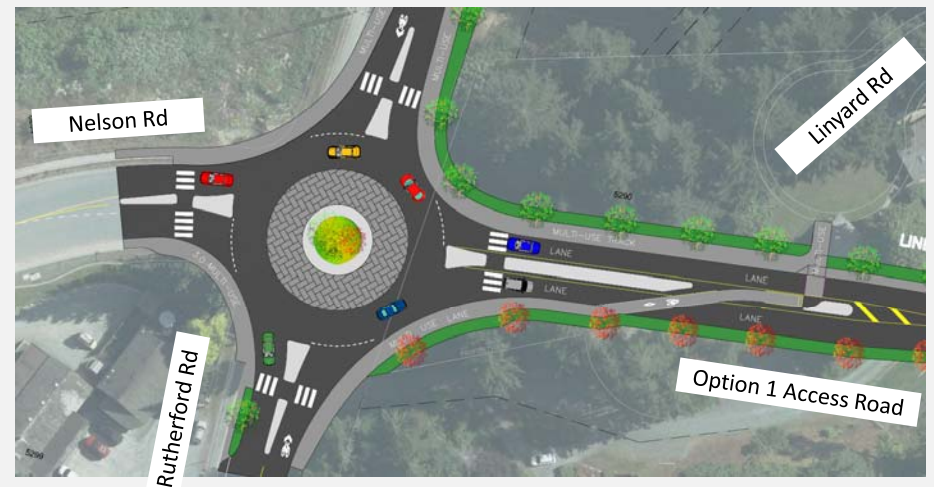
Extend Linley Valley Drive to Rutherford Road

Concept

Option 1 would extend Linley Valley Road from its current end point, turning west to meet Rutherford Road at Nelson Road. A roundabout (or signalized intersection) would be developed for access.



A single lane roundabout at the intersection of Nelson Road and Rutherford roads would be similar to the one recently constructed at Linley Valley Dr. and Turner Rd .



A roundabout would provide safe and efficient access to Rutherford Road.

Transportation Performance

Option 1 would provide direct access to/from Rutherford Rd via the new access road while maintaining alternative access via Vanderneuk Rd and Brookwood Dr. For most future residents the new road connection would provide the most direct access to Rutherford Rd.

Cost / Funding

Estimated construction costs of Option 1 are \$3 million with funding for the project shared between the City and developers within Linley Valley West.

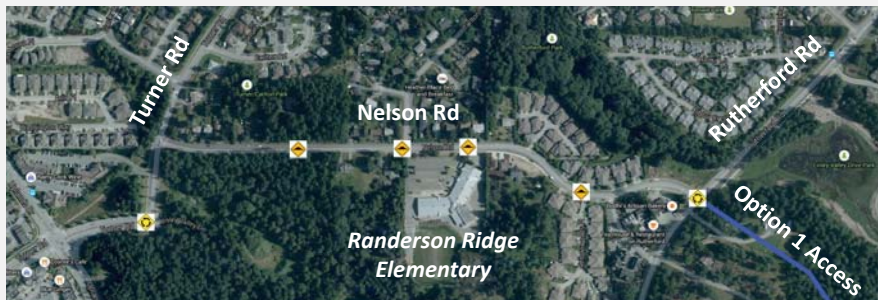
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Option 1

Extend Linley Valley Drive to Rutherford Road

Mitigating Neighbourhood Impacts

Connecting across from Nelson Road could result in more traffic on this neighbourhood street. To mitigate this potential impact, traffic calming such as speed humps and/or raised crosswalks could be considered. Support from residents living along Nelson Road will be required before implementing traffic calming.



A potential traffic calming concept for Nelson Road using speed humps and raised crosswalks.



Visualization of what raised crosswalks on Nelson Road could look like.

Transit, Cycling and Pedestrians



In the future, transit service may be added to Linley Valley West. Option 1 could facilitate a potential transit route via the Option 1 access road, Linley Valley Drive, Cascara, Altavista and Vanderneuk to service the neighbourhood.



