

AGENDA

COUNCIL WORKSHOP

**Monday, February 10, 2025
7:00 p.m.**

**Committee Room, Municipal Hall
355 West Queens Road
North Vancouver, BC**

Watch at <https://dnvorg.zoom.us/j/64484156494>

Council Members:

Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Lisa Muri
Councillor Catherine Pope



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AGENDA

We respectfully acknowledge the original peoples of these lands and waters, specifically the səlilwətał (Tsleil-Waututh), Skwxwú7mesh 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.

1. ADOPTION OF THE AGENDA

1.1. February 10, 2025 Council Workshop Agenda

Recommendation:

THAT the agenda for the February 10, 2025 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. November 25, 2024 Council Workshop

p.7-13

Recommendation:

THAT the minutes of the November 25, 2024 Council Workshop are adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. Spirit Trail Route Decision: Windbridge Park to Parkgate Village

p.17-110

File No.

Report: Senior Project Manager, Project Delivery Office, January 27, 2025

Attachment 1: Information Report to Council dated December 17, 2024

Attachment 2: Staff Presentation

Recommendation:

THAT the January 27, 2025 report of the Senior Project Manager, Project Delivery Office, entitled Spirit Trail Route Decision: Windridge Park to Parkgate Village Area is received for information.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation:

THAT the February 10, 2025 Council Workshop is adjourned.

MINUTES

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DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 7:15 p.m. on Monday, November 25, 2024 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Lisa Muri
Councillor Catherine Pope

Staff: David Stuart, Chief Administrative Officer
Nicola Chevallier, General Manager – Engineering Public Works
Peter Cohen, General Manager – Engineering Infrastructure Services
Dan Milburn, General Manager – Planning, Properties and Permits
Carolyn Grafton, Acting General Manager – Corporate Services
Genevieve Lanz, Director – Legislative Services and Corporate Officer
Pam London, Section Manager – Traffic Operations
Ehab Taba, Section Manager – Transportation
Demetra Barbacuta, Transportation Planning Technologist
Richard Burberry, Senior Project Manager – Project Delivery
Mac Fitzgerald, Transportation Planner
Wendelin Jordan, Senior Project Engineer
Maria Fatima Lazo, Policy Analyst
Banafsheh Rahmani, Project Engineer
Cheryl Archer, Confidential Council Clerk
Allison James, Committee Clerk
Adriana Reiher, Council Liaison/Support Officer

1. **ADOPTION OF THE AGENDA**

1.1. **November 25, 2024 Council Workshop Agenda**

MOVED by Councillor BACK

SECONDED by Councillor FORBES

THAT the agenda for the November 25, 2024 Council Workshop is adopted as circulated.

CARRIED

2. **ADOPTION OF MINUTES**

2.1. **December 11, 2023 Council Workshop**

MOVED by Councillor MAH

SECONDED by Councillor BACK

THAT the minutes of the December 11, 2023 Council Workshop are adopted.

CARRIED

2.2. February 12, 2024 Council Workshop

MOVED by Councillor MAH

SECONDED by Councillor BACK

THAT the minutes of the February 12, 2024 Council Workshop are adopted.

CARRIED

2.3. March 18, 2024 Council Workshop

MOVED by Councillor MAH

SECONDED by Councillor BACK

THAT the minutes of the March 18, 2024 Council Workshop are adopted.

CARRIED

2.4. April 29, 2024 Council Workshop

MOVED by Councillor MAH

SECONDED by Councillor BACK

THAT the minutes of the April 29, 2024 Council Workshop are adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. 2025 Transportation Planning Update

File No. 16.8620.25/000.000

Peter Cohen, General Manager – Engineering Infrastructure Services, provided an introduction to the Council Workshop, noting that staff will create a Transportation Action Plan (TAP) as an interim measure to provide guidance on the implementation of transportation priorities. Staff will review curbside actions in the future in conjunction with the Planning, Properties, and Permits division as development will play a significant role in how that progresses.

Mac Fitzgerald, Transportation Planner, advised that staff have worked on the Official Community Plan (OCP) goal to shift mode share using data from Translink and the North Shore Transportation Survey. District planning work is guided by the OCP to provide a high-level, long-term vision.

Mr. Fitzgerald provided an overview of key transit, walking, and cycling projects, noting there have been fewer major improvements recently. Mr. Fitzgerald noted that balancing the needs of different groups will require difficult decisions and trade-offs on the allocation of District roadways and rights of way, and that the context is changing on an ongoing basis due to legislative changes, growth, and other factors. Competing demands for curbside uses include on-street parking, public transit, electric vehicle infrastructure, loading zones, waste collection, placemaking, green infrastructure, and shared mobility services.

Mr. Fitzgerald noted that undertaking this work in 2025 will contribute to compliance with provincial mandates as well as updating the District's OCP and Zoning Bylaw.

Council discussion ensued and the following comments and concerns were noted:

- Commented on past practices;
- Expressed concern regarding surveys generally and conveyed that residents have expressed similar concerns regarding wording and the perception that there is a preferred result;
- Discussed the advantages and disadvantages of different forms of community engagement and how to reach a variety of demographic groups;
- Suggested holding a workshop with the Communications Department regarding survey wording and communications generally;
- Expressed concern regarding Council's understanding of transportation projects and priorities on an ongoing basis and requested that additional detail is provided;
- Stated that Information Reports to Council are not always read;
- Commented on active transportation goals and expressed concern regarding the pace of progress;
- Expressed support for protecting vulnerable road users;
- Suggested prioritizing projects based on where more active transportation users are located;
- Commented on the impact of more complete cycling networks on active transportation mode share;
- Commented on the increase in e-bike users and the impact this has on mode share shift;
- Noted heavy traffic congestion is an ongoing issue;
- Recommended making ongoing improvements and continuing to work on difficult problems;
- Commented on sidewalks and improving walkability for pedestrians;
- Noted an increase in cycling on Mount Seymour Parkway following the cycling infrastructure upgrades;
- Commented on the role of topography and weather on active transportation;
- Suggested prioritizing connections in and between town centres to divert more motor vehicle trips to active transportation modes;
- Commented on the role of routes such as the Green Spine and Spirit Trail, as well as the upcoming Casano-Loutet overpass project in forming connections and encouraging mode shift;
- Noted that roadways with street parking and heavy traffic are hazardous for cyclists;
- Expressed support for increasing transit service;
- Expressed concern regarding the adequacy of on-site parking for residential and other buildings, citing examples including the use of street parking near Delbrook Recreation Centre by facility staff and reduced parking rates in the Maplewood area;
- Noted that a grocery store was included early in the redevelopment and increased density in Lower Lonsdale to reduce the need for vehicle trips by local residents;
- Recommended ensuring services are in place prior to increasing density; and,
- Suggested involving the Ministry of Transportation and Infrastructure (MOTI) in the process and commented on dialogue between the District and MOTI on past projects.

In response to a question from Council, staff advised that the goal of the TAP and Curbside Management Strategy is to map out projects for the next five to 10 years to

address OCP goals. Council direction is sought on how and how often staff should provide information and opportunities for input and what should be included in these touchpoints.

In response to a question from Council, staff advised that improvements to the Ironworkers Memorial Bridge and Highway 1 are out of scope as they are under the jurisdiction of other levels of government. Staff noted that they are actively working with Translink on developing rapid transit and that better transit services are critical to shifting mode share.

In response to a question from Council, staff advised that they are seeking Council guidance on how to make the best use of limited resources and where to invest in active transportation.

In response to a question from Council, staff advised that the assessment of mode share is conducted using sampling rather than a broader collection of information and that the percentage of users can be used to estimate the total number of users.

In response to a question from Council, staff advised that there have been changes following the approval of the Cycling Master Plan and that not all of the projects in the plan are still contemplated. Staff noted that changes to Deep Cove Road are not in short range plans and that they are waiting to see the outcomes of the Spirit Trail before additional active transportation planning in Deep Cove.

In response to a question from Council, staff advised that they coordinate with the City of North Vancouver regarding cycling networks and keep in regular communication regarding projects. Staff noted that City investments may create opportunities in the District.

In response to a question from Council, staff advised that more information can be provided to the public on micromobility options including scooters and e-bikes. Staff further advised that e-bike and cargo bike program providers are included in District events to provide education on these transportation modes.

In response to a question from Council, staff advised that communication with senior levels of government will be included in the TAP, including advocating for upgrades to the Ironworkers Memorial Bridge and public transit. Staff noted that they will contact MOTI regarding outstanding issues.

In response to a question from the public, staff advised that they will report back to Council regarding curbside management and next steps.

In response to a question from Council, staff advised that they are providing information to businesses in Edgemont Village to inform them of updates regarding Edgemont and Highland Boulevards and have received feedback from businesses during the process.

3.2. 2025 Traffic Calming Program – Corridor Selection Update

File No. 16.8620.30/000.004

Peter Cohen provided an introduction to the topic, noting that traffic calming measures were implemented on Delbrook Avenue as it was the area for which the District received the highest number of requests for traffic calming in 2024. Staff are proposing Kilmer Road between Hoskins Road and Mountain Highway for traffic calming in 2025 as it received the most requests from the public. Mr. Cohen noted that staff have incorporated lessons learned from the 2024 pilot, including regarding the community engagement process.

Council discussion ensued and the following comments and concerns were noted:

- Noted that traffic issues on Kilmer Road may be related to recreational use of Kilmer Park rather than commuter traffic;
- Requested that staff provide information on new web pages where feedback is sought from the community to ensure that Council is able to answer questions and so that Council can assist with raising awareness and improving participation in these initiatives;
- Suggested renaming the program to include the word “safety” as some drivers may feel defensive in response to the current name; and,
- Commented on the use high-visibility reflective materials in other jurisdictions.

In response to a question from Council, staff advised that traffic calming is considered separately from other road safety issues. Staff noted that traffic calming is determined by resident input on what they see in their neighbourhoods and that issues leading to traffic calming requests may not be captured by road safety data. Staff further noted that the proposed corridor received 36 requests, much higher than the next most requested, which received 11 requests.

In response to a question from Council, staff advised that the public is able to identify corridors of concern and intersections and cross streets of concern, with specific issues of speed and safety on the District website. Staff noted that they do not have capacity to collect data at all locations and must prioritize resources where they are most needed.

In response to a question from Council, staff advised that the traffic calming process involves a systems-based approach and that the community will be provided with updates and opportunities for more input at different stages. Staff advised that Council will be notified when the design charrette is scheduled and staff will report back to Council on the key themes. Staff advised that Engineering staff will review the proposed measures from the design charrette and ensure they meet safety standards prior to implementation. The community will be consulted following implementation for their feedback on the effectiveness of the measures.

Staff noted that they have improved the process to report back to residents following the future design charrette in accordance with lessons learned from the previous project.

In response to a question from Council, Staff advised that residents who contact the District with traffic calming concerns are directed to the District’s traffic calming

webpage where they can find detailed information on the program and process, as well as an online form to submit their request. Staff noted that the online form replaces the cumbersome in-person petition process as neighbours with similar concerns can be directed by other residents to the site to submit their request quickly and easily.

In response to a question from Council, staff advised that once they receive all the invoices for the Delbrook Avenue project, they will be able to assess if there are funds remaining for work on the lower section of Delbrook Avenue. Staff further advised that paving and permanent line painting are planned for Delbrook Avenue in 2025.

In response to a question from Council, staff advised that requests from the current year will be included in the calculation of the number of requests for subsequent years to better capture where there is the most concern. Staff noted that they did not include requests from past years in the new program.

In response to a question from Council, staff advised that they are testing different pavement marking materials and markers, including high-visibility reflective paints and cat's eye markers.

4. PUBLIC INPUT:

4.1 Katherine Fagerlund:

- Expressed concern that mode share shift is not progressing;
- Stated that the topography and demographic profile of the District are not favourable for growth in cycling mode share;
- Opined that older people do not use e-bikes;
- Suggested working with Translink to improve routes between neighbourhoods;
- Noted travel by public transit between the Seymour area and Lynn Valley is very time-consuming;
- Stated that she would be encouraged to use active transportation modes if transit could be better integrated to support it;
- Commented on the impact of motor vehicles on emissions and climate change; and,
- Stated that electric vehicles are preferable to gas-powered vehicles as they reduce climate impacts.

4.2 Bev Parslow:

- Commended the District on the Delbrook Avenue traffic calming project;
- Stated that there was clear data to justify the project and that resident concerns were considered over those of speeding drivers;
- Complimented staff on the community meeting for the project with 60 resident participants as well as many who were not able to attend who were able to provide their input;
- Noted that the Engineering Department planned the improvements in accordance with resident input and that it was a very effective process;
- Advised that they see fewer speeding vehicles on the upper area of Delbrook Avenue following the completion of the project; and,
- Advised that there is still an issue with speeding in the lower area of Delbrook Avenue.

4.3 District Resident:

- Stated they would not cycle on District roads as they are unsafe for cyclists; and,
- Recommended more investment in transit infrastructure.

4.4 District Resident:

- Stated that they enjoy cycling and find public transit a good option for transportation;
- Commented on the proposal brought forward to staff regarding closing an uphill lane on Mountain Highway;
- Stated that there are issues with children's safety; and,
- Noted that buses are able to move large numbers of people.

5. ADJOURNMENT

MOVED by Councillor MURI

SECONDED by Mayor LITTLE

THAT the November 25, 2024 Council Workshop is adjourned.

CARRIED
(8:51 p.m.)

Mayor

Corporate Officer

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REPORTS

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

 Dept. Manager	PC GM/ Director	 CAO
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The District of North Vancouver REPORT TO COUNCIL

January 27, 2025

AUTHOR: Shane Devine, Senior Project Manager, Project Delivery Office

SUBJECT: Spirit Trail Route Decision: Windridge Park to Parkgate Village

RECOMMENDATION:

THAT the January 27, 2025 report from the Senior Project Manager, Project Delivery Office, entitled Spirit Trail Route Decision: Windridge Park to Parkgate Village Area is received for information.

REASON FOR REPORT:

This report reintroduces the December 17th Information Report to Council entitled Spirit Trail Route Update: Windridge Park to Parkgate Village, which has been provided in Attachment 1 for ease of reference.

It is to enable Council to give staff direction about which route the Spirit Trail should take between Windridge Park and the Parkgate Village Area, including specific direction about the recommended McCartney Creek bridge crossing.

Additionally, this report provides information to enable a future Council resolution needed for a grant application to the Government of Canada's Active Transportation Fund, which has a deadline of February 26th and could fund up to 60%, or \$4.4M, of the McCartney Creek bridge crossing.

In summary, there are four fundamental questions for Council at this Workshop:

1. Does Council support the recommended route approximately as described in the December 17th Information Report to Council (attached in Attachment 1)?
2. Does Council support the McCartney Creek bridge in the proposed location?
3. Does Council support delivering the Windridge Park to Parkgate Village segment generally at a "bronze" standard (apart from the McCartney Creek bridge), with the ability for improvements to be made in the future?
4. Does Council support an application to seek 60% funding from the Government of Canada's Active Transportation Fund for the proposed McCartney Creek bridge crossing, to significantly reduce the District's funding contribution for the Windridge Park to Parkgate Village segment?

SUMMARY:

This summary emphasizes some key aspects of the recommended route from the December 17th, 2024 Information Report to Council.

- **Maximizing Trail Use:** The recommended route maximizes the use of existing trails, and minimizes the use of roads, aligning with feedback received from Council and the public.
- **Cost-effectiveness:** To get the best value out of the limited available resources, the recommended route will be delivered to a "bronze" standard. This means that most trails, with the exception of the proposed bridge, will receive minimal upgrades, ensuring functionality while minimizing costs.
- **Strategic Bridge Location:** The recommended route proposes a new bridge over McCartney Creek near Windsor Secondary School which is crucial to connect existing trail networks and overcome a significant barrier to active transportation.
- **Grant Competitiveness:** The proposed bridge's proximity to schools and First Nations communities strengthens applications for funding programs, such as the federal Active Transportation Fund (up to 60% of eligible costs) and TransLink grant programs (with \$1.2M tentatively secured).
- **Net Cost:** Given the benefits of the project as recommended (i.e. increased grant competitiveness with the McCartney Creek crossing), while also accounting for the planned \$2M allocation of the Province's Growing Communities Fund to the Spirit Trail Eastern Extension, the remaining net contribution for the District could be in the range of \$2.4M for the full segment between Windridge Park and Parkgate Village

BACKGROUND:

Please see the background section of the December 17th, 2024 Information Report to Council in Attachment 1.

EXISTING POLICY:

Please see the existing policy section of the December 17th, 2024, Information Report to Council in Attachment 1.

Timing/Approval Process:

Building on the information provided in the December 17th, 2024, Information Report to Council, it is important to highlight the timelines of the Government of Canada's Active Transportation Fund.

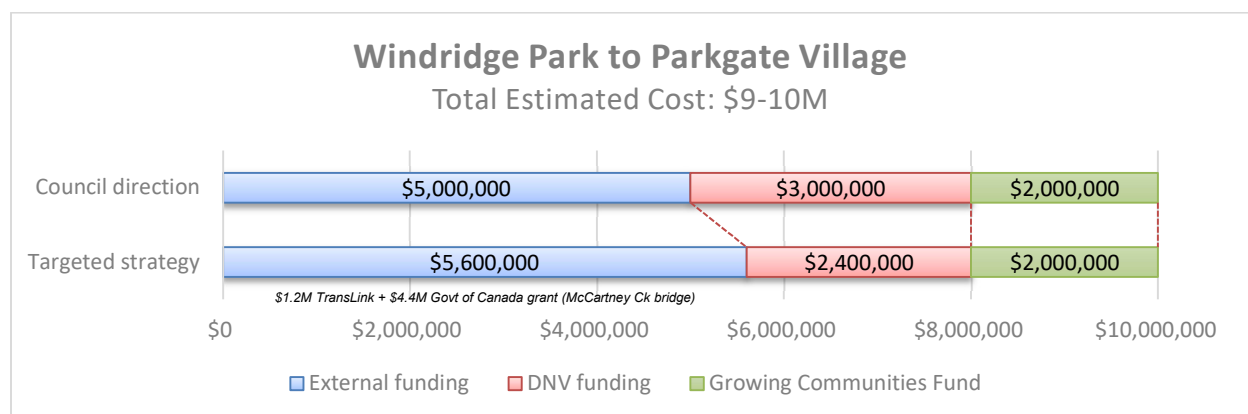
It is understood that municipal capital project applications should be accompanied by a Council resolution of support for the grant application. Grant applications are due on February 26, 2025. Before that date, staff will seek a Council resolution in order to complete this grant application.

Financial Impacts:

As described in the December 17th Information Report to Council, Council approved a five-year capital plan in April 2023, and again in 2024, which included \$20M to continue building the Spirit Trail. Approval was provided on condition that 50% of funding would be obtained through grants.

Through the separate 2025-2029 capital plan approval process, Council approved a reduction of \$5M from the five-year capital plan for the Spirit Trail Eastern Extension given the current tight fiscal environment – bringing the total project budget to \$15M. This reduction in total cost is achieved by slowing down the segments east of Parkgate Village (i.e. Parkgate to Deep Cove spur and Parkgate to Whey-ah-Wichen/Cates Park) along with delivering the Windridge Park to Parkgate Village segment at a ‘bronze’ standard. This Report and the content of the Information Report to Council (Attachment 1) align with this reduced investment within the five-year plan.

