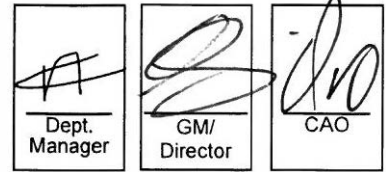


AGENDA INFORMATION	
<input type="checkbox"/> Regular Meeting	Date: _____
<input type="checkbox"/> Other:	Date: _____



## The District of North Vancouver REPORT TO COUNCIL

February 16, 2022  
File: 11.5250.20/131.000

**AUTHOR:** Erin Moxon, P.Eng, Section Manager Project Delivery

**SUBJECT:** Naughton Avenue Construction Detour

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### RECOMMENDATION:

THAT the Naughton Avenue Detour community engagement results be received for information;

AND THAT Staff proceed with implementing Direction #2 – Active Transportation Link and Emergency Access.

### REASON FOR REPORT:

This report provides Council with the results and consultant evaluation of the Naughton Avenue Detour community engagement on the future use of the Naughton Avenue construction detour. The report also provides Council with staff's analysis of the three possible directions for future use presented in the public survey, and the recommendation to proceed with design and implementation of Direction #2 to convert the detour into a permanent active transportation link and emergency access.

### SUMMARY:

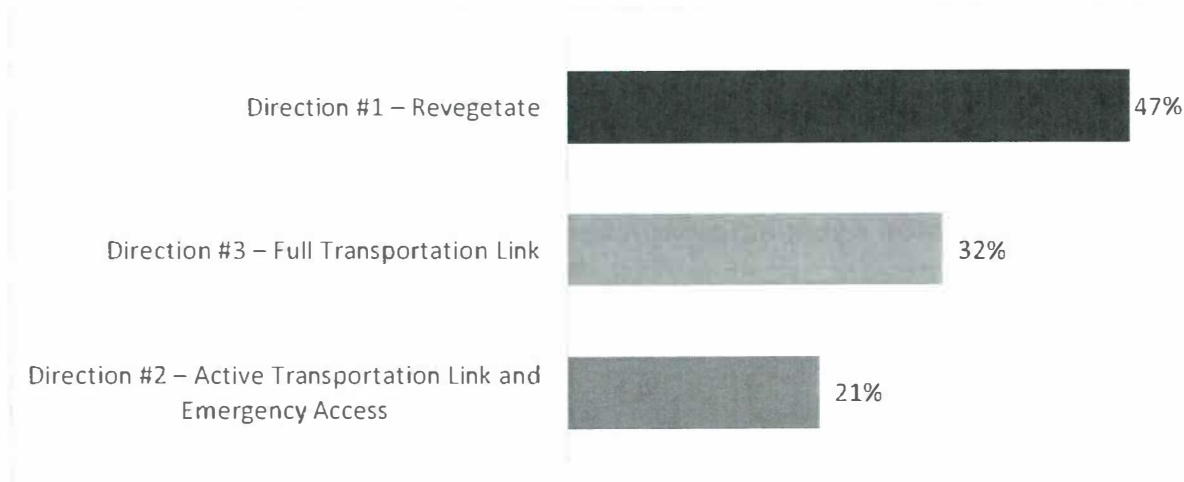
The Naughton Avenue detour was built in early 2021 to facilitate the construction of the Gallant Avenue Storm Sewer Replacement Project. In November 2021, the public was requested to provide feedback through an online survey on how they felt the Naughton Avenue right-of-way should be used once construction of the storm sewer was complete. The survey asked respondents to choose which of the following three "Directions" they preferred the District take for the future of this portion of Naughton Avenue:

Direction #1 – Revegetate  
Put it back the way it was before

Direction #2 – Active Transportation Link and Emergency Access  
Keep it open for walking, cycling, and emergency vehicles only

Direction #3 – Full Transportation Link  
Upgrade to a permanent link to Deep Cove Village for vehicles, walking and cycling

Of the 1,288 people who completed the survey, 47% of respondents selected Direction #1 - Revegetate, while 53% of respondents selected one of the two directions that retains the detour as either a full transportation link (Direction #3 - 32%) or as an active transportation link and emergency access (Direction #2 – 21%). Full results of the survey are included in Appendix A.



After considering multiple factors such as public engagement results, a qualitative evaluation of the three directions, and financial and technical considerations, staff recommend the District implement Direction #2 because it supports the stated OCP and OCP Action Plan priority around a more safe, efficient and connected network for walking and cycling, and the priority around strengthening community resiliency against climate change by providing a secondary emergency access into the village core. Direction #2 is also cost effective and has less impact on adjacent residents when compared to Direction #3.

**BACKGROUND:**

The Gallant Avenue Storm Sewer Replacement project was required to reduce the risk of flooding in Deep Cove. Partial closure of upper Gallant Avenue was necessary to accommodate installation of the large underground culvert. To facilitate construction, the District constructed a temporary detour along an existing road right-of-way between Naughton Avenue and Deep Cove Road.

Staff developed a public engagement approach that ensured community concerns and ideas for the future of the Naughton Avenue right-of-way were taken into consideration. The approach included two main opportunities for broad-based community input; an online Ideas Board where community members could share their ideas and comment on other’s ideas, and an online survey seeking community member’s preference of the three possible directions.

The detour will no longer be needed for its original purpose once final paving on upper Gallant is completed this spring. As promised to the Deep Cove community when the project began, the results of the public engagement process are being shared with Council to inform their decision on the direction of the future of this right-of-way. Once a direction is chosen,

staff can develop a concept, then proceed to design and delivery over the next two to five years.

**ANALYSIS:**

Deep Cove is a tight-knit community with a small village feel. It is also a popular destination for visitors, with limited infrastructure for pedestrians and cyclists, and experiences significant traffic congestion during the summer season. In order to mitigate congestion and enhance safety during heavy civil construction of the storm sewer, Naughton Avenue was utilized as a temporary construction detour. Given the extent of construction that went into building the detour roadway, its potential as a future asset should be carefully considered. The success of the Gallant Storm Sewer Replacement Project is in part due to the flexibility that the Naughton detour provided, allowing a safer work zone for crews, efficient traffic flow, less delays for commuting residents, and safer pedestrian and cyclist movements within the village core.

Prior to construction and throughout the project, the community provided feedback to project staff on their opinion of the detour through emails, phone calls, on-site meetings and a series of virtual public meetings. These are summarized in the March 5, 2021 Information Report to Council titled 'Gallant Storm Sewer Replacement Project Update' which is included in Appendix B.

To further understand the community's views, an interactive Ideas Board was used as a tool to gather ideas generated by the community. The ideas posted reflected a wide range of diverse community views; however, they can be broadly categorized into the three high-level, general Directions that were then presented back to the community through the online survey. A summary of input received on the Ideas Board is included in Appendix C.

Staff reviewed the three high-level directions to confirm that they are all technically feasible. An external consultant reviewed the directions against defined District priorities as stated in the Official Community Plan (OCP), the OCP Action Plan, the Transportation Plan, as well as the interests of the Deep Cove community as expressed through public engagement. Each direction was evaluated based on their influence on key criteria, including mobility, safety, community, environment, and social equity. Results of this review can be found in the attached December 15, 2021 report titled "Naughton Avenue Construction Detour Directions Evaluation" in Appendix D. The following is a summary of the three directions:

**Direction #1 Revegetate**

This direction returns the area to primarily natural conditions through revegetation and would include the removal of all transportation infrastructure, and may or may not include removal of fill used to construct the detour.

This direction would return transportation circulation to 2019 conditions and eliminate the increase in traffic along Naughton Avenue experienced with the detour in place. Typical queuing and delays along Deep Cove Road would be expected to return during the summer season. This direction provides an opportunity to pursue District priorities related to biodiversity by revegetating the area.

Staff do not recommend this Direction as it does not improve mobility and limits future opportunity to improve traffic circulation in the area, does not provide emergency response flexibility nor does it improve the resiliency of the transportation network. Many of these issues are top of mind for the community and are stated District priorities.

**Direction #2 Active Transportation Link and Emergency Access**

This direction converts the detour into an active transportation link that supports walking and cycling, as well as emergency vehicle access when required. Emergency access is a key feature of this direction because of the current lack of network redundancy into Deep Cove. Examples of this lack of network redundancy have been witnessed during past flood events on Gallant Avenue. The redundancy would also improve response flexibility during fires or other natural disasters in the area.

This option is not likely to require additional widening of the current construction detour and would not likely impact any more vegetation. Because of the topography in this area, the grade of the pathway would not meet the guidelines for full accessibility which is 4% or 5% with landings.

The District plans to improve walking and cycling infrastructure along Deep Cove Road in the future and this link would help meet District priorities by creating new and safer connections for cyclists and pedestrians entering Deep Cove.

Staff recommend proceeding with Direction #2 as it has more positive influences on District priorities than Direction #1, has less impact on adjacent residents than Direction #3, likely does not require additional widening nor additional vegetation removal, and can likely be delivered within the current project budget. This direction would help the District achieve the priority action in Official Community Plan (OCP) Action Plan of creating a continuous and connected walking and cycling network to encourage more people of all ages and ability to walk and cycle, and allows for future network redundancy that would strengthen the resiliency of the community against climate change.

**Direction #3 – Full Transportation Link**

This direction would transform the detour into a permanent multi-modal transportation link, supporting walking, cycling, transit, goods movement, driving, and emergency services. The new link would need to be wider than the detour, likely requiring retaining walls and/or additional embankment fill and additional vegetation impacts would be likely.

This link would retain many of the active transportation benefits of Direction #2, but would also provide a new vehicle route into Deep Cove, reducing queuing and congestion, improving overall area circulation and increase network redundancy and resiliency against climate change. Intersection geometry and intersection control at Naughton Avenue and Panorama Drive would require additional study.

Staff do not recommend Direction #3 because the widening requirements would likely cause it to be costly and have additional impacts to vegetation, and it has the highest impact on adjacent residents of the three directions.

**Timing/Approval Process:**

After a direction is chosen by Council, staff will develop a project plan. The plan will include a scope, schedule, budget and conceptual design that align with the chosen direction and input received from the community and Council. Depending on the ultimate scope of work, construction may not take place for several years since additional funding may need to be sourced during a future capital budget process.

**Financial Impacts:**

An allowance of \$100,000 is currently available in the Gallant Storm Sewer Replacement Project budget for restoration of the Naughton Avenue construction detour. Any funding needed to restore the detour beyond the \$100,000 allocated would need to be sourced through a future financial budgeting process. The estimated cost of restoration will depend on the direction chosen and a range of high level costs is provided below for discussion purposes.

**Direction #1 – Revegetate (\$100,000 to \$500,000)**

Removing asphalt and concrete barriers, placing soil, and planting and watering trees and shrubs will likely cost on the order of \$100,000. Costs would be considerably more if the final design includes removal of the fill that was brought in to construct the detour.

**Direction #2 Active Transportation Link and Emergency Access (\$25,000 to \$150,000)**

Most of the existing detour could be repurposed. Temporary lighting would have to be converted to permanent lighting. New line painting and some other minor civil works would likely be necessary.

**Direction #3 – Full Transportation Link (\$500,000 to \$1,000,000)**

The Naughton Detour was constructed to be a temporary solution. In order to provide appropriate walking and cycling space as well as a standard width vehicle lane, additional fill, retaining walls, base gravels and asphalt are likely required. Permanent lighting would be required. This direction may also require improvements on other parts of Naughton Avenue or Deep Cove Road. Additional funding would be needed to undertake this Direction.

**Public Input:**

The following is a summary of the public engagement approach taken by the District to obtain broad-based community input regarding the Naughton detour:

**Ideas Board**

To help residents share their thoughts and ideas about the future of Naughton Avenue before construction began, a digital Ideas Board was created on the Civil Space online engagement platform. The Ideas Board was opened in March 17, 2021 and closed on July 23, 2021.

To get the conversation started, suggestions heard during meetings with community members about the storm sewer project were posted to seed the conversation. The following three ideas were suggested:

- Put it back the way it was
- Make it an accessible path for walking and cycling
- Make it a permanent road

To participate, community members had the option to add their own ideas, offer comments, or like (or dislike) existing ideas. Our goal was to understand the range of potential ideas and the questions, comments, and concerns people have about all the ideas that came forward to help us plan effectively.

People had the opportunity to share their views as many times as they liked. Rather than a survey or voting tool, the Ideas Board served as a tool to gather ideas generated by the community and facilitate commentary.

A total of 17 ideas were posted, ranging from transportation ideas for vehicles and active modes such as walking and biking to concerns for the environment. Each idea generated a number of comments. "Put it back the way it was" emerged as the idea with the most likes and the most overall comments. A brief analysis summarizing what staff heard was posted on the Naughton detour webpage and is available in Appendix C.

### **Online Community Engagement**

The purpose of this engagement was to inform the community and collect feedback on the proposed directions for the Naughton Avenue detour using the District's Civil Space engagement tool. The online engagement took place between November 22 and December 12, 2021.

A total of 1,288 surveys were completed. Most answered all the questions and many respondents used the optional open-ended questions to provide additional feedback about the possible directions.

Of the 88% of respondents who opted to share their postal code, 86% live within the V7G area (Deep Cove).

When asked, "Which possible direction for the future of Naughton Avenue do you prefer?" a total of 1,167 people selected a direction as their preferred option:

- 47% of respondents chose Direction #1 – Revegetate
- 21% of respondents chose Direction #2 – Active Transportation Link and Emergency Access
- 32% of respondents chose Direction #3 – Full Transportation Link

A summary of online engagement results are provided in Appendix A

**Communications**

Both the Ideas Board and the Online Community Engagement were supported and promoted through the following communications tactics.

- District of North Vancouver website
- Online engagement survey platform
- Postcard mail out to 4,479 addresses in the Deep Cove area
- Social media posts, both organic and promoted posts to the V7G and V7H postal areas
- Information signs (digital and static) posted throughout Deep Cove
- Newspaper advertisements in the North Shore News – digital and print ads

**Conclusion:**

Three directions were presented to the community for the future use of the Naughton Avenue right-of-way in an online survey last November. Of the 1,288 people who completed the survey, nearly half of respondents selected Direction #1 – Revegetate, while slightly more selected one of the two directions that retains the detour as either an active transportation link and emergency access (Direction #2), or a full transportation link (Direction #3).

After considering these results, along with a qualitative evaluation of the three directions and financial and technical considerations, staff recommend the District implement Direction #2 because it supports stated District priorities around safe, efficient and connected cycling and pedestrian networks, and strengthening the resiliency of the built environment by improving road network redundancy and providing a secondary emergency access into the village core. Direction #2 is also cost effective and is less impactful to adjacent residents when compared to Direction #3.

**Options:**

**Option 1 (Recommended):** THAT Staff proceed with implementing Direction #2 – Active Transportation Link and Emergency Access.

Option 2: THAT Staff proceed with Direction #1 – Revegetate.

Option 3: THAT Staff proceed with Direction #3 – Full Transportation Link.

Option 4: THAT Council defers a decision on the direction until the 2023 budget cycle.

Respectfully submitted,



Erin Moxon, P.Eng.  
Section Manager, Project Delivery

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Planning	_____	<input checked="" type="checkbox"/> * Communications	<u>CF</u>	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
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<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> NVRC	_____
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<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services	_____		
<input type="checkbox"/> Review and Compliance	_____	<input type="checkbox"/> Planning	_____		
<input type="checkbox"/> Climate and Biodiversity	_____				



**APPENDIX A – Naughton Avenue Detour Community Feedback Results**

# Naughton Avenue Detour *Community Feedback*

## Survey results

February 2022

Document Number: 5504033  
Prepared by

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## About this report

This report provides a summary of the community engagement conducted by the District of North Vancouver and the input received. The purpose of this engagement was to inform the community and collect feedback on the proposed directions for the Naughton Avenue detour area. The online engagement took place between November 22 and December 12, 2021.

This report includes:

- A synopsis of engagement activities to provide the community with notice about the online engagement process
- An overview of the online survey
- A summary of the feedback and input received through the online survey

This report was prepared by Lucent Quay Consulting Inc. on behalf of the District. Lucent Quay Consulting Inc. is a Vancouver-based communications and engagement firm.

The input received reflects the interests and opinions of people who chose to participate in this engagement process.

# Executive summary

## Engagement activities

The purpose of the Naughton Avenue Detour engagement was to inform the community and collect feedback on possible directions for the Naughton Avenue detour area. The online engagement took place between November 22 and December 12, 2021. The District of North Vancouver promoted the engagement opportunities using the following methods:

- District of North Vancouver website
- Online survey platform
- Postcard mail out
- Social media posts
- Community information signs
- Newspaper advertisements

## Participation

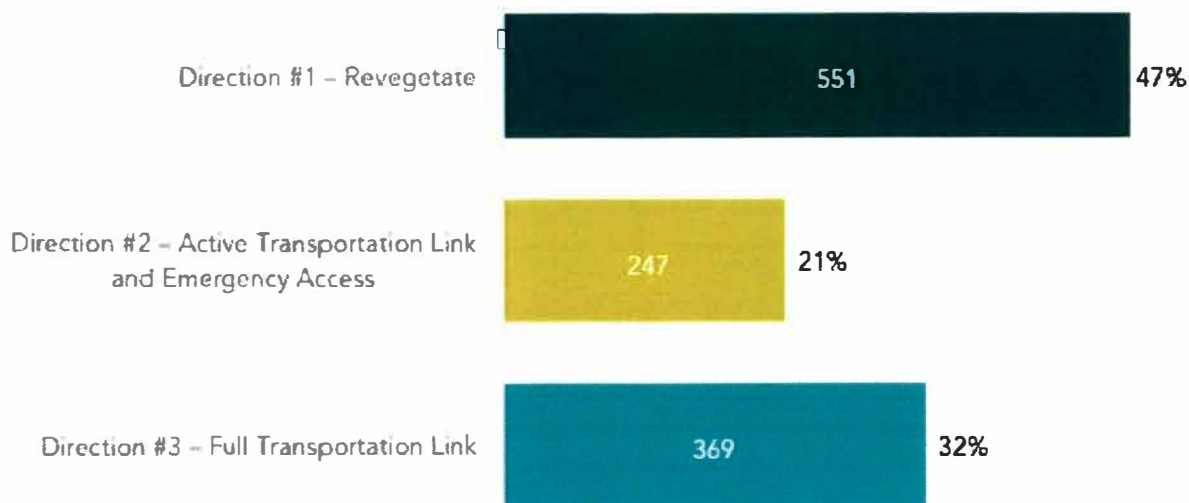
A total of 1,288 surveys were completed (respondents clicked through all the pages to the end of the survey, providing at least one answer). Most answered all the questions and many respondents used the optional open-ended questions to provide additional feedback about the possible directions.

## Key findings and themes

Results of the online survey can be found in the “What we heard” section of this report beginning on page 6. Key findings and themes are summarized below.

## Direction Preference

Respondents were asked to select from one of three possible directions as their preferred direction for the future of Naughton Avenue. A total of 1,167 people (91% of respondents) selected one direction, as summarized in the following chart:



Many respondents used the optional open-ended questions to provide additional feedback about the possible directions. A summary of the top five key themes for each direction are outlined in the tables below. It is noteworthy that “safest of the three options” is a theme that applied for all options.

### Direction #1- Revegetate themes:

- Environment e.g., green space and habitat, helps reduce climate change impacts, reduces noise and emissions
- Return area to pre-detour condition e.g., having a road does not meet the needs of residents, caters to visitors
- Community and identity e.g., having a road would affect small town feel
- Safety e.g., concerns about vehicle speeds, disobeying traffic laws, safety for pedestrians, steep grades, safest of three options
- Traffic flow and congestion e.g., having a road would not solve traffic problems in the area, would encourage more traffic

### Direction #2 - Active Transportation Link and Emergency Access themes:

- Active transportation e.g., support for new routes, makes use of past investment, promotes alternate modes of travel
- Emergency access e.g., improves summer traffic, better for incident management
- Traffic flow and congestion e.g., alternate modes of travel help address congestion, improves access, less congestion minimises noise and decreases emissions

- *Safety e.g., improves safety for pedestrians and cyclists, safest of the three options*
- *Accessibility e.g., provides options to enter Deep Cove, balances the needs of visitors, the community and the residents*

**Direction #3 - Full Transportation Link themes:**

- *Traffic flow and congestion e.g., construction detour helped ease congestion, current infrastructure does not address community needs, one-way traffic creates natural flow, reduces strain on Gallant Avenue*
- *Accessibility e.g., existing infrastructure and accesses are limited, need options and multiple access points in and out of Deep Cove village*
- *Safety e.g., one-way traffic improves safety for all road users, safety generally improved for pedestrians, safest of three options*
- *Community e.g., balances the needs of local residents and the broader community, supports Gallant Avenue development, makes best use of the area, environmental benefits of reducing congestion*
- *Keep road e.g., makes use of past investment, much needed improvement*

## Background

### Project overview

The District of North Vancouver created a temporary detour on Naughton Avenue to ensure safe and efficient traffic flow for everyone in and out of Deep Cove during construction work to replace the storm sewer on Gallant Avenue.

The detour was constructed on 100 metres of the Naughton Avenue right-of-way between Panorama Drive and Deep Cove Road, creating a short one-way loop for pedestrians, cyclists and vehicles (see map below). We notified residents in late November 2020 and the detour construction was completed in late June 2021.

In late November 2021, with the project nearing completion, the Naughton detour was closed. The detour was reopened shortly after once staff determined that the access was still required to manage ongoing construction traffic. Public input was sought on what the community thinks should happen in the area between November 22 and December 12, 2021.

Based on District priorities, three possible directions for the detour are being considered:

- **Direction #1 Revegetate** – Put it back the way it was before
- **Direction #2 Active Transportation Link and Emergency Access** – Keep it open for walking, cycling, and emergency vehicles only
- **Direction #3 – Full Transportation Link** – Upgrade to a permanent link to Deep Cove Village for vehicles, walking and cycling



## Engagement activities

The purpose of the Naughton Avenue Detour engagement was to inform the community and collect feedback on possible directions for the Naughton Avenue detour area.

### Notifications

The District promoted the engagement opportunities using the following methods:

Method	Description	Dates
<b>District of North Vancouver website</b>	Dedicated project page with project information and link to online survey	Webpage updated on November 22, 2021
<b>Online survey platform</b>	Civil Space survey, including information about project and overview of proposed directions	Survey open from November 22 – December 12, 2021
<b>Postcard mail out</b>	Notification card with link to webpage and online survey mailed to 4,479 District addresses in the V7G postal code area	Mailed on November 22, 2021
<b>Social media posts</b>	Facebook and Twitter organic posts and ads to promote the online survey	Posts on November 22, 25, 30, and December 6, 10 2021
<b>Information signs</b>	Seven 4' x 4' information signs promoting the engagement page were posted in the Deep Cove Area	Installed on November 22, 2021
<b>Newspaper advertisements</b>	Digital and print advertisements in the <i>North Shore News</i> to promote the engagement	Print ads ran on November 24 and December 1, 2021  Digital ads targeted to V7G and V7H postal codes from November 22 through December 12, 2021

# Participation

## Survey responses

A total of 1,288 surveys were completed (respondents clicked through all the pages to the end of the survey, providing at least one answer). Most answered all of the questions and many respondents used the optional open-ended questions to provide additional feedback about the possible directions.

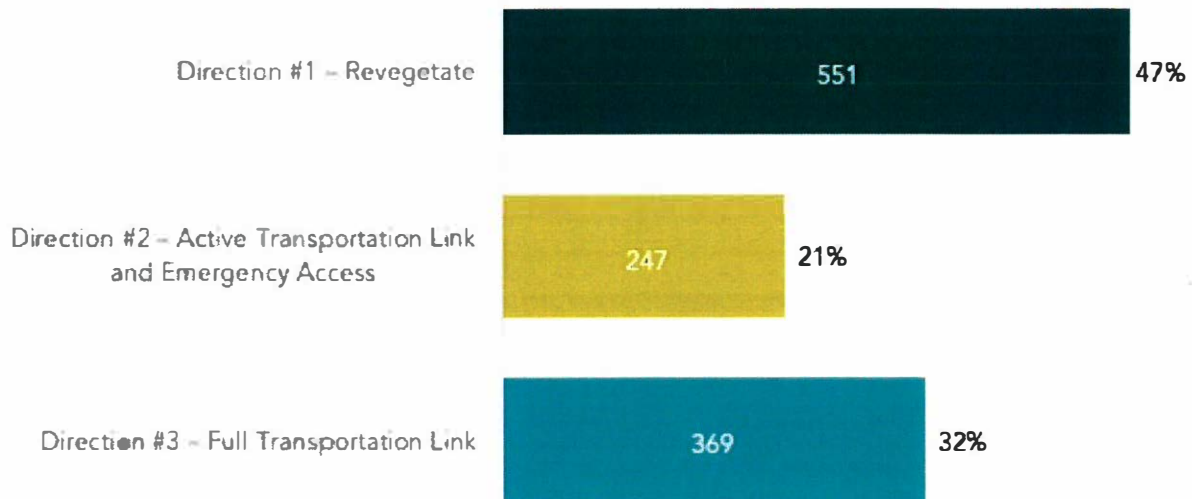
*The following section provides results of responses to closed-ended questions. Please see the appendices for verbatim responses to open-ended questions.*

# What we heard: online survey

## Preferred detour option

**Which possible direction for the future of the Naughton Avenue do you prefer? (n=1167)**

A total of 1,167 people (91% of respondents) selected one direction as their preferred detour option as illustrated in the following chart:



### Preferred option key themes

Many respondents used the optional open-ended questions to provide additional feedback about the possible directions. The following charts summarize the top five key themes provided in open ended responses for each detour option:

Direction #1 – Revegetate themes (n=551)			
Key theme	# of mentions	% of total	Summary of comments
Environment	100	18%	<ul style="list-style-type: none"> <li>○ Green space provides an important home for flora and fauna</li> <li>○ Concerns about climate change impacts and loss of trees, habitat and green space from the detour construction</li> <li>○ Reduces emissions and noise pollution from vehicles</li> </ul>
Return area to pre-detour condition	54	10%	<ul style="list-style-type: none"> <li>○ Concern that more road development encourages more visitors to Deep Cove and neglects the needs of residents</li> <li>○ Previous configuration was adequate for area and safer for residents</li> </ul>
Community and identity	45	8%	<ul style="list-style-type: none"> <li>○ One route into village preserves small town feel</li> <li>○ New link would change the identity of the community and affect the charm of the village</li> <li>○ Green space is important</li> <li>○ Increase in traffic for residential area disrupts community feel</li> <li>○ Modernization and development aren't in the spirit of Deep Cove</li> <li>○ Concern for negative impacts to nearby residential property values</li> </ul>

Direction #1 – Revegetate themes (n=551)

Safety	36	6%	<ul style="list-style-type: none"> <li>○ Noted increase of vehicles and cyclists when detour was in operation</li> <li>○ Concerns for elderly and young community members with increased traffic on Naughton Avenue</li> <li>○ Detour motorists disobeyed posted signs and traffic laws on detour including speeding</li> <li>○ Road would not provide enough sidewalk room or adequate pedestrian safety measures</li> <li>○ Steep grade of the road creates safety concerns</li> <li>○ Safest of the three options</li> </ul>
Traffic flow and congestion	35	6%	<ul style="list-style-type: none"> <li>○ New road would not solve traffic problems</li> <li>○ Additional link would encourage more traffic (vehicles, bicycles and pedestrians)</li> <li>○ Too much traffic for a small street, keep traffic on main street</li> <li>○ Existing road network is adequate</li> <li>○ Village is at capacity</li> </ul>

*For verbatim responses please see Appendix 1.*

### Direction #2 – Active Transportation Link and Emergency Access (n=247)

Key theme	# of mentions	% of total	Summary of comments
Active transportation	46	19%	<ul style="list-style-type: none"> <li>○ Support new possible cycling and walking routes</li> <li>○ Makes use of investment already made</li> <li>○ Promotes alternate modes of travel for people travelling to Deep Cove</li> <li>○ Helps address capacity challenges with high visitor volumes</li> <li>○ Should be combined with as much revegetation as possible</li> </ul>
Emergency access	36	15%	<ul style="list-style-type: none"> <li>○ Improves responder access in summer months when congestion is high</li> <li>○ The growing number of visitors increases the need for alternate access</li> <li>○ Previous emergencies didn't have adequate access for fire services</li> <li>○ Many seniors in area who require efficient, reliable emergency responder access</li> </ul>
Traffic flow and congestion	21	9%	<ul style="list-style-type: none"> <li>○ Additional options for all modes helps address congestion on other routes</li> <li>○ Improves access for visitors</li> <li>○ Less traffic congestion reduces emissions and noise pollution from vehicles</li> <li>○ Most balanced of all directions</li> <li>○ Reduces cyclist and pedestrian traffic on Gallant Avenue</li> </ul>
Safety	17	7%	<ul style="list-style-type: none"> <li>○ Improves safety for pedestrians and cyclists</li> <li>○ Potentially keeps cyclists and pedestrians away from other routes like Gallant Avenue</li> <li>○ Safest of the three options for all road users</li> </ul>

Direction #2 – Active Transportation Link and Emergency Access (n=247)

Accessibility	12	5%	<ul style="list-style-type: none"> <li>○ Balances needs of the community and residents</li> <li>○ Improves access to Deep Cove by providing options</li> </ul>
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*For verbatim responses please see Appendix 1.*

Direction #3 – Full Transportation Link (n=369)

Key theme	# of mentions	% of total	Summary of comments
Traffic flow and congestion	140	38%	<ul style="list-style-type: none"> <li>○ Construction detour eased congestion in the summer, noticeable decrease in some areas</li> <li>○ Detour made Gallant Avenue more pedestrian friendly, reduced congestion better for businesses</li> <li>○ Existing infrastructure doesn't address traffic capacity, community needs to grow</li> <li>○ One-way traffic helps create a natural flow for drop-off, emergency services and deliveries</li> <li>○ Reduces congestion and stress on Gallant Avenue</li> <li>○ Traffic management is the primary issue that needs to be addressed in Deep Cove</li> <li>○ Makes use of the construction work that's been completed</li> <li>○ Reduces congestion resulting in less noise pollution</li> </ul>
Accessibility	37	10%	<ul style="list-style-type: none"> <li>○ Accessible infrastructure has not been a priority in the past</li> <li>○ Existing access is limited</li> <li>○ Good to have more access points in and out of Deep Cove Village</li> <li>○ Better access to recreation with Naughton Avenue</li> <li>○ One-way route and additional access would allow for development on Gallant Avenue for pedestrian area</li> <li>○ Lack of access to existing parking and new route would create options for additional parking</li> </ul>

Direction #3 – Full Transportation Link (n=369)

Safety	26	7%	<ul style="list-style-type: none"> <li>○ One-way traffic improves safety for road users</li> <li>○ Better emergency vehicles access</li> <li>○ Pedestrian safety improved generally</li> <li>○ Safest of the three options</li> </ul>
Community	13	4%	<ul style="list-style-type: none"> <li>○ Balances needs of citizens and the broader community</li> <li>○ Allows for the development of other areas of Deep Cove like Gallant Avenue as a pedestrian market area with patios</li> <li>○ Supports pedestrian-only events in the village</li> <li>○ Provides greater community benefits</li> <li>○ Benefits outweigh the opposition</li> <li>○ Old, vegetated area was filled with garbage and prone to parties, makes better use of the area</li> <li>○ Environmental benefit of offsetting congestion</li> <li>○ Should be combined with as much revegetation as possible</li> </ul>
Keep existing detour in place	13	4%	<ul style="list-style-type: none"> <li>○ Capitalizes on construction detour investment</li> <li>○ One-way layout is a benefit to the area</li> <li>○ Much needed improvement</li> </ul>

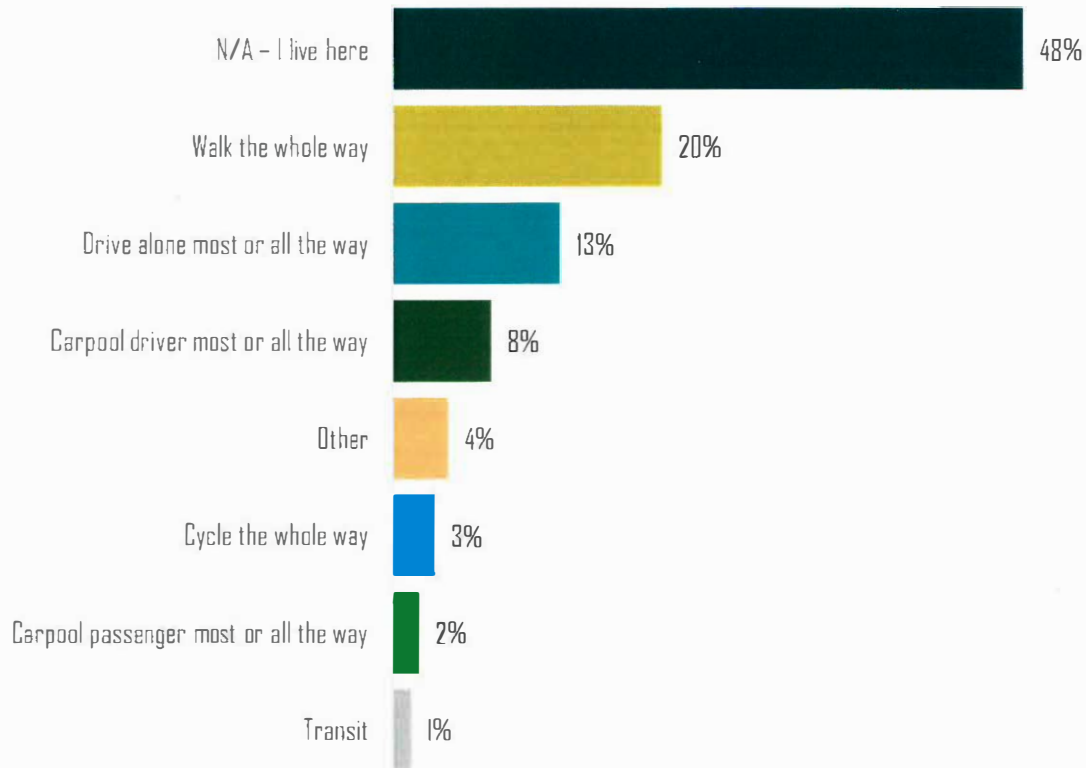
*For verbatim responses please see Appendix 1.*



### Travel habits

#### How do you usually travel to Deep Cove Village? (n=1255)

Respondents indicated their usual travel habits when visiting Deep Cove Village as illustrated in the following chart:



For respondents who provided a comment, the primary themes are:

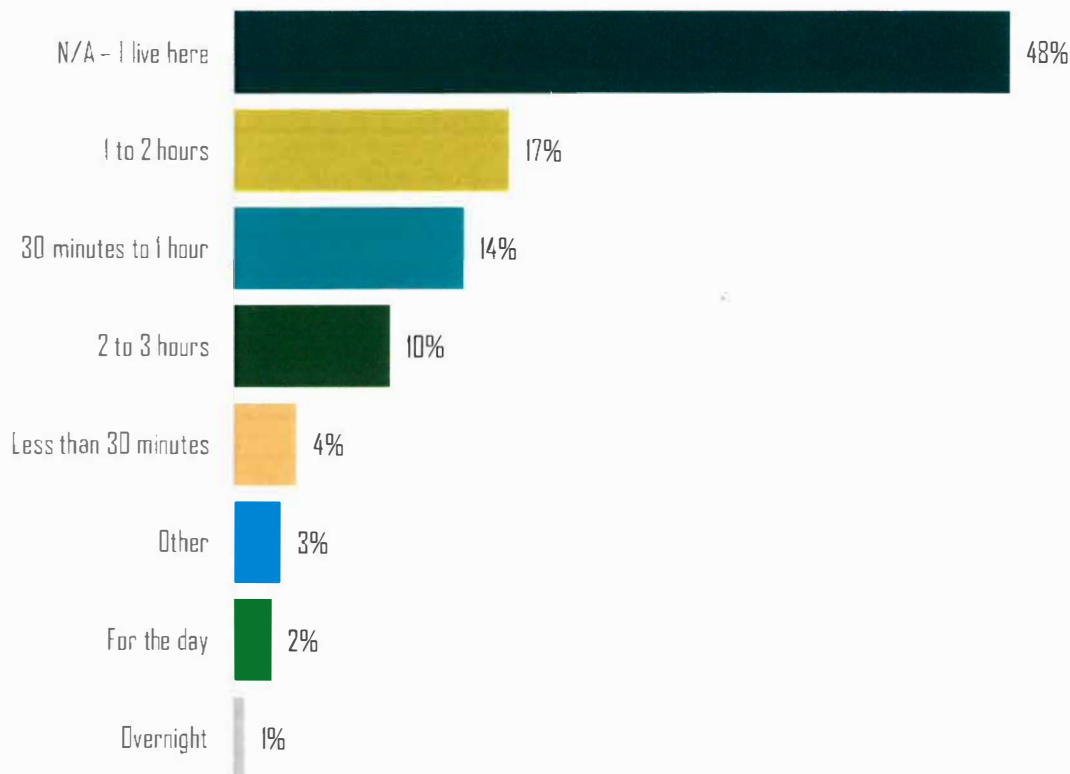
- Use a variety of modes e.g., *sometimes bike, sometimes drive*
- Depends on the day (weather and distance) and will use a mix of the options listed
- Use of a combination of modes during a single trip e.g., *drive part way and walk the rest*

*For verbatim responses please see Appendix 2.*

### Typical length of stay

For how long do you typically stay when you visit Deep Cove Village? (n=1250)

Respondents indicated how long they usually stay in Deep Cove when visiting as illustrated in the following chart:



For respondents who provided a comment, the primary themes were:

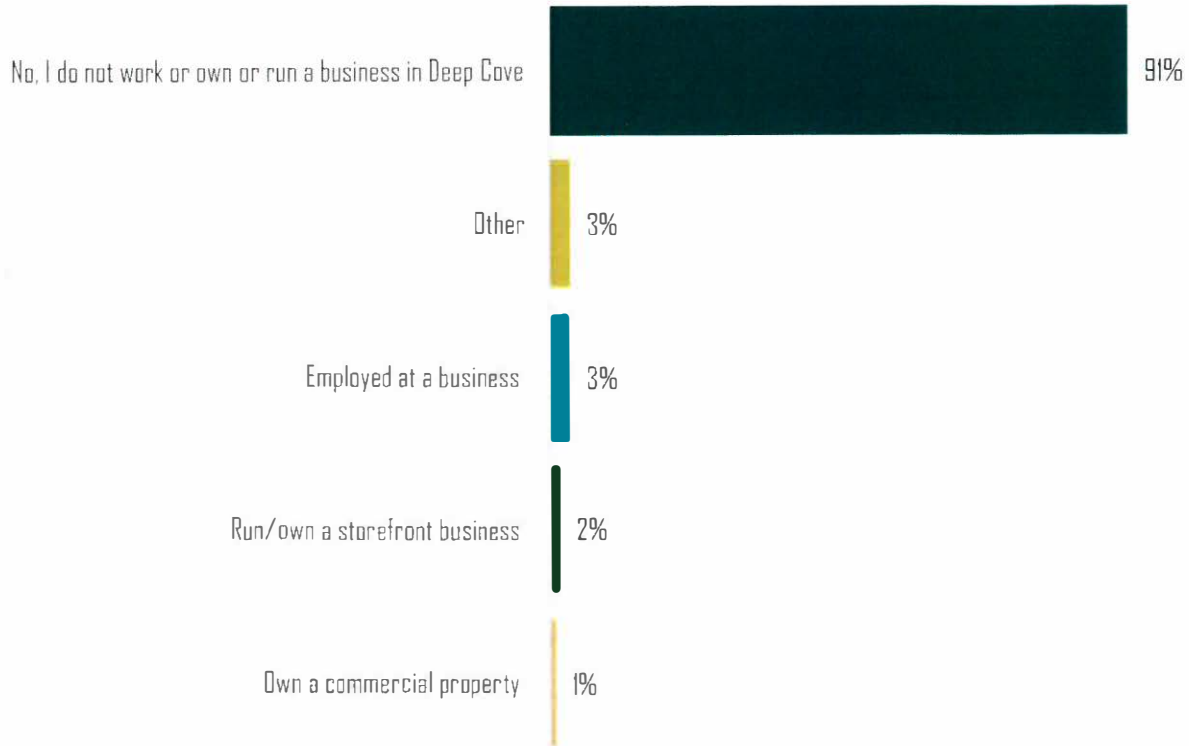
- Length of stay is dictated by the purpose of the trip:
  - Recreational (kayak/camping trips, moored boat, education, errands) – length varies
  - Social (dining out, coffee, snack) – shorter stays than the choices listed
  - Personal (visiting friends and family) – longer stays than the choices listed
- Rarely staying in Deep Cove over the weekend due to increased activity e.g., *too busy for me*
- The length of stay depends on the weather and season

*For verbatim responses please see Appendix 3.*

## Occupations

Do you work or own a business in Deep Cove? (n=1212)

Respondents could select all options that applied as illustrated in the following chart:



For respondents who provided additional information, the primary themes are:

- Strata president/Condo managers
- Education or healthcare providers
- Volunteer at local institutions around Deep Cove
- Work/own business in the surrounding area
- Business relationships with local Deep Cove businesses (e.g., sell items through stores)

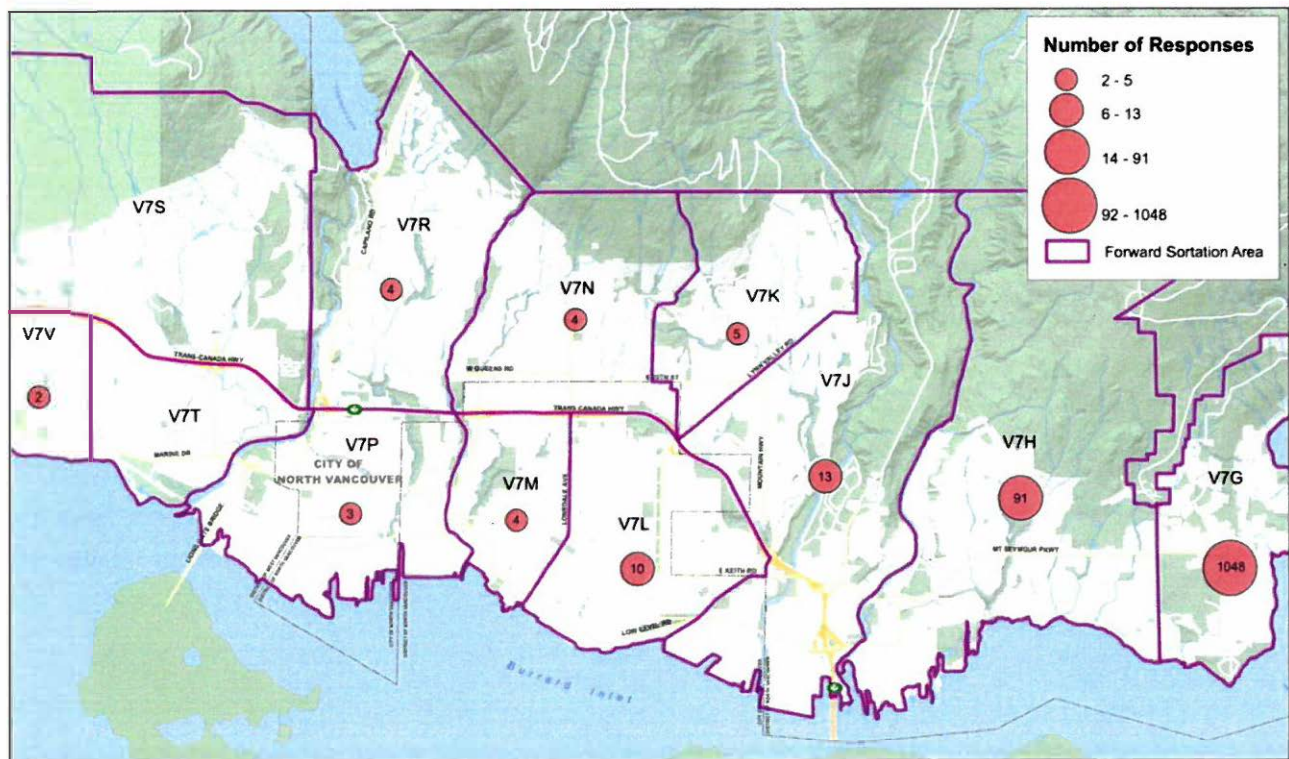
*For verbatim responses please see Appendix 4.*

Demographic data

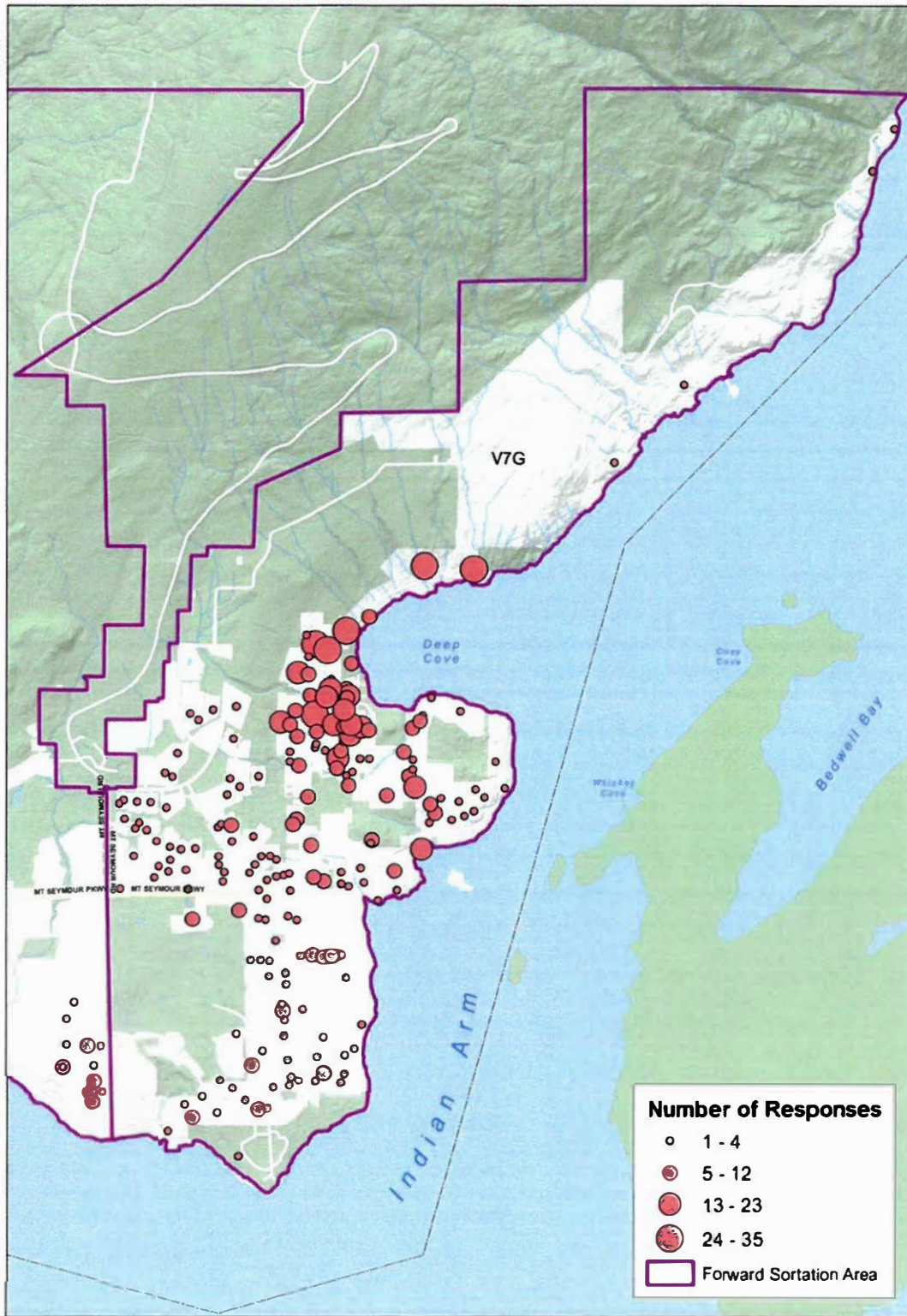
Please provide your 6-digit postal code to help us understand who is responding to this survey. (n=1132)

88% of respondents provided their postal code. Of those who provided a postal code, 86% live within the V7G area.