Existing sections of Linley Valley Drive west of Glenmoor have been designed to accommodate bike lanes. To link Linley Valley Drive to Rutherford Road it is proposed that cyclists be routed to Linyard Rd - a local street - providing a more direct connection with gentler grades.



To avoid grades, cyclists would be rerouted via Linyard Road

7

Option 2

Rutherford Road via Neighbourhood Streets

Concept

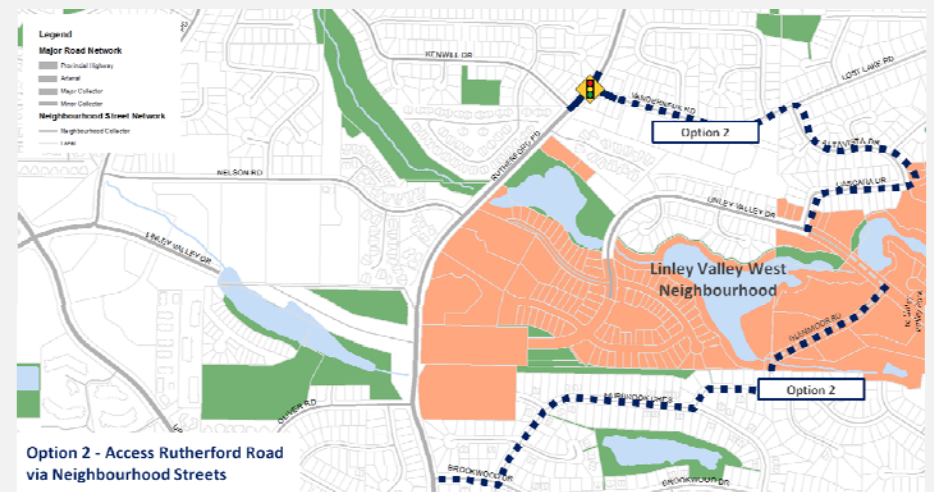
Option 2 would utilize existing and future neighbourhood streets to provide access from Linley Valley West to Rutherford Road.

Access from the north would be provided via Cascara-Altavista-Lost Lake - Vanderneuk with a new traffic signal at Vanderneuk/Rutherford. For trips to/from the south (estimated to be about 2/3 of trips), access would be via a new local street connection at Glenmoor Rd, then on existing streets Colbourne Dr, Fairbrook Cr and Brookwood Dr. Depending on the distribution of north-south travel, a signal at Brookwood Dr and Rutherford Rd may be required in the future.

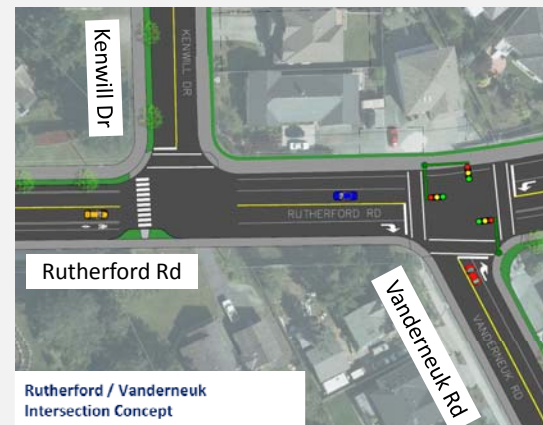
Changes along these local streets such as removing parking to improve visibility and marking of centrelines may be required to help these streets operate at higher traffic volumes.

Transportation Performance

Option 2 would be the only access to/from Rutherford Rd for future residents within Linley Valley West. For residents living west of Cascara Dr, trips would be longer as they would be required to first travel east to Cascara or Glenmoor before heading north or south.



Option 2 would use neighbourhood streets to access Rutherford Rd.



As part of Option 2, a new traffic signal at Rutherford and Vanderneuk roads would provide safe and efficient access to Rutherford Road.

