



Spirit Trail Eastern Extension Engagement Report

Prepared by Urban Systems Ltd. for the
District of North Vancouver

April 2024

Prepared For

District of North Vancouver

355 West Queens Road North Vancouver, BC V7N 4N5



Prepared By

Urban Systems Ltd.

550 - 1090 Homer Street, Vancouver, BC V6B 2W9

This report is prepared for the sole use of the District of North Vancouver. No representations of any kind are made by Urban Systems Ltd. or its employees to any party with whom Urban Systems Ltd. does not have a contract. © 2024 URBANSYSTEMS®.

Land Acknowledgment

We respectfully acknowledge the original peoples of these lands and waters, specifically the sə́lilwətał (Tsleil-Waututh), Sḵwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̓əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

Contents

| | |
|-------------------------------------|-----------|
| ENGAGEMENT SNAPSHOT | IV |
| Executive Summary | 1 |
| Introduction | 2 |
| PROJECT BACKGROUND | 2 |
| ENGAGEMENT STRATEGY | 3 |
| ENGAGEMENT OBJECTIVES | 4 |
| Engagement Tactics | 5 |
| WEBSITE & COMMUNITY REPORT | 6 |
| OPEN HOUSE INFORMATION SESSIONS | 7 |
| What We Heard | 10 |
| KEY THEMES | 10 |
| OPEN HOUSE INFORMATION SESSIONS | 11 |
| EMAILED FEEDBACK | 22 |
| Next Steps | 23 |
| Appendix 1: Mapping Activity | 24 |
| Appendix 2: Comment Cards | 27 |
| Appendix 3: Community Report | 39 |

Engagement Snapshot



Over **600** people
attended **2** open house
information sessions.



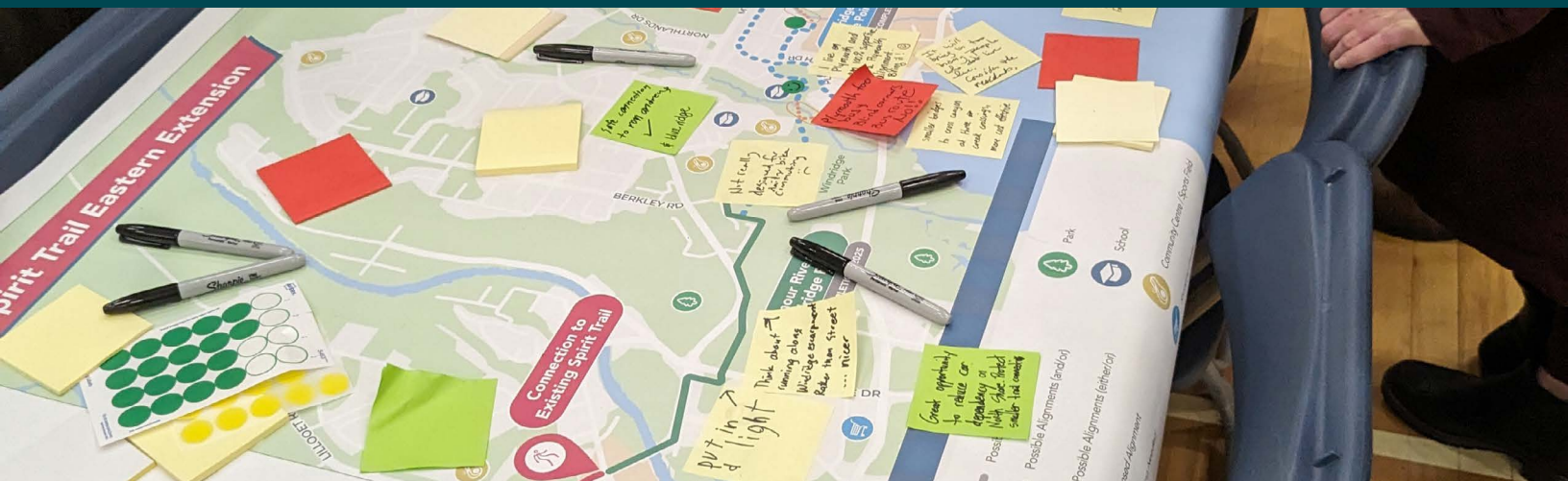
480 mapping
activity interactions



104 comment cards
collected, containing
over **180** pieces of
feedback



88 people emailed
the district



Executive Summary

The Spirit Trail Eastern Extension is intended to provide an active transportation connection linking key destinations, neighbourhoods, parks, and schools, east of the Seymour River. In early 2024, the District started the first phase of a broad based awareness campaign for the Spirit Trail Eastern Extension.

Through a range of communications and engagement tactics, including a dedicated public webpage and two open-house information sessions, we shared information about the project and started gathering public input. What we heard throughout this engagement will inform a detailed recommendation report to Council, about the proposed routes for some segments of the Spirit Trail Eastern Extension.

We heard a variety of opinions about the Spirit Trail Eastern Extension. A substantial amount of feedback was received from a very large turnout from the community, meaning our objectives of the sessions, to raise awareness and to listen and learn, were successfully achieved.

We heard that many people were enthusiastic about the project, looking forward to safe active transportation connections in their neighbourhoods, and excited about being able to walk, roll, or cycle all the way to Deep Cove. We also heard concerns about different users sharing facilities, the use of local roads and parking, and a desire for more engagement.

This engagement report describes the engagement carried out, what we heard throughout that engagement, and outlines what's next.

Introduction

PROJECT BACKGROUND

The Spirit Trail was originally envisioned many years ago as a 35 km long active transportation connection extending from Horseshoe Bay to Deep Cove, connecting neighbourhoods and destinations along the way. The Spirit Trail is intended to create a safer and more accessible connection across the North Shore for all users, whether walking, rolling, or cycling, for leisure, recreation, or commuting.

Completing the Spirit Trail is a stated priority of the North Shore Connects partnership between the District of North Vancouver, City of North Vancouver, District of West Vancouver, Sḵwxwú7mesh Úxwumixw (Squamish Nation), and səlilwətał (Tsleil-Waututh Nation).

In early 2023, when Council was considering its financial plan for 2023 to 2027, many members of the community advocated for funding to be set aside for the eastern portion of the Spirit Trail. Council therefore identified the Spirit Trail Eastern Extension as a priority in the resulting budget. Planning work for the Eastern Extension began after Council approved a five-year Capital Plan in April 2023 that included \$20 million to continue building the Spirit Trail all the way to Deep Cove.

The Spirit Trail Eastern Extension is intended to provide an active transportation connection linking key destinations, neighbourhoods, parks, and schools, east of the Seymour River.

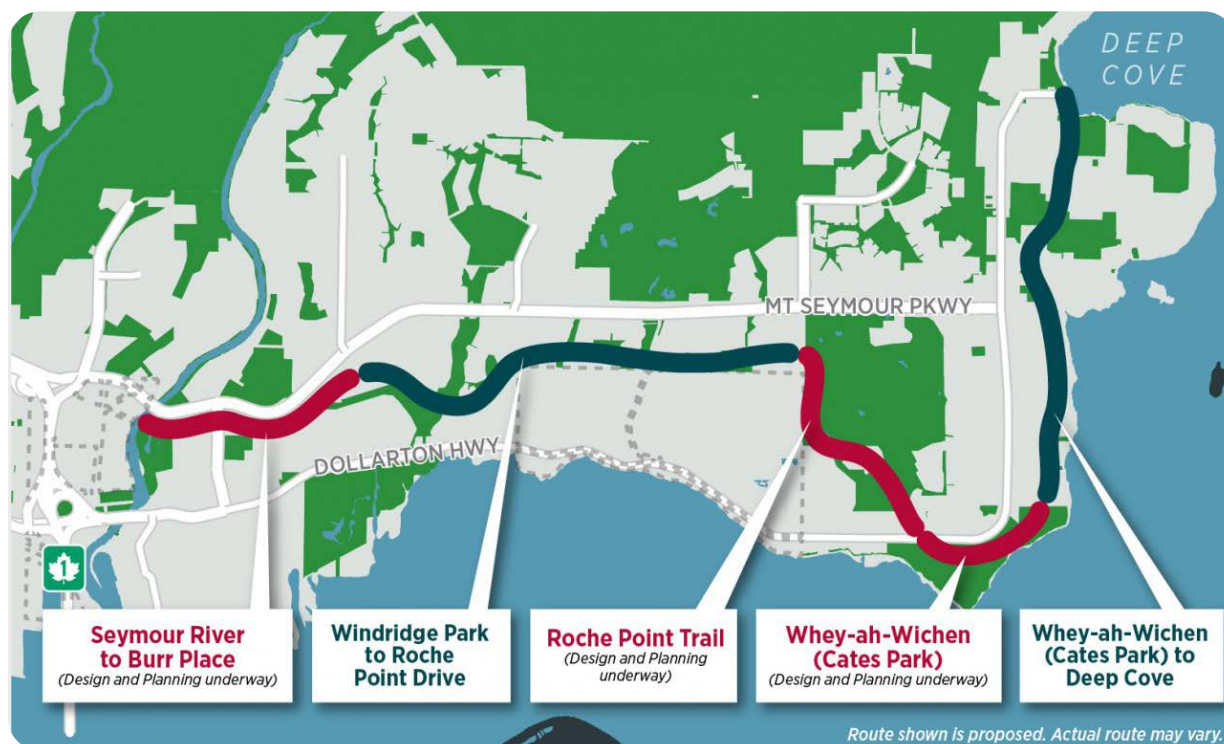


Figure 1: Illustration of the proposed Spirit Trail Eastern Extension, south alignment

ENGAGEMENT STRATEGY

The District, with support from Urban Systems, has planned a broad-based awareness campaign for the entire Spirit Trail Eastern Extension. This awareness campaign will inform audiences about the project, its scope, timelines, plans for implementation, and future engagement opportunities.

In early 2024 the District started this broad-based awareness campaign for the Spirit Trail Eastern Extension, by sharing information about the early planning work underway, gathering public input, and setting the stage for future, more targeted engagement. What we heard throughout this initial engagement is the focus of this report.

In addition to the broad-based awareness campaign, more targeted engagements will also take place as the project progresses. The Spirit Trail Eastern Extension will be delivered in segments over the next few years, each with its own timeline. As segments progress through planning and design, the specific route options within each segment must balance several factors, including, but not limited to:



Public engagement is a key part of understanding these factors and how to balance them, alongside review of existing Spirit Trail planning work and relevant District policy (such as the OCP Action Plan, Bicycle Master Plan, Pedestrian Master Plan, and Corporate and Financial Plans). Targeted public engagement will therefore be planned and delivered as these segments progress, so more technical information can be shared with the community, particularly in neighbourhoods nearest the route segments. These engagements will seek to continue to keep people informed, build understanding, and listen and learn through informed feedback – from neighbourhoods nearest the route segments, and from the broader community.

