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ALBERNI VALLEY
ROAD NETWORK
PLAN REPORT

January, 1981

Prepared by
City of Port Alberni
Ministry of Highways
Regional District of
Alberni - Clayoquot

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I. INTRODUCTION

The Alberni Valley Major Road Network Plan was developed through cooperation between the City of Port Alberni, the Regional District of Alberni-Clayoquot and the Ministry of Transportation and Highways. This commentary is to be used a guidance for approving officers and public works offices at all levels of government when making decisions affecting future land use.

The rationale for preparing this plan report is the application by the City of Port Alberni for participation in Revenue Sharing to construct a bridge for a major link in this road network. A second basis for this plan report are the planning projects by the Regional District and City of Port Alberni for preparing and updating Community and Settlement Plans. In view of these reviews of long range development plans and the City's intention to construct a major bridge connection it was felt that the Road Network scheme contained in the Regional Plan Report (1971) and Port Alberni Community Plan (1972) should be reviewed and updated.

It is hoped that widespread circulation and famiarization with this report will enhance its implementation and understanding of the routes being proposed.

Purpose

The purpose of the plan is to provide for the efficient and orderly movement of people and goods within and through the Alberni Valley on a long term basis by a network of major roads.

Network studies are never really complete as urban areas are continuously subject to new land use activities and changing community needs. Periodically, the arterial network must be reviewed to ensure that it is compatible with new land use decisions and planning objectives.

Recognizing this, the goal of this report is two-fold:

- firstly, to identify a framework of major roads that will protect mobility during the course of several cycles of land use;
- and secondly, to assist in drawing up policies to guide these changing patterns of development.

Scope

A roadway may serve two basic functions: the provision of safe and efficient movement of people and goods through an area and the provision of access to adjacent properties. Increased traffic volumes, combined with an increase in land use densities, reduce the ability of a road to perform both functions efficiently. This intensification has brought about the evolution of a hierarchy of roads - arterials, collectors and local roads. The emphasis placed on each function of a road varies with the road's designation. Local roads serve almost exclusively for individual access, while arterial roads serve to move large volumes of traffic from one area to another. Each type of road should exist in proportion if the network is to function efficiently.

Because transportation systems are based on such an array of modes and facilities, it is important that the scope of the study be defined at the outset. This study deals only with those roadway facilities which perform either an arterial or major collector function; it does not address itself to local streets or other modes of transportation.

Criteria

In preparing a transportation plan, the options available are limited by such factors as topography, configuration of the existing road network and existing development; however, these limitations can be accommodated in a longterm transportation strategy.

In this plan, the overall problems of present and future mobility within the Alberni Valley have been addressed in several ways:

- by recommending improvements to existing streets;
- by providing support arteries for Highway No. 4;
- by providing road links to and through areas of potential residential and industrial development.

Terms of Reference

During its initial meetings, the study team established basic principles for the network plan. Some of these major points are listed below:

1. Transportation planning and land management should be coordinated to assist in achieving the most desirable urban environment and quality of life.
2. The basis of the plan is a network of arterial roads serving the Alberni Valley.
3. Existing and potential arterial connections to other regions and communities of Central Vancouver Island are confined to the few major valleys and passes and are the framework around which the road network is arranged. Development of new arterial connections to other Regional Districts must be co-ordinated by the Ministry of Highways to ensure that they are not precluded by development in these corridors.
4. Within the Valley, natural constraints imposed by the Alberni Inlet, major lakes, rivers and severe topography are major determinants of the network; the most advantageous crossing points of creeks and ravines similarly determine alignments of the various elements making up the network pattern.
5. Consideration of evolving and developed neighbourhoods, agriculture, industrial operations and land ownership, have influenced the configuration and alignment of various elements making up the network pattern.
6. Within the limits of the above, the objective was to achieve a grid of major roads having adequate corridor spacing and continuity to accommodate anticipated needs.
7. The planning perspective is long range and is not dependent on a specific population size. The network links identified need only be developed if and when they are required by land development and travel demand, and when funding permits.

8. Study endorsement by all appropriate municipal, regional and provincial agencies is essential. The study is to be incorporated into Official Plans governing the area and will serve as a guide for the approval of rezoning and subdivision application. Likewise once the Ministry accepts the plan, it shall not undertake any work contrary to or at variance with the plan.
9. Participation by the Ministry of Transportation and Highways in development of the plan is in no way to be construed as binding the Minister to construct or fund any of the network elements. However, this plan will allow the province to more readily respond to requests for cost sharing.
10. Once endorsed, the recommended plan become supportive for application by the City of Port Alberni for Major Municipal Highway Grants under the Revenue Sharing Act.

It is recognized that transportation considerations are only one part of the overall urban planning process. This study will establish a base from which any further improvements and strategies will be evolved. Lack of foresight in the planning of this base could seriously jeopardize future mobility, escalate costs (both private and public), and generate social and environmental problems.

II. STUDY STRUCTURE

The transportation planning process focuses on local expertise and local input to effectively represent community goals. The Alberni Valley major road network recommendations were developed by a working committee composed of municipal, regional and provincial representatives, with input from a number of other agencies and interested parties.