A “bronze” Spirit Trail from Windridge Park to Parkgate Village area, including the McCartney Creek bridge, has a total estimated cost of \$9-10M. Of that amount, the McCartney Creek bridge is expected to cost approximately \$7M, however, this higher investment is critical in being more attractive for senior government grant funding programs (and subsequently reducing DNV net costs overall). Reducing the accessibility of the McCartney Creek bridge and/or removing the bridge altogether for an alternate route will severely impact the competitiveness of the Spirit Trail Eastern Extension project for external funding. Should Council approve staff’s recommended route and scope, the breakdown of funding contributions is shown in the following diagram assuming a total project value up to \$10M and assuming the District is successful in the mentioned grant applications.



Once detailed designs are underway for the bridge and the accompanying trail segments improvements, it may be possible to secure additional funding partners for trail or road improvements, including safety improvements at select road crossing locations.

Environmental Impact:

Please see the existing policy section of the December 17th, 2024 Information Report to Council in Attachment 1.

Public Input:

Please see the Public Input section of the December 17th, 2024 Information Report to Council in Attachment 1.

Conclusion:

This report provides an overview of the recommended Spirit Trail route and the approach to deliver it to a “bronze” standard for Council's consideration. Assuming Council's feedback aligns with the general recommendations presented, staff are prepared to move forward with submitting grant applications and progress preliminary and detailed designs to realize the Spirit Trail Eastern Extension between Windridge Park and Parkgate Village.

Respectfully submitted,



Shane Devine
Senior Project Manager

Attachments:

Attachment 1 – Information Report to Council

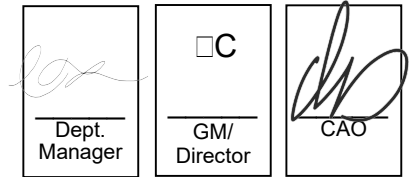
Spirit Trail Route Update: Windridge Park to Parkgate Village–December 17th, 2024

Attachment 2 – Presentation Slides

Route Decision: Windridge Park to Parkgate Village – February 10, 2025

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

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The District of North Vancouver

INFORMATION REPORT TO COUNCIL

December 17, 2024

AUTHOR: Shane Devine, Senior Project Manager, Project Delivery Office

SUBJECT: Spirit Trail Route Update: Windridge Park to Parkgate Village

REASON FOR REPORT:

Council has identified that the eastern extension of the Spirit Trail is a key project to progress in the five-year plan, with a strong interest in discussing and identifying its preferred alignment east of Windridge Park in consideration of needing to balance a number of competing objectives. Staff are planning a deep-dive discussion with Council on the preferred route alignment between Windridge Park and Parkgate Village at a Council Workshop in Q1 2025. However, staff recognize that there is a large volume of information that members of Council may have an interest in knowing in advance of the planned Workshop.

To avoid an inundation of large volumes of information being shared in a single Council Workshop report, staff are sharing contextual background in this report as an advanced package of reading materials to give members of Council a longer opportunity to understand and consider this information shared. Given the timing of sharing this Information Report just before the holidays, staff will be recirculating this same report again in the new year to ensure members of Council are aware of its distribution.

This Information Report includes:

- Staff's recommended route for the Spirit Trail extension between Windridge Park and the Parkgate area;
- An identified alternative route to the staff recommendation.
- An overview of the process that staff used in evaluating over 50 route permutations between Windridge Park and the Parkgate area; and
- Results of the Fall 2024 public survey.

Please note that this Information Report does not include details about 'facility type' – this additional detail will be a topic of discussion in a future package in advance of the Council Workshop.

SUMMARY:

This report focuses on the evaluation of potential routes between Windridge Park and the Parkgate area. It outlines the recommended route and an alternative. Staff recognize that the previously approved budget, our current fiscally constrained environment, and the local conditions and constraints east of the Seymour River will make it challenging to fully realize

the originally intended vision of the Spirit Trail across the North Shore (as envisioned in the 2013 Spirit Trail Route Planning Report). However, the underlying ‘spirit’ of the Spirit Trail can still be achieved east of the Seymour River through developing incremental improvements of existing trails and spaces that still allows users to connect to our surrounding natural environment through active transportation.

As such, in this report you will see reference to a ‘bronze’ standard. What this means is that a preferred alignment has been chosen, but the initial approach is to utilize cost-effective solutions that bring meaningful improvements for active transportation users in the short-term, while not precluding future incremental upgrades to bring it more to a ‘gold’ standard.

Key highlights of this report include:

- **Route Evaluation:** Staff completed a rigorous assessment of more than 50 route permutations and identified two alternatives that best meet the evaluation factors.
- **Evaluation Factors:** Staff heard from the public and Council that it is important to maximize the use of existing trails and minimize the use of road and curb side impacts. Additionally, staff heard that route evaluation should consider safety, user comfort, cost (including grant-competitiveness), First Nations interests, public preferences, and environmental (particularly tree) impacts.
- **Constraints:** Significant constraints were also accounted for by screening out options that do not have sufficient District property or District right-of-way to accommodate active transportation. Other constraints accounted for include topography, technical complexity and cost.
- **Recommended Route:** The recommended route utilizes the most trails of all options considered. It also minimizes the District’s net cost, through maximizing grant funding opportunities, as directed by Council. The Class E total estimated cost of the recommended route is \$9.6M (bronze standard) – which is within the \$10.2M allocated to this portion within the approved budget that has been earmarked for this segment. Importantly, this includes the recommendation for a new bridge over McCartney Creek which is a key component of the staff strategy in securing larger grant contributions from third parties (refer below for further details).
- **Alternative Route (Option 2):** The alternative route has fewer steep grades, making it more comfortable for more users. However, it is more costly at \$10.9M (bronze standard) and impacts more trees and parking. This option cannot be accommodated by the Approved Budget without compromises elsewhere on the Spirit Trail.
- **McCartney Creek:** Both routes include a proposed crossing over McCartney Creek near Windsor Secondary School. This location is recommended because there is adequate District property on both sides of the creek, it is the most cost-effective, and because of its proximity to schools and the Tsleil-Waututh Nation reserve lands. These community benefits result in high competitiveness for grant funding, reducing the net cost to District taxpayers compared to other options. Additionally, this location utilizes the fewest roads and most existing trails compared to all other options. Removing this bridge component would likely not allow staff to realize Council’s direction of a minimum 50% of funding from third party grant opportunities.

- **Public Input:** Public engagement results indicate strong public support for prioritizing existing trails over local roads while also balancing accessibility, greenspace protection, tree preservation, and cost. This is reflected in the staff's recommendation to implement a bronze standard along the recommended route.

BACKGROUND:

In 2023, Council provided direction to staff to complete the Spirit Trail to Deep Cove through the approval of the 2023-2027 Capital Plan. This direction was reinforced through the approval of the 2024-2028 Capital Plan.

Spirit Trail planning began more than a decade ago. The District first published the Spirit Trail Route Planning report in 2009 and revised it in 2013. This earlier planning work, along with more recent strategic planning documents including the OCP Action Plan, Bicycle and Pedestrian Master Plans, Community Energy and Emissions Plan (CEEP), and Corporate and Financial Plan helps to inform today's planning.

As part of the Ministry of Transportation and Infrastructure's Lower Lynn Interchange Improvements Project, several key active transportation connections across the interchange footprint were completed. In addition, in 2023 the District completed a segment of the Spirit Trail over Lynn Creek, including a bridge connecting Bridgman Park and Seylynn Park.

At a May 13th, 2024 Council Workshop, Council provided the following feedback:

- To continue progressing to construction of the Seymour River to Windridge segment;
- To continue progressing route option identification of the Windridge to Parkgate segment (the main topic of this report and the upcoming Council Workshop in Q1 2025); and
- To explore a 'spur' or 'Y' concept for the Spirit Trail in connecting to both Cates Park/Whey-ah-Wichen, and a separate connection to Deep Cove.

EXISTING POLICY:

Through many strategic plans and initiatives over nearly two decades, Council has supported the Spirit Trail's development to form part of an active transportation network that is safe and comfortable for people with a wide range of ages and abilities.

Goal Official Community Plan Provide a safe, efficient, and accessible network of pedestrian, bike, and road ways and enable viable alternatives to the car through effective and coordinated land use and transportation planning.	Transportation Strategy #3 Community Energy and Emissions Plan Improve walking and cycling safety through the addition of infrastructure such as separated bike lanes
Target Official Community Plan For 35% of trips to be made by walking, cycling, and transit by 2030.	Stated Priority North Shore Connects The Spirit Trail is a stated priority of the North Shore Connects partnership between the District of West Vancouver, Squamish Nation, City of North Vancouver, District of North Vancouver, and Tsleil-Waututh Nation
Priority Action #6 OCP Action Plan Create a connected network of cycling routes to encourage more people to cycle.	Other Plans Transportation Plan, Bicycle Master Plan, Pedestrian Master Plan

ANALYSIS:

Recommended Route (between Windridge Park and the Parkgate Area):

Staff recommend that the Spirit Trail use the trail network in Windridge Park, and connect to the Parkgate Village area using the Northlands trail. The recommended route includes a new bridge crossing of McCartney Creek near Windsor Secondary and Lions Gate Christian Academy. This is illustrated by the solid green line noted as 'Recommended Route' in Figure 1 (a larger version of the image is included in Appendix A). The dashed green line options and 'Option 2' (Alternative Route) are further detailed in the following sub-sections.

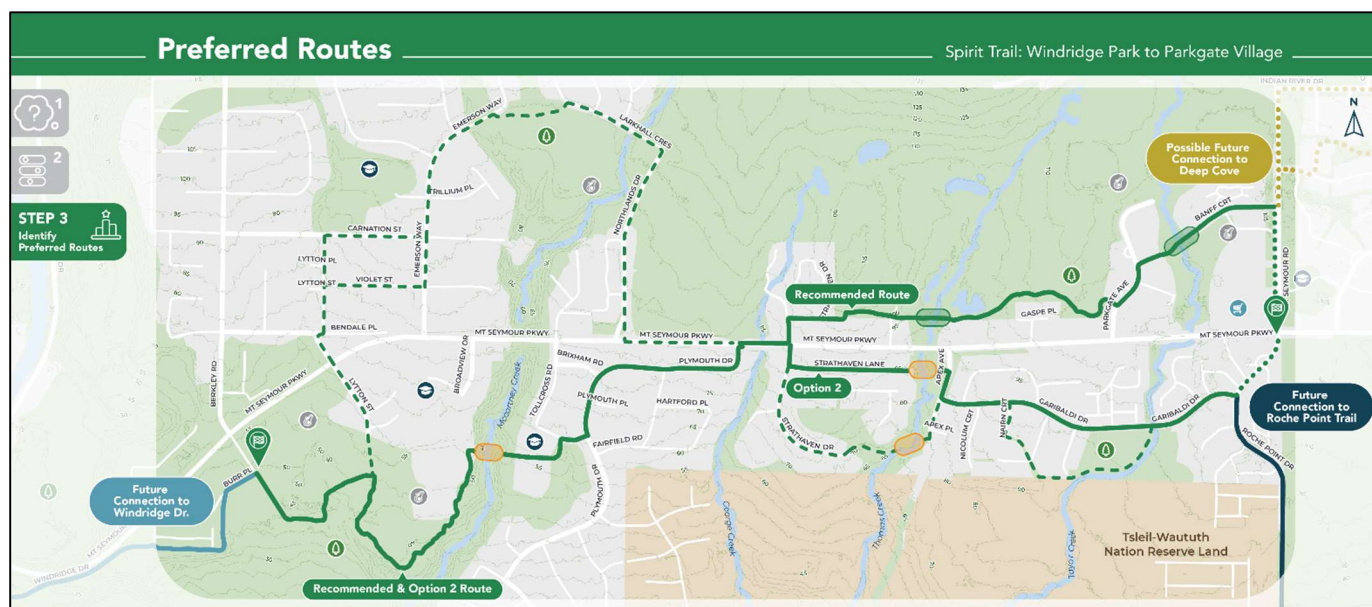


Figure 1: Preferred routes for the Spirit Trail between Windridge Park and the Parkgate Village area

Council and the public have expressed a desire to consider a wide range of potential Spirit Trail routes between the Windridge Park area and the Parkgate Village area.

Routes Considered

Spirit Trail: Windridge Park to Parkgate Village

STEP 1
Consider
Potential Routes

STEP 2
Review Potential Routes

STEP 3
Finalize Potential Routes

Future Connection to Windridge Dr.

Possible Future Connection to Deep Cove

Future Connection to Roche Point Trail

Tseili-Waututh Nation Reserve Land

Margaret Creek

Campbell Creek

Thompson Creek

Yipit Creek

Roads shown include: PATERSON HWY, LAKEMAN CRES, BRILLIUM PL, CARINAVION ST, LYTTON PL, VIOLET ST, BENDALE PL, MT SEYMOUR PROV, PROGRAM RD, POLYMER DR, HARTFORD PL, PLYMOUTH PL, CASFIELD BD, ELMWOOD DR, STRATHAVEN LANE, HUNTERLEIGH CRES, JAMES ST, NICHOLSON CT, CASBARD DR, CASBARD CR, BEAUFORT DR, MT SEYMOUR PROV, RIVERVIEW DR, and PARKGATE BLVD.

Figure 2: Map of routes considered for the Spirit Trail between Windridge Park and the Parkgate Village area

All of the routes were screened for property availability as well as technical and financial feasibility. A simplified map summarizing this screening process can be found below, with a detailed version included in Appendix A.

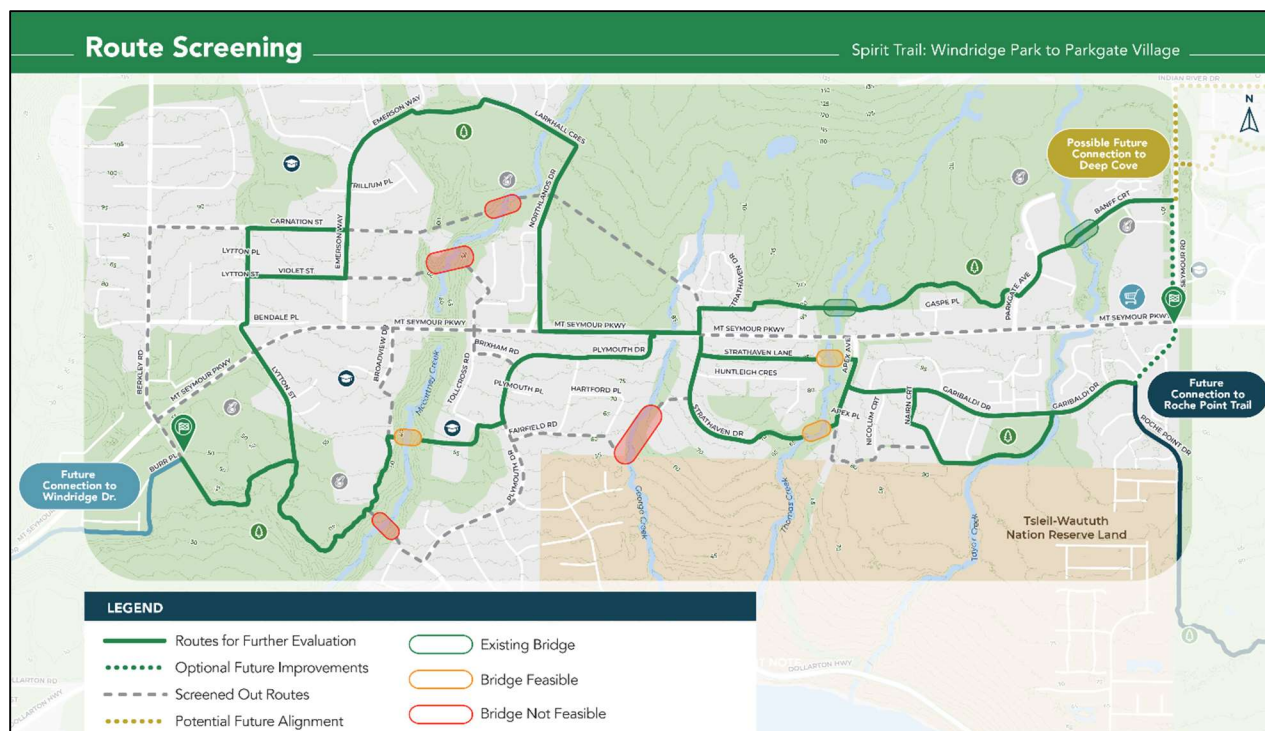


Figure 3: Routes remaining under consideration after screening for property availability and feasibility

Most routes that were eliminated from consideration at this stage were mainly eliminated due to the lack of sufficient District right-of-way at points along those routes. While it could be possible to negotiate with some senior government property owners, the results of these negotiations are unlikely to be successful given recent feedback from some property owners (eg. former Blair Rifle Range site).

The screening process was supported by tree surveys, topographic surveys, 3D scanning, creek crossing feasibility assessments, archaeological reviews, other technical work, and correspondence with other government landowners.

Route Evaluation:

After screening, 24 route possibilities remained under consideration. These were then evaluated using many characteristics, such as comfort and accessibility, tree and environmental impacts, parking impacts, roadway widths, grades, estimated cost, and grant-competitiveness. Reflecting the preferences of Council and the public, evaluation of these routes included maximizing the use of existing trails and minimizing the use of roads.

The result is that two routes have been identified as best achieving Council and public priorities in balancing the various objectives and considerations. A simplified map of these two routes has been shown in Figure 1, with a more detailed version in Appendix A.

The recommended option utilizes more of the District's existing trail network and fewer local roads, which staff have heard is important to both the public and Council. The recommended

option can be completed at a lower cost, in large part because it utilizes an existing bridge crossing of Thomas Creek near Northlands Golf Course and Apex Avenue.

Early conceptual work has progressed a “bronze” standard for both routes, which would provide lower quality active transportation improvements at a lower cost and lower tree impact while remaining comfortable for many. It is not expected that there will be any removal of vehicle travel lanes in any of the options.

Neither of the options preclude any future considerations for continuing the Spirit Trail further beyond Parkgate, whether that consists of:

- (a) the ‘spur’ or ‘Y’ concept previously shared by Council with separate connections to Deep Cove and Whey-ah-Wichen/Cates Park;
- (b) the possibility of just a single connection to Deep Cove north of Mount Seymour Parkway; and/or
- (c) improvements between Whey-ah-Wichen/Cates Park and Deep Cove.

McCartney Creek Bridge Location:

Seven potential crossing locations were considered, but it is recommended to construct a new accessible bridge near the ‘Windsor Bubble’. This location has several key advantages:

- **Right-of-Way Availability:** It is the only site with sufficient District right-of-way on both sides of the creek to enable a new creek crossing.
- **Existing Trails:** This location maximizes the use of existing trails and minimizes the use of roads, aligning with what we’ve heard from Council and the public.
- **Grant Competitiveness:** The site is highly competitive for grant funding because of its proximity to schools and First Nation communities. For example, it has already tentatively secured \$1.2M in TransLink funding should it proceed, and likely can be competitive for additional grant applications such as the Government of Canada’s Active Transportation Fund which can fund up to 60% of eligible project costs.
- **Shortest Crossing:** This location represents the shortest feasible bridge span, reducing costs.
- **Public Support:** There is strong public support for a bridge at this location, and the neighbouring School District 44 has expressed interest in a bridge at this location.
- **Minimal Environmental Impact:** The crossing can be completed with minimal tree impacts and has the potential to improve the McCartney Creek wildlife corridor.