Engagement will generally take place at the “Listen & Learn” level of public engagement, as shown on the figure below.

PUBLIC ENGAGEMENT SPECTRUM

Adapted and used with permission from the International Association for Public Participation (IAP2 Federation).

| Inform | Listen & Learn | Consult | Involve | Collaborate | Empower |
|--|---|---|--|---|--------------------------------------|
| “We will keep you informed. We will provide information that is timely, accurate, balanced, objective, and easily understood. We will respond to questions for clarification and direct you to sources of additional information.” | “We will listen to you and learn about your plans, views, and issues; and work to understand your concerns, expectations, and ideas.” | “We will keep you informed, and listen to and acknowledge your concerns and aspirations in developing final solutions, and we will report back to you on how your input influenced the decision.” | “We will work with you to ensure your concerns and aspirations are directly reflected in the alternatives developed, and we will report back on how your input influenced the decision.” | “We will look to you for advice and innovation in formulating solutions, and we will incorporate your recommendations into the decisions to the maximum extent possible.” | “We will implement what you decide.” |

ENGAGEMENT OBJECTIVES

The key objectives of the initial, broad-based engagement were to:

- Build awareness of the vision for the entire Spirit Trail.
- Raise awareness and understanding about the Spirit Trail Eastern Extension.
- Listen to and learn from community members about the route options and how to balance competing considerations.
- Illustrate the different forms the Spirit Trail can take.
- Set the stage for future engagement.



Engagement Tactics

To achieve these objectives, various communication and engagement tactics were planned and executed, including:

- A dedicated project website launched in October 2023.
- A feature in the Fall edition of the Community Report in November 2023.
- A presentation to Tsleil-Waututh Elected Chief and Council in January 2024, in collaboration with Tsleil-Waututh Nation staff.
- Two in-person open house information sessions within the community in February and March 2024.
- An in-person public information session for Tsleil-Waututh Nation Members in May 2024. (Due to timing, this engagement report does not include the feedback received at this session.)

In addition to these planned activities, District staff have also met with many external stakeholder groups and individuals. This report focuses on the feedback received during the February and March information sessions.

WEBSITE & COMMUNITY REPORT

In October 2023, the District launched a [webpage dedicated to the Spirit Trail Eastern Extension](#). The webpage provided context about the project, information about the route being considered, an outline of the first segment planned to be completed, and details of the open house information sessions. The webpage is intended to be a resource for sharing the most up to date information about the project and therefore continues to evolve and grow as more detailed information becomes available.

The webpage also provided an opportunity for people to submit questions or comments to the District project team via email. A summary of the feedback received via email can be found in the What We Heard - **Emailed feedback** section of this report.

In November 2023, a Community Report was sent to all addresses in the District, featuring the Spirit Trail Eastern Extension as lead story. That [Community Report can be found here](#), and in Appendix 3. The Community Report directed folks who wanted to find out more to the District's webpage.

[Home](#) > [Streets & Transportation](#) > [Active transportation](#)

Spirit Trail Eastern Extension



OPEN HOUSE INFORMATION SESSIONS

The District, with support from Urban Systems, hosted two open house information sessions in February and March, 2024. At these two sessions, we heard from more than 600 members of the community.

- February 21, 6:00pm – 8:30pm, Sherwood Park Elementary, approx. 296 attendees
- March 6, 6:00pm – 8:30pm, Kenneth Gordon Maplewood School, approx. 318 attendees

At each open house event, there were information boards, an interactive **mapping activity** to gather the community's ideas, and staff and consultants available to answer questions. Attendees were also invited to share their thoughts on **comment cards**. The information boards have been [published on the project webpage](#).



Mapping activity

The interactive mapping activity invited attendees to share their thoughts on the Spirit Trail Eastern Extension route options. The map showed possible route alignments for the different trail segments, along with key destinations such as parks and schools, shown in the figure below.

Attendees could place different coloured sticky dots and/or sticky notes on the map, to indicate:

- Green – what are you excited about?
- Yellow – what opportunities do you see?
- Red – can you identify any risks or issues?

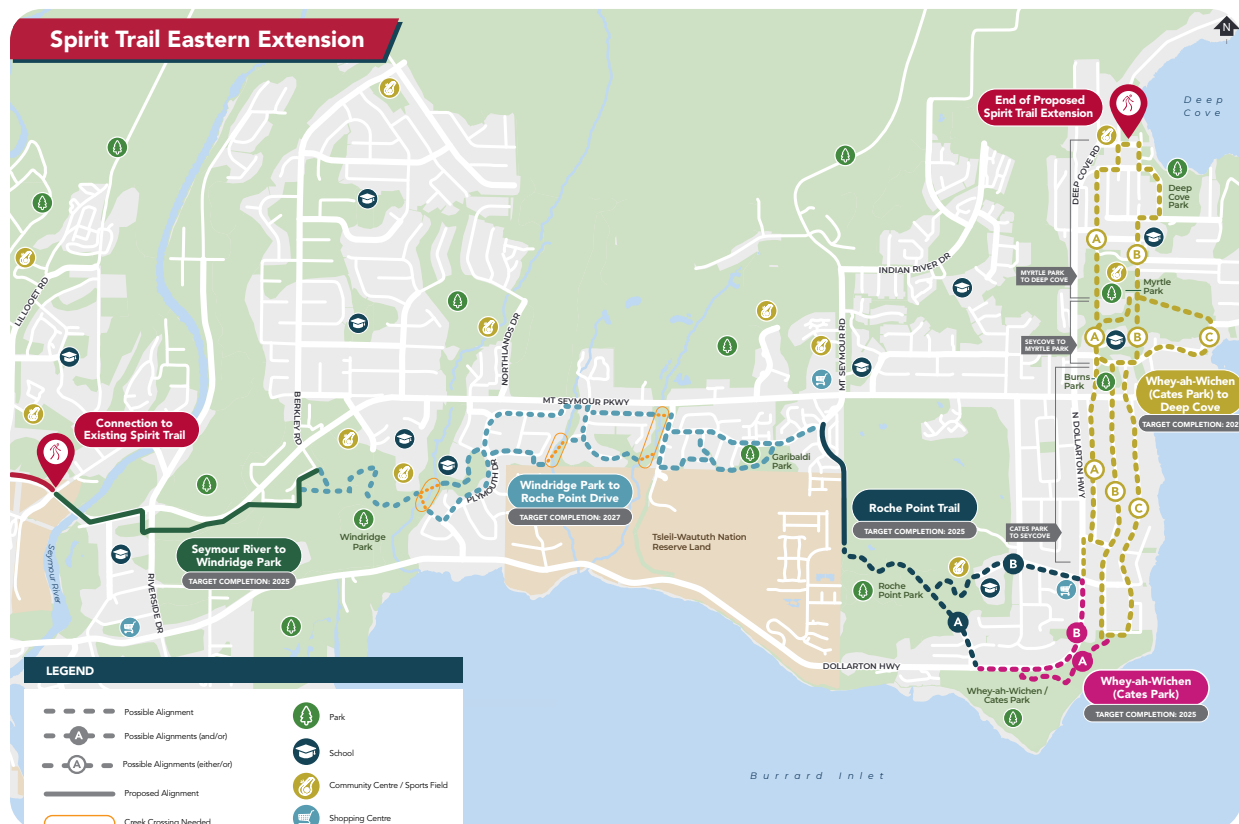


Figure 2: Map showing the route options being studied by the project team

Data capture

At the end of each event, each map was photographed and rolled up with all comments and sticky dots kept in place to ensure accurate records could be kept. All comments and sticky dots were then digitally recorded to allow for analysis (as shown in **Appendix 1: Mapping Activity**).

Adjustments made for the second event

There were two mapping activity tables set up at the first open house. The mapping activity was successful, and participation was extremely high, with nearly 200 interactions (sticky dots and sticky notes) collected. The activity was therefore scaled up at the second open house; there were three mapping activity tables set up, each with multiple printed maps available to replace the first map once it was full of comments.

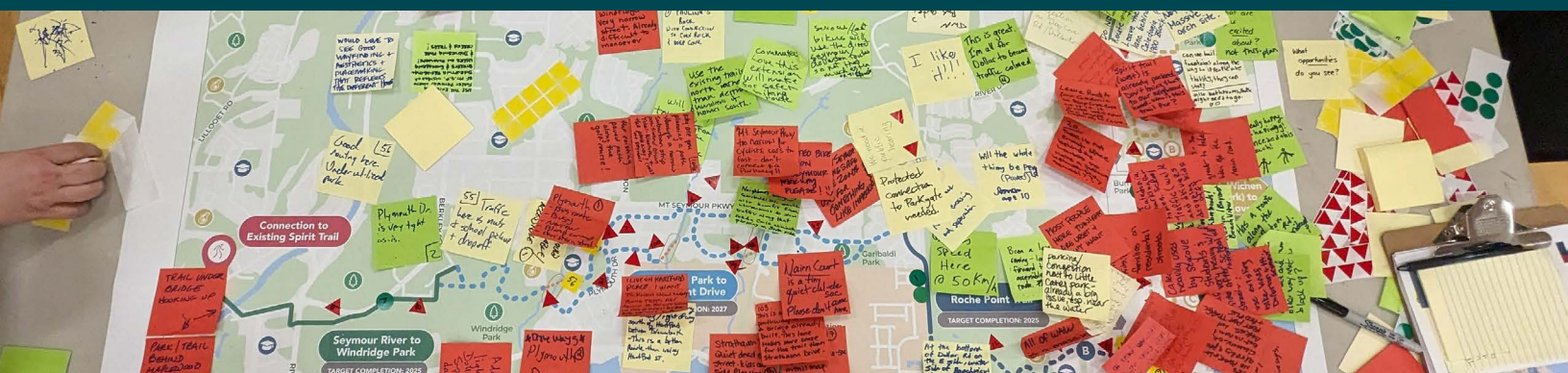
In response to discussion at the first open house, the maps used at the second open house contained added context to improve their readability:

- More street names were added to the proposed route alignments for ease of reference,
- Labels were added to the key destination icons to increase clarity,
- Contour lines were added to show elevation.