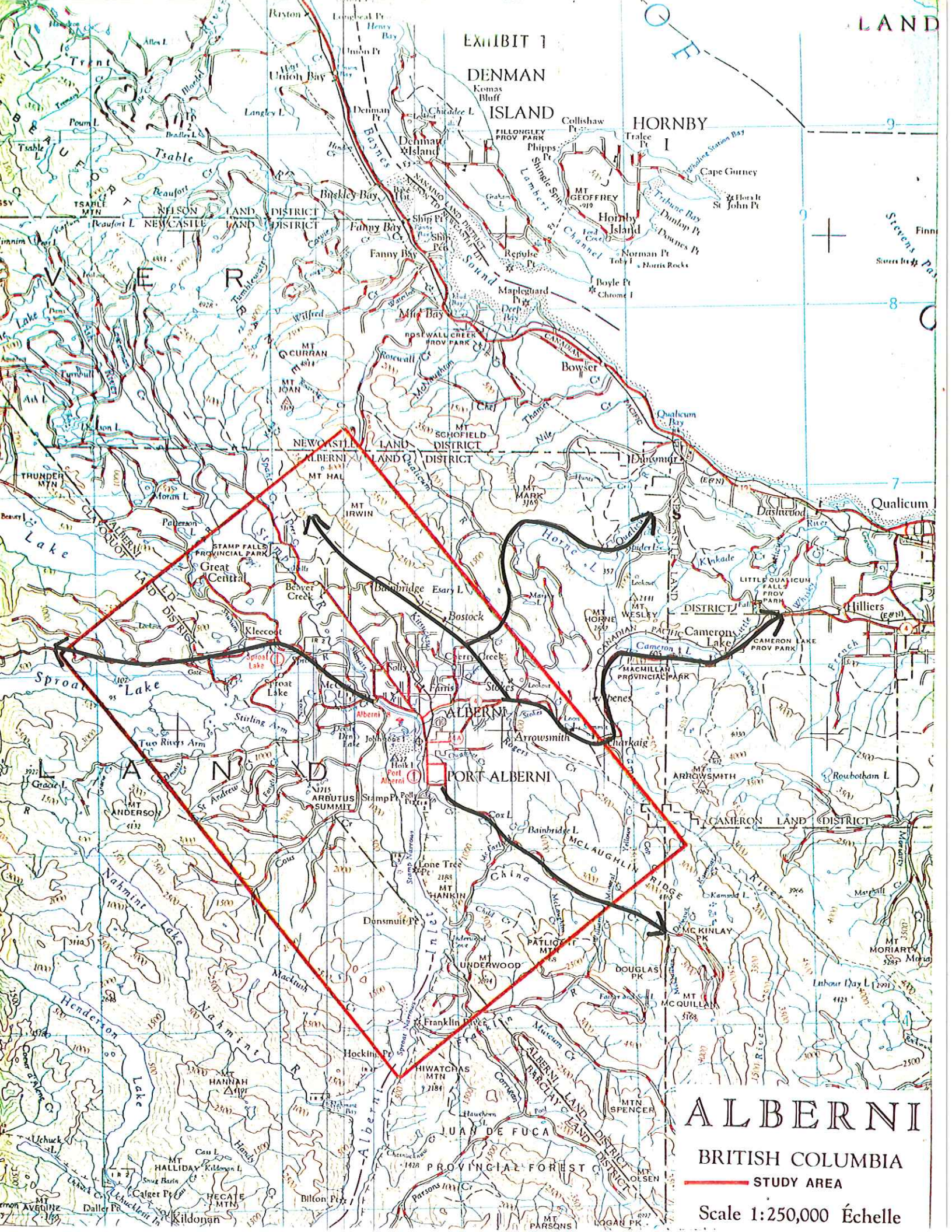


EXHIBIT 1

DENMAN ISLAND

HORNBY I

ALBERNI LAND DISTRICT

PORT ALBERNI

ALBERNI

BRITISH COLUMBIA

— STUDY AREA

Scale 1:250,000 Échelle

III. DESCRIPTION OF STUDY AREA

The Alberni Valley study area was established independently of current jurisdictional boundaries. It includes the City of Port Alberni, plus the surrounding rural area, for a total area of about 162 square kilometers.

The planning process for the Alberni Valley Transportation System must start with consideration of several existing and potential transportation corridors linking the valley with other major communities and regions of Vancouver Island. These are:

- the existing Highway No. 4, connecting from Parksville via the Cameron Basin and passing through the study area to the west coast via the Sproat Lake gap;
- secondly, a route to the south, the corridor now used by MacMillan Bloedel's main log haul road and connecting to Bamfield and to Lake Cowichan;
- thirdly, connecting to the north, a proposed road to the Comox Valley;
- finally, connecting from the Qualicum area, a future link via Horne Lake.

Vancouver Island's rugged terrain restricts the number of potential routes to other parts of the Island to the corridors mentioned above. Because of this, these corridors' capabilities must be protected to serve the region's future traffic needs.

A secondary group of potential transportation corridors links various sectors - mostly within the Regional District, but not exclusively - to the primary corridors mentioned above. In some cases, road alignments within these corridors have been pre-empted by main log haul roads. While most of the industrial roads will continue to perform this main role indefinitely, it is appropriate in the time frame of the network plan to note their potential value in performing broader public roles that may prove to be essential with economic and social change. Where they become redundant for log transport, other transportation needs may determine that they be retained in the public interest.