A new off-street bridge at this location is essential to addressing a critical active transportation network gap. It represents the most effective investment out of the entire Spirit Trail Eastern Extension project, offering significant improvements in connectivity, accessibility, and safe routes to school. An example of a similarly impactful bridge is the Spirit Trail over Lynn Creek, which now enables nearly 400,000 walking trips per year.

This creek crossing will act as a gateway to the eastern portion of the District by connecting to the existing Spirit Trail network. It will provide the ability to make more modest “bronze” investments to the east that still represent improved active transportation connectivity, but reduces both overall financial investment and community impact.

Without this crossing, users would face longer, more dangerous, and less direct routes that are unsuitable for many, such as Mount Seymour Parkway or Dollarton Highway. Staff have heard clearly that Mount Seymour Parkway is not an acceptable route for the Spirit Trail as this would not minimize the use of roads, or minimize cost, or maximize the use of the District’s existing trail network. In addition, as previously stated, removal of the proposed McCartney Creek crossing for an alternative route (such as crossing McCartney Creek at Mount Seymour Parkway) substantially reduces the competitiveness for grant funding of the Spirit Trail segment between Windridge and Parkgate. In this scenario, ultimately, the net financial contributions from the District may be similar but result in a less comfortable and direct facility, along a trail that is subject to approvals from others (as it is not located on District lands or Right-of-Way).

Both route options include the use of Plymouth Drive, as no viable alternatives exist. Cost-effective improvements can be made on Plymouth Drive to accommodate all users—pedestrians, cyclists, and vehicles—while respecting its role as a transit route.

More detailed information about all of the seven crossing options for McCartney Creek can be found in Appendix A.

Timing/Approval Process:

Seymour River to Windridge Park (not the topic of this report, but shared for awareness):
This segment is in the final stages of award and will begin construction in February 2025.

Windridge Park to the Parkgate Village area (topic of this report):
While there have been some delays this year due to resourcing, additional public engagement, and October’s storm event, the Spirit Trail Eastern Extension is generally on schedule for completion in 2027 as previously communicated. To limit cost escalation, clear and timely direction from Council on which route the Spirit Trail should take between Windridge Park and the Parkgate Village area is needed. Staff will seek this direction in 2025, initially through the planned Q1 Council Workshop. This report is provided to Council to support that timely decision making.

Roche Park Trail (not the topic of this report, but shared for awareness):
Conceptual design work is nearing completion. Concept renderings will be ready to share with Council and the community in early 2025.

Current fiscal environment and concurrent 2025-2029 financial planning process:
Separate to the Spirit Trail Eastern Extension project, staff are also in the process of preparing for Council the 2025-2029 financial plan that aligns with Council feedback and in

making an affordable capital plan that is possible within the broader tight fiscal environment. As part of that process, staff are identifying that a reduction in total spend on the Spirit Trail Eastern Extension from \$20M to \$15M could be considered by Council (which could help to achieve two key organizational goals – a balanced 2025-2029 capital plan, along with still bringing meaningful active transportation improvements east of the Seymour River). As such, staff are proposing a temporary halt on further exploration on the following segments until resolution of the 2025-2029 financial planning process in the coming months:

1. Connection to Deep Cove; and
2. Additional connections in and around Cates Park/Whey-ah-Wichen.

Staff will be prepared to discuss this potential reduction of scope and overall budget, with options and implications, at the Q1 2025 Council Workshop.

Financial Impacts:

Council approved a five-year capital plan in April 2023, and again in 2024, which included \$20,000,000 to continue building the Spirit Trail. Approval was granted on condition that 50% of funding would be obtained through grants.

Given the financial constraint that the District is currently experiencing, staff has developed a plan to postpone portions of the Spirit Trail Eastern Extension should Council choose to do so. This includes postponing route evaluation, design and construction of the Deep Cove segments and it would postpone detailed design and construction of the Cates Park/Whey-ah-Wichen segment – as outlined in the previous section of this report. This would not affect the Windridge Park to Parkgate Village area segment which includes a bridge over McCartney Creek (the main subject of this report). It would also not affect the Seymour River to Windridge Park (starting construction in February 2025) or Roche Park Trail segments (conceptual renderings ready in early 2025).

Of the \$20,000,000 Approved Budget, \$10,200,000 has been allocated towards the Windridge Park to Parkgate Village area segment, including the McCartney Creek bridge. As can be seen in the table below, the recommended route can be delivered at a “bronze” standard within this budget, including a bridge crossing of McCartney Creek.

Total Estimated Cost (Class E)					
Spirit Trail: Windridge Park to Parkgate Village Area					
Recommended Route			Alternative Route (Option 2)		
	TEC	Net District Cost (after expected grants)		TEC	Net District Cost (after expected grants)
“Bronze”	\$9.6M ✓	\$4.8M	“Bronze”	\$10.9M ⊗	\$5.5M
“Gold”	\$10.7M ⊗	\$5.4M	“Gold”	\$11.9M ⊗	\$6.0M

Staff continue to explore all possible cost saving strategies to ensure the Spirit Trail can be completed within the allocated budget, including developing “bronze” improvements where possible as described previously in this report.

In some locations, however, sufficient financial resources should be allocated where critical network gaps exist, specifically at McCartney Creek. Significant savings can be achieved by minimizing the bridge length through thoughtful siting as previously described in this report, and continued collaboration with School District 44.

TransLink has expressed a willingness to partner on the McCartney Creek bridge crossing and have tentatively indicated they will be providing approximately \$1.2M in grant funding in 2025 for the bridge project at the recommended location. In order to secure additional grant funding beyond this, the route and bridge site must be confirmed so that design can progress further. Most grant applications require detailed designs to be completed. Staff will continue to investigate and apply for further grant funding to reduce the District's overall contribution to the Spirit Trail Eastern Extension project as designs progress.

Public engagement as well as clarity of direction is also a key financial consideration. Additional rounds of public engagement, re-evaluation of designs or re-consideration of routes will impact the total budget available and could result in less physical scope for the Spirit Trail to be realized.

Environmental Impact:

Tree and environmental impacts are a major consideration and have weighed heavily in the evaluation of routes and designs.

Tree Considerations:

Many members of the public and Council have noticed tree tags along the routes under consideration. A tree inventory and arborist report has been completed along all routes under consideration between Windridge Park and the Parkgate Village Area. This was completed using ground-based LiDAR technology and supplemented by GPS in order to understand how many trees are near the existing trails, and how designs could avoid those trees. The same has been completed for the Roche Park Trail and Cates/Whey-ah-Wichen segments.

Significant effort is being taken to preserve high value trees along the proposed routes. In the majority of cases, trail improvements can and will be designed to avoid trees, either narrowing in localized locations or shifting slightly where it is cost-effective to do so.

As can be seen in Appendix A, it is expected that approximately 20-30 trees may need to be removed for "bronze" improvements along the recommended route, compared to 50-60 that would need removed along the alternative route shown in Figure 1.

McCartney Creek Wildlife Corridor:

Our engagement process to date has also identified interested groups relating to the wildlife corridor between the mountains and mudflats along McCartney Creek. Should the proposed McCartney Creek crossing proceed, the new bridge will be situated well above the creek and brings the potential to reduce human and pet impacts to the creek and surrounding riparian area.

Facility Types:

As previously described, the Spirit Trail Eastern Extension will take different forms in different locations, adapting to local constraints and contexts. Various types of improvements under consideration include designating shared streets using minimal-cost improvements like wayfinding and pavement markings, simple gravel trail resurfacing, quick-build bike lanes, and asphalt multi-use paths where needed and appropriate, among others.

The primary goal of the upcoming Workshop is for Council to provide guidance and consensus on a single route for the Spirit Trail between Windridge Park and the Parkgate Village area. However, through that discussion at the Workshop, staff will also be soliciting feedback from Council to understand what principles in terms of localized impacts are also supportable, which will inform how staff go away and develop the facility type for that specific route.

Public Input:

A public engagement and communications plan has been developed to support the Spirit Trail Eastern Extension project that includes a range of public information-sharing and engagement activities occurring throughout the project.

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."

An online survey was conducted in September 2024 to build upon what was heard during the three public open house information sessions held in east of Seymour neighbourhoods in Spring 2024, as well as the input received through dozens of resident emails and letters sent to Council. The summary for this early phase of engagement was previously shared with Council in the April 2024 Staff Report.

The purpose of the online survey was to hear from more members of the community who may not have had an opportunity to participate in the earlier in-person sessions. In addition, the survey provided an opportunity to ask specific quantitative questions, articulating real world trade-offs about the Spirit Trail route and design decisions. In the survey, the community was asked to provide their preferences in a variety of scenarios, specifically

designed to remove location biases. Taken alongside data collected in spring, the survey results provided helpful indicators that have assisted staff in decision-making.

In summary, survey results indicate strong public support for prioritizing existing trails over local roads, while also balancing accessibility, greenspace protection, tree preservation, and cost. This is reflected in the staff's recommendation to implement a bronze standard along the recommended route.

The September online survey was communicated and promoted through a variety of communication tactics, including the District's Spirit Trail Eastern Extension webpage, print and digital advertising in the North Shore News, through the District's social media channels and neighbourhood signs along the Spirit Trail existing and potential future routes.

The complete Summary Engagement Report for the online survey can be found in Appendix B of this report. The Summary Engagement Report for the June in-person open house information session can be found in Appendix C.

Conclusion:

The recommended route for the Spirit Trail from Windridge Park to Parkgate Village area best addresses what staff has heard from Council and the public, balancing cost, public preference, safety, accessibility, and environmental considerations. It maximizes the use of existing trails, minimizes the use of roads, and fits within the approved budget. A plan is in place if the budget needs to be reduced in order to respond to the financial constraint the District is experiencing. The recommended route includes a McCartney Creek bridge which is a critical network gap with strong public and stakeholder support, and an important component to be competitive for external grant funding. Staff recognize the volume of information that has been developed that supports the staff recommendation and look forward to the upcoming deep-dive discussion at the Council Workshop planned in Q1 2025.

Respectfully submitted,



Shane Devine
Senior Project Manager

Appendices:

APPENDIX A – Feasibility Screening and Route Evaluation Maps:

Spirit Trail Easten Extension: Windridge Park to Parkgate Village Area

APPENDIX B – Engagement Report:

Preference Survey Findings Report – November 2024

APPENDIX C – Engagement Report:

Additional Open House – August 2024

REVIEWED WITH:

☐ Sustainable Community _____
☐ Development Services _____
☐ Utilities _____
☐ Engineering Operations _____
☐ Parks _____
☐ Environment _____
☐ Facilities _____
☐ Human Resources _____

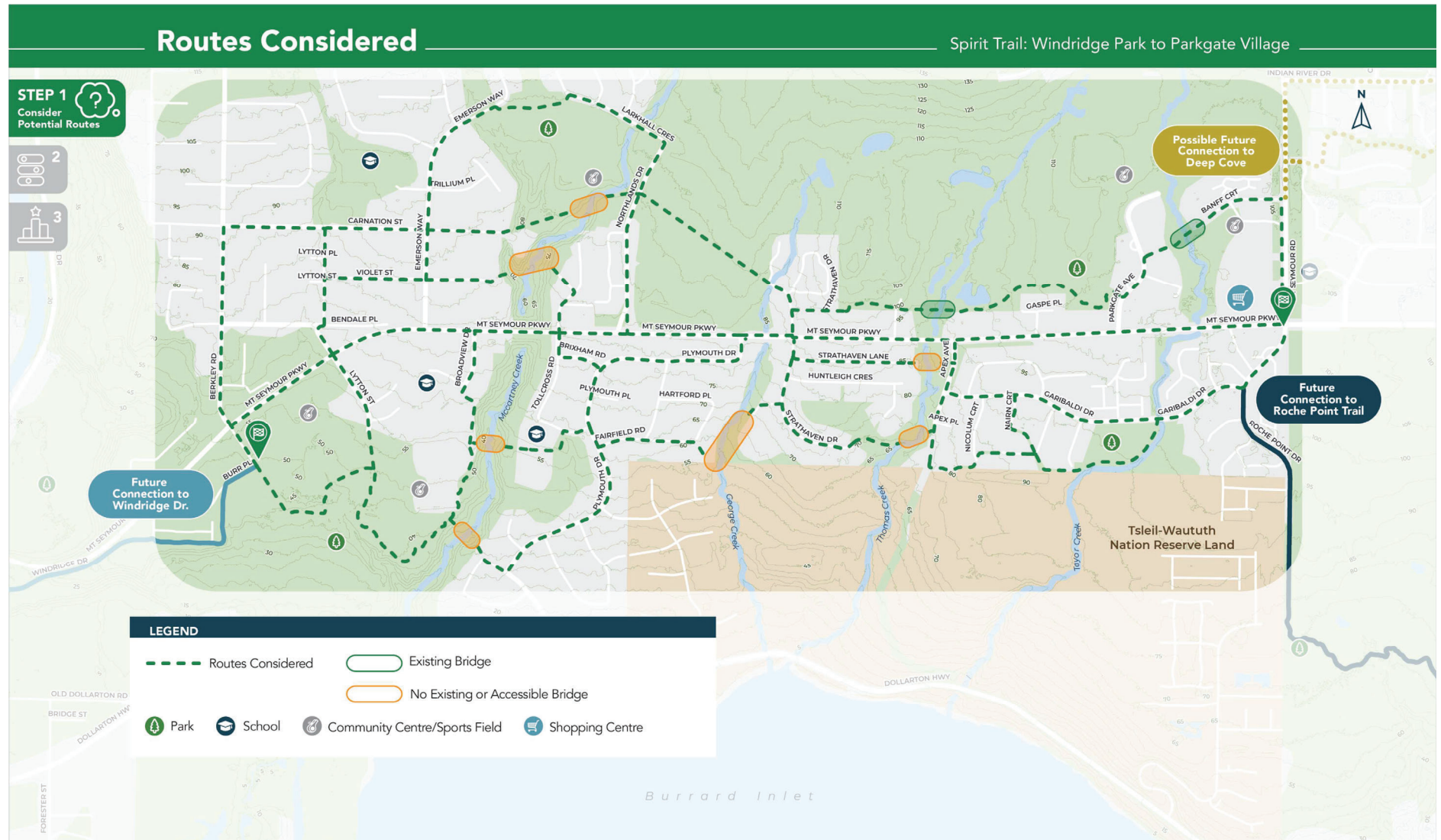
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☐ Finance _____
☐ Fire Services _____
☐ ITS _____
☐ Solicitor _____
☐ GIS _____
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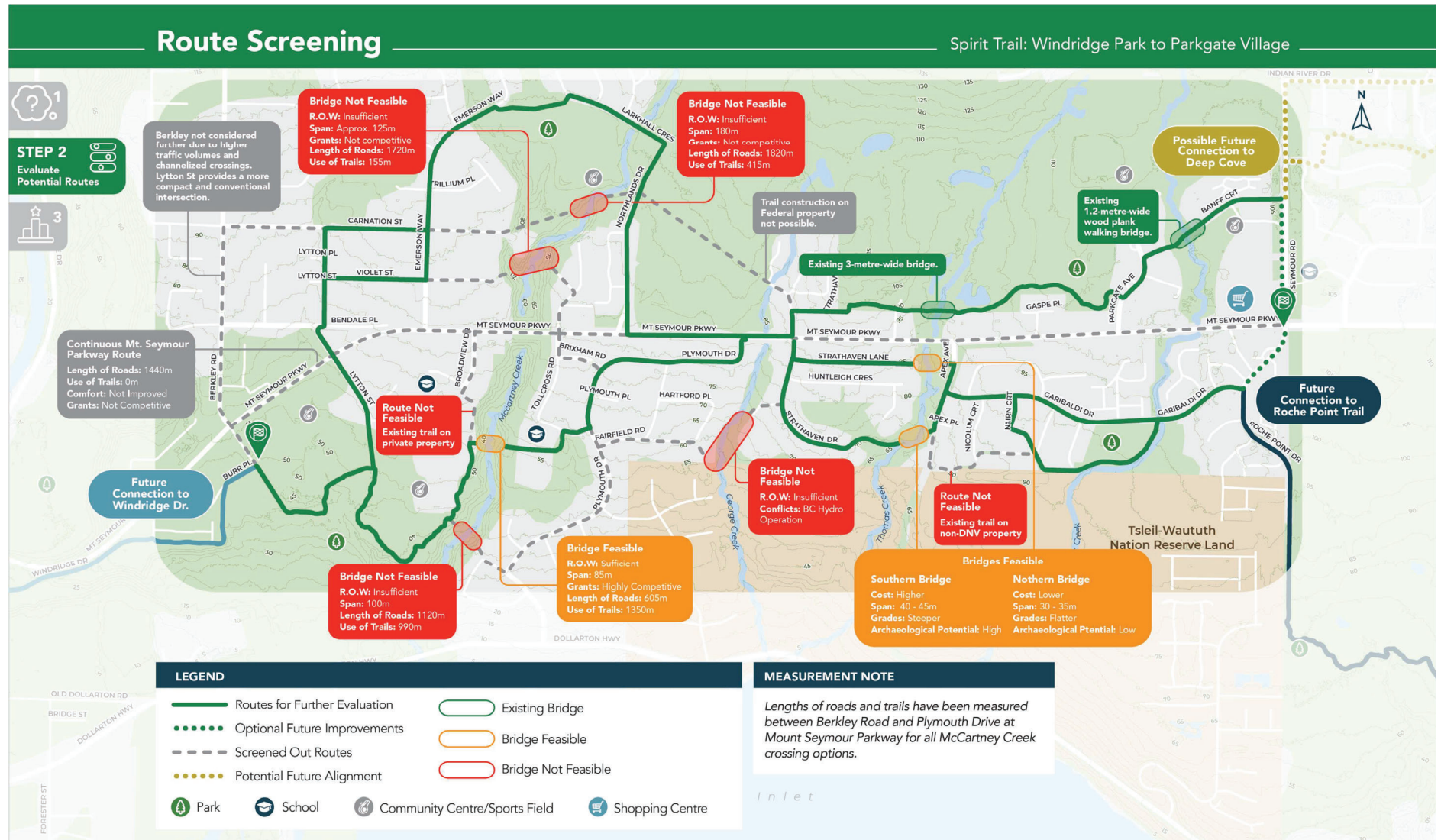
External Agencies:

☐ Library Board _____
☐ NS Health _____
☐ RCMP _____
☐ [NVRC](#) _____
☐ Museum & Arch. _____
☐ Other: _____
IPG [VGS](#)

APPENDIX A – Feasibility Screening and Route Evaluation Maps

Spirit Trail Easten Extension: Windridge Park to Parkgate Village Area







Spirit Trail: Windridge Park to Parkgate Village Area Comparison of Spirit Trail Route Alternatives		
	Recommended Route	Alternative Route (Option 2)
Route Length (m)		
Roads	1,400	2,060
Existing Trails	2,210	1,540
Length over 8% Grade (m)		
"Bronze"	600	460
"Gold"	600	460
Approx. Tree Impacts		
"Bronze"	20-30	50-60
"Gold"	60-70	75-85
Comfort Score		
"Bronze"	Medium	Medium
"Gold"	Medium	Higher
Archaeological Potential		
"Bronze"	Lower	Lower
"Gold"	Medium	Medium
Total Estimated Cost		
"Bronze"	\$9.6M✓	\$10.9M✗
"Gold"	\$10.7M✗	\$11.9M✗
Council approved the 2024 five-year capital plan which included \$20,000,000 for the Spirit Trail. \$10.2M of that amount has been designated for this segment, including the McCartney Creek bridge in the location recommended in this report. The remainder is sufficient for the completion of all the other segments. Furthermore, this amount can be accommodated even if some other segments are deferred. See "Financial Impacts" for more information.		