In addition to the readability improvements, two additional route possibilities were added to the map in response to public input. One was added to the Windridge Park to Roche Point Drive segment, sitting north of Mount Seymour Parkway, connecting to Mount Seymour Road. This possible route alignment matches a portion of the northern alignment presented in the 2013 Spirit Trail Planning Report. Overall, the Spirit Trail route is intended to be focused to the south of Mount Seymour Parkway, as this southern alignment generally presents the best opportunity to connect more neighbourhoods and destinations. However, this particular portion of the northern alignment is feasible. Including this portion could create a viable combination of the two Spirit Trail options considered in the [2013 Spirit Trail Planning Report](#).

The second additional route possibility was added to the Whey-ah-Wichen (Cates Park) to Deep Cove segment, along Dollarton Highway from Dollar Road to Mount Seymour Parkway. At the first open house information session, we heard from some residents of Roslyn Boulevard and Beachview Drive that they would prefer the Spirit Trail not to follow those local roads. Those residents and some others expressed that the Spirit Trail should follow Dollarton Highway from Dollar Road to Mount Seymour Parkway. All four possible alignments will be considered when assessments for this segment are underway.

Both versions of the map are shown in **Appendix 1: Mapping Activity**. A summary of the feedback collected through the mapping activity can be found in the What We Heard – **Open house information sessions** section of this report.



What We Heard

A substantial amount of input was collected during this first phase of public engagement, ranging from supportive to concerned.

KEY THEMES

There were several common themes heard repeatedly throughout the various engagement methods. These key themes are summarized below:

- **General support:** Excitement and support for the Spirit Trail Eastern Extension.
- **Safe connections:** Support and advocacy for safe active transportation connections in local neighbourhoods.
- **Complete connection:** Excitement about being able to walk, roll, or cycle all the way to Deep Cove.
- **Improved facilities:** Desire to improve the comfort and safety of pedestrians and cyclists, including specific suggestions for safety or other improvements.
- **Concerns about shared facilities:** Concerns about different users sharing facilities, and potential conflicts between people walking, rolling, and cycling.
- **Concerns about local roads:** Concerns about using local roads as part of the Spirit Trail, including safety around driveways and the speed of local traffic.
- **Concerns about new traffic:** Concerns that the Spirit Trail Eastern Extension may attract too many people to particular areas.
- **Environmental considerations:** Desire to preserve natural trails and sensitive habitats, and minimize environmental impacts.
- **Concerns about parking:** Concerns that parking will be removed to make way for the Spirit Trail Eastern Extension or may be in limited supply due to trail users.
- **Engagement next steps:** Desire for more engagement.

OPEN HOUSE INFORMATION SESSIONS

Thank you to everyone who attended the open house information sessions and contributed their thoughts. There was a considerable amount of interest and engagement at both events. We heard a range of perspectives from the community, from strong support for the project to clear concerns. We also heard a lot of feedback about specific locations or specific aspects of the possible route options.

Many attendees expressed interest in further engagement. While many people indicated they were pleased with the format and opportunity to provide feedback, we also heard that the format of the information session was not ideal for all – given the high turnout, some folks could not effectively engage with the staff, information, and activities.

Also, many attendees who provided positive feedback in support of the project did so directly to facilitators – we heard that they did not feel comfortable sharing their thoughts amongst the opposition that dominated some conversations. Many of these conversations were focused on a perceived lack of consultation – some people thought the routes and alignments displayed on the maps had already been decided.

An outline of future engagement opportunities can be found in the **Next Steps** section of this report.

Mapping activity

The interactive mapping activity invited attendees to share their thoughts on the Spirit Trail Eastern Extension route options. Attendees could place different coloured sticky dots on the map, to indicate:

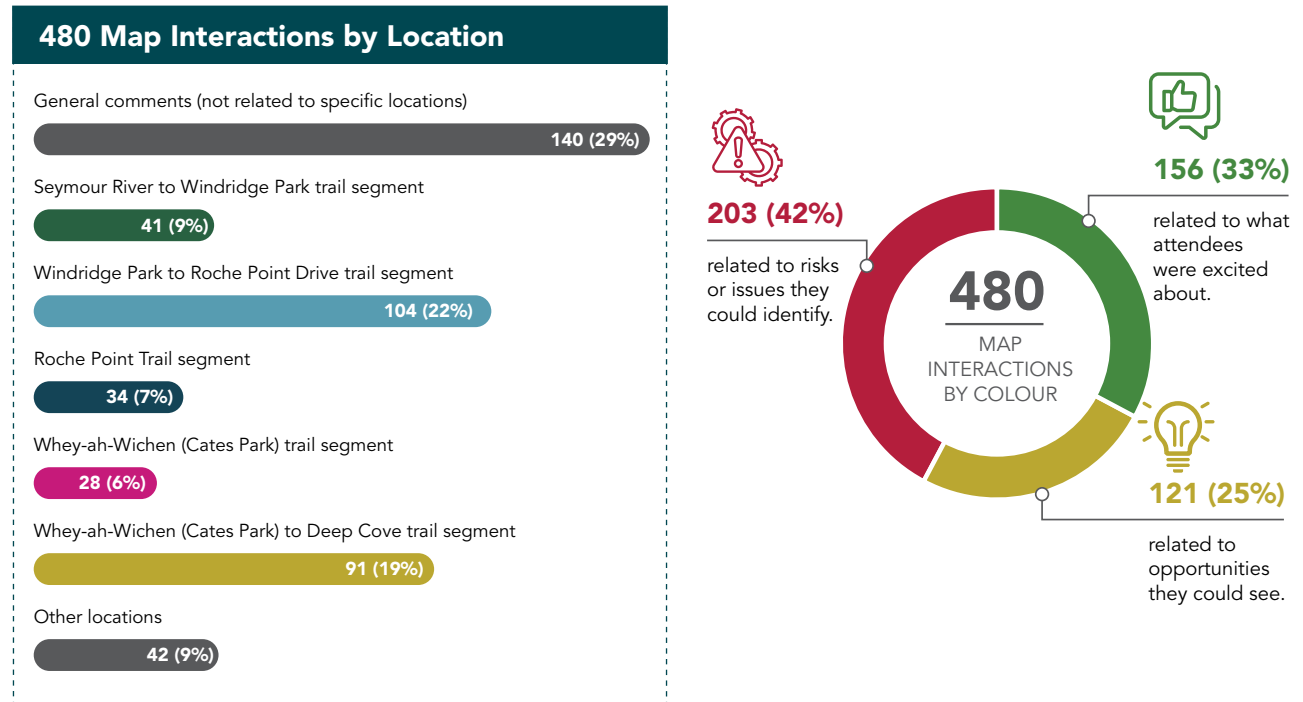
- Green – what are you excited about?
- Yellow – what opportunities do you see?
- Red – can you identify any risks or issues?

Sticky dots could be explained, or other thoughts added, on sticky notes of the same colours. All comments and sticky dots were digitally recorded to allow for analysis (as shown in

Appendix 1: Mapping Activity.)

Mapping activity interactions – by location and feedback type

A total of 480 interactions (sticky dots and sticky notes) were collected on the maps at the open house information sessions. Of these 480 interactions:



| COUNT OF INTERACTIONS | GREEN | YELLOW | RED | TOTAL |
|--|------------|------------|------------|------------|
| General comments | 70 | 31 | 39 | 140 |
| Seymour River to Windridge Park | 9 | 14 | 18 | 41 |
| Windridge Park to Roche Point Drive | 24 | 19 | 61 | 104 |
| Roche Point Trail | 13 | 13 | 8 | 34 |
| Whey-ah-Wichen (Cates Park) | 7 | 4 | 17 | 28 |
| Whey-ah-Wichen (Cates Park) to Deep Cove | 23 | 25 | 43 | 91 |
| Other location | 10 | 15 | 17 | 42 |
| Total | 156 | 121 | 203 | 480 |

Key themes in mapping activity comments

Many comments collected through the interactive mapping activity related to similar themes. The most common themes for each feedback type, and relating to the specific trail segments or locations, has been summarized below.

By feedback type (colour):



What are you excited about? (green)

- **General support:** Excitement and support for the Spirit Trail Eastern Extension (32 comments, 21%*).
- **Complete connection:** Excitement about being able to walk, roll, or cycle all the way to Deep Cove (13 comments, 8%*).
- **Family friendly:** Enthusiasm that the trail will be great for kids and families walking, rolling, or cycling together or to and from school (10 comments, 6%*).
- **Safe connections:** Support and advocacy for safe active transportation connections in local neighbourhoods (9 comments, 6%*).

* % of the 'green' feedback, to the nearest percent.



What opportunities do you see? (yellow)

- **Safe connections:** Support and advocacy for safe active transportation connections in local neighbourhoods (10 comments, 8%*).
- **Improved facilities:** Desire to improve the comfort and safety of cyclists and pedestrians, by making improvements at intersections (10 comments, 8%*), and making improvements along Dollarton Road (7 comments, 6%).

* % of the 'yellow' feedback, to the nearest percent.



Can you identify any risks or issues? (red)

- **Concerns about local roads:** Concerns over whether local roads would be suitable (18 comments, 9%*), as some may be too busy, narrow, and steep to be comfortable and safe for all.
- **Concerns about parking:** Concerns that parking may be in limited supply or removed to make way for the trail (12 comments, 6%*).
- **Concerns about environmental impacts:** Questions and concerns about potential environmental impacts such as the loss of trees, effects on nearby streams, and impacts to sensitive habitats (10 comments, 5%*).

* % of the 'red' feedback, to the nearest percent.



Did you know?

The Spirit Trail is intended to be safe and comfortable for most users. In some areas, local roads are the best option for achieving this, by creating a shared, slow street with traffic calming and signage.

Did you know?

Environmental impacts are a key consideration in the Spirit Trail Eastern Extension planning. Proposed routes will take care to weave through the natural environment, minimize any negative impacts, and avoid sensitive habitats.

By location (or general)

General comments

- **General support:** Excitement and support for the Spirit Trail Eastern Extension (42 comments, 29%*).
- **Complete connection:** Excitement about being able to walk, roll, or cycle all the way to Deep Cove (14 comments, 10%*).
- **Safe connections:** Support and advocacy for safe active transportation connections in local neighbourhoods (10 comments, 7%*).
- **Family friendly:** Enthusiasm that the trail will be great for kids and families walking, rolling, or cycling together or to and from school (8 comments, 6%*).
- **Engagement next steps:** Desire for more engagement (7 comments, 5%*).
- **Resource alignment with priorities:** Resources could be better spent elsewhere, or the Spirit Trail is not a good idea (7 comments, 5%*).

* % of the 'general comments' feedback, to the nearest percent.