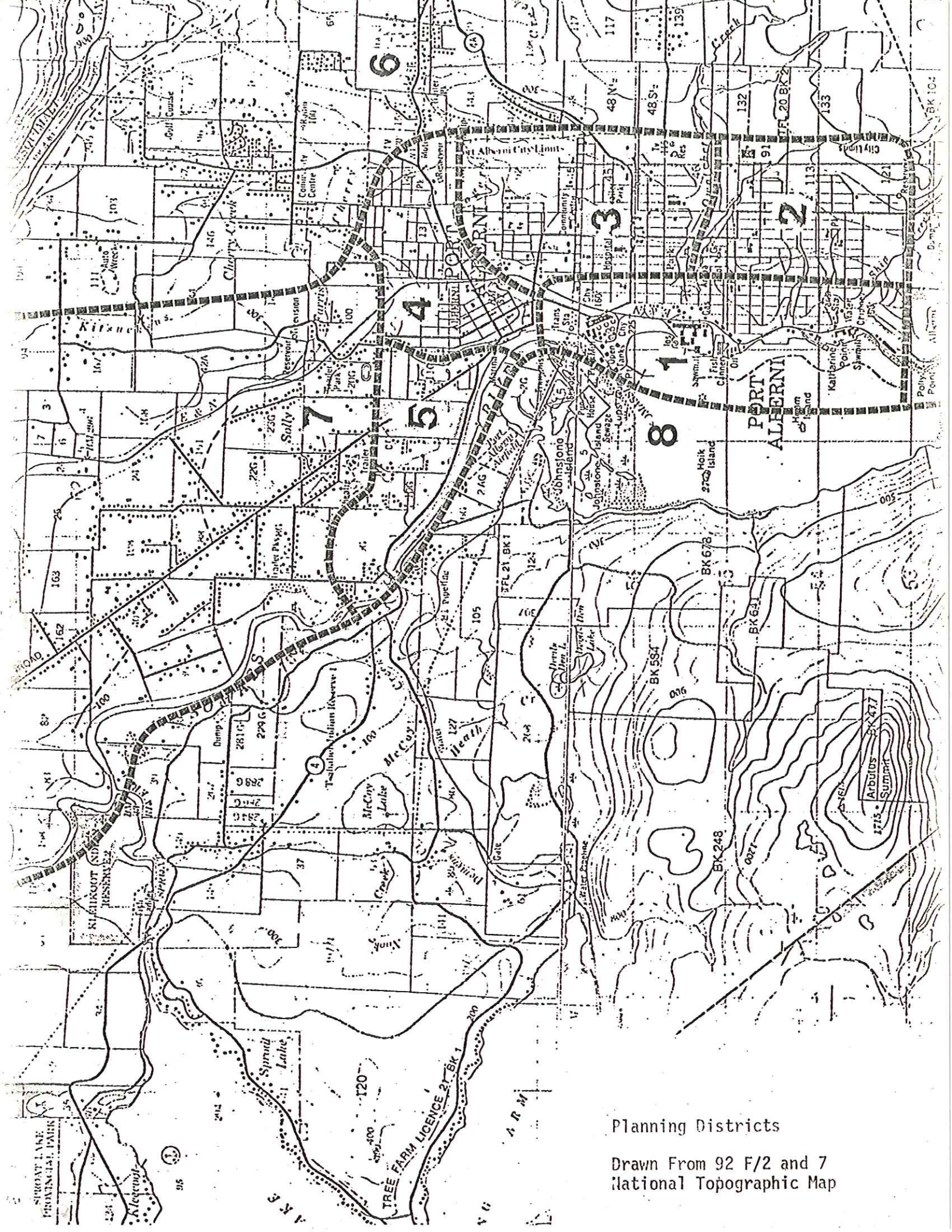
Within the Alberni Valley, a number of geographic and historic factors govern the pattern of the network plan and the alignments of many of the elements within it. These include:

- the configuration of the area to be served and its ability to accommodate development as determined by terrain and elevation, major water bodies and rivers;
- the reservation of land designated for the Indian population, for tree farms, and for agriculture, as well as those areas which are environmentally sensitive;
- the optimum "crossing points" of a number of rivers, creeks or ravines where the practicality and cost of crossings may be acceptable and cannot be duplicated elsewhere;
- major industrial and harbour operations;
- the developed and evolving pattern of districts and communities.

There are eight relatively distinct areas or districts in the Alberni Valley. In the City of Port Alberni there is the Waterfront District, South District, North District, Central District and Somass District. Cherry Creek, Beaufort, Beaver Creek and Sproat Lake Districts of the study area compose the rural areas surrounding the City of Port Alberni. Boundaries for these districts are for the most part defined by major physical features such as ravines. In a few cases administrative or neighbourhood boundaries are used.

- (1) The Waterfront District is located in the City of Port Alberni on the low lying flatlands on the east side of the Alberni Inlet. It reaches from the south boundary of the City to Rogers Creek on the north. This is the location of the City's major industries (e.g. the MacMillan Bloedel Plywood Plant, Alberni Pacific and Somass Divisions and the Pulp and Paper Plant), as well as the government assembly wharf, dock and fish processing facilities and a number of smaller service and industrial establishments.
- (2) The South District is located entirely south of the Dry Creek ravine. This is largely a residential area and contains the major shopping facilities of Port Alberni.

- (3) The Central District of the City is located between the Dry Creek and Rogers Creek ravines. This is predominantly a residential area with some commercial development along Redford Street and Tenth Avenue.
- (4) The North District of the City is bounded on the south by Rogers Creek, on the east by the City boundary, on the north by Cherry Creek District and on the west by the Kitsuksis Creek floodway. Although this area is largely residential there is a substantial commercial section centered at Johnston Road and Gertrude Street as well as a mall at the proposed Twenty-first Avenue junction. A marina is located at the outlet of Kitsuksis Creek at the west end of Johnston Road.
- (5) The Somass District of the City is located west of Kitsuksis Creek, south of Georgia Road and east of the Somass River. This is largely a residential and small holdings area.
- (6) The Cherry Creek rural area is bounded to the north and east by the toe of the Beaufort Range and to the west by the E & N Railway right-of-way. It is predominantly a rural residential area with some mixed farming operations.
- (7) Beaver Creek rural area is located on both sides of Beaver Creek Road and is bounded by the E & N Railway right-of-way on the east and Stamp River on the west. This area supports rural residential development and some commercial development along Beaver Creek Road, as well as mixed farming and small forestry operations.
- (8) Sproat Lake rural area is bounded on the east by the Stamp and Somass Rivers and on the west by the edge of the study area. The north and south boundaries of the study area define the other two sides of the Sproat Lake community. The development pattern in this area includes extensive lakeside residences around Sproat Lake and farms and small holdings around McCoy Lake and Bell Road.