McCartney Creek Bridge Crossing Location Analysis	
Windridge Park near Windsor Bubble to Tollcross Road	Recommended
Right-of-way: Sufficient right-of-way exists on both sides of McCartney Creek. Span: This crossing represents the shortest clear-span at approximately 85m. Grants: This location is highly grant-competitive, significantly reducing the cost to taxpayers. Use of Roads: Crossing at this location utilizes more existing trails (1350m) than other options and minimizes the use of roads (605m) which is a public and Council priority. Estimated Net Cost After Grants (Berkley Rd to Plymouth Dr at Mount Seymour Pkwy): \$4.0M	
Windridge Park at Ellis St	Not Feasible
Right-of-way: The existing right-of-way at Ellis Street is too narrow to accommodate the Spirit Trail.	
McCartney Creek Park at Violet Street	Not Feasible
Right-of-way: There is no District right-of-way on the east side of McCartney Creek at this location.	
McCartney Creek at Carnation Street	Not Feasible
Right-of-way: There is insufficient right-of-way at this location to accommodate the Spirit Trail.	
McCartney Creek Park at Emerson Way and Larkhall Crescent	Not Recommended
Grants: This location does not provide safe routes to school or connect First Nation communities, reducing its grant-competitiveness. Use of Roads: This location uses more roads (2405m) and fewer existing trails (255m) compared to the recommended location. Cost: It is not likely that this option would represent significant cost savings compared to the recommended bridge location. This is because so much of this option uses roads that would need significant improvements to be comfortable for most people, and because it is not likely to receive grant funding. Elevation: This location represents a significant increase in cumulative elevation for the Spirit Trail meaning fewer people are likely to use it. Estimated Net Cost After Grants (Berkley Rd to Plymouth Dr at Mount Seymour Pkwy): \$3.5M	
Mount Seymour Parkway	Not Recommended
Use of Roads: This location would use more roads (1440m) and fewer existing trails (0m) which is contrary to public and Council priorities. Comfort: This route would not improve comfort or accessibility for people walking or rolling without costly road widening. Even with costly improvements, many users would not feel comfortable because of the volume of vehicle traffic. Grants: Improvements to Mount Seymour Parkway would not attract grant funding. Cost: No significant cost savings compared to the recommended bridge because of the costs associated with upgrading a busy road to be comfortable for most people. Estimated Net Cost After Grants (Berkley Rd to Plymouth Dr at Mount Seymour Pkwy): \$3.3M	
Dollarton Highway	Not Recommended
Cooperation with TWN: In recognition that the land surrounding Dollarton Highway holds deep cultural significance as səlilwətaʔ reserve land and traditional territory, and is home to a thriving community, the options for the Spirit Trail Eastern Extension intentionally avoid Dollarton Highway through reserve land. <i>"As stewards of this land for generations, the significance of preserving our cultural heritage cannot be overstated. The decision to avoid Dollarton Highway aligns with our commitment to respecting our ancestral lands and ensuring their preservation for future generations," says Chief Jen Thomas, səlilwətaʔ (Tsleil-Waututh Nation)</i> Elevation: Using Dollarton Hwy and connecting to Parkgate Village using Plymouth Drive represents a significant increase in cumulative elevation for the Spirit Trail meaning fewer people are likely to use it. Use of Roads: This location would use more roads (1915m) and fewer existing trails (440m) which is contrary to public and Council priorities.	

APPENDIX B – Engagement Report:

Preference Survey Findings Report – November 2024



Spirit Trail Eastern Extension Preference Survey Findings Report

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

November 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

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Land Acknowledgment

We respectfully acknowledge the original peoples of these lands and waters, specifically the səliłwətał (Tseil-Waututh), Skwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəyəm (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.

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Executive Summary

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

From September 16 to October 7, 2024, the District hosted a survey to collect input on the STEE. With planning and engineering work underway to confirm specific alignments between destinations along the STEE route options, many different factors are being assessed and will need to be balanced. While all factors are important, in some cases trade-offs will need to be made. The preference survey sought public input on these trade-offs, to understand which factors are most important to most people.

The survey included questions about trade-off preferences across specific design scenarios, general preference of the various factors, and other factors that are considered important. This report summarizes the findings of that survey.

Responses across the various questions illustrated several different groups of respondents, each with their own priorities. One group consistently prioritized accessibility (trail width and grade), another prioritized the protection of trees and greenspace, and another preferred the avoidance of local roads.

Key takeaways from the survey results, capturing the sentiments across the various questions and responses, will be carried forward to inform technical work.

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, Sḵwx̱wú7mesh Úxwumixw (Squamish Nation), and səliłwətał (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 (STEE) 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.

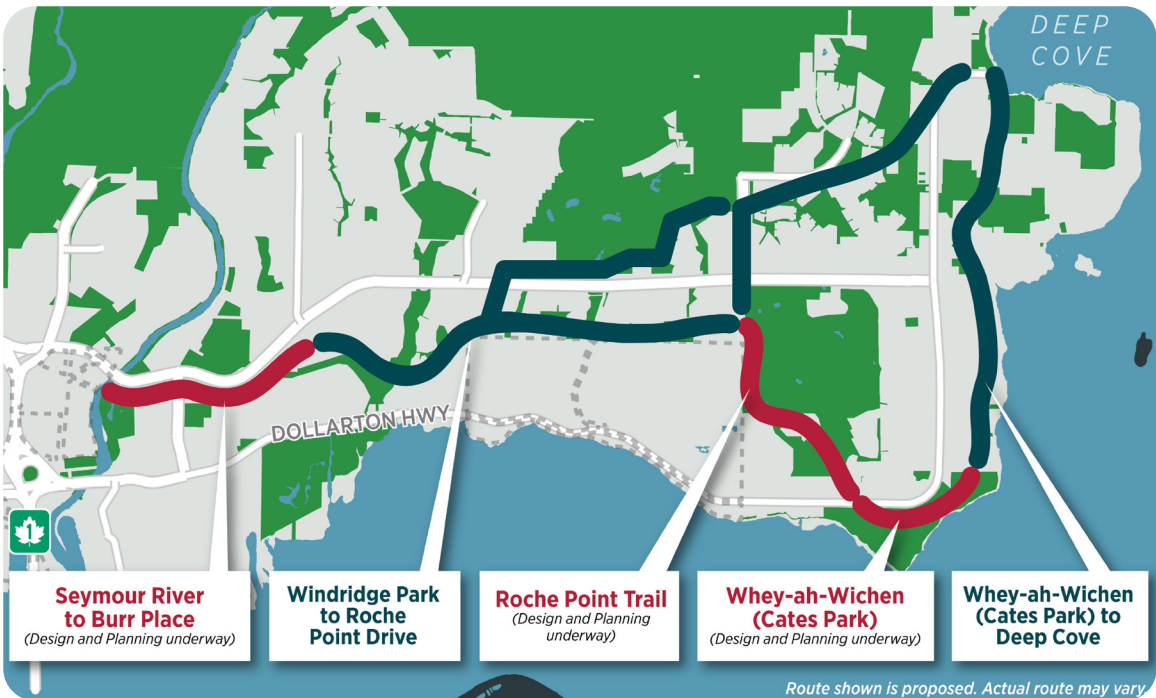


Figure 1: Illustration of the proposed Spirit Trail Eastern Extension

PREVIOUS ENGAGEMENT

Project introduction & idea generation

In early 2024 the District of North Vancouver (the District), with support from Urban Systems, started a broad based awareness campaign for the Spirit Trail Eastern Extension. The campaign intends to inform audiences about the project, share information about the planning work underway, gather public input, and set the stage for future engagement.

As part of this campaign, engagement was conducted from February to June 2024, including three open house information sessions. At these events, 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 focus of these events was to collect public input on potential route options and alignments, including any benefits, risks, or opportunities they could identify.

For a full description of the previous engagement, see the [Spirit Trail Eastern Extension Engagement Report \(April 2024\)](#)

PREFERENCE SURVEY

Evaluation of design preferences

On September 16, 2024, the District launched a survey to collect input on the STEE. The survey was open for three weeks, closing on October 7, 2024.

With planning and engineering work underway to confirm specific alignments between destinations along the STEE route options, a number of factors will need to be balanced, including safety, access, comfort, environmental impacts, and cost.

While all factors are important, in some cases trade-offs will need to be made. This means favouring one factor over another. The preference survey sought public input on these trade-offs, to understand which factors are most important to most people.

This public input, along with the planning and engineering work underway, will inform the prioritization of route options, and will ultimately inform the recommendations made to Council.

The survey included questions about:



Trade-off preferences

Across different trail design scenarios, respondents were asked which option they would prefer, indicating which factors they would rather trade off in the given scenario (i.e., which factors were most important in certain scenarios)



General preferences

Respondents were asked what factors (other than safety) they thought were generally the most important when considering route options and design for the Spirit Trail Eastern Extension



Other factors

Respondents were also asked if there were any other factors they think should be considered



Demographics

Respondents were asked several demographic questions to help determine if the survey was reaching a balanced and diverse range of populations in the district. This is important to us as we seek to understand the perspectives of our entire community



Survey Findings

A total of 1,229 surveys were submitted. Not every respondent answered every question. Responses for each question are summarized on the following pages.

TRADE-OFF PREFERENCES

Survey respondents were presented with different trail design scenarios that involved a trade-off between different factors. For each scenario, respondents were asked which option they would prefer, indicating which factor they would rather trade-off in the given scenario.

The scenarios reflected the kind of questions currently being considered by the design team, reflecting real decisions that need to be made. The scenarios presented did not relate directly to specific route alignments or reflect specific locations. They were designed to provide a more holistic understanding of the community's preferences at a general level.

Trees & trail width

In many locations, the Spirit Trail may take the form of a multi-use path. In these cases, the design needs to balance tree preservation with the safety and comfort of all users. To create a path wide enough for people walking, rolling, and cycling to share comfortably, some trees would need to be removed.

Generally, respondents would prioritize trail width over the preservation of trees, preferring trails be made wide enough for all users to comfortably share, even if it means removing some trees.

Question 1 (1,139 responses)



721 respondents (63%) would prefer a trail wide enough for all users to comfortably share, even if it means removing some trees.



418 respondents (37%) would prefer no tree removal, even if it means a narrower trail for all users to share.

Question 2 (1,138 responses)



821 respondents (72%) would prefer a trail wide enough for all users to comfortably share, even if it means removing some trees to create or widen natural trails.



317 respondents (28%) would prefer no tree removal, even if it means using local roads instead of natural trails in some areas.



Trees & accessibility

Steep slopes can make travel difficult or inaccessible for people using wheelchairs, pushing strollers, walking, or cycling. To create a flatter trail that is accessible for all user groups, switchbacks may need to be created in some locations, which could require significant tree and greenspace removal. Alternatively, local roads may need to be used instead of natural trails in some areas.

When asked about scenarios that make these trade-offs, respondents would generally prioritize accessibility (wider, flatter trails) over the preservation of trees and greenspace. They would also generally prefer using new or existing trails over local roads, regardless of the accessibility trade off.

Question 3 (1,129 responses)



709 respondents (63%) would prefer a flatter trail that would be accessible for most people even if it means building switchbacks and removing some trees and greenspace.



420 respondents (37%) would prefer minimal impact to trees and greenspace even if it means a very steep trail that would be inaccessible in some places for people using wheelchairs, pushing strollers, or with limited mobility.

Question 4 (1,138 responses)



705 respondents (62%) would prefer using new or existing trails, even if it means using narrower, uneven natural trails that could be challenging for some people.



433 respondents (38%) would prefer having a wider, flatter route, that is more comfortable for more people, even if it means using shared local roads instead of natural trails in some areas.

Question 5 (1,148 responses)



807 respondents (70%) would prefer using new or existing trails, even if it means removing some trees and greenspace to make them more accessible for most people.



341 respondents (30%) would prefer minimal impact to trees and greenspace, even if it means using shared local roads instead of natural trails in some areas.

Connectivity

A key consideration in some areas is choosing between local roads, busy roads, and new or existing trails through parks and natural areas. Busy or local roads can create shorter, more direct connections, while natural trails can provide access to nature and greenspace. Busy roads are significantly more costly to make safe for all people than quiet local roads.

When asked about scenarios that trade-off these considerations, respondents would generally trade-off direct connections to avoid using local roads, but would prefer using local roads if it meant spending less money.

Question 6 (1,175 responses)



886 respondents (75%) would prefer staying off local roads, even if it means taking longer routes through natural trails and parks.



289 respondents (25%) would prefer having more direct connections around the neighbourhood, even if it means using local roads in some areas.

Question 7 (1,142 responses)



443 respondents (39%) would prefer improving busy roads and staying off quieter local roads, even if it means spending significantly more money.



699 respondents (61%) would prefer spending less money, even if it means using quieter local roads in some areas.

Parking, facility types, & cost

When asked about scenarios that trade-off on-street parking, different facility types, and cost, respondents had generally mixed preferences.

Question 8 (1,111 responses)



539 respondents (49%) would prefer preserving on-street parking by building a new sidewalk, bike lane, or shared multi-use pathway in the boulevard of a quiet local road, even if it means significant additional cost.



572 respondents (51%) would prefer creating safe space for pedestrians and cyclists at significantly lower cost, even if it means removing on-street parking on one or both sides of the quiet local road.

Question 9 (1,140 responses)



589 respondents (52%) would prefer having sidewalks fully separated from traffic on quiet local roads, even if it means removing on-street parking in some areas.



551 respondents (48%) would prefer preserving all on-street parking, even if it means cars and pedestrians share the quiet local road in some areas.

GENERAL PREFERENCE & OTHER CONSIDERATIONS

General preference—factor rankings

Respondents were asked what factors they thought were the most important when considering route options and design for the Spirit Trail Eastern Extension.

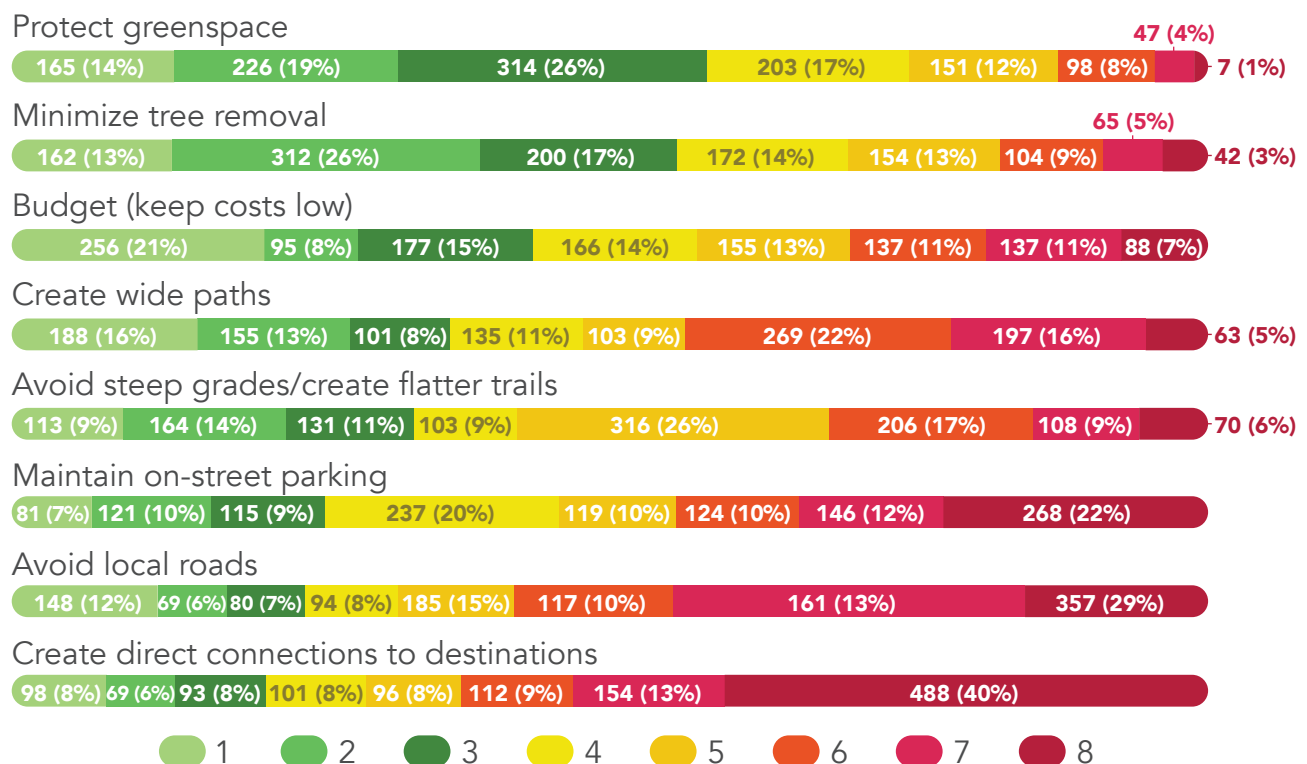
Note, “safety” was not an option in this question because it is always a top consideration.

Respondents were asked to rank the following factors from 1 (most important) to 8 (least important):

- Budget (keep costs low)
- Minimize tree removal
- Protect greenspace
- Maintain on-street parking
- Avoid steep grades/create flatter trails
- Create wide paths
- Avoid local roads
- Create direct connections to destinations

A total of 1,212 respondents completed the ranking question.

The number of times each factor was ranked at each position is shown on the graph below, with the factors presented in order of the average ranking score.



Protect greenspace, minimize tree removal, and budget (keep costs low) were the factors most often ranked as 1, 2, or 3, suggesting they are most important to more respondents.

Create direct connections to destinations, avoid local roads, and maintain on-street parking were the factors most often ranked as 6, 7, or 8, suggesting they are least important to more respondents.

This split between most important and least important was further supported by calculation of an average ranking score. Based on these ranking scores, the general order of importance to respondents was:

1. Protect greenspace
 2. Minimize tree removal
 3. Budget (keep costs low)
 4. Create wide paths
 5. Avoid steep grades/create flatter trails
 6. Maintain on-street parking
 7. Avoid local roads
 8. Create direct connections to destinations
- 

There were some common ranking groupings:



Trees & greenspace

- When 'minimize tree removal' was ranked 1 (most important), the factor most often ranked as 2 was 'protecting greenspace.' When 'protect greenspace' was ranked 1 (most important), the factor most often ranked as 2 was 'minimize tree removal.'
- When 'minimize tree removal' or 'protecting greenspace' were ranked as 1 (most important), the factors most often ranked as 8 (least important) were 'maintain on-street parking', 'avoid local roads', and 'create direct connections.'

**Width & grade:**

- When 'create wide paths' was ranked 1 (most important), the factor most often ranked as 2 was 'avoid steep grades/create flatter trails.' When 'avoid steep grades/create flatter trails' was ranked 1 (most important), the factor most often ranked as 2 was 'create wide paths.'
- When 'create wide paths' or 'avoid steep grades/create flatter trails' were ranked as 1 (most important), the factors most often ranked as 8 (least important) were 'maintain on-street parking', 'avoid local roads', and 'create direct connections.'

**Local roads & parking:**

- When 'avoid local roads' was ranked 1 (most important), the factor most often ranked as 2 was 'maintain on-street parking.' When 'maintain on-street parking' was ranked 1 (most important), the factor most often ranked as 2 was 'avoid local roads.'
- Those who ranked 'avoid local roads' or 'maintain on-street parking' as the most important factor shared 'create direct connections' as the factor ranked least important.