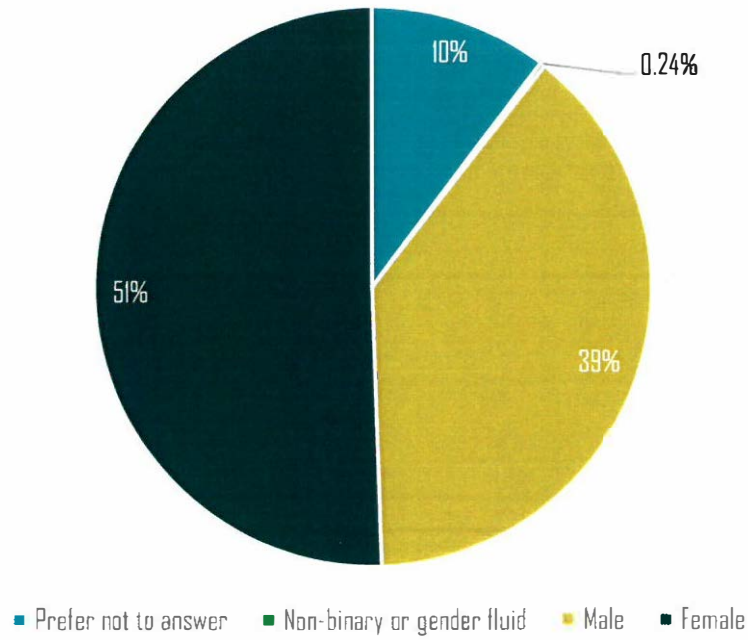
Postal code	Number of responses
V7G	977
V7H	83
V7J	12
V7L	10
V7K	5



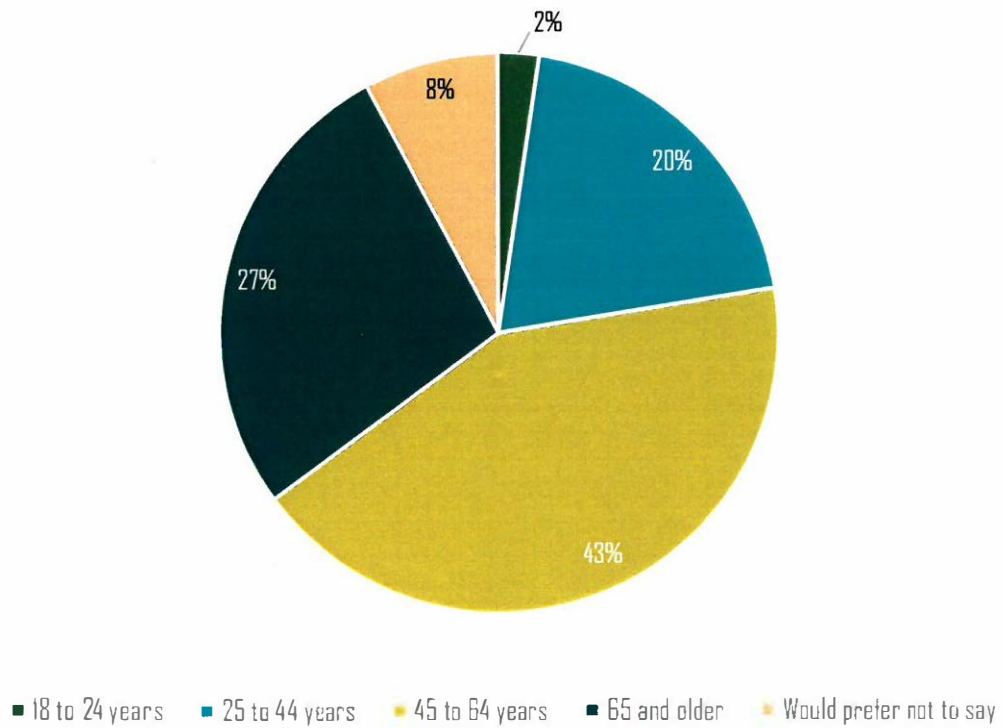
Of respondents who indicated they live in the Deep Cove area, a majority reside near the village; however, respondents also came from different areas of the community.



What is your gender? (n=N1249)



Which of the following ranges includes your age? (n=1252)



## Next Steps

Feedback received from this survey will be considered by Mayor and Council as presented by District staff in a staff report at a Council meeting.

### Steps in the process



*Thank you to everyone who participated in this engagement.*

# Appendix 1

Verbatim comments

*Please note that personal information and inappropriate language has been redacted.*

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

we need more green vegetated spaces instead of more roads - this area was never intended to bring traffic into the neighbourhood - it is difficult for those directly affected to get in and out of their homes - walking is dangerous as many vehicles including buses do not properly stop at the stop sign.

I was against this but have seen the benefits and hoping the DNV will improve the look of Gallant, continue to keep side streets closed to public and enforce parking.  
One area of concern is since the change the amount of cars and cyclist that run the stop sign at Naughton and Banbury has increased dramatically.

The Summer traffic queuing and delays that will be created on Naughton Avenue are unacceptable. This is a residential area and the impact of the detour road has been extensive to the well being and safety of this neighbourhood. All commercial and tourist and resident vehicle traffic should continue down Deep Cove Road onto Gallant.

Residents of Panorama Drive and perhaps Caledonia will now have to continue driving through this residential area to access their homes?

Potentially closing off portion of Upper Gallant and Deep Cove Road to other uses, including parking, active transportation, or public use is NOT in the best interest of residents if that requires maintaining the detour road. It is obvious to see that this a way to continue to develop the "Livable" Deep Cove Project at the expense of the residential community.

Widening the Detour Road to make it a full transportation link for vehicles, emergency services, cyclists, pedestrians and transit will continue to erode any environmental priorities the District profess to have. The survey mentions that Direction 1 would result in "Noise and views for neighbouring residents returning to conditions before detour construction". I welcome that right now because the "Noise" that is being endured by neighbouring residents off Deep Cove Road and down Naughton Avenue is harsh. The wording should say "the resulting quietening of conditions" would be a better way to phrase that comment. The vegetation offered a buffer that is greatly missed. And as far as views...well the residents on Badger will still have their new 100k views into the Cove for a long time yet until the trees grow back.

The added impact that cyclist have had was unanticipated. Many large groups of cyclists have been reckless and inconsiderate of pedestrians and motorist alike. Leaving it as an "Active Transportation Connection" requires leaving the detour intact...this is not what almost 600 signed petitions from this community desires. In all 3 scenarios this survey keeps mentioning queuing and congestion on Deep Cove Road. The Full Transportation Connection will NOT "reduce queuing and congestion" all you are doing is shifting the burden onto Naughton Avenue and the residents of this area.

With all of the recent climate change, flooding and landslides that have occurred, is it not time to stop messing with nature by paving over greenspace to develop road systems that only encourages people to continue to drive their vehicles? I think it's time to give back to nature rather than continuing to take away...

The congestion at Panorama and Gallant is horrendous, this option alleviates this. I would ultimately like to see Naughton as one way into Deep Cove Village and keep Upper Gallant as 2 way traffic as before. This would prevent or alleviate the backup entering Deep Cove.



**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Our thoughts are that Deep Cove is a busy area anyway and the preexisting roadway seemed to work just fine, even though it gets congested. If the temporary road were to remain it would still be congested, which seems very unfair to the residents affected.

With Naughton open increased traffic on our Eastleigh Lane. We need to have more speed control on Eastleigh Lane, specially school times!

This past summer has been horrible along Naughton. Many motorists sped through the 4 way stop signs to try to find parking, most cyclists rode through at a dangerous clip, using the speed censor to try to clock a high speed, virtually none of them stopped at any stop signs, I live in the intersection in question and it was an absolute miracle that nothing has happened.

We were promised this would be a temporary detour and it would be re forested.

This temp road had been awful for the businesses, the residents of Lion's manor (especially during the heat domes ) but with the cyclists never slowing or stopping it made crossing very dangerous for the seniors , it was horrible for the residents of Naughton, many of whom have little kids and bought their homes on a residential street by design,

Gallant is better suited for the traffic coming in.

The detour must be removed and re forested immediately.

The Naughton road is steep allowing for bicycles to race through creating a danger to all pedestrians.

As the restoration /beautification and the return to normal (post Covid) not to mention Quarry Rock reopening, the traffic returning to Deep Cove could reach heights we've never seen. I feel that a second entrance (Naughton) would absolutely take a great deal of pressure off Panarama and Gallant. Trying to return home along Deep Cove

Rd. in the summer especially was very frustrating. Maintaining 2-way traffic on upper Gallant would also be essential for this to work.

Please put the Naughton road back to the way it was..... Too much traffic on such a small street.

Seems to be working & that area was never a park . If it was a park why were people dumping crap in there ?

This option is the best of both worlds. Allows enhanced safety for bicycles, pedestrians. Aims to beautify Deep Cove, as well as make it more accessible by foot, bicycle.

It is a road right of way, not a park, and it should be used as such. The road helps circulation around Deep Cove and the space on Deep Cove road could be used for parking, which Deep Cove needs. I don't believe we should not build something that has society-wide benefits because a few local folks are loud in their opposition. This is definition NIMBY.

prefer the Deep Cove Gallant Ave to be back as it was prior to construction.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

I think option 3 best improves pedestrian safety at the intersection of gallant and panorama and the whole current temporary setup (most like option 3) is a significant improvement for traffic flow and pedestrian usage for residents and visitors to the cove, even with the current construction. I'm a resident. I like the improved pedestrian access on lower gallant, and once construction is completed, the single lane exiting the village will allow for better pedestrian friendly usage of the upper portion. However, I'm also a cyclist. From a cyclist perspective, I think option 2 is a better choice because it keeps bikes and cars separated, especially when cars 1st arrive in the village and drivers tend to behave erratically which is what would happen with option 1.

I think option 1. is preferred by a small but very vocal group of self interested neighbours. I understand their rationale but the idea that the existing greenway provides a wildlife corridor is ludicrous. Both the local community (beyond the immediate neighbours) as well as the larger community including pedestrian, bike and vehicular traffic, are better served by options 2 or 3.

Have lived here for 45 years. Always considered it my "backyard". Recently it has become inaccessible for me as I can no longer walk the hills and must drive - no where to park !

The recently built Naughton temporary road is a visible eye sore.  
The traffic pattern has seen VERY few people actually stop at the current stop sign at Naughton / Burns.  
The traffic pattern has seen VERY few people adhere to the posted speed limit.  
Bikers may be the worst culprits of blowing through the stop sign.  
The traffic pattern change has resulted in a significant increase of traffic in the alley behind my house ( Eastleigh Lane). Its a real shame as this road really cannot accommodate the increased traffic ...my two young children can no longer play outside the back of my house after a close call with a day tourists car.  
This

I really appreciate the opportunity express my strongly held opinion that the road needs to come out and the area needs to be revegetated. My family lives at [REDACTED] and we have been directly adjacent to and impacted by the detour for the last number of months. The increase in noise was substantial, as was the loss of privacy as almost every vehicle peered at us sitting on our front deck. I am voting for the option to remove the detour completely and NOT have cycling, pedestrian or emergency vehicle access, for these reasons:

Why I'm for Revegetation:

- Urban greenery is precious.
- Urban greenery absorbs water.
- With the previous green space, our family townhome was quiet, safe and private, as it was for our neighbours and friends. With the detour in place, noise was increased substantially, we lost privacy in our front yard, and Naughton – our family's walkway to gallant – was less safe.

Why I'm against the road:

Decrease in Safety

The grade is too steep for vehicles - especially buses and trucks – with most accelerating through to the stop sign at Panorama, and often barely slowing. In my 22 years in Deep Cove, this was the most unsafe traffic situation I've seen.

Its Not Needed:

a) An additional route into Deep Cove community core is unnecessary. If fact, this is not an additional route, it just links two existing routes, making the pedestrian traffic along Naughton much less safe. It's worth noting that during the detour, the majority of vehicles who came down the detour turned right and ended up at the Deep Cove Road/Panorama intersection anyway.

b) In Deep Cove, traffic only really backs up when these three things happen on the same day:

- It's a sunny day
- It's a weekend
- Its in the summer

So this happens maybe 25 days a year, or about 7% of the time. Its not worth having pavement vs. urban greenspace.

It won't help with traffic congestion issue in any meaningful way:

The fundamental issue is that number of people who want to drive their vehicles into Deep Cove on a sunny summer weekend vastly exceeds the amount of parking available, so people drive around endlessly trying to find parking. This results in the traffic congestion we are all familiar with, including at the Deep Cove Road/Panorama intersection.

Keeping the detour won't make the slightest dent in this issue because we will never have enough parking for these peak summer days. All the detour provides is another bit of road to drive around on while looking for parking.

As a long time Deep Cove resident, I have become accustomed to realities of this situation, as have our friends and neighbours. We understand its part of living in such a wonderful community. While not ideal, this is much more bearable than having an unnecessary roadway 40 feet in front of our home, with all the noise, safety, and loss of privacy issues.

Why I'm against the walkway:

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Loss of Greenspace: For pedestrians and cyclists to move safely in both directions, it will require a similar-sized or larger road and a corresponding permanent loss of greenspace.

It less safe: The grade is too steep and unsafe for cyclists - most accelerate to the stop sign and don't stop. It's better to have the cyclists enter through Deep Cove Road where the 'natural' traffic calming measures prevent cyclists from reaching these speeds.

The need for additional capacity for emergency vehicles is a red herring: it is hard to imagine that it would be quicker for Emergency Services to stop, unlock the bollards and get back in their vehicles, rather than simply turn on sirens and have traffic move out of the way. Or they could simply take another route into the Cove - after all, there are many of them. And so far i have not heard of any emergency situation in the past that would have been mitigated by this additional route.

It has never been so safe and stress-free to come down into the Cove when visiting friends. The previous situation with the 4-way stop on Gallant and Panorama was an absolute nightmare both from the time it takes to pass it during busy times, as well as the horrible safety situation with all the pedestrian and bikes at that old intersection. Also, what an absolute shame it would be to discard the new work on the Naughton Avenue road right-of-way - I believe this stretch was always zoned as a road and was for a period of time used as a gravel road, so while I feel for the people living directly adjacent, it is really not their space to be entitled to. It is PUBLIC LAND that should be used for PUBLIC PURPOSES, and I hope that our council makes the right decision and does what is best for most of their constituents not what appeases the few very loud voices.

I would like to remind council that a big part of their platform was safe and efficient transportation, and removing this detour route goes against this promise in a pre-election year - it is time to be true to the mandate given by your constituents no just cater to the few loud voices when it is so clearly in contravention of what's best for the majority of your residents.

Emergency access could possibly go down the private road beside the Naughton detour where the town houses are if required (Gallant backed up to this cut off). With Quarry Rock closed it is hard to judge how the temporary intersection at Naughton and Panorama would be any better than what Gallant + Panorama was. I think you would still have line ups along Deep Cove Road in the summer under either Option 1 or 2.

I dont like the temporary orange dividers separating pedestrians from traffic and one way traffic direction in the Cove. I think that since the bypass is already built it could be used at peak season to help with traffic flow into the Cove but otherwise only pedestrians, bikers and rollers and maybe emergency vehicles.

It's what's best for the community at large, not just the NIMBYs

Direction #1 - Revegetate.

As a DC resident who uses access to Deep Cove village at least 5 times per week all year around, by foot and vehicle, I see no reason to keep this detour. Emergency vehicles have always been able to access the village and Panorama Drive in the past so there is no reason for this route for transport and Emergency services.

The full transportation link is unfair, dangerous and a huge eyesore to those living on the route.

I do not believe in creating a route which benefits only the tourists who flock here for 2.5 months of the year and negatively impacts the residents who live here all year around.

We need to detract vehicle traffic from Deep Cove not give reasons to increase the flow.

Best for all Deep Cove. I hope 2 and 3 don't split votes for some use of that route.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Prior to the detour road this was just a stand of trees and overgrown trails. Creating a nicely landscaped rolling route would enhance the Cove and be safer for cyclists than entering the Cove on Gallant. This option is good for the Cove overall while also having minimal impact on those who live immediately beside the detour since they would not have to worry about vehicle traffic.

Easier access and less traffic jams. Deep cove will benefit from having this extra road going in and another road going out.

Deep Cove will continue to experience increasing trip volume from both residents and visitors, so best to proactively design for this rather than reverting to inadequate preexisting links. It's important that the broader needs of the community are prioritized, rather than catering to a small group of vocal residents who are resistant to change and/or perceive they will be negatively impacted.

The restored nature forest at Upper Naughton enhances the ambiance of the neighborhood. It meets the needs and wishes of surrounding nearby residents. Closing the road is safer, quieter, and more ecologically ethical and green.

We are already losing too much of our wilderness & ecosystem- tree by tree - native plant by native plant - encourage other transportation methods

The traffic seems to be more fluid and I like the extra space for pedestrians. Also, if it stays one way, it will open road space for potential and much needed angle parking; especially at the top of the hill going out. It's no secret that Deep Cove's parking is a problem. Thanks

The small forested area at the head of Naughton Ave was a quiet, peaceful corner of the Cove, and its destruction for the short term convenience of a summer's construction project was a shame on decision makers. The arguments that this "detour" was a necessity were not convincing, and every effort should be made to return that corner to its previous state.

Congestion and confrontation has been reduced since the loop has been open, a good thing! This option affects the fewest and benefits the most. Something has to change. I am a Deep Cove Yacht Club mooring member and the flow, safety etc has made access and movement thru the Cove a lot easier.

We were told clearly that this road was temporary when this project started. There is absolutely no need to make it permanent as there is no where for the vehicles to go other than to circle around looking for parking that does not exist. The pre-covid traffic situation was not alleviated because we created a second way to get into a place with no available parking.

We have been asked already multiple times for input and it has been overwhelmingly to put this back. There was probably no need for the detour to begin with and there is community of residents who have been materially negatively impacted by the development. Keeping it so that we can the same number of cars rolling through deep cove looking for parking even if a few businesses think they may have modest benefit is contrary to the mandate of the district to reflect the needs of residents in a community and in particular those directly impacted.

Please do what you said you would do when you walked through this community when this started and promised us that it was indeed temporary.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

A pedestrian and bicycle accessible entrance to Deep Cove that minimizes foot and bicycle traffic ingress on upper Gallant would be a benefit to the area. Revegetation of the pathway with native species and improvements to lighting for safety would make this new access pleasant and somewhat more attractive than previously. Additionally, the Cove would definitely benefit from another emergency vehicle access point.

Deep Cove is too small to support making it more convenient for ever larger crowds to visit. It's just not big enough for all the cars and people who come from April to November.

The townhouse complex adjacent to the current rebuilt road would suffer even more if #2 or #3 were adopted. More traffic, more noise, less privacy, more frantic searches for parking, etc. A footpath might be okay but NOT a roadway as described in #2 or #3.

It's good that the storm drain is now in and the area is safer than before from the possibility of a flood but don't fall for the idea that you need to bring more people to such a small area unless you are bent on destroying the very reasons people like to come to Deep Cove.

Promotes infrastructure projects for environmentally friendly modes of transport and respects properties of people who live along Naughton and have been impacted by construction. Our tax dollars should be put towards projects that promote cycling and walking, not driving.

"This would help us meet our priorities by creating new and safer connections for cyclists and pedestrians, providing reliable access for emergency vehicles, and improving transit reliability and goods movement."

This survey is very slanted towards trying to convince people that keeping the detour road is in the best interest of everyone...incredibly biased. Keeping the detour road intact will only encourage more people to drive their cars into Deep Cove...not a good idea considering lack of parking. Please return Naughton Avenue back to what it was originally intended...a residential road not a commercial thoroughfare.

Thank you

Enable occasional pedestrian-only Lower Gallant area for events.

Time to consider pedestrian options better. Can't even use this route to walk down presently. If bollards in place emergency vehicles cannot access so maybe just a pathway in restored nature for bikes and walkers. With decent surface and lighting.

The Naughton bypass does nothing positive for the community. The return of Upper Gallant to two way traffic would be very welcome.

The bypass road created for the work on Gallant is unsightly and dangerous. Return the area to its natural state with improvements and native vegetation as soon as possible.

Direction #3 would allow for safer and efficient traffic flow. It would also provide a shorter route for many vehicle trips including transit buses.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

I believe it is safer for all pedestrians and traffic. Clear as to where the stops are, who has the right of way and where the crosswalks are. The old Naughton treed area was a garbage pit, party area and not safe to walk through. The neighbourhood kids and old people like me □ weren't really safe there. I think that retaining the new Naughton will also and improve the usability of "downtown" Deep Cove. I am senior and a long time resident of the Cove. I rarely walk "downtown" when the weather is fine as it is crowded with diners, walkers and jay wakers, shoppers and two way traffic. Just too much going on for me. It has been better for me with one-way traffic making for a more pleasant and safer experience. I like the outside dining area. Please don't let the strident and anxious voices of very few change the improvements to the area. Most local people know like the changes. I grew up in North Van, my little Cove house was built in 1922. I feel it is good to reasonable embrace sharing our experience of living here. Our end of the road with the old red government wharf, a canoe shed, and the corner store are well loved in memory. The Cove has changed and not all change is bad.

It's already there, so let's use it but only for quieter modes of transport so that the neighbouring properties are less disturbed. I think an alternate route for emergency vehicles is also a good idea but I'm not sure how they could proceed through - will there be a narrowing or a gate or something to block regular vehicles?

Like having on lane of Galant closed to traffic.

Direction 1

The community of Deep Cove does not need to encourage more traffic...more people...whether it be in car, bike or on foot...

If it makes it more inconvenient for people to come here because of congestion then they are less likely to come. More roads equals more people until they fill up and then you will want more roads open and so on and so on.

We need more green space...not roads.

Thank you

Deep cove is a small community. This detour is ugly and has invaded the privacy and peaceful enjoyment of our seniors, families and community members living alongside and adjacent to the route.

I would like to see upper Gallant dedication to vehicular traffic reduced from 4 lanes before the culvert upgrade project (parking on both sides of the road with 2 traffic lanes) to 2 lanes (1 parking lane and 1 traffic lane) consistent the Lower Gallant pedestrian area. The only way this can be accomplished is by providing one way traffic out of Deep Cove on upper Gallant and one way into the village via Naughton Avenue.

Safety issues. Cars and bikes not stopping at stop sign. Pedestrians walking the wrong way. Cars driving too fast.

It would be nice to see it restored to it's original state.

This area was a lovely forested area that kept the residents private.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

This past weeks events in the province are a clear example of what happens when we cut down trees and pave over everything.

Also, these residents adjacent to this "detour road" bought into this community based on its surroundings...nature etc... I feel terrible that this what they have to look out their windows at now. Having a one way road in/ out of Deep Cove is not solving the bigger picture... Deep cove just CANT support the amount of vehicles coming into the village , detour or not! We need to look at the bigger picture here... reducing vehicles, shuttle systems, cycle sharing programs...  
Thankyou for considering all of our feedback.  
Deep cove resident for 30 years

Not needed for whats it's being used for currently

I would like the detour road removed and the forest replanted for these reasons ...

\*Its what the community wants.

\*The forest will help to remove pollution

\*The forest will keep the temperature down in the summer.

\* The forest gives shelter and a home to wild life . We need to put back not take more away.

\*The forest stabilizes the land.

Removing the detour road and replanting the forest will return this very special corner of Deep Cove back to a safe, quiet, peaceful neighborhood again for the people who live here.

I believe it is the right thing to do after spending months talking and listening to the community .

This option makes the most sense for all Deep Cove residents

The current setup with the temporary detour is dangerous. The pedestrian pathway is narrow, and you have to step into the roadway to pass other people who may have dogs, strollers, kayaks, etc. Cars speed down the road as do cyclists, who don't obey stop signs and sometimes take the sidewalk area. I've almost been hit by an E-bike. It needs to go back to being a Cup-de-sac, as it was. It is a very well used walking path and doesn't need the extra volume of traffic of any kind. I also want to see the natural habitat restored - it is currently a complete eyesore. We should be doing more to discourage traffic from coming to the cove rather than trying to make it easier. Emergency vehicles can always access the Cove via Strathcona if the need arises.

full transportation link

This will allow the traffic to flow in a one way route in the area and reduce congestion, reducing vehicle idling emissions and 4 way stop confusion this will certainly tend to alleviate driver frustration.

Clear indication at the Panorama car park that there is only Resident only parking on the North of Panorama drive after the car parking lot, As cars cruise up and down this area looking to park.

The traffic on Gallant is bad during the summer



**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Because that is the way it has always been and it was supposed to be a temporary...I repeat temporary solution to help traffic during construction and was never part of the upgrades.

Now out of the blue the District is pushing to make this permanent. There was a vote for this before construction and the majority already decided to leave it as it was so why do we have another questionnaire? Did the District already made up their mind and this is just a "democratic" facade? Well be democratic and respect the decision.

The green belt used to offer privacy to the neighbors on those dead end streets when Deep Cove gets busy. There were nice trees in that section even though some claim it wasn't the case, that offer a more secluded and quiet life to Seniors in the Manor. Now you just want to impose noise and buses running through their backyard.

Stop creating surveys and surveys trying to get people to miss one so you get the outcome you want to hear. And please stick to the work and plan. The District came to do a job about upgrading the storm water pipes and runs to avoid flooding in the area, that is all, stick to the work you came to do so stop deviating.

I have been a resident of Deep Cove for most of my life. I have known people living in the townhomes directly beside the Naughton detour, and have heard nothing but annoyance. Putting the space back to what it was before would be in not only the best interest of the community living right beside that, but as well as the plant community. I have a horticultural background, so I know that it will take a while for that space to get back to how it was before. The option to put in a community garden is also a very well thought idea. I think the Deep Cove community would really appreciate having something like that.

direction 1

Create a black top trail that leads to the existing trails on the south side of the Dollarton highway giving hikers access to the trails and the Baden Powell trail, close the access to the trail at Panorama drive as it is seriously suffering from erosion and is unsafe for the amount of foot traffic that is currently utilizing this route.

The Cove is under enough pressure now. Enhancing access and egress will only encourage more visitors and traffic. The people on Naughton deserve to have their quiet lane back. Please replant with native species and shrubs and do it this spring.

This is what was promised when the work on Gallant Ave was initiated. The road was always described as TEMPORARY. Don't be hypocrites and renege on this now. I'm also disappointed that this is the second survey asking this question. Wasn't it clear from the 1st time that the vast majority want it put back the way it was before.

If not are you going to compensate the property owners impacted by the change for loss of property value?!?!

It seems the responsible thing to do for the people who live on Naughton ave. Leaving it open to traffic only really seems to benefit visitors to deep cove. People who live on Naughton didn't sign up for a constant flow of traffic in front of their residence. Naughton serves as a high traffic pedestrian area for Deep Cove residents that link to the path behind the town house complex.

Deep Cove is a 'the end of the line' community. One way in, stopped by ocean and mountains. It is a tiny community... much, much smaller than White Rock or other little hamlets. The traffic will ALWAYS be an issue. With one road in and out it was an issue, building two ways in and out, it will fill up, bringing in more traffic quicker. No matter how many roads and access point are built, they will be filled and occupied. At least with one road, people will learn to pick their times to visit, ways to get in and out... public transit, shuttle bus which perhaps the District can look into offering.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

With Climate and Global Warming concerns at the forefront of our minds, this is the ONLY responsible approach for this space. As stewards of this land and environment, the environmental impacts of backfilling topsoil and adding non-permable materials such as concrete and blacktop is not only irresponsible in this current climate (literally) but also hazardous to residents. I think we've learned much regarding the cooling and drainage effects vegetation plays in our communities and would hope our District and council engage, reimagine and research to discover an outcome in the best interest of our community. My sense is that the vision of the DNV is very short term. Regardless of the term in office, we should be planning out for the next 25 years, not 2.

This is a quiet neighbourhood /intersection that does not need any more bicycles or other pedestrian traffic (especially faster e bikes ) travelling through it. There are safety concerns. As well, we need more green space - this small patch of forest was home to deer, bats and birds. We have lost so many trees in Deep Cove through this project, it's sad. Deep Cove as a quirky little community close to so much nature and outdoor recreation already attracts too many people. We don't need more "gentrification" with new paved walkways. There is no need. It is beautiful and very attractive as is.

The community has been devastated by tree removal. I live in the village. Please revegetate it. Thank you.

The detour road has had a very negative impact on many residents of the Cove. We miss the forest and the sense of community that was lost to accommodate the detour. Please consider doing the right thing for locals and not just tourists and commercial businesses.

It seems like the best compromise that considers the residents who live along that road and yet offers some benefits to other people.

Way less congestion on Deep Cove Road, like the continuous flow of one way traffic

- traffic is very bad in the deep cove area and I feel emergency vehicles need options
- a dedicated pedestrian & bicycle access area would take pressure of neighborhood streets

Direction #1 - Revegetate

To me, there's a flow of traffic as you enter on Gallant. You have a way of wending your way out of the area through the "back road", past the building for kayaks, etc, to go up the hill, past Sherwood School and out of the area, if you get stuck in Deep Cove. I like the idea of keeping the residential area, residential for those that live in behind there. It's cozy. I think the people that live there deserve that. A lot of them have lived there a long time. I don't even live in the area, but when I walk to Deep Cove, I use the residential area cause I come from Dorothy Lynas area. Keep it the way it was, that's my vote.

Honestly I would prefer to have it back to what it was prior to construction for the sake of the imminent residents affected. It's been a disruptive change to their previously peaceful residence. The noise, the constant traffic, safety and pollution. Out of the options provided I ended up picking the option for bikes, pedestrians and emergency vehicles. The emergency vehicle option is something to consider as the Cove is basically a one way in one way out which in an actual environmental emergency will be very difficult to manage flow of people and access for responders. Seems like the logical choice.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Safer especially as Deep Cove is experiencing more visitors now as compared to a few years ago. I like the one way option as I think affects very few people, and even in the current temporary state, has cleaned up the area. The one way concept allowing extended patios in "downtown deep cove" and a more pedestrian friendly experience is worth perusing as it enhances the entire character and feel of Deep Cove, not just for visitor, but resident's as well.

Control the flow to Gallant when it is one way

Pros: Improved traffic flow.  
Safer for pedestrians and cycle.  
Better lighting.  
CONS: With improved traffic flow, more people will come.

I prefer this option as the all-way traffic into the Gallant/Panorama intersection has become increasingly show/congested. Having various one-way driving options significantly improves the traffic flow.

I live in deep cove and I think it's nice having one entrance in to deep cove going right into the village because it feels isolated and nice. I don't like the detour because it opens up a busy road to a path where kids bike and family's live, I like the main road going down gallant because there is also access to shop first hand and the water straight ahead. I also think that if you live in deep cove the final decision impacts you more than tourists.

I live on Eastleigh, I love this traffic flow. It makes the most sense for the flow of traffic. Residents of deep cove are too resistant to any changes even when it makes sense. I am grateful for the dnv insight to mitigate risk of flooding. The flow is efficient for tourists and visitors to Deep Cove as well as residents from Burns, Eastleigh, little Panorama, Naughton, Banbury, Rockcliff, Raeburn, Parkside Lane, and Eastridge Rd. Before we all had to stop at the 4-way stop at Gallant and Panorama Dr. The traffic would get very backed up. Thank you

As a long time resident of the area I have to accept the thousands of new residential units the district has allowed east of Seymour. All of these people will come to deep Cove at some point. Even with the extra flow direction #3 allows, it will be gridlock on a hot summer day in the Cove. Emergency access is perilous. I feel bad for the people who lived on the previously quiet Naughton. Traffic has increased considerably on my street also. That's "progress".

I have lived in Deep Cove since 1985 and currently live at [REDACTED] which is 6 houses off of Naughton detour. First off I feel that Deep Cove has a charm that makes it unique. This includes the forest, the ocean, parks and a neighbourhood that retains a "vibe" that it has been here as long as I can remember. Changing the traffic pattern into Deep Cove takes away it's charm. Removing forest to accommodate the Naughton detour has for lack of a better term, defaced the neighbourhood. When you drive into Deep Cove via Gallant you are driving into the heart of Deep Cove on a commercial street. This is where traffic belongs. The Naughton detour has pushed traffic down a residential Street. During this detour I often found it difficult to cross Naughton to Eastleigh Lane as a pedestrian due to the amount of traffic entering Deep Cove. I did not experience this prior to the detour. Deep Cove needs to be put back to its original state prior to the Naughton detour, including removing maximum time parking that does not take into account residents who live in the neighbourhood who do not have parking available on their own street, and rely on neighbouring streets for parking. Furthermore the forest that was removed for the Naughton detour needs to be replanted for future generations to enjoy and give people a reminder of what makes Deep Cove a special place.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

I like #2 because, I'm on Caledonia [REDACTED] and we have to go around the Cove loop to get home and that means traffic. If there was a way to do #3 without Caledonia being affected, I'd go with that

If option 3 was chosen, the advertised reduction in congestion is unlikely. The congestion originated from the fact that visitors want to park in the cove and parking is very limited. Limiting demand for parking will reduce traffic. Either pay parking or better alternatives! Only option 1 will improve the attractiveness of Deep Cove. I would not object to a natural path instead of the current detour!

Look at the flooding in the rest of BC.  
We need less cement and asphalt and more green space to absorb the rainwater.  
We don't need another road into the Cove it's basically a dead end. There wasn't one there before.  
Emergency vehicles can use Gallant like before.

This is a great opportunity to make Gallant a one way pedestrian friendly area.

It would be a nice place to walk.

It has worked much better than previous to help lessen congestion in the Cove with a pass-through like route.

It takes the cyclists and pedestrians off the main roads more room for cars on Gallant Ave.  
Less crowded.

I choose to try to maintain the original, natural look of the Cove. The other options create more hard surfaces and brighter lighting which to me is not desirable. I much prefer more vegetation.

Just put it back the way it was. The Cove does not need further "development" of that type. Additional roads will bring additional people and cars. The people who bought in that area had an expectation of peace and quiet that should be respected. There is already no place to park and the local businesses are busy enough. Don't sell out to developers and commercial interests. Keep the Cove a quiet and hidden gem. That was the focus of previous community plans and it's a focus that is more important now than ever.

I favour number 2 with building a nice walking and biking trail only but absolutely NO VEHICLE ACCESS. Also I would prefer an extensive reforestation of the area with native species.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

# 3 - To observe and experience traffic flow down Naughton and along Gallant we regularly walked Naughton, Gallant, Panorama and other "Cove" streets during the construction period so that we would have an idea which "design idea" would best provide a healthy, lively, safe neighborhood. We realize there were flaggers controlling traffic but we tried "remain open" with our observations. During these regular walks we observed safe traffic flow and felt safer walking in the Cove as traffic was more orderly. (During our walks we observed some unsafe driving but mostly we observed drivers moving at the posted speed limit and coming to a full stop at the stop signs which did not always happen pre-construction.) A full transportation link would reduce some of the vehicle traffic on Gallant while providing easier access to a wider variety of the parking opportunities. Most importantly these two routes provide more access for emergency vehicles and would, hopefully reduce some of the traffic on Gallant. We support keeping the new resident only parking on Naughton and even keeping "upper" Naughton one way. AND we fully support year round retention of the outdoor dining experiences and the one way traffic on lower Gallant. It was awesome having space to walk, a place to meet friends & neighbors, but most importantly having space for all the "locals" and visitors to enjoy the "Cove", to be excited to visit and to provide much needed economic support for the great businesses who rely on visitors to make their businesses viable and successful.

The current environmental issues in BC are showcasing how important intact nature is. Replanting the Upper Naughton is a step in the right direction. In the summer the temporarily road heated up to over 60C, during rain, it is turning into a small body of water and it does not seem to be safe for vehicles in case that there will be rain followed by low temperature which will cause this road to freeze over due to its steep incline.

The local neighbourhood has had to endure increased noise and traffic during construction and it is time to restore the quiet area to what it was. This is an area where kids play and ride bikes, families walk, and residents enjoy the peace of their yards. A permanent road changes this and the entire feel of the community. Gallant is a commercial area that has sidewalks and makes sense as the main roadway into the Cove. On Naughton, resident's front doors are literally right on the road, it is not right to make it a permanent access road to the Cove. People speed in the 30km area, despite the sign giving the sad face - this is dangerous. There is also the deforestation that had to take place. This should be restored for the birds and animals that call the area home. The future planning of the Cove should be about the residents that live and pay taxes, not about ease of access for tourists and catering to it as a tourist hub. Also - there is something special about driving around the corner on Gallant into the village of the Cove where you see the water etc. Naughton should be restored to its original state.

This is the most forward thinking and inclusive alternative. User friendly.

Helps distribute some of the non vehicular traffic. Can still have space for extra vegetation to be planted to give residents more privacy.

I live on Deep Cove Road not far from the detour and it has improved traffic flow considerably. It makes the village quieter and safer and eases the traffic backup that often prevents us from accessing or leaving our driveway in the summer.

I understand the desire to keep it as an emergency access, but this has been presented as a project that we always intended to be revegetated, and I feel that it should be. The issue of access to the Cove should be a separate issue I guess

It makes the traffic flow through the Cove with less congestion at the four way stop

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

It's working well!

My uncle and many elderly live on this street and I don't like the idea of that much traffic going by them. It be only a matter of time before some gets injured.

I am torn between option 1 and option 2. I am not opposed to option 2 because I think increasing emergency vehicle access is a good idea and and cyclists may find it too busy on Gallant. I am strongly opposed to option 3 because the current traffic on Naughton raises safety concerns and has significantly reduced my comfort and enjoyment of my neighbourhood. As it currently stands, I can no longer avoid a busy street when I walk my two small children to Deep Cove. My main reason for selecting option 1 is because I expect there would be issues with cyclists travelling down that steep hill at high speed.

The brush has already been cleared- this is a valuable way to provide differentiated access to deep cove village

I found it easier to access the water and less congestion.

You will kill the area if more people access deep cove

It should be returned how it was for residents in the area as originally suggested. It makes a huge difference for their privacy, children safety and Esthetics. Not to mention this new road goes right by the Lions Manor building which is full of low income seniors. These seniors have only recently been able to move back into the building after a previous fire and then were subject to construction, noise and traffic. For our elders' peace and safety is important to restore the cove to it's original design. They have been through enough. Not to mention this completely changes the cove and how quaint and lovely it used to be. It's one of the few gems left in the lower mainland and we should be preserving it!

I live in Naughton and was incredibly disappointed to see a small group of vocal seniors acting like entitled children regarding this connection. I would like to see it stay in place and help with the flow of traffic in the cove. It can be challenging at certain times to get out of my driveway but that has been in large part due to construction delays.

