

AGENDA INFORMATION	
☐ Regular Meeting	Date: _____
☐ Other:	Date: _____


— Dept. —
Manager


— GM/ —
Director


— CAO —

The District of North Vancouver REPORT TO COUNCIL

June 1, 2026

AUTHOR: Monica Woods-Marshall, Section Manager, Urban Forestry and Natural Areas
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SUBJECT: Hastings Creek Trail Management Update

RECOMMENDATION:

THAT Council direct administration to decommission the central and southern sections of the Hastings Creek Trail.

REASON FOR REPORT:

At Council's request, this report provides additional information and options for the Hastings Creek Trail.

SUMMARY:

The Hastings Creek Trail is a highly valued community asset that provides recreational, ecological, and neighbourhood connectivity benefits to residents. The trail is situated within an active and environmentally sensitive ravine system shaped by long term natural processes, including creek migration, erosion, slope instability, and recurring storm impacts.

As outlined in Appendix I, more than four decades of technical studies, capital investments, repairs, and management efforts have documented persistent challenges in maintaining the central and southern sections of the trail. Despite significant historical intervention, the underlying natural processes continue to create ongoing public safety concerns, infrastructure vulnerability, and escalating maintenance demands. Continued operation of these sections as an official, maintained District trail would require substantial ongoing capital investment, operational resources, and long-term risk management, with no assurance of permanent stability. Should Council wish to pursue continued formal trail access, further significant investment and acceptance of these ongoing challenges and risks would likely be required.

In March 2026, staff engaged five specialized trail building contractors. The purpose of this work was to identify potential opportunities to create a lower cost trail alternative. The trail builders advised that the area poses significant challenges for trail development and

maintenance due to the terrain, property lines, site access, meandering creek action, ongoing erosion and localized slope failures.

- The total capital cost to repair the damaged and problem areas and reopen the trail is estimated at \$4-6 million over five years (Option C).
- Reopening only the southern section will cost approximately \$2-3 million over five years (Option B).

Based on the long history of safety concerns, ongoing operational challenges, high cost of capital investment and lack of long-term solutions, staff recommend that the central and southern sections of trail be decommissioned, transitioning the area to an unmaintained natural area (Option A). The decommissioned sections of trail will be signed; however, the trail may remain partially accessible to users who choose to enter the area at their own risk.

BACKGROUND:

The Hastings Creek trail is located in a ravine that has steep and unstable terrain. As a result, the trail has been a recurring safety and maintenance challenge for decades. Hastings Creek drains a large 862 ha watershed including most of the Lynn Valley area through 54 km of stormwater pipes (Appendix II). Hastings Creek experiences high stream flows during large storm events that cause significant and on-going stream bank erosion. Intensified and more frequent large rainfall events are increasing stream bank erosion along the creek.

Since 1982, there are numerous reports, memos, Council reports, and committee meetings documenting the challenges, investments and search for solutions to manage an area prone to ongoing, long-term erosion (Appendix I). A 2021 geotechnical report found 13 different locations with moderate to high risk of slope/trail failure and these problems have grown worse after heavy rainstorms, including major washouts in recent years (see Appendix III for photos). The trail has been temporarily closed for approximately five of the last six years and has currently been closed since July 2024.

In February 2025, the District's Parks and Natural Environment Advisory Committee reviewed a number of options and supported the decommissioning of the central trail section. Reopening the whole trail would require significant investment, and it was determined that the project could not be justified due to significant costs and the risk that the works would be vulnerable to another atmospheric river event and erosion activity. With the trail condition and infrastructure deteriorating, the trail poses ongoing safety concerns for public use. A subsequent [Information Report to Council dated July 25, 2025](#) provided an update to Council on the management strategy for the trail.

In February 2026, a community petition, with now over 1,500 signatures, requested the pause in the decision to close and no longer maintain the middle section of trail. Council requested that staff review the recent decision and present options for Council's consideration.