Planning Districts

Drawn From 92 F/2 and 7
National Topographic Map

IV. DETAILS OF NETWORK ELEMENTS

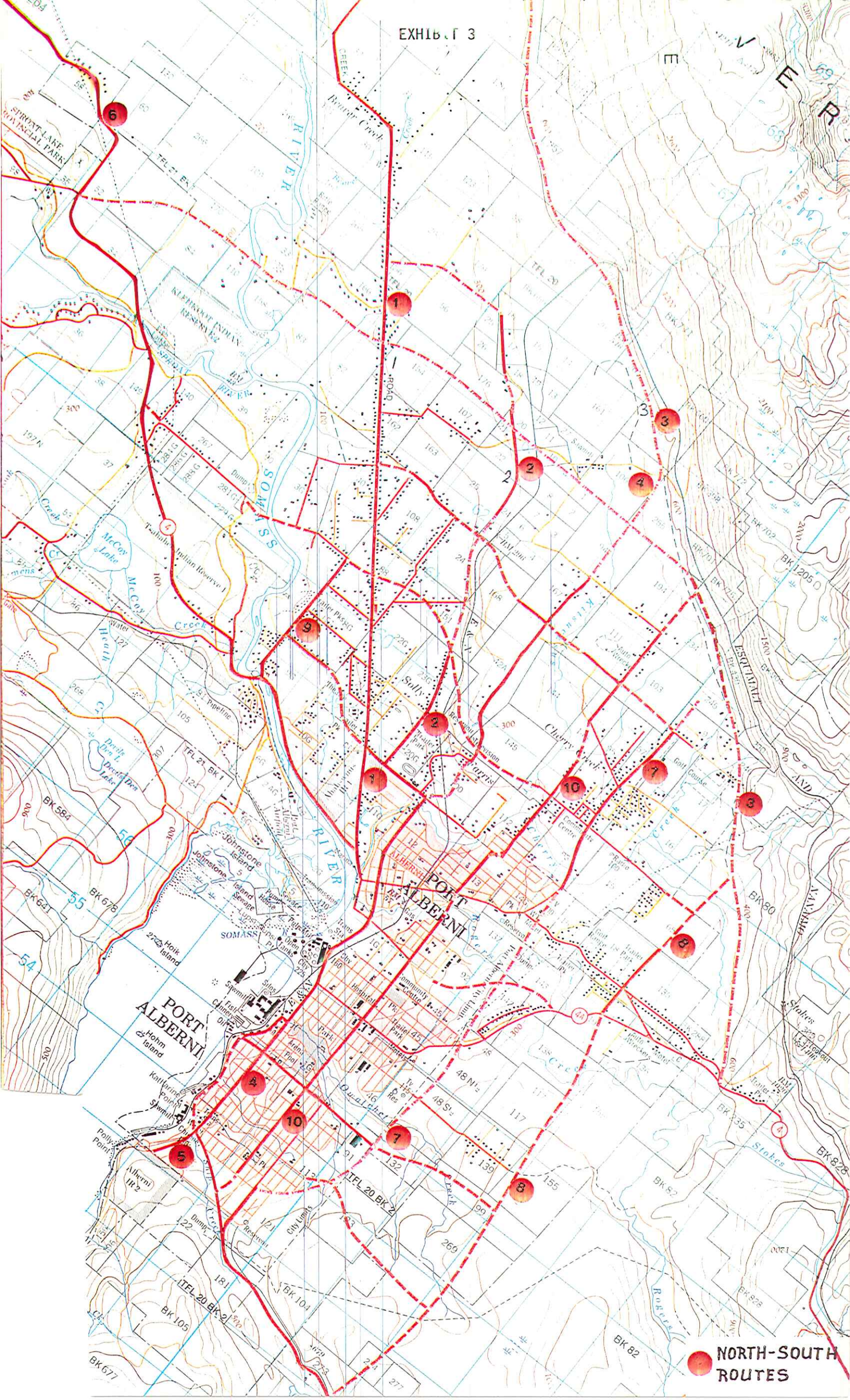
The following section describes the locations of proposed and existing major routes. The description of each route explains its primary function and development considerations; it also recommends the right-of-way width to be protected and/or the number of driving lanes that may in time be required.

To effectively meet travel demands for arterial and major collectors that will develop over time, the protected right-of-way widths should allow for four driving lanes plus a left turn lane at intersections with other major roads. As a general rule for major road rights-of-way, protection of 20 metres and 25 metres are recommended. The wider right-of-way is required when such factors as commercial development or potential residential development to urban density is expected to occur. For Limited Access Highways and major roads in intensely developed areas a 30 metre right-of-way will be required.

Spacing for major roads in the network along with the network's configuration and arterial continuity suggest that traffic volumes and traffic flow characteristics would be better served by a 25 metre right-of-way. Nevertheless, roads for which 20 metre rights-of-way are required are also considered elements of the road network; the traffic flow these roads carry will be adequately served by a more constrained road design on the narrower right-of-way.

Protection of a 25 metre corridor is not overly difficult to achieve or disruptive in newly developing areas. In already developed areas, however, this is often not socially or economically feasible. In such situations, a responsible and consistent stand should be taken to balance transportation requirements with the economic and social factors. It should be remembered that the Major Road Network Plan will be in effect over a long period of time, which will see changes in land use in some areas. It should be noted that in most instances it is during the land use change that additional right-of-way would be obtained. The following section of this report will provide commentary on the right-of-way width and development considerations for specific road alignments that will require widening.

Routes illustrated on the road network map have been conceptually agreed to at the technical level. A preliminary review of these routes has been undertaken to ensure they are feasible. More detailed work will be required when these routes reach the construction stage or development occurs nearby.