**Budget & trees:**

When 'budget (keep costs low)' was ranked 1 (most important), the factor most often ranked as 2 was 'minimize tree removal.'



OTHER FACTORS

Respondents were also asked, **in addition to safety and the factors listed above**, were there any other factors they think should be considered. 499 respondents provided comments.

Common factors suggested by respondents were:

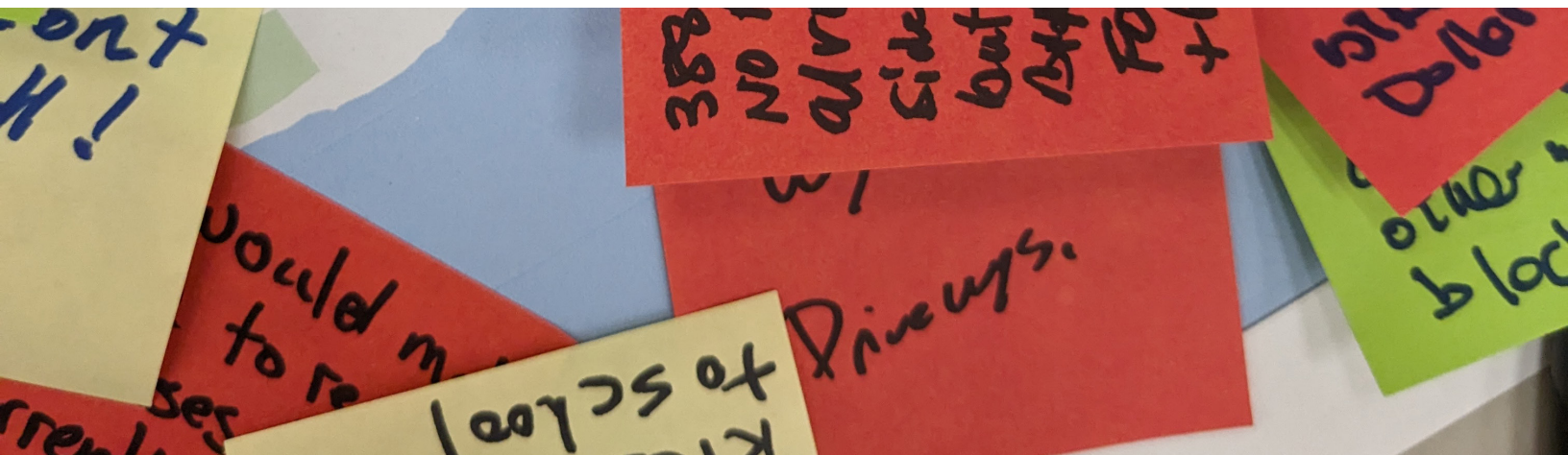
- **Separate user groups (55 comments, 11%*)**: Prioritize the separation of different user groups along the trail (i.e. create separate paths for pedestrians and cyclists), and separation of trail users from cars and traffic.
- **Existing trails (29 comments, 6%*)**: Prioritize the use of existing trails over creating new ones or using the road network.
- **Connection to nature (18 comments, 4%*)**: Prioritize a connection to nature, using routes that travel through forests, greenspace, or more scenic natural areas.
- **Speed (15 comments, 3%*)**: Manage the speed of bikes, e-bikes, and e-scooters along the trail, including introducing and enforcing speed limits for these faster-moving user groups.
- **Signage (14 comments, 3%*)**: Provide directional, wayfinding, and speed limit signage along the trail.
- **Maintenance (12 comments, 2%*)**: Prioritize maintenance of paths and trails throughout the seasons and consider materials that will be most durable and easily maintained.
- **Protect nature (11 comments, 2%*)**: Leave natural trails and areas untouched, to maintain the natural look and feel of the spirit trail (i.e., do not pave natural trails).

**% of 499 responses to this question*

Other comments left in response to this question, that did not specify additional factors that should be considered, related to:

- **Concerns and complaints (76 comments, 15%*):** General concerns and complaints, including general opposition to the Spirit Trail Eastern Extension project as a whole (42 comments), concern over the cost of the project and increases in taxes (31 comments), and general opposition to trail users or people being in and around their neighbourhoods (15 comments).
- **Route preferences (61 comments, 12%*):** Preferences and/or suggestions for specific route alignments along the Spirit Trail Eastern Extension.
- **Avoid local roads (60 comments, 12%*):** Desire to avoid local roads, reiterating this factor that was included in earlier survey questions.
- **Maintain on-street parking (39 comments, 8%*):** Desire to maintain on-street parking, reiterating this factor that was included in earlier survey questions.
- **Survey (30 comments, 6%*):** Feedback about the survey itself, including sentiments that it was not necessary, poorly worded, biased towards particular responses, or did not reflect specific route options or locations in the desired level of detail.
- **Safety (29 comments, 6%*):** Prioritize the safety of trail users and residents. This was stated as a top priority throughout the survey, but many respondents called attention to it, reiterating its importance.
- **Positive feedback (26 comments, 5%*):** Appreciation for the opportunity to provide feedback, support for the engagement and work done to date, and enthusiasm for the Spirit Trail Eastern Extension to be progressed and completed.

**% of 499 responses to this question*





SHARED PRIORITIES—RESPONDENT GROUPS

Responses across the trade-off preference questions and the general preference ranking question illustrated several different groups of respondents. Each group has shared priorities that contrast those of other groups.

Accessibility—trail width & grade

- Approximately 24% of all respondents (298) generally prioritized accessibility, with a consistent preference for avoiding steep grades/creating flatter trails and creating wide paths.
- Respondents who preferred trade-off scenarios that prioritized accessibility (wider and/or flatter trails), generally had 'create wide paths' and 'avoid steep grades/create flatter trails' in their top 3 most important factors (alongside 'budget').
- Those who ranked 'create wide paths' or 'avoid steep grades/create flatter trails' as the most important factor consistently preferred trade-off scenarios that prioritized one of these factors over other factors.

Trees & greenspace

- Approximately 21% of all respondents (258) generally prioritized the protection of trees and greenspace.
- Respondents who preferred trade-off scenarios that minimized tree removal and/or protected greenspace generally had these factors ranked in their top 3 most important (alongside 'budget').
- Respondents who ranked 'minimize tree removal' as the most important factor consistently preferred trade-off scenarios that minimized tree removal.
- Respondents who ranked 'protect greenspace' as the most important factor were more mixed, generally preferring trade-off scenarios that protected greenspace, but being more willing to trade-off the protection of greenspace for accessible trails.



Local roads & parking

- Approximately 18% of all respondents (222) generally prioritized avoiding local roads and maintaining on-street parking.
- Respondents who ranked 'avoid local roads' as the most important factor consistently preferred trade-off scenarios that prioritized this factor, regardless of the trade-off.
- Respondents who preferred trade-off scenarios that prioritized avoiding local roads generally had this factor ranked in their top 3 most important factors, alongside 'maintaining on-street parking'.

Budget

- While budget (keep costs low) was the factor most often ranked as 1 (most important), this apparent importance was not consistently reflected throughout other questions, and was not clearly related to other factors (including minimizing tree removal, which was the factor most often ranked as 2 when budget was ranked as 1).
- Respondents who rated Budget (keep costs low) as their top priority had mixed preferences across trade-off scenarios, including:
 - Preferring spending less money, even if it means using local roads, over, staying off local roads if it means spending more money.
 - No preference between creating safe shared space at significantly lower cost by removing parking, and creating safe shared space at significantly higher cost by maintaining parking.
 - Preferring wide trails even if it means removing some trees, over, no tree removal even if it means using local roads.

DEMOGRAPHICS

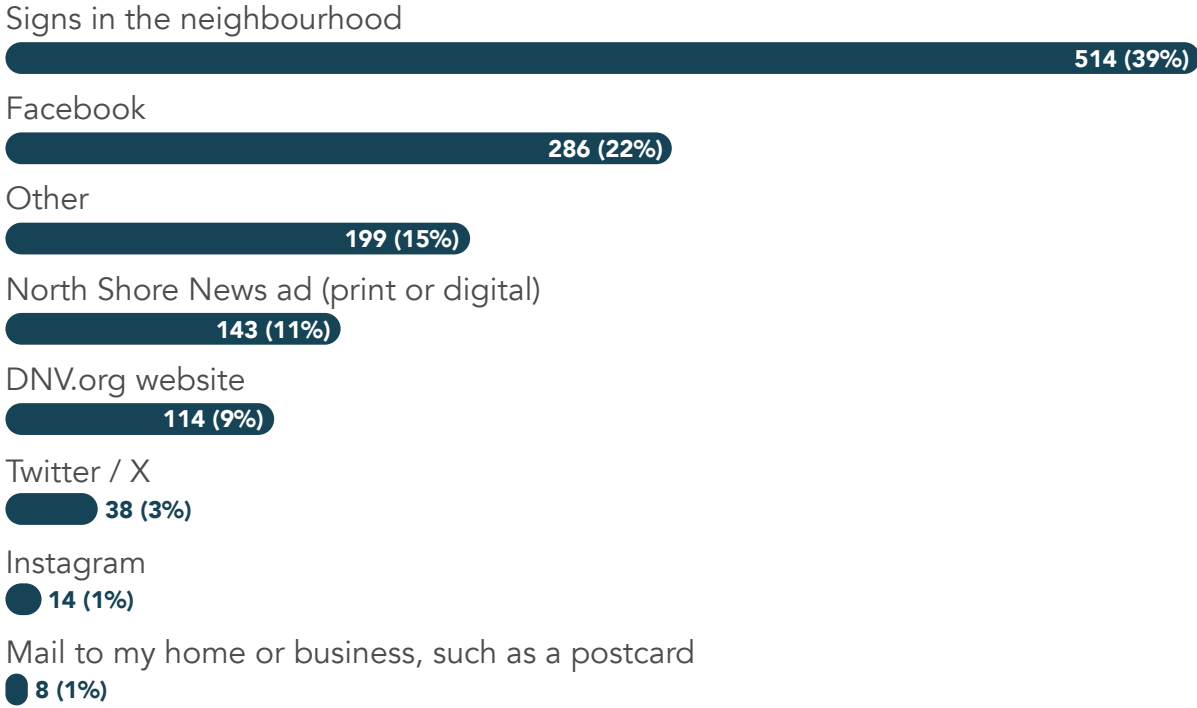
The survey included several demographic questions. The District asks for specific demographic information to help determine if our outreach efforts are reaching a balanced and diverse range of populations in the District. This is important to us as we seek to understand the perspectives of our entire community.

Percentages shown throughout are calculated as the percent of responses to each particular question.

How did you hear about this engagement? Please select all that apply.

1,316 responses

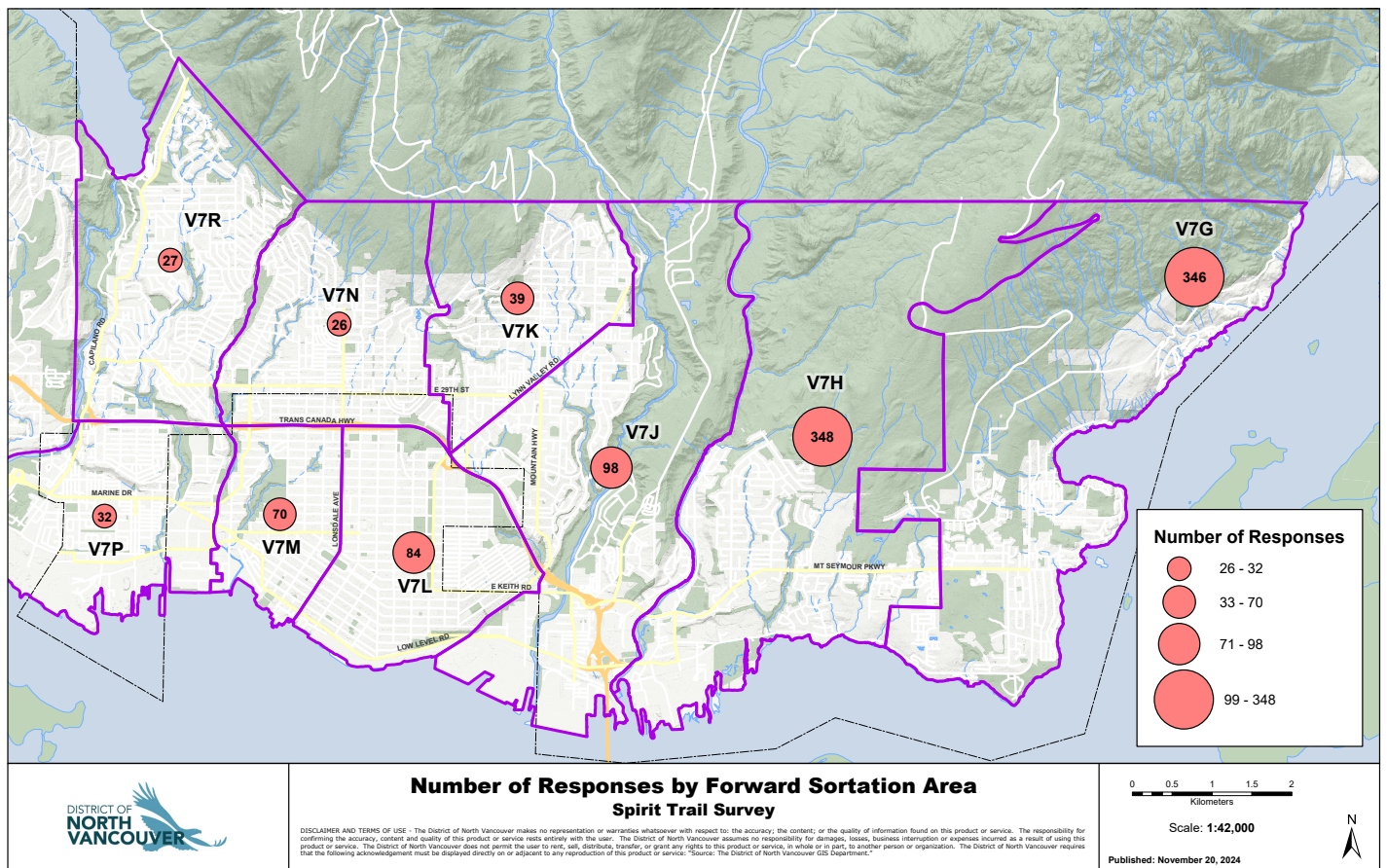
Most respondents heard about the survey from signs in their neighbourhood (514, 39%) or Facebook (286, 22%). Among the respondents who selected “other”, the most common way they heard about the survey was through word of mouth (from family, friends, neighbours, or coworkers).



Please provide the first 3-digits of your postal code to help us understand who is responding to this survey.

1,131 responses

Most people that completed the survey live in North Vancouver, as indicated by the first 3 digits of their postal codes. The 10 most common postal codes, accounting for 96% (1,081) of all responses, all correspond to different areas across North Vancouver.



What is your gender?

1,185 responses

A relatively equal split of women (548, 46%) and men (516, 44%) completed the survey.

Female

548 (46%)

Male

516 (44%)

Non-binary or gender fluid

8 (1%)

Prefer not to answer

113 (10%)

Which of the following ranges includes your age?

1,183 responses

Most survey respondents (892, 75%) were aged 35 or older.

65 or older

189 (16%)

50 to 64 years old

326 (28%)

35 to 49 years old

377 (32%)

20 to 34 years old

177 (15%)

19 or younger

5 (0.4%)

Prefer not to answer

109 (9%)



What is your ethnic origin? Please select all that apply.

940 responses

Most survey respondents (800, 85%) indicated they had European origins.

European origins

800 (85%)

Asian origins

64 (7%)

North American Indigenous origins (e.g., First Nations, Metis, or Inuit)

31 (3%)

Latin, Central, and South American origins

21 (2%)

African origins

13 (1%)

Oceania origins

6 (1%)

Caribbean origins

5 (1%)

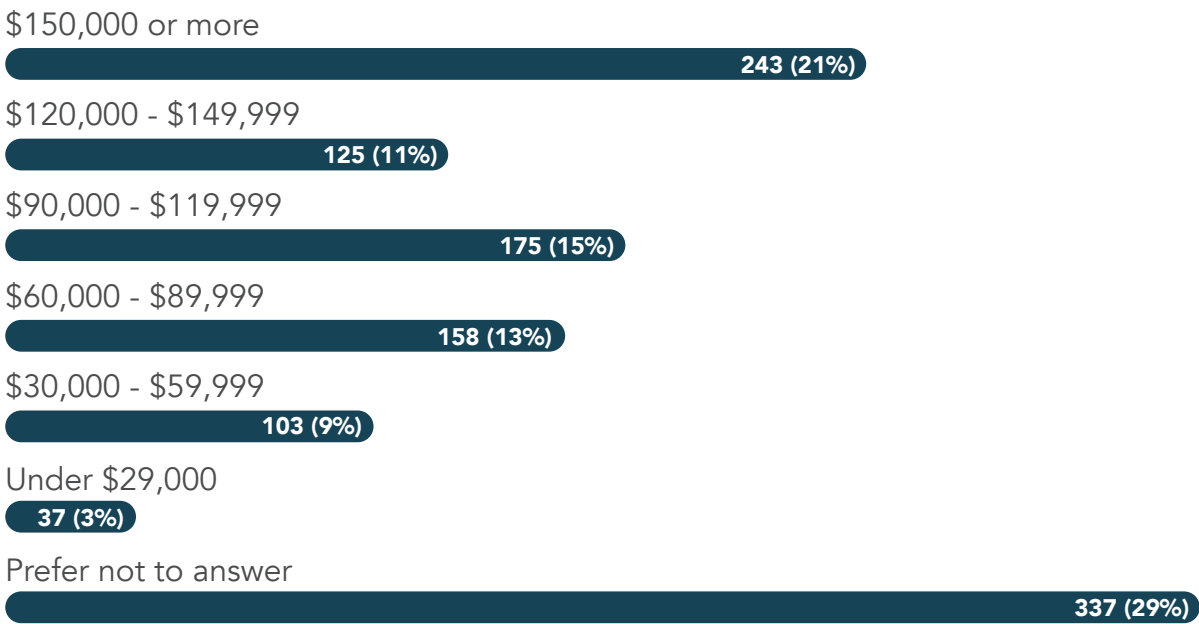
Prefer not to answer

287 (31%)

Which best describes your individual annual income?

1,178 responses

The most common response to this question was 'prefer not to answer' (337, 29%).



Next Steps

Thank you to everyone who completed the survey. The final engagement summary report will be presented to Council, and the feedback provided will help inform decision-making throughout the STEE project.

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

APPENDIX C – Engagement Report

Additional Open House – August



Spirit Trail Eastern Extension Engagement Report

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

August 2024

Prepared For

District of North Vancouver

355 West Queens Road North Vancouver, BC V7N 4N5



Prepared By

Urban Systems Ltd.

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Land Acknowledgment

We respectfully acknowledge the original peoples of these lands and waters, specifically the səliłwətał (Tseil-Waututh), Skwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəyəm (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.

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Engagement Snapshot

Open House 3



Over **160** people attended open house **3**



72 comment cards collected, containing over **150** pieces of feedback



281 mapping activity interactions

Open Houses 1, 2 & 3



780 people attended **3** open house info sessions



176 comment cards collected, containing over **300** pieces of feedback



Over **760** mapping activity interactions



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.

This initial engagement included two open house information sessions and was summarized in the [Spirit Trail Eastern Extension Engagement Report \(April 2024\)](#), available on the [project webpage](#).

This engagement report is intended to be considered alongside the existing report.