EXISTING POLICY:

The following documents support and direct the proposed trail changes:

- **Parks and Open Space Strategic Plan** – 5.4.1 Key Recommendation - Ensure trails are designed, constructed and maintained to minimize the impact to sensitive ecosystems and to enhance user safety
- **Natural Areas Trails Strategy** – Goal 1.17 - Continue to refine risk management processes to identify unintended risks on trails and reasonably manage these risks through proper trail planning, design, maintenance, management, signs, and communication
- **Official Community Plan** - Section 9.4 Natural Hazards - Policy 2 - Facilitate mitigation measures to reduce risks of landslide, flood, debris flow and forest interface wildfire

ANALYSIS:**Trail Builder Review**

In addition to previous slope stability assessments and reviews conducted by engineering and geotechnical consultants, in March 2026, staff engaged five specialized trail building contractors with experience in rugged west coast terrain. The purpose of this work was to identify opportunities to develop a lower cost trail alternative.

The trail building contractors advised that the area poses significant challenges for trail development and maintenance due to the terrain, property lines, site access, meandering nature of the creek, ongoing erosion and localized slope failures. Creative options were explored including a variety of re-routes, bridge relocations, private property easement or usage agreements, a new trail and bridge to connect to the west side of the creek, Carmaria Court connection, reroutes with additional staircases, engineered retaining walls and concrete retaining features, reduced service levels, seasonal closures and a variety of out and back options. The additional information from the trail building contractors confirmed that maintaining this area as an official trail is costly and complicated and that there is no guarantee that investment in the trail will achieve a long-term solution.

Cost Estimates

In discussions with trail builder experts, high-level estimates for reopening the full trail, including repairing or replacing damaged or structurally compromised infrastructure were in the range of \$4-6 million. This estimate does not include ongoing operating costs (\$100K annually) or long-term replacement costs.

Options

Table 1 outlines the costs of three trail management options for the central and southern sections of the trail, as follows:

Option A: Decommission Central and Southern Trail – Decommission the central and southern trail sections, resulting in approximately 800m of official, maintained trail;

Option B: Decommission Central Trail and Capital Works - Decommission the central trail section, resulting in approximately 1,100m of official, maintained trail; or

Option C: Major Capital Works – Design and implement engineering solutions for unstable creek bank and slope sections, resulting in approximately 1,500m of official, maintained trail.

Trail decommissioning includes the removal or modification of failing and compromised built infrastructure where safe to do so. Infrastructure that potentially provides bank or slope stability will remain in place. The decommissioned areas will include signage that will be periodically inspected. If the central and southern sections of trail are decommissioned and no longer maintained, the area may remain partially accessible to users who choose to enter the area at their own risk.

Table 1. Trail Management Options and Costs

Options	5 Year Capital Cost	Annual Operating Cost	Currently Funded	Trail Management Scope of Work
A (Decommission Central and Southern Trail)	\$500k	\$10k	Yes	- Decommission central and southern trail sections (closed since July 2024) - Failing infrastructure decommissioned where practical and safe (2026 and 2027) - Northern trail section extended to Kilkenny Road (2026, Figure 1, #3) 800m of official, maintained trail
B (Decommission Central Trail and Capital Works)	\$2-3M	\$75k	No (Requires tax increase or service reduction in other areas)	- Decommission central trail section (closed since July 2024) - Repair and replace failing infrastructure in the southern section (approximately 450m of trail) - Design, relocate and replace southern engineered bridge (2027-2028, Figure 1, #7) - Solutions may not be long lasting and seasonal closures may be required - Trail may transition to a decommissioned state as erosion or infrastructure failures continue 1,100m of official, maintained trail
C (Major Capital Works)	\$4-6M	\$100k	No (Requires tax increase or service reduction in other areas)	- Further develop, design and implement engineering solutions for most challenging unstable creek bank and slope sections (2026-2029) - Design and replace two engineered bridges (2026-2029) - Budget for ongoing maintenance of trail and infrastructure damage - Solutions may not be long lasting and seasonal closures still likely to be required 1,500m of official, maintained trail