 NORTH-SOUTH ROUTES

V. NORTH-SOUTH NETWORK ELEMENTS

(1) Beaver Creek Road

This is an existing route which follows the floor of the Alberni Valley paralleling the Beaufort Range to the east and the Stamp River to the west. To the north it connects with the proposed Cumberland-Port Alberni Highway and in the south with River Road, Highway No. 4. Its length is 16 kilometres in the planning area.

This road presently serves as a major collector for local roads in the area. A second role the road has served of late, is as a truck route for logging operations to the north. It is anticipated most of the truck traffic will be relocated to the bypass when that facility is completed. Although the route is through a rural area, urban development along the southern end of this road will make upgrading difficult. Because of the area's limitations for sewage disposal, development of urban density will be discouraged, other than in the Falls Road area. A 25 metre right-of-way is to be obtained where possible. In built up areas, however, a 20 metre right-of-way may be all that can be obtained.

(2) Grandview Road/Granville Road

This 8 kilometre proposed route will serve as a major collector for new development in the area east of Beaver Creek Road. It starts 1 kilometre north of the Highway No. 4 bypass intersection on Beaver Creek Road and incorporates Granville Road which parallel the E & N Railway right-of-way. The portion of the road to be constructed then extends south past the Grandview neighbourhood and ends at Compton Road. A 20 metre right-of-way will be adequate for this route.

(3) Alberni Pacific Lumber Railway Right-of-way

This abandoned railway right-of-way is 12.19 metres (40 feet) wide and 19 kilometres in length, and runs along the foot of the Beaufort Range forming the east side of the Alberni Valley. Portions of this alignment will be used for two different routes:

- A 9 kilometer portion of the future Controlled Access Highway to the Comox Valley will use the portion of this abandoned railroad grade north of the Highway No. 4 bypass route. The proposed Controlled Access Highway is described in section 4, which follows.
- The eastern part of the bypass highway is described in section 2 of the East-West routes.

A statement of ownership for the A.P.L. right-of-way has been prepared as an aid for acquisition.

(4) Comox Valley to Port Alberni/Kitsuksis Road/Gertrude-Stamp Avenue/
Third Avenue

This proposed highway will connect the Comox Valley with the northern sections of the Alberni Valley and will bring traffic directly into the commercial section of the City of Port Alberni. This route will serve as the main north-south traffic arterial.

A portion of the Alberni Pacific Lumber right-of-way extending north to Camp One and the logging roads to Cumberland, (refer to North-South Route No. 3) will be used for this road. The route leaves the old A.P.L. railroad grade at the Kitsuksis plateau and turns south onto Kitsuksis Road. (Because of the alternatives for use of this land, the alignment of the road may be altered from Kitsuksis Road.) South and north of the dedicated portion of Kitsuksis Road, the roadway passes through Crown land and farm land. At the south end the road crosses Compton Road to join Gertrude Street-Stamp Avenue, thence proceeding into downtown. Details of the portion of the link between Kitsuksis Road and Gertrude Street are to be examined for acceptability of grade and potential impact before work on it proceeds.

From Redford Street south to its junction with Ship Creek Road, the route incorporates both Third Avenue and a parallel facility using Second Avenue, Kingsway and First Avenue. Although Kingsway/First Avenue closely parallels Third Avenue, this westerly route is considered vital. Because of Third Avenue becoming more retail-commercially oriented in the future, its capacity will be reduced, increasing the need for an

alternate route. Likewise, improving accessibility to the waterfront industrial area is becoming more important. Kingsway/First Avenue will provide a substitute for Harbour Road should parts of that facility ever require closure. An additional benefit of this route will be the elimination of the five legged intersection at Dunbar Street.

There is a 30 metre right-of-way for this route throughout most of the City; therefore a similar width should be obtained from subdivision proposals along the route in rural areas.

(5) Third Avenue Southerly Extension

This road extends southerly from Third Avenue using the private access road at MacMillan Bloedel Alply Plywood Mill. This road is expected to serve future development in the Alberni Indian Reserve No. 2.

(6) Great Central Lake Road

An alternative route to the Alberni Harbour from the Comox Road, Alberni-Pacific Railway Right-of-way, is via Great Central Lake Road or the MacMillan Bloedel main industrial road paralleling it. Because of the ownership implications (the MacMillan Bloedel Log Haul Road is a private industrial road) and its possible environmental impacts for Sproat River and Alberni Harbour, it is mentioned as an option to the prime Comox Road alignment. Should the need for a separate industrial road arise to accommodate mining or additional logging vehicles, consideration should be given to this route.

(7) Twenty-First Avenue

This element will skirt the eastern periphery of the present built-up City and will link the optimum crossing points of Rogers and Dry Creeks. It is largely through undeveloped City and Crown lands and will have the capability of efficiently accommodating all classes of north-south traffic with minimum impact of established neighbourhoods. In the long term, as expansion of the City is directed to the eastern periphery, it will be vital to the servicing of these areas and integrating them with the City and Valley focal points.

This route starts in the northern part of Cherry Creek Community following Cherry Creek Road and continues south until it reaches Moore Road. At that point it continues due south and aligns itself with Twenty-First Avenue. This realignment with Twenty-First Avenue will eliminate the present Cherry Creek Road intersection and create a better intersection at Johnston Road (Highway No. 4) directly east of the Alberni Mall. Additionally, it will remove the need for through traffic passing through the residential neighbourhood north of Johnston Road. From Johnston Road, the route will follow the Twenty-First Avenue alignment south, crossing Rogers Creek, the Redford Street City entrance, Burde Street, Dry Creek and Argyle Street. At Bruce Street the alignment will veer in a westerly direction to meet Anderson Avenue, terminating at Ship Creek Road.

Twenty-First Avenue will also serve as a neighbourhood boundary, and should be of sufficient width to accommodate boulevards and a centre median. For this reason and because it passes through mostly undeveloped land a right-of-way of 30 metres is appropriate.