Seymour River to Windridge Park

- **Safe connections:** Support and advocacy for safe active transportation connections to parts of these neighbourhoods, such as shopping at Maplewood and Superstore (6 comments, 14%*).
- **Concerns with safety at intersections:** Concerns over the safety of some intersections in this area, as vehicles travel through at high speeds and pedestrians need safe crossings (6 comments, 14%*).
- **Concerns about shared facilities:** Concerns about different users sharing facilities, based on the observation that the proposed route in this segment is too narrow (4 comments, 9%*).

* % of the feedback specific to this segment, to the nearest percent.

Did you know?

The District is working with the Ministry of Transportation and Infrastructure to improve the intersection of Mount Seymour Parkway and Seymour Boulevard. All other crossings within the Spirit Trail will be assessed during the detailed design phase of each segment.

Windridge Park to Roche Point Drive

- **Concerns about shared facilities:** Concern about the use of Plymouth Drive, as it is considered too busy, narrow, and steep to be comfortable and safe for all (22 comments, 21%*).
- **Concerns about local roads:** Concerns over whether using local roads in this segment would be safe or desirable, and suggestions that the route focuses on Mount Seymour Parkway or Garibaldi Drive (14 comments, 13%*).
- **Prioritizing children's safety:** A lot of children walk and play in certain residential areas in this segment, particularly Nairn Court, so their safety is a priority (12 comments, 11%).
- **Concerns about environmental impacts:** Questions and concerns about potential environmental impacts in this area, such as the loss of trees and/or the effect on nearby streams (6 comments, 6%*).

** % of the feedback specific to this segment, to the nearest percent.*

Roche Point Trail

- **Concerns about shared facilities:** The trail needs to be wide enough for users walking, cycling, and rolling to safely share and navigate this area (6 comments, 17%*).
- **General support:** Excitement and support for this segment of the Spirit Trail Eastern Extension (4 comments, 11%*).
- **Connection with nature:** Support and advocacy for a nature-focused trail (3 comments, 9%*).

** % of the feedback specific to this segment, to the nearest percent.*

Did you know?

The comfort and safety of all users, and preserving the unique natural parkland in this area, are both priorities that need to be balanced. A trail wide enough for safe shared use, needs to be balanced with minimizing the environmental impacts.

Whey-ah-Wichen (Cates Park)

- **Prioritizing the off-leash dog trail:** Support for maintaining the off-leash dog trail in this area, and the separation of pedestrians and dog walkers from cyclists (along alignments A and B, respectively) (8 comments, 27%*).
- **General support:** Excitement and support for this segment of the Spirit Trail Eastern Extension, particularly about being able to walk or bike to Whey-ah-Wichen (Cates Park) (5 comments, 17%*).
- **Concerns about new traffic:** Concerns that the park is already too busy (4 comments, 13%*), that parking is already limited (2 comments, 7%*), and that Spirit Trail Eastern Extension will increase those issues.

* % of the feedback specific to this segment, to the nearest percent.

Did you know?

The Spirit Trail aims to provide more options for folks that already visit these areas, so they can leave the car at home and walk, roll, or cycle instead.

Whey-ah-Wichen (Cates Park) to Deep Cove

- **Concerns about parking:** Concerns about parking being limited in this area, particularly along residential streets and close to Deep Cove (12 comments, 13%*).
- **Prioritizing children's safety:** Concerns about the high traffic around Seycove Secondary School, as there are lots of students and parents walking, driving, and parking in the area (10 comments, 11%*).
- **Concerns about local roads:** Concerns over whether using local roads in this segment would be safe or desirable (7 comments, 7%*), particularly regarding safety around driveways (6 comments, 6%*).
- **Prioritizing accessibility:** The flattest (or least steep), most accessible option would be the most suitable in this area (6 comments, 6%*).
- **General support:** Preference for one of the four (4) possible alignments in this segment:
 - Route A, Baycrest Drive to Caledonia Ave, 2 comments (2%*)
 - Route B, Roslyn Boulevard to Banbury Road and Rockcliff Road, 4 comments (4%*)
 - Route C, Beachview Drive to Strathcona Road, 4 comments (4%*)
 - Route D, North Dollarton Highway 2 comments (2%*)

* % of the feedback specific to this segment, to the nearest percent.

Did you know?

The District is involved in ongoing work to coordinate with the Deep Cove Parking Strategy, and the Paid Parking in Parks Strategy.

Did you know?

The Spirit Trail aims to improve these areas so more locals can choose to walk, roll, or cycle to school.

Other locations

- **Improved facilities:** Desire to improve the comfort and safety of pedestrians and cyclists, particularly along Dollarton Road (19 comments, 41%*).
- **Alternative connections:** Preference for a northern alignment (8 comments, 18%*), or primarily using existing trails (5 comments, 11%*).

* % of the feedback related to other general locations, to the nearest percent.

Comment cards

A total of 104 comment cards were collected throughout the open house information sessions, containing over 180 distinct pieces of feedback. Some comment cards included several pieces of feedback that related to different themes. For example:

This comment card includes three distinct pieces of feedback, each with its own theme: one communicating general support for the Spirit Trail, one suggesting we preserve trees, and one suggesting we avoid Dollarton Highway due to safety concerns.

"Love the project! We currently use the Spirit Trail west of Lynn Creek. We live near Cates Park. Please preserve the max number of trees and do not use Dollarton Hwy. It is too busy and dangerous for the purposes of the Spirit Trail. Thanks for asking."

This comment card includes two distinct pieces of feedback, each with its own theme: one communicating excitement for improved connections to the school, and one expressing concern about the amount of people walking and cycling around the school.

*"Excited about connections to the school - lots of kids already walk through forest to the school. Possible risk of more people and cyclists around + school kids.
(Sherwood Park Elementary)"*

This comment card includes two distinct pieces of feedback, each with its own theme: one expressing concerns about safety around driveways on Roslyn Boulevard, and one noting support for the project, as long as it is well designed and in consultation with the neighbourhood.

"I live on the high side of Roslyn and I have a very steep driveway. My concern is getting up and down safely given already limited visibility. I do support the extension, just it has to be well designed in consultation with properties affected."

Several attendees left their name and contact details on their comment cards – these personal details have been compiled and provided directly to the District project team, they have not been included in this engagement report. All comment cards, with personal details removed, are provided in **Appendix 2: Comment Cards**.

Key themes

There were several common themes throughout the feedback collected on comment cards:

- **General support:** Excitement and support for the Spirit Trail Eastern Extension (35 comments, 19%*).
- **Concerns about local roads:** Concerns about using local roads as part of the Spirit Trail (22 comments, 12%*), including safety concerns about driveways (11 comments, 6%*).
- **Concerns about shared facilities:** Concerns about different users sharing facilities (9 comments, 5%*), including safety concerns about the speed of e-bikes (8 comments, 4%*).
- **Concerns about parking:** Concerns that parking may be in limited supply due to trail users (9 comments, 5%*), or removed to make way for the trail (8 comments, 4%*).

* % of the 188 total pieces of feedback represented across the 104 comment cards, rounded to the nearest percent.

Comments about Spirit Trail segments

Of the 104 total comment cards, 84 (81%) mentioned one or more Spirit Trail segments or specific locations.

Figure 3: Comment card count on each segment

Seymour River to Windridge Park trail segment

6 (7%*)

Windridge Park to Roche Point Drive trail segment

24 (29%*)

Roche Point Trail segment

10 (12%*)

Whey-ah-Wichen (Cates Park) trail segment

8 (10%*)

Whey-ah-Wichen (Cates Park) to Deep Cove trail segment

31 (37%*)

Northern or other alignments

5 (6%*)

* % of the 84 comment cards that mentioned one or more Spirit Trail segments, rounded to the nearest percent.

Several of the comments about these specific segments related to similar themes. The most common themes for each trail segment or specific location have been summarized below.

Seymour River to Windridge Park

- **General support:** Excitement and support for this segment of the Spirit Trail Eastern Extension (3 comments, 23%*).
- **Concerns about shared facilities:** Concerns about cyclists and pedestrians sharing pathways in this area (2 comments, 15%*).

** % of the feedback specific to this segment, to the nearest percent.*

Windridge Park to Roche Point Drive

- **Concerns about local roads:** Concerns about using local roads this segment of the Spirit Trail Eastern Extension (10 comments, 23%*), noting safety concerns about driveways (5 comments, 12%*).
- **General support:** Excitement and support for this segment of the Spirit Trail Eastern Extension (5 comments, 12%*).

** % of the feedback specific to this segment, to the nearest percent.*

Roche Point Trail

- **General support:** Excitement and support for this segment of the Spirit Trail Eastern Extension (3 comments, 14%*).
- **Concerns about new traffic:** Concerns that the Spirit Trail Eastern Extension may attract too many people to the neighbourhood (2 comments, 10%*).
- **Concerns about parking:** Concerns that parking in this area will be removed to make way for the Spirit Trail Eastern Extension (2 comments, 10%*).

** % of the feedback specific to this segment, to the nearest percent.*

Whey-ah-Wichen (Cates Park)

- **General support:** Excitement and support for this segment of the Spirit Trail Eastern Extension (6 comments, 30%*).
- **Concerns about shared facilities:** Concerns about cyclists and pedestrians sharing pathways in this area (3 comments, 15%*).

* % of the feedback specific to this segment, to the nearest percent.

Whey-ah-Wichen (Cates Park) to Deep Cove

- **Concerns about local roads:** Concerns about using local roads as part of this Spirit Trail Eastern Extension segment (7 comments, 16%*), suggesting a focus on Dollarton Highway (7 comments, 16%*).
- **Concerns about parking:** Concerns that parking in this area will be removed to make way for the Spirit Trail Eastern Extension (5 comments, 11%*), or may be in limited supply due to trail users (4 comments, 9%*).
- **General support:** Excitement and support for this segment of the Spirit Trail Eastern Extension (5 comments, 11%*).

* % of the feedback specific to this segment, to the nearest percent.

Northern or Other Alignment

- **Alternative connections:** Preference for the Spirit Trail Eastern Extension generally focusing to the north of Mount Seymour Parkway (3 comments, 50%*) or along Dollarton Highway (1 comment, 17%*).
- **Improved facilities:** Desire to improve the comfort and safety of pedestrians and cyclists along Mount Seymour Parkway (2 comments, 33%*).

* % of the feedback specific to other alignments, to the nearest percent.

Did you know?

Assessment work done in 2009 and 2013 determined that the southern alignment was a better option than the northern alignment, because of accessibility, connectivity, and proximity to destinations.