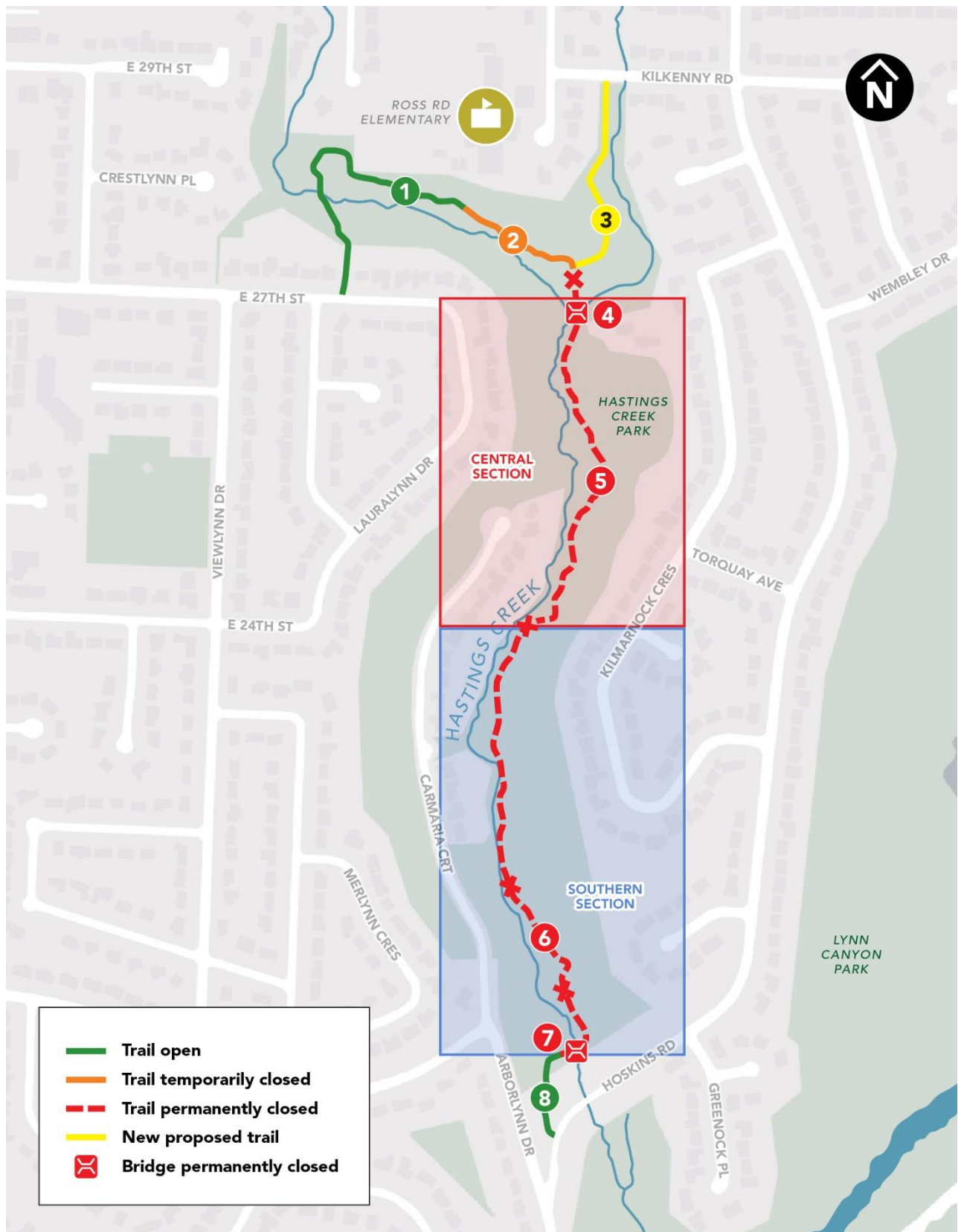


Figure 1. Hastings Creek Trail with proposed changes.

Comparison with Other District Trails:

The District has approximately 188 km of official trails and an estimated 150 km of unofficial trails. The District's combined capital and operational budget for trails is approximately **\$1 million annually**. The investment and maintenance required to reopen and keep the Hastings Creek Trail as an official, maintained trail is not possible with the current funding allocation for District trails. Appendix IV provides capital investment estimates for the Hastings Creek Trail compared to other trails in the District.

Concurrence:

The management strategy for the Hastings Creek Trail was reviewed and supported by staff from the following sections: Parks, Legal, Risk, Fire and Rescue Services, Environment, Climate Action, Engineering, Finance and Communications.

Financial Impacts:

The estimated cost to implement the report recommendation, **Option A (Decommission Central and Southern Trail)**, including construction of the northern connector trail, decommissioning of failing infrastructure, repairs to the northern section of the trail, and habitat restoration, is approximately \$500,000. Funding for these works has been included in the approved 2026 Capital Budget and no additional funding is required. Closure of the central and southern trail sections will reduce ongoing capital and operational obligations, resulting in long-term maintenance requirements that are manageable and more consistent with similar trails across the District.