Due to the adjacent properties, I feel this is the right thing to do. My second choice would be for the active transportation link with emergency access.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

We are frequent visitors to Deep Cove as we live in the area but not directly in Deep Cove. We significantly enjoy our family outings where we can walk, bike, scooter or drive to Deep Cove year-round. We prefer to have Naughton Avenue returned to its original condition (i.e. not a road) as there are many bike paths, walking paths and other roads to access Deep Cove if one wants to take a different mode of transportation (other than a car). In fact, there are so many beautiful side streets to bike on, I wonder how someone would suggest that the best option is to take Deep Cove road.

Ultimately in my opinion, the District Management team should be respecting the wishes of those who live in this area and are most impacted by the temporary road. Deep Cove shouldn't be designed for a tourist destination as the community members are the tax payers. Of note, we had traffic diverted onto our Street (Huntingdon and Friar) this past summer for water main work on Fairway... can I just say, I couldn't get out of my driveway some mornings! I had no idea the amount of traffic that went down Fairway until that detour. It was shocking to have it all pile into your street and live through noise, cars speeding by and lack of patience for those backing out.

Some of your bullet points on the first page don't resonate with my lived experience of being in the Deep Cove area. There aren't long traffic lines and delays on Deep Cove Road "pre-detour conditions". We frequent the area a lot throughout the year and honestly, this isn't an issue. Ultimately, the way the roads are set up now with the detour, more homes, town homes, apartments are impacted. Having traffic, including bikes and emergency vehicles, use Deep Cove road ultimately impacts the least number of community members and keeps the side streets quiet (as they were intended).

As a resident of the Dollarton area, quick parking and loading areas, as they were previously designed, supported our community lifestyle: drop offs at summer camps, quick run-ins to the local shops for treats and lazy summer afternoons at the beach. As much as the District management wants to eliminate the use of cars, ultimately, our family utilizes all types of transportation to get into Deep Cove and enjoy our community.

Access to the dentist office would be a lot easier because the amount of parking would increase as I have an elderly mother that I need to drop off in front of that building! The amount of parking in general in the Cove would be greater as it was before this temporary route change, and all that this has done is pushed more parking and traffic issues onto Cove Cliff and other streets further away from the Cove itself.

More roads shouldn't be the answer to the traffic congestion problem in the Cove. That is an archaic solution.

I prefer revegetation as the current state encourages driving, is an eye sore, disturbs the neighbourhood and has relocated many animals. I believe, however that option 2 is a good compromise

As a resident of Lions Manor with limited mobility I would like to see the area returned to its previous state. The wildlife were wonderful to watch and the greenery provided a buffer for noise and provided part of our building shelter from the hot summer sun.

After the recent flooding, province-wide, I should think that consideration of replacing the roots and natural stabilization would be of concern and would be another reason for returning to its former state. It was a place for all people: small children through to seniors and was a place of wonder, education and peace.

It was a big change for local residents adjacent to the site. Emergency traffic should be prioritized and biking and walking encouraged as a way to access the Cove.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

I see the value in all options. I am opposed to the waste of resources that went into building the initial road. I believe traffic flow would be improved by leaving it open as a road, however I am aware of the impact on the neighbouring residents.

Number 3 lessens traffic times to come and go into the Cove and provides a quicker access to Emergency vehicles which is the most important part of having this road as in summer next to impossible to get first responders in here .

Safe and shared Accessibility of the area for the rest of the community and future with the spirit trail completion in mind as well as to help reduce congestion for the enjoyment of the area by easing ways to exit the area by bike and on foot as well as improve transit service Help the local businesses as well by reducing the bottleneck of cars on Gallant.

We live on Panorama Drive and much prefer it being restored to the way it was. We need more trees and the diversion is going to be treacherous in icy conditions. The seniors who live in Lions Manor are at constant risk. Our property taxes are very high and we deserve to be heard!

Deep cove has always been a funky, people oriented area. Over the years changes have been made in an attempt to modernize it. However, in my view they have failed and have changed the essential character of the Gallant Street commercial area and the surrounding community park. Returning the Naughton connector back to its original state, or as close there too as possible, will help to keep the "village" community feel of this little gem that we call Deep Cove. If the Covid pandemic has done anything, it is it has shown us the value of green space and accessible community based areas the people living in the community/neighborhood can walk to.

My understanding when the Notten connector was put in was it was temporary and only being undertaken because access to work cruise was necessary to replace the water mains. If I miss understood that I apologize. However, if I did not I find that the district has been less than candid and transparent with the tax paying citizens who live and use Deep Cove.

I have a lot more to say, but given that this is a survey I will leave it at that. I have no idea what comes next in the survey because of the way it's structured online. However, I must say I'm disappointed that I received notice of the survey on a small card that was simply thrown in with the junk mail in my mailbox. The very least the District could have done was to create a distinctive larger card that would not be unknowingly tossed in the trash when it was received. Luckily, I went through the batch of junk mail I received that day.

Before the new Naughton Road there was a local somewhat unsafe path from Deep Cove Road to near lower Naughton. My preference is to revegetate with a lighted pedestrian pathway from Deep Cove Road to lower Naughton. No bikes and no vehicle traffic.

A left turn lane to access Caledonia Avenue from Deep Cove Road/Gallant who help traffic flow and make access to Caledonia Avenue easier and safer.

we need to be able to GET to the village of Deep Cove and Naughton access feeds traffic to all areas including the parking lot across from the kayak /canoe rentals. If people /tourists are hampered by no access and parking then business' in the village will not be able to survive. This direction seems the best option out of the 3 that has been presented. This point below is the key: "Pedestrian safety and comfort would potentially improve by reducing congestion and conflict at the Gallant Avenue/Panorama Drive intersection"



**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Direction 2 - keep it for cyclists and walkers.

The road is far too close to properties and to the seniors' home on Naughton and the traffic does not keep to the 30 speed limit and is a danger to walkers and cyclists who use this route and the residents of the nearby houses.

Revegetate the area with native species - encourage the owls and other wildlife that were once nested in that area to return. Plant trees and native plants.

The issue of traffic back up on Deep Cove Road should be targeted by providing a park and ride, the bike valet, and encouraging people to use transit. It is not a good reason to keep this road for cars.

Direction 1 - Revegetate

This detour serves no purposes to the community and has a profoundly negative impact on those that live on the route. The sweeping bend leading into the road enables speeding and endangers this otherwise quiet route that is heavily used by pedestrians.

It is important to:

Restore and enhance the green space for environmental reasons including the wildlife habitat, urban forest coverage, natural infiltration.

Restore the visual and noise buffer from the road.

Restore the peace and safety of local community (note the Naughton/ Caledonia/Deep Cove Crescent intersection has historically been the mini-hub and meeting place of the locals)

#1 revegetate, there was no need to destroy the vegetation in the first place.

Option 3 Full Transportation link

Shut down lower Gallant to all vehicle traffic to create a walking plaza

As a cyclist who enjoys riding into Deep Cove, having a dedicated path would be great. No worries about car doors opening, or any of the usual hazards associated with cycling in a densely populated area. A dedicated bike lane would be great.

I find the new detour much better for entering and exiting Deep Cove which I do many times a week. I like the one way at the lower end of Gallant and look forward to it being permanent. It makes for a far more useable space much better when it gets busy.

The loss of some of the small wood is well worth it and will look fine once additional planting has taken route.

for noise & air quality, safety and quality of life for the surrounding residents. accessibility for older adults & people with disabilities to local businesses

The need for 'green' buffer between the streets. No need for additional route to access or exit Deep Cove.

Improved traffic flow with increased safety. Reduce congestion and frustration. Increased accessibility to shops, restaurants, pier and water.

There needs to be more ways to get into Deep Cove. This is a way to move people directly down to the Deep Cove Park for water activities. If the 'downtown' area is going to become a plaza- closed to cars- we need more routes available. This section is less than a block long, and there are plenty of trees around, we need to decrease congestion and help the whole area.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Would not waste all the money spent on detour. Still allow more direct access to Panorama Drive and Caledonia Ave. Traffic to Cove will still remain the same whatever is decided

Deep Cove was not developed to be the destination site it has become, the small disconnected road system that makes up Deep Cove can not handle today's traffic and it will get worse in the future. Keeping the Naughton ave ramp is a start to limit the congestion Deep Cove is experiencing. Transit can help but is limited as most people come to the cove to Kayak\SUP and\or picnic and it is hard to bring all the gear and your family via transit. The start would be the one way loop to using the Naughton Ave ramp, 2nd would be to have traffic circle drop off at the kayak shop (this should help limit people from driving to the residential roads to turn around. Future plans should be to buy up the house on the South side of Naughton to create a safer route for pedestrians from Deep Cove road to the water. The bus stop on Panorama Dr can be reconfigured for transit to pick up heading north instead of south which will then allow the perm. closure of lower Gallant and create more outside space for business on upper Gallant. Future redevelopment of the south side of lower Gallant should be encourage to allow for better use of the land. Deep Cove is for all not just those that live it, we have a chance to make it livable and accessible for all.

Seems sensible to keep access for this group

This option would help with traffic congestion. I think it is a safer option.

A one-way entrance into the Cove would improve access to overflow parking without having all traffic go down Gallant. Keep Gallant as a one way exit route with Cliffmont as an alternate two-way entrance/exit.

revegetate to return the Lions home and community to a peaceful ambience

Once quarry rock re-opens we will have challenges along Panorama -the biggest of which is emergency vehicles not being able to get down Panorama so I favour this option very much. As well having cyclists use this roadway instead of Gallant a good thing too!

Easier flow, more parking space for the visitors, better for the struggling businesses

Safer for cyclist and pedestrians to enter Deep Cove. Do NOT want this as general access for regular motor vehicles.

Easier to drive in to and out of the cove. There is a lot of recreational traffic. A good one-way route would be safer for pedestrians and cyclists as well.

I would prefer that Deep Cove remain relatively quiet eliminating as much hustle and bustle as possible from the area. A walking path up to Deep Cove Road from Naughton Ave. would be nice.

I live in the Cove because of the green spaces and not the roads. The temporary part of Naughton Ave is terrible! As a cyclist and a pedestrian that walks in that area I don't feel very safe and it doesn't add anything to our community. Traffic in the Cove is horrendous in general, however, this is not a reasonable solution. Plant the trees!

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

-hill is too steep for cyclists. Already groups of cyclists speed down the hill and sometimes blast through the stop sign

- if opened to traffic, it will bottleneck the short section of Panorama from Naughton to Gallant. This was evidenced earlier on in the construction. It was difficult to exit our parkade to turn left towards Gallant, as there was a steady stream of traffic from Naughton and a hesitancy to let you in. Not to mention the noise of a constant stream of cars and horns honking. Quality of life living on that section of Panorama with the Naughton detour open, plummeted for residents.

This option would allow for an increase in safety and accessibility for non-motorized access and encourage non-greenhouse gas emitting activity. This would be closer to maintaining the small village appeal of the neighbourhood while recognizing and responding to the obvious increase in demand in recent years. At this point in the fight to mitigate climate change, decisions made by municipalities should reflect a shift away from making it easier for car access and lean toward making pedestrian, cyclist, etc access easier. This would also help further to mitigate damage to the surrounding natural environment of Deep Cove as a result of over use. We as a community need to work with the increase in demand for the area but help shape it in a way that addresses climate change protects the character and nature of the area.

easy flow

I feel all options have benefits, plus I think the District have a great job considering all the work that had to be done

This choice addresses traffic issues the best.

I prefer Direction #3 as it will provide improved access for both residents and visitors to Deep Cove, as well as added protection of access against adverse events, such as climate change (flooding, fires etc.), At a minimum, I recommend Direction #2, as it will provide emergency vehicle access, as well pedestrian and cycling access

This would be the best solution to the congestion we see in the Cove during summer and holidays. It will also allow emergency vehicles quicker access. The response times of emergency vehicles is extremely important in this area. Better and safer cycling options will not only keep local cyclists safe, but also encourage visitors to the area to come by bike. With the increase of electric bike users, cycle lanes are becoming more important.

I like the idea that the route will be safer and can accommodate cyclists and pedestrians. It would be helpful to be able to see the plan on how the old lane on Deep Cove Rd will be used.

One way street through deep cove would make driving, biking and walking less stressful through that area. No traffic on the main part of Gallant or only one way (up-west?) Perhaps pedestrians only crossing Gallant at the (down-East) side of the intersection.

To respect original neighbours wishes is first priority. The Cove is always going to be too popular . We have to be very careful how much is done.

I have lived here 50 years. We don't need to see in Lonely Planet again

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

This will benefit the community in all ways mentioned above. Another entrance to Deep Cove for safety reasons especially for emergency vehicles is badly needed. Also to assist traffic jams on Deep Cove Rd. It would seem a huge waste of money to close it off. Traffic automatically slows down on this narrow road and majority would still use the Deep Cove Rd/ Gallant route. All efforts to assist traffic flow in the Cove are appreciated.

Traffic/parking is already bad in the area, taking away another street would likely not help

Direction 3 makes the most sense to me.

I prefer the first option of regeneration. My rationale is to retain as much as possible the small town feel for the Cove.

Streets for people, rather than streets for vehicles. Limiting the quantity of vehicle traffic into the core area, rather than facilitating vehicle traffic would be preferable.

If lower Gallant Avenue will continue to be blocked off for patio area then we need the transportation link through Naughton to reduce the traffic congestion in the village.

Put it back the way it was.

Congestion in Deep Cove at peak traffic times is unbearable. Reducing congestion is definitely a large benefit, as well as increasing available parking and active transportation space.

As a resident of Panorama Drive, I see the most value in keeping the road available for emergency vehicles (as there are limited in/out routes to the village) and for the enjoyment of the pedestrian traffic, families, and those with accessibility restrictions to have another option (avoiding busy sidewalks etc on Gallant).

As a home owner in Deep Cove the reduced congestion and better flow of traffic of keeping Naughton Ave open to traffic is a no brainer. A permanent seating area with one-way traffic on Lower Gallant should NOT occur if the Naughton Ave road is closed. Only works if Naughton Ave remains open to all traffic.

Summer traffic volumes, which are the real source of congestion in Deep Cove, are not likely to be affected by changes in the road layout. Consequently, making claims that Direction #3 would reduce traffic congestion appear highly suspect. Rather, they appear designed to provide the District with justification for going with its (predetermined) choice. I would like to see things restored to their prior state but am confident that will not happen (and that the decision has already been made).

Great for walking into the cove when coming on foot. The sidewalks into Deep Cove can be busy so this is a nice alternative; separated from traffic and less crowded, especially when you have young children, strollers etc.

The bike traffic seems to be getting busier and this is a much safer alternative for biker as well, as long as there is adequate separation from pedestrians. I would really appreciate seeing some green space developed in this area.

Creates a one way loop in and out of the Cove to aid in reducing congestion.

Deep Cove needs its green spaces and habitats. The poor neighbours who have to deal with the Naughton detour these past months.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

As someone who lives in the neighbourhood with a small child, I found the construction access to be quite dangerous for pedestrians and quite terrifying with a small child. I much preferred the walkability and bikeability of how the cove was when we first moved here 6 years ago.

This was meant to be a temporary detour and it does not improve summer traffic issues which are based on limited parking, not flow.

Keep village traffic (cars and road bikes) on the main streets, not closer to our residents.

We like it

balance traffic volumes on Gallant and Naughton, thereby reducing total traffic volumes on Gallant Ave. and through the Gallant/Panorama intersection maintain more than just one emergency vehicle access route into the Cove

liberate some curb space at the north end of Deep Cove Road and the west end of Gallant, for Cove-related parking

Put it back the way it was. Allow the local residents to have their peace and quiet back. Cover with new soil, mulch, rocks. Incorporate same trees and vegetation. No brainer.

for the sake of the environment but also considering local residents. I also believe civic planning for the future should prioritize the environment rather than expanding vehicle infrastructure.

I believe utilizing this section of road that has already been built and expanding upon it is the best use of resources while capitalizing on existing completed works. I believe this option makes the area safer for pedestrian, rollers and bikers while also allowing for the more efficient flow of traffic which has impacts on others not directly in the downtown area. Having a more reliable transit option as well as safe biking options may help to alleviate some of the traffic in the area. Developing a shuttle and/or enhancing transit from outer Deep Cove as further developing bike options is a more environmentally conscious option. Thanks.

We were told from the beginning that this was a temporary road. The residents of Naughton have had their lives turned upside down with this construction and the traffic and the quiet cul de sac they bought their houses on or chose to live quietly at Lion's Manor have been destroyed. The speed of traffic has been frightening - only a few going the posted speed, slowing down when they saw their speed - they were all going far faster on the steep slope. As for the cyclists - they are in an arrogant category of their own - going up the hill, coming down on the pedestrian path and virtually none stopping at the pedestrian crossing, speeding en masse at weekends, cheering at their high speed. The District has been so fortunate that no accident occurred on this dangerous stretch of road. It was wonderful to have 6 good sleeps until the road was reopened. Did Translink's temporary variance for Naughton expire? I cannot believe that Conwest would have agreed to have two-way traffic before upper Gallant was more prepared for paving.

This has already been voted on - not sure why the District is doing ANOTHER survey when 83+% votes for this route to be returned to its natural state!!! We live here because of the nature - stop taking it away!!!

Because the road is unnecessary and causes even more confusion for tourists

Having a specific route for the numerous cyclists that visit Deep Cove each weekend would be much safer for cyclists and motorists alike. Consideration for allowing buses to use this route as well should be considered.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Directive #2

I would like to see this directive incorporated into the community of Deep Cove. I would choose this Directive because it would make it a safer area for pedestrians to shop and roam the beautiful park areas that Deep Cove has to offer. Also, as this area is quite congested with cars for much of the year, it would encourage us to walk/cycle into the area from where we live in the community. Deep Cove is terrible to access at the best of times, due to the traffic congestion. People are adaptive and would embrace this change and welcome the benefits it would bring to the area. People would also be walking up and down the enhanced corridors, linger longer, and probably spend more money at the businesses in the area, as a result. Previously, I was staying away from Deep Cove, due to the intensity of the traffic congestion. It was not a relaxing place to visit. Also, if bus service was increased, I am sure those from within and outside the area would benefit from not driving their cars and then having to leave due to the terrible congestion that exists there. Maybe, a shuttle bus from Parkgate Library down to Dollarton shopping centre to Deep Cove could be used in between the times that regular bus service from Phibbs exchange is scheduled.

Biodiversity and green space is the most important, think climate change. It was fine without connection previously, we need less asphalt not more.

Return it to the way it was

Summer traffic is horrendous, emergency vehicles already have problems accessing the cove. Pedestrians habitually try to cross the road on Gallant near the blind turn, this would allow more safe access for the pedestrians. cyclist on Gallant also congest traffic and causes unsafe conditions on a narrow road, this would allow safer access for cyclist. This option also is a compromise between the previous preconstruction and current (construction) vegetation.

Option 3 is a no-brainer as it eases congestion without adding significant new roadways at it creates a natural flow of traffic which avoids u-turns and congestion at the 4 way stop on Gallant. The obvious downside is impact to residents at Naughton. Question is - is it OK to negatively impact some residents while benefitting the larger community ? Answer is yes. We live in a community and it will not always be a win-win for everyone, and if the net benefit is positive then it should be done for the larger community. Its up to the administrators (DNV) to make brave and correct decisions even if it upsets a small segment of residents.

One-way traffic flow means roadspace can be re-purposed with more sidewalk, livable space etc. No other option provides this. The prior green-space before the road was no usable anyway so no big deal. Plus, tons of greenery around anyhow so no big loss.

As a business owner, this is the obvious choice. It reduces congestion while makes traffic flow smoother. I know home owners on Naughton don't like this since they have a busy street in front of them but they need to think of others and not just themselves.

I am a home owner at village cove and have been put under awful pressure from my neighbours to vote for everything to go back to before. But I like this new direction as flow of cars is so much better.

To benefit from the potential of the area to attract visitors and support business there.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

I think that it is a good alternative route however, people who live in the area should get the most consideration. I would be very unhappy if it was my street which went from sleepy to busy. The second option allows for possible access to emergency support as well as giving another route for bikes ect it is not a bad idea to have more than one route out of a place.

My second preference would be #2.

Please consider this in your analysis.

Thank you for this opportunity to provide input and all of the consultation to date. Great job!

I've travelled into the Cove for many years now ( rowing at DCRC) and this temp one way has been the best traffic flow of all times. Also it's more safe as :

1. People tend to miss the 30km/hr speed restriction sign that is there before you enter Deep Cove and
2. Even if they see it it's easier to keep speeding (Deep Cove road is big enough for people to even excess the speed limit of 50km/hr) on the original route than the nee route which has a tight corner to take. Though I would still recommend adding speed bumps to really slow people down to □ 30km/hr. Or put in a restriction of 15-20 km/hr

- Noise and views for neighbouring residents would be most like conditions before detour construction, to provide shade for the Lions and surrounding homes
- Area would be closed to all vehicles, including emergency services, the previous road functioned adequately before with no issues.
- Cycling and pedestrian connections would return to pre-detour conditions, the current way the road is means the cyclists are speeding and NOT stopping at the 4 way stop
- Weekend and summer traffic queuing and delays along Deep Cove Road would return to pre-detour conditions, we have lived in the Cove for 25 years and traffic coming in was not an issue, parking was which doesn't alter this matter
- Revegetation with healthy native species, the trees and plants need to be replaced back to the way it used to be for the wildlife and birds.

This is what the majority of the local people who live very close to this temporary detour are wanting for the area to be returned to it's previous state.

- Return the area to pre-detour conditions
- Revegetate the area, incorporating native species into new plantings
- Create the opportunity to develop a naturalized area with informal trails
- Repurpose the space as a community garden

The access to Deep Cove has become much safer and friendly overall; cars are moving at a slower speed the pedestrian crossing at Gallant and Panorama is much safer for both vehicles, pedestrians, bikes overall the previous 4 way stop was very congested chaotic and not very walkable or friendly to visitors or locals. Vehicles also previously drove at a higher speed to access parking in the cove - ignoring stop and speed signs. I live on Banbury and the traffic does not change for me either way and I admit it is busier for the upper Naughton homes; they do although have many orange barriers protecting their roads and property fronts which are at time honestly unsightly. I think if you live in Deep Cove you need to share the beauty and consider the safety and courtesy to others. I think the recent petition and the neighbours against the detour are not considering the whole area and have never had to deal with the high traffic and unsafe crossings. Change is needed and orange barriers and refusing traffic, pedestrians, bikes and foot passengers on the Naughton detour is both short sighted and is over protective. This is Deep Cove and the businesses and the parks are public we don't live in a gated private community we live in a destination that should be shared by all. Thank you

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Deep Cove wasn't "broken" pre-detour. Emergency vehicles were able to get in/out, pedestrian and cyclist access wasn't limited. Keeping the detour won't solve traffic problems - the issue is more cars entering Deep Cove than available parking.

- a) Naughton provides an alternative and safe route for pedestrians and bicyclists, that is separate from the tight corner at Deep Cove Rd and Gallant that they share with motorists.
- b) Naughton would provide direct alternate access to the cove for the larger emergency vehicles, should upper Gallant be blocked, preferable to routing around Covecliff Elementary School and it's children.
- c) Naughton can/should also be partially revegetated to provide a pleasant environment and visual buffer for the neighbours.
- d) Should be friendlier economically, compared with restoring all vegetation, as most (all?) of the pavement can remain in place, and new loam does not need to be trucked in.

#2 would allow for a safer entrance into deep cove, especially cyclists. keeping the roadway would allow for future development of Deep Cove as needed.

A secondary route like this would be beneficial for emergency vehicles, especially in the summer months when the Cove is congested with traffic.

It would be nice to have as many plantings as possible on both sides of the road, for the neighbours close by, and for general appeal. Some mature trees to give it a head start. We have to come to grips that sleepy Deep Cove is now so much busier. so need to adjust to the times.

Thank you

Selected to improve traffic flow and allow for ease of access and exit from the cove.

Prevention of traffic congestion in deep cove , with increased bike/pedestrian lanes. I am also supportive of Direction#2 as it adds a lower of safety to the community in the event of an emergency

Direction 3, anything that improves vehicle traffic in and out of Deep Cove is the correct move. It's a major attraction for locals as well as people from out of community /province. Visiting with the elderly and small children requires personal vehicles not transit or other undesirable modes of travel. Decreased congestion and improved flow are priorities.

I feel the use of overall space is much better in option 3

For the residents that it has affected unfairly. They lived in a peaceful area and now have to deal with major traffic...not fair. I'm sure their home value has gone down

Improved safety for cyclists and pedestrians, getting them off the busy deep cove road and gallant avenue. Should provide dedicated walking and bike paths.

Given the continued increase in traffic flows to Deep Cove we will need this at some time

It makes sense to me to continue to use this link ongoing for eastbound traffic access to the Cove. My second choice would be Direction #2. The most unsatisfactory for me would be Direction #1. Will follow this story with interest.



**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

I liked the way it was before, more trees / wildlife habitat. When you first started project you said it was temporary diversion so, therefore you meant to return it to how it was all along and I think you need to keep to that promise to the community. I feel the temporary road has made Naughton Avenue a dangerous route for pedestrians like myself walking into the Cove. It has also made walking directly down Deep Cove Road into the Cove more hazardous as there is now a busy road to cross.

Revegetation is the way to go. There have been so many trees destroyed already to make way for the new storm drain. It is vital to replace them (although it will be many many years until any replacements grow to the size of the trees that were lost). Recent flooding and landslides in BC are no doubt the result of Global warming. Reforestation is so important in this regard.

It is a wild life corridor used by deer for probably thousands of years. Now that our work is done, return it to nature.

( The contractors have made Deep Cove creek better than Mother Nature could have, especially where it day lights in Panorama Park. )

I am a Deep Cove resident and I cannot stand the changes made. The change in access is incredibly inconvenient and frustrating, please return it to the way it was. I have never found it so difficult to enter Deep Cove than when the detour was started. This was the worst change I have ever seen made to the area.

Keep the traffic as one-way (currently being done) and use Gallant as a green space for more room and less traffic and congestion in the Cove

The cove is getting too popular in summer months. Traffic congestion during that time of the year is almost unbearable for local residents getting in and out of the area.

The original concept mirrors the history. The temp connection has devastated the look and feel of what was a quaint visit. Continue to keep bus tours out. Changes for vehicles doesn't equal progress. I live outside this area but walk in area and let's keep one part of NVD quaint. It's not all about cars.

Minimizes the impact to nearby residents, helps preserves Deep Cove's sense of community (as opposed to a destination) and keeps a potential emergency access.

It's a gong show now and was before: easier access is important

There is the odd occasion when we cannot get out of the cove. Knowing that an ambulance can get in via that route would be comforting. That bank was not park, it was low grade vegetation. The pushy neighbour bullying all of us into believing dnv is improperly using the land must live right adjacent to the road. Allowing ped and cycling movements would improve their safety because gallant gets packed with cars in the summer.

Please plant trees so the wildlife that was displaced can return home. This forested area was a great sound barrier and soothing and peaceful. We need the green space to clean the air, the roots to soak up the water and the tree canopy to provide shade and cooler temperatures in the warm summer months. Thank you. In addition, I have seen many close calls on this detour, involving drivers, cyclists and pedestrians.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

All we want is our historic Deep Cove to be just that. historic and back to it's original state!! This includes the TEMPORARY detour to be re-forested and kept as nature not a walk-way nor a road way!!

Much safer for all those living in the area, especially the seniors and the children. Not to mention the noise and air pollution from cars, bikes etc!!!!

Completely unnecessary to have a 2nd route and disrupt the peaceful homes of seniors and children. Time to put back the trees that once lived here!!! Fresh air and peace and quiet.

Direction #1 return the area to a quiet road, keep traffic on Gallant. We do not want to encourage more traffic to the area. Before the construction began, I had thought I would be okay with Direction#2 as I am a cyclist and walk the area daily. As I was walking down Panorama from Raeburn, I was struck by the peacefulness of the approach to the Cove and now feel I would rather keep that and leave the hub bub for Gallant Ave. I also feel that if we opened up Naughton it is like the thin edge of the wedge and we will slowly creep deeper into the neighbourhoods. Keep the townsite contained.

Actually would prefer a 2.5 option - allow transit in one direction (as well as emergency vehicles), but if that doesn't work or help transit then #2 is preference.

I feel that it provides a less congested traffic situation than having all traffic go through the Gallant/Panorama intersection

#2 I live beside the road at the front of the Lions Manor. I prefer a cycle, and walking path, and a single lane only for emergency fire and ambulance only. Garden lighting, and plants. Not a community garden as it would likely get out of hand with all the people who come here, and the Islands out in the Harbor. It is very dark with all the trees. A Parklike setting where you could sit would be ideal.

Safer option for cyclists coming and going from the Cove

Fully separated active transportation facilities, including separation of pedestrians and cyclists/other device-based active transportation riders (e.g. e-scooters, rollerblades, skateboards), will continue to support the growing number of people choosing to make Deep Cove a part of their recreational and everyday transportation choices.

I answered your first survey about this issue and the results were for returning the area to the way it was so i have to wonder why there is yet another survey. Do these surveys even count? i want the area returned to its former state. In this age, with climate changes being as drastic as they are especially in this province, we need more green spaces and especially more trees. The number of tourists due to the lack of green spaces in their own areas support the fact we need to retain and support the green areas we have left. they seem to be disappearing at an alarming rate, houses are being removed with multiple housing taking its place. Mount Seymour is a prime example. KEEP OUR GREEN SPACES and let the area return to a treed area and back to the peaceful area it once was.

Chose 2 because it allows for emergency access while at the same time reducing the traffic volume which will only get worse in future. Deep Cove is to North Vancouver as The Beaches is to Metro Toronto, both are precious jewels in an ever crowded world and need to be protected.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

This option leaves Gallant Ave more space for outdoor dining, events and attractive plantings while one way traffic is safer for walkers, vehicles and cyclists. The original Deep Cove Road has been a zoo lately with no foreseeable change to congestion.

I live in the Cove and often walk down Gallant Ave. I support direction #3 as I like the idea of one way traffic to reduce line ups and increase safety for pedestrians, bikes, cars and make access for first responders easier.

Particularly in the summer months there are a lot of pedestrians, bikes and cars in deep cove & mixing these groups is inherently dangerous, one way streets significantly reduce this safety concern and make it easier for first responders to reach their destination.

Eases congestion by providing a second option for coming and going, especially for traffic.

I am very dismayed to find it necessary to fill out another survey when the last survey was overwhelming for returning the Naughton area back to its original treed state. With climate change devastating our province it is essential to replant as much as possible without bike paths, trails and emergency vehicles running through it. Previously, it was such a peaceful area to walk along the lane and down the street to the Cove especially with young children. Alternative strategies such as more frequent busing and perhaps a car park around Phibbs Exchange instead of building more high rises and condos would be more appropriate. That would decrease the traffic into the area and the parking issues. Creating more green spaces elsewhere would also help as the conversion from homes to multi unit dwellings along Mount Seymour as it is also increasing traffic and more people into the area before one even counts in the tourists. We have seen more wild life around our homes, i.e. cougars and bobcats as they search for food due to our continuing encroachment up the mountain. We need to retain the green areas we have as well as promote increasing these areas. Myrtle Park could also use some reforestation as every year there are fewer trees. I would think that the devastation and costs involved in the Abbotsford area and our main highways would be enough to promote forest preservation. Climate change is with us whether we like it or not. Every piece of forest counts regardless of its size, which we are slowly losing to pavement and construction. We moved here for the beauty, the serenity and the fresh air. Return the area to its former woods without bike paths or paths. The trees provided shade, helped keep the temperate down not to mention providing oxygen and the area was much quieter. Return Naughton back into a wooded area.

The flow of traffic with one way is much better and less hectic. The main strip is much nicer being one way traffic and safer with wider sidewalks for pedestrians. During the summer in the past people were flow into the road and was way too busy. I was always expecting to see a pedestrian or cyclist to get hit by a car.

Also, there has been a lot of money been spent already to make a road and I don't want to see that to go to waste.

I would like see the one way system refined and perfected. I see Direction 3 as a step forward for the cove and the businesses there. Change is always protested to start but the longer picture has to be taken in consideration.

The flow of traffic is a lot better and safer for my twins and I who come into the cove frequently for coffee and lunch. There were too many cars before rushing in and out of the cove with a lot of people walking on the sidewalks visiting businesses. It's nice having less cars on the main strip of businesses. I find it a lot safer! The cove needs an update as it is very outdated so I think this is a step forward in the right direction.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

It was a beautiful little corner before. So natural, so quiet. It was very soothing and appreciated by the residents adjoining. It will be better for the birds and small mammals, quieter and more secure nesting and burrowing availability.

limit cars and parking in front of businesses on Gallant Avenue. or at a minimum one way traffic only

I like this idea but would also like #1 if this ones doesn't go through. Not sure why they couldn't cross a route through for people with mobility issues, maybe rethink this. Would prefer #1 but thinking about access for emergency vehicles at peak times in the Cove.

Overly urbanized with other options. Revegetation returns the space and surrounding neighbourhood to a more environmental and natural character.

Return the area to pre-detour conditions to alleviate traffic and noise created by the detour. I believe revegetating the area with non-invasive species allowing for natural trails would be best for the Deep Cove Village community.

I like the idea of having Gallant Ave open for one traffic west bound and developing upper and lower Gallant for pedestrian use and seating for cafes. Retree upper Gallant and replace the sculptures and the fountain.

Definitely option #1 : back to the wild with tree,tree,tree

Provides better access into cove. Relieves congestion on gallant having it one way to exit

We need to have extra road for emergency access in future climate change .

To revegetate-meaning putting it back the way it was means it is better for the environment, it is better for local wildlife and also better for human health. If we continue cutting and destroying trees and ecosystems to do city construction work, I'm afraid our beautiful North Vancouver will be only streets, parking lots. So please please please next time can you work around the trees instead ??? Maybe you can invest in that instead of a whole community telling you to put it back the way it was.

So much of the appeal of living in Deep Cove is its small town feel with proximity to a big city. The connection to a main street dotted with local business centres this community and invites non-Deep Cove residents into this beautiful part of the world. Our neighbour hood is also immersed in nature and the connection to that nature defines our urban fabric. By breaking up the ingress pathway to Deep Cove and removing natural barriers, we are risking moving in the direction of losing part of the character, peacefulness, and organization that makes Deep Cove so magical. I am not of the opinion that any outcome of this decision will make or break our community, but I believe it sets the wrong president to exchange nature for access ways in the interest of minor convenience.

This option makes use of the road already built while restoring the community feel of the area; gives more access for more of the local residents than just revegetating would.

I like the idea of having more than one road coming in/going out of the Cove.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Direction #1 revegetate. Part of the charm of Deep Cove are the multiple green spaces, these provide privacy, sound barriers, safety for pedestrians and contribute to the overall liveability of the neighbourhood as well as environmental benefits. I have lived here for 30 years. The walkeability of the neighbourhood has always been a wonderful recreational feature and helped us to get to know our community, especially in our early years when our income was very limited. The Naughton off-ramp has made one of the north-south pedestrian routes much less safe and is unsightly. Horseshoe Bay has been spoiled by roads and development. I hope that transport solutions other than more roads can be found for Deep Cove.

I like the idea of a limited access but make available to goods vehicles, transit and tourist busses only

- The Full Transportation link will allow for upper Gallant Ave to be one way and could mean expanding the sidewalks making it more pedestrian friendly.
- I noticed when the detour was in place it had a major calming effect on vehicle speeds coming in and out of the cove (even when no construction was occurring) which is a big plus.
- I think with the Full Transportation link option there is an opportunity for extra parking spaces on Banbury rd. West (if it too becomes one way) and on Deep Cove rd. coming out of the cove.
- Potentially with a one way loop it reduces the opportunities for vehicles to circle the cove looking for parking spots.
- I believe the Full Transportation Link option allows for much more flexibility on the design for lower Gallant improvements.
- As a resident of Deep Cove I found the temporary detour to be a successful proof of concept for what the Full Transportation Link design can work. In both cases as a pedestrian and driver it worked well for getting in and out of the cove and it reduced traffic confusion, speed and sight line challenges for navigation.

Improving the safe flow of people and traffic in a fulsome way is the best mechanism to make the Cove accessible to all constituents, not just those of us (like us!) who live down the street. The pedestrian areas on Gallant have been so dramatically improved as well, largely as a consequence of the one-way traffic. Considering ways to rehabilitate the green space as much as possible is an important part of this option. Thank you!

As a multi-use trail the would connect the trails above Cliffwood that connect Dorothy Lynas etc. Possible end of the Spirit Trail. It should be landscaped to make the areas the shoulder borders fell natural. It will also redirect those who walk through townhouses to go through to Gallant and Panorama Park. A proper crosswalk to get to the west bound bus stop should finally be added.

I prefer direction 2, because of emergency access, and with regeneration of indigenous plant species. My second choice is direction 1, return to forest

Why was nothing mentioned in regards to Direction #3 about the buses circling the cove twice? Ever since the detour road was added this has been the case, and I assume will continue if Direction #3 were to be the chosen direction. The extra pollution has been strongly noticeable, especially the dramatic increase of diesel dust on our patios. I am sure the other buildings on this block our experiencing a similar impact. This is really a huge issue and should not have been left out. I am asking that you please add this to the Survey as soon as possible.

needed

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Provides redundancy to the transportation network in Deep Cove., improves pedestrian safety at the Gallant/Panorama intersection, provides an opportunity to reconsider how upper Gallant operates (i.e. could operate as one-way with wider sidewalks that benefits pedestrians and merchants).

Living at 4290 Naughton Avenue I have witnessed how well the road has worked for vehicles (buses and cars and truck) traffic. The traffic moves slowly and quietly.  
It just makes good sense to keep the road for traffic to enter the Village of Deep Cove.

Safety. I have seen many accidents over the years the way it was. Keeping the detour will almost certainly alleviate the blind corner and have better tragic flow

Would make the access to the Cove easier, especially traffic to the parking areas near and the Kajak Center.  
WOULD SPLIT TRAFFIC AND EVERYONE GETS A SHARE OF STREET NOICE NOT ONLY DEEP COVE ROAD!

direction #1 please return to the natural previous state. As a long time resident of the Cove we have already seen too many changes, not necessarily for the best.

I work in deep cove and I think the traffic situation will be eased by option three.

1

I'd rather encourage nature than more people coming to the area, its way to busy these days, whatever you can do to discourage the summer invasion!

With this direction, would definitely want to make sure we try and maximize revegetation efforts as well.

Prefer to see traffic directed away from residential streets as much as possible.

Simply put the new route into Deep Cove flows much better and allows for safer streets and continued lane closure on Gallant allowing merchants to extend their patios.

Better flow of traffic in and out of Deep Cove.

Option 3 provides an alternate access point into a busy Deep Cove. More options are needed throughout the DNV.

You can't have it both ways. You cannot make it easier for cars and tourists to funnel into the Cove at the same time you're trying to discourage more tourism because the parking is overloaded and spilling into outlying residential areas. This has been an ongoing mixed message by residents, merchants and DNV council. Make up your mind.

Let's return the green corridor to what it was: a local forested area overrun with invasive species where immediate neighbours dumped their Christmas trees, patio furniture, and garden hoses.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

I want to restore the neighborhood to what it was like before the temporary road was put in. It was a quiet neighborhood and we all liked it that way. There's no need for the Active Transportation Link there, and it would permanently change the character of the neighborhood. This was supposed to be a temporary road, so please treat it as such and remove it. Please replant the vegetation and include a simple pathway through it so the kids can use that on their way to/from school, as they did before the road was put in. Allowing our school-aged kids to walk through that area does not have the negative effect on the neighborhood as opening it up as a full access road or a main cycle/walkway for tourists visiting the Cove. There's no great need for it if you're arriving in Deep Cove via Deep Cove Road, but for kids walking to and from Cove Cliff or Seycove it's important to be able to access a path through that area to link the walking path at Deep Cove Crescent to the houses on Deep Cove Road, Badger Road, and Caledonia Avenue. This would allow Naughton, Deep Cove Crescent, Panorama, and Burns to go back to being the quiet and safe family neighborhood streets they were before.

The Cove itself is already a busy area that is beginning to develop more and more. Returning it to how it was would help maintain the little piece of haven we have

In the current configuration cars rush through the intersection where the crosswalk is. I have almost been hit countless times. Through traffic drives as quickly as it does down Deep Cove Rd into the cove. The new change is dangerous. People who don't live here rushing to enter the Cove. We are already over run by tourists. Please return it to the way it was, before someone gets injured.

This would restore community confidence in the District given the road was 'sold' to the community as a temporary solution with full assurances it would revert back to forest. the proposal of a bike lane is very unsafe for the residents living directly at the base of the excessively steep road.

Could the District be held liable for collisions between residents and cyclists given the road is at a steeper grade % than typically allowable and given the very strong and very public opposition to it by the community....

direction 2

Would love to see if back with walking trails and lots of green would be happy to contribute help with any planting etc. have lived in the Cove for 40 years Love the ambiance happy to pay taxes to the District that takes such good care of our parks Dollarton and Mount Seymour

If I'm understanding correctly that it will reduce congestion compared to how it was pre-detour, then this is my preferred option. I live right nearby and want whatever option reduces congestion the most, but also allows emergency vehicle access. I realize there is quite the campaign to revegetate so there might be more votes that way, but those are the voices of a certain group who has time to rally supporters without considering what is truly best for the neighbourhood. The traffic issues are only getting worse, and we saw the issue with fire trucks getting to the area during the Lions Manor fire. That should be more important than a select group of people wanting to move the traffic away from their homes while happily making it worse for the other streets.

Better access to the available parking lots.

Option 2. So that cyclists and pedestrians have safe alternatives and emergency vehicles have clear access when needed. Also including natural vegetation with trees, etc... so that the area remains natural and serene. Not opening it up to general the population of vehicles allows the neighborhood to maintain a quiet safe space for the seniors and young families who reside there.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

This is a safer option particularly in the summer months when people circle endlessly looking for parking. The corner of Gallant and Panorama is very dangerous in summer due to people rushing for parking. If lower Gallant is refurbished I think a one way in, one way out option would be safest for high volume tones of the year and may deflect traffic to other areas where parking is available such as the kayak centre and Myrtle Park.

I think the future of the Cove should not include easier ways to get cars into the commercial area. Keep Upper Gallant two ways and continue to have lower Gallant one way - replace the ugly orange dividers! Naughton will continue to see considerable traffic but at least the care home will be spared full time traffic

More green space. Better access to businesses.

The loop to access businesses such as the drug store etc. creates unnecessary traffic around residential areas.

Honestly, this survey is a travesty. It's biased and leading, not at all a fair solicitation. If I had my choice I would revegetate and look at the options of a pedestrian foot path and possible bike path if there was an opportunity to regulate speed on the bikes. The key point is revegetate!

Option 3 is a horrific idea. There is no space to widen the road without further detracting from the neighbours (whose community you have largely destroyed and yet that is not mentioned anywhere as an impact). Have you ever witnessed a bus doing 40k down the road and through Naughton and cars doing 50k+? It's terrifying and eventually someone will be badly hurt.

This road will not alleviate congestion, giving better road access when there is no where to go/park will have no meaningful impact. Cars will continue to line up. And please note that it is cars you are pandering too. Let's build more roads so more people can drive to Deep Cove.

A 60m piece of road will not support active transportation. If you wish to make a meaningful impact prioritize a safe bike path to Deep Cove, do something meaningful. This is nothing more than prioritizing cars with a bunch of false claims to in an effort to justify it.

I would love nothing more than a livable Deep Cove that prioritizes people and active transport, that means more paths and fewer roads. Sadly you want the opposite as is abundantly clear by the biased nature of this survey.