In the very long term, when the bypass has been built and land use in the Cherry Creek area has intensified, the need may exist for an extension of this facility north to form an intersection with the Highway No. 4 bypass route. When this need occurs, the exact alignment of the connecting road should be reviewed to ensure that it follows the perimeter of the community.

(8) Eastern Bypass Route

If and when the City expands to the east, this additional north-south facility may be required to handle the additional traffic. Although it will not be required for some time it is anticipated that a right-of-way width of 30 metres will be necessary as it is a major route.

This route originates at the junction of the proposed Highway No. 4 bypass route and the existing Highway No. 4, and extends southward to link with the Bamfield Road.

(9) Falls Road

This is an existing street in the Somass and south Beaver Creek areas. It forms a link between the proposed east/west route number 4 and River Road.

(10) Tenth Avenue

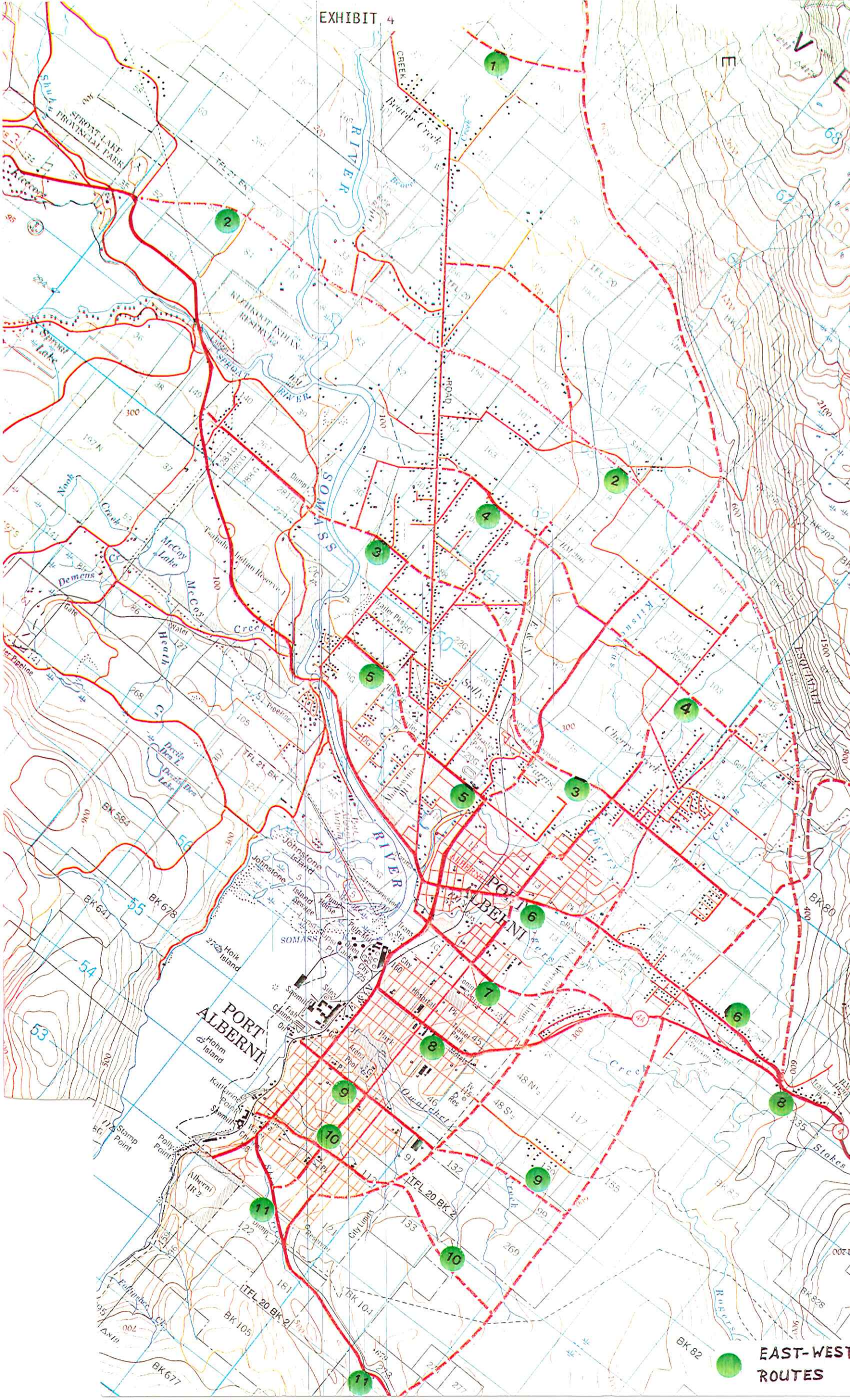
This existing street right-of-way is 20 metres wide and extends a distance of 4 kilometres from the south bank of Rogers Creek ravine to about 500 metres from Ship Creek ravine on the south. Although discontinuous at both ends, it presently serves as a collector for the Central and South districts of the City, bisecting both communities and providing access to Echo Centre, the Hospital, Senior Secondary School, the Arena and the Shopping Plaza at Redford and Tenth Avenue.

The network plan provides the capability for Tenth Avenue to be linked on the south to Ship Creek Road and on the north to cross Rogers Creek and intersect Johnston Road. It can be extended northward by using Ian Avenue and Strathcona, or alternatively using Willow Street, to connect with the Cypress Boulevard arterial should this prove necessary and acceptable in the long term.

While the connection south to Ship Creek Road would not pose any serious physical problem, the northerly extension across Rogers Creek would be a major undertaking.

Apart from the major crossing problems, Tenth Avenue has inherent limitations as an arterial. These limitations imply that it should be extended and upgraded to perform as an arterial only if a new major cycle of urban growth was imminent.