Should Council support **Option B (Decommission Central Trail and Capital Works, 2-3M) or C (Major Capital Works, 4-6M)**, additional borrowing or deferral of other capital projects would be required (Table 2). Tax levy impacts do not include asset replacement costs, which would require additional funding, in addition to impacts outlined below. Asset replacement would be dependent on timing and impacts of extreme weather events.

Table 2. Service Level Options and Tax Levy Impacts
Five-year Capital Plan (\$000's)

Options	Service Level (Trail Length)	Current Budget	Incremental Capital ^{1,2,3}	Total (5-year)	Tax Levy Impact (%) ^{2,3,4}
Option A. Decommission Central and Southern Trail	Reduced network (800m)	500	0	500	None
Option B. Decommission Central Trail and Capital Works	Core network maintained (1,100m)	500	2,500	3000	Medium (+0.25%)
Option C. Major Capital Works	Expanded network (1,500m)	500	5,500	6000	High (+0.46%)

Notes

1. Estimates are based on high-range cost assumptions.
2. Tax impacts include associated debt servicing costs over 20 years (1% on the tax levy = \$1.3 million)
3. Tax impacts do not include asset replacement costs, which will be dependent on impacts from extreme weather events.
4. Early capital replacement costs due to extreme weather events could increase levy impacts by 50%.

Liability/Risk:

The trail remains closed south of Hoskins Creek, and staff continue to monitor the area. In the interest of public safety, reopening the central and southern trail sections is not feasible without additional trail investments due to unstable creek banks, ongoing erosion, and deteriorating infrastructure. The recommended management approach to decommission these sections will reduce risks to public safety and reduce ongoing maintenance and capital expenditures associated with the trail.

Environmental Impact:

Reopening and maintaining the trail as an official public trail would require significant modifications within the creek corridor and riparian area. Several sections of the trail would require engineered retaining structures and in-stream channel stabilization works to address ongoing erosion and slope instability. These interventions would result in environmental impacts, and it remains uncertain whether the necessary provincial and federal regulatory approvals and related environmental permits could be obtained for the proposed works.

Public and Committee Input:

Staff have engaged with and shared information with the following committees, associations and community members:

- Parks and Natural Environment Advisory Committee (PNEAC) - February 19, 2025.
- Report to Council - July 25, 2025
- North Shore Streamkeepers - November 20, 2025
- Lynn Valley Community Association November 18, 2025 and February 24, 2026
- Bushnell PI neighbours meeting – January 30, 2026

Members of the Parks and Natural Environment Advisory Committee reviewed and discussed various trail management options and expressed support for the proposed decommissioning of the central section of the trail. PNEAC members also supported the gradual decommissioning of the southern section if trail conditions worsened. The southern section has continued to deteriorate, and the trail repairs and bridge replacement are now more complex and costly than estimated in 2025. Staff also met with representatives of the Lynn Valley Community Association to discuss options for rerouting the Lynn Valley Link route. The Association representatives acknowledged the significant public safety concerns associated with the Hastings Creek Trail and that it may no longer be a suitable trail segment. However, some representatives also expressed a desire for the decision to close the trail be reviewed in light of the petition and the community desire to retain the trail.

Staff developed and implemented a communications plan to inform residents of the proposed trail changes and the rationale for the recommendations. Public outreach initiatives included the creation of a [project webpage](#), installation of project-specific signage within the park, and a mailed notification to local residents.

Conclusion:

Given the longstanding safety concerns, persistent operational challenges, significant capital investment requirements, absence of a viable long-term solution, and additional information

provided by contractors, staff recommend decommissioning of the central and southern sections of the trail. The area would then transition to an unmaintained natural area.

The options below are presented with the understanding that available capital and operational funding is limited, and that prioritizing trail reopening will require staff to return to Council with options to identify new funding sources and projects that may need to be deferred or cancelled.