EMAILED FEEDBACK

Between February (when the public was informed of and invited to the information sessions via the webpage) and April 11, 2024, 88 people contacted the District's project team via email. Of those 88 email conversations:

- 37 (42%) were generally supportive of the project.
- 29 (33%) were generally opposed to the project.
- 22 (25%) were neutral.

While the District has read and considered all emails received, for the purposes of this report the feedback was assessed and summarized at a high level. A detailed analysis of the email feedback was not completed due to cost constraints. The feedback received through these email conversations was generally similar to the feedback received throughout the open house information sessions through the mapping activity and comment cards. Through these email conversations, we heard a desire for more consultation and engagement, questions about specific routes and details, and the need to be inclusive, accessible, and sustainable.

Next Steps

Thank you to everyone who attended the open house information sessions and contributed their thoughts. As we plan and prepare to implement each segment of the Spirit Trail, we will continue to post updates online, including details of future engagement events.

The project team will be presenting a detailed recommendation report to council in May 2024, to inform a council vote on the proposed routes for the Spirit Trail Eastern Extension segments with targeted completion dates in 2025:

- Seymour River to Windridge Park
- Roche Point Trail
- Whey-ah-Wichen (Cates Park)

The information presented in this Engagement Report will inform the recommendations to Council.

Further engagement on the Spirit Trail Eastern Extension will be planned as future segments progress and more technical information is available to share with the community. Future engagement will seek to continue to raise awareness, build understanding in the community, and listen and learn from the public through informed feedback.

Getting started

The first segment planned to be completed is Seymour River to Windridge Park. This segment will connect the current end of the Spirit Trail (near Superstore) to Windridge Park (near Canlan Ice Sports). The trail design along this segment will vary based on the environment, and will consist of a variety of facility types, such as multi-use paths, shared local streets, and protected bike lanes.

Construction on the Seymour River to Windridge Park segment is expected to begin in late 2024 or 2025. Topographic surveys, as well as tree, environmental, and archaeological assessments are all underway for this segment. Residents living near this segment will receive more information ahead of construction.

Similar assessment work is also underway for the Whey-ah-Wichen (Cates Park) segment, and the Roche Point Trail segment connecting Dollarton Highway to the Parkgate area.

Follow the progress at [DNV.org/Spirit-Trail-East](https://dnv.org/spirit-trail-east)

Appendix 1: Mapping Activity

Map 1 – used at the first open house information session (February 21, Sherwood Park Elementary)



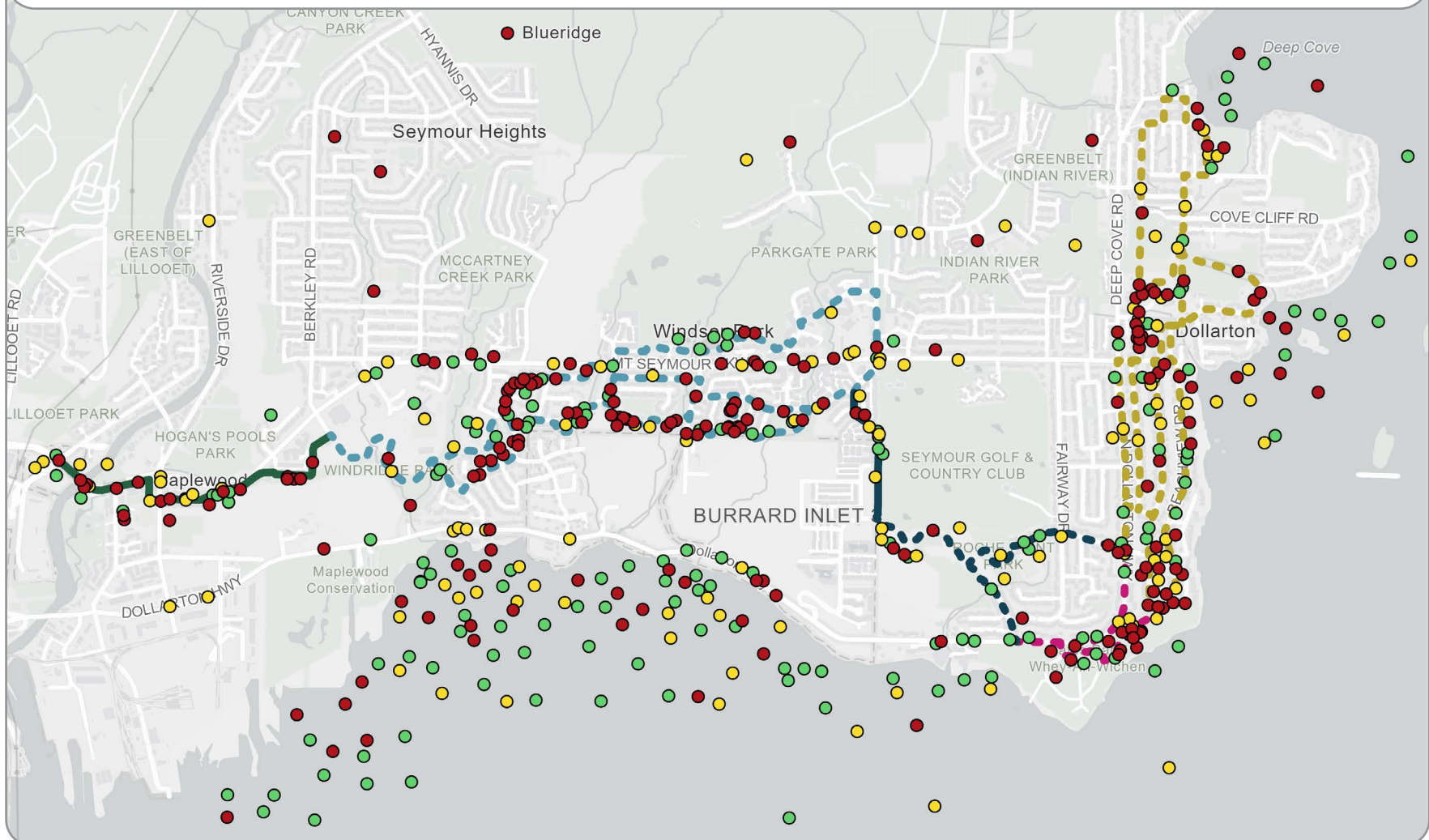
[illegible]

Webmap – digital record of all dots/comments

All comments and sticky dots collected on the maps have been digitally recorded to allow for analysis. The webmap below represents all dots and comments collected and recorded.

Segments

- Seymour River to Windridge Park
- Windridge Park to Roche Point Drive
- Roche Point Trail
- Whey-ah-Wichen (Cates Park)
- Whey-ah-Wichen (Cates Park) to Deep Cove



Appendix 2: Comment Cards

Several attendees left their name and contact details on their comment cards – these personal details have been compiled separately and provided directly to the District project team, they have not been included in this record of the comment cards.

- 1) Appears on the map as a proposed route that will border my property entirely. This could greatly impact our privacy. What consideration will we be given to protect our privacy? Will fencing be put in as part of the project?
- 2) My other concern is parking for trail users. As we see on Riverside or Berkley for residents there... they deal with horrible [conservation] on their side streets to trail users parking in their neighbourhoods. What parking restrictions will be considered to avoid this?
- 3) What consideration will be given to property values if negatively impacted due to reduced privacy of the homes in the area?
- 4) Hydro vehicles accessing same path.

Love the project! We currently use the Spirit Trail west of Lynn Creek. We live near Cates Park. Please preserve the max number of trees and do not use Dollarton Hwy. It is too busy and dangerous for the purposes of the Spirit Trail. Thanks for asking.

Interested to know more about the route connecting Roche Point Drive to Cates Park. Will Roche Pl and Fairway Ave be used?

Please spend the money to minimize possible safety issues by using setbacks/??? On Dollarton Hwy vs any of Roslyn/Beachview/Bay Cr. 80+ driveways vs 6!

Great idea. Two concerns:

- 1) Windridge as a bike route. The street is very narrow at the west end. It's already difficult to drive.
- 2) The route in front of the townhouses at 550 Browning Place. This path is used by many children and seniors (from the seniors complex). We already have issues with cyclists riding too fast and dangerously. To increase the number is talking a significant risk of harm.

I'm very excited about the Spirit Trail coming through to Deep Cove! I live on Kinloch Lane + would be happy to see the lane be part of it. I'm also with the Deep Cove Community Association and I'd like to discuss a way to celebrate the final arrival of the trail to Deep Cove (car-free day, biking events, etc.) Please contact me at some point to discuss.

We live at [Redacted] Hartford Pl and will be severely impacted by the trail which will cut through our front driveway and back yard. Traffic on a quiet residential street. I prefer routes with less residential impact.

Handicap Parking restriction at 3003 Plymouth Drive

Thank you for all your work in undertaking this great project. The area of concern for me and my townhouse strata council is the stretch that runs in front of [redacted] Browning Pl. As president of the strata council, I would like someone from the district to contact me so that we can discuss this. The path along Windridge and Browning serves as the front sidewalk for about 25 units. There is extremely high likelihood of physical injury to the families who enter, exit their homes using this path.

It is not clear from the presentation that wear the trail will be combined with the road - what will be doing to designate the trail markings on the road? Will you be eliminating parking?

The trail behind the 1900 block of Caledonia is not suited for a 4m wide trail. It is treed and cool in the summer.

My house backs on to this trail and we are concerned about noise, cutting down of the trees, and potential for vandalism as we have a back gate out to the trail. Most homes that back onto this do.

A lot of bikes go along Dollarton in the summer - not many on the parkway. A lot of groups train for their bike races so the road (Dollarton hwy) is not wide enough to accommodate vehicles and bikes.

If the plan is to widen the bike lanes on the Parkway this summer - then why are we spending all this money to create more areas to bike? Does not make sense.

Parking in Deep Cove area is at a premium in the summer so if the intention is to delete parking in favour of a bike path - big mistake!!

E bikes should not be allowed on the trails as they can go too fast

Excited about connections to the school - lots of kids already walk through forest to the school. Possible risk of more people and cyclists around + school kids. (Sherwood Park Elementary)

Parking, congestion + safety are a major concern along Roslyn Blvd. Funneling hundreds of bikers + walkers down a residential street will create hazards with cars. Parking is already very tight in the area + this will make it much worse

I think it should go through the reserve. We need cooperation and collaboration in TWN. We're all here together.