Less traffic for residents in the immediate area than Direction #3 & good to have relatively unimpeded emergency vehicle access.

I agree with your synopsis for option 2. I am a daily walker and often walk the 2Km from my house down to Deep Cove.

The most realistic considering the people congestion. We need to fix the problem that too many people use Deep Cove. This would ease congestion.

I have found the detour convenient to use and that it has good potential to reduce congestion entering into Deep Cove. I see a lot of logic in having one way traffic through Deep Cove village and Gallant Ave.

Smoother traffic flow and less accidents.



Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.

I'm for Direction #3

I really enjoy the new shorten access route to my house on Banbury road  
I like that I don't have to travel through the congested 4 way stop in Deep Cove  
I'd like to be able to walk and cycle along the new access route  
I feel very safe driving along this new route  
I enjoy the open views of mountains and water that the new access has given walkers and motorists using this improved access route to Deep Cove  
I believe overall direction #3 will give the majority of Deep Cove residents the best opportunity for future improvements and less traffic pressure and stress for pedestrians using the Main Streets in Deep Cove

Thankyou for the entire new storm drain and road access improvement project. Well done, and well needed,

We've already experienced the many negative impacts of removing the Naughton Park Wildlife Corridor and installing the temporary road way into our previously safer, quieter area. Our community concerns are many: contributes to climate change (the blacktop increased heat in the summer), displaced wildlife, cyclists and cars speed down this steep grade (many of which have been witnesses to blow through the stop sign at the bottom), presents a very disappointing view of Deep Cove upon entry (via the detour), etc. Why are we even considering encouraging more cars into Deep Cove? This is 2021!! Where is the environmental leadership in this District? The thought of a permanent roadway is strikes me as offensive, particularly with all that's happening in our world recently, with the pandemic, the heat dome and the flooding! Im looking for leaders to walk forward with us towards a better world.

One way traffic in the area will help with traffic flow for drop-offs, deliveries and emergency services. However, parking in the outlying areas of the community: eg Cliffmont Elementary, Seycove High School will still be necessary through the summer. At some point, the district may have to consider a solution such as was put in at UBC below the Rose Garden (i.e. below ground underground pay parking below Panorama Park).

It'll be nicer for everybody, especially the citizens of the District of North Vancouver.

Our household votes for #2.

We live on Caledonia and have had to go thru town/ construction just to access our home. Direction 2 allows our dead end street access directly from Deep Cove Road/Gallant like it used to be. Providing a safer way for cyclists and all those heading to the Kayak shop would be an assist for all. To have more direct access for the emergency vehicles only, would make all us receive their help quicker during a time when it is needed. Making an active movement path which is segregated for pedestrians and cyclists is a great idea on Naughtin.

To re-establish the natural habitat for nature and wildlife. We have noticed a change to the wildlife in the immediate area. One can only assume this is down the disturbances of their environment. To re-establish the community that was so heavily impacted by the construction. This construction has negatively impacted the local community and has caused a great deal of stress and worry for the people who live right next to this detour. The busy season such as summer will draw a large number of visitors once the main construction is finished. This will negatively impact those of us who live locally and used Naughton in both directions. For safety reasons. I live very close to the detour and the speeding cars were a constant concern for pedestrians, in particular the many children who used to walk this area. It is an eyesore to Deep Cove with the bright orange barriers everywhere. We need to try to preserve the charm that Deep Cove has had in the past.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

How many times do I have to complete this survey?? Since we aren't to use names, I will say the [REDACTED] on the project assured us only people directly involved would have a say. I have witnesses. So Naughton Ave and Gallant. We were assured it wouldn't be up to people living on other streets. One of the many lies. I hate this town now.

Equitable access with reduced congestion and noise for local residents. The residents of DC do NOT "own" the cove. Waterfront parks and trails area shared resource

I think a multi use path would be a great addition to the community. There are a lot of cyclists that visit deep cove, and having a bike path into the cove would be another good way to promote cycling instead of driving. Landscaping that space to look similar to panorama park, and how the DNV added the nice walking paths in the park would improve the area.

I live right next to the new detour road, and a lot of the community are not accepting of it. The way the green space was before wouldn't be a bad option. The addition of a multi use bike path/walking path would not only appease the neighbours totally against the road, but also give the most back to the community. More people will be able to enjoy the walking path/bike path. Thank you.

The area is a valuable green space well worth preserving and improving.

Keeping this entrance into the cove will allow for us to close lower gallant to bus and potentially all traffic. Creating a pedestrian only area in front of honeys, the ice cream shops, the theatre and Deepwater will allow for bigger patios, fun community events (farmers market! Halloween and Christmas markets!). Would make deep Cove even more unique.

Deep Cove has been damaged enough over the past decade the least that can be done is to take out the detour and replace the trees with reasonably sized ones to show respect to people neighbouring the road and those within the community. Not some dinky little 2 foot trees

To reduce congestion and allow for efficiencies in public transit into deep Cove

As a longtime resident of 2400 block Caledonia, I support Option 3 even though my own street access will be negatively impacted ; I believe Option 3 will best benefit the community as a whole. Deep Cove village is long overdue for beautification as well as improved access and egress to deal with its continued and increasing popularity as a destination. I support this option 3 as a solution to creating a safer, more harmonious state in the village for both residents and visitors alike.

Keep it for cars bikes and walking. It works so well. Could add parking on gallant. Please don't capitulate to the noisy few. The Cove should be welcoming to all. We all wish we could live there, only some get to.

Revegetate to help retain what Deep Cove's appeal. It's not ideal, but better than 2 and 3 in my mind. I realize this will not sit well with retail. Facilitating volume to 'loop traffic' through is not the solution (#3) An option 1.5 (not provided) might provide the best of 1 and 2. Also DC must have to meet minimum emergency response criteria. So I assume 1 does that. Just that 2 would be better. Respectfully, there seems to be a bit of bias in how this survey is worded.

Previously, the forested area was full of dumped garbage. The second option makes the most sense and is a good balance.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

It should not have been changed in the first place. Removing the trees was a bad idea and the reason I wondered down to the Cove.

1. The idea of the detour was "sold" to Council as a TEMPORARY SOLUTION. Making it permanent disregards the initial premise of the detour.
2. There is no need for another access to Deep Cove. There are already 3 access routes: Deep Cove Rd., Cove Cliff, and Deep Cove Crescent. There has never been a need for a 4th access route for emergency vehicles or other in my 30+ yrs of residence here. What are the conditions that would create a need for a 4th access? Vague, unsubstantiated fear mongering is insufficient reason for destroying a quiet family neighborhood.
3. The steepness of the detour is a hazard for large vehicles including buses and emergency vehicles. Translink has signed a variance allowing buses to use the detour only temporarily. The steepness of the detour invalidates its use as an emergency route, particularly in icy conditions.
4. There has been talk of holding large-scale social events such as concerts for Deep Cove that purportedly rationalize increased access to Deep Cove. In Vancouver when there are large events, the roads are CLOSED and access is restricted to automobile traffic - not the reverse of removing bollards and opening temporary roadways.
5. I don't believe that Emergency or Full Transportation Link serves the retail community. If I was a business owner I would prefer that visitor traffic pass in front of my business instead of being funneled through a residential neighborhood where visitors only see my business as they leave.
6. Climate change demands that we plant tree cover and green space wherever possible. The black surfaced pile of gravel and asphalt that makes up the detour soaks up a massive amount of heat and only exacerbates global warming. If the District wants to show the climate leadership residents demand of it, Council must focus on conserving tree cover rather than cutting more trees and paving over greenspace with hot asphalt.
7. Massively increased air quality, sound and light pollution around Naughton Ave follow directly from the cutting of the forest.
8. Whether as an Emergency or Full Transportation Link, Deep Cove does not suffer from an access problem. It suffers from a parking problem. The existence of a permanent detour for Emergency Access or otherwise, actually makes the parking problems in Deep Cove worse by removing parking spaces from the existing inventory. This is particularly egregious if the detour is only used very occasionally, if ever as an emergency route, all the while taking up parking spaces and making congestion worse.
9. If maintained as a Full Transportation link, the detour serves only private automobile owners. Nor does it in any way address the importance of public transportation. Time and again residents of Deep Cove have stated they are completely opposed to bringing more private vehicle traffic into the Village.
10. If maintained as a Full Transportation link remember that Deep Cove suffers from too much traffic. It has been oft stated by the detour proponents that the detour eases traffic congestion in the Village. A one-way entrance into the Village spreads traffic over a wider area onto the quiet cul-de-sac of Naughton. It may appear that traffic is eased as you arrive. But cars are still faced with congested streets, no parking and four way stops at Panorama/Gallant and a second 4-way at Panorama/Naughton and. How can this be an appreciable improvement? The creation of a second 4-way, with no meaningful improvement comes at the expense of:
  - Serious automobile safety concerns on Naughton particularly for the seniors' residence
  - Serious safety concerns for all pedestrians including seniors and school children using Naughton from speeding cyclists careening down the steep incline.
  - Seriously degraded air quality in and around Naughton Ave.

The temporary removal of vegetation led to a noticeable, and undesirable, reduction of wildlife.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

There are many children and elderly who live in the area - including my own children. Pre-change, I would let them walk alone to the local shops to purchase treats for themselves. Since the detour, I haven't let them go on their own as I have witnessed people ignoring speed signs coming down the hill and rolling through the stop sign - both motor vehicles and cyclists. The Naughton detour is also an eyesore when coming into the cove. When we first moved here, I would enjoy the view and breathed a sigh of awe when driving home down Gallant. Busy traffic or not, the natural beauty of the cove is what draws people in. It's a quaint community. Therefore, putting the detour back to its natural state will bring back that essence.

-Keeps commercial/tourist traffic out of residential areas and routes it to the commercial zones areas as it was before. For this reason I would also be in favour of restoring parking on the south side of Lower Gallant.

-Restores green space as a natural buffer between residential areas and busy traffic on Deep Cove Road. Reduces noise, returns area to a quiet neighborhood area more conducive to neighborhood activity such as walking, kids playing, neighborhood activities (halloween, neighbourhood gatherings).

-for visitors and locals: nicer view, less road noise from Deep Cove park looking up Naughton. Nicer approach visually to the Cove as you drive down upper Gallant. This is really one of the highlights of coming to the Cove as you have a beautiful unobstructed view of the water and mountains as you round the corner. It has a big impact and is one of those things that makes The Cove, 'The Cove'.

safer and alternative access for bikes and pedestrians, healthy revegetation, lighting and emergency access when needed all appeal

I live on Badger Road. I think I would prefer option #3 but only if it meant that the shops and restaurants in the cove along Gallant would have an improved outdoor atmosphere with an enlarge sidewalk and permanent tables and patios etc.

That is with Gallant permanently only being one way, outward traffic take that to improve the village itself. Not just with the temporary orange blockade sections that are there now.

I don't think it needs to go back to option #1 revegetate to benefit a handful of residents if it can benefit many more and the majority with an improved village atmosphere and experience.

Even as residents who constantly walk to the cove, when walking down to the cove from Badger Road I still think we'd walk down Deep Cove road rather than walking down Naughton via option #2 Active link, so think it should be open to full traffic so we can get the greater benefit of improving the village which I know I would personally enjoy and believe the shops and businesses would benefit as well.

By going with option #3 I think only about 1 block of residents would be seeing much more traffic than pre-detour?

Thank you for your time.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

While option #2 is also a possibility I fear that if we do not return the area to what it once was there would be the temptation to slowly go to option #3.

Living on panorama drive south of the naughton ave diversion over the summer has been somewhat of a challenge, but the local traffic only signs have been a very positive step.

I do NOT want to return to the situation 2 years ago without the local traffic only signs when we could count one car every couple of minutes driving down Panorama Drive toward Deep Cove frantically looking for parking. Our part of panorama drive is actually a lane allowance and was never built as a main road.

Much safer and allows for a more relaxed flow of traffic into and out of the cove.

It makes flow of traffic easier to navigate. Less congestion along the main road into Deep Cove too. It feels safer when biking or walking around the busy neighborhood.

Appears to be more benefits for all users and seems safer for all user groups.

My first choice would be option 3 - full transport link. The summer queues and all the car emission is disastrous for the climate change. It would also allow the village to be turned into a pedestrian mall - also allowing for festivals (increasing economic activity via maintaining a village feel). The extra rapid access into and out of the village/cove would be beneficial for emergency vehicles. . Having a one road is an invitation for potential disaster if for example it gets blocked (say during an earthquake). It is important to avoid a single point of failure.

The route was working well before. I don't see a need to change it.

Many Seycove students used the original wooded area as a way to walk home from school. One of my favourite parts of my day was walking through those woods to get to my friend's house and seeing all the beautiful trees and vegetation after a day stuck in a big grey building. I would like to see the area returned to how it was, but maybe with a bit more planning and vegetation.

The idea of allowing emergency vehicles through this access point, would be very beneficial, as Gallant gets very congested during the spring/summer months. Also, it could be a safer option for cyclists. If this was not an option, I would opt to return to its original state.

I live 7 minutes from Deep Cove I visited in the summer on my bike but would like to visit by car drop in the shops go to the theater but unfortunately this is not easy anymore. I have lived in the area since 1971 and use to enjoy going to the cove those days it was easy to park. Residents that live in the cove find themselves in 20 minute line ups now.

Makes sense to have an area where pedestrians and cyclist can be safe, and it is important to give emergency vehicles an additional way to access the Cove.

Direction #3 Full Transportation Link

I live on Panorama Drive north of Gallant Avenue near the Quarry Rock trail. I am an active senior citizen who engages in self propelled exercise in the neighbourhood daily - jogging, cycling and/or hiking. I would love to see less traffic congestion with car engines spewing exhaust into the local environment while they line up and drive around the neighbourhood. I also think upper Gallant should stay one-way out of town with the extra space made into community space with benches, picnic tables, trees, vegetation and, perhaps a fountain where locals and visitors can gather. This would be good for local businesses as well.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

If access is denied to vehicular traffic, local businesses will suffer considerably

Having a one way loop will ease the flow and allow access to all safely.

There is so much traffic in the summer that this helps spread the traffic. Also, it has been amazing having Gallant as a pedestrian-heavy street. It creates a very touristy & community vibe.

The detour massively improved traffic into deep cove, especially on weekends. Having a separate entrance and exit also means that future road work/construction projects/emergency crews will always have at least one entry into the village/Panorama Dr.

Additionally, with the future plans to close lower Gallant, the detour should be considered as a permanent way for busses to come in to Deep Cove, turn left onto Panorama Drive, then leave through upper Gallant. There is no reason to have lower Gallant be split for bus traffic for a single additional bus stop on Banbury. This would dramatically improve the use of the now pedestrian-only lower Gallant.

Put it back the way it was before

# 1 - Revegetate and put it back the way it was before.

Who ever decided to close Naughton Ave. NOW BEFORE FINISHING THE WORK ON GALLANT AVE. IS NOT THINKING ON THE SAFETY AND WELL BEING OF OUR COMMUNITY. Shame on them.

Although the current mayor believes bicycles are the way of the future, he is sadly mistaken. Our bedroom community needs more access for vehicles, not less. Even with Quarry Rock being closed there are still tourists coming everyday. Which means more CARS and more people. As those people (residents/tourists) use the crosswalk at Gallant/Panorama NO vehicles can get through. I can sit there for 5-10 mins trying get through that intersection to get home. It's ridiculous!

The Naughton detour was a waste of tax payers money as Cliffmont was an existing option for detour. The one way street proved folly during the recent fire as Panorama North residents could not exist until alternating traffic was organized on the one way street. Move the picnic benches to the park and reinstate two way traffic and parking East Gallant. AND most certainly revegetate the destroyed forested area. Cyclists should be directed to an upgraded Myrtle Park approach. The entire project, storm culverts in particular, seems to be much oversized given the volume of water draining from them during the atmospheric river.

I live close by and above the diversion. Although the overall traffic circumstances have been abnormal over the past year or so, it seems that there there is less noise, particularly from horns and other vehicle noise than prior to the diversion. If traffic flow is improved (which I think it is), then there is also an overall reduction in emissions and energy use associated with the diversion. I cannot support the perception that the former treed area was a wildlife "corridor" as it does not connect directly with the water or forested areas above. The reality (good or bad) is that the hamlet of Deep Cove is visited by a large number of tourists. The safe and efficient management of traffic (particularly that associated with persons unfamiliar with Deep Cove) needs to be a primary concern.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

It has been a very helpful detour this summer with reducing congestion and people trying to 3 point turn on Gallant when they get sick of traffic. It seems like the safest route for all. Also, having one way traffic in Deep Cove will be SO SO MUCH BETTER! What a GREAT IDEA! And it will create the better setup for a redo of Gallant that has been mentioned recently.

I feel bad for the few residents affected by this on Naughton, however, they do live in a growing area for tourism and their properties have disproportionally benefited financially as a result of the work of the DNV and Metro Van to promote the area. Unfortunately change and growth of a beautiful area like Deep Cove is inevitable in a big metropolis.

The natural surroundings and forest are what make Deep Cove beautiful. Bringing Naughton Ave back to its original condition would be preferred.

We are happy with the detour we agree with the 3rd option that should work best

This is most desirable to keep Deep Cove beautiful and in its natural state. The detour road looked very unsafe and not substantial enough for the amount of traffic flow.

Although it is a detour for me and does add a couple minutes to my commute I do feel for the long term having 1 lane of traffic on Gallant far out ways a couple extra minutes.

Deep Cove was a village, with many trees and other vegetation. It should be put back as closely as possible to what it was. That was why people located here. That is what residents enjoy. Privacy is a major consideration, land values, wildlife, and beauty others.

This section of our neighbourhood was a quiet corner of our area and the temporary access that was built created excessive traffic and disruption for all the neighbours living in the area.

Owners bordering this construction have suffered great impact. They bought here in sleepy little dead end streets and deserve to have that back as much as possible.

It is already very congested, busy and developed in the Cove so the return of a natural setting is very important

The temporary one way flow has indicated that it considerably improves the traffic flow. Plus, we have already invested funds in this diversion let's not waste this investment by listening to a few squeaky wheels. This diversion has been an overall benefit to the community.

It would make access easier for emergency vehicle access and less congestion getting into the Cove

Back to the original beauty and natural state. As of now its confusing for traffic and pedestrians. I have seen vehicles go up the wrong way and people using it as a walk way almost getting hit by drivers

Deep Cove looked much better before the forest was removed for the temporary detour.

Easy access for us health care workers doing home support care on this area specially at 4290 Naughton Ave.

I feel t this is the best choice for me because it limits traffic through Naughton Ave so it goes back to a quiet neighbourhood for Kids to play and it also gives me better access to get to our house on Caledonia. Right now we have to do a giant loop to get to our house and that just wastes gas as we have to go through all the traffic in the cove so it's not being environmentally friendly.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

One way traffic through Deep Cove is a failed experiment. Witness the traffic blockage created during the recent fire call at a Gallant Avenue apartment. The traffic lane devoted to picnic tables is a waste of space -- unusable in the rain, and completely unnecessary because Gallant is only steps away from public park space that is perfect for outdoor dining.

Return Deep Cove traffic to pre-covid patterns. Add more picnic tables to Panorama Park and Deep Cove Park ONLY IF the local restaurants need more outdoor dining during Covid.

Direction #3 I believe that leaves more options for upgrades to lower Gallant and maybe upper Gallant too. Assuming that the grant money to do that is still available? If not this option then at least #2. I absolutely do not favour a return to the way it was. The 'way it was' was a trash depot for local residents (christmas trees, potted plants, household goods of many kinds) and a place for graffiti and unpleasant language sprayed on the trees. I used it as in #2 or #3 as a route through to get to the pedestrian pathway leading to Myrtle Park.

The District committed to reforestation in order to have this temporary road approved, no other options should be considered. Anything other than reforestation will open up the District to FOI requests to understand if the initial approval process was transparent and completed in good faith by the District and counsel.

For noise reduction and a return to previously experienced privacy levels for local residents.

I understand the detour road was a temporary measure during construction. It is now time to return nature and community well being.

I believe this option is best for the businesses in the cove to still allow patrons to drive down there and park on both sides of the road. I'd also like to see a crosswalk at the bottom of Badger with all the kids walking to school, this is such a dangerous blind spot for drivers with the parking along deep cove road. I feel like it's only a matter of time that someone is hit.

moving the goalposts much?

More options; safety

While my heart tells me Option #1 is the more beautiful option and the one that best suits residents, I can't help but think of the benefit to the community overall that having additional access for Emergency Vehicles would have in case of, for example, fire. I would've picked Option #1 but for that.

We need to maintain (or in this case, restore) natural spaces in North Vancouver. We live quite a distance from Deep Cove but we always walk there in order to avoid adding to traffic congestion.

We dont need more roads in today climate risk environment. Should be returned to it original state. No to a community garden.

I live in the Cove and found that I preferred the original configuration to that which has been present during the time of construction. I believe the use of one way street directions along the route the bus takes and local traffic only signs are the best option to restore the tranquility and allure of both living in and visiting the Cove.

I think this improves safety for pedestrians in the deep cove village area since vehicle flow will be in one direction.



**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Decreased traffic noise and safer street access for residents, considering many are seniors and young families.

Liked it the way it was - be great to keep as much natural area as possible and keep the area quiet.

I would like to see a one lane width of road for emergency vehicles to access. This lane could have a painted line to separate bicycles from pedestrians. Also a few low intensity pathway lights. As well as two or three benches along the sides. With the remaining space replanted with similar trees and bushes that were removed.

The only option that makes sense for the future of our beautiful community. Strengthen transportation options, make it safe, and make it convenient!

Lowest cost and much improved access for bikes, pedestrians and emergency vehicles.

Please, return things to the way they were. Thx.

As a 22 year Deep Cove resident this space must be returned to its previous vegetated site. This section of Naughton was previously a safe and active pedestrian route to Myrtle Park and made unsafe by the detour plus a quiet street next to a seniors residence.

As a cyclist and walker it is actually safer to have traffic slower and in one direction only. With only one direction of traffic up Gallant we can devote more space to pedestrians, cyclists and all the other parts of cyclists by taking one lane away from cars who have far too much space.

If I owned a home around Naughton, I would not want the road there. It's quite an intrusion. I understand it needed to be done for the construction but don't want it in the long term.

Traffic circulation is the best. Eliminates back ups from the 2-way traffic situation where the 4way stop existed. I believe it is the best option for turning lower Gallant Ave into a permanent pedestrian mall as it currently exists. This is a good option for gatherings, festivals etc. I feel for the residents who live along side Naughton, but see this as being the best option for the broader community.

I think this option strikes a reasonable balance between bringing back more vegetation and enabling access by foot or bike. Vehicle traffic during peak times would be best limited to buses, goods and locals.

I prefer the trees.

To me it is least invasive to the community of Deep Cove of the three options allowed. It could be combined with a walking path similar to those that link the Cove to the Parkgate area.

I have lived in the area for 31 years - including 10 at Cove Village Townhouse - just off the "bypass". The one way traffic flow has been great. To me it just seems to work and it gives more options for world class use of the bottom block of Gallant.

There is no easy non-vehicle access into Deep Cove, so option #1 would be a lost opportunity. A lot of parking occurs up on Deep Cove Rd for pedestrians who then walk into Deep Cove. For example Naughton offers direct access to the kayak center, the water front and adjacent parks. This would also allow some revegetation and return quiet for the neighbors, while improving Deep Cove access for pedestrians & cyclists. Also adds an emergency access with minimal impact to the neighborhood. Finally offers a path to #3 in the future if needed.

I am not a fan of the road staying there permanently. It brings high traffic to a neighbourhood full of children. I am in favour of the area being revegetated to its original state. Thank you

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

As a resident of deep cove I feel it would be safer to have an additional access point for emergency vehicles. Also, separating bikes from cars entering & exiting the cove would make the overall flow much smoother (& safer) Often bicycles hold up traffic exiting the cove.

\*\*The reason I hope buses are no longer permitted to use this roadway is the traffic of buses by my home seems to have increased tremendously. The pollution from these mostly empty (very often completely empty) large buses has been awful.

The area has seen significant growth and interest and I think this would be a nice compromise for accommodating growth/interest BUT also building back why many love the North Shore (the natural beauty, forests)

We need less concrete, not more!

Better traffic flow. It would be great if the buses turned at Panorama and didn't go down in front of the park and beach.

I think a possible 2nd evacuation route or emergency access road is important for this densely populated/ no easy access/often crowded community, especially in view of removing a lane of traffic with the floating patio rafts.

Direction #2 would make it safer for cyclists. The Deep Cove intersection at Gallant and Panorama can be very busy at times. Keeping Naughton Avenue would allow cyclists to enter this intersection from the south side without being part of the busy traffic flow. This choice could also allow emergency vehicles to access the Cove quicker if they are needed when traffic is heavy.

This would enhance the access to the cove and improve safety.

Increase safety for pedestrians and cyclists entering the Cove. Traffic can be very busy.

Improves walk ability and cycling safety while respecting resident needs for green and quiet space

Since the large tree area is now gone, it feels odd to have a garden, as nice as I'm sure it would be.

Having one way in and one way out has been alright, and I appreciated the extra patio seating on the lower end of gallant, so it kind of makes sense to have the whole arm be "one way" heading west.

It could make for some more parking spots (maybe angled parking) in front of some of the shops, or even a patio area in front of the stores like Orso and Sorry Coffee, like there is below for Honeys.

We should not be encouraging people to drive their cars into Deep Cove. There is no parking.

Deep cove is such a bottleneck- having more access/expansion of the main road is needed.

Direction #3 is clearly the choice from a forward-looking infrastructure perspective. It has proven to be more efficient and the volume in our community will only increase in the years to come.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

The land owners of the two homes most affected by the opening of Naughton want it revegetated, I have spoken to them both. As well, residents of the nearby condominiums and Lions Manor that I have spoken to all want the road closed and plantings. I think it is important that it is these people's opinions that should be the deciding factor. I live in [REDACTED] Panorama Drive, I do not think I should be given the option of changing the lives, not to mention the property values of these folks.

It would be good to have another access point in an emergency.

This detour was supposed to be temporary! We need to protect the quiet areas of Deep Cove! This little corner of the Cove deserves to be returned to it's quiet, traffic free peace and so do the people who live in the homes next to this detour. Birds, and small wildlife lost their homes when the trees were torn down to build this detour and they also deserve to have these trees replanted. Please revegetate this area!!

I believe having one additional access point in and out of the Deep Cove area is very beneficial. This can especially be helpful in emergency situations. Also, it may allow for events to happen in the Cove! Like many other communities, I would love to see an event that temporarily (for the day) closes the main drag down for festivals, events, etc. This additional access point would be very helpful in those situations. Thank you for allowing the community to provide their input.

I think the new road should only be used for buses, so that they can do a loop without driving on lower gallant. Lower gallant should be closed to cars/buses during daytime hours. A cycling connection doesn't make a lot of sense without better cycling routes

Making it a natural place for people to walk through and sit would be peaceful and conducive to what Deep Cove represents even if it means back ups on Deep Cove road during busy periods

1. Reduced congestion for visitors and residents coming to Deep Cove. (Note that the residents adjacent to the detour don't gain by this, as they have their own private access down Caledonia Lane. I don't believe they should be entitled to this special privilege. I also hate the ugly orange traffic barriers littered around for the benefit of these residents; they look really tacky and don't appear to have significant benefit for anyone. Please get rid of them and use appropriate signage instead.)

2. Greatly improved safety for pedestrians, strollers and cyclists at the busy intersection of Gallant and Panorama. Drivers are not careful at this intersection, when arriving at Deep Cove, as they are focused on searching for parking. They often roll the Stop sign, especially now that they must turn right or left.

3. Increased parking capacity on the current exit lane of Gallant Ave > Deep Cove Road.

Opening that up created better flow and took traffic out of deep cove. Which could allow for businesses to expand patios.

This bypass makes it unsafe for pedestrians due to cars and bikes going too fast. It discourages pedestrians entering the cove and instead encourages cars. I would like to see it returned to as close to it was before as possible. Return the route for safe pedestrian access only.

Options 2 and 3 reduce the value of the homes for the homeowners in the area, increase the noise in a residential area and increase danger to pedestrians and those living in the area

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

I've seen the issues when emergency vehicles can't get into the Cove. The detour changed the quality of life for the families who bought there not ever anticipating in their wildest dreams this kind of traffic. The space before was full of garbage among the trees.

Meaning put it back the way it was! That's it , simple no other meanings or twisting of "put it back "  
No community garden or any such BS. Stop wasting our tax dollars !!!  
What the district has done to deep cove is terrible !!

I would like to see the forest restored. I understand that the road has had a very negative impact on the community and I am quite sad to see how quickly the village is changing. I rarely go there anymore, it's too busy and there is nowhere to park.

Option #1 to revegetate. Closure of this detour makes the village quieter for residents and traffic flow faster. It is especially inconvenient for those who live on Caledonia Avenue

It will help reduce the backup of traffic on to deep cove rd. Making a one way loop through deep cove will reduce traffic congestion in and out of the cove

I prefer #2 for safety in emergencies, safer access for pedestrians and cyclists. That area was not a forest or a wildlife corridor. I'm confident the district will do a great job as they have done with the water and runoff piping. Thank you so much for keeping us flood free this year. We really appreciate your forward thinking and consistent professionalism notwithstanding a lack thereof from some in the community.

Parking in the Cove is a disaster. Get people out of cars.

I primarily support improved access for emergency vehicles, but I also think having cyclists and pedestrians separated from the main flow of traffic into the Cove is desirable.

We need to keep as much natural space as possible. As the pandemic has showed us the majority of us are living in tiny condos and we need spaces for people to enjoy

The fact that the street runs past a seniors' residence is important. Please return the street to original state for their safety. Too many cars and cyclists traveled down that detour at too great a speed. That area also served as a buffer to traffic noise. It also provided more green treed space in the Cove, so vital during hot summer days. Gallant is perfectly fine for handling traffic, and you should be discouraging more auto traffic in the cove at any rate.

Need the trees back and quieter side streets where I am always walking with my kids.

Option 3 creates less congestion in the village during peak times of the year.

For safety.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

In the wake of recent climate emergencies removing decades of tree growth does not feel like the right decision for Deep Cove. The DNV has a responsibility to ALL residents of the District to remediate as much of the destruction as possible. Offering free trees to residents does little to mitigate the climate damage that their actions have caused.

Mentioning traffic congestion returning to pre-detour conditions on #1 and #2 and saying it would be better if #3 is chosen is totally false. This summer's traffic was very low because of the closure of Quarry rock, COVID and the mess that was created in Deep Cove. The number of visitors into Deep Cove will soon be back to normal and the congestion will just be relocated to Naughton and pushed higher up Deep Cove Road.

Deep Cove needs multiple access points to support the traffic trying to access the area.

Esthetics, it is a nicer village entrance to come home to on the original route, entering the village and seeing the merchant strips. Better for small businesses. Second choice would be option 2.

Better flow of traffic

Another emergency route in and out of area

Seems much better driving through deep cove under the detour configuration. One way lane flows are more natural in this highly congested area

This option allows for more equitable access and will, to some extent address congestion issues in the summer time.

Separating cyclists from pedestrians and vehicular traffic will make it safer for everyone.

Least disruptive and quieter for residents. Most natural. Safer.

This option would be the least disruptive from an environmental perspective as well as providing a reasonable access option for non motorized transport

I hope that any additional plans for planting would include trees as much as possible

Bring back the nature which reflects the tranquility of the Cove.

The routing, flow and volume of traffic didn't improve with the temporary re-routing in deep cove, it may have even gotten worse. Construction of course didn't help but I don't see any benefit to having two routes into/out of deep cove village.

directs vehicle traffic back to the main road of gallant away from the homes that were effected by the change on naughton. Safer way for cyclists to enter into the cove and provides alternate route for emergency vehicles, especially to access the elderly residents of lions manor.

The residents in this area deserve to have their quiet street returned to them. However it is great to improve pedestrian and cyclist exit. It is unfortunate that due to the geographical layout of the area, traffic flow and parking does not improve as this benefits businesses.

The roadbed will need to be removed and soil brought back in. This is the best option for wildlife and biodiversity in area as well as the communities recreational use of the area for outdoor play.

It worked before and this approach maximizes revegetation.

would like to see deep cove opened up as much as possible to traffic and tourists

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Definetly restore it to the way it was, this has been the majority vote from the begining of the project.

Who is the idiot who made the decision to close the detour before actually finishing [REDACTED] repair and resurfacing of upper Gallant. [REDACTED]

Deep Cove needs alternate routes for traffic entering and exiting to alleviate traffic congestion

I think it's always good to have options and this is the best of both worlds, it will calm traffic through that neighborhood but be available if needed.

I am 66 years old and lived here all my life. I am very unhappy with the look of this new roadway. I am absolutely in favor of leaving beautiful Deep Cove alone. As is ... it is a terrible eye sore and unfair to residents, in a big way. The Cove thrives and is a happy place without all the posh upgrades to change its feel and look and character. I love the storm drains and all that has been done it's wonderful! But this road way is so harsh to the area and really needs back to a soft gentle natural feel with a darling pathway with bluebells everywhere! Thats my thoughts, hope you like them☐

revegetate

Could do with option 2 as well as long as proper mitigation is installed for cyclist/vehicle interaction coming off of panorama drive and the bus stop

Direction #3

There are plenty of trails and roads that lead into the Cove. We do not need another one!!

My preferred option as a Deep Cove resident and a resident of North Vancouver is to choose Direction #1 revegetate. It's integral that our local governments take climate change and biodiversity seriously. Revegetating creates a natural carbon sink for the community and combats climate changes while preserving the natural species and vegetation and animals within the environment. North Vancouver has an opportunity to lead in climate action. This is one way in which it can lead.

Option 1: Revegetate (Return it as much as possible to its original state)

Deep Cove's charm has always been the green spaces and small-town country feel. This has changed dramatically since we moved to the cove in 1987. We have enough roads and concrete. If we are to maintain the 'charm' of the area, we must stop cutting trees and reducing the amount of green space. There MUST be a better solution to the traffic issues without compromising the very reason it is a destination.

I grew up on the Cove my whole life and have been here 47 years... The only purpose of removing the previous wonderful area of trees and nature was because there was no other option for this mandatory street pipe upgrade. The purpose of the temporary route is exactly that. I would like to see it return to a natural area perhaps with some natural smaller natural trails but I do not wish to see it become or remain as a concrete path or road in any way. There are other ways in and out of the Cove if needed. Let's revegetate and bring back the small community feel it helped establish. I walked my whole life from Ccliffmont to the Cove and that was always a peaceful little quiet walk and corner to access the cove and still somewhat away from all the busyness of the main area. The intent was temporary so let's put it back to somewhat like and kind and the charm and nature of before. I wouldn't be opposed I'd there was a natural materials small walking trail winding through but that is all. Ideally just back to before with nature.

Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.

Improved flow

Proper consultation wasn't conducted prior to install of road, install of road was never a good option, existing collector class roads could have been utilized

a separate transportation link and emergency access would separate cyclists, walkers from traffic in the cove with minimal noise impact the neighborhood and provide easier access for emergency vehicles as the cove gets quite congested in the summer months.

Love the idea of creating more parking above Naughton on Deep Cove road. It is noticeably better getting into the cove without going down the main strip. We've lived here for 35 years and it's great to see some work finally being completed! It would be great to see more outdoor dining on upper Naughton just like we are moving forward with the lower Naughton improvements. All the best

Having a multi-use path here would probably have limited impact on active mode shares in the area because it doesn't necessarily link up to any other active transportation infrastructure. However, if the long-term plan is to connect the Spirit Trail to Deep Cove, then I can see the value here in doing this. The area east of Seymour has been neglected for active transportation infrastructure for far too long, and getting even this short segment built for sustainable modes may mobilize more community support for investment.

There is space here to build the path at grades suitable for people with disabilities, you may just lose the option of having emergency access (e.g. Fire, Ambulance etc.). However, speaking as a local, Deep Cove was fine without this link for emergency vehicles before, they can go along Gallant again :)

One way traffic creates a safer environment for a high pedestrian/tourist area. Prioritizing pedestrian traffic in the village is a great outcome of the one way traffic.

Maintain the natural environment and restore traffic flow as before.

Deep Cove is our community and we prefer it to be put back in its natural state as much as possible.

I like the access for pedestrians and cyclists, and think it should otherwise be returned to how it was previously.

This prioritizes our community

Having the vehicle traffic split into one way flows has made bike access **\*\*MUCH\*\*** safer. The old two way traffic with parked cars on both sides around that curve was one of the most dangerous spots on the North Shore. Can't count how many times I've been squeezed into the parked cars going down that hill. (and you're just headed to the hospital if anyone opens their driver side door.... you have nowhere to go.)

Most visitors to Deep Cove village will visit cafes and shops on Gallant anyway, especially if you will have farmers' markets. Therefore, there is no point in cyclists having access via Naughton as they are heading eventually for the Gallant area anyway. There are 64 elderly citizens alone just in one complex in the village on Naughton who take advantage of walking in the area. They should feel safe venturing out for a walk without any traffic/cyclists posing a threat of colliding with them. I would like to see it returned to the way it was with the upgrades you have mentioned.

Thank you.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Traffic flow has been greatly improved by the detour (notwithstanding the construction on Gallant) and it allows for Gallant to be reduced to one lane with widened sidewalks and patios throughout.

The backup problems seem like peak issues, and don't exist the vast majority of the time. Thus, I'd prefer more traffic not go through the neighborhood but stay on the Main Street. Keeping the detour created for active transport and emergency access makes the most of the infrastructure created.

I have lived here since 1955 and my stepfather Art George and family owned and operated the marina property since 1930. We don't need more blacktop. The district has made a total mess and a zoo of the cove allowing access to the trail to Quarry rock (which we owned) to continue off panorama. It could have been moved to Mt. Seymour road and into Cove forest to get there that I suggested and was ignored. I would like to know how many tens of thousands of dollars were spent for the many days of helicopters flying over my house to deliver many sling loads of lumber for that trail. The cove is a real mess. We try to leave weekends and then take forever to get back to our residence on panorama.

The changes you are making to deep cove are destroying the feeling of this part of the municipality. I have lived here my whole life. I have not spoken to a single long term (over 15 years) resident OF DEEP COVE that is happy about any of these changes. Leave it alone. Let it be what made it great in the first place.

I like #3, but it would be unfair to the residents to choose #3. When the tourist time comes the road will be way to busy. Ideally tourist traffic would be redirected before getting to Naughton. But since this most likely won't happen, it would be nice to keep for pedestrians and cyclists.

i believe since the detour is already in place, this option would relieve the traffic at the four way stop. This would be safer for pedestrians { especially children and seniors } during peak hours and the summer months. The busses would also travel more fluidly through this area. A compromise would be gating the ramp during non-peak hours and opening the ramp when traffic volume is more congested.

Reasons for Choice of Option #2:

1. Will reduce congestion at the entrance to the Village (where Deep Cove Rd. turns into Gallant), if bicycles/pedestrians are directed to use the Naughton route to access the Cove.
2. Safer for cyclists/pedestrians to have their own access to the Cove.
3. Avoids increasing vehicle traffic down Naughton, which is a narrow residential street.
4. Avoids increased noise levels result from vehicle traffic on Naughton, an otherwise small quite residential street.
5. Avoids having high volumes of cars, delivery trucks, buses, etc. passing closely by residents' homes on an otherwise narrow street.
6. Still provides some opportunity to re-vegetate the location in keeping with the natural environment.
7. Effectively repurposes the Naughton Street park area to a desirable "shared use", ie. improving access to the Cove and allowing for some re-vegetation and maintenance of green space.
8. Some development of the Naughton Rd bike/pedestrian access (ie. with grass, trees, re-vegetation) could make the area leading into the Cove more esthetically pleasing to all visitors and residents.

I find the idea of one-way traffic into and out of the Cove very appealing. Also, the thought of riding bicycles down to Deep Cove by that route sounds much safer. If not Direction#3, then the next preference would be Direction #2.



**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

The change was proposed to replace the aging piping and the intention given, at that time, was that it would be restored as green space. I would urge you to not change the landscape of quaint Deep Cove and keep it as the lovable, cozy community that we all love it for.

Allows for the access of emergency vehicles, which is very important

Restoring peace to the residents of this area while maintaining alternate access for emergency vehicles would be great for those heavily congested summer days.

Better flow of traffic

I would nice to include pathways for pedestrians and cyclists without any vehicular traffic. Unfortunately you do not offer this option.

Environment first.

Living on Caledonia Avenue at the entrance into Deep Cove off Gallant Avenue for the past 12 years I am somewhat torn. I think ideally preserving the temporary access as an active transportation link for bikes and emergency access is my preferred choice. Not only to save/waste the cost of removing the link, but to make it a functional access for pedestrians to enter the Cove as well as bikes should they not want to walk through the main street to access the park after parking up on Deep Cove road. Naturally the sidewalks would have to be made larger, and the road clearly identified as an access for bicycles and emergency vehicles only. Also I have looked into the comments online and a large number of people are campaigning for a return to a regenerated "old growth forest" area. To be honest my daily walk took me right past the area, which was mainly scrub and mostly skinny trees down in and surrounding the stream and a few larger ones further up the bank on the other side, but it could not in "any way" be listed as an "Old growth forest" area?? That's just pure rubbish?? With respect to the Village itself I would be more than happy to expand the pedestrian town square look at the bottom of Gallant Avenue with a single exit lane coming through the lower end of Gallant to continue to allow access/exit for buses. Don't really see the need for parking areas at the bottom of Gallant avenue thought perhaps it could be reduced and perhaps half of the bottom section be used for delivery vehicles only, with ramp access to the pavement. While the upper area of Gallant Ave. could be reduced to no parking on the East side of the street leaving a larger sidewalk/public area on the eastern side of the street, with parking on the West side only. I have noted that there seems to be a lot of people who have flooded the site with their support. Having lived in the Seymour/Deep Cove area since 1984 I am aware of the penchant of a minority of the people in the Cove to be committed environmentalists, which we need, and on some issues I have heartily supported them with some of their causes. However I am totally confused with this large influence of people expressing their claims on the site to return the area of the stream to it's previous "old growth" majesty. It is especially confusing as they are, by enlarge, not residents of Deep Cove??

I think it's the fair thing to do for the houses in the surrounding area. It's better for the environment. Many animals lost their homes. Deep Cove is all about natural beauty. I actually think they should have to improve the area by adding some nice plants and park benches to make up for the disruption.

Anyway you do it will cause traffic/pedestrian issues Not being able to get directly into the area to the shops/services is frustrating

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Direction #3 I believe would be the best option for the greatest majority of people. Most if not all Deep Cove residence, park users and store/business patrons could benefit from added safety, ease of use and for reduction of traffic in the whole area. If greenery is re-planted strategically as mentioned that would be a big improvement from what was existing pre Naughton construction... I am very impressed with the good work done on Gallant Ave so far!

Too many trees being removed from the area. I would like to see a pedestrian pathway through but without lighting or minimal lighting to encourage wildlife corridor. It was also promised to the people of Deep Cove prior to construction. The amount of development in the area east of the Seymour in the last few years has not taken into consideration development of public spaces such as parks and the environment to meet the increased population. There are so many more densification projects ongoing that we are losing what the North Shore has meant for so many years - access to and preservation of the natural environment.

This makes sense. Few residents are impacted (and I'm sorry for them), but for the greater good, I like the one way in and out of the Cove. The "Nimby" way of thinking is shortsighted. New ideas can be exciting and progressive.