Options:

1. Option A - Decommission Central and Southern Trail

THAT Council direct administration to decommission the central and southern sections of the Hastings Creek Trail. *(Recommended)*

2. Option B - Decommission Central Trail and Capital Works

THAT Council direct administration to amend the Capital plan with \$2.5 million in 2027 to repair a section of the Hastings Creek Trail and amend the 5 year operating budget by \$75,000 in 2027-2031. *(Not recommended)*

3. Option C - Major Capital Works

THAT Council direct administration to amend the Capital plan with \$5 million in 2027 to repair the Hastings Creek Trail and amend the 5 year operating budget by \$100,000 in 2027-2031. *(Not recommended)*

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Respectfully submitted,



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Sandra Corbeil
Section Manager, Parks Capital Projects

REVIEWED WITH:			
☐ Business and Economic	_____	☐ Finance	<u>RD</u>
☐ Bylaw Services	_____	☐ Fire Services	<u>MD</u>
☐ Clerk's Office	_____	☐ GIS	_____
☐ Climate and Biodiversity	_____	☐ Human Resources	_____
☐ Communications	<u>CG</u>	☐ Integrated Planning	_____
☐ Community Planning	_____	☐ ITS	_____
☐ Development Engineering	_____	☐ Parks	<u>AV</u>
☐ Development Planning	_____	☐ Real Estate	_____
☐ Engineering Infrastructure Services	<u>FD</u>	☐ Review and Compliance	_____
☐ Environment	<u>EN</u>	☐ Solicitor	<u>RB</u>
☐ Facilities	_____	☐ Utilities	_____
		External Agencies:	
		☐ Library Board	_____
		☐ Museum and Archives	_____
		☐ NSEM	_____
		☐ NS Health	_____
		☐ NVRC	_____
		☐ RCMP	_____
		☐ Other:	_____

Appendix I Hastings Creek Trail Chronology

Date	Document and Description
July 1982	KWL Report on Creek Systems and Stormwater Control outlining hydraulically driven bank erosion and channel instability in localized areas
1996	Contract - Slope Rehabilitation
October 1, 1997	DFO letter regarding a bank stabilization project on Hastings Creek
July 20, 1998	Report to Council – Hastings Creek Erosion
August 10, 1998	Council meeting minutes including \$85,340 funding approval for Hastings Creek erosion and trail work
August 12, 1998	Council Report - Hastings Creek regarding unpermitted works including rock gabion bank stabilization
September 17, 1998	Letter to residents regarding bank stabilization and trail repair work to be completed on Hastings Creek Trail
January 12, 1999	Letter to residents requesting feedback on options for trail repair work on Hastings Creek Trail
March 27, 1999	On-site meeting with local residents and Park Advisory Council members to discuss options for trail repair work on Hastings Creek Trail
May 20, 1999	Hastings Creek Park Trail Options Report
October 7, 1999	2000 Parks Capital Narrative - Includes a \$50,000 budget for Hastings Creek Trail to be re-routed around a major slide paths
April 30, 2002	Parks Capital Financial Flow Chart including Hastings Creek slope stabilization and trail repairs \$92,000
March 14, 2013	Email correspondence - Hastings Creek Trail mud slide – public trail closed until further review and geotechnical assessment
2014	2014 BGC slide area assessment
2015	Hastings Creek Bank Erosion Protection – In Stream Works Application
April 20, 2015	Bank Stabilization KWL Proposal - \$7,000
April 2015	Open Projects Report – Actual costs of \$27,000 for trail upgrades
June 2015	Bank Stabilization Cost Estimate KWL - \$67,500
June 27, 2016	Hastings Creek Erosion Mitigation Report NHC
2017	2017 BGC slide area assessment
September 5, 2018	Hastings Creek DPA - \$60,000 stream bank protection project
Spring 2020	Significant landslide, damaging infrastructure and prompting a geotechnical assessment
April 6, 2020	BGC Hastings Creek Trail Visual Assessment and Report (\$6,500)
November 12, 2020	RFPs for Hydrotechnical and Geotechnical Review (ranging from \$60,000-\$100,000)
January 25, 2021	Project Charter Hastings Creek Trail Assessment – East Embankment Hydrotechnical and Geotechnical Review