Based on the feedback at the earlier open house information sessions, additional route options were added to the proposed route map. More engagement was planned to ensure all communities along the added potential routes had the opportunity to share their thoughts.

This engagement report summarizes what we heard throughout that additional engagement. For a complete representation of the public engagement efforts and results, both engagement reports should be considered together.

Much of the feedback received related to the two segments with newly added route options—Windridge Park to Roche Point Drive, and Connections to Deep Cove.

Overall, we heard that many people are enthusiastic about the project, particularly the use of existing trails and northern route options across the District, and we heard concerns about different users sharing facilities, and potential north traffic being drawn to some areas.

Introduction

PROJECT BACKGROUND

The Spirit Trail was originally envisioned 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, Sḵw̱wú7mesh Úxwumixw (Squamish Nation), and səlilwətaɬ (Tsleil-Waututh Nation).

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.

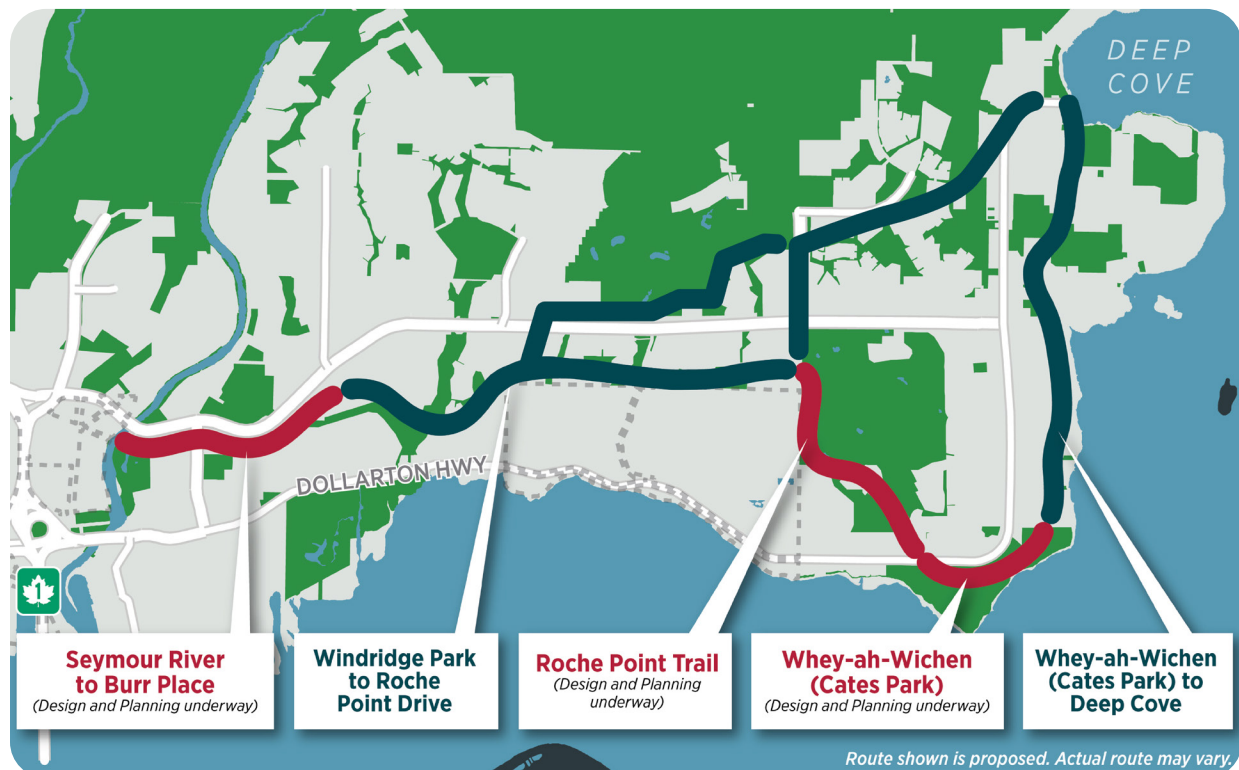


Figure 1: Illustration of the proposed Spirit Trail Eastern Extension

EARLIER ENGAGEMENT

In early 2024 the District, with support from Urban Systems, started a broad-based awareness campaign for the Spirit Trail Eastern Extension. The campaign intends to inform audiences about the project, share information about the early planning work underway, gather public input, and set the stage for future engagement through several engagement tactics. Earlier engagement tactics included two open house information sessions.

For a full description of the engagement strategy, including engagement objectives and engagement tactics, see the [Spirit Trail Eastern Extension Engagement Report \(April 2024\)](#)

ADDITIONAL ENGAGEMENT

Based on the feedback collected at the first two open house information sessions and feedback sent to the project team via email (summarized in the previous engagement report), additional route options were added for consideration, including options located north of Mount Seymour Parkway.

To ensure all communities along the potential routes had the opportunity to learn more and to share their thoughts, an additional open house information session was held:

- June 26, 6:00pm – 8:00pm, Ron Andrews Community Recreation Centre (Windsor Room), approx. 166 attendees.

At the 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.](#) The boards presented the same information from the previous open house events, with the exception of the updated route map.



Mapping activity

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

Attendees could place different coloured sticky dots and/or sticky notes on the maps, 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 the 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**).

What We Heard

Like the previous sessions, a substantial amount of input was collected during this additional engagement, ranging from supportive to concerned. As expected, and was the intent of the additional session, much of the feedback received related to the two segments with newly-added route options—Windridge Park to Roche Point Drive, and Connections to Deep Cove. This indicates that the purpose of the additional event, to ensure communities along the potential routes had the chance to share their thoughts, was achieved.

KEY THEMES

There were several common themes heard throughout the additional open house information session. Many of these key themes echo what was already heard throughout earlier feedback.

- **Concerns about shared facilities:** Perception that some streets and local roads are too steep, narrow, busy, or with too many driveways to safely share, particularly when prioritising the safety of children.
- **Concerns about new traffic:** Concerns that the Spirit Trail Eastern Extension may attract too many people to particular areas.
- **Use of existing trails:** General support and preference for the use of existing trails throughout the Spirit Trail Eastern Extension.
- **Concerns about steep or narrow routes:** Concerns about some routes being too steep or narrow to safely share.
- **Northern routes:** General support and preference for northern alignments and route options across the Spirit Trail Eastern Extension.
- **Engagement next steps:** Desire for more engagement and more information.

Did you know?

The use of existing trails and the accessibility of those trails are related—some existing trails are steep and/or narrow. Using those existing trails may therefore come with compromises, such as trails being less accessible, and more environmental impacts or higher costs (if existing trails are widened or upgraded to be more accessible).



OPEN HOUSE INFORMATION SESSION

Thank you to everyone who attended the open house information session and contributed their thoughts. There was a considerable amount of interest and engagement at this additional event, including several community members who had attended the previous information sessions. We heard a range of perspectives from the community, including strong support for the project and 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, and some expressed that the format of the information sessions was not ideal—given the turnout, some folks could not effectively engage with the staff, information, and activities.

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?

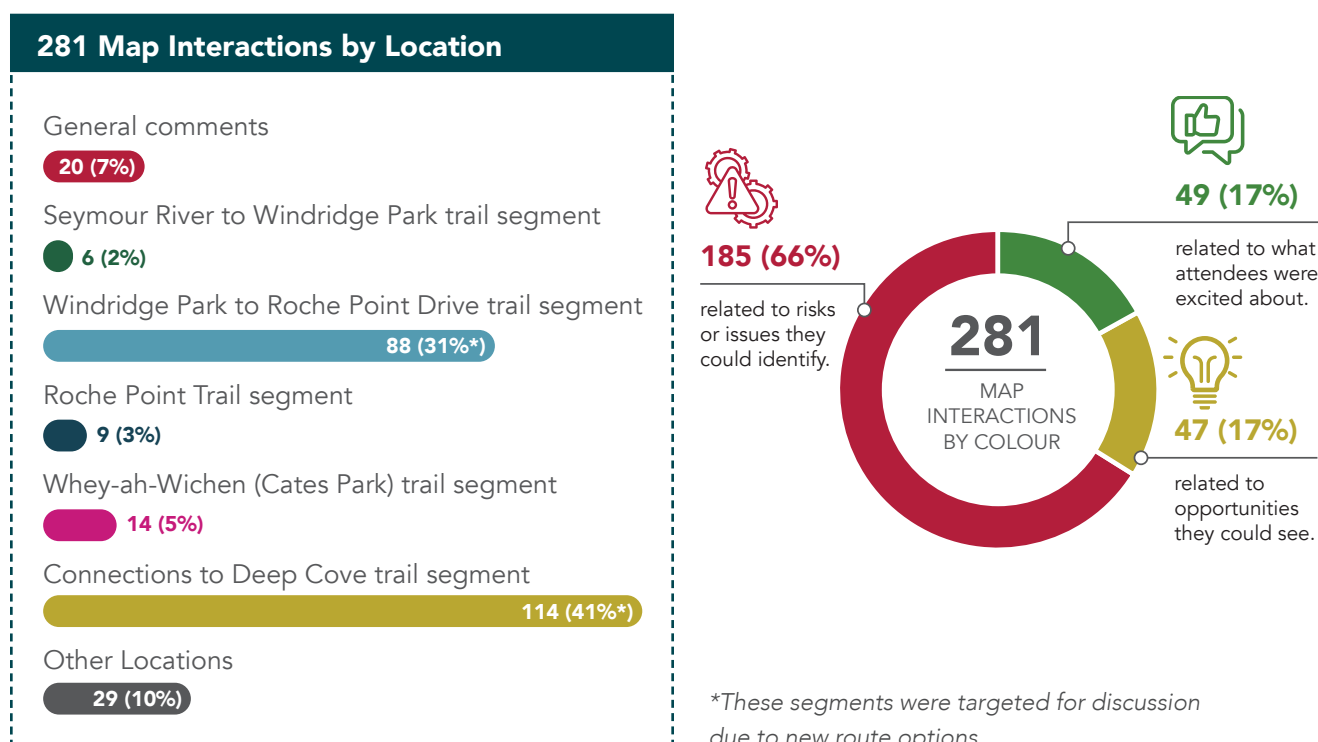
Sticky dots could be explained, or other thoughts added, on sticky notes of the same colours. All comments and sticky dots were digitally recorded to allow for analysis (as shown in

Appendix 1: Mapping Activity).

Mapping activity interactions—by location & feedback type

A total of 281 interactions (sticky dots and sticky notes) were collected on the maps at the additional open house information session. As expected, and was the intent of the session, much of the feedback related to the two segments with newly-added route options—Windridge Park to Roche Point Drive, and Connections to Deep Cove. These segments are highlighted in the feedback below.

Of these 281 interactions:



COUNT OF INTERACTIONS	GREEN	YELLOW	RED	TOTAL
General comments	7	7	7	21
Seymour River to Windridge Park	0	3	3	6
Windridge Park to Roche Point Drive*	24	16	48	88
Roche Point Trail	1	2	6	9
Whey-ah-Wichen (Cates Park)	2	1	11	14
Connections to Deep Cove*	9	9	96	114
Other location	6	9	14	29
Total	49	47	185	281

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 have been summarized below.

By feedback type (colour):



What are you excited about? (green)

- **Use of existing trails:** general support and preference for the use of existing trails throughout the Spirit Trail Eastern Extension (20 comments, 32%*)
- **Northern routes:** general support and preference for northern alignments and route options (15 comments, 24%*)
- **Safe connections:** support and advocacy for safe and complete active transportation connections to local destinations (9 comments, 14%*)

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



What opportunities do you see? (yellow)

- **Use of alternative routes:** various preferences and suggestions for alternative route options (11 comments, 19%*)
- **Northern alignments:** general support and preference for northern alignments and route options (7 comments, 12%*)

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



Can you identify any risks or issues? (red)

- **Concerns about shared facilities:** concerns that certain streets are not safe for shared use, particularly regarding children and around driveways (69 comments, 19%*)
- **Concerns about narrow streets:** concerns that some streets are too narrow for shared use, particularly Hamber Place, Hamber Court, and Caledonia Ave (47 comments, 13%*)
- **Concerns about new traffic:** concerns that too many people may be drawn to areas that are already busy (26 comments, 7%*)

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

By location (or general)

Most of the feedback received related to the two segments with newly-added route options: Windridge Park to Roche Point Drive, and Connections to Deep Cove. Feedback related to these segments is therefore described more fully than feedback related to other segments, which mirrors what we heard at the previous engagement events, or consists of much fewer comments.

General comments

- **Use of existing trails:** general support and preference for the use of existing trails throughout the Spirit Trail Eastern Extension (7 comments, 28%*)
- **Northern routes:** general support and preference for northern alignments and route options (6 comments, 24%*)

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

Seymour River to Windridge Park

The key themes in feedback related to this segment mirror what we heard at the previous open house information sessions:

- Concerns with safety at intersections, and support for safe connections to parts of these neighbourhoods.

Windridge Park to Roche Point Drive

- **Concerns about shared facilities:** concerns about some streets being too steep, busy, or with too many driveways to safely share, particularly when prioritising the safety of children in the area (21 comments, 15%*)
- **Use existing trails:** preference and support for using, improving, and expanding existing trails in this area (18 comments, 13%*)
- **Northern routes:** general support and preference for northern route options in this area (14 comments, 10%*)
- **Concern over narrow routes:** concerns that certain streets in this area are too narrow to safely share (13 comments, 9%*)

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

Roche Point Trail

The key themes in feedback related to this segment mirror what we heard at the previous open house information sessions:

- Concerns about shared facilities and steep slopes.

Whey-ah-Wichen (Cates Park)

The key themes in feedback related to this segment mirror what we heard at the previous open house information sessions:

- Support for maintaining the off-leash dog trail, and concerns about new traffic in an already busy area.

Connections to Deep Cove

- **Concerns about shared facilities:** concerns about some streets being too steep, busy, or with too many driveways to safely share, particularly when prioritising the safety of children in the area (46 comments, 21%*)
- **Concern over narrow routes:** concerns that certain streets in this area are too narrow to safely share (34 comments, 15%*)
- **Concerns about parking:** concerns about parking in this area already being limited, or potentially being removed to make way for the Spirit Trail (16 comments, 7%*)
- **Concerns about new traffic:** concerns that more people will be drawn to already busy areas (16 comments, 7%*)
- **Preference for specific route options:** many comments expressed support or opposition for one or more of the many possible route alignments in this segment:
 - Route A (15 comments): generally opposed, with concerns around Caledonia Avenue being too busy, narrow, and steep.
 - Route B (10 comments): generally opposed, with concerns about using local roads and desire to protect Burns Park.
 - Route C (10 comments, including 3 in support): some concerns about limited parking and increased traffic in the area.
 - Route D (2 comments): opposed to using Dollarton Highway.
 - Route E (53 comments, including 2 in support): generally opposed, with concerns around certain local roads being too busy and narrow to safely share. Hamber Place, Hamber Court, and Goldie Court were prominent mentions. The safety of children in these local roads, and travelling to and from schools in the area, were a particular priority.
 - Route F (12 comments, including 6 in support): some concerns about steep slopes and narrow trails in some areas, and some support for using trails alongside Indian River Road.

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

Note, some attendees repeated their feedback multiple times through the mapping activity, so some themes and comments may be disproportionately represented.

Other locations

- **Northern routes:** General preference for northern route options across the Spirit Trail Eastern Extension (15 comments, 35%*)
- **Alternative connections and destinations:** advocacy for connections to other local destinations, particularly McCartney Park and Parkgate Park, or for the use of other routes, such as Dollarton Highway (12 comments, 28%*)
- **Use existing trails:** preference and support for using existing trails (5 comments, 12%*)

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

Comment cards

A total of 72 comment cards were collected at the open house information session, containing over 150 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 preference for northern alignments, one suggesting the use of existing trails, and one communicating concern about the Connection to Deep Cove routes being too busy.

*"In keeping with the name Spirit Trail, improve the **Northern** already **existing trails** so that people can enjoy nature's offerings. **Dollarton and Deep Cove Routes** are already too busy and not trail based! Thank you for your consideration."*

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:

- **Northern routes:** General preference for northern route options across the Spirit Trail Eastern Extension (21 comments, 13%)
- **Connections to Deep Cove:** Feedback about the various route options in the Connections to Deep Cove segment (21 comments, 13%) (summarized below)
- **Use existing trails:** preference and support for using existing trails throughout the Spirit Trail Eastern Extension (10 comments, 6%)
- **Concerns about local roads:** General concerns over whether using local roads would be safe or desirable (10 comments, 6%)
- **Concerns about shared facilities:** Safety concerns around pedestrians and cyclists sharing paths, driveways, and traffic near schools (8 comments, 6%)
- **General support:** Excitement and support for the Spirit Trail Eastern Extension (6 comments, 4%)
- **Connection with nature:** Support and advocacy for nature-focused routes and maintaining natural (not paved) trails (5 comments, 3%)

* % of the 159 total pieces of feedback represented across the 72 comment cards, rounded to the nearest percent.

Comments about Spirit Trail segments

Of the 72 total comment cards, 54 (75%) mentioned one or more Spirit Trail segments or specific locations.

Figure 3: Comment card count on each segment

Windridge Park to Roche Point Drive trail segment

12 (22%*)

Roche Point Trail trail segment

3 (6%*)

Whey-ah-Wichen (Cates Park) trail segment

5 (9%*)

Connections to Deep Cove trail segment

22 (38%*)

Other specific locations

12 (22%*)

* % of the 54 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.

Windridge Park to Roche Point Drive

- **Concerns about local roads:** Concerns about local roads in this segment being too narrow, busy, or steep, particularly Strathaven Drive and Strathaven Lane (4 comments, 33%), and Plymouth Drive (2 comments, 17%)

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

Roche Point Trail

- Concern about steep slopes (1 comment, 30%), and desire to maintain the natural trail (1 comment, 30%)

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

Whey-ah-Wichen (Cates Park)

- **Concerns about new traffic:** Concerns that this area is busy and will be impacted by more traffic and increased visitor numbers (3 comments, 60%)
- **Connection with nature:** Desire to maintain the natural trail, and not pave or add lighting (2 comments, 40%)

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

Connections to Deep Cove

- **Concerns about new traffic:** Concerns that this area is busy and will be impacted by more traffic and increased visitor numbers (11 comments, 50%)
- **Concerns about shared facilities:** Safety concerns around pedestrians and cyclists sharing paths, particularly near schools (10 comments, 45%)
- **Concerns about local roads:** Concerns about local roads in this segment being too narrow, busy, or steep (8 comments, 36%), particularly Goldie Court and Hamber Place.
- **Preference for specific route options:** several comments expressed support or opposition for specific routes in this segment,
 - Route A, opposed (1 comment)
 - Route B, opposed (2 comments)
 - Route C, opposed (1 comment)
 - Route D, opposed (1 comment)
 - Route E, opposed (8 comments)
 - Route F, opposed (3 comments)
 - Route F, supported (3 comments)

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

Did you know?

The land surrounding Dollarton Highway is home to a thriving community and holds deep cultural significance as Tsleil-Waututh reserve land and traditional territory. In recognition of this significance, the route options for the Spirit Trail Eastern Extension avoid Dollarton Highway through reserve land.

Other specific locations

- **Mount Seymour Parkway:** General preference for use of Mount Seymour Parkway, particularly for cyclists (9 comments, 75%*)
- **Dollarton Highway:** Desire to use Dollarton Highway (3 comments, 25%*)

* % of the comments specific to other locations, to the nearest percent.

Next Steps

Thank you to everyone who attended the open house information session 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.