8

Option 2

Rutherford Road via Neighbourhood Streets


Cost / Funding


Estimated construction costs of Option 2 are \$0.5 million with the majority of funding from developers within Linley Valley West.

Mitigating Neighbourhood Impacts

Streets used for access would see significant increases in traffic while traffic calming options would be limited as they form primary neighbourhood access, including emergency services.

Transit, Cycling and Pedestrians

 In the future transit service may be added to Linley Valley West. A potential transit route via Brookwood, Fairbrook, Colbourne, Glenmoor, Linley Valley Drive, Cascara, Altavista and Vanderneuk would provide good coverage for the neighbourhood but may face challenges due to steep grades, particularly along Glenmoor.

 Existing sections of Linley Valley Drive west of Glenmoor have been designed to accommodate bike lanes. Linking these facilities with Rutherford Road would best be achieved via the existing multi-use trail along McGregor Creek.

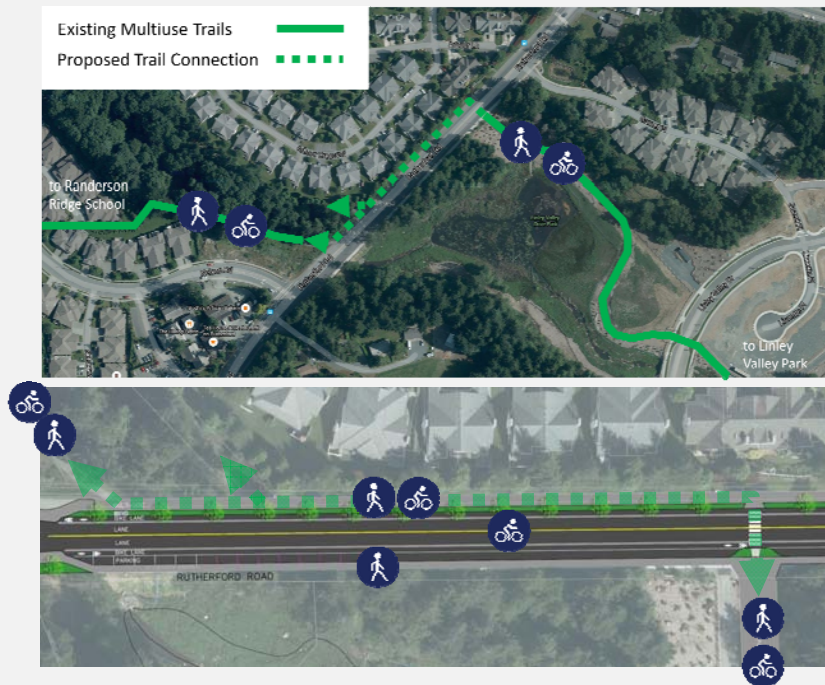


Cyclists would access Linley Valley West using the existing multiuse trail network.

9 Trail Connections Across Rutherford

Trail Connections

Trails along McGregor Creek run the length of Linley Valley West providing access within the neighbourhood and Linley Valley Park. To make it easier to cross Rutherford and link to paths on the west side of Rutherford a new mid-block crossing and trail link could be considered. Please provide feedback on your support for improved trail connections across Rutherford Rd.



An improved trail crossing could form part of a safer route to school.

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10

What happens next?



Information Online

A project website has been created and contains all of the materials you have seen tonight and a link to our online survey.

www.nanaimo.ca/goto/linleyvalleywest



Provide your Feedback

We are seeking your feedback on both access options. The survey can be completed here at the open house or any time online before Friday October 16th.



Next Steps

Once feedback is received staff will return to Council with results from the consultation process to inform the selection of a preferred access option.

Implementation of improvements will depend on the option selected and the timing of development within Linley Valley West. Based on historic trends, improvements could occur within the next 2-3 years.



Contact Us

Contact us at engineeringinfo@nanaimo.ca

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