The weighing of these conflicts - the most expedient traffic solution versus the lower social impact solution - is the crux of the current of the Roger Creek Crossing Study. The network plan, however, provides for the capability of Tenth Avenue being established as an arterial facility.



EAST-WEST ROUTES

VI. EAST-WEST NETWORK ELEMENTS

(1) Halpenny Road

This road links the proposed Comox Valley to Port Alberni Highway with Beaver Creek Road just south of Stamp Falls Park. Since this road is not expected to have a major function for a number of years, a 20 metre right-of-way is expected to be sufficient.

(2) Highway No. 4 Bypass Route

As development in the Tofino-Ucluelet area continues to grow, there will be an increase in through traffic. In order to avoid problems from through traffic in the urban areas of the Valley, a bypass alignment is being shown on the network plan. The reason for selecting an isolated location for this alignment is to protect its potential and insure that it will be available for construction for an indeterminate length of time.

This route starts at the Parksville Highway/Old Nanaimo Highway intersection following the Alberni-Pacific Lumber Company right-of-way northwest for about 6.5 kilometres. At that point it turns due west towards Beaver Creek Road. The bypass route follows the unbuilt Plymouth Road right-of-way, south of McKenzie Road. It crosses the Stamp River north of the Tsahaheh Indian Reserve and joins the West Coast Highway at Great Central Lake Road intersection. The total length of this limited access route is 16 kilometres. The only access points proposed are located at Beaver Creek Road, the Kitsuksis corridor and Cypress Boulevard. Since this route will be constructed to a limited access highway standard, a 30 metre right-of-way will be required.

The East/West Route No. 3, the abandoned E & N Railway right-of-way will serve as an inner ring road to serve traffic needs until the Highway No. 4 bypass route is constructed.

(3) Abandoned E & N Railroad Right-of-way

This route will function as an east west facility serving the urban expansion area immediately north of the City of Port Alberni.

In its ultimate form the proposed road will begin at Moore Road at its easterly end and traverse the foot of Kitsuksis Plateau to the abandoned E & N right-of-way. The road then follows that railroad right-of-way west to Beaver Creek Road at which point the route shifts to Withers Road and crosses the Stamp River. On the west side of Stamp River the route joins Bell Road at its junction with Hector Road. It then continues west and joins Highway No. 4 east of Faber Road. A 30 metre right-of-way for this route appears to be achievable; where it must be reduced due to ownership patterns, a 20 metre right-of-way may be substituted if access to the road is limited.

(4) Kellow Road - Swanson Road - Albert Street

It is expected that this facility will function as a collector. It is approximately 6 kilometres long starting at Cherry Creek Road following sections of existing road rights-of-way terminating at Beaver Creek Road. A 20 metre right-of-way should be sufficient for this facility.

(5) Compton Road - Georgia Road

This short route in the Somass area originates at Gertrude Street, intersects with Beaver Creek Road, and extends west via Georgia Road to Falls Road. As urban density extends north this road will serve as a local collector for traffic in this vicinity. A 20 metre right-of-way will be adequate. As urban sensity extends north this road will continue to serve as a collector for traffic generated in this area. A 20 metre right-of-way will be adequate.

(6) Johnston Road/River Road/Highway No. 4

Presently this facility serves as the main arterial for Highway No. 4 through the Alberni Valley. In the future when a bypass is constructed, its second function, supplying access to the North Port Alberni business district will tend to become more dominant. The existing right-of-way for this route is sufficient.

(7) Roger Street

The westerly section of this link in the north of the Central district is an existing road offering the best available grade east from the waterfront district. A short portion would be constructed to the proposed Twenty-first Avenue alignment and then possibly be extended eastwards to join Highway 4A, the south entrance to the City. This street is currently serving the central district residential areas, as well as retail commercial development along Tenth Avenue and the industrial area east of Stamp Avenue. Because of the volume of commercial and truck traffic a 25 metre right-of-way should be provided.

In the future some additional development is expected in the area east of Twenty-first Avenue. When installation of this roadway link to Highway 4A is imminent, environmental assessment and detailed planning of the alignment will be required. After this link is constructed, it will provide the major route for trucks going to the waterfront and industrial area west of Stamp River.

(8) Redford Street

This route through the central part of the north district originates at the Parksville Highway (Highway No. 4) and terminates at the Stamp Avenue/Third Avenue intersection.

At present, it serves as the main link to Highway 4 to the Central district, South district and Waterfront district of the City of Port Alberni. When Roger Street is connected through, it is anticipated much of the heavier commercial traffic will be diverted to that route. This will facilitate the establishment of a road, branching off Redford Street near Twenty-first Avenue to serve future development in the Arrowsmith Heights neighbourhood and surrounding areas.

(9) Argyle Street

This is the main artery serving residential and commercial development in the South district. An extension of this route east of Twenty-first will be constructed in conjunction with new development in that area. The right-of-way width of the existing road, 30 metres, should be continued in the new areas.

(10) Bruce Street

This street presently serves as a collector linking Anderson Avenue to First Avenue. An eastern extension to cross Twenty-first Avenue and eventually join the eastern By-Pass is designated on the plan.

This designation as an arterial and the eastward extension will bring about an impact on the existing residential areas as well as the Maquinna School/Park.

Accordingly, prior to initiation of construction of a connection easterly to Twenty-first Avenue, a thorough assessment of the consequence would be essential.

(11) Bamfield Road/Ship Creek

This facility provides access to Port Alberni from the Bamfield area, and may be of increasing importance as a connection to the Lake Cowichan area. It should be noted that completion of Ship Creek Road from First Avenue to Third Avenue is anticipated by this plan.

(12) Horne Lake Road

This facility's long term role will be to provide connection to supply access to potential recreation areas located northeast of the Alberni Valley. Its southern connection will be to Maebelle Road from where it climbs to the E & N Railway tracks and eventually connects with an existing logging road.