Because it never needed to be dug up and destroyed to begin with. Also, it is quite suspicious that the district is running this survey when you already ran a survey which showed an overwhelming response to revegetate?

I live at the end of Panorama Drive and the increased traffic in the summer coming in and going out of the Cove is a source of constant frustration and delays. I believe the traffic flow would be better with one way traffic in and out of the Cove, and I also like the idea of safer roads to cycle on (I cycle in and out of the Cove frequently and Gallant can feel pretty scary when it's congested in both directions. Thanks for allowing me to provide my feedback!

Balances the ease of access for foot/human push travel and safety issues as a result of minimal access to the area.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Safety, safety, safety: mitigating the impacts of fires, floods, and mischief! Living just below this area, we have experienced limited access in and out, especially during emergencies. And taking Covecliff or Strathcona back routes are more circuitous and more risk of harming pedestrians, especially preschool and elementary children who walk in these streets to the school and parks. We live at the end near the water and parking lot.

For years we have also been concerned about the safety of the Deep Cove Rd banked curve onto upper Gallant. Black Ice and rain made it more treacherous. Before the shrubs we removed, it was a blind spot near the doctors office and very unsafe when pedestrians ran across illegally. Parking was also unsafe with poor visibility. Our car was totalled by someone who pulled out from the parallel parking.

The previous overgrown deciduous scrub trees, underbrush and second growth evergreen trees and nonnative vegetation have been misrepresented as "forest"; it also harboured cans, broken bottles and debris. I would never walk through or near there alone or with my kids for fear of being injured or attacked, as happened to one of my daughter's high school friends.

When the Lions Manor was on fire it was hard to get home from work to check in on a house bound neighbour across the street. We had another long time neighbour die in a house fire here about 10 years before that. I have felt much safer with the detour. Although I prefer leaving the current connector fully open (option 3), I am choosing to compromise with # 2, in respect of the vocal lobby who feel they have lost their privacy and parking.

We all have lost some privacy over the years and have found ways to plant trees and erect fences to address these changes. Cyclists must be reminded to obey the rules of the road, on whatever route they take. Creating more pedestrian and cyclist routes will encourage this behaviour, not discourage it.

We don't own these streets nor the parks. We all live on unceded territories of the Tsleil Wautith. Our district parks and roads must be shared, respected, and cared for, supported by our taxes.

Thank you for preventing another flood by doing this sewer project and creating a safe detour. Thank all your staff and workers; and please accept our sincere regrets and apology for some of the vocal minority, calling out individuals and making unbecoming comments.

That is not what Deep Cove community represents. We deeply care about our neighbours and community wellness, health and safety, and appreciate our elected officials and district staff.

My driveway is on Eastleigh and since the detour I have noticed an increase of traffic not only on Eastleigh but when I turn out onto Naughton. I have almost had accidents with oncoming cars speeding down the detour. I have almost been run over (with my dogs and child) when crossing at the stop sign at Banbury.

To avoid the gridlock of getting to my house on weekends.

Environmental considerations are top of mind. Reforesting a steep slope will assist with erosion, a concern as rainfall amounts continue to increase (atmospheric rivers, etc.). In keeping with improving "local biodiversity and native species, and reduce greenhouse gas emissions" as per your earlier statements, considerations I value.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

This alternative would ensure the situation with the fire in the seniors home where 3 fire engines could not get to it and it was extensively damaged would not happen again. Note the Cove has become a mess with too many people and cars --pretty much none locals overcrowd the area and causing traffic problems. Quarry Rock should be shut down permanently. This is not a provincial park IT IS A LOCAL PARK. This small community is a mess. The only way it will be semi normal it to charge for the parking lot and put meters along the main street. Then perhaps the locals can walk there and enjoy it. God knows we are paying a lot of property tax and getting very little. Every road around the Cove has limited parking posted for good reason. The exception is Badger Road where I live. In the Summer it is a nightmare we have to put cones out on our driveway to avoid cars parking. The foot of our street is used as a Turn Around snarling traffic in and out. I am fed up with this situation. To begin with we need a cross walk and traffic light at the foot of Badger to allow us to cross the street and to drive out onto Deep Cove Road. Quarry Rock is closed now but we have hikers coming up our street or through the bush behind our house to walk up to the Baden Powell trail so they can get to the Rock. We are sick of this. How long do you expect us to put up with this?

What once was a forest trail has now become a road in which residents are no longer allowed to walk on. Revegetating this TEMPORARY detour would allow the neighbourhood to have some of our old and natural life back.

DNV has consistently described this as a "detour," "temporary" and now as "no longer necessary." This denuded disruption for adjacent homes and all residents of Deep Cove should be erased from view and memory as soon as possible.

I would like to see Gallant Ave closed and made into a pedestrian use only area. I would support whatever road access would best facilitate that change.

Don't need to spend more money and time on changing the use of this space from its use prior to the detour being created. If you want to prioritize non-vehicle traffic, just start charging the local residents for all the extra street parking they've been given the ability to horde for themselves. Say \$10/day, like downtown residents would have to pay. Back over 5 years ago, there was an average of about 2.78 cars per household in deep cove, and about 2.67 parking spots on each private property. That's too many cars being driven and parked by those same people who think car-driving visitors are a problem. Type to put pressure on those residents to park on their own damn land, and share this space more equitably.

The new temporary road has been an burden for the neighbourhood, increasing noise and reducing safety on the narrow streets. The natural vegetation should be put back with perhaps only a natural trail for walking, promoting car free travel in the neighbourhood.

We live on lower Gallant. Option 2 is the ideal way to go. It eliminates cyclists barrelling down upper Gallant and then continuing on to lower Gallant ignoring the "cyclists dismount" and "one way" signs and heading into oncoming traffic including buses.

I grew up in the area but have avoided it because of traffic and parking problems. I find this 1 way loop much safer for both walking and driving. Also having the plaza (old driving lane) for seating and walking on Gallant is a huge improvement.

\*\* Closing the Naughton Thoroughfare on the day this survey launched is an example of the Project Team's inexperience. Creating undue havoc on Gallant during atmospheric river events, while construction is ongoing, will skew the survey results. Regardless of whether this was intentional or an oversight, the optics are unfair to Mayor & Council, as the Project Team is perceived to have a bias on the outcome. \*\*

I consider myself part of the silent majority but am not a member of any action group or committee. I have not previously signed any petition submitted to DNV Mayor or Council.

The Cove is a unique, natural, and quaint gem that should be retained. My understanding is that returning the wildlife corridor to original state was a key deliverable of the Sewer Replacement Project. Apparently I am wrong, so will provide some reasoning: (apologies if all this seems obvious)

The thoroughfare funnels increased traffic into a dead-end with limited parking.

The downhill grade and momentum of the vehicles is too much.

- o the Burns/Naughton/Panorama intersection is dangerous. Vehicles do not stop.
- o perhaps your digital speed meter provides Council with analytics of the percent of traffic which triggers the "thumbs down" speeding indicator?

Cyclists are the worst offenders. Especially groups. Often do not slow down, let alone stop.

- o reserving the Naughton Thoroughfare for cyclists will only add to their cavalier speed.
- o despite near misses, it is a pleasant surprise that no significant accident has occurred

Pre-detour: have we ever had a radar trap in the Cove? No! Last summer we had radar and stop checks at the foot of Eastleigh, and on Naughton simultaneously! This can be verified via Police records. Radar and stop sign enforcement will be an ongoing issue if the thoroughfare stays.

Pre-detour: Naughton was the only reasonable access for families with children to access the Cove on bicycles (Eastleigh, Banbury & Roxbury are too steep. Gallant too busy). Family cycling on the footpath from Myrtle Park, or from Little Panorama, has basically stopped during the project, unless they try to co-exist with pedestrians in the temporary sidewalk on Naughton.

Business owners already have a lot of vehicle and foot traffic. The Cove is packed during the summer. Anyone who wants to visit a shop in the fall, winter, or spring (or even weekdays all summer), can readily do so. There is no need to funnel more cars through a residential neighborhood.

Upon restoration, TransLink will no longer loop around Lower Gallant twice, when a bus enters the Cove. Most transit users want to disembark at the bus pull-out on Panorama. Under the detour, we need to wait while the bus travels 4 extra blocks (Lower Naughton, North on Banbury, up Gallant, left hand turn onto Panorama). Per point above, adherence to bus schedules is overstated in the survey overview. Is there any route in the Lower Mainland not impacted by volume during peak times? In the Cove, congestion exists for a few hours on Saturday/Sunday during nice summer weekends. Pre-detour delays turning right from Gallant onto Panorama were non-existent except at peak.

GPS app's were, and still are in some cases, directing Cove traffic to drive around the DNV orange barricades, straight down Eastleigh Lane. The downhill access only encourages speed and momentum in the narrow lane. The project team has never tried to explain, apologize, or communicate any reason for this.

Advocates for the preservation of the Cove are doing this solely on their own time, without remuneration. They should be commended for representing the community. Each have personal lives or job commitments and are making time for the seemingly endless dialogue.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

I'm sure the senior residents of Ron Morrice Manor are not enamored by the increased traffic and danger at the Burns/Panorama/Naughton intersection.

In summary, do whatever is needed with Lower Gallant and the Liveable Deep Cove Project. But please remove the Deep Cove blight, which is the Naughton Thoroughfare.

(speaking of Liveable Deep Cove and these surveys, [REDACTED]. Big Kudos to Council for putting aside the flawed report which the Project Team tabled earlier this year. The survey and conclusions had so many errors and omissions, not to mention exceptionally low participation.) Thank you.

Green spaces in amongst housing is what makes BC a wonderful place to live and therefore I believe taking the road out completely makes our community better.

You have already spent the money on this road, so I think it should be used for emergency vehicles, bicycles and pedestrians as it's already paid for. However, I don't want it to be a full transportation link. The District should leave the Cove as close to it was before. While the parking lot on Panorama was dug up for sewer pipes, it would have been beneficial to build additional parking underground there at that time, thus actually assisting with the Cove's largest problem. But the District would rather decide to deny application for repurposing the old corner store leaving it a huge eyesore instead of a functioning useful business. Shame.

Several recent surveys have shown that our unique area has no real traffic solutions and leaving Naughton open to traffic would just create another slow moving parking lot at near peak and peak times which are increasing in frequency. I would rather we stay the same and create a semi-natural park/forest.

Nobody in the area living next to all the construction expected it to turn out the way that it did. I think they deserve it to go back to the peaceful street it once was. I don't live on the street but can see this as being the right thing to do. Repair and put things back to the way they were. I can't imagine why you would not make the reparations that need to be made.

We can all agree that this has been a mismanaged debacle. From day one the Deep Cove residents actually impacted by the detour were deceived whether intentionally or as it evolved. The original survey was misleading or unethical and now the premature closure was either to skew the results of this survey, or complete incompetence in light of the forecasted atmospheric rivers and the obvious fact that the road is not completed, and that voters and taxpayers actually live down here! The general consensus among the Deep Cove residents is that yes we want the detour gone but as long as it served its temporary purpose it was a necessary evil. It seems like engineering has decided to 'take their ball and go home', as retaliation to the push back from our community. On the other hand it could also be to skew the results of this survey. Neither option is good governance.

Deep Cove does not need more vehicle access. It was busy enough prior to the Naughton Avenue access.

I only support this option if it results in single lane one-way traffic on Gallant and the former road space on Gallant is repurposed as public use space (such as patios). If the road space on Gallant will be used for more parking in any form, then I only support option 1 or 2.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Our family of 6 prefers direction#3. We live in the area and use the pharmacy and doctors offices on Gallant regularly. We also enjoy the beach and restaurants in the cove. The car congestion down Gallant is the main reason we would like the new road access to the Cove. It would greatly improve access and the flow of traffic making it much safer for pedestrians.

the loss of habitat was shocking - noise level increased immensely due to the lack of a buffer visually and acoustically from ever increasing traffic along deep cove rd. native species replanting would be the best option here, will be interesting to see how quickly mature cedars take hold and reclaim. The traffic level did not improve with the detour, it was only shifted to a previously quiet neighbourhood. two way traffic on Naughton has now returned for folks.

There are other ways into the cove for visitors and for emergency vehicles - deep cove road is still the limiter for any access once past mt seymour parkway.

That neighbour hood is full of small kids and families. It's irresponsible and thoughtless to rip out a quiet green space and turn it into a road with heavy traffic.

When biking into Deep Cove, I did appreciate the one way loop for vehicles. I felt the flow worked better and I felt safer on my bike. As it is now though, it is not wide enough to accommodate cyclists mixed with pedestrians. That would be the big thing that would need changing.

I think safety and traffic flow is most important. However, as it would be through a previously residential quiet area, it should have speed bumps and a lot of practical beautification- trees for privacy for current residents etc.

The new traffic entrance to Deep Cove via the Deep Cove Road to Naughton ramp has made pedestrian traffic from side streets South of Naughton much less safe. Vehicles do not follow posted speed limits, and we have seen numerous unsafe interactions where cyclists come down the ramp and fail to give right of way to pedestrians. Routing bicycle traffic down this route permanently seems unnecessary and unsafe. While we don't live on Naughton, we do also think that the current traffic pattern is highly unfair to those individuals that live on Naughton, particularly in the first block. While I appreciate the importance of ensure that safety vehicles can access Deep Cove, I would prefer to see alternate mechanisms established to achieve this end.

I was considering the Deep Cove businesses when I made my choice.

No option was perfect, but we need these businesses to continue operating. #3 offers the best customer access.

I think this would help to move traffic through Gallant Avenue and improve safety by reducing pedestrian and bike traffic on the roadways used by cars and trucks as well as giving emergency vehicles an alternate route into the area.

This option will preserve the village's unique character.

Having used the connector for the last 6 months it really shows how terrific a one way solution is for the Cove. It reduces vehicle congestion and improves safety for the foot traffic.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Opening up Naughton Ave is unnecessary given Gallant Ave returning to use. Building street infrastructure on Naughton Avenue is an unneeded expense. The Naughton Ave area will be inundated with traffic. I don't live on the Naughton Ave side of the Cove but do feel the Naughton Ave neighborhood deserves to return to a peaceful environment.

Would like to mention the super job done by the flag people during construction. They made the driving experience safe and provided clear instructions.

Deep cove is too small a community to accommodate the levels of private vehicles it currently does. There should be fewer cars rather than more, with a free bus service or similar to limit car use. We should encourage walking etc. with permits only to allow continued access for those who are handicapped/have limited mobility/are dropping water craft.

Getting the traffic back to the way it was before the detour is more convenient for everybody and less intrusive.... however keeping the detoured area as a cycling and pedestrian path -with extra trees and vegetation planted along the way to provide privacy for the nearby residents - would also help improve the area.

Just makes sense to have a full loop around the village . Helps even during snow storms to have a second outlet.

Unfortunately the reality is Deep Cove is getting a busier. Not just with weekend tourists but with young families moving to the area. It is time to upgrade the infrastructure in and out of the Deep Cove. Creating a one way system and upgrading upper Gallant will improve Deep Cove moving forward for the next 10+ years.

encourages bike and pedestrians in the area rather than car traffic. Keeps the community feel.

The one-way circulation slows and calms the traffic, and enhances the pedestrian experience of the Cove

Direction 3; this gives the best possible solution to sustainability in the Deep Cove area. It's safer for pedestrians to have one way traffic. It allows for more sidewalk space for retail and makes traffic flow so much easier.

Combined with the changes to lower Gallant for outdoor dining, Gallant Road was not able to handle traffic well during peak summer times. Lots of back ups. The Naughton Ave route handled traffic much better. It is also a better route for cyclists, who previously often went down upper Gallant, and then went the wrong way down lower Gallant past the outdoor dining, ie the upcoming traffic lane. That was a very dangerous situation.

I prefer option 3. I have lived in the Indian River area for over years. 90% of the time I walk to the Cove. I. I have seen the congestion created because of poor access to the Cove. I think option 3 would be a huge improvement to traffic flow. Also I think it is an opportunity to make commercial core of the Cove closed to general traffic. There could be a one way loop in via Naughton, left on Panarama and out on Deep Cove road. Or exit via Rockcliff.

We all need access to Deep Cove. Those businesses need us and we need them.

I wasn't for the change originally but the one way in and the one way out works better than the original traffic flow.



**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Believe the access into the small village is sufficient with Gallant, even with summer queuing. Restoration of green area is a priority.

While fully understanding that the route while operational was a change for those along its length, I believe that on balance, for those coming to and from the Cove that the one way routing of traffic that this route created made for an overall less chaotic traffic pattern within the Cove.

-The District has already invested in constructing this route and better emergency access is important for this constricted area.

-Bike routes from the Second Narrows Bridge to Deep Cove are poor and dangerous. The Naughton access should be tied to an improved bike path along Dollarton to encourage more bike traffic instead of car traffic. This would also fit with the pedestrian oriented re-design of the "downtown" area and could help to reduce traffic and parking issues.

-Reduces noise and safety issues for residents along the Naughton access corridor and provides for some re-establishment of vegetation.

I value natural vegetation in my neighbourhood.

I live nearby and have children who walk into the cove. I feel it will be safer for them and also give them a space to be in nature.

Maintain the historical layout of the Cove. Maybe direct traffic one way (as the bus route).

I prefer this option because I believe it made for a much safer entrance to the Cove. That first 4 way stop in the Cove was a gong-show, especially in the height of summer - pedestrians everywhere, cars parking, cars at the 4 way stop, construction, busses, etc. Too much going on. However, I am concerned that the temporary access road negatively impacted the property owners opposite, and potentially their property values. If the option of keeping this a permanent transportation link is decided upon, real efforts need to be made to plant lots of vegetation that would at least try to accommodate the impact that removing all those trees that were there before has had on those property owners. So, yes, direction 3 is what I prefer, but only if real efforts are made to make it the best it can be for those property owners impacted (ie consultation when possible, strong communication with them, etc).

This option is the only one that returns the traffic flow to its original entrance and exit to and from the cove on Gallant which as a store owner on upper gallant is the best option for exposure of our business to traffic .In considering the planned development for lower gallant equal consideration should be given to the commercial needs of upper Gallant

There has always been too much traffic on Gallant Ave. So this option does reduce somewhat however no traffic at all and fully pedestrian access would be ideal, just in the lower portion of Gallant, allowing weekend market-stalls selling fresh produce, arts and crafts etc. would improve the community feel and increase business for local shops.

Shuttle bus visitors in from a car park situated down the parkway, less traffic, cleaner environment. Just some thoughts.

Please restore the Cove to how it was before the work started, and Gallant Avenue should be open to two-way traffic - there should be no restaurant tables on Gallant Ave! You had said you would have another townhall meeting when construction was completed. Why have you changed your minds?

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Believe that this is the best option as it leaves the entrance and exit from the cove on a two way Gallant which is most effective for the Cove and it restores a nature corridor as the back door to this area. We hope that as part of the finished plan for upper Gallant that reasonably mature trees will be returned to the North Side of the street. The discussion around the new livable deep cove plan seems to focus on lower gallant to the exclusion of the upper area.

N.B. Only taxpayers should vote as this decision will affect property values

Option 2 & 3 will destroy the ambiance of our area and create safety hazards from bicycles and vehicles. Also, the aforementioned bicycles have no penchant to obey any rules (laws) of the road. The diversion was necessary for the project and we were assured by all when it started that it would be returned to pre-construction condition.

District Engineers seem to have an agenda to build, and it will not be tolerated. An example is the ridiculous Lower Gallant thing that no one was consulted about, except perhaps the businesses who totally profit from it, at homeowners loss. Us being long time taxpayers in Deep Cove, ELECTIONS ARE COMING.

Only taxpayers should have input on this matter as the outcome will affect property values. Should DNV chose to proceed with Option 2 or Option 3, residents of course have the option to proceed with legal action.

I may have considered supporting a bike path but it looks like that requires keeping the road according to the survey. There are plenty of bike routes into the Cove, so please return it to a forest for nature.

I prefer the flow of traffic with the current configuration. I'd like to see the Naughton connection remain open to vehicles, however it would be great if it could be improved for active transportation too. Deep Cove needs better bike connections, but the one-way traffic flow down Naughton and up Gallant is great, especially because it allows for one lane of Gallant to remain closed to traffic.

Traffic management is the biggest issue that requires a solution.

Parking is horrid plus I don't think this change benefits any Deep Cove residents other than the ones that live on Panorama dr. Also tearing down trees is never good.

Although I am living most of my year in Halifax, I grew up in Deep Cove my whole life and am spending summer and winter breaks there and working at Deep Cove Kayak. I find the new road makes it extremely inconvenient and difficult to get to certain places without driving a full lap of the cove. It also creates a lot of unnecessary extra noise and traffic for a lot of locals including my parents. On top of that, green space and native plants are incredibly important. As seen with the recent flooding, climate change is destroying neighborhoods just like ours. We need to work to fight back and that can start with simple things like replanting trees and creating more green space. This change was temporary and should remain that way, there is no need to leave it as a permanent change against the wishes of the locals in the area. Countless petitions and surveys have already been done resulting in the same response. People don't want more roads. It's a small village, leave it that way. Listen to what people are saying and don't just release new surveys if the response isn't what you wanted.

Direction #1, we love visiting Deep Cove to walk around town and shop in the cove. Thanks

Direction#1-Revegetate

This is my choice as I come to Deep Cove to shop and prefer it be returned to the way it was.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

I don't think it is a necessity for cyclists and pedestrians. They could get down it but for many they would not be able to get back up it. Deep Cove is already not the beautiful place it used to be.

There is already enough destruction of forest and vegetative areas in the Seymour/Deep Cove area. It was promised when the trees were cut down for the Naughton Avenue construction, that all the trees would be re-planted when the construction was complete. I trust this promise will be kept.

Gallant avenue has too little capacity to handle the volumes of summer traffic in this area. Maintaining Naughton avenue allows for the continued use of one-way traffic which provides for a much better experience for residents and tourists alike.

If it would be possible to add Transit buses to Direction #2, I would like to see that as well. The changes should focus on encouraging visitors to use alternative modes of transport when coming to Deep Cove.

One word... "congestion"

Need alternative ways in and out for emergency vehicles and pedestrians.

Given the number of emergency calls for hikers, boaters, residents etc, structural fires and potential for forest fires, there has to be an alternative way in and out. The one way directional traffic was great but for the sake of the residents living along the temporary route, it should be closed off to vehicles.

Provide addition park space for Deep Cove residents & tourists.

The road is dangerous, unsuitable and not needed. The Lions Manor residents have been through enough. Far more trees were cut down than needed. Revegetation with mature trees would be the best option.

Too confusing the way it is now

I prefer this plan, with option 2 as second choice. A dedicated cycle lane should be incorporated into deep cove road regardless of which option is selected.

#3 fully open as it was w new access to Deep Cove will help sunny & summer activity...one way in or out of Deep Cove is not SAFE

I would like Deep Cove, lower gallant below Panarama Drive to transition into a walking area. The concept of opening up more walking and cycling area in Deep Cove is very appealing to me.

#1 Revegetate

-A traffic artery, with noise and pollution, has no place next to family and senior housing complexes

-more green space is needed, not less

To fight climate change, we need to grow trees, not cut them down.

-Deep Cove is a tourist destination. Prior to the detour, a tourists first view of the Cove, coming down Gallant, was of the lovely ocean ahead. On entering the Cove on the detour (Naughton), their first view is just a regular street residential street bordered with housing, no ocean in sight! Discouraging!

I bought a home in this neighborhood years ago for good reason. I chose not to live in a busy and noisy neighborhood. I chose not save a million dollars. Don't [REDACTED] this all up for us!

To make Deep Cove more accessible in an organized way.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Revegetating and re-routing traffic onto Deep Cove Road gets the traffic out of this quiet residential neighbourhood that has impacted the residents greatly. Allows residents who walk into the Cove, quiet residential roads to walk on with limited traffic. Decreases noise pollution and congestion away from the residents.

The potential for better (one-way) traffic flow, and the possibility of increased parking capacity beyond Gallant Avenue.

I have lived here in Deep Cove for 40 years. I have seen the changes and increase of traffic not only local but from visitors. I have also worked in the Lions Manor in the past. The diverted traffic has been horrible to them and the local homes. Even in my daily walks to the cove, the new diversion was such an unpleasant experience as a pedestrian. I definitely want to see this permanently closed off to vehicle traffic. The people who LIVE HERE should get the most say in this matter. And every local person I have had this conversation with wants this option.

I am a resident on Naughton [REDACTED] and I like the idea of keeping it, however I feel like the bus traffic should change to go directly into the depot on Panorama as now they all do two loops creating more bus noise and movement up Gallant which is really noisy and disruptive to the pedestrian and seating area that is currently installed.

We do not need this small road for access. This was done without community consent and without thought for the ecosystem that lived and thrived in that forest. The least we could do in the constant and ever growing climate emergency we are currently facing is to entirely revegetate the area.

Naughton should be restored to the way it was: green space! There is no reason to keep any access there. There already is an access point by the townhouses which the district opens during garbage collection day. This whole fiasco is a shameful misuse of DNV funds and opportunity cost of the staff's time. Somebody in DNV has a personal agenda with Naughton Avenue. Basically the strategy was put the connector in and THEN get community feedback. Really? You have upset a lot of people and incensed the community with heavy handed techniques to get at something that very few people want. What was the point of this exercise? How can the staff [REDACTED] keep their positions as custodians of the North Shore quality of life that includes respecting nature. Please get another job in another district and leave us alone.

I think it's the right thing to do.

[REDACTED] does not act in the interests of our community.

Able to walk down without worrying about cars racing by on the side streets - main street has cross walk so 2 way traffic would make it much more accessible!!

No need for cars and commercial vehicles racing down side streets especially past a senior's residence, making it unsafe for handicapped or elderly as well as children playing in a residential area!

I feel this would increase safety for pedestrians and improve traffic flow by allowing vehicles that do not need to access Gallant Avenue an alternative entry to the area that is less congested. With bike and walking lanes added, it would also allow for safer and less congested access for people heading to the Yacht Club or the Kayak centre and an alternative walking route for pedestrians.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

This takes a lot of stress off Gallant which becomes super busy with tourists and families in the summer. However, there would need to be much stricter traffic and speed enforcement on Naughton for this to happen as cars and road cyclists have been speeding past the houses, which has been super problematic for the families with children that live by the detour. Speed bumps and traffic cameras would be awesome.

Returning to the previous configuration would allow the area to keep its residential character with no thru traffic and added noise. The four way stop on Gallant seems to exacerbate traffic jams rather than control them. Would a continuous circular movement thru the area be beneficial?

Improved traffic flow and the possibility of improved bus routing

Put it back the way it was. Remove all construction and completely revegetate the area. This road project was a disgrace.

Number 3

I prefer Direction #3...I have liked using this while temporary....seemed smoother and feel it might decrease congestion during busy times

Return this beautiful area to its natural state. Replant trees that provide homes to local wildlife and provide noise barriers to residents.

I don't see any benefit to any kind of development. It wasn't needed before, why is it needed now?

I think it for the best to return the temporary route back to its former quiet state.

The area that was logged-off for the roadway area served as a wildlife refuge (especially for owl), and provided a greenbelt buffer from traffic exhaust, noise from vehicles, roar from motorcycles and vehicle sound systems, over-the-top pedestrian shout-outs, and dust pollution from the roadway. It also served as a mini-park for children to play in and provided a much-needed green screen welcome to Deep Cove. The road that was put in contributes to addition traffic noise and exhaust pollution.

Keeps the busy traffic on the Main Street where it is expected.

Option 1. Revegetate. I liked it the way it was. Better for the residents in the area, quieter, prettier, a traffic sound buffer so less noise and air pollution and less congestion and traffic passing through. There are other roads into and out of the Cove so another one is not needed. Bikes and pedestrians can travel along those roads or along the wooded pathway nearby that leads to Cliffmont and Myrtle park or up to Deep Cove Road. It was fine the way it was. Traffic can get too busy in the summer months but I think an extra road into the Cove will improve the situation and go towards ruining the village ambience of the Cove. I recently moved to Ambleside, West Van. but I have spent most entire life living in and around the Cove. I lived for several years in the townhouses on Deep Cove Crescent. Thank you.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

It would be additional access to restaurants, kayak centers, and beaches and divide the visitor's traffic from the residential commute in and out of Deep Cove Road. The stop signs at the intersection of Deep Cove Rd and Gallant Ave. Bring the traffic in the busy summertime very often to a collapse.

We understand that people at Naughton want their 'Quiet Area ' back, but living right at Deep Cove Road with all the stop-and-go traffic in front of the house is not 'life quality' anymore.

Deep Cove became too busy - we need this second access into the Cove!!!

Gallant pedestrian only with outdoor covered heated lighted seating.

I would like to see this option focus on non-car transit. While I think an even better option would be Direction #2 but reversed, where cars must use the detour and only bikes/pedestrians are allowed on Gallant, Direction #3 has the best potential of the options available to improve safety in Deep Cove. Two-way car traffic made the Gallant intersection frustrating and dangerous for pedestrians and bikes.

It would be pointless to revegetate the road and a waste of money that was spent paving it. It should be kept as pedestrian/bike/emergency vehicle access.

Since I live right next to the access road I have been directly affected by it. The amount of traffic that was coming past my home as a result of that felt like I was living next to a highway. It's loud and unpleasant and not what I was expecting when I moved to what I thought was going to be a quiet corner of Deep Cove. The day that the barrier was placed on the access road to stop any further traffic was the day I got my peace and quiet back. Please return the trees, I really miss them! Thanks.

This approach makes the popular Deep Cove area more accessible and allows for more outdoor seating for restaurants.

This area lost several large trees and other understory shrubs etc.

With all the constant development happening everywhere (which always comes with major tree and vegetative losses) I feel with are should be put back to a green space.

Since it has been closed off, I notice many vehicles following all the way down to the Gallant /Panorama Drive intersection, only to turn right as that is where they are heading. Those people would take the detour to get to where they want, easing the overall amount of traffic on Gallant Ave., Which I see as a huge benefit to the majority.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

I really would prefer to see Deep Cove remain as natural and intimate as possible. I don't want to see a parade of cars but would rather encourage public transit options. Of course, those of us who paddle are always at the mercy of available parking spots but I sure don't want more parking to be built (and thus, let's discourage car travel). I do, however, have concerns for emergency vehicle access for my friends and neighbours who would be directly impacted. In that case, I defer to their opinion on Direction #2. I would support Direction #2 if a significant amount of re-greening would occur to re-create a natural buffer for those who were suddenly impacted by the detour. I am also concerned that the businesses above the 4-way stop would receive less foot traffic and therefore less business. I want to see them remembered and supported, too. As for paddlers and picnickers who seek parking, 'immediate' loading/unloading zones are very useful but only if they are monitored and if they can be marked specifically for gear and equipment (and not for drop off/pick up of people taking kayak lessons, for example). I have been dismayed to see people park and leave vehicles who are not loading/unloading while someone with a long kayak has minimal options due to space constraints. Maybe an alternate zone for immediate drop off/pick up? Then we can park farther away and make the trek without our gear. It's obviously impossible with a kayak/sup/canoe. We have lived in the Cove area for 16 years now (plus 6 prior years in the Seymour area) and we miss the days when we could arrive at Panorama Park with our children after 3:00 in June and still find a parking spot in the lot. Social media has changed how we use and access these places; now is the time to gently nudge users in a direction that preserves why we love (and moved to) Deep Cove to begin with. Thank you for this opportunity to give input.

Having the temporary road return as close to its natural state as possible would reinforce the notion that Deep Cove is first and foremost a place where nature takes priority vs development. Upgrading lower Gallant to make it pedestrian friendly would also enhance the notion of people taking priority vs vehicles.

Aesthetic reasons and calmness for area

- > More ways to get into and out of the village reduces the risks of it being cut off due to road work, etc.
  - > Less chances of traffic congestion improves safety and convenience for everyone using the roads.
  - > One way traffic improves safety for pedestrians crossing the roads.
- It is a waste of time and effort to revegetate.

The environmental argument for Direction #1 would theoretically be offset by the congestion #1 causes. Direction #3 allows for a more pedestrian friendly lower Gallant. This would allow for more markets/festivals to occur thus enriching the Deep Cove experience and allow the business to thrive.

I would also like to see more handicapped parking spaces (there is currently one space on Gallant). Given the ageing population, more of these spots are needed, not less. People are unable to access the businesses due to lack of parking. We can't all ride bikes or walk distances.

to put it back the way it was gives the best access for everyone to the area.

Less traffic in upper Gallant Avenue

The area is residential, not designed for traffic use, too close to properties and too steep for safe navigation, be it car, bike or pedestrian.

I am driving into Deep Cove and I see the sign Detour Open have your say. Well all I can say is that, closing the detour before the construction on Gallant was finished was incredibly incompetent. Once the construction is done, do the right thing and close it permanently!!

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

The Cove does not need another road. There is too much traffic and leaving the road will only encourage more people to drive here. There are already plenty of ways for bikers and walkers to access the village.

Traffic flows better

I chose this one since the community pretty much decided months ago that this is what they wanted. I thought it was a done deal. I, however, do not understand why the District cannot include a bike path in Option 1. I feel the District is being disingenuous and clearly wants the road to remain, especially since 2 of the 3 options include maintaining the road.

I live on the block immediately south on Little Panorama. This temporary route has brought an increase in vehicles to the Neighbourhood that was somewhat isolated from the commercial area of Gallant. Walking to Gallant from Little Panorama has now added an additional amount of traffic to access the Gallant merchants. As Little Panorama is a walking route for the community, and additionally walking access from the overflow parking area at Myrtle Park, the temporary traffic route impacts the pedestrian traffic with the Naughton crossing.

To limit tourist access into our residential area, it is my family's preference to improve on the past green space, with the addition of walking paths, removal of invasive vegetation, and the addition of applicable plants, trees, and shrubs, with keeping the previous traffic pattern on the main route of Deep Cove Rd. Thanks for your consideration.

Direction #3 allows for more non-vehicular use of Gallant Ave (eg one lane for picnic tables etc.)

#3 will reduce congestion esp in the summer months

Deep Cove is such a bottleneck and this poses a problem for locals who need to drive down for Dr appointments and other services. Free flowing traffic would alleviate some of this congestion.

Road has been paid for and should be used rather than destroyed.  
Flow of traffic is safer. Gallant Ave should remain a one way street as half is now used for outdoor patios.

Green space is important to Deep Cove and the DNV. Traffic into the Cove isn't a major concern for most Deep Cove residents who don't require a car to enter town.

This would seem to allow more efficient flow of traffic into the Cove.

Option 2 is the best utilization for the area, promoting less traffic ie bikes that are already present but keeping them safe. Ideally I'd love the opportunity for Option 1 green space park combined with Option 2. I don't see the need for emergency vehicle traffic when they can still via access Gallant. Against Option 3 completely.

I like the idea of having the road open for emergency vehicles, but we need to address the quantity of vehicles coming into the Cove. I love the fact that so many want to come and enjoy our parks but we need to have options to transport people in and out.



**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Wooded areas in North Van have a tendency to be cut down for roads, parking lots and developments. This formerly quiet corner next to residences needs to be returned to its former wooded state, keeping in mind re-establishing fungal networks when replanting. It's not an appropriate place for cycling due to the grade; there are suitable alternatives nearby — which would be improved by some curb letdowns, ie into Myrtle Park. Focus on transit and active transportation to reduce congestion. Use pay parking. Make it less convenient to drive to Deep Cove. It'll make the area more pleasant, and so will keeping the green space. I lived in Deep Cove for 25 years and walked or biked through this area often. Still do.

Prioritized non-vehicle traffic. Brings back most vegetation but in a more community friendly way. Creates a more livable space for locals. Third option will encourage more traffic to the an area that can't handle more.

This choice will bring a flow pattern to navigate around the heart of the Cove. Bringing the extra room for bike lanes, walking, gardens, patios, emergency vehicles and buses and vehicles to move safely around the Cove . Lower Gallant would be best as a walking/eating or open market area. Upper Gallant would be the primary exit and possibly make extra room to have gardens paths for biking and walking with having just one out flow instead of taking the room with two lanes. This makes more sense at this time to use the already prepared road which has shown to be working very well with the traffic being directed and flowing well giving access for emergency vehicles and buses as well as vehicles the extra space needed to navigate this crowded traffic area. With some creative planting of low perennials and shrubs, paths and possible extra much needed parking along the Naughton Ave. side would be very advantages and positive move forward to beautifying and already amazing sea side town. This is our chance to make this area safe, efficient and well planned with a flow pattern that already has proven to work extremely well. Also thank you for reopening the Naughton Road, regardless of the rain, this really works.

Ease of access during peak times for emergency vehicles. Pleasant walking and cycling away from vehicle traffic especially in peak times.

Less expensive than returning to original state. Suggest making this a full service bike walking corridor with some bike/non powered vehicle parking/racks, maybe a small area some lockers/racks for hikers, paddleboarders, park/area info maps etc. would be a nice touch. Include some landscaping and big sidewalk to shelter the few residents living on upper Naughton. I don't think big emergency vehicles would get any benefit from this route, in fact it would be awkward.

Because every other option is stupid. All council does is make stupid decision time snd time again. What a waste of money snd time.

This was never part of the plan for this sewer upgrade. I agree the traffic in the cove needs some upgrade, but not as an afterthought after a storm sewer upgrade. Creating a one way loop makes a trap for people who live in the cove when traffic is high and tourists are searching for parking.

Put a real comprehensive parking and traffic management plan together, then propose it to residents. Not as an add on to a mandatory infrastructure upgrade. Better yet, option 4 - leave it open for residents only. So we don't have to wait for hours on some days to return to our house when traffic is high.

Revegetate! All the alternatives involve significant cost and construction disruptions without significant improvements to those taxpayers who are forced to fund alternatives by taxation

The Naughton entry into the Cove is a far less beautiful welcoming into one of the most popular places to visit! It feels like your travelling through an alley and feels intrusive to the surrounding neighbors!

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Reduce noise in a residential area. Hopefully reduce number of vehicles entering Deep Cove.

keep as natural as possible

As a resident and a pedestrian in Deep Cove I find this detour safer. It calms the traffic away from Gallant, Panorama and Banbury during busy times.

Please prioritize the needs of the many over the loud complaints of the few! Deep Cove needs this link to make our commutes and live better. Please make the right decision based in logic not in complaints!

I am a homeowner on Panorama and, while it would be great to ease congestion into the Gallant area, it should not come at a permanent cost to the residents along Naughton whose neighbourhood has been turned upside down (as has mine) for nearly a year. I strongly urge the district to return the Corridor back to its original state as much as possible.

Natural habitat, with a walking path ONLY, no bikes!

I think this is the best and safest option for the area

Deep Cove is a very popular tourist destination and a third link into the area is needed (in addition to Cliffmont and Gallant). Naughton would best serve transit, cars going to the parking lot by Deep Cove Park, cyclists and pedestrians. Hopefully this would allow the opportunity to make Lower Gallant fully pedestrian only in the future

This option, which DNV committed to at the start of this project, best meets goals for biodiversity in the community. A suggestion that leaving the road open to traffic to ease congestion doesn't consider that once traffic is the Cove, there is nowhere for it to go anyway. Adding more roads only increases the pressure on a community that already suffers from an already chronic problem of trying to push more traffic into a tiny community that isn't designed to accommodate it.

Direction #3  
Full Transportation Link

I Agree emergency vehicles & transits to have full transportation link because of safety & encourage use of transit since it won't be delayed by back up traffic. There are benefits of car transportation, the extended family can come to Deep Cove Village together (young & old). Baby & 90 years old it may not be feasible riding a bike or taking transit.

Emergency access is critical while still retaining reduced general vehicle traffic.  
Safe cycling and walking trails which are well lit for winter use would be a real asset to the community. A seat somewhere along the route would make it accessible for the elderly, disabled or Mums with strollers.  
Occasional community events in Lower Gallant could be easily accommodated such as a Farmers Market in the summer or a Christmas Market in December - perhaps associated with Carol Ship night.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

This space should be put back the way it was. There is no reason to have a road there that disrupts the people that live there.

The entrance through a business district on Gallant makes sense. Re-routing a road through what has always been a residential community and more importantly a forest seems ridiculous to me.

There has been talk that the roadway may be required to make Gallant a one way all the way. Please do not do this. It is contrary to what we were told and benefits very very few at the expense of many.

Lastly why was the temporary road taken out early??? The traffic disruptions it caused as they tried to complete the roadworks seemed to almost be done on purpose to affect the outcome of this survey. Please do the right thing and put it back the way it was or at worst make a path out of it.

The way this whole thing has been handled has driven a terrible level of distrust within the community of the district that is a shame.

I live a few houses down from the detour and initially was opposed to the link as I thought it would be too disruptive to those of us who use Naughton Ave as the primary pedestrian access to the waterfront. The use of the barriers to protect the pedestrian walkway (south side of Naughton) has eased that concern. I have not found the traffic a concern for my accessing the water front. Also, the circular flow of traffic seems to be more efficient.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

You have indicated that there are criteria that you are considering in assessing this decision. As I look at them, it seems abundantly clear that from almost every perspective the forest should be put back or at a minimum a walking path created.

Community – the net improvements of a road that drives the same traffic to the same location in the same volume appear to be solidly negative for those adjacent residents. The contribution to business and other residents seems to be at best zero. There is no where for cars to park, the road does not enhance access to recreation in anyway as it does nothing to improve access or parking and it does not address the access issues with a public transit solution. This solution also removes a certain amount of parking and causes entrants to the cove to skip a drive through at least part of the business district limiting any positive impact for business. So on this criteria it clearly does not meet even the minimum bar.

Environment – tearing out a small forest clearly does NOT improve local biodiversity and native species, nor does it help to reduce greenhouse gas emissions

Mobility – while it may seem like it might very modestly improve Mobility as it is yet another road, in reality it is just a road to nowhere. Visitors to the cove will now find themselves in a residential area with no parking and will be forced to circle through residential streets or just finish up looking for parking where none is to be found - as before. We should be looking for ways to limit or modify vehicular access through public transit not increasing it.

Safety – there is clearly a major safety issue here. As it stands now, the entrance is steep, it runs through a residential area, cars are typically speeding, ignoring the signs and the vast majority do not come to a stop. The townhouses below are happily home to several young families and the speed and frequency at which cars now come down that road is a material safety risk. Agree that for bikers an alternate route into the cove may be preferable, but safety can be achieved without yet another road. Speed bumps, a bike lane and other solutions could be implemented.

Social Equity – not sure how the equitable distribution of benefits is enhanced by a road. Clearly the Lions Manor residents who are likely at a disadvantage in terms of having a voice given the use of technology to solicit feedback do not benefit from equitable distribution and have been another group on the losing end of this project. Their parking is restricted and reduced, a steady flow of traffic flies by everyday and access through the rear to the beach and cove is less safe now that a busy road is both front and back.

In conclusion, if I go through all of your criteria, I struggle to find any that fall to the side of keeping a road. The minor benefit of having street-side picnic tables for a few businesses seems to pale in comparison to the negative impact it has on adjacent residents, the blow that is strikes to biodiversity, the safety issues it creates for residents young and old, little to no positive impact on mobility as there remains no where for traffic to go and finally the seemingly total disregard for what the people who actually live here and pay sizeable taxes to the district feel and were told.

Please put it back the way it was.

Option #2 respects the quietness of the original neighborhood street and would prevent the feeling that there is vehicle traffic everywhere while also encouraging non-vehicle modes of transportation and activating the corridor with people. My opinion is also due to an appreciation of the eastbound “approach” into Deep Cove via Gallant Avenue from a design perspective—it’s breathtaking when you come around the corner and get the view of the Cove. I think that’s really special and sets the tone for visitors. I also think the approach down Gallant Ave is valuable as a reinforcement for “this is where the activity/shops are”.