- 1) I am dead against this going through residential roads. It was never designed to do this.
- 2) Deep Cove has no bike racks, not enough parking or public amenities. No locals go down to Deep Cove in the summer because it's so busy. This will make it so much worse.
- 3) Safety on our streets - taking away the reasons why we moved to this area.
- 4) My street - will be a parking nightmare as folk park + ride into the cove.
- 5) Why was option 2, avoiding residential streets taken off the table? Why was nobody local consulted? This is not a consultation process.
- 6) Very disorganized format and I could not have a discussion because too many people, too many ill informed 'hosts', not willing to engage.
- 7) Property values will decrease despite your opinion to the contrary. Look at Gallant homes. 8) Liability = DNV

| |
|---|
| Link path up from Roche Point along Mt Seymour Parkway avoid residential areas. Is not safe. |
| Twin Second Narrows Road Bridge now. Road bridge over Lynn Creek at Greenlock Place. Scrap Spirit Trail. |
| Do not put the trail along the lane behind Caledonia St (route A). This lane is beautiful right now and would need to be expanded which means the trees that make it so beautiful + provide shade to both the trails and the homes would be gone. This lane also opens into the private parking lot to a townhouse complex. Perhaps the committee should walk this area!! |
| I do not agree with lowering the speed limit on Mt Seymour Parkway for bike lanes. In the summer they are all on Dollarton! I think if you do widen the Dollarton put the bike lane there. If you just ??? Want improvements part of the Spirit Trail should go along the Dollarton. Mt Seymour is supposed to be the evacuation route. |
| <p>Please make sure bridges in the forest section are wide enough (currently not)</p> <ul style="list-style-type: none"> • Please light the trail (Roche Point Trail) - kids can get to community centre safely • All road crossings need crossing lights - kid safety • Please pave as much as you can |
| E bikes must be banned on park trails as they are hazardous to seniors and dogs and small children and speed part of trail. Do not pave gravel trails - as this encourages speeding. Advertising the Spirit Trail on TripAdvisor will result in swamping of Trail-- Quarry Rock experience showed making it less of a nature experience. |
| Plymouth Dr way too busy! School pickups, bus route, lack of parking already, too steep, blind corners |
| We live on Roslyn Blvd and our neighbours and we are extremely concerned. The trail should not go through our street for the safety of the bikers and residents. First the street is already busy for parking spots and our street is on aa steep hill, when we back out the driveway, we can't see beyond 2 houses and it's dangerous if bikers are rushing down. Plus most of our houses have steep driveways on both sides. It's dangerous for us and bikers |
| Strathhaven Lane is a dead end single lane path with no sidewalk and parking only on one side. Adding a trail would eliminate existing resident parking as well as vehicle flow. With steep driveways and retaining walls on the north side, this poses a safety concern for both residents and trail users. At the west end of the lane, the road isn't wide enough for parking and any additional space used will make driveways inaccessible. Why do this when the parkway is one road away with existing bike lanes on either side? |
| It looks like the decision has already been made. Is this democracy in action? |
| We do not agree with the proposed options. With trails in the middle of busy neighbourhoods, it might create more accidents and frustrations for all those who live on Plymouth. (Bus stops, hidden driveways, etc.) You really have to look at other options that will be much less dangerous, less costly, as well. The best option is North of Seymour parkway. |

940 Hartford Place - 15' foot trail between 2 steep driveways is not safe and would bring too much traffic between our houses and neighbourhood. We do not agree with the 2 options in our area. Use existing trail instead.

More sessions, more space to park, talk, see info. Daytime session @Parkgate? Shuttle options for trail park + walk/ride is this contemplated?

Not on residential streets, especially one ways/cul-de-sac and Beachview that doesn't line up with stops signs

Bike lane in middle of the road?

District approved 4 lots per lot - means increase in parking - where can you park if bike lane thru your street?

I live on the high side of Roslyn and I have a very steep driveway. My concern is getting up and down safely given already limited visibility. I do support the extension, just it has to be well designed in consultation with properties affected.

I think that running the Spirit Trail down the most expensive real estate east of the Seymour is a terrible idea. Increased traffic, already existing parking problems, difficulty backing out of driveways gives no priority to taxpayers. It will all be about the Spirit Trail users. There is already an existing bike lane on the Dollarton. Make it safer and user friendly.

I love the idea + purpose of the trail. I/we feel that this happening too quickly as we have not solved the current parking problem in Deep Cove + now this will add to it. The trail should go along more direct routes with designated bike lanes. For example Dollarton and/or Mt Seymour. Making these roads even safer. Many of the roads in question as examples that could be used already have parking + safety concerns. You are proposing routes that will flow through some of the most expensive real estate on the North Shore. The taxes involved are astronomical - why not use the money this trail is going to cost wisely on roads that already need the upgrade of existing bike + walking lanes

To build a well used trail for bikes, walking... in quiet established streets doesn't make sense.

1) Parking in Deep Cove, overflow lots towards Cates Park are already full beyond capacity so this will mean parking along the residential streets where users will come from outside the area to use. Nowhere else along the N. Shore Spirit Trail does it go thru a residential street.

2) Experienced bikers are already using Dollarton - they ride 4 abreast on weekends - why not upgrade safety on Dollarton - 1st nations area - since they are partnering with this project. It would bring safety to their community as well

Completely understand the value + importance of this expansion but feel very strongly about going through residential street. So how do we prevent backing out of our driveway, on a busy weekend + not worry about hitting the constant everyday walker, strollers... huge liability for DNV ... this is not addressed tonight.

I think it's a waste of dollars to forge new routes when the current route down Dollarton to the parkway and around could be made safer for recreational and commuter cyclists and pedestrians alike.

Strathhaven Lane + Strathhaven Drive are dead-end, quiet residential streets that will become unsafe with cyclists + pedestrian traffic. Especially the lane, as it has only parking on one side + not easy to get through as lane is narrow. With the planned safety upgrades to Mt Seymour Pkwy, why does the trail need to come on this short section of residential neighbourhoods?

Sticky notes on a map is not a public hearing. The residents and rate payers in this neighbourhood do not want to be chased off our walking routes by speeding E-bikes.

We have concerns regarding safety on the part of the trail that follows residential streets from Cates Park to Deep Cove. Driveways along these streets are sloping - either down to the street or up to the street. This creates a serious potential for accidents or injuries when people are cycling or walking along the street. Residents already have to be very careful backing or driving out of their driveways. With the trail travelling along the street, the potential for accidents is high. Also parking on the street will be negatively affected.

There is a path already on the north side of MSP by Northlands. Could this be used instead of Strathaven for this section?

Spirit Trail should not go through Baycrest, Roslyn, or Beachview, it is a quiet residential area + does not want the traffic: for this part of the trail you can continue out of Cates Park to Dollarton Hwy, there is a shoulder on both sides that can be used.

Very excited for this project to come to fruition ASAP. Currently I have to ride along Mt Seymour Parkway with my two young children in the bike trailer which isn't very safe. Only concern is whether the magic and beauty of the trail between Seymour Village/Ravenwoods and Roche Pt/Cates Park will be retained. I really hope so! We love these creeks and bridges.

- Deep Cove - permit parking
- North Dollarton should be considered
- Public hearing!!! Locals are outraged
- Fewer impacts on roads with parking

I live at [Redacted] Roche Point Dr.

Please don't restrict or reduce parking on the lower section of the road as there is not enough parking now. We are seeing some residents from the lower (new) developing parking on our street causing increased parking issues. Please widen the sidewalk next to the golf course. This would be a much safer choice as there have been many near misses already.

I would also suggest paving the trail below Roche Point as heavy rains frequently cause deep ruts in the trail that frequently need fixing.

Trail should go along Dollarton - stop at Tsileil Waituth - both sides.

Beachview, Roslynn + Baycrest are too congested. Trail should be on west side of Dollarton. Beachview would have access to beach + parks.

Cates Park is a quiet peaceful park. It's not for high traffic speeders on the dog trails.

It was the wrong format - a total gong show for people to hear what was being said - please don't do this ever again.

Have a presentation where everyone can hear and is not being pushed out of the way. Bring the numbers down

I am worried that the trail will disrupt many residential streets. Why not run it above the parkway through the trees?

I picture another Ambleside with a constant stream of bikes + pedestrians, entering a community not equipped for the volume, no infrastructure.

Where will visitors park? Not everyone will start a long way from the Cove.

Our children play street hockey, they learned to roller blade on a street that might be the new trail. Is it worthwhile losing this sense of neighbourhood?

Safety - how do we get out of our driveways without hitting someone?

My request: avoid existing residential streets.

There is opportunity if the trail went on the north side of Mt Seymour Parkway that existing residences would not be impacted by a new trail. As a bonus it could run through nature, a true "Spirit" walk. It could connect to Deep Cove via Quarry Park

Need more detail on what's planned behind the lanes at Seycove High School - routes please.

not more than 3 feet from my property line to the daycare. Is 3ft enough for a trail?? No one has seemed to know the answer

Confusion in activity: trail as commute or leisure

Please:

- do not use the off leash dog trail in cates park. It is essential for the dogs + owners
- Have separate trails for pedestrians and cyclists. And cyclist trail should not be beside off leash dog trail

But great the trail is coming this way

Thanks for hosting. We are so pleased the Spirit Trail is coming. Comments as follows:

For the Dollarton Roslyn or Beachview section I would recommend dedicated bike lane rather than bikes just riding on those roads due to elderly walkers

| |
|---|
| Paths/trails being widened is an eyesore, fences along trails wildlife movement. Fences in Roche Point? Like we did at Cates Park |
| General support, Plymouth alignment, main roads not accessible/usable for all |
| I really enjoy using the Spirit Trail in Central Lonsdale.->Ambleside and am really excited to see plans + connect this to Deep Cove, providing options for safe biking around the neighbourhood. Thanks! |
| Not maintaining existing sidewalks/infrastructure, but doing this - why? |
| Parking? If more people drawn to area. Final decisions, do public have a say? Taxpayer money - we should have a say on how that's spent |
| <ol style="list-style-type: none"> 1. What stakeholders were consulted. How were their inputs incorporated? 2. Has a parking analysis in the residential area been completed? 3. Have there been specific efforts to consult with residents?? 4. Why has the option 2 from 2013 been discarded? |
| Lots of questions /emails not being given real answers. No more info than shown here. No transparency |
| Look at what happened in West Van. Tried to go through residential areas, changed approach. Shouldn't be going through residential |
| I think Spirit Trail will increase property values. Bonus for many families to live within walking distance from piece of infrastructure unique to Metro Vancouver |
| Definitely, remind people the goal is a leisure path as opposed to a commute path from Deep Cove to bridge. Path should be in nature but need to connect to schools so our kids can safely ride/walk/run to their school. I am worried about parking and busy street crossing i.e. seymour parkway: Bravo for the initiative -> any decisions will make some people unhappy. Too bad that we cannot go along Dollarton Highway but I understand why -> Compared to West Van Spirit Trail. Path should avoid crossing major roads for safety reasons. Great to go to Cates Park however parking could be a challenge as people may want to park there instead of Deep Cove. Maybe the vision needs to include "car sharing such as Evo" as we should want people to walk, run, bike, and shared car. |
| Thanks for all the time and effort put into this. I brought my 5 year old son to the information session because he was curious on how he could ride his bike from our home on Roche Point Dr to his friends homes near Riverside. Currently there is not a safe, low traffic way for kids or families to cycle from Roche Point to Riverside, so this trail extension would be a wonderful addition to our neighbourhood. On a personal note I would love for my household to remain as a "1 car" household, but if this trail system doesn't get built, I can't see a way for my child to visit his friends safely. I dream that in 5-7 years this trail becomes a reality and my son can use these trails to see his friends or cycle to windsor secondary. Thanks for all your work. Please make this happen. |

Good initiative, but I would like to see a northern connection between Riverside and Parkgate. Blueridge residents have been wishing for this for a very long time!