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Date	Document and Description
March 31, 2021	IFR – Hastings Creek Trail East Embankment Hydrotechnical and Geotechnical Assessment
June 14, 2021	Fee Estimate for Concept Development - \$33,000
September 16, 2021	Ecora Engineering and Resource Group PO for Hastings Creek bridge assessment - \$8,000
September 20, 2021	Engineering Parks and Facilities Workplan 2022 - request for \$750,000 for bridge and staircase upgrades on Hastings Creek Trail
October 18, 2021	Ecora Conceptual Options Assessment Memo
December 1, 2021	PO for Ecora for \$42,000 for Hasting Creek Trail assessments
December 7, 2021	Conceptual Options Assessment Memo Hastings Creek Trail – quoting \$1.5M to repair three problem areas
December 2021	South and north bridges were inspected by ISL with erosion issues noted on both bridges requiring medium term action
March 17, 2022	Hastings Creek Trail Project Change Request - \$70,000 estimate for assessment and preliminary design, \$750,000 estimate for detailed design and construction. Parks implemented the reroute of the completely failed/eroded section of trail
January 19, 2023	Large slide over boardwalk area – trail closure implemented
March 14, 2023	Hastings Creek Slide Memo – Frontera Geotechnical
September 2023	Staff repaired, rerouted, and built a structure overtop the existing boardwalk and trail was reopened
January 10, 2024	Email chain discussing report of a slide impacting the Hastings Creek Trail
February 2024	New signage installed that includes warning of slide risk/use at own risk language
May 2024	Staff secured a tree root wad, cleared the trail of trees and debris and reopened the trail
July 12, 2024	Southern bridge damaged by fallen tree. Trail closed by staff at lower bridge location
August 8, 2024	Hastings Creek Trail Business Case – notes a cost of \$4-5 M to keep the full trail open
August 27, 2024	Total Estimated Cost Hastings Creek Bridge Replacement - \$133,000 and an approved budget of \$50,000
September 18, 2024	Hastings Creek Park Trail Options Summary Memo
October 10, 2024	Damaged portion of southern bridge removed
October 23 2024	Atmospheric river event caused additional damage, including, major bank and trail erosion and infrastructure undercutting from high water
November / December 2024	Staff assessed management options and prepared longer term recommendations for the trail
February 19, 2025	Hastings Creek Trail Management Presentation for PNEAC
July 30, 2025	Information Report to Council - Hastings Creek Trail Management Update 2025

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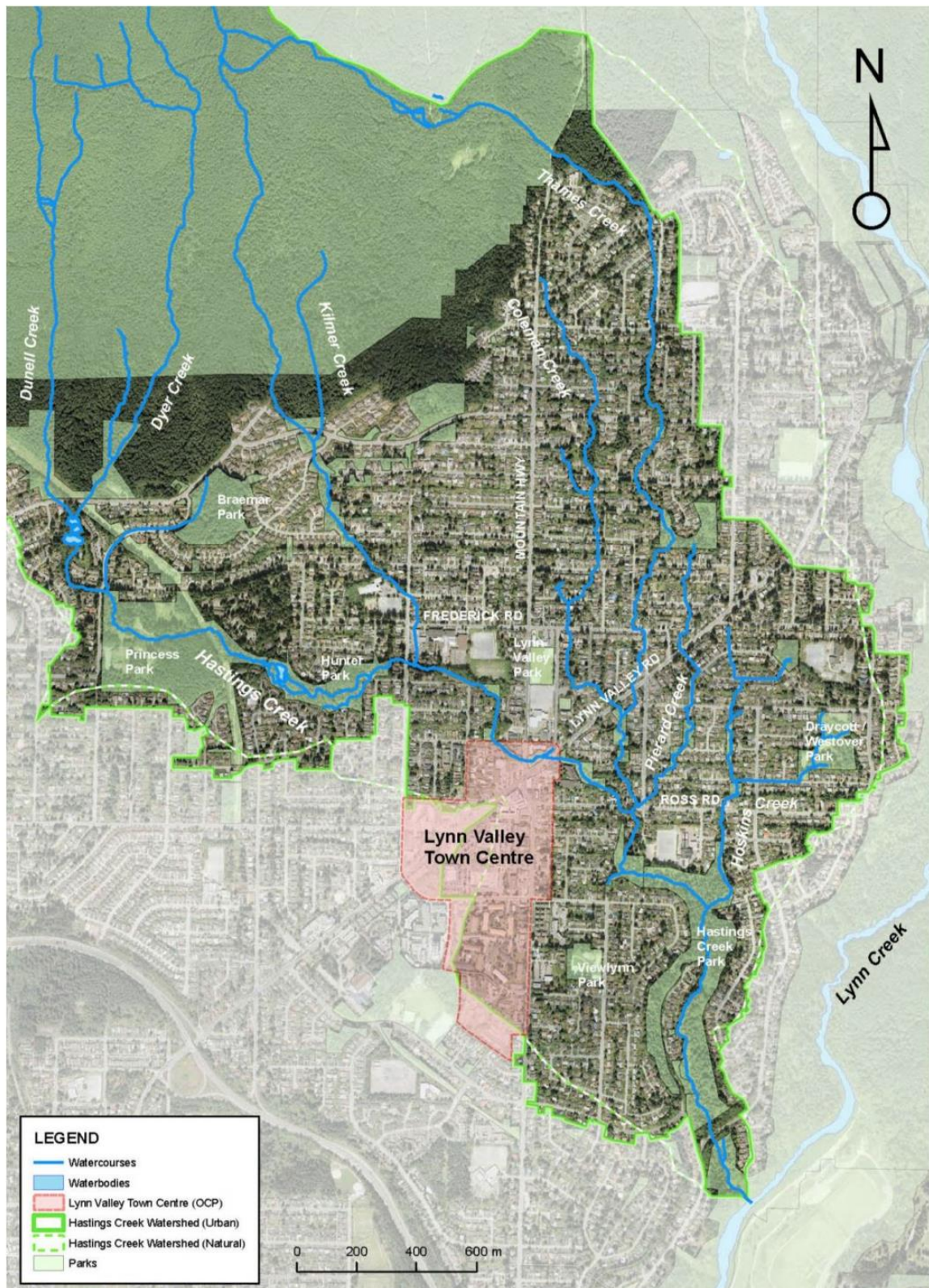
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Date	Document and Description
November 18, 2025	Information shared with the Lynn Valley Community Association via email
November 20, 2025	Information shared with the North Shore Streamkeepers at their meeting
December 2025	Letter sent to residents regarding changes and partial closure of Hastings Creek trail
December 2025	Email correspondence with residents regarding the Hastings Creek Closure
January 7, 2026	District Survey staff completed surveying District land and noted 3-4m parkland encroachment of three properties
January-March 2026	Multiple email correspondences with residents regarding Hastings Creek Trail Permanent Closure
January 26, 2026	Large project signs posted at three locations in the park
January 30, 2026	Meeting with property owners who have parkland encroachments along Bushnell
February 6, 2026	Petition created requesting a pause on the decision to keep part of the trail closed