To open up the Cove with fewer vehicles and more pedestrian space. Ban cars and buses altogether!

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

prefer to retain the quaintness of Deep Cove and to keep quietness in the residential area

Best balance of priorities for all users of Depp Cove

1. You promised that the diversion was temporary and would be removed after the work was completed and you should keep your promise;
2. The impact on the residents of Naughton and the closely surrounding streets by diverting this traffic down Naughton is unacceptable in terms of noise, pollution, danger to the people who actually live here, particularly children;
3. Global warming... the slip road can only serve to increase traffic coming into Deep Cove which in the summer is already congested, at a time when the rest of the world is trying to reduce the impact of traffic and global warming. If the slip road remains in the summer we will see more and more cars coming from outside North Vancouver driving "round and round and round" seeking the 'always elusive' parking spot with more pollution, noise, danger and inconvenience to the people who actually live here;
4. COVID...this continues to be a major problem to Deep Cove and the world with numbers of infected people and deaths remaining high and new variations of the virus appearing weekly. This is causing people to become sick and die. Allowing the Naughton diversion to remain will encourage more people to come to Deep Cove and gather either at Quarry Rock or in the last block of Gallant and social distancing will be impossible and as it only needs one infected person to pass-on the infection to many others in close contact it has the potential for disaster and more deaths;
5. The people who actually live in this part of Deep Cove have already made their wishes clear that they want the Naughton diversion removed and their wishes should be respected rather than cater to the occasional visitor with all the potential resulting problems;
6. I think they in the summer months at busy times a traffic-control should be set-up at the beginning of Deep Cove Road at Mount Seymour Highway and entry should be limited to cars with permits for residents and the number of non-resident cars equal to the number of parking places available in Deep Cove so traffic would flow and be balanced to the community otherwise traffic jams will continue during busy times;
7. The restoration of the vegetation and bank will allow wildlife to recover, help deal with the extreme weather conditions and help with global warming.

Please remember that we live here and to allow the diversion to remain will be a disaster for the people who chose to live in Deep Cove for its beauty and tranquility.

Thank you.

Option #1 provides an environment that has some vehicles and a little street parking to buffer the sidewalk and allows lots of space for pedestrians and creates a village atmosphere.

Option #2 & #3, will feel like a transit hub/ a smaller Phibbs. There is nothing pleasant about having a coffee outdoors or walking and looking at the beautiful scenery with buses and large vans going past. How often are emergency vehicles going to this exact location that the entire street should be dedicated to that purpose?

1 - true to the Cove's history

- most quiet
- most natural

The road has been built but now its purpose could benefit the community by allowing cycling/pedestrians and most importantly emergency vehicles as necessary. I think it is unfair to those people that have been disrupted by the building of this road that were advised the road would only be used during the storm drain replacement in the Cove, and it should not continue to be a viable road for cars (I am not directly impacted by this road).

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

The amount of lost vegetation and the breaking of the natural corridors for animal progress through the area is very disruptive to the green spaces of the area and the wildlife. I would be interested in a pedestrian/cycling option included in this, as this would be minimally disruptive, animals could pass across the space easily, and it would provide a quicker/easier way for some pedestrians to make their way down into the village from parking on the upper road areas. If a pathway was put in place, I would prefer to see trees planted to shade it, as temperature changes based on sun on black asphalt were a concern for many residents.

I like the residence only parking options that are currently in place in front of the Lions, though I would prefer that we be able to park on an angle to maximize the number of resident parking spaces given how difficult it is for residents to park in Deep Cove. A cul-de-sac style turn around at the base of the current detour would make that area safer and provide easier options for getting in and out of the angled parking. This parking remaining resident-only would minimize the tourist traffic in that dead-end street, helping make residents happier with traffic levels there as well.

The new roadway is ugly, and I miss driving into Deep Cove, coming around the bend and driving down Gallant with that great view. That's the way it's always been and entering Deep Cove through this ugly industrial roadway takes away a lot of the charm and history of the place. People have been coming down Gallant the regular way and entering the beautiful little village for a long, long time. Now that the sewer upgrades are complete, we should return to the way it's always been. There are already plenty of paths and quieter roadways that cyclists and pedestrians can use. What difference does it make for a cyclist who bikes all the way down a super congested Deep Cove Road, only to turn off a little bit earlier down a designated path, rather than proceed a couple hundred metres. It makes no sense to me. I'd be all for improving bike lane markings on Deep Cove Road, but leaving in such an ugly and intrusive piece of infrastructure that makes so little difference makes no sense to me. As far as the adding parking argument goes, keeping the eastbound part of Gallant closed might add a few spots, but in the grand scheme of things this wouldn't make any meaningful difference.

It was just better the way it was. It wouldn't make that big a difference in traffic - on busy summer days it's a mess down there now regardless.

One more thought - since it has become basically impossible to park at Cates Park or Deep Cove as a resident, maybe a few parking spots reserved for DNV residents would be a good idea. We pay the taxes that pay for these parks, but we can't even use them half the time.

Thanks for taking the time to read my response.

I choose #2 so Emergency ambulances and Fire can access the Cove quickly There are many seniors living in Deep Cove It's important emergency crews ambulance and fire reach them quickly The cyclists are better off on that road too

Bikes to use naughton exit. They keep coming down a one way street Waiting for an accident to happen

It would be a good option to reduce bike & pedestrian congestion on Gallant, and be helpful for emergency vehicles.

Direction #3 would have too negative an effect on the residents that live along the detour, there is not enough setback between houses and the road and traffic was too fast during the detour period from what I saw.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

The current and any future road is very disruptive for residents. If the point is to make Deep Cove more accessible to tourists, maybe run smaller community transit buses more regularly and significantly limit vehicle traffic. There are already numerous access points for pedestrians via roads and trails.

Several older trees and vegetation were removed and destroyed during the re-direction construction. These cannot be replaced. The temperatures in the area increased over the summer without this shade and shelter. The now-steep graded area is a potential risk of washout, erosion, and flooding since the vegetation that would protect the area has been removed.

All governments (locally, provincially, and federally) should be working towards reduced car use. Further, the area had been quite safe previously as fewer cars accessed it. With the one way traffic system, few drivers paid attention to the reduced speed signs. Deep Cove will always have car access/parking issues, regardless of traffic redirection.

Made getting into and out of the Cove more convenient. Keeping half of Gallant blocked off for pedestrian and clientele of the food services there would be great.

This is the way that will keep the character of the community intact. There should be a pedestrian path through the revegetation area, as there was informally before. Any option keeping the road would be very much against the best interest of the people living in the area.

It was good the way it was.

Direction #3 full transportation link

pedestrian and bike routes are a good option, landscaping to enhance the community of deep cove

It seems like a no-brainer to make the lower part of Gallant Avenue a walking/rolling street, keeping the upper part as the main corridor as it is lovely to enter Deep Cove by coming in around the turn to see the view. Deep Cove is a small community (I have lived here for 15 years) that has become overrun with traffic in recent years. It very much serves as an escape from city life and a return to nature. If we return the traffic patterns to what they were before, it defeats this purpose for our guests, and makes it almost uninhabitable for the residents. This upgrade serves as an opportunity to make Deep Cove sustainable and enjoyable for everyone moving forward. Deep Cove was busting at the seams pre-covid and became a stressful place to be. Let us use this opportunity to create a peaceful Deep Cove. My choices are to keep Gallant open for walking/rolling and emergency vehicles OR a combination street but NOT to return it to the way it was before. Thank you.

- 1) Would prefer any option that increases the availability of green space.
- 2) Current detour routes much traffic past the housing that is used primarily by senior citizens. Feel that this imposes an unnecessary inconvenience on them.
- 3) There are (or have been) sidewalks for pedestrian use anyway, so see no need for additional access such as the detour.

Option 2 prioritized other modes of transportation, limits vehicle traffic on the residential street, increases some greenery

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

As a resident with a growing family living in the Cove #3 is my option. I also work on the north shore. The current 'detour' on Naughton has had a noticeable calming of transportation. With the exception of the 'peloton' of road cyclists who zoom thru the stop sign. Our resident mountain bikers respect the road! Why not have the cyclists travel on (paint it green!) Deep Cove road to Gallant only, pedestrians on sidewalk, vehicles down Naughton.

It's already way too congested in the cove for local residents like myself, we need better traffic access not more restrictions.

Revegetate the area with native species to support and conserve biodiversity.

I live on Caledonia Avenue, and thus have to walk through the current construction site every day to walk to school. Before the detour, I would walk where the current detour is. Having to take an alternate route has lengthened the time it takes for me to walk to school, meaning I have to leave earlier. The detour also means that rather than drive a straight line to get to my street and therefore my home, I have to go through a series of unnecessary turns, sometimes waiting upwards of ten minutes to turn onto Gallant, meaning commuting both on foot and by car takes significantly more time out of my day than it normally would. Revegetation is the only option that would allow me and my fellow community members the peace of mind and ease of movement that we had previously, and any option that keeps the detour open is taking the peace of our community and spitting on it.

The traffic flow has proven to be efficient with the detour. Same proof of concept on Marine Drive in White Rock. It makes sense as the population of the lower mainland continues to grow, thus the # of visitors to our neighbourhood. It would show foresight in planning.

I liked the way it was

It would make it simpler for residents to not have traffic going through. Visitors can just drive through and find things easily.

It will improve safety for the community by allowing better access for emergency vehicles in the busy months. It will also encourage visitors to visit and improve conditions for local businesses by facilitating accessibility.

Number 2 seems like a good compromise with pedestrians, cyclists, and emergency access. If it were a single lane there would be considerable room for replanting and greenery.

It's already been built but closing it off to traffic and opening to bikes and trails is at least a good use

As much as I love the idea of revegetation it's pretty obvious that people are going to flock to Deep Cove. Personal car use there is a mess. I would like to see a regular shuttle service plus good bike/pedestrian access.

Direction #1 - Revegetate

Mainly to restore things the way they were for the people most affected by the disruption, i.e., the people who live on Naughton where the temporary road is now, the houses and the Ron Morrice complex.

Deep Cove Road to Gallant is wide enough for ALL traffic, i.e. buses, cars, emergency vehicles, bicycles and pedestrians.



**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Either # 1 or 2

No to full traffic on Naughton. Summer would be horrible with cars on the skinny road

Please please create shuttle system from parkgate or something for tourists

Designated lanes for bike

Car and e bike share programs that actually include the cove

Permit parking for all of the cove? On the weekends?

Pay parking?

Need to encourage alternatives to cars

Keep cars out, let more bikers in safely.

Return my street to the quiet neighbourhood it was.

Eliminate the noise that has had a detrimental effect on my health.

Stop the vehicles that ignore the speed limit and stop signs and thereby jeopardize our safety.

Restore the green space that provides us many benefits.

Restore our quality of life.

Respect the integrity of our community so we are not just a transportation corridor for visitors.

I found Deep Cove in 1962, located and purchased my property which I live in to this day. At that time upon entering Deep Cove on Gallant Avenue I had a view of the water and still enjoy this view. The proposed new route (the new road) does not give this view is too close to my residence as well as to my friends and neighbours, specifically Ron Morrice Manor. Back a few years this same issue came up (of having one road into DC and another road out of DC, and a meeting was held in the former local Burrard View School. At this time many local residents were in attendance, along with representatives from DNV. Also at this time the DNV was advised in no uncertain terms, that we wished the way in and out of the Cove remain as is. We still feel the same.

I am a lifelong Deep Cove resident. The Naughton Avenue Bypass has proven beneficial in improving traffic flow by reducing the congestion on Gallant Avenue.

The cost has mostly been expended on the Bypass. it makes good sense to retain the obvious benefits and make it a permanent assist to the current congestion of people and vehicles on Gallant.

I wish you would return it the way it has been for years. You changed the road access without considering the inhabitants. If we need more parking, increase the spaces up the hill from the park. The residents of Lions Manor have had to deal with excessive traffic since the change. I have lived here for over 40 years and I object to last years alterations.

The "back entry" into the Cove for pedestrians, bikes and emergency vehicles is an attractive addition to the cove while minimizing noise for residents.

It is loud for the people living nearby and it sucks

As the area is becoming increasingly popular we need to facilitate water access, keep traffic moving and improve parking options to access the water for recreation (kayaks, SUPs, etc)

NIMBYs vs Reason - your choice as to how you want to be remembered, council. Make the right choice and allow this awesome piece of infrastructure to continue existing!

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

This last heat wave and flooding season has showed us how important it is to support natural habitat/shading as well providing greenery that can absorb excess water. The focus needs to be on limiting non-residents to deep cove instead of removing habitat to facilitate it.

1. I prefer revegetating the area because preserving green space is extremely important to me. As more and more of our natural areas are taken over by development, these natural places become increasingly rare and precious. One day our children's children will thank us for valuing and protecting this little bit of land. 2. When walking along Naughton Avenue I have disliked having the increase in cars and traffic on the road. 3. The distance from the road to the front doors of two homes along Naughton Ave (10') is poor at the best of times, but now since the introduction of more traffic, I feel it is unsafe and unacceptable for both residents and walkers. 4. The detour road is sharply turned and angled. It has not been tested in wintry conditions but I suspect it will be slippery, only adding to its safety problems. 5. The Cove is so busy already with tourist traffic...let's try to limit it to one street, not provide more routes to travel in and out of the area.

We don't need two streets roaring with tourist traffic. The hill that was turned into a street is dangerous because of its angle and cars coming off the side streets at its base.

I love Deep Cove. The challenge for me is getting in/out, so the temporary one way route was a nice surprise. Since other people have discovered the stunning beauty of Deep Cove, this seems like a good way to help everyone get around.

The people who live in this area should get their area back. There's no need for this extra access.

We personally walk or bike to deep cove so vehicle access is not a priority. Allowing access for emergency vehicles is useful though of course.

The destroyed area was home and a living space for wildlife. It also created noise buffer for residents who live in the area. Replanting the area would prevent from further erosion and mudslides in a future.

Safety first & foremost, the 4 way stop the old way was a disaster waiting to happen, especially on weekends.

Totally eliminates congestion at the 4 way stop.

We believe this option provides the best parking and access to the businesses on Gallant. Also reduces traffic through residential area going into the Cove. Also provides safer walking out of the Cove through residential area..

Deep Cove is a village and the adjacent residents to the temporary road should be given priority. The road has resulted in a significant deterioration to their livability in terms of noise, car fumes and light pollution. A wooded area that was there previously has been decimated. I walk around this road several times a week and often see speeding vehicles and cyclists ignoring the sign. This is a safety issue that needs to be addressed.

A better flow of traffic as it reduces the congestion at the Gallant Avenue and Panorama Drive intersection. Safer for the seating area on Gallant.

Return everything as was before

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

I think we need to preserve as much green space as possible (just one of the items Canada agreed to at COP26 in Glasgow).

I don't quite see how a different route into the Cove alleviates congestion at all. This from your comments • "The new vehicle route into Deep Cove would reduce queuing and congestion". Besides which the goal should be to discourage vehicle traffic into the cove not make it easier. As a cyclist I know it's a great place to cycle to - but there are many ways into DC that do not involve heading down Gallant

25% less congestion at Gallant/Panorama intersection now reduced to 3 way from 4. This, in my opinion as a north panorama dr. resident, has been a blessing this past summer

Personally would have preferred lower Gallant closed to all vehicle traffic (except emergency v. of course) and make lower gallant a totally pedestrian area. In other words a place for people not a mix as we have now.

Eases congestion, improves traffic flow during peak periods. Allows one way around shops so seating areas could stay.

Seems like a middle way choice, that acknowledges that something new emerged, but that directs that new emergence in a healthy way.

One-way traffic flows much better, as well as encouraging drives to move at slower speeds.

Additionally, it can be used for emergency access (part of #2).

The work is essentially done, let's lock it in.

I think we should be preserving local green space not destroying it. I see no reason to have another entrance to the small 2 block area where the businesses are located on Gallant Ave.

Deep Cove needs to prioritize its residents and manage the influx of visitors. As great as it is to share this beautiful neighbourhood, there is only so much space and room for roadways and parking spots, removing green areas is not the solution. Better policing to ensure that by laws are being met should be enough for emergency vehicles to navigate the area, would hopefully keep our children's safety as priority, traffic, speeding and blatant disregard for posted school zone signage is a disaster in the making. Adding the Naughton detour to the permanent road map fails to address any of the real issues.

the temporary road fix is steep and dangerous, noting many vehicles exceed the posted speed despite increased pedestrian traffic the area should be repaired with a view to reestablishing the vegetation with removal of hundreds of truck loads of fill

I want this restored to green space

I don't think there is any need for another car or bike route into Deep Cove, green space is one of the main reasons people live here and so many come to visit.

If I understand correctly, there would only be one way traffic allowed on Gallant. This would allow the restaurants to develop and improve their outdoor seating areas and relieve the traffic congestion during the summer on this street.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

The District promised this would be temporary and that is why I supported it. Now it looks like they are trying to go back on that promise. I am a resident of Panorama Drive and long time resident of the cove. If the District really wants to preserve the character of Deep Cove in a time when sprawl is rampant then honour your promise to revegetate the green space not turn it into another paved road that looks like a highway off ramp.

Upper + lower Gallant could have permanent outdoor patio seating.  
Less congestion for Panorama residents

The restoration would be performed by our DNV landscape and maintenance staff and these people have been improving the district for decades. A planned and thoughtful restoration would enhance our neighbourhoods natural beauty after this very timely creek improvement.

Save the streetscape puts buffer back - quieter for residential neighbourhood

I want to see the trees and plants back. Thank you.

I don't think that a detour road is necessary. Deep Cove residents do not need extra traffic coming into the community when there's next to no parking. Yes, summertime does get busy, but living right next to Deep Cove Road, I have never noticed traffic being backed up for long coming leading directly onto Gallant Avenue. Naughton Avenue is a quiet, residential street that is not equipped to deal with extra vehicles. As well the detour road is an eyesore. It looks like a ramp that would lead onto a freeway. Despite all of the signage and lights, cars still drive too quickly down the detour road which makes it dangerous for residents. The green space should be returned to its natural state. I'm not keen for the road to be used for cyclists as cyclists as well are cruising too quickly. It's a much nicer perspective for those entering the Cove by vehicle or bike to drive down Upper Gallant with the view of the stores and ocean. Cyclists also have the option of using Cliffmont for access into the Cove.

Our family has lived on little Panorama for more than 26 years and the temporary access has completely transformed the community feel of our little lane. The impact is difficult to put in words other than to say that it has sterilized the end of our street. It's all business down there now. The casual connection to the village and water that defines our community is gone. The temporary access is out of scope and scale with our neighbourhood. Naughton might as well change its name to Dollarton or DC Road. I think the road should be removed and the green space beautified in some way. Create a more natural gateway park that complements the sweeping entry into the village. You have the water view, village and mountain stream to work with. The temporary road is going into the opposite direction. Access and parking to the Cove will never be solved by what I would call a "bandaid approach" to the problem. A much greater plan must be put into place to address ever increasing numbers of people visiting the Cove. Leave that to the City Planners to come up with creative solutions that take into account the likely doubling or tripling of visitors in the coming years.

Keeping this open to pedestrian and cycling would help with congestion and safety on the blind corner of Galant. Keeping the street for just vehicles

A secondary Emergency access is always a great idea especially during busy summer crowds

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

As a driver who has had to use the detour road many times each day I do not feel safe using the road. I have witnessed pedestrians and cyclist behaving in a very unsafe manner using this road, including going up it the wrong way, The location of the road itself is not the safest one - traffic in front of a seniors home and next to a townhouse complex with children. The grade of the road is unacceptable to Transit vehicles and I myself do not wish to be driving down such a steep grade particularly in winter conditions.

I am not in support of removing vegetation when we are clearly in a climate crisis. The requirement of the new storm sewer itself is testament to rising water levels. This road was approved by council as a "temporary" solution, hence, restore the area to the way it was.

This road was intended to be temporary. Please return it to the way it was. Replant the trees that were cut down.

It has been a horrendous mess to live through this necessary construction. The speed and increase in traffic due to the detour has made it unsafe for my children to walk to Deep Cove on their own (where previously they could walk along the path & then take Naughton ave to avoid traffic). Please return it back to the way it was, not to mention how disruptive, loud and dangerous this has been for the residents directly in front of the detour.

More vegetation is always preferred. I like it the way it was. Please return the natural vegetation.

Due to increase in population all the green space potential should be preserved and maintained

Maximize traffic flow options for residents and visitors/ consumers to local businesses.

Been living in the Cove for years. Would love to see this transportation improvement, combined with improvements to Gallant. Would love to see unidirectional flow through Gallant and a permanent walking/cycling corridor. The reality is we have an incredible jewel in the Cove. It will be impossible to keep people away. Embrace the change and make it a place that all can enjoy.

My preference would be option #2. I am supportive of a safe condition for all modes of transportation. I and supportive of revegetation and environmental considerations. While I appreciate that Deep Cove is a beautiful visitor destination and that we are privileged to live in the area, it is also essential to keep the character of the village and make it "livable" for both visitors and residents.

Because I prefer it to go back to the normal way. I am not in favour of a community garden I would like to see just trees and some perennially colourful plants for spring and summer, a nice landscape.

As Deep Cove residents we don't like how this detour has redirected traffic up into residential areas of our community.

Deep Cove has always been scenically beautiful, with lots of natural vegetation and view space. That ambience and aesthetic should be restored. Pathways or pedestrian routes through the revegetation is desirable. Car traffic, whether emergency or otherwise is not favored or welcome.

This would mostly closely restore the 'feel' of Deep Cove.

This would come the closest to restoring the area for local residents who bought in the area for the privacy, peaceful location and surrounding natural greenery.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Making the detour permanent would serve no useful purpose. Traffic would not be alleviated- it would just be re-routed onto quiet side streets. Cyclists and pedestrians currently have alternative paths into the Cove. There also alternate routes for cars into the Cove if need be. Re-vegetate.

This was the offer from the beginning.

We as a family in this neighbourhood walk by this route every day. We have young kids and a puppy. We are concerned that cars and big trucks come down that way far too quickly and without watching for pedestrians. We would love for it to fully return to a quiet walkway. We moved here for the quiet and safety of our children and would very much appreciate the return of this.

To let the traffic flow better/ it's a haste to go into deep cove whne you really want to go to strathcona

To help residents there with noise and traffic concerns

I like that there would be a safe bike lane that doesn't have cyclists sharing gallant with vehicles. I also would like some revegitation (or complete revegitation) rather than a widening of the existing road. Too many trees were cut down in the first place and we need to replace at least some, if not all.

To add to all that, I don't believe that the homes (including the seniors' home) which were previously on a quiet, low-traffic street, should be permanently changed to existing on a main thoroughfare into Deep Cove.

I have also seen many children and families use naughton Ave for their walk to/from school and I don't believe that the increased traffic on Naughton benefits their safety (especially as it provides potential for motor vehicles to come down the steep road at higher speeds).

Keeping the road for traffic won't really make much difference to the congestion and the parking issue remains. It may also encourage more people to visit Deep Cove further increasing the congestion problem. Widening the road will create more disruption to the local community through noise and lighting also more loss of vegetation. This tarmac toad is unnecessary for cycling and walking as existing access is sufficient - it really won't make a difference. So get rid of it and return it to as it was.

This measure was sold as temporary, and the District should honor and follow through with what it initially told the residents of the cove. To do otherwise would created distrust amongst those they were elected to serve.

The preferable choice is #1 - revegetating the area with appropriate native plants to restore it. This will help retain the quiet atmosphere that Deep Cove has been known for.

Lessen bottleneck at our main intersection, make room for parking along upper gallant, smoother more direct traffic flow into the cove.

we should keep the trees and plants.

By opening the temporary road to full transportation it eases congestion coming into Cove. Visitors block traffic with 4 ways on waiting for parking spot . . . This blocks traffic on Gallant at times half way to Cliffmont.. or people can't decide to go left of right once they get to Panorama .. another way the traffic is blocked .. I have lived on Gallant for over 50 years and love the view when I drive in to the Cove.. however, times have changed and Direction #3 will make traffic flow better than the other options.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Safety of the community. Cars are going way too fast and there is too much traffic currently. Let's keep locals and tourists safe!

A second way for emergency vehicles to get into the heart of Deep Cove, the roads off Gallant Ave. & into the Seycove Marina could be very important during an emergency. A safer way for cyclists & pedestrians would still have the option to carry on down the sidewalk into the Cove. The expense of building this detour would make this option less costly.

This road is unnecessary. It wasn't required before so it shouldn't be required now. Please restore green space to our community

Full transport link. Facilitating less congestion, visitors driving around, and creating a friendly one way area in the Cove for restaurants and shops. Encouraging locals and visitors to spend time on Gallant, a very unique space that should be developed for locals and guests! If we go with full transport, will the buses still use the two stops? Always thought they should drop off and pick up at the designated stop on Panorama, and never understood the extra stop at the Banbury/Gallant stop. Again, to lessen transit through the Gallant drive through. Encouraging commercial and emergency vehicles to go through the lower Gallant Road

DIRECTION #3 - FULL TRANSPORTATION LINK. Best choice for small local businesses.

Reforestation is the greenest solution. Shade is badly needed by adjacent residents during the summer months.

The detour was a needed Temporary initiative. It should be returned back to what it once was a shady place for kids to play, community to walk through and animals to live.

It encourages to reduce private vehicles usage. It protects natural. And it does not limit activities-entertaining, hiking, rowing, paddle boarding, social, and etc.

This was the option promised to the families (including many with small children) living in the neighborhood immediately adjacent to Naughton Avenue, which has suffered a decrease in privacy and safety over the time that the temporary transportation link has been in place during the construction. Returning the area to its original natural state is the responsible and "keeping your promises" way forward, and maintains good municipal relationships and trust in leadership. Beyond this, it is the option that returns the area to the natural and beautiful character that defines Deep Cove, and should thus be the obvious choice. The opportunity for the community to observe and enjoy the revegetation and growth process is an added bonus - what an amazing chance to engage with nature on our doorstep. Thanks.

We need to support the reduction of CO2 emissions.  
The best we can do to address that is planting trees and vegetation wherever we can.  
We must make this a priority. Thank you!

Want the Cove back to its original state prior to construction including the trees on upper Gallant that framed the entrance to the Cove

Please remove all vehicle travel from that detour and return it to its natural state.

I want less asphalt, more forest. Better for all of us.

We have to ensure that the green spaces in our cities are respected and revegetated when possible.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Direction #1

All that costly work down the drain; to return it to its original state is a waste of taxpayers money.

Deepcove is already difficult enough to navigate without adding further impediments

Looking to the future this is the only choice that makes sense

By keeping the road open, I believe it will make the entire Cove better. Congestion will be reduced and the speeds of which people enter the Cove will lower. It makes it safe to cross the street if you live on Caledonia or Badger. The road benefits many, and hurts few. I don't think bending to the vocal minority of people is good, especially considering the state the 'Wildlife Corridor' was left before the road was put in. It was awash with invasive species (brambles, laurels) and filled with spray paint and garbage. Nobody did anything to care for it then, even the people who have been the most vocal about restoring it.

The benefits of this route the community far outweigh the complaints of those few select that seek to be getting special dispensation from council.

Close lower Galant

#1

Deep cove is a cute visitor destination area. Make it available to locals and day visitors.

Locals avoid deep cove spring, summer and fall as difficult to park. Spend the money now, no short cuts, make the hard decision. The retailers need help. Deep cove road needs to be upgraded for ease of use for retailers, pedestrians, drivers and buses etc.

I would like to see it back the way it was fully natural with native vegetation.

My only other idea was to have waking and rolling pathway...not for any vehicle use.

I might have selected number two had there been more explanation on how it would work with emergencies. The privacy for the neighbors in that area should be a priority as when they purchased those properties and moved to the area that was likely one of the main reasons they did.

Good use of resources to put the detour into a good use that would benefit most

Keeping Naughton open to vehicles reduces congestion on Galant making it safer and easier to move through the village.

I would like to see the homes affected on Naughton given some privacy and a more pre-detour living situation. Also, would like to see Gallant have more patio and pedestrian areas.

Restore the area to encourage natural plant growth. Less asphalt or pavement is always better. Cyclists and pedestrians can find their way. Limit car access during summer months to discourage driving.



**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Use of current road (detour) in the future for limited use would allow for access or exit in the case of a future (likely) emergency either due to increasing volume of visitors or climate change emergency. The current transportation set up for the Cove 'could' be a challenge if during a high volume period (in summer) additional access is needed to the Cove or if in winter additional routes into the Cove are needed.

I would not support continued road access (current condition) and / or return to revegetation.

The traffic in Deep Cove has been getting worse and worse over the past few years. This will at least help alleviate some of the congestion.

I would not like to see it used as a full transportation link as it is now but feel if it was designed for cyclist, pedestrians, etc. with a nice walkway, lighting, vegetation then this would be used a lot by our growing community and visitors alike. Emergency access is always vital especially in peak summer months when we have excessive traffic on the main corridors so I think this option 2 is a worthwhile alternative for all.

I drove down to Deep Cove a few years ago. What a change, with hundreds of visitors and huge crowds of people. I was driving family and was embarrassed by the lack of beauty, that I always loved. I would like a way that helps all the residents there and stops too many there with their cars. That should be the first consideration. My doctor's office is there too, and there must be elderly people who need to get to that office in safety with a wheelchair situation. I dislike going to the Cove when it is crowded. I think those are the questions YOU should decide on. Make it safe and comfortable for all taxpayers who live in this area. Thanks

#2 makes the most sense now.

#2. Good compromise

It will be safer for my children. It will be quiet again. Less traffic.

We do not need more traffic (either cars or bikes) flowing in and out of the Cove. The Cove already has limited overall area in general and parking in particular. More cars, bikes, and people in the Cove will detract from the ambience that currently makes the Cove such a lovely place to live and visit. The vast majority of visitors will continue to arrive in cars for a variety of reasons (many visitors bring small children or elderly family members who are unlikely to cycle, the Cove is quite far from many areas of the Lower Mainland, the hills coming into the Cove make it a somewhat challenging cycle, there is a lack of safe bike lanes coming into the Cove, etc.). The use of the current route by cyclists has been dangerous and frightening as we have witnessed on a number of occasions the disregard of the stop sign at the bottom of the detour, and instead the cyclists have blown through the intersection, laughing or swearing at the residents trying to politely point out the stop sign.

It was nice and quiet the way it was. There is plenty of access to the area by foot and bicycle already.

We live in the area and have children attending Cove Cliff. The four way stop at Naughton and Burns has been quite dangerous. Despite lots of effort to slow speed, people regularly do not stop at the 4 way for enough time to see children, elderly, pets and many other humans walking across the street.

I think plants and soil are more important than roads

Don't think it is a good corridor for anything really and removes natural trees near creek from the heritage neighbourhood. Restore to original please.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

The temporary detour worked very well for most of the people of Deep Cove. The kayak area is much easier to access directly from the detour, instead of burdening the main intersection with unnecessary traffic. There is plenty of greenspace and parks nearby so the small area that was converted for the detour will not be missed. One other thing, on the rare occasion there was an emergency on the main street (fire in the apartment building), the detour made access in and out much easier. Making the transportation link permanent will not attract even more traffic, it will just allow the existing load to be dealt with better.

I think it would be very unfair for the immediately adjacent residents if this temporary roadway becomes permanent. I am not personally very affected, as I live some distance away - though the temporary roadway has made one of my favourite walking routes into the village much less pleasant. Trying to accommodate the increased seasonal vehicle traffic into the village is an unattainable goal - it will just encourage even more tourist traffic to the detriment of most residents. It is the green areas that make Deep Cove so attractive - paving them over for roads so more tourists can get in will slowly kill the golden goose, and won't even help the tourist businesses in the long run.

Living in close proximity to the detour has been an absolute nightmare. To keep this road open to accommodate Summer Tourist traffic is compromising the quality of life for the Deep Cove residential community. Please do the correct thing and restore the neighbourhood back to what it was before the construction.

I didn't agree with removing the forest in the first place. Now that the work is done and the road is no longer required I believe it should go. It seemed to me that the community of Deep Cove was happy enough with the situation before the road went in. The biggest problem I see is the lack of parking in the Cove, this is what the District needs to address.

Option 2 seems a balance giving a safe option for cyclists and pedestrian traffic as well easy access for emergency vehicles especially given that a site with many elderly residents is located there.

As a long time resident of Deep Cove I strongly feel the Naughton detour should revert to a green space. Though I live on Panorama Drive, I feel for the Naughton residents who, when they purchased their homes, bought into a quiet neighbourhood with only residential traffic.

Noise and nature buffer is optimized as the current residential stake holders based their decisions on the original natural condition. I live on Panorama drive and I feel for the original Naughton residences who had their sacred green buffer ripped away due to emergency moisture management mitigation. It would be an excellent show of good faith and skill by the municipality to show their capabilities in a natural restoration project. They would need large permanent full height growing coniferous as well. A winding natural gravel path or series of natural dog walk pedestrian bike able non paved trails would be a bonus as these don't impede the green buffer benefit and their use is quiet non motorized. The cove has many such natural little unpaved trails which give it charm.

I think the neighbours of Naughton Avenue deserve a closed off and no traffic area because of the high density of young families in the townhouses along with seniors living in the Lions. It would provide a quieter and safer neighbourhood.

I work in Deep Cove a few times a week, the Gallant Avenue entrance worked great when I drove in. When I bike to Deep Cove I find Gallant Avenue to be quite scary as it is very busy and drivers aren't paying attention to cyclists as they are more worried about finding parking.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Hi,

- Deep Cove is not another Seymour Ski Resort. Nor is Deep Cove a business area. Deep Cove is a residential area, with a very small park area, and a very small business street. City NEEDS PEOPLE'S PERMISSION TO TURN THIS AREA TO A RECREATIONAL / BUSINESS DISTRICT. We can see through you as you are trying to turn the area to a recreation business area without approval of the voters. As Much As Developers Pay For Election Advertisement It Is The UNHAPPY Voters That Choose The Politicians' Destiny! And We Are Fed Up!

- More vulnerable people including elders, families with children, .. moved to this and adjacent streets for Peace and Safe Mobility. We do not want to force the most vulnerable to move, to make space for development that clearly is the aim of the city.

- Natural habitat for several species of plants, birds and mammals need to be returned to them.

We Honour The Politicians Who Honour The Voters!

Thanks

Our precious Village community and businesses were severely impacted by excessive construction and damage to natural habitat. It was heart breaking to see the excessive amount of trees removed and bio-diversity disrupted for living creatures. Due to very hot summer there was no cover or shade or anyone or anything. Very disappointing for a long time resident to see and experience.

I would be interested in keeping and maintaining the pedestrian area on Gallant. Possibly to have a single lane westbound in the center of the street and pedestrian/seating areas on both sides. Please consider "softening" the impact with less pavement and introduce more plant material.

Deep Cove needs to maintain its connection with nature, not make it easier for cars to travel around our community. This detour took what once was a nice quiet corner of our community and made it a through fair for cars. The crossing is awkward on Deep Cove Road and the roadway along Naughton was never designed to be a main artery into the Cove. Please return this part of our community back too the way it was pre construction. Deep Cove is a lovely place to live, lets not ruin it so its better for people to visit. There needs to be more conversations around how we can encourage people to use public transit and alternative measures of transportation into Deep Cove, as the community is limited on space and parking. Thank you for your time and consideration on this matter.

This option is preferable as Gallant can be quite congested a times with local and visiting traffic and cyclists. Providing an alternative entrance to Deep Cove in case of emergency and limiting access to emergency vehicles, pedestrians and cyclists while replanting native species, etc. to reinvigorate the green space for the residents of Naughton appears to make the most sense.

I think that it should be decided by the owners of the houses closest to Naughton ave. not everybody else because there the ones who will have to live with this. I live on deep cove rd. so i wouldn,t care one way or the other like most around here. aside from that put it back to what it was, and don,t let the businesses decide they will only do what is best for them.

Works so well

The natural vegetation that was there before the detour was beautiful. It was a natural habitat for birds and small wildlife. I would like to see the area revegetated so that it can return to it's natural beauty.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

This will give back the privacy, eliminate the vehicle pollution somewhat and the noise. There is so much vehicle traffic during our summer months it has become almost unbearable. So for people that have had that bit of calm to have it ripped away is not fair. As much as we appreciate the upgrades, it still does not mean that we have to give up the quiet and calm of a residential area for the sake of few more tourists....

Because it is the only logical choice

Safer, more efficient transportation to and from Deep Cove. Also safer for bikers.

At least the traffic will move.

It seems to be an obvious way to ease the traffic flow.

Opportunity for extended patios to stay on Gallant. Provides additional parking for visitors

It is critical in our climate today to maintain as much biodiversity as possible in order to try to restore at least a small percentage of what has been destroyed. These lands are also home to other animals and beings and we need to give them as much of their natural land back in order for us to coexist safely.

We are homeowners in Deep Cove Crescent. The temporary detour has negatively impacted us in a number of ways: increased traffic noise and congestion, loss of two-way access to our home through Naughton Avenue, loss of natural greenspace and habitat adjacent to Lions Manor (which also provided privacy and some noise barrier for all residents in the area). Also whilst I recognize the need for safety barriers along Naughton Avenue to protect pedestrians, the large orange plastic barriers are an eyesore and are very much out of place in area of such natural beauty. This is one of the primary reasons for people to visit Deep Cove, yet these barriers are one of the first things visitors will see coming into the Cove! Rather than encouraging more car traffic into Deep Cove by adding a new road and increasing demand for already limited parking, I would prefer see the District focus on alternative options such as a park & ride scheme, or more frequent bus service with discounted rates.

I like the new road layout and one way for Gallant.  
The extended patio area really works well.

We feel this option is in the best interest of the neighbourhood as a whole.

We have a friend whose family lives right amongst all this renovation and would be happy to see it kept open for walking etc. The trees will grow back eventually !

Good for emergency vehicles

Deep Cove isn't just a place to visit, it is, most significantly, and for all seasons, residential and a close knit community. Return the peaceful lanes back to their former purpose and keep village traffic on the main business street.

For those who live in and around the area it would provide improved access for travelers entering the area via foot and cycle.  
Direction 3 would be unfair to those residences directly beside this access route who purchased, not expecting such an increase in car traffic.  
Direction 1 would be my 2nd choice.

I really appreciate the opportunity express my opinion that the road needs to come out and the areas needs to be revegetated.

My family lives at [REDACTED] and we have been directly adjacent to and impacted by the detour for the last number of months. The increase in noise was substantial, as was the loss of privacy as almost every vehicle peered at us sitting on our front deck.

I am voting for the option to remove the detour completely and NOT have cycling, pedestrian or emergency vehicle-access, for these reasons. I strongly urge counsel to pause and consider the

Why I'm for Revegetation:

- Urban greenery is precious.
- Urban greenery absorbs water.
- With the previous green space, our family townhome was quiet, safe and private, as it was for our neighbours and friends. With the detour in place, noise was increased substantially, we lost privacy in our front yard, and Naughton – our family's walkway to gallant – was less safe.

Why I'm against the road:

Decrease in Safety

The grade is too steep for vehicles - especially buses and trucks – with most accelerating through to the stop sign at Panorama, and often barely slowing. In my 22 years in Deep Cove, this was the most unsafe traffic situation I've seen.

Its Not Needed:

An additional route into Deep Cove community core is unnecessary. If fact, this is not an additional route, it just links two existing routes, making the pedestrian traffic along Naughton much less safe. Its worth noting that during the detour, the majority of vehicles who came down the detour turned right and ended up at the Deep Cove Road/Panorama intersection anyway.

In Deep Cove, traffic only really backs up when these three things happen on the same day:

- It's a sunny day
- It's a weekend
- Its in the summer

So this happens maybe 25 days a year, or about 7% of the time. Not worth having pavement vs. urban greenspace.

It won't help with traffic congestion issue in any meaningful way:

The fundamental issue is that number of people who want to drive their vehicles into Deep Cove on a sunny summer weekend vastly exceeds the amount of parking available, so people drive around endlessly trying to find parking. This results in the traffic congestion we are all familiar with, including at the Deep Cove Road/Panorama intersection.

Keeping the detour won't make the slightest dent in this issue because we will never have enough parking for these peak summer days.

As a long time Deep Cove resident, I have become accustomed to realities of this situation, as have our friends and neighbours. We understand its part of living in such a wonderful community. While not ideal, this is much more bearable than have an unnecessary roadway 40 feet in front of our home, with all the noise, safety, and loss of privacy issues.

Why I'm against the walkway:

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Loss of Greenspace: For pedestrians and cyclists to move safely in both directions, it will require a similar-sized or larger road and a corresponding permanent loss of greenspace.

It less safe: The grade is too steep and unsafe for cyclists - most accelerate to the stop sign and don't stop. Its better to have the cyclists enter through Deep Cove Road where the 'natural' traffic calming measures prevent cyclists from reaching these speeds.

The need for additional capacity for emergency vehicles is a red herring: it is hard to imagine that it would be quicker for Emergency Services to stop, unlock the bollards and get back in their vehicles, rather than simply turn on sirens and have traffic move out of the away. Or they could simply take another route into the Cove – after all, there are many of them.

Temporary was the promise. Stand by your word DNV.

I live at [REDACTED] retired.

Again I say RESTORE to previous conditions. As I put this same desire MONTHS AGO I have received NO input. Your are asking the same question as before work began. I wonder if I will get a response as my details were provide months ago.

Buses traffic using the detour is not useful along with others seeking to park. Why not allocate parking elsewhere for example at schools during busy seasons and use buses from the parking lots into the Cove. Deep Cove is small and there is no answer to the parking issues with or without a detour. Get another solution to the parking at the Cove. This has gone on for years now. A resident.

It is important to keep areas of North Van free from noise and light pollution. By returning the area to the way it was before creates a buffer from the traffic noise from Dollarton Road and keeps the area less trafficked over-all. We need more spaces that create a sense of peace and tranquility without the constant presence of people and their dogs.

Put it back to normal please.

Despite the posted signs many of the vehicles and cyclists using the detour do not slow down and the cyclists rarely stop at the stop sign. What used to be a relaxed and safe route to walk along is no longer. I frequently use this route on my walks with my dog and/or grandchildren to return to my home on Cliffmont or to access the Cove using the walking trail by the townhouses. If the road remains in it's present form it is only a matter of time until someone gets hurt. I cannot imagine how hard this must be for the impacted residents.

The other two options are unnecessary as Deep Cove has no room for further development. Green spaces are sacred, no matter how small.

Don't make Deep Cove a tourist destination, it is what it is, it can't handle the traffic regardless of what you do. Also remove the temp barricades on Gallant, these are only to support those businesses, it does nothing for the livability for residents. The businesses already are laying claim to the blocked off lane. Are they paying rent on this?

Traffic is too busy and noisy since the detour. Vehicles drive through the temporary detour with too much speed, because, the slope of the road from the entry point at Deep Cove Road is steep and gravity encourages speeding through the neighbourhood. We frequent the walking route through the townhouses, and since the detour, it feels more perilous to walk through to get to the Cove.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

At first I was upset with the idea of change going into deep cove but soon realized this is the way to go. I find it a lot easier and faster to access the marina at the end of panorama. Also we aren't bottle necked by the stop sign at gallant and panaorama and overall traffic in the village it self. I understand the frustrations of those living on naughton but this is what needs to happen as deep cove gains popularity year by year.

To support the preservation of trees and the local ecosystem. To help bring back the biodiversity of the area that the road disrupted.