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 keep people informed and build understanding in the community.

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

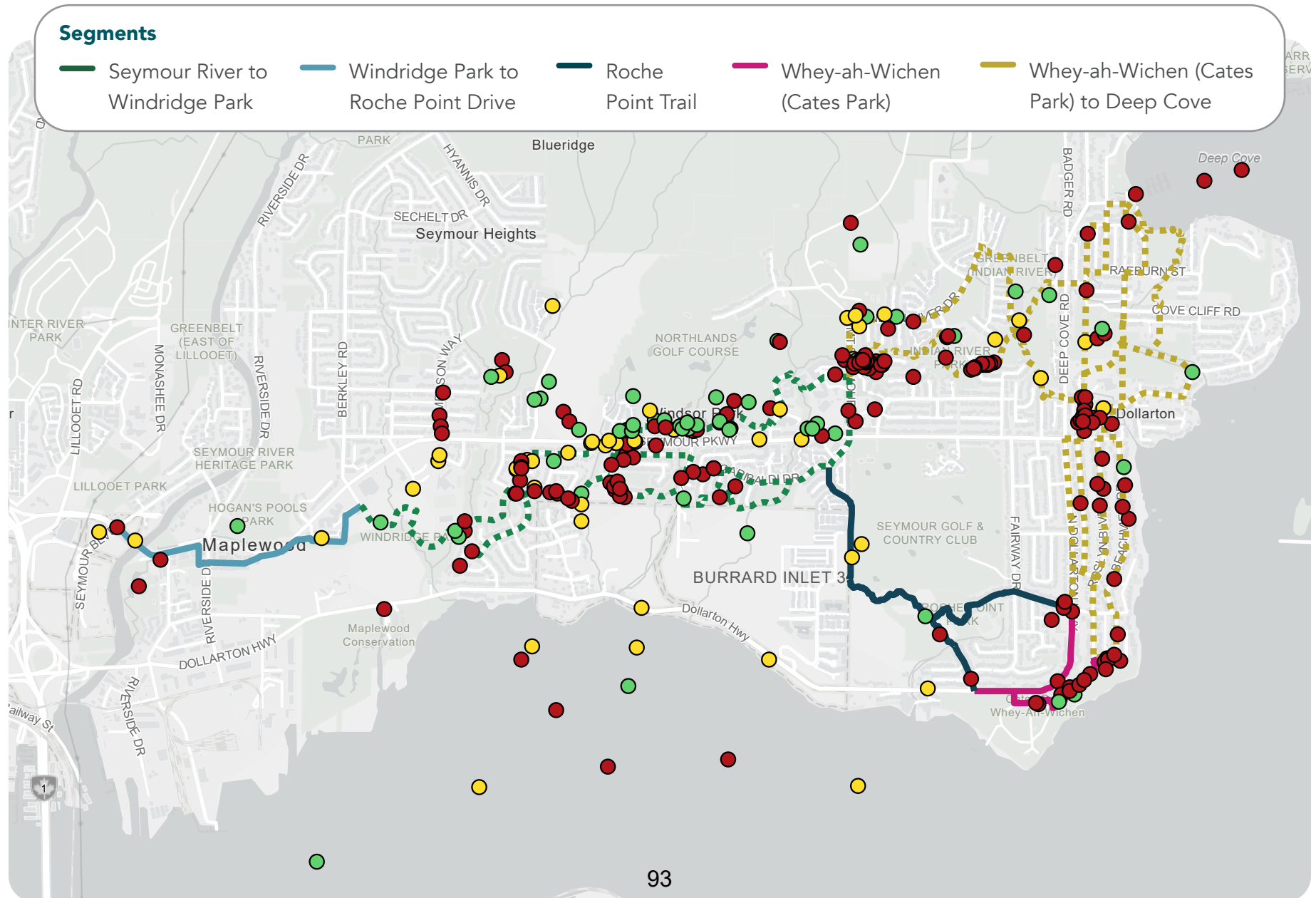
Appendix 1: Mapping Activity

Latest route map used at the additional open house information session:



Webmap—digital record of all dots/comments collected at the additional open house

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.



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.

Event was a chaotic format that made it hard to engage with the materials. Need information about the pros and cons of each route option
Would like a presentation or more information about the northern route option
Council need to give the project team a clearer vision - is this trail for leisure and recreation? Or for getting from A to B?
Concerned about safety. Doors opening from cars on residential streets and backing out of driveways. Use the existing trails, after all it's called spirit trail. Will you have enough in the budget to really do this properly?
Request for spirit trail Eastern path -- please be mindful, the forest was already fire smarted + a lot of trees were removed. Concerned about further destruction of the forest -- noise during construction of trail. The area has been through a lot of change already.
Route to North uses existing.
The Seymour Parkway would be the best route. Use the existing width of sidewalk, blvd, etc. Residential streets are already too crowded with parking. Safety concern. Fire trucks? Pulling out of driveways? Kids walking to school along busy spirit trail with strangers?
I'm confused why parts of Dollarton Hwy are considered as approved routes but Deep Cover Road isn't also viable as a route? The logic on both parts of the road are the same yet the outcomes are different. I would love to know more. [redacted]
Vancouver Sun on June 21 ran an article listing beaches with free parking. Cates Park was one of the ten beaches identified in all of Metro Vancouver. Cates Park is already hugely crowded with people, now it will be worse. Why add spirit trail users to the congestion & spirit trail should go to deep cove but skip Cates Park.

I recently walked the Northern Route trail from Deep Cove Rd/Strathcona Rd up to mt Seymour Road + I absolutely loved it! So green, natural, and picturesque. We ended up having dinner at Momiji Restaurant on their outside deck. Can't wait to do it again. Thanks for supporting the Northern Route, I hope this will be developed for the Spirit Trail. It's so much safer, relaxing, and soothing than walking up Dollar Road + Roche Point Drive with cars.

The Northern route seems a better choice than the Southern route because safer (no cars), more beautiful (trail, not road), and it connects to the biggest center -- Parksgate, with shops, restaurants, library+ rec centre.

Current Spirit trail not one residential street/Goldie Crt busy with school traffic/backing out of driveways concern/concerned about e-bikes./Goldie Crt feeder street to existing trail --> concern about added traffic (bikes & pedest.)/Use existing trails all the way to cove (Northern alignment)/Cyclist & Goldie Crt resident/More e-bikes to roads. Main roads.

Like Dollar Rd connection & Beachview - Bridge over to christian academy would solve problem - Not about connecting outside to Deep Cove. All about local connections - This project is needed to help take pressure off parking.

Seymour Rd. Take right @ ranger station to path travels parallel to Indian River Dr. Crosses Indian River Cres. And goes all the way through forest to Lima Rd path that connects to Deep Cove Rd./ Many of us agree with this!!! [redacted]

Hamber Place + court is definitely NOT a route!! It is already a narrow street being used by small children to go to elementary school. Also for general public to walk to community centre. This would cause unsafe environment for children + general public. Also St. Pias school kid -- 2 elementary schools, kids in danger of bikes.

Please do not pave the Roche Point trail. All our trails around Raven woods have been wiped out by housing. Green space with natural ground is needed; space with natural ground is needed; not a paved route. This is the only "trail" left.

No to route that goes down Goldie Court, a residential street which is narrow + quite steep. Street has steep driveways and hedges -- create blind spots to pedestrians and bikes -- accident waiting to happen. Concern RE: transients finding a new neighbourhood for theft etc. Much better if people use a trail surrounded by trees and don't see houses, open garages, cars, etc. Kids play in cul de sac -- will be unsafe with more "traffic" path to Goldie goes by elementary school-- unsafe for kids. Already too much school traffic on the street. No to goldie court route -- a better route would be behind the forest sciences (?) building on the corner of Mt Seymour Rd and Indian River Drive on an existing trail which would then cross Indian River Drive and Crescent to a trail that goes behind Coldwell Rd and Theta Ct to the trail that leads down to deep cove. A little steep yes, but no steeper than road at the end of this trail network that leads down to deep cove road. And this keeps trail within the trees!

I live on Huntleigh Crescent. I'm worried about the narrow streets Strathaven option. There are other options with wider/sidewalk streets that make more sense to me (Safer) I like the route option North near the Golf Course -- Parking lot at Parkgate field already in place.
The bridge over McCartney Creek will finally allow Windsor Park residents to bike out of the neighbourhood. Please make it a priority... it doesn't seem controversial and would be a huge benefit. Also please prioritize Dollarton Hwy between Forrester and Ellis. Rapid Implementation would be great.
In keeping with the name Spirit Trail, improve the Northern already existing trails so that people can enjoy nature's offerings. Dollarton and Deep Cove Routes are already too busy and not trail based! Thank you for your consideration.
Do not put trail through a quiet "no yellow" line neighbourhood/Do not build it until route is good/ Negotiate to run along Dollarton -- Similar to trail going to Park Royal.
Great idea for lower Lower Dollarton Hwy. Lots of space, scenic route, can make the path safe and wide! It is flat so wheelchair access easy can be constructed wider use like spirit trail at Capilano Rd to Lions gate bridge. Going through neighbourhoods NOT SAFE.
I'm excited for this -- Please complete ASAP!/Walking connections will improve local quality of life + increase property values - Ensure grades are not too steep for 8-80 year olds. 6 years old!
Put in the northern spur route + a spur through Roche Point
I overheard a male District staff talking to some residents on Hartford mentioning crossing the easment on their property to the stream behind their house would be unlikely because the easment is not long enough. This is good news. I think improving Plymouth up to Mt Seymour Pkway is a good thing for Plymouth (it will become safer) then crossing to the Northern route @ strathaven to park gate is the safest option
The improved cycling lanes along Mt. Seymour Pkway are a real plus, along with the decreased speed limit. Likewise, improving existing walking trails is a win for all. Please remember the dogs :).
<u>No</u> to Strathaven Ln & Strathaven Dr. *existing trail North of Parkwat is only solution! Instead of "public" ASK the people who live there & that this will impact -- we all say NO. I pay enough taxes -- listen to us.
Recommend a phased approach; not just to zones, but within zones. Ex. Start out by using roads + seymour parkway. Then add bridges (\$) and trails/This will provide something better + safer immediately (with less \$). And allows for other options later

The premise of the "Spirit Trail" is nice; however, much of the planned route in Dollarton is not on a trail and instead on residential streets with numerous hidden driveways. Many of the residents are elderly. It seems to be an accident waiting to happen. There must be a safer alternative route! Surely the intention behind this is not just to spend money allotted during the last Olympics. True adventures can already (?) along existing paths, roads

Love the idea of the Northern trail, so practical.

Northern Route advantages:

1. Much Safer -- far fewer driveways, residential streets + travelled down
2. Truly embodies "Spirit Trail" greenways almost entire route

Southern Route: Not safe -- crosses > 200 driveways/mostly residential streets/inexperienced cyclists will get injured --> dooring --> hit by automobile

June 26 2024 -- Ron Andrews: P1 Several observations: Process still quite imperfect -- why send out an email telling people/it may be packed + essentially not to come because there is nothing new - the deal is done on the most important part of the trail -- the DNV material say Roche Point + trail through Cates to start early 2025 and finish late 2025/where was the consultation on that - steep slopes have been ignored et. Roche point, Apex, Dollar Road - was repeatedly told that no decisions made when in fact it was apparent that major decisions have been made - Some of the senior staff seem to have their points of view quite solidified. I overheard conversations where they were (?) that some things would happen and others would not - This is a major project and no one seems to know anything about what it would cost and what \$ is in hand

Strathaven Lane -- Poor choice -- It's a lane, not a street and it's only wide enough for one vehicle to drive down at a time/adding groups of people walking down it would be unsafe for them & very frustrating for the residents leaving or returning home/it would be even more dangerous if cyclists used it as the lane slopes downward & bikes would pick up speed quickly/local children use the lane to practice riding their bikes so adding people or bikes would put them all at risk

This is a legacy for the future! 20 years from now remembers NIMBYS! The social cohesion and community building serves us all! Great job!

Many of the residential streets are too narrow & congested to support the Spirit Trail, much of the terrain involves forest, creeks, steep ravines. I support using many of the existing trails + enhancing them. Our situation personally is unique, we live at [redacted] Hartford PI & one of the options would result in us losing 1/2 of our existing driveway + proceed along the side of our house + then along the bottom of our property with a costly bridge having to be made. [redacted]

The Hamber Crt/Place route is not great for several reasons: parking is already challenging with Mtn bikers, skiiers; if no parking, huge impact on residents/street is quite narrow/already has foot traffic with Dorothy Lynas children + before/after school so not safe for bikes (kids/narrow st)/no sidewalks exist/trail to school is very narrow *If the route goes up to Indian River, use Mt. Seymour Rd or the green belt next to Seymour/Indian River

I am a 25 year resident of this area. I appreciate the desire to create a safe pathway for cyclists & pedestrians but am wholly disappointed in the plan. The valley trail in Whistler is the gold standard. I don't know why we can't do that here. The trail by superstore is terrific - raised off the parkway and safe. We seem to get shafted with bits and pieces of the trail that seems all over the place. In addition to this is the current bike lane creation/fix on the Parkway, that is awful. You cannot continue to allow density along the parkway + then squeeze all the lanes together + lower the speed limit. It's a disaster waiting to happen. I drove behind a cement truck the other day + it could not stay in one lane. Those trucks are an unfortunate reality to the parkway, and now you have created a situation where they will now impact both lanes of traffic. I fail to understand why these 2 separate initiatives are operating in tandem to deliver mediocrity, neither of them creating one excellent pathway for cyclists and pedestrians that is safe and enjoyable. [redacted]

Windridge to Roche Point Section: A very bad plan to have cyclists & pedestrians sharing the path:

1. Difference of speeds
2. Bikes with trailers/cargo bikes
3. Pedestrians with dogs (leashed?) or little kids
4. Bikes single file vs pedestrians in twos abreast or with strollers & dogs/Solution? A built separation of at least 1m high (wood?) + clear signage at every point intersection

Caledonia & Strathcone: Caledonia was gated off at Strathcona to divert cars from going through Caledonia to Seycove School.

Caledonia & Seymour: Seymour is steep, making the corner of Caledonia is tricky. "Residents" park close to the corner. Cars are already squeezed getting in and out of Caledonia and Seymour

Not near schools, not on Roslyn, traffic already a problem

We don't need the spirit trail, we need proper bike lanes on Dollarton and the parkway. No one wants thousands of people walking thorough quiet residential neighbourhoods. District engineering seems to be forcing the spirit trail on us. We have no say. How about a vote of residents only? Not safe to have all these people walking and riding with driveways on all sides every 50 feet [redacted]

Do the right thing. Have vision for a really great 'Spirit Trail' through the forest -- Northern Route. Make it good for bikers + walkers. The Southern Routes through neighbourhoods DO NOT excite users ... riding + walking residential streets. You probably will have no end of problems ie. parking, accidents, irrate home owners, routers. What you think is the easiest route now could be a big headache later. The residential route will be too busy w/ bikes, cars, parking, etc. Also, not near schools ie. Sherwood Park + Dorothy Lyme

Parkgate village is an important community resource. It should be a destination for spirit trail, everyone in our region uses it!!

Based on proposed pathways, it makes way more sense to keep the trail South of mt Seymour Pkwy, for safety reasons and flatter topography

The only solution is the Northern Route. Also if we are not expecting much use, why do it? Don't waste our taxes!

Why are DNV staff so opposed to the Northern Route? It would be much nicer. No one wants dangerous routes near driveways. The preference of staff is confusing

Totally dangerous & irresponsible to add volume to already very tight side streets of Rosilyn, Beachview + Baycrest as people back out of their driveways

Yes to Northern route by Parkgate to Deep Cove (less busy). No to Dollarton + side streets as already too busy

Strathaven Dr is too narrow for a bike path. The drawings on the district website showing a street like ours is false. So much wider. Not safe to put a bike path down this street & cars parked, kids playing

C/O Shane: I spoke with you at the info mtg on Wed. night. My offer was to explore Federal release of land to accommodate the spirit trail North of the Parkway. Plymouth Dr very problematic in the view of the majority of residents that access via plymouth dr. Regards, [redacted]

I reside on Roslyn Blvd where proposed trail exits park. I already have a difficult time accessing the street from my sloped driveway, the area is already very congested particularly on weekends. With pay parking going into Big Cates, our neighbourhood will get way more cars. Also the dog off leash area will be dangerous for pets + owners. Motorized electric scooters doing over 45k have been racing through our park trails in Cates. The quiet enjoyment of our home/neighbourhood is already stressed. -Neighbourhood to the maximum capacity of vehicles, electric bikes, scooters, etc. Our tax payer dollars would be better served using existing bike paths (Mount Seymour Parkway) as they are scheduled for improvements anyway. Save us all some tax dollars to go to our waste water treatment plant. Signed 40 year NVD resident

3100 Mt. Seymour Pkwy North: This lane is too narrow for more foot + bike traffic. There are many cars parked on the street due to multi-res lots. This lane is already used by mtn. bikers + walkers in the community. I am concerned that the spirit trail will bring many people from out of district to park in our neighbourhood. This lane is too narrow use the route 'C'!! Also I find that the existing trail is poorly maintained. Bushes need trimming constantly.

As a resident on Banff, we often walk the existing paths to Deep Cove and have had numerous close calls with bikes. Many seniors live in this area and do NOT want the increase on the path.

The speed limit for cars has been reduced 10 km on the parkway yet you are putting cyclists with no speed limit on the walking paths. Someone is going to die!

Thank you very much for the hard work and any decision you make we know it's going to be the correct one and we cyclist will be very happy and thankful. Just don't take us to streets

Highly supportive of getting extension to Deep Cove. I believe biggest challenge (for cyclists) will be getting route that avoids grades >7-8% AND stays off the MSP

In favour of spirit trail; however/use existing trails + bike paths; not roads + neighbourhoods/look at parking issues in areas with suites/spirit trail should run through nature; not be a bike path on a road/people will bring cars to access trail in DNV; where will they park?/Look at traffic/parking issue on Northlands (golf course, mountain bikers, expensive homes)/why is \$\$\$ being spent on Mt. Seymour Pkwy, riverside, ... in advance of figuring this out?/North of Mt. Seymour Pkwy should not be an option!

Do NOT add traffic to Cates park or adjacent streets (Roslyn, Dollar, SeascHELL, Beachview, Baycrest + more)/do NOT add asphalt to park 'Cates' trails/As a bike rider the Northern Routes are great + they're already put in. Parkgate 50 km now + 3 meters from riders. Don't increase taxes for something already in place.

Why is the district prioritizing the spirit trail when young people can not afford to live in the district due to the cost of living. I have seen little to nothing on affordable housing, work incentives, or cost of living programs yet we are focusing on a new trail? I like the trail, but there are bigger fish to fry

Today more than ever it is important to be fiscally responsible & accomplish more with less. We need to use existing infrastructure. The North route along the golf course is already in place. There is far less disruption + much safer -- only 10 driveways impacted vs 200 driveways in South. Our area has already been saturated, we need to keep using space already there to avoid more disruption. A Spirit Trail is a great idea, but I wonder where the utilization comes from -- the North Shore or other areas of town. Our tax bill is already too high before adjustment for the treatment plant

Do not disrupt existing neighbourhoods! Use golf course trail + Be sensitive to the homes + needs of existing owners. No NEED for further use of neighbourhood roads & streets. Come on!! Use existing paths! Don't make new ones at the expense of our neighbourhoods

Don't want an extension of the Spirit trail/we do need a safe bicycle lane on Mt. Seymour Pkwy and/or Dollarton. Not just squeezing driving lanes + painting bicycles on the road/You need a physical divider/barrier for safety/Use some easment space/50 km speed limit on Pkwy? = Traffic jams

Overall, my concerns are as follows:

1. Safety of alignment versus existing conditions does not seem to have been adequately addressed
2. It appears the entire project is being driven at the minimum cost instead of identifying a safe/appropriate route and developing overtime
3. Having routes proposed by staff who have not even walked the route is unacceptable!