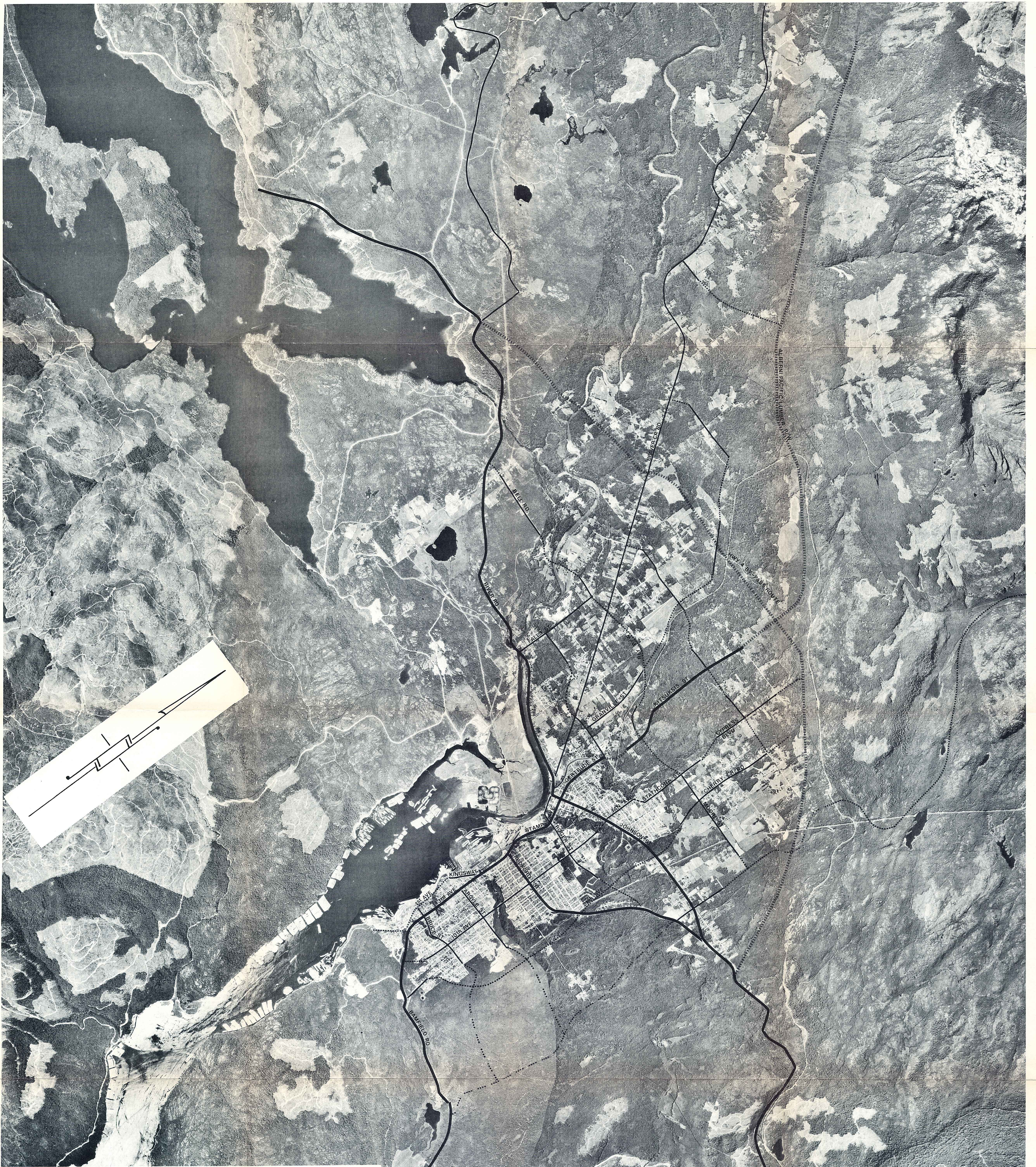
It should be noted that this road passes through the watershed for the Cherry Creek Waterworks District's Lacey Lake reservoir. Consequently, the exact location of the road bed and its construction should take that community water supply into account to minimise any damage that might occur.

VII. IMPLEMENTATION

The plan should be adopted by all approving agencies, provincial, regional and municipal, so that all future decisions concerning land management and public works expenditures can be made logically, and in a manner consistent with the plan.

When subdivision and construction interest occurs near a proposed roadway improvement or new road, a more detailed examination of the alignment will be required. Considerations to be taken into account would include the feasibility of constructing the road, the level of service it will provide and whether it can be justified in terms of cost. The route's potential effect on land use should also be considered - specifically how it will fit in with other plans for providing service to the area and most importantly, whether it will fit in with other plans for providing service to the area and most importantly, whether it will have a serious disruptive impact on surrounding land use.

Dedication and construction of the proposed road network will thus take place gradually as an integral part of new development through the Alberni Valley.



NETWORK APPROVALS	
DATE	LOCAL AGENCY

REVISION APPROVALS	
DATE	AGENCY

Province of
British Columbia

Ministry of
Transportation
Communications
& Highways

MAJOR STREET NETWORK
PORT ALBERNI

DATE OF PHOTOGRAPHY - OCT 3, 1977
APPROX. SCALE - 1:30000

EXISTING —————
PROPOSED - - - - -

NETWORK APPROVED PURSUANT TO THE GUIDELINES OF
THE REVENUE SHARING ACT, PART V

DATE _____ FOR THE MINISTRY OF TRANSPORTATION, COMMUNICATIONS
& HIGHWAYS

DRAWING NO. _____ DRAWING DATE _____

PRELIMINARY
SUBJECT TO CHANGE

DATE 2 JAN 1981

Cancel prints bearing earlier date.