Accessible walking, wheeling, and slow cycling (and other micro mobility devices) with as much green restoration as possible, ideally the "road" would be a natural trail/permeable surface not paved with asphalt. There are also roads being built with solar panels (though I'm not sure if they would be accessible/ideal for non-motorized mobility). <https://www.theverge.com/2016/12/22/14055756/solar-panel-road-electricity-france-normandy> - The trail surface would still be accessible for emergency vehicles if required, but could be an opportunity to enhance biodiversity and human health and wellbeing. To address concerns about the speed of cyclists and user conflicts, the design should be made to encourage very slow speeds or possibly dismount/walk bikes on path. If the decision is made to go with #1, would still be important to ensure that the new connection is accessible for wheelchairs, etc. as the previous trail was not accessible.

Frequent visitor to deep. Cove. - it would be a great walking. It is not safe to walk the way it is now. Too many cars.

Safer for dog walking, emergency vehicle access a plus

Directive #1: This would honour the promise to local residents. I can't believe this so called temporary road was paved.

Keeps traffic moving through deep cove

Why is there another survey? Didn't we already take a survey months ago?

There seems to be a complete disregard concerning the impacts to those who have been living along Naughton for years/decades. These impacts include added noise, traffic, pollution and the loss of their peaceful street. Please return the area to the original vegetation.

I believe it is a good compromise. The money has been spent to put in the temporary access. It would be a waste to take it away when it can be utilized for emergencies and non-vehicular uses such as walking and cycling without undue negative impact on neighbours. It could be beautified somewhat with more landscaping and perhaps lighting. Who knows when it might come in handy for some unforeseen happening in the Cove.

I live on panorama drive and feel this would help with summer congestion- I feel there shouldn't be any public parking on panorama drive, and that the local traffic only rule should be enforced

I always support much needed cycling infrastructure in the DNV.

Provide a safe pedestrian walkway but use Bullards/barriers to ensure that cyclist have to dismount at the top of the walkway then safely proceed down Naughton Avenue. We don't want cyclists turning off Deep Cove Road then racing down the Naughton Avenue access. We believe this is the best option to allow Emergency vehicles unimpeded access when required.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Reducing cars is my priority.

Would like to see the area used since a lot of money was spent to make it. I think it will help make walking and cycling to the cove more manageable. Emergency access is also very desirable

I have a friend who lives in Lions Manor and she has said the diversion 'shares' the traffic noise to both sides of their building. She prefers this option. I also feel that this will create safer summer access. As a DNV owner I have seen some challenges when 'tourists' (those not from or generally familiar with Deep Cove) get to the Cove and start trying to find parking, access generally, etc. I believe that the current diversion situation introduces some non-busy parts of the Cove before they get distracted by the central business area.

With the permanent changes that have been made, access to the Cove is now very limited and there needs to be more access. As someone who lives in the area but not in the Cove, we will just stay away as we have been doing for the last few years. It's sad to lose the use of the area that we have used for the last 25 years.

Revegetating is required for 1) environmental sustainability and 2) for benefit of the local community

1) Issues around environmental sustainability:

- Metro Vancouver loses woodland habitat at a rate of about 7% per year (based on data from 2013 to 2018) - clearing like this leads to a "death by a thousand cuts" scenario and ultimately a denuded landscape for the region. This clearing was unnecessary and should be fully remediated
- In a case of tragic irony, this project that was conducted to reduce flooding in the village may lead to increased flooding a mere 200 m away at the woodland on Naughton (due to reduced tree roots for absorption and increased impervious surfaces)

2) Local community benefits:

- The road is obviously not required for local access and has caused many issues with dangerous traffic coming down the hill. Safety will be improved without the roadway there (for bikes or cars).
- That woodland was an important piece of habitat for the local community. My kids are grown up now, but generations of kids have played in that woodland, so the local community will benefit from having it back one day. DNV ruined the land for my generation, but give further generations of locals their woodland back instead of giving it to tourists to access our neighbourhood!

As a professional biologist with 20 years experience in land development issues, I recommend that DNV:

- 1) Completely remove and remediate the 'temporary' roadbed
- 2) Completely remove all impervious surfaces (i.e., pavement, compacted gravel)
- 3) Replant sufficient trees to enable contiguous forest cover in 30 years that exceeds the original forest before destruction
- 4) Not allow any future roadway to pass through the area

Direction 1 revegetate the area. We need to get our green space back, and the residents bordering on the bypass need to have the quality of life they had before. We were told in the beginning the area would be returned to what it was before. I do not understand why this keeps coming up.

This is a better path forward, for Deep Cove residents and overall character of beautiful Deep Cove. I have already signed this before and gave input, but wasn't sure if I needed to do this again for Dec 12 Date!



**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Emergency access is a good idea if something were to happen on Gallant Ave.

Naughton Street access is tight and increases noise levels for the seniors home and townhouse complex which used to have a lovely treed area for the townhouse kids to play in. I would not be happy to have invested a lot of money buying there only to have a busy road steps away from what was a quiet, private complex. The exit onto Naughton Street is narrow and looks like it would need considerable work on it to make it safer, which means taking more of the land to either side of it.

I feel like this is the safest option for all involved.

Again you seem to have very little consideration of those with mobility issues! You need to have some parking for those with disabilities for when YOU need it YOU will appreciate it. Think about the future because you may not always be mobile especially if you hurt yourself up on the ski slope, accidentally twist your ankle, or become a senior citizen. Are you not aware that many seniors like to go to Honey Donuts or the Art Gallery. Why can't you think about things more inclusively???

Makes the most sense for all parties interested in visiting the area: minimizes traffic congestion.

Local businesses still need supplies. Transit can offer a vehicular access and of course emergency services must have access for any issues needing that type of assistance.

Current traffic flow works well. Enables more car free area on Gallant.

I live in the [REDACTED] Banbury and I've noticed a big reduction in traffic since the Naughton Avenue connection was created.

There are still a lot of vehicles accessing the area obviously (DCYC members, people using the kayak centre, buses, employees/owners of Gallant businesses, as well as residents of the 2100 block of Banbury and lower Gallant, and people who live up Indian Arm with boat access only).

This is also the only block in the Cove that doesn't offer any 'resident only' street parking and we still put up with multiple vehicles using our driveways for a turnaround and even loading and unloading passengers - I think we're doing our part in accommodating visitors...

Also, it is very important that emergency vehicles are able to access this populated area in a timely fashion so this slight reduction in traffic is very helpful!  
i.e.: Deep Cove is the first point of access for an ambulance to pick up people living or boating up Indian Arm.

It works.

Like most people who have chosen the cove, we love the proximity to nature in a quite neighbourhood. Additional traffic are not wanted or needed.

This is the most climate-wise and forward thinking choice, which respects the resident tax payers rather than tourists and sight-seers.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Option #1 is definitely the best choice for the well-being of the immediate neighbourhood and for the protection of the environment!

I live in one of the Village Cove townhouses directly facing the TEMPORARY detour. The almost 6 months of the detour's existence have been very unpleasant to say the least. We have had to contend with traffic noise, exhaust fumes, a view of ugly grey concrete and asphalt, bright streetlights and vehicle headlights shining all night long and what was previously a lovely quiet stroll down to the beach or the village is now reduced to pedestrians being wedged into a one-meter-wide space between a barricade while the traffic races past. The prospect of the #3 option for Naughton Ave. is absolutely appalling to me. That option would COMPLETELY destroy the mental & physical well-being of all persons living along Naughton Avenue. Implementing option #3 to allow for even more traffic, wider asphalt, more artificial lighting, along with less trees and less greenspace, goes completely in the opposite direction to current scientific recommendations for assisting in the fight against climate change.

The #2 option is totally unnecessary. Even the description of the #2 option states that the steepness of the Naughton detour would make it inaccessible for some people with mobility challenges. Leaving this large, paved area of roadway in place just for cyclists and as a potential safety measure for some imagined future emergency situation makes no sense. I have lived here for 33 years and have never seen a situation where an extra route would have been helpful. There are already several existing routes in and out of the Deep Cove area which can be easily used if one of the others was for some reason blocked. One of the existing routes is the driveway through our Village Cove townhouse complex, accessible via the 1900 block of Caledonia Avenue. This route is not an actual roadway for daily public vehicle traffic but it would serve very well for a rare emergency situation. Garbage/recycling collection trucks and other large delivery vehicles successfully use this route through our complex on a constant basis. The route through our complex runs directly adjacent to the Naughton temporary detour and is less than 10 meters away. There is no benefit to having two routes right beside each other.

For the opportunities it provides to enable Lower Gallant to be closed to all vehicle traffic, and for Upper Gallant to have the public spaces of sidewalks, patios, parking, and traffic lanes reimaged to become closer in nature to Lower Gallant. Better flow for Transit and Emergency vehicles, and perhaps reduced traffic issues overall in the Gallant-Panorama intersection. Revegetation of the remaining space between Naughton, Gallant Creek and Lions Manor should still be done beginning with removal of all invasive species, all unhealthy and non-native trees and shrubs. Would support community garden and /or public park in this space as well.

Long term planning and growth requires the best transportation solution for all vehicles.

Reducing two way traffic on gallant avenue significantly improves pedestrian safety and enjoyment. The village has many visitors and minimising two way traffic in this area creates a better environment for people walking around the shops and cafes. Any methods of reducing congestion are a positive.

The detour would work well to divert bus traffic away from the parks and create a natural loop for the buses to turn left onto Panorama, left onto Gallant ave and to stop in the newly created bus stop located on the left hand side of Gallant ave around the bend and where the construction material is currently being stored. People using the buses would then walk down Gallant ave and filter past ALL of the local businesses. Bus noise and traffic would be reduced and park space would be freed up. This would also create the potential for lower Gallant to be closed to all traffic and become a pedestrian only zone.

Improve the weekend congestion

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

3. Makes the most sense for transportation needs.

Would be best to reroute traffic down Naughton, North on Panorama and back on Gallant. Then close lower Gallant to traffic.

Return to some quiet for the residents directly effected by traffic. Allows pedestrians and bikes to safely enter the Cove without having to watch for traffic so much.

My actual preference falls between Directions #1 & #2. I'd like to see the bypass corridor re-purposed and re-designed for safe pedestrian and cycling access, installing as much natural vegetation as possible around those uses. This would necessitate a better pedestrian connection from the by-pass to Gallant Ave but would improve on the previous steeply banked and 'blind' corner at the transition from Deep Cove Road to Gallant.

Regarding the implication that maintaining vehicular access via the detour would improve congestion along Deep Cove Road, my impression is that the line-ups would just be relocated. Instead, a one-way loop using Panorama, Naughton and Banbury to Gallant could possibly be achieved without the vehicular detour and should lessen congestion in the village.

Having lived in deep cove for 20 years, the original route disturbed locals and wildlife much less then it does now.

- Disruption to neighbourhood with detour.
- detour isn't intuitive and is confusing
- detour makes an extra crossing for pedestrians on a busy road
- detour will create more traffic in surrounding neighborhood

Prior to the construction, the congestion along Gallant had become overwhelming. Keeping Deep Cove 'vegetated' is an important priority, but idling traffic is not helping to do this. Better traffic flow would help keep the character of Deep Cove.

A well thought out one way system with angled parking would help flow in an already over congested Cove.

Of course the real solution is less development and shuttle service into the cove from an off site parking area.

I see it as the safest and in keeping with the community feel of Deep Cove. Not in favour of #3 and don't understand how #2 would/could be for emergency vehicles only

Direction 3. It has totally reduced traffic flow. And mad it much better for those of us who live on Panorama Drive.

Neither option 2 or 3 really makes living in the Cove much better. Yes there are some minor wins from a transportation perspective but The Cove in general will always be too small in every aspect to handle the amount of people who want to use it.

This option is safest for nonvehicle users, returns vehicle traffic to its preconstruction state which is better for the locals- residents are tired of the noise, fear the safety risks from additional vehicle traffic- closing the detour to vehicles does not threaten out local businesses.

Reserving the detour for emergency vehicles offer an alternative if it is needed. Enabling pedestrian as bicycles offers a safe and handy alterntave that will likely be well used

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Benefits are another way to walk into the Cove, so having properly separated bike/pedestrian lanes is important. Having another access for emergency vehicles would be good. The area around the detour should be (re)vegetated.

The detour is a sweeping bend that facilitates speeding of cars in a traffic calmed area of the neighbourhood.

The detour is an huge detriment to the poor Lions residents who have already been through enough hardship. Revegetate and give them some peace and quiet back.

I was against the idea originally but the truth is that it works quite well. That is the new one way route that has been in place during construction works quite well and helps visitors be redirected to where there is parking they wouldn't otherwise know about. Previously they would circle downtown deep cove. I like that downtown deep cove has all the street tables and pedestrian areas.

Option 3 - locals need more options to get where they are going without getting stuck in tourist traffic. Most importantly, EMR NEEDS BETTER access to all areas of the Cove.

Buses doing a double loop along Banbury has caused additional congestion and pollution!!!

The current bypass is ugly, noisy and not safe. I walk our dog there and many cars enter the bypass too quickly. The bypass was initially promised as a temporary measure and we were told the green space would be restored and returned. The attraction of the Cove is its natural beauty!

Emergency Access was available prior to the storm sewer work and when an emergency vehicle is arriving to the Cove- private vehicles will move aside, just as they did prior to the sewer work. There are other access points for emergency vehicles if needed: one being Cliffmont/Banbury/Rockcliff or through Deep Cove Crescent.

Also as a resident and a user of the retail businesses on Gallant, having the original upper entrance to Gallant is helpful. I can park there and run in to the pharmacy, art gallery etc. It makes for a quicker in-out to the Cove for people like me regardless if there is traffic on Deep Cove Road. Traffic is much more congested in the lower part of Gallant just for the very nature of having a four way stop "on the way out". If I do need to go the the pharmacy for example, I can enter the village by way of Gallant, park in front of Mamalinas or the dentist, do my shopping and then exit the Cove via Rockcliff back to my home. This alleviates my car joining all the tourist vehicles that will be clogging up the lower part of Gallant. It is a win/win for the merchant, the tourists, the environment as less resident vehicles wile be idling in the lower Gallant traffic.

#3 Full Transportation Link makes good sense

I much prefer a return to the serenity of a naturalized green space. Keep Deep Cove contained and vital, rather than allowing for the accommodation of vehicles over nature. The other two options require the maintenance of a road.

This would appear to be the best option for traffic flow as well as safety for everyone

It was intended to be temporary and the district should keep its word to the residents of deep cove. People are getting tired of being lied to by the politicians that are meant to represent them. Keep your word and return it to as natural state as possible. You created the mess and now it's time for you to clean it up.

Because it is a road right of way and the redundancy would decrease delays in the summer. More space for people on Gallant.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Emergency access and safe biking are important needs for deep cove

I feel option 3 would provide the most benefit to reduce congestion.

It's not that bad. The loss of vegetation was relatively small. It's more or less done, so minimizes cost.

I like the businesses being able to extend out into the street. I hope they can continue this if this option is chosen. I would like some extra energy into bringing native plant species back where ever possible.

Compromise

I strongly oppose option 3. It completely degrades the neighborhoods adjacent to downtown deep cove.

I am supportive of option 1 and 2.

It should 've never been allowed to destroy this part of wilderness in the first place. There were definitely other safe and much more economical solutions. Please return it to the way it was.

I live just down the road from this development and it was so upsetting to see this forest clear-cut. Please get rid of this detour and bring back the forest. If you do decide to replant, please plant native species and stagger planting times so that we can do our best to regenerate what is now lost.  
Thank you for your time and consideration.

Return it to its original state. This is better for the environment and community members.

Direction number 1 Revegetate

Better traffic flow to hopefully avoid line ups in the summer.

Something needs to be done to improve traffic flow onto panorama drive and to improve traffic caused by tourist parking. Best option would be to separate residential access onto panorama from tourist access. I would like Naughton access to funnel traffic for parking and the Gallant access to remain with two way traffic. Also on street parking on panorama should be resident only on the entire street to remove tourists blocking traffic flow.

I prefer to limit growth and traffic into this small delightful area of the North Shore. Encourage use of transit vs cars. Restoration of green space is essential in light of the continuous erosion of our North Shore Mountains, forests and green space to add housing that is not in line with expected or actual population growth. Infrastructure needs improvement before we add more roadways. . . which bring more people. . .

Revegetate with a pedestrian path. The temporary road is no longer needed, unsightly & not in-line with the beauty of the cove. Traffic flows to quickly down the road & accelerates even more on lower Naughton. When traffic flows on deep cove road in to the village traffic naturally slows with the visual cues of the village & beauty of the mountains & water views. The commercial traffic should be directed to the village.

It feels like the flow of traffic one-way would help.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

This is my first choice because I respect the conditions under which the residents purchased their homes - one block away from busy Gallant Street. I do appreciate that emergency vehicles would have faster access in Direction#2, as this is a consideration for the former Lions building that was restored after the fire. However, my first choice remains to return Naughton Avenue to its former quietness.

The fight against Climate Change. The preservation of wildlife habitat. The inherent value of local biodiversity. Safety of local children and families. There is no need for another emergency access route.

Direction #1, I liked it the way it was and enjoy walking that way from Parkgate Village into Deep Cove and don't mind driving into Deep Cove on the main road

Please put it back to the way it was. We do not need to "improve" the flow of traffic that has no where to park. we should spend our time and money improving non-vehicle access to the cove. the people in the community who are the most impacted should be heard. we live right next to the road and it is ruining our neighbourhood.

I like the idea of keeping it available for when it might be needed again, and using it for cyclists (with a speed break) and pedestrians. Plus this option might let us close lower Gallant for community events once in awhile.

To return this area to natural native vegetation as a wildlife habitat, screenage and noise abatement for residents. Having hundreds of cars turning here and going down a steep hill in a residential area where our children walk, ride their bikes has changed the character of this area. We need to be looking at. Park and Ride for visitors to Deep Cove (? from Cap Uni, Dollarton) and have financial incentives for people taking transit or active transport. There will never be enough car capacity in Deep Cove

Keep built infrastructure

Loss of green space and habitat  
Issues of safety in that quiet pedestrian filled neighbourhood  
Does not facilitate a better movement of traffic  
Engineering is faulty not a permanent solution  
Please revegetate

as a resident in Deep Cove the green spaces we have are the most critical element to protect and hence revegetation option is preferred

You've done work that has improved congestion issues. This is great. Is it possible to leave the road work as it is but to only allow electric vehicles to use that route? It would solve the issue of vehicle noise for those residents that are close to it.

#1 kept the neighbourhood feel of the Deep Cove. It would keep the flow of traffic where the infrastructure already allows.  
#2 was interesting but how would it be restricted to emergency vehicles only? There's no way to enforce this.  
#3 would not remain "temporary". The Naughton detour currently is hazardous for walkers in the Deep Cove.

As a former deep cove kayak employee, it was so nice to have the gallant ave less busy with one-way traffic thanks to the naughton detour. I know the detour makes it busier for those in the multi-family buildings along the street but it is a really good option to decrease congestion and allow a more pedestrian friendly gallant ave!

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

Discouraging driving in Deep Cove, but providing safer access to cyclists and pedestrians seems like a good compromise for the neighbourhood and out-of-town visitors alike. I was very torn between options 1 & 2, because I would like to see a return of native plant species and keep Deep Cove a beautiful, wild place to live. Regardless of option 1 or 2, I would stress the importance of returning the area to a greener space with more plant life.

Number 3 makes most sense. Traffic is out of control at best of time currently, as such we need solutions.

This is the best option to keep everyone happy. However the congestion during the summer is a real problem and needs to be addressed with separate proposals.

The positives: 1) It will reduce the density of traffic on the main road; 2) It will improve safety for cyclists and pedestrians; 3) It will help emergency vehicles access the area more efficiently; 4) It will reduce the density of traffic on Naughton; and 5) It will hopefully foster the management of a recreational area on either sides (ex: picnic tables, outhouses, educational booth...).

The negative: 1) There is a segment of the local population which perceives having been deceived by the District for communicating early on that the road deviation would be temporary, would be removed, and re-forested to its original state.

Absolutely need access for emergency vehicles. We live on Badger Road and often during summer months, traffic going into the Cove backs up past our street, making it difficult to turn up our street. Curb lane going into the Cove (by BadgerRoad) should not allow parking.

I like the idea of having another way in to the cove but foot or bike.

Direction #1 Revegetate

Our choice is Revegetate and restore the area close to its prior state. Adequate provisions already exist for emergency access and active transportation.

The bypass served an excellent purpose while the storm sewer was being revamped and completed. We do not need another emergency access point into the cove. The ones that are there now will suffice. If the bypass is left as an emergency route with the roadway in place it would only be a number of years before the route became a permanent road and all this discussion might not even happen again. The area needs as many trees and natural shrubbery as possible in a world of diminishing forests and green spaces. We don't need to "put up another parking lot".

The two home-owners directly negatively affected by the detour should be the ones who decide and they choose for it to be returned to what it was before. I totally support their wishes.

We walk there and don't like all the traffic coming down from Deep Cove Road. Much prefer native greenery.

Direction #3 I support lower Gallant being fully pedestrianized and so in that case a new transportation link makes sense, especially after the cost to taxpayers of installing it. I think it would ease congestion into the Cove in the summer months. I think it would be great to have the option to either go straight into Deep Cove to access the upper car park or the new full transportation link for the other car park (kayak renting) and those people who live in that vicinity.

There was overwhelming support for this option in the first survey. No need to waste resources by re-surveying.

**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

I like the option #1 as it does not add the amount of roadways in the area and keeps the small village feel to Deep Cove.

There are so many more people coming to the area in the last few years that it is good to preserve the natural areas.

I live in the Lions building at [REDACTED] and I support the full transportation link for the following reasons:

1. There has been cost involved likely in the millions to create the link and to remove would likely be in the hundreds of thousands.
2. When the permanent proposed one way/Pedestrianization of lower Gallant (which I am ardently in favour) happens then access to the Cove down upper Gallant becomes more problematic as the traffic will have to turn left or right at the first stop sign at Panorama. In the summer this will result in even longer line up accessing the Cove down Gallant.
3. When you come down the Naughton detour there is only really one house affected. The townhouses below Dollarton are set back enough not to be affected. and the house on the corner of Panorama and Naughton will be affected by traffic on Panorama turning left down Naughton accessing the parking further down by the boat house. In my building the Lions Manor we are all old and half deaf anyway! I am assuming that the full transportation link option means that there will still be access further on to Gallant from Dollarton.

Naughton should be returned to a spur road and not accessible from deep cove road.

I chose Direction #1 because I liked the area the way it was. That said, you have not provided enough information on how exactly this area could be revegetated given the new road that is now in place and that looks very permanent to me. In addition, it seems to me that removing the new road would be very difficult and costly.

provides alternative route to Deep Cove village at least for emergency purposes  
provides the flexibility to re-route in to Deep Cove village should the Lower Gallant improvement project result in periodic closures not as disruptive to the residents living on Naughton (versus direction #3)  
I feel that the infrastructure to access Deep Cove village 'before' was not adequate and did not serve residents or visitors well. I am not in favour of more cars just concerned about emergencies and building out alternatives for bus traffic, pedestrians and cyclists for better access for all. I feel that residents living next to Naughton had a benefit from the right of way - noise buffer, play forest and I understand their concern about this loss, but I feel the community benefits more from another link to the Cove

The addition of this temporary road was extremely damaging and disruptive to local residents, including the Lions residents, cooperative residents and residents of nearby Panorama Drive, Naughton Road and Banbury Road. There is already too much non-residential traffic entering the Cove and adding another road will only add to this issue. The area must be returned to its previous natural state to return noise and sign pollution to previous levels. The trees in this area provided much-needed shade and noise barriers to the local area. There is no need for additional emergency and bicycle access. Pre-existing access was more than sufficient. The district has done a terrible job of managing traffic within the cove and need to do a better job of this instead of adding more roads and concrete.



**Please use this space to share why you prefer the option you chose please be as specific as possible and avoid the use of personal names.**

As a long time (45 year+) resident of downtown Deep Cove, I have seen a lot of changes. Some that have been good and some not so much. This detour was extremely frustrating for me and most of my fellow neighbours on the 2200 block of Caledonia. We had many long waits and with summer traffic it was almost unbearable. While this detour was active there were a number of emergency vehicles coming into Deep Cove most specifically on the Upper block of Gallant. Having Naughton as an additional emergency support access road is essential.

Naughton Ave has already been re-purposed as a useable roadway... It makes sense to have this available for emergency vehicles, perhaps transit and cycling and pedestrian use. I'd rather not see this used every day by regular vehicle transport, but I do think it would help alleviate some congestion in the cove to have it used for specific things and light vehicle traffic. I think this is a happy medium solution to what has become quite a congested heart of our village.

I hope to see more walk space and leisure area for the Deep Cove Village. Parking continues to be a challenge especially during Summer, hope to encourage people to either walk or take transit to visit the Village. Constructions have been a challenge with noise and re-routing of roads, hope to affect the merchants at the minimal because small business owners need their business volume to survive, especially we are still in the pandemic.

My only use of this area of concern is that I drive through it every day as a resident on Panorama Dr. But to me it does not seem fair to the property owners along the present detour that their property could be changed permanently by having so much additional traffic go by it. However, if those property owners were in favour of the present detour becoming permanent, then I think would be OK.

I would like to see the habitat restored.

#1 - Revegetate

I would like it to go back to the beautiful green space / forest that it was, where kids played, owls and other birds nested. The cooling it provided to the neighbours on both sides was extremely beneficial in the summer. Please put it back the way it was. Thank you.

## Appendix 2

### Verbatim comments

#### How do you usually travel to Deep Cove Village?

Sometimes I walk and sometimes I drive

Sometimes drive (quick visits) or walk.

I drive and walk. My childhood home is here and still consider it my second home. I am at the house all of the time.

We use all types of transportation to travel to Deep Cove: driving (for summer camps/quick store trips), walking/scootering (for a lazy afternoon activity) and biking.

I usually walk, but have to drive my elderly mother to the dentist

There is no simple answer to the above question as I use many options to go to Deep Cove Village. I live close by not in the village. I often walk to the village and back home. At times if it's pouring rain I drive. I also drive if I am showing visitors the sites. I try to do business in the village when I can. However, that has become increasingly less possible because there's problems finding parking and problems for people who are not physically able to walk very far.

walk or drive

Small car to visit my family

Mixture of Drive, cycle, walk

I walk on nice days, transit when I don't want to deal with parking, drive on the off hours when I am pretty sure I'll get parking

Sometimes drive, sometimes walk.

This question being limited to one answer is not ideal. Cycle, walk and drive

In the summer we park close to cove cliff and walk in.

Sometimes I drive sometimes I cycle sometimes I walk.

Living close by, will walk/cycle/drive

Park at Myrtle Pk and walk in

We both walk, cycle and drive

I live nearby in Ravenwoods, so most of the above: cycle, jog in, carpool with family.

Drive carpool or walk

Walk on weekends, but also drive if I have a doctor/dentist appointment

50/50 drive/cycle

Drive to Cates Park then usually walk rest of the way.

### How do you usually travel to Deep Cove Village?

Drive or walk

Sometimes I drive, if out for dinner. Sometimes I run.

Sometimes drive, sometimes bike, sometimes bus

Used to use an electric-assist bike until ambiguity in BC laws meant it may fall between cracks (not a bike, not a licensable vehicle). Too bad, as great clean way to get around locally without tying up infrastructure for excessive parking.

I drive and walk. We park at Myrtle Park and walk down into deep cove village or if just picking up dinner or having dinner in the village cove, we would drive down as a family of 5

walk, drive & cycle - this only allowed us to choose one option but many in the area use all 3 regularly.

Walk sometimes drive sometimes

I frequent the commercial spaces often, usually as a single but try and collect people going to the Cove, particularly in the summer.

Fly to Vancouver

I drive part way and then walk or cycle or take transit. Depending on the purpose of my visit.

I walk if possible but drive to appointments. It's about a 40 min walk from where I live.

Walk and drive

Walk, cycle and/or drive depending on why I'm there

Drive, hike or walk, but mostly drive to carry kayaks or SUPs

We often walk to the Cove and back, but we also drive to the cove to support the local businesses

I live very close but depending on why I'm going into the village I will either walk or drive.

We both walk and drive from our home. We typically walk in the summer and drive in the winter.

Mixed methods. Walk to enjoy the cove- activities, food and services or drive when required for dental visits

Drive or walk

Sometimes walk, sometimes drive (generally alone but sometimes with family), depending on time of day and reason for the trip.

Cycle, walk, and drive depending on season and weather

I drive, cycle or paddle there.

There is more than one option here that nearby residents use.

Combinations of all of the above

### How do you usually travel to Deep Cove Village?

In summer, we take the boat, tie up at the dock and walk. Outside of summer, we either walk or drive.

We live in the Dollarton/Deep Cove neighborhood and walk to the Village or drive.

I lived in the Cove for 30 years and have watched the character and charm of the village deteriorate, with tourism and business (i.e., \$\$\$) driving decisions rather than livability.

Cycle/walk/drive

I walk, cycle and drive. I live moments away. I drive when I have to do a quick shop, or I need to pick my son up late at night after his shift - he works in the Cove.

drive to streets close by and then walk into the Cove

Cycle in summer, drive winter, often share a ride

I live a short distance away and either walk or cycle.

## Appendix 3

### Verbatim comments

#### For how long do you typically stay when you visit Deep Cove Village?

Sometimes 5 minutes to pick up donuts and sometimes 2 hours when having dinner at Arms Reach... I live very close to the village.

I have a boat moored at Seacove Marina that I use 2 to 3 times a week

My childhood home is on "little" Panorama. My parents still live there, and I still visit daily and stay there monthly.

Frequent got a number of hours, and less frequently for overnight. I kayak a lot, and go camping too, my camping buddy lives in the village, so we meet up and head out from there

Our length of stay depends on our purpose for going to Deep Cove. Given we are only 10 minutes away by biking, we can spend 20 minutes up to 4 hours in Deep Cove.

I live here so we use the car and walk all year round.

different times for different purposes

depends, sometimes eating, visiting or just out for a walk

Family lives in Deep Cove Village so sometimes its 2-3 hours, for the day or overnight

Depends on the purpose of the visit - friends/shopping/playing etc.

This varies greatly depending on if the visit is for shop access or medical appointments.

Never the whole day or overnight, but duration varies depending on sport, or just visiting to eat out.

Shorter for doctor and dentist appointments, if we can go up Quarry Rock again, we used to spend the whole day down there in the summer

Depends on whether we are visiting family, picking up take out, walking the dog, etc.

I work and my kids go to elementary school in Deep Cove. My time there varies.

We used to walk there regularly for coffee or to the shops. It is no longer possible on the weekend or more like Friday through Monday.

It varies between all of those because we live so close by. It can be an entire day in which we park at a friends or Myrtle Park and walk down. Or we can drive down and stay for dinner 2 hours or 30 min to get a donut and coffee. It varies completely.

Depends on the purpose for the trip to Deep Cove (less than 30 minutes to several hours).

I visit on foot as i live nearby, just not in the village proper. I use the yacht club, visit the local gallery. occasionally take my car if i have a load or shopping that is difficult to carry home

Vacation one month at a time

One month at a time

**For how long do you typically stay when you visit Deep Cove Village?**

Depends on the activity: kayaking, dog walking, coffee, dinner, ice cream, pizza pick-up, spending time outdoors

4-5 hours 3x weekly 6 months yearly

3-5 hours for water sports or 2-3 hours for walking/hiking (coffee, lunch etc.)

Depends on the purpose of my trip.

We go to Arms Reach for dinner once a week and spend the day or part of, there, frequently.

Varies depending on nature of visit- dental about an hour or so, pleasure often 2 plus hours.

Various amounts of time depending on the year and what activities I am doing.

Depends on I alone or with our family for a variety of times according to the reason.

30 minutes to 3 hours. Sometimes a leisurely walk through. We go to a restaurant. We need to visit the doctor. We shop at the shops and pharmacy. Etc.

Varies considerably. I visit friends for several hours sometimes I attend summer concerts for several hours at a time (generally park at the McLean Park and walk through the trail). Sometimes I take friends to the Arms Reach. Stop for 10 to 15 minutes to pick up prescriptions from DC pharmacy. .... etc, etc.

We keep our boat at DCYC so sometimes it's a few hours and sometimes all day.

Varies. Sometimes I go in for an hour or so, sometimes I'm walking through.

My partner lives here I am a frequent visitor

It varies according to events and weather.

sometimes I stay for 5-7 hours or overnight

Rarely spend time in Deep Cove during a weekend the last few years, as it is just too busy for me. Only visit at friend's house who live in the Cove.

# Appendix 4

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

## Do you work or own a business in Deep Cove? (select all that apply)

N/A - I live here

Public Health Nurse at Parkgate

I run a consulting business, but I don't have clients come here. Most of my work is done at client offices or by virtual means.

I occasionally work for clients in and around Deep Cove.

Strata President representing 34 tax paying owners at [REDACTED]

self-employed with home office in deep cove

Work from home in Cates Landing

I am an artist

I live in Deep Cove and work from home 80% of the time.

live here and worked here for 15 years

Competitive water sport athlete training at the cove regularly

Working from home

Work from home in Deep Cove

Live and run a home business here

I run a business out of my home

B&B businesses

I run a business from my home

I do remote work in coffee shops there, and have regular coffee and walking meetings around the cove on weekdays

Home support care for seniors

Volunteer at DCHA

I sell items Inca store in deep cove

Volunteer at Deep Cove Cultural Centre, First Impressions Theatre and Deep Cove Heritage Society

Dog walker housekeeping

School employee

**Do you work or own a business in Deep Cove? (select all that apply)**

I volunteer at a business in deep cove

Own a home-based children's clothing shop and a fabric shop.

I run/own a business that supports local Deep Cove residence and visitors

Volunteer @ DCCC

Work at Seycove

Own a landscaping business that operates in the area

Home Gallery

Access to Business

I am a resident of Dollarton/Deep Cove

My wife has a business in the village.

Local resident who is also an educator at Cove Cliff Elementary School

I live in deep cove on deep cove rd. My mother-in-law owns a commercial property in deep cove and an apartment

Teacher in the cove

Owner of a rental condo on Gallant Avenue

Volunteer for the Deep Cove Cultural Centre and First Impressions Theatre.



**APPENDIX B – Information Report to Council – March 5, 2021 –  
Gallant Storm Sewer Replacement Project Update**

<input type="checkbox"/> Info Package	Date:
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**The District of North Vancouver  
INFORMATION REPORT TO COUNCIL**

March 5, 2021  
File: 11.5250.20/131.000

**AUTHOR:** Erin Moxon, P.Eng, Project Engineer

**SUBJECT:** Gallant Storm Sewer Replacement PROJECT UPDATE

**REASON FOR REPORT:**

To provide Council with an update on the Gallant Storm Sewer Replacement Project.

**SUMMARY:**

This report includes a summary of residents' primary concerns, DNV's upcoming planned community engagement, clarification of traffic circulation patterns during construction, and an update on the developing construction traffic management strategy.

**Summary of Resident Concerns:**

The District has heard from approximately 65 residents since October when we began our project public engagement. Since then, staff have held more than 40 in-person meetings, mailed three letters directly to residents, had a minimum of three touch-points with upper and lower Gallant businesses, posted project signage on site and created a project webpage. The main concerns expressed to date by Deep Cove residents, listed from most frequent to less frequent, are listed in the following table.

<b>Resident Concern</b>	<b>Key Message</b>
Correspondence received since March 15 <sup>th</sup> (approx. 20 residents) has been almost exclusively related to recent tree removal on the Naughton detour, upper Gallant Ave. and Panorama Park. Residents are seeking assurance that all reasonable efforts were made to minimize tree removal.	<ul style="list-style-type: none"> <li>• Reaction is reasonable given 65 trees were removed to facilitate this necessary flood mitigation project.</li> <li>• Removals were minimized where possible. For example, the detour alignment was shifted to retain a 30m tall cedar.</li> </ul>
Some residents (approx. 15) are seeking information about DNV's replanting plans.	<ul style="list-style-type: none"> <li>• Over 1,800 shrubs, 35 trees and pollinator plants will be replanted beginning this fall in Panorama Park and on upper Gallant.</li> </ul>

	<ul style="list-style-type: none"> <li>• The planting plan will be available in the next few weeks once finalized.</li> <li>• The revegetation plan for the stormwater inlet area and Naughton detour area will be developed following DNV's consultation process.</li> </ul>
<p>Some residents (approx. 8) are requesting immediate assurance from DNV that the detour route will be removed and revegetated upon project completion.</p>	<ul style="list-style-type: none"> <li>• Removal and revegetation is one possible option.</li> <li>• DNV has committed to consulting the community in June on the future use of the temporary detour. Given the urgency expressed by some residents, staff will begin the first phase of consultation mid in March which involves seeking input on possible options.</li> </ul>
<p>Some residents (approx. 5) are concerned about on/off street parking loss during construction.</p>	<ul style="list-style-type: none"> <li>• Staff are working with the Lions Manor Housing Society to address their residents' parking needs.</li> <li>• Staff are looking at various options to assist impacted residents to find reliable parking (Resident Parking Only, Resident Exempt, etc.).</li> </ul>
<p>Some residents (approx. 5) cite a lack of transparency because engineering drawings are not publicly available.</p>	<ul style="list-style-type: none"> <li>• On February 19<sup>th</sup>, tender documents were issued to 16 pre-qualified bidders.</li> <li>• Staff are preparing a sizeable addendum with several updated drawings (including the Naughton detour design and Panorama Park planting plan).</li> <li>• When drawings are finalized and the addendum is issued, tender documents will be made public (next few weeks).</li> <li>• Staff are currently showing residents the draft Naughton design in-person.</li> </ul>
<p>Two residents are concerned about the loss of the water feature at the corner of Panorama and Gallant near the entrance to the park.</p>	<ul style="list-style-type: none"> <li>• DNV plans to temporarily store the sculpture and replace it after construction without a water feature.</li> <li>• Staff are collaborating with the original artist to reinstall the sculpture near its current location. The artist has indicated a water feature is not critical to the art piece.</li> <li>• Water features are maintenance intensive, do not align with water conservation policies and are a potential public health risk. Reinstallation in this case is not recommended.</li> </ul>

### **Communications Plan**

Here is a high level summary of DNV's next steps:

- **March 5<sup>th</sup>** – send letter via Canada Post to Naughton Avenue residents (including Lions Manor and Village Cove complex) seeking input on their preferred operation of Naughton Avenue between Deep Cove Crescent and Burns Avenue during the detour. Please see attached letter for more detail.
- **March 17<sup>th</sup>** – DNV staff will provide a project update during the Deep Cove Community Association's March virtual meeting.
- **Mid March** – First phase of public consultation to seek input on options and ideas regarding Naughton detour future use. Among other methods, a sign will be placed on Naughton Avenue informing residents of the consultation process.
- **May** – Start consultation on Livable Deep Cove COVID Resilience Project (lower Gallant)
- **June** – Second phase of public consultation for Naughton detour future use. A selection of feasible options suggested by the community in Phase One will be explored and presented to the community for further input and discussion. Continue Livable Deep Cove consultation.

Project information will continue to be uploaded to the project website at:

[www.DNV.org/GallantConstruction](http://www.DNV.org/GallantConstruction). Multiple forms of communication will be used to reach residents recognizing not all have access to the internet.

### **Traffic Circulation During Construction**

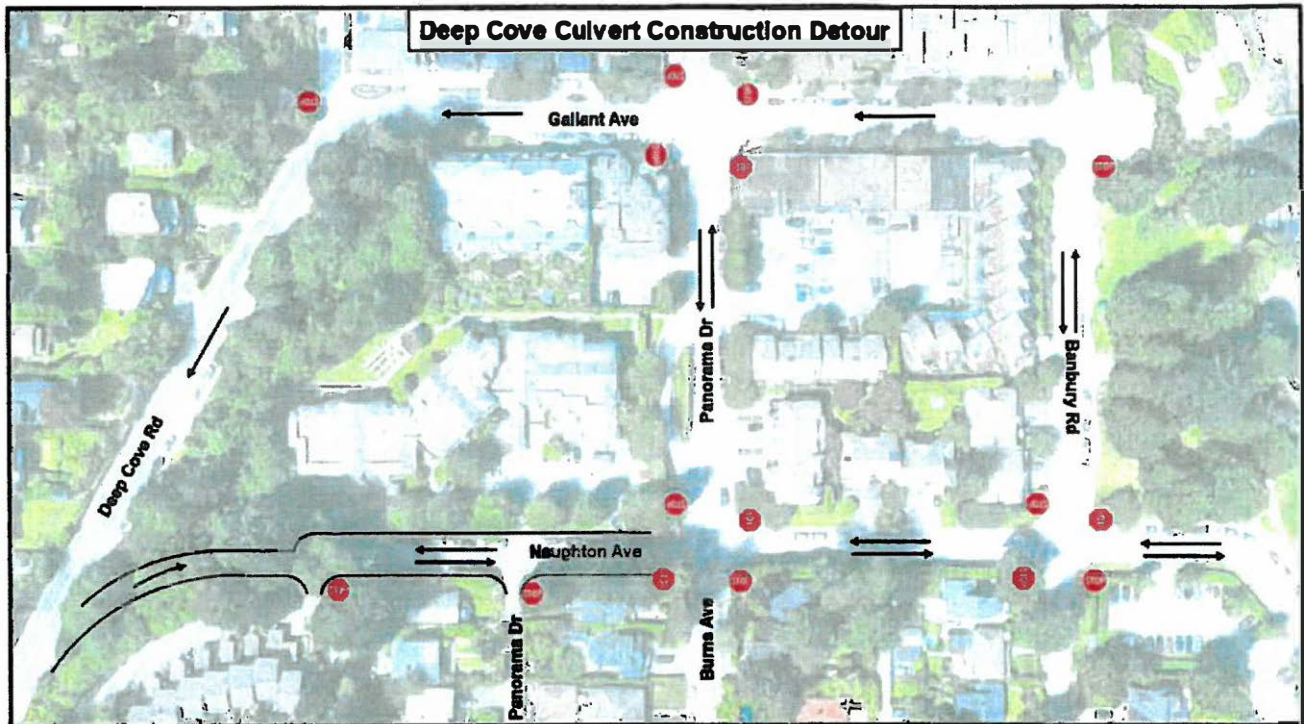
During construction, traffic patterns in Deep Cove will generally remain as is with the following exceptions:

- Inbound traffic will enter Deep Cove via the new temporary Naughton detour.
- Caledonia residents will have a right-in/right-out only access at the entrance to their street.

Depending on responses from Naughton Avenue residents, access to the Village Cove complex and Lions Manor may also change.

DNV Transportation completed traffic modelling to assess the impact of construction on traffic flow. Results indicate all intersections within Deep Cove are expected to perform at a Level of Service A or B in summer months which means minor delays (A is the best level of service). The model included the expanded pedestrian pilot on lower Gallant indicating no reason at this point to consider removing it. Staff will monitor traffic flow closely during the early stages of construction to confirm that any delays are acceptable and make adjustments as necessary.