We are very concerned that the route from Apex Ave to Garibaldi Park will ruin the quiet, peaceful neighbourhood paths that connect each street. Opening these paths up to e-bikes, motorized scooters, etc. will create chaos and carnage to the quiet cul-de-sacs and streets where our children play, where we walk our dogs and where the elderly stroll. These paths are too narrow to support the parade of commuters. We purposely bought our home to enjoy the tranquility of the area - do not destroy this!!

I live on Roche Pt Dr near Cates Park. I have severe concerns re the traffic flow. We already have a lot of bike traffic. Right now bikes fly down the hill at speed far faster than cars - super dangerous, especially at junction with Blantyre + also Roche Place. Bikes often ride up the street. The hill is very steep - especially at the bottom. A pedal bike - even a mountain bike - won't ride straight up the hill. They zig zag because it is so steep and will not stay in a bike lane. Having bike "lanes" marked up on the street will be ignored going up. Try it sometime! We are also concerned about loss of parking if there are marked bike lanes. How can we avoid that? Roche Pt Dr serves as a location - they only close location - for overflow parking from Cates Park. Our street is always jammed for parking on sunny summer weekends. Where will the people park?? Thanks.

Love seeing a project like this! As someone who bike commutes from Deep Cove to downtown I am happy to see a safe option for cycling and active transportation. The routes are also well planned to connect schools and provide families with kids options to enjoy their neighbourhoods. This will be a great connection for the community.

Bridge/tunnel crossing Seymour Parkway?

The route on Plymouth Drive, especially near the blind corner near 2991 Plymouth Dr should be avoided at all costs. Traffic goes up and down Plymouth Dr as fast as cars on Mt Seymour Parkway often. I saw a car get rear ended on the blind corner there recently!

Concerned about the crosswalk between Caledonia and Strathcona at Seycove, it needs to have flashing lights and pedestrian remote control

Please take a look in Victoria what is happening on the Galloping Goose trail. It is being taken over by the homeless. Will that happen here?

My worry is the strip through Cates Park. The upper trail is for dogs and people. Right now there is a fellow who rides his E-bike and as I walk my old dog he will come barreling by and not really slow down. I think the Spirit Trail should stay out of Cates Park.

The Spirit Trail should not run in front of people's homes. Especially at Cul de Sacs where our children play on the streets. Bringing strangers to our streets on ebikes increases the risk for our children. The value of our homes can be affected by this trail. The path from Apex to Garibaldi should not run through our neighbourhood paths, where elderly walk, we walk our dogs, our kids ride their bikes etc... This extension will change the peacefulness of our streets. We will do all actions required to stop this. In any case it should run right by ???, behind our homes never in front of them!!

Yah to bike paths + paths for wheelchairs etc. Please have more organized and systemic approach to determining what people that will rue the ramifications 24/7. Thanks

Very excited about this project. My husband and I live at Dollarton + Riverside and are avid cyclists. We have ridden to Deep Cove multiple times on Dollarton and enjoy it but are looking forward to a more mellow cruising route to Deep cove/Cates for summer picnics! Please try to keep bike/walking paths separate if you can! Also dogs on leash only or no dogs would be great. Thank you!

Make our Spirit Trail beautiful. Keep it in the parks and existing trails. Streets in neighbourhoods are full with parking from homes, suites. They aren't wide enough to be safe for bikers and pedestrians.

Thank you for this information session. Concerns - our house Hartfold Pl. This will be on westside of creek (Houses side). Considerations:

1. Privacy - trees offer a buffer to privacy - is there a budget to help with expense new fencing required with change?
2. Wildlife - corridor for bears, deer, racoons, owls. etc. Bears scratch post on trees. Will they go to roads now? Dangerous?
3. Non-residential parking. Part of plan to set up special parking for roads/neighbourhoods affected?
4. Hydro plant issue - lights as is - without trees will be worse.
5. Stats on crime increasing with paths?

I have lived in various parts of N. Van my whole life. Not building this would be the biggest mistake since Trump. Please, these engagement events cater to hundreds of angry residents, but there are thousands of excited Metro Vancouverites who need this.

Specific to Cates Park:

- Please keep the off leash dog trail. Much used and needed in this area.
- Bike route should be separate from pedestrian path. Walking cannot beat ease, always looking over shoulder for speeding bikes. (Lots of roads are available for bikes in this area)
- Also bike route should not be the same route as dogs - on or off leash.
- Love that trail is extending but please keep off leash trail for dogs + owners. Thank you :)

Excited to have defined bike path to Deep Cove that doesn't require going on M.S. Parkway or Dollarton.

- Opportunity to improve road and drainage on Windridge.
- Storm main required in 2200 Blk. New pavement needed.
- Parking on Windridge presents safety concerns in 2200 Blk. Road is not wide enough in sections to allow parking on both sides.
- Speed of cars and bikes is a problem - traffic calming needed on hill to prevent conflict of corners - by 2297 and 2381 Windridge.
- Restrict parking in 2300 Blk to street residents on - over parking from townhouses causes safety concerns by 2381.
- Encourage line markings on Windridge over barriers.
- Encourage 'natural' feel on paths through Windridge Park and below Windsore. Maintain gravel, discourage lighting.
- Concern w/ crossing at Riverside Dr to Windridge, signal in place but not activated - poor visibility w/ vehicles on Riverside Dr, coming from Dollarton. Traffic calming needed. Hash marks in intersection to allow turning from Windridge - often blocked.

Need input on:

1. Waste disposed along trail including pets
2. Washrooms
3. Water
4. Rest stations - benches
5. Accessibility for everyone

Need considerations for separation of bikes + walkers. Watch speed of e-bikes on trails.

■ Windridge Dr. If parking is on North side only visibility will be impacted greatly if car is parked on our side (for getting out of the driveway).

I live on the cul-de-sac at Porteau Pl. I have young kids and there are many others in the area who are out playing daily. We don't want cyclists, e-bikes, e-scooters etc flying out of the paths onto the streets. Our kids place to play will become too busy and dangerous for them to play. Keep the trail out of residential neighbourhoods. The streets off Garibaldi are quiet and we'd like to keep it that way.

Windridge sees gridlock due to accident on Mt Seymour Parkway due to rerouting.

I'm very much in favour of the Spirit Trail extension to Deep cove. As a streamkeeper I'm concerned about minimizing disruption to fish habitat. Also think dogs should be on leash. All things being equal - the most scenic route should be chosen.

Do not use Plymouth Dr, too much traffic, too narrow, only central N/S artery for traffic. Use existing trails and old Dollarton to Windridge -> Windridge Park -> Lytton or Broadview -> MSP -> Turf Centre Rd -> Existing Roads and trails East. Then go South via Roche onto more existing trails. PS - put a sidewalk on the Dollarton near the Fisheries Lab.

| |
|---|
| Super supportive! Would live it to be 100% AAA quality. Kids should feel safe learning to bike here. |
| I strongly support the extension. I want to be able to teach my daughter to ride a bike on it and safely be able to ride with her to Deep Cove. Please don't let embittered NIMBYs stop progress for everyone. |
| DNV took development fees from 2135 Heritage Park Lane to build a sound barrier between HPL + Seymour Parkway, but built nothing. With the path going straight through here now, will DNV finally build the sound barrier that they took the money for??? |
| As a person that bikes a lot, I would prefer to bike on a route thru woods than go up very busy, steep + narrow street like Plymouth Dr. The route thru Windridge is a much better route! |
| At the Kiwanis Care Home my preference would be to take the 1st Path - south of pavement to bypass the care home grounds. |
| Love the project! Speaking as a resident of Kinloch Lane, please choose whatever route makes the most sense. (Safety, traffic, separation). |
| Thank you for doing this! Less cars, more bikes! I live in central Lonsdale + travel to Cates Park + Deep Cove dozens of times per year, often weekly. It's absurd that the only way to so safely is by car, in congested traffic. |
| Please fix loose gravel under MSP Pkwy along Seymour River. Please fix ASAP - washout from winter, becoming quite hazardous. Thanks |
| Can't wait for the trail! Wish it was done already. Want safe rider to Deep cove. Make trail as wide as possible when possible. Lots of people will use Western section already to narrow + congested in some spots. |
| I really want to bike to my school. |
| Please prioritize the three creek crossings. This is great! |
| Crossing Seymour Parkway at Strathcona. Bridge? Tunnel? Lights? |
| The creeks need bridges. I really want the trail to be built. |

I live in North Van and I am very much in favour of a eastern cycling path. I really believe that if you build it riders will come. This is what has happened in Vancouver, they have built the infrastructure and really increased the number of trips people take on their bikes rather than in their cars. My main concern is that you absolutely need to build a path that has separated areas for pedestrians and cyclists. Both groups need to have their own space for this to be safe and successful. There must be lines to separate them with signage. I walk a lot with my dog and I also cycle a lot. These two groups must be separated.

Bournemouth - Eagles nest. Vehicles heading EB on Bournemouth not able to see people exiting the path. Prefer option that goes by Christian school.

Plymouth - visit during school pick-up drop-off. Lots of close driveways and secondary suites.

My family and I moved to Deep Cove 2 1/2 years ago from East Vancouver. I biked to work daily year-round, in all weather when we lived in E Van - for 30 years! When we moved to Deep Cove, I was disappointed to realize that the natural route to the bridge, along Deep Cove Road and Dollarton, has some areas where the shoulder is not wide enough or well-maintained. I would like to see this improved. I am also very happy to see improvements to the Spirit Trail. Let's have both! - Banbury Rd.