Northern route takes advantage of existing greenspace. Use rifle range. Leads to destination parkgate/library/rec centre. Prefer dollarton or do not build!

Since you have reduced the speed limit to 50 km/h on Mt. Seymour Parkway, please link with RCMP to enforce it. The RCMP presence east of Seymour River is minimal! Drivers speed daily, drive in the middle of the road, run lights, etc. It is frustrating to see such a lack of RCMP presebse -- signage will not deter people -- fines might!

Plymouth is not a good choice. It is a very busy, narrow street + only bus route between mt. seymour + dollarton. When cars are parked, it's hard enough to go up + down + then you have to watch out for bikes !!! Lots of cars backing out of driveways

Strongly oppose routing to Indian River Drive: 1. School children of Dorothy Lynas 2. Increased traffic on Seymour Rd in Ski Season 3. Future development and increased traffic on Indian River Drive when the road joins on the North side through the forest very dangerous

Bike riders go where they want + will not stick to trails/they have Cypress/the demonstration forest/ Seymour. Don't add them to Deep Cove. I've paid taxes in NVDistrict for over 40 years. I love the cove + less is more. Don't forget elections come + go, leave Cates Park + Deep Cove alone

Cate's Park is being over-crowded. The fragile natural forest has to be cherished. The less unnecessary use is absolutely essential/do not add parking + lighting -- leave it as is/the bike riders + motorized vehicles have no place here. Leave to nature, dont pave paradise

Cars will hit bicycles at blind corners/bicycles will hit pedestrians in trails/small children occupy entire trail systems coming and going from Dorothy Lynas/This school is not secure and bringing more strangers to the area only exacerbates this lack of security/the trails in and around Hamber Pl. & Hamber Ct. are already at capacity with community use and pedestrians often come into close contact with e-bikes. The proposed route up to Indian River Rd is a better route to be considered in this area.

My name is [redacted] and I reside on the Goldie Court cul-de-sac. I'm going to speak on behalf of my neighbours who are unable to attend this meeting. There are 7 children, all under the age of 5 who live at the bottom of the cul-de-sac. One of the reasons why these parents chose to leave here is for the safety of their children. We are all troubled about the proposed Spirit Trail, however among the concerns, our number one worry is the potential increase in bicycle traffic. The grade along Goldie Court is steep, 10%, and we have noticed that in most cases people cycling down the street are travelling faster than the cars. In addition, at the intersection of Shone Rd and Goldie Court, during school days, parents are parking and then walking with their children to Dorothy Lynas Elementary School. At that time it is very busy and dangerous enough that you don't want to add another dynamic to the situation. If bicycle traffic won't increase, then why are we spending the money to widen the pathway? I was compelled to install a hedge along the east side of my driveway because of cyclists travelling down the street, at a high speed, and using my driveway at the bottom of the cul-de-sac to vault in the air and land below on the paved pathway. I was worried that they would hit some unsuspecting walker on the pathway. [redacted]



Route Decision: Windridge Park to Parkgate Village

Spirit Trail Eastern Extension

Council Workshop
February 10, 2025

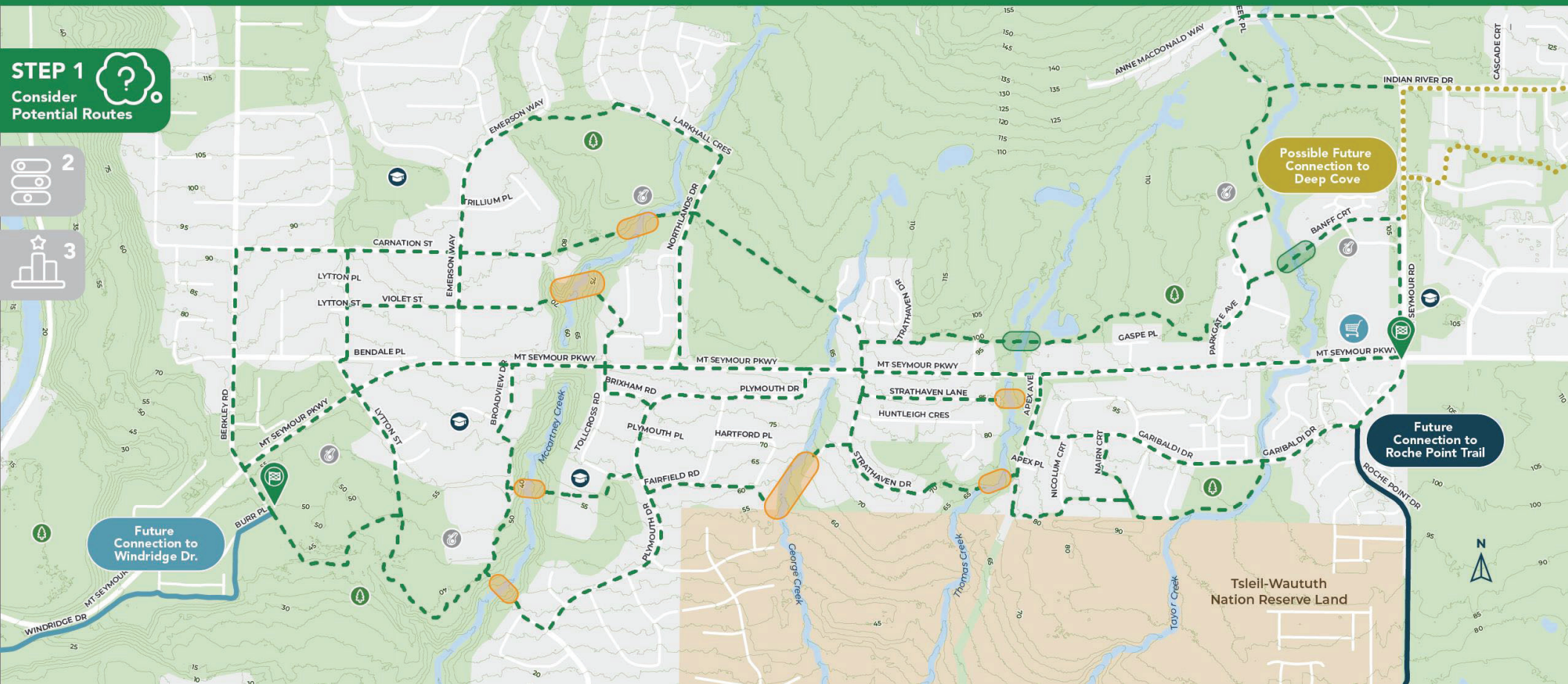
Why we are here

To review with Council the information provided in a January 22nd Report to Council, and obtain feedback on a few key questions to enable staff to complete time-constrained next steps, such as applying for grant funding.

1. Does Council support the recommended route between Windridge Park and the Parkgate Village as shown in tonight's presentation?
2. Does Council support the McCartney Creek bridge in the proposed location?
3. Does Council support delivering this segment mostly at a "bronze" standard (apart from the McCartney Creek bridge) with the opportunity for improvements to be made in the future?
4. Does Council support an application to seek 60% funding from the Government of Canada's Active Transportation Fund for the proposed McCartney Creek bridge crossing to significantly reduce the District's funding contribution for the Windridge Park to Parkgate Village segment?

Routes Considered

Spirit Trail: Windridge Park to Parkgate Village

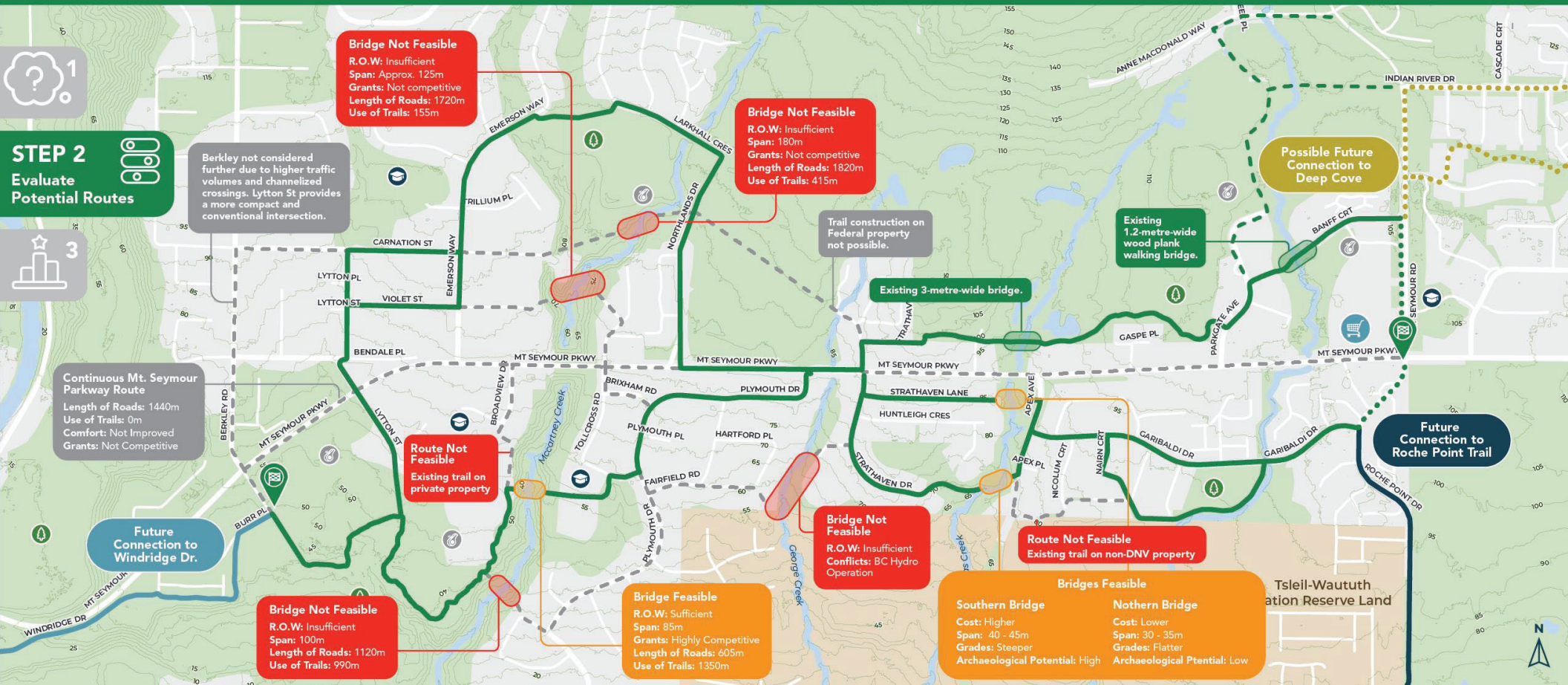


Windridge Park to Parkgate Village:
Exploring All Options



Route Screening

Spirit Trail: Windridge Park to Parkgate Village

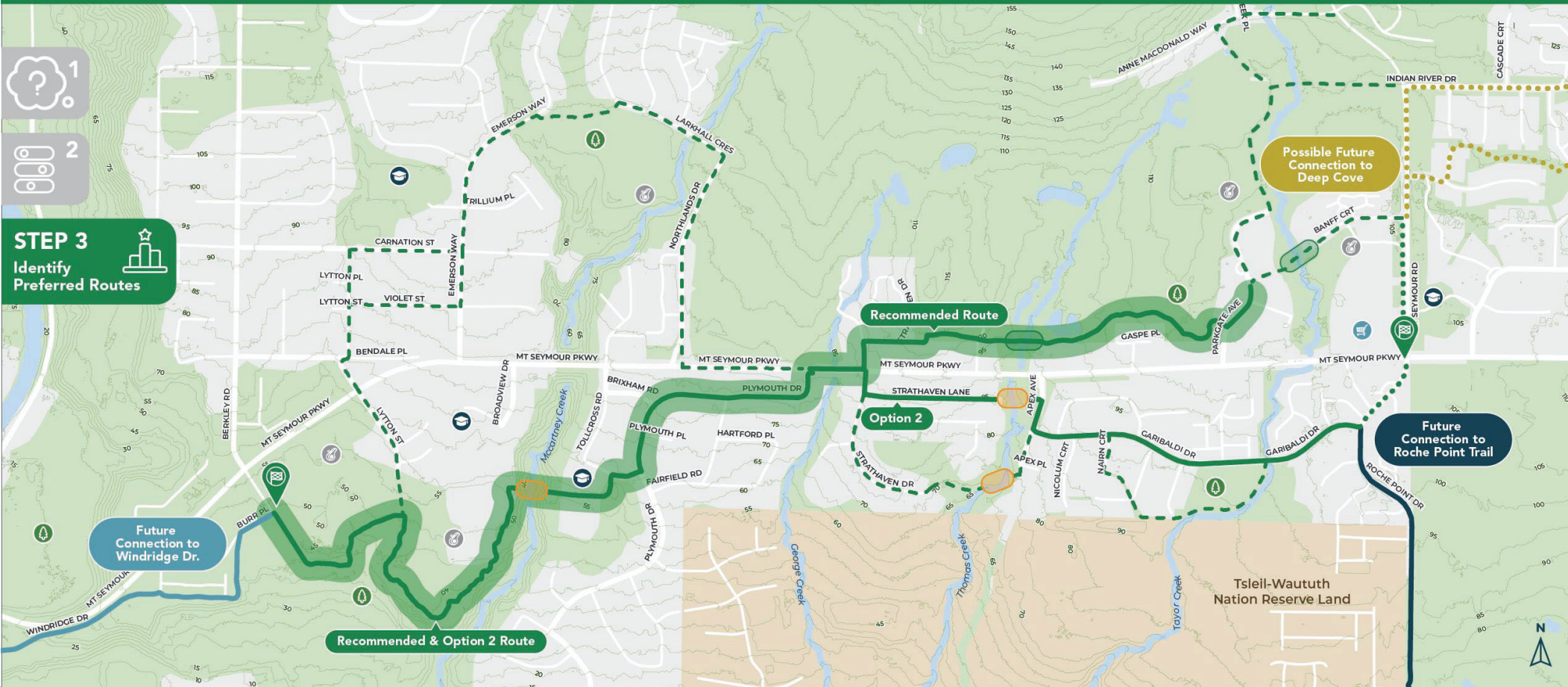


Windridge Park to Parkgate Village:
Screening for feasibility



Preferred Routes

Spirit Trail: Windridge Park to Parkgate Village



Windridge Park to Parkgate Village:
The Recommended Route



Budget and Grants

Spirit Trail: Windridge Park to Parkgate Village

Total Estimated Cost:

\$9-10 million

Estimated DNV Cost:

<\$4 million

Total Estimated Cost:

\$7-8 million

Total Estimated Cost:

~\$2.0 million

Possible Future
Connection to
Deep Cove

Possible Future
Connection to
Roche Point Trail

Future
Connection to
Windridge Dr.

Grants:

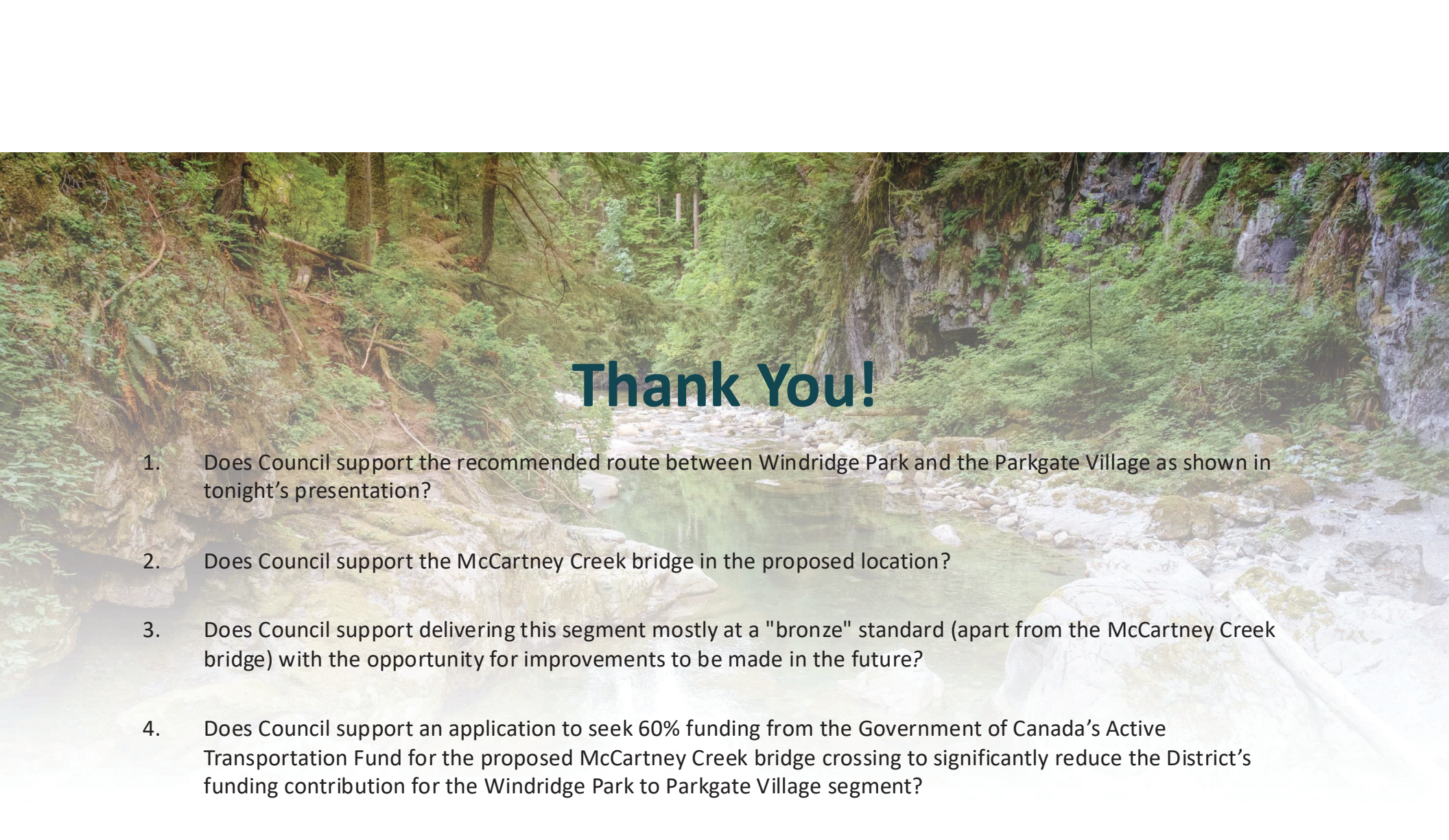
Translink: **\$1.2** million (confirmed)

Canada: **\$4.4** million (potential)

Recommended & Option 2 Route

Recommended Route

Option 2



Thank You!

1. Does Council support the recommended route between Windridge Park and the Parkgate Village as shown in tonight's presentation?
2. Does Council support the McCartney Creek bridge in the proposed location?
3. Does Council support delivering this segment mostly at a "bronze" standard (apart from the McCartney Creek bridge) with the opportunity for improvements to be made in the future?
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