Below is a graphic showing traffic operation on the main streets in Deep Cove:



### **Construction Traffic Management Strategy**

This strategy includes a variety of initiatives to enhance pedestrian safety, maintain traffic mobility and reduce visitor circulation on residential side streets. Initiatives of note include:

- Strategic construction notifications via social media platforms (i.e. Facebook, Instagram and possibly other popular platforms) targeting potential Metro Vancouver visitors, also encouraging transit as a mode choice.
- Remotely-programmable electronic changeable message boards strategically placed on Mt. Seymour Parkway and Dollarton Highway approaching Deep Cove that inform visitors of construction and parking impacts.
- Enhanced wayfinding strategy and signage assisting visitors to reach overflow lots.
- Installation of two remote-controlled construction cameras monitored closely by staff to observe traffic flow, diagnose problems and monitor construction.
- Recommendation to limit tour bus permits to **school groups only** because the current designated drop-off/pick-up zone will not be available during construction. Staff are working with Deep Cove Kayak to identify a temporary alternate loading zone to accommodate school group needs (assuming school trips occur).
- Broadening the extent of 'Local Traffic Only' signs to include more surrounding residential streets. Residents indicate these signs were effective at reducing visitor circulation on side streets last season.
- Temporary pedestrian-activated flashing beacons at the top of the Naughton detour and the proposed mid-block pedestrian crossing on Naughton, and refreshed crosswalk paint where needed throughout the Cove. A crosswalk will be added at the

corner of Cliffmont Ave and Caledonia Rd to encourage walking from the overflow lots into the Cove.

**BACKGROUND:**

On January 11, 2021, Council approved that staff submit an application for \$7.3M in grant funding for the Gallant Creek Storm Sewer Replacement Project through the Investing in Canada Infrastructure Project. Staff anticipate the Provincial/Federal governments will notify successful proponents in early April.

Although the initial tender included an option to add a watermain, further analysis has indicated it is not required at this time. By addendum, that option will be deleted and the current closing for the tender for construction of this Storm Sewer Replacement Project is now set for Wednesday, April 7<sup>th</sup>, 2021.

**Conclusion:**

Project Delivery is working closely with Communications, Transportation, Construction Traffic Management, Parks, Environment, Construction, and Properties in the lead up to full construction of this complex project beginning in late April. Staff anticipate one of the first priorities will be construction of the Naughton detour followed by detour activation in late May/early June. Staff have plans in place to notify visitors of the sewer replacement project before they leave home, provide visitors with parking information on their approach to Deep Cove, guide visitors to overflow parking lots as needed, monitor traffic flow and congestion and respond as necessary, and keep residents informed of engagement opportunities and construction updates. This is a significant infrastructure project being delivered in a small community. With continued and steady communication, monitoring plans in place and a commitment to respond to issues as they arise, we aim to minimize disruption to residents and businesses during construction.

Respectfully submitted,



Erin Moxon, P.Eng.  
Project Engineer

REVIEWED WITH:		
<input type="checkbox"/> Community Planning	_____	
<input type="checkbox"/> Development Planning	_____	
<input type="checkbox"/> Development Engineering	_____	
<input type="checkbox"/> Utilities	_____	
<input type="checkbox"/> Engineering Operations	_____	
<input type="checkbox"/> Parks	_____	
<input type="checkbox"/> Environment	_____	
<input type="checkbox"/> Facilities	_____	
<input type="checkbox"/> Human Resources	_____	
<input type="checkbox"/> Clerk's Office	_____	
<input type="checkbox"/> Communications	_____	
<input type="checkbox"/> Finance	_____	
<input type="checkbox"/> Fire Services	_____	
<input type="checkbox"/> ITS	_____	
<input type="checkbox"/> Solicitor	_____	
<input type="checkbox"/> GIS	_____	
<input type="checkbox"/> Real Estate	_____	
<input type="checkbox"/> Bylaw Services	_____	
External Agencies:		
<input type="checkbox"/> Library Board	_____	
<input type="checkbox"/> NS Health	_____	
<input type="checkbox"/> RCMP	_____	
<input type="checkbox"/> NVRC	_____	
<input type="checkbox"/> Museum & Arch.	_____	
<input type="checkbox"/> Other:	_____	

March 5, 2020

Dear Neighbour,

**Re: Temporary Construction Detour Options for Naughton Avenue between Deep Cove Crescent and Burns Avenue**

The District of North Vancouver is finalizing plans for the temporary construction traffic detour that will be in place along Naughton Avenue during construction of the Gallant Creek Storm Sewer Replacement Project.

This temporary construction traffic detour is necessary to ensure the safe and efficient flow of transit, pedestrians, cyclists and vehicles into and out of Deep Cove while storm sewer construction is underway.

We have heard from some residents along Naughton Avenue that they would like choices on how Naughton Avenue between Deep Cove Crescent and Burns Avenue operates during the detour. In response, the District is seeking input from residents immediately along the Naughton Avenue detour on two traffic operation options:

- 1) Two-way Naughton Avenue
- 2) One-way Naughton Avenue

Both options are feasible and can be implemented, however there are pros and cons to each.

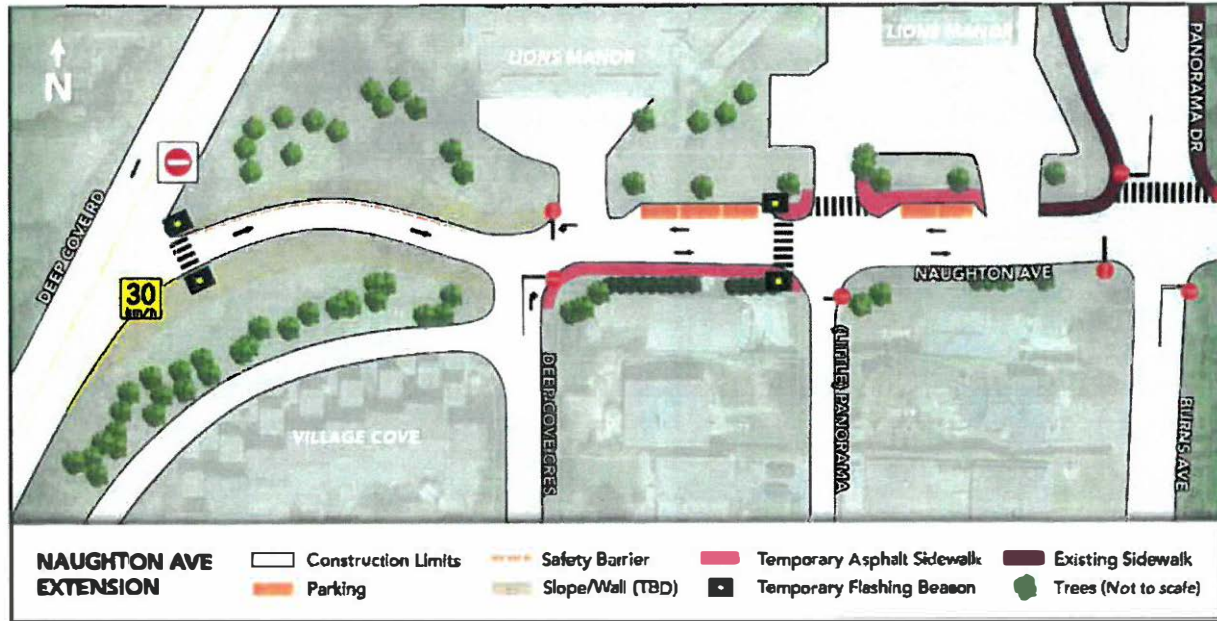
**DETAILS:**

Here is a summary of how the two options could operate during the construction traffic detour.

**Option 1: Two-way Naughton Avenue (See Option 1 image below)**

This is the option that has been presented to the community. It allows for one lane of traffic in each direction on Naughton Avenue between Deep Cove Crescent and Burns Avenue and would function like Naughton currently does for those two short blocks.

Pedestrians would have a raised temporary asphalt sidewalk on the south side of Naughton between Deep Cove Crescent and Little Panorama, then would cross over to the north side of Naughton via a zebra crosswalk with flashing beacons, connecting them to the existing concrete sidewalk network at the northwest corner of Naughton and Panorama/Burns.



**Option 1 Image:** One lane of traffic in each direction on Naughton Avenue between Deep Cove Crescent and Burns Avenue

**Pros:** Village Cove and Lions Manor residents can choose to access their residence either from the eastbound or westbound direction.

**Cons:** Pedestrian facilities include a raised temporary asphalt sidewalk rather than a protected space provided in Option 2.

### Option 2: One-way Naughton Avenue (See Option 2 image below)

This option proposes to have only one lane of traffic on Naughton Avenue between Deep Cove Crescent and Burns Avenue, in the eastbound direction.

**Pros:** Allows for safety barrier to be placed along the south side of Naughton Avenue between Deep Cove Crescent and Burns Avenue to create a protected pedestrian space along the south side of Naughton Avenue.

**Cons:** Residents of Village Cove and Lions Manor will only be able to access their residence in the *eastbound* direction. There will be no ability to access their residence (by vehicle) from the Naughton/Burns intersection.

In both options discussed above, a pedestrian connection is not included along the temporary detour between Deep Cove Road and Deep Cove Crescent in order to keep the temporary road as narrow as possible through that section.





**Option 2 image:** One eastbound-only lane on Naughton Avenue between Deep Cove Crescent and Burns Avenue (i.e. no westbound traffic permitted)

The Deep Cove Community Association has invited District of North Vancouver staff to provide a project update at their next meeting, tentatively scheduled for March 17<sup>th</sup>. In addition to other updates, staff will discuss these options during the meeting. Confirmation of the meeting date and access details will be available shortly at [www.deepcovecommunityassociation.com](http://www.deepcovecommunityassociation.com).

Both of these options are feasible and can be implemented. We are seeking input from residents most impacted by the options to indicate their preferred choice so the District can finalize the detour plans.

Please let the District of North Vancouver know your preferred traffic operation option by sending an email with the subject 'Naughton Detour Option' to [Eng@dnv.org](mailto:Eng@dnv.org), or by calling 604-990-2311 to provide verbal input regarding your preferred choice, by March 19, 2021.

If you have any questions about the options or the project in general, please review the website for more information at [DNV.org/GallantConstruction](http://DNV.org/GallantConstruction) or reach out to me directly at [moxone@dnv.org](mailto:moxone@dnv.org).

Contractors are currently bidding on the construction project and once a contract is awarded, we anticipate construction of the detour will begin in late April/early May.

Kind regards,

Erin Moxon, P.Eng.  
Project Engineer  
District of North Vancouver  
[moxone@dnv.org](mailto:moxone@dnv.org)

# GALLANT CREEK FLOOD CONVEYANCE WORKS

ICIP - ADAPTATION, RESILIENCE, AND DISASTER MITIGATION



Undersized Culvert Inlet



Flooding on Gallant Ave. on the Night of November 3, 2014



## QUICK FACTS

In 2021, the District will undertake a critical project to replace the aging and undersized culvert under Gallant Avenue as one of the final components of flood mitigation for Gallant Creek.

Gallant Avenue is the site of past flooding, including significant flood events in 2014 and 2018, causing damage to buildings and business disruption when the culvert entrance becomes overwhelmed by heavy rainfalls. Flooding is becoming more frequent due to climate change.

A new, larger culvert will prevent overland flooding from rainfall events as extreme as the 200-year return period (0.5% annual probability) event with climate change consideration.

The project also involves creek bank protection, creek daylighting in Panorama Park, and fish passage improvements. After completion, the probability of overland flooding will be significantly reduced, allowing the businesses and residents of Deep Cove to thrive.

### BACKGROUND

Gallant Creek is a steep creek that originates on the eastern slopes of Mount Seymour and runs through the centre of Deep Cove, a small seaside village at the eastern edge of North Vancouver. Gallant Avenue is a street with small independent businesses.

The District of North Vancouver manages flood risk across the District through the Natural Hazard Mitigation Program. The program was updated after the 2014 floods with the development of the *Debris Geohazard Risk Assessment and Control Options* report which identified multiple projects to be implemented on Gallant Creek. As a result, since 2015, the District has constructed a new berm along Indian River Drive and a debris basin near Cliffwood Road.

### FUNDING TIMELINE

Application Deadline	Estimated Award Decision	Estimated Project Start	Estimate Project Completion
Jan 11, 2021	Early Spring	Late April, 2021	Nov, 2021

- A new culvert and channel works will safely convey high to extreme flow events with consideration of climate change.
- The project also includes utility relocations and fish passage improvements.
- Gallant Creek flows through Deep Cove village and an undersized culvert causes flooding.
- Total project value of \$8.6 million. CVRIS-ARDM Fund Request for \$7.3 million.

**LEARN MORE ABOUT FLOOD RISK MANAGEMENT [HERE](#)**

**FOR MORE INFORMATION PLEASE CONTACT:**

WENDELIN JORDAN  
Project Manager,  
Engineering Projects  
and Planning  
JordanW@dnv.org

**APPENDIX C – Gallant Avenue Ideas Board Input Summary**



## Gallant Avenue Ideas Board Input Summary

The District of North Vancouver launched the Gallant Avenue Ideas Board on its Civil Space online engagement platform in March 2021 to invite the community to share their thoughts on the future of the temporary Naughton Avenue detour site after the Gallant Creek storm sewer replacement construction is completed on upper Gallant Avenue. Public input has ranged from transportation ideas for vehicles and active modes, to concerns for the environment. Some people want the District to keep the detour open for various forms of traffic, while others would like it to be returned to pre-detour conditions.

The District will consider all input received, including additional engagement later this fall, to determine next steps for this area once the storm sewer replacement work is complete. The following table summarizes both the District's ideas (outlined in blue text) and the public's suggestions posted on the Ideas Board, in addition to the District's early response. For more information about the Gallant Creek Storm Sewer Replacement Project and to sign up for project updates, please visit the [project page](#) on the website.

Idea	District of North Vancouver Response
<p><b>Ideas to reinstate to previous conditions:</b>  <b>Put it back how it was</b></p> <p>Restore diagonal parking on Naughton Avenue</p>	<p>We are considering this as one option for the long term, after the storm sewer construction project is complete. Please stay tuned for more information later this fall.</p> <p>The recent diagonal parking on Naughton Avenue was affecting tree health (vehicles parked on top of tree roots). As we develop options, we will consider including diagonal or other forms of parking.</p>
<p><b>Ideas for active transportation:</b>  <b>Accessible path for walking and cycling</b></p> <p>Replace it with a pathway; keep the road for use as separated cycle and pedestrian paths            Keep Naughton Avenue for bus and bike access into the Cove            Construct a narrow gravel walking path            Create a multi-use linear park            Close upper Gallant to all traffic</p>	<p>We are considering this as one option for the long term, after the storm sewer construction project is complete. Please stay tuned for more information later this fall.</p> <p>See above.</p> <p>See above.</p> <p>See above.</p> <p>See above.</p> <p>A full closure of upper Gallant during construction is not feasible because the alternate route into Deep Cove has several technical challenges including that it cannot accommodate transit or</p>

Idea	District of North Vancouver Response
<p><b><i>Ideas for vehicle transportation:</i></b>  <b>Make a permanent road</b></p> <p>Leave the detour road open/turn it into a one-way loop (all the time)            Use it as an optional one-way loop for special occasions            Leave it as is for cyclists and pedestrian traffic, but with a gate or bollards so vehicles can use it in emergency or community event situations            Restrict car traffic to residents only in the summer and visitors to bus, bike, and active transit.</p>	<p>large commercial vehicles.</p> <p>We are considering this as one option for the long term, after the storm sewer construction project is complete. Please stay tuned for more information later this fall.            See above.</p> <p>See above.</p> <p>See above.</p> <p>It would be difficult to enforce a residents-only access option.</p>
<p><b><i>Ideas for environmental protection:</i></b>            Never cut down healthy trees in mass without approval of Deep Cove residents            Repurpose the space as a community garden</p> <p>Habitat compensation</p>	<p>This was a necessary detour for safety related to the Gallant Avenue Storm Sewer Replacement. We are considering this as one option for the long term, after the storm sewer construction project is complete. Please stay tuned for more information later this fall.</p> <p>Once construction is complete, the District will replant all or some of Naughton Avenue – depending on results of our engagement study. Financial, technical and Council priorities will also be factors in the decision. The replanting includes habitat offsetting as compensation for the trees that had to be removed for detour construction.</p>

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**APPENDIX D – Naughton Avenue Construction Detour Directions  
Evaluation**

# NAUGHTON AVENUE

# CONSTRUCTION DETOUR

## DIRECTIONS EVALUATION

December 15, 2021



Suite 405, 9900 King George Blvd., Surrey, BC V3T 0K9 | T: 604-953-6500

CONTACT: Allison Clavelle, P.Eng.

E: [aclavelle@urbansystems.ca](mailto:aclavelle@urbansystems.ca)



**PREPARED FOR:**

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File: 1333.0047.02

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## 1.0 INTRODUCTION

As part of the Gallant Avenue storm sewer replacement, the District of North Vancouver (District) engaged a contractor to construct a temporary detour connecting Deep Cove Road to Naughton Avenue to ensure the safe and efficient flow of traffic, pedestrians and cyclists during construction. Construction on the Gallant Avenue storm sewer replacement is nearly complete. While work such as creek channel restoration, landscaping, sidewalks and final paving will be completed through December (weather permitting), the District plans to close the construction detour on Naughton Avenue to vehicle traffic and return to normal travel patterns on upper Gallant Avenue in late November. There is a need to determine the ultimate plan for the District-owned Naughton Avenue right-of-way where the detour is currently installed.

This report documents the background and potential high-level directions for the future of the Naughton Avenue right-of-way. It then presents a high-level evaluation of the directions using criteria based on defined District priorities. This report is intended as a high-level technical review to be used in combination with multiple inputs, including public engagement feedback, to inform future Council decision-making.

## 2.0 BACKGROUND

The Gallant Avenue storm sewer replacement project was required to reduce the risk of flooding in Deep Cove. Construction of the storm sewer required partial closure of upper Gallant Avenue to vehicle traffic. In order to continue to provide safe, effective and efficient access to Deep Cove for private vehicles, goods movement, and transit the District included the construction of a temporary construction detour for eastbound traffic into the overall storm sewer project.

Before the storm sewer replacement project and construction of the detour, access to Deep Cove for all modes was provided via Deep Cove Road / Gallant Avenue. Deep Cove Road is a two-lane, two-way minor arterial road that connects Mount Seymour Parkway and Dollarton Highway to Gallant Avenue. Deep Cove Road / Gallant Avenue supports walking, cycling, transit, driving, and goods movement for Deep Cove.

The temporary construction detour is located along an existing road right-of-way between Naughton Avenue and Deep Cove Road. The detour includes a single 4.3 m wide lane for eastbound general-purpose traffic and transit. No active transportation facilities are provided on the detour, although cyclists are permitted to ride in the general-purpose lane. The detour has a 14% grade. Before construction of the detour, this area was vegetated with no formal transportation or walking connection provided. Access to the right-of-way was not restricted and it was used for walking. Informal trails through the site indicated desire lines for pedestrian travel.

The Gallant Avenue storm sewer replacement project is nearing completion and the temporary construction detour will be closed when it is no longer needed to support this work. A direction for the future of this right-of-way must be chosen before proceeding to concept development, design, and delivery over the next two to five years.

The community has had some opportunity to provide ideas about the direction of this right-of-way through an interactive Ideas Board. The Ideas Board served as a tool to gather ideas generated by the community and closed in July, 2021. The ideas generated were broad and reflected diverse community views; however, they can be broadly categorized into three high-level, general directions. These directions are based on the overall future function and purpose of the right-of-way. The description and high-level assessment of these three possible directions is the subject of this report.

## 3.0 POSSIBLE DIRECTIONS

Three high-level, possible directions for the Naughton Avenue right-of-way have been identified based on a range of potential future uses generated by the public, staff, and advisors. Within each direction, there could be several options for the ultimate design that accomplishes one or more District priorities. At this time, the District is seeking to identify a single, broad direction to guide the next steps. Once a high-level direction is chosen, the District can explore and evaluate more specific possibilities in more detail through conceptual design and cost estimating.

### DIRECTION 1 – REVEGETATE

This direction returns the area to primarily natural conditions. It gives staff the flexibility of developing conceptual design options that do not include a transportation link, but may include:

- Returning the link to pre-detour conditions (replanted);
- Re-vegetating and adding other programming, such as community gardens; or
- Developing a naturalized area with informal trails.

In all cases, this direction would include incorporation of native species and removal of all transportation infrastructure. This direction would return transportation circulation to 2019 conditions, eliminating the increase in traffic along Naughton Avenue experienced with the detour in place. Typical queuing and delays along Deep Cove Road would be expected to return during the summer season. There would be an opportunity to pursue District priorities related to biodiversity by revegetating the area.

### DIRECTION 2 – ACTIVE TRANSPORTATION LINK WITH EMERGENCY ACCESS

This direction transforms the detour into an active transportation link (i.e., for cycling, rolling and walking) that also supports access for emergency vehicles. It is expected to include improvements to restrict traffic in a way that permits only emergency vehicles on the link. This option could be realized by upgrading the existing temporary infrastructure to a permanent multi-use pathway with removable bollards to prevent general purpose traffic from entering. This option would most likely be a similar width as the existing construction detour.

This link would be wide enough to accommodate cyclists and pedestrians and paved to maximize accessibility. Lighting would be provided for comfort and safety. Emergency vehicles would be able to use the link as a secondary access to Deep Cove by removing the bollards. Because of the topography in this area, the grade of the multiuse pathway would not meet the guidelines for full accessibility (4% or 5% with landings). The grade of the temporary construction detour is 14% and reducing the grade to 4% or 5% would require the introduction of a series of switchbacks and retaining walls, which would make the route inaccessible for emergency vehicles. Emergency access is a key feature of this direction because of the current lack of network redundancy into Deep Cove.

An active transportation link would provide a safe and effective connection from Deep Cove Road into Deep Cove. The District is planning to improve walking and cycling infrastructure along Deep Cove Road in the future and this link would serve as part of the planned complete and connected walking and cycling network. It allows cyclists and pedestrians to enter Deep Cove without travelling along Deep Cove Road and Gallant Avenue and reduces potential conflicts at the intersection of Gallant Avenue and Panorama Drive.

## DIRECTION 3 – FULL TRANSPORTATION LINK

This direction transforms the detour into a permanent multi-modal transportation link that would support walking, cycling, transit, goods movement, driving, and emergency services. Vehicle traffic would be limited to one-way eastbound, with westbound traffic using Deep Cove Road / Gallant Avenue. In order to accommodate a separated walking and cycling facility in addition to an eastbound vehicle lane, the new link would need to be wider than the detour.

Further study is required to determine the ultimate road design. The link is expected to separate active transportation facilities from general purpose traffic. It would also be expected to include lighting for comfort and safety, as well as barriers and / or fences due to the steep side slopes. Because of the topography in this area, the grade of the separated walking and cycling facility would not meet the guidelines for full accessibility (4% or 5% with landings). The grade of the temporary construction detour is 14% and it is not feasible to decrease the grade to 4% or 5% given the change in elevation and available right-of-way. It is anticipated that active transportation facilities would be provided on one side only to manage slope and property impacts and retain as much vegetated area as possible.

In addition to the connectivity for active transportation noted in direction 2, this link would also provide a new vehicle route into Deep Cove that is expected to reduce queuing and congestion. This is due to the separation of eastbound vehicle movements from the busy four-way stop at Gallant Avenue and Panorama Drive. Separating these movements is expected to have a positive impact on safety and comfort for pedestrians by reducing congestion and conflict at this intersection. Transit vehicles and goods movement would also be expected to benefit from this change. Further study would be required to inform the development of options within this direction, including intersection geometry and control at Naughton Avenue and Panorama Drive.

Beyond the changes noted above, the development of a full transportation link provides the most flexibility for future network changes and transportation improvements in Deep Cove, such as:

- Potential improvements to transit circulation.
- Potential to reallocate some general-purpose travel lanes along upper Gallant and a portion of Deep Cove Road to other uses, including parking, active transportation, or public use.

## 4.0 EVALUATION

This evaluation is intended to be considered in combination with other information, including the results of public engagement, to inform Council's decision-making. It outlines the evaluation approach and the defined District priorities as stated in the OCP and other foundational documents. This evaluation is also guided by community engagement, high-level technical feasibility and best practices, and other factors. Some of the District priorities informing this evaluation are below.

This section also describes the base case that the directions will be compared to for evaluation purposes. Finally, the section presents a table summarizing the evaluation of each direction with key findings noted in brief.

### 4.1 EVALUATION APPROACH

The evaluation approach is grounded in District priorities, based on the Official Community Plan (OCP), the OCP Action Plan, the Transportation Plan, as well as the interests of the Deep Cove neighbourhood as expressed through past public engagement.

## DISTRICT PRIORITIES

### *Official Community Plan (2011)*

The OCP includes a 20-year vision. Key components of the vision that are relevant for this work include:

- Connection to nature
- Inclusive community
- Active, healthy, and creative community
- Envable pedestrian and cycling network
- Effective climate change adaptation and mitigation
- Great place to live, learn, work, and play

The OCP also includes eight goals. Six of these goals have relevance for this evaluation, as follows:

3. Foster a safe, socially inclusive and supportive community that enhances the health and well-being of all residents
4. Support a diverse and resilient local economy that provides quality employment opportunities
5. Provide a safe, efficient and accessible network of pedestrian, bike and roadways and enable viable alternatives to the car through effective and coordinated land use and transportation planning
6. Conserve the ecological integrity of our natural environment, while providing for diverse park and outdoor recreational opportunities
7. Develop an energy-efficient community that reduces its greenhouse gas emissions and dependency on nonrenewable fuels while adapting to climate change

### *OCP Action Plan (2021)*

The OCP Action Plan focuses on priority actions to support the District in achieving its OCP vision, with particular focus on the target areas of Transportation, Housing, Economy and Employment Lands, and the Climate Emergency.

There are four priority actions and two supporting actions that inform the criteria for this evaluation.

Priority Actions:

4. Make transit faster and more reliable on our major routes
6. Create a continuous and connected network of walking and cycling routes to encourage more people of all ages and ability to walk and cycle

### **OCP Vision**

Our vibrant neighbourhoods and centres are framed by our mountain backdrop, forests, streams and shorelines. We live in an inclusive and supportive community that celebrates its rich heritage and lives in harmony with nature.

Our neighbourhoods include people of all ages, cultures and incomes. All are equally welcomed, valued and actively engaged in community life. Our young have safe and healthy environments in which to grow and succeed; our seniors can remain in the community with their needs met in a dignified way.

Our network of well designed, livable centres provides a wide range of housing options and opportunities to shop, work and gather. Our local businesses are resilient and diverse, providing the services we need and an array of employment opportunities. Education, art, culture and recreation enrich our daily lives; we are an active, healthy and creative community.

Our enviable pedestrian and cycling network connects us to our destinations and our unparalleled natural environment. Many people walk, cycle and take transit, leaving their cars at home as viable alternatives are available.

Our community is effectively addressing and adapting to the challenges of climate change. Our air is clean, our water is pure, our waste is minimal: our lifestyle is sustainable. We have ensured the District remains a great place to live, learn, work and play for generations to come.

7. Strengthen the resiliency of natural and built environments to adapt to a changing climate
8. Reduce greenhouse gas emissions from buildings, transportation, and waste to address the climate emergency

Supporting Actions:

1. Improve ways to manage parking
5. Adopt a "Vision Zero" Approach to increase travel safety

The OCP Action Plan also includes directions for including social equity considerations in the implementation of actions. Key questions to consider include:

- Who is benefiting from the initiative? Who is excluded from the benefits? Who may be harmed?
- What are the barriers and challenges being experienced by some groups? What contributes to the exclusion of these groups?
- What may be some unintended consequences of the initiative?
- What actions can equitably distribute benefits to enhance social equity and inclusion?
- How can we measure impact of initiatives on equity priority groups?

### **Other guiding documents**

Following are considerations from other guiding documents that informed this evaluation:

- The *Transportation Plan (2012)* identifies the need for sidewalk improvements along Deep Cove Road, as well as future on-street cycling and off-street urban trail connections into Deep Cove.
- *DNV Cycles* has identified connections from Maplewood to Deep Cove as a Council priority for cycling.
- The *Deep Cove Parking & Access Community Dialogue (2015)* documents a desire by the local community to address parking demand and travel reliability challenges around access to Deep Cove.
- Recent engagement with the neighbourhood, such as the Ideas Board.

## **CRITERIA & RANKINGS**

The directions were evaluated based on their influence on a few key criteria. Each direction was assigned a value for each criterion relative to the base case. The base case is summarized in the following section, while the remainder of this section summarizes the criteria and ranking values.

The following criteria were developed based on the goals, actions, and principles explored above:

- **Mobility** – mobility is the ability for people and goods to move around the community effectively and efficiently by the mode of choice, with a priority on walking, cycling, and transit for most trips. Key criteria within mobility are:
  - Continuous and connected walking and cycling network – providing a complete and connected walking and cycling network that serves people across ages and abilities is central to the District's vision, as well as a stated objective and / or action of several guiding plans. This criterion measures the contribution of the direction to providing key walking and cycling connections that are safe and comfortable for most users.



- Reliable and efficient transit – partnering with other agencies to deliver reliable and efficient transit is a key goal and action. This criterion reflects the direction’s contribution to the impacts of congestion on transit and / or the directness of transit routing.
- Reliable and efficient driving and goods movement – The vibrancy of local business is tied to reliable goods movement and the District’s OCP identifies safe and efficient roads as a goal. Reliable local access was a component of the Deep Cove Parking & Access Community Dialogue. This criterion reflects each direction’s contribution to the movement of people and goods by motor vehicle with acceptable levels of delay and high predictability in travel time.
- **Safety** – safety embodies the ability to exist and move around the community comfortably and without risk of injury and death. Safety is essential to the OCP Vision of a great place to live, learn, work, and play. It is also an important social equity consideration and included in the OCP Action Plan and Transportation Plan. Key criteria within safety are:
  - Pedestrian safety and comfort – the direction’s contribution to the ability to walk and roll safely and comfortably.
  - Cyclist safety and comfort – the direction’s contribution to the ability to cycle safely and comfortably.
  - Reliable access for emergency services – route redundancy, congestion, and the ability to pass queues contribute to the ability of emergency services to reliably serve a community. This criterion reflects the direction’s contribution to reliable access for emergency services.
- **Community** – this reflects benefits and impacts to livability, including noise, views, and community identity as currently understood based on available information. It is anticipated that these criteria will be updated over time following more public engagement.
  - Adjacent residents – this reflects the impact of the direction on residents who live in the immediate vicinity of the temporary construction detour and along Naughton Avenue to Panorama Drive. Key considerations include noise, livability, and consistency with community identity.
  - Broader community – this reflects the ability of the direction to achieve District priorities as described above. Key considerations include future flexibility, local business needs, and enabling recreational opportunities.
- **Environment** – environment includes local biodiversity, the health and preservation of native species, and changes to greenhouse gas emissions.
  - Biodiversity / natural areas – this criterion reflects the direction’s ability to improve biodiversity and preserve or enhance natural areas, including improving resilience to climate change.
  - Greenhouse gas emissions – the reduction of greenhouse gas emissions is fundamental to the District’s goals; however, changes to greenhouse gas emissions are particularly difficult to predict or quantify. Any assessment provided here has a high level of uncertainty and therefore has not been assigned a ranking.

**Social Equity** – for each direction, the evaluation includes a short, bulleted list of key considerations that should be managed if the direction is chosen for further development. These are based on the key questions from the OCP Action Plan, listed above.

The comparison for all criteria are qualitative and based on how the direction is expected to perform relative to the Base Case. The rankings are summarized below:

## BASE CASE

The base case is the condition of the area in 2019, before the construction of the Naughton Avenue temporary construction detour in support of the Gallant Avenue storm sewer replacement project and before the beginning of the COVID-19 pandemic. Key considerations for comparison to the base case for each of the criteria are provided below.

- **Mobility**
  - Continuous and connected walking and cycling network – connectivity into Deep Cove was provided via on-street cycling and an east side sidewalk along Deep Cove Road.
  - Reliable and efficient transit – transit accessed the community along Deep Cove Road and was subject to the same delays as general-purpose traffic.
  - Reliable and efficient driving and goods movement – two directions of travel on Deep Cove Road with secondary access via the local road network. Reports of congestion and queuing on Deep Cove Road during summer weekends, with low reliability for access by vehicle.
- **Safety**
  - Pedestrian safety and comfort – one sidewalk on the east side of Deep Cove Road separated from traffic lanes by parking. High pedestrian volumes conflicted with traffic at the intersection of Gallant Avenue and Panorama Drive.
  - Cyclist safety and comfort – cyclists accommodated in the traffic lanes along Deep Cove Road. No separated cycling facilities to access Deep Cove.
  - Reliable access for emergency services – emergency access to the community limited to Deep Cove Road or a circuitous route via the local road network. Emergency services subject to the same delays as general-purpose traffic.
- **Community**
  - Adjacent residents – residents immediately surrounding the right-of-way are adjacent to a naturalized vegetated area. An arborist report completed as part of the Gallant Avenue storm sewer project found a high proportion of trees within the right-of-way had poor health.<sup>1</sup>
  - Broader community – the parcel did not serve any programming or specific objective for the broader community.
- **Environment** – environment includes local biodiversity, the health and preservation of native species, and changes to greenhouse gas emissions.
  - Biodiversity / natural areas – the right-of-way was fully vegetated. As noted in an arborist report completed for the Gallant Avenue storm sewer project, the right-of-way had a high proportion of trees in poor health. There were also non-native and invasive species of plants present.
  - Greenhouse gas emissions – as noted previously, the reduction of greenhouse gas emissions is fundamental to the District's goals; however, greenhouse gas emissions are particularly hard to predict or quantify at this level of detail and for this type of project.
- **Social Equity** – most of the benefits of the right-of-way as it existed in 2019 were to the residents in the immediate vicinity. People with mobility challenges were excluded from the direct benefits of the right-of-way.

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<sup>1</sup> Diamond Head, *Arboricultural Inventory and Report for Naughton Avenue Extension* (2021)

## 4.2 EVALUATION OF DIRECTIONS

The evaluation of each of the directions is summarized in the tables below.

### DIRECTION 1 – REVEGETATE

CRITERIA	CHANGE*	COMMENTS
<b>Mobility</b>		
Continuous and connected walking and cycling network	No change	<ul style="list-style-type: none"> <li>Does not provide a cycling or walking connection, consistent with the base case.</li> </ul>
Reliable and efficient transit	No change	<ul style="list-style-type: none"> <li>Transit returns to Deep Cove Road, consistent with the base case.</li> <li>Transit delays due to congestion on Deep Cove Road expected to return to 2019 conditions.</li> </ul>
Reliable and efficient driving and goods movement	No change	<ul style="list-style-type: none"> <li>Does not provide a driving or goods movement connection, consistent with the base case.</li> <li>Weekend queues and congestion expected to return to 2019 conditions.</li> </ul>
<b>Safety</b>		
Pedestrian safety and comfort	No change	<ul style="list-style-type: none"> <li>Pedestrian safety and comfort are consistent with the base case.</li> </ul>
Cyclist safety and comfort	No change	<ul style="list-style-type: none"> <li>Cyclist safety and comfort are consistent with the base case.</li> </ul>
Reliable access for emergency services	No change	<ul style="list-style-type: none"> <li>Emergency services expected to return to Deep Cove Road, consistent with the base case.</li> <li>Emergency service delay and reliability expected to be impacted by congestion per 2019 conditions.</li> <li>Returns to limited access configuration for emergency services to Deep Cove (i.e., no route redundancy)</li> </ul>
<b>Community</b>		
Adjacent residents	Positive change	<ul style="list-style-type: none"> <li>Returns conditions for adjacent property owners to near pre-construction.</li> <li>Slight improvement due to ability to replace unhealthy and non-native trees and local plantings, or to add other amenities, such as a community garden.</li> </ul>
Broader community	No change	<ul style="list-style-type: none"> <li>Returns to near 2019 conditions.</li> </ul>
<b>Environment</b>		
Biodiversity / natural areas	Positive change	<ul style="list-style-type: none"> <li>Ability to revegetate and address any historic issues with non-native species and trees in poor condition on this right-of-way.</li> </ul>
Greenhouse gas emissions		<ul style="list-style-type: none"> <li>Impact on greenhouse gas emissions unknown.</li> <li>May be some benefit due to revegetation.</li> </ul>
<b>Social Equity</b>		
<ul style="list-style-type: none"> <li>Primarily benefits adjacent property owners.</li> <li>People who do not live in the area, who cannot afford to access the area, and people who have mobility challenges may be excluded from experiencing the benefit of a naturalized right-of-way.</li> <li>Barriers to accessing benefits could be addressed by including some accessible community amenity space.</li> <li>Consult with equity priority groups as defined in the OCP Action Plan at future phases to ensure that planned changes do not cause harm and that barriers and challenges to benefits are mitigated.</li> </ul>		

\*Compared to base case.

## DIRECTION 2 – ACTIVE TRANSPORTATION & EMERGENCY SERVICES

CRITERIA	CHANGE*	COMMENTS
<b>Mobility</b>		
Continuous and connected walking and cycling network	Positive change	<ul style="list-style-type: none"> <li>Provides a new alternate walking connection into Deep Cove that may be shorter for some trips.</li> <li>Provides a new cycling connection fully separate from vehicles from Deep Cove Road into Deep Cove.</li> <li>Aligns with current approved cycling priorities to connect to Town and Village centres.</li> </ul>
Reliable and efficient transit	No change	<ul style="list-style-type: none"> <li>Transit returns to Deep Cove Road, consistent with the base case.</li> <li>Transit delays due to congestion on Deep Cove Road expected to return to 2019 conditions.</li> </ul>
Reliable and efficient driving and goods movement	No Change	<ul style="list-style-type: none"> <li>Does not provide a driving or goods movement connection, consistent with the base case.</li> <li>Weekend queues and congestion expected to return to 2019 conditions.</li> </ul>
<b>Safety</b>		
Pedestrian safety and comfort	Positive change	<ul style="list-style-type: none"> <li>Provides a new pedestrian connection with more separation from traffic than the existing sidewalk on Deep Cove Road.</li> </ul>
Cyclist safety and comfort	Positive change	<ul style="list-style-type: none"> <li>Provides a new comfortable connection into Deep Cove that is separate from vehicle traffic, reducing the risk of collision compared to the base case.</li> </ul>
Reliable access for emergency services	Positive change	<ul style="list-style-type: none"> <li>Creates a new secondary emergency access that can be opened to emergency services when Deep Cove Road is not traversable.</li> <li>Weekend queues and congestion for general purpose traffic expected to return to 2019 conditions, which may continue to impact reliability of emergency services for some calls.</li> </ul>
<b>Community</b>		
Adjacent residents	Negative change	<ul style="list-style-type: none"> <li>Introduces some noise and visual impacts due to the presence of the active transportation connection and users of the new connection.</li> </ul>
Broader community	Positive change	<ul style="list-style-type: none"> <li>Enables potential for improved recreational access to Deep Cove.</li> <li>Expands the usability of the right-of-way.</li> </ul>
<b>Environment</b>		
Biodiversity / natural areas	Negative change	<ul style="list-style-type: none"> <li>Ability to revegetate some areas.</li> <li>Some land repurposed to hard surface / no vegetation</li> </ul>
Greenhouse gas emissions		<ul style="list-style-type: none"> <li>Impact on greenhouse gas emissions unknown.</li> <li>May be some benefit due to incentivizing active transportation.</li> </ul>
<b>Social Equity</b>		
<ul style="list-style-type: none"> <li>Primary benefit to people who are not disabled and traveling to / from Deep Cove by walking, rolling, or cycling or who are walking, rolling, or cycling for recreational purposes.</li> <li>Benefits exclude people who cannot cycle and / or walk or wheel on a steep grade and people who may experience threat of violence or harm on more secluded transportation connections.</li> <li>Consider mitigating potential harms through lighting and pathway visibility from nearby residences.</li> <li>Consult with equity priority groups as defined in the OCP Action Plan at future phases to ensure that planned changes do not cause harm and that barriers and challenges to benefits are mitigated.</li> </ul>		

\*Compared to base case.

## DIRECTION 3 - MULTI-MODAL TRANSPORTATION LINK

CRITERIA	CHANGE*	COMMENTS
<b>Mobility</b>		
Continuous and connected walking and cycling network	Positive change	<ul style="list-style-type: none"> <li>Provides a new alternate walking connection into Deep Cove that may be shorter for some trips.</li> <li>Provides a new cycling connection fully separate from vehicles from Deep Cove Road into Deep Cove.</li> <li>Aligns with current approved cycling priorities to connect to Town and Village centres</li> </ul>
Reliable and efficient transit	Positive change	<ul style="list-style-type: none"> <li>New eastbound link expected to be used by transit and result in improved reliability.</li> <li>May facilitate transit rerouting for improved loading / unloading and dwelling.</li> </ul>
Reliable and efficient driving and goods movement	Positive change	<ul style="list-style-type: none"> <li>New separation of vehicle flows from intersection of Panorama and Gallant, which has delays during peak conditions due to heavy pedestrian crossing volumes and a four-way stop condition.</li> <li>New configuration expected to limit / reduces weekend queues compared to base case.</li> </ul>
<b>Safety</b>		
Pedestrian safety and comfort	Positive change	<ul style="list-style-type: none"> <li>Provides a new pedestrian connection with more separation from traffic than the existing sidewalk on Deep Cove Road</li> <li>Separates some vehicle volumes from highest concentration of pedestrians at Panorama and Deep Cove Road.</li> </ul>
Cyclist safety and comfort	Positive change	<ul style="list-style-type: none"> <li>Provides a new comfortable connection into Deep Cove that is separate from vehicle traffic, reducing the risk of collision compared to the base case.</li> </ul>
Reliable access for emergency services	Positive change	<ul style="list-style-type: none"> <li>Provides emergency access route redundancy.</li> <li>Reduction in weekend congestion expected to improve emergency services reliability relative to the base case.</li> </ul>
<b>Community</b>		
Adjacent residents	Negative change	<ul style="list-style-type: none"> <li>Introduces noise and visual impacts due to the presence of the new transportation connection.</li> <li>Increased traffic volumes on Naughton Avenue relative to base case.</li> </ul>
Broader community	Positive change	<ul style="list-style-type: none"> <li>Enables potential for improved recreational access to Deep Cove.</li> <li>Results in future flexibility for the transportation network, including potential to repurpose some general-purpose lanes on other roadways to other purposes such as parking, active transportation, or public use.</li> </ul>
<b>Environment</b>		
Biodiversity / natural areas	Negative change	<ul style="list-style-type: none"> <li>Further widening will require removal of additional trees and vegetation</li> <li>Some land repurposed to hard surface / no vegetation</li> </ul>
Greenhouse gas emissions		<ul style="list-style-type: none"> <li>Impact on greenhouse gas emissions unknown.</li> <li>May be some benefit due to reduced idling</li> </ul>
<b>Social Equity</b>		
<ul style="list-style-type: none"> <li>Primary benefit to people traveling to / from Deep Cove.</li> <li>Some benefits exclude people who cannot cycle and / or walk or wheel on a steep grade and people who may experience threat of violence or harm on more secluded transportation connections.</li> <li>Consider mitigating potential harms through lighting and pathway visibility from nearby residences.</li> <li>Consult with equity priority groups as defined in the OCP Action Plan at future phases to ensure that planned changes do not cause harm and that barriers and challenges to benefits are mitigated.</li> </ul>		

\*Compared to base case.

## 5.0 SUMMARY AND CONCLUSION

This report identified three high-level directions for the future of the Naughton Avenue right-of-way where the temporary construction detour to support the Gallant Avenue storm sewer replacement is located. It sets out evaluation criteria based on District priorities and compares each direction to a base case grounded in 2019 conditions.

Each of the directions has potential to achieve District priorities, while considering local impacts and aspirations. Further consultation and consideration are required before identifying a high-level direction. After a direction has been identified, additional work will be required to identify design options within that direction and to complete conceptual design, cost estimating, and further consultation.