APPENDIX II

Lower portion of Hastings Creek watershed showing location of stream channels



APPENDIX III
Examples of Erosion, Slope Failures and Failing Infrastructure



Photo 1. Northern bridge with floating footing.



Photo 2. Damaged southern bridge from tree failure.



Photo 3. Trail washed away from creek erosion.



Photo 4. Bank erosion under cutting boardwalk footings.



Photo 5. Large landslide area directly above trail. Large rocks regularly roll down onto the trail.

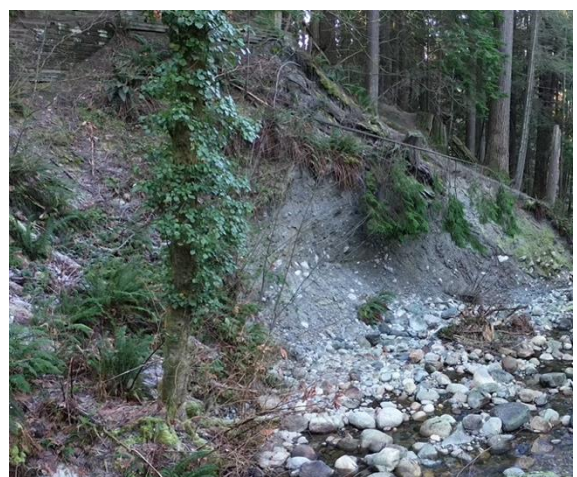


Photo 6. Large landslide area where the trail runs directly along the top of the slide.



Photo 7. Bank erosion undercutting stair footings.



Photo 8. Erosion undercutting stairs.



Photo 9. Trail fully washed away.



Photo 10. Bank erosion under cutting Boardwalk.



Photo 11. Land slide with tree debris.

APPENDIX IV
Capital Trail and Structure Costs for 2021-2025 in Four District Parks

Trail Network	Approximate Area (ha)	Total Capital Investment for Trails and Structures (Last 5 Years)
Lynn Canyon Park	240	\$2.3M
Hastings Creek Park	12	\$150K
Mosquito Creek Park	30	\$7K
Deep Cove Park	5	\$10K