Moved to North Van 3 years ago from East Van. Surprised how terrible North Van is for cycling around in comparison. An east-west trail network is an improvement I very much look forward to. My young son also would like to bike to his friends' houses (and his future highschool) w/o being stuck on the Parkway.

I'm very excited and supportive of this expansion. My family is a regular user of the existing Spirit Trail - including my 9 year old and his 81 and 91 grandparents. I walk portions of the trail daily and see how it has opened up walking options for the elderly in particular. I'm very excited at the possibility of safely reaching by bike Cates Park and Deep Cove, both of which are often difficult to drive/park at. With the growth of e-bikes I foresee this trail will be an incredible amenity for years to come. Good luck with the route finding (and please - not too many hills!)

More, better, faster, sooner! I like the routing. South of Seymour Pkwy, I'd like a Y continue straight to Deep Cove - I like going to Cates Park as well. I need AAA lanes so I can cycle with the grandkids. Thanks for your commitment and effort. Not minding at all going down residential streets - does not need to be all trails. I can cycle with my neighbours - we all get along. Thanks again.

Appendix 3: Community Report

FALL 2023

What's happening

There's a lot going on in the District these days. We're adding more diverse and affordable housing choices while still maintaining the character that makes North Van home, we're creating vibrant emerging neighbourhoods in town centres, and we're continuing to connect the network of walking and cycling routes so people of all ages and abilities have more options to get around the community.

In this fall 2023 Community Report, we share news relevant to you, and we look at what's coming next as we continue work to achieve the vision defined in the Official Community Plan (OCP).

Spirit Trail eastern extension starting soon

Planning and design work on the eastern extension of the Spirit Trail is well underway.

Work began after District Council approved a five-year Capital Plan in April 2023 that includes \$20 million to continue building the Spirit Trail, conditional on grant funding.

Once completed, the eastern portion of the Spirit Trail will provide a continuous connection between Deep Cove and Seymour River.

The route is planned to be south of Mount Seymour Parkway because it provides the most connections to neighbourhoods and key destinations. This southern alignment of the route also more closely meets the original vision for the Spirit Trail as it's more accessible, at a lower elevation, and closer to the water.

"Creating a connected network of walking and cycling routes is a priority and the building out of the Spirit Trail supports that priority in a significant way," says Shane Devine, Senior Project Manager of the Spirit Trail Eastern Extension project.

The Spirit Trail Eastern Extension will be a multi-year effort that connects a series of separate projects delivered on individual

timelines between 2024-2027.

In support of the Spirit Trail, improvements to cycling infrastructure on Mount Seymour Parkway are planned to begin in 2024 to provide more separation between vehicles and bicycles. Improved safety and comfort for cyclists along Mount Seymour Parkway will provide better connectivity to and from individual Spirit Trail Eastern Extension segments as they are completed over time.

We expect to start construction on the trail segment between the Seymour River and Berkley Road in late 2024 or early 2025. Topographic surveys, as well as tree, environmental, and archaeological assessments, are all underway for this section. Similar work is also underway for a Cates Park/Whey-ah-Wichen segment and a section connecting Dollarton Highway to the Parkgate area through Roche Point Trail.



Learn more:

**DNV.org/
spirit-trail-east**



New town centre in Lynn Creek is taking shape

If you've visited Lynn Creek Town Centre lately, you've likely noticed exciting changes in the emerging neighbourhood.

There's a recently-installed graffiti-style mural, created by artist Carson Ting, who is also working on two installations inside the Lynn Creek Community Recreation Centre at 1401 Hunter Street, scheduled to open next year. The recreation centre will include a full-sized gym, express library, community and childcare spaces, and more.

Lynn Creek is one of five town and village centres at the heart of our OCP – walkable areas with diverse housing, community amenities, shopping and services linked by various transit options. In early 2023, the new Spirit Trail crossing over Lynn Creek opened, offering a key connection between the town centre, Park and Tilford and various other parks, trails and natural spaces.



"If you live in Lynn Creek, you've got easy access to wider North Shore trails and connections and you've got the opportunity to play, relax and enjoy public open space," says Darren Veres, Senior Development Planner.

The five town and village centres — which also include Edgemont Village Centre, Lynn Valley Town Centre,

Lions Gate Village, and Maplewood Village Centre — offer a focal point for our municipality's projected population growth over the coming decades. They provide housing options to suit different needs and budgets, from those who work in the District and want to live here to downsizers and young families.

Envisioned as the largest town centre, Lynn Creek will add approximately 3,000 new housing units and welcome some 6,000 residents as it evolves over the next 20 years. As residents continue to move in, new stores, coffee shops and other amenities continue to open their doors, making it an even more desirable place to live or visit.

Learn more about our town and village centres:

[DNV.org/town-village-centres](https://dnv.org/town-village-centres)



Building a strong local economy

We're creating an Economic Development Strategy to support the success of our businesses and build a diverse and resilient local economy.

[DNV.org/economic-strategy](https://dnv.org/economic-strategy)



Learn about our Accessibility Plan

We're working to identify, remove, and prevent different types of barriers for people with disabilities, and make the District a fully accessible place to live, work, and play.

[DNV.org/accessibility-plan](https://dnv.org/accessibility-plan)



Help us shape the future!

Add your voice to the conversation by joining one of our advisory committees.

[DNV.org/committees](https://dnv.org/committees)



Community Survey

Later in November, we will be contacting select households by telephone through the Mustel Group, a local research firm, for our Community Survey, done every three years. We encourage you to share your responses to the questions asked about your municipal government.

A place to call home for all

Having an affordable place to call home for all residents is a priority for District Council.

The District's 2023 Housing Needs Report identifies delivering a range of social and supportive homes as a key priority, and a primary goal of our Official Community Plan is to increase housing and rental options for different needs, including low to moderate-income earners, and housing to support residents experiencing homelessness.

A growing number of people on the North Shore are struggling to meet their basic needs, but the crisis for those who urgently need accommodation remains largely unseen.

Many who can't find a safe place to live stay in shelters, live in cars, surf on couches or even camp in the woods, which makes it hard to accurately assess the members of our community who may not have secure housing.



According to the 2023 point-in-time Homeless Count in Greater Vancouver, the number of individuals experiencing homelessness on the North Shore increased 39% between 2020-2023.

In late September, we took another important step toward providing housing options for everyone when we announced a partnership with BC Housing to pursue the development of a supportive housing project on East Keith Road that will provide approximately 65 new homes.

In October, Council considered rezoning a piece of District-owned land on Lillooet Road West to permit an affordable housing project of up to six storeys, which would accommodate about 100 to 180 homes, depending on the unit size.

"If you've travelled along West Queens Road lately, you probably noticed construction underway at the old Delbrook site. This building will offer below-market rental housing. Construction is also underway on Orwell Street near Phibbs Exchange for another mixed-income below-market rental building. I am proud of the tangible

progress the District has made," says Tina Atva, manager of Community Planning.

As well, a 60-unit supportive housing project for women and women-led families is at the building permit application stage and in August 2023, Metro Vancouver announced plans to develop a new family-oriented, non-market rental housing project for families, seniors, and people with disabilities on District-owned land in the Maplewood area.



As new projects begin and others are completed, Council continues to balance efforts to support the housing needs of all residents while also maintaining the lifestyle and access to nature inherent to this community.

Learn more:

[DNV.org/housing-needs](https://dnv.org/housing-needs)



Provincial housing targets

In September, BC released its provincial housing targets for 10 municipalities, including the District, where the aim is to add 2,838 net new housing units, comprised of a mix of social, affordable and market units, within five years.

These housing targets generally align with the housing policies found in our OCP and as identified in the Housing Needs Report approved by Council. However, as Mayor Mike Little notes, "achieving the high level of non-market housing targets in the proposed timeframe will require funding from senior levels of government and funding for improvements to regional infrastructure like transportation and utilities."

View the Housing
Needs Report:

[DNV.org/housing-targets](https://dnv.org/housing-targets)



We want to hear from you

Did you find this Report informative? Scan the QR code to take a short survey and share your thoughts.



Our journey towards reconciliation

During the last week of September, we flew the Survivors' Flag at District Hall and lit the Hall up orange to honour the National Day for Truth and Reconciliation and to demonstrate our commitment to advancing reconciliation and strengthening relationships with local First Nations, including the *səlilwətał* (Tsleil-Waututh), *Skwxwú7mesh* (Squamish), and *xʷməθkwəy̓əm* (Musqueam) Nations.



Earlier in the year, *səlilwətał* and the District signed an historic joint Relationship Protocol Agreement, which formalizes our commitment to work together to implement the municipal-specific Truth and Reconciliation Calls to Action, the United Nations Declaration on the Rights of Indigenous Peoples, and the Provincial Declaration on the Rights of Indigenous Peoples Act.

The agreement also highlights key initiatives that *səlilwətał* and the District have agreed to work on together, including protection and promotion of culture and heritage; environmental stewardship and climate action; community and social development, and economic collaboration and prosperity; parks planning, management, and community recreation; infrastructure, servicing, and transportation; public safety; and land-use policies, objectives, and regulations.

Learn more: [DNV.org/our-journey-towards-reconciliation](https://dnv.org/our-journey-towards-reconciliation)

New artificial turf field is open for play!

It's game on for the new turf field at École Argyle Secondary, a partnership between the District and the school district. In addition to being home field for Argyle school teams, it will also be available for a wide range of community sports groups.



Coming Soon!

The Maplewood Fire & Rescue Centre, opening in 2024, will improve emergency services and response times provided by DNVFRS. The new, environmentally friendly 45,000 sq. ft. facility is built to post-disaster standards so firefighters can maintain services in emergencies such as power outages and earthquakes.



Download the free Alertable app

Did you know North Shore Emergency Management (NSEM) uses Alertable to send emergency alerts when there is a risk to public safety, such as wildfires or floods?



Get Alertable on your smartphone, Amazon Alexa, and Google Assistant home devices: nsem.ca/alertable

DISTRICT OF
**NORTH
VANCOUVER**



Printed
on 100%
recycled
paper

355 West Queens Road,
North Vancouver, BC V7N 4N5
604-990-2311
infoweb@dnv.org

Follow us on social
[@NVanDistrict](https://twitter.com/NVanDistrict)

DNV.org

We respectfully acknowledge the original peoples of these lands and waters, specifically the *səlilwətał* (Tsleil-Waututh), *Skwxwú7mesh* (Squamish), and *xʷməθkwəy̓əm* (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.