

**Livable Deep Cove**  
***Lower Gallant Pedestrian***  
***Area***

**Engagement results**

July 2021

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 improvements in the lower Gallant pedestrian area: the Livable Deep Cove project. The engagement program took place between June 14 and 30, 2021.

This report includes:

- A synopsis of engagement activities to provide the community with notice about the engagement process
- An overview of the opportunities to participate
- A summary of feedback and input received through an 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.

Note that 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 this engagement was to inform the community and collect feedback on the proposed improvements in the lower Gallant pedestrian area: the Livable Deep Cove project. The engagement program took place between June 14 and 30, 2021. The District promoted the engagement opportunities using the following methods:

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

### Participation

A total of 97 people registered for the online meeting with 82 people attending the meeting. 70 questions were asked during the one-hour meeting.

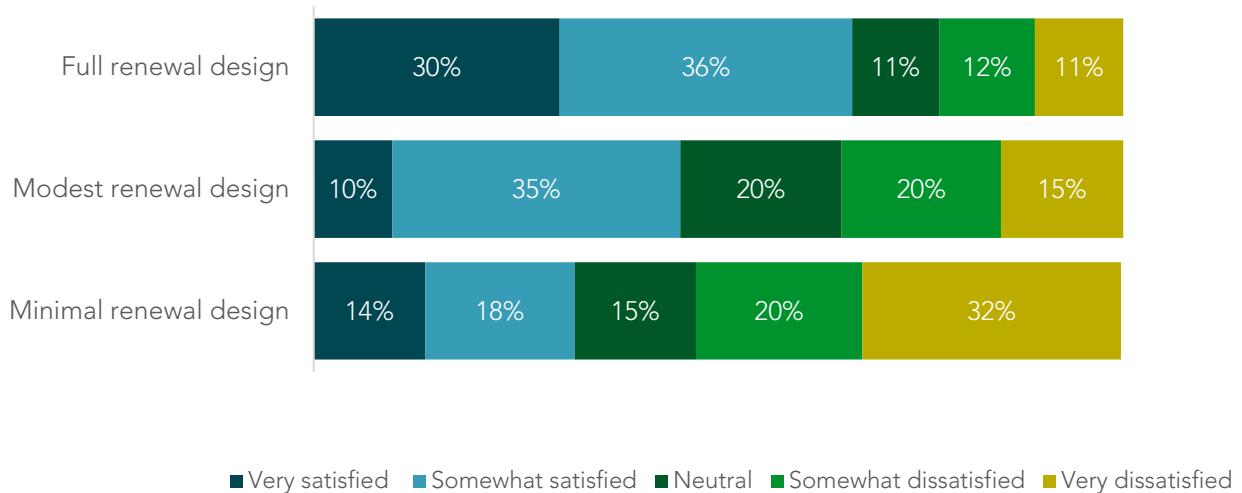
A total of 818 online surveys were completed, clicking through all pages to the end. Most answered all questions, and everyone answered at least one question. Many respondents used the optional open-ended questions to provide additional feedback about the draft design concepts and the project in general.

### Key findings and themes

Full results of the online survey can be found in the “What we heard” section of this report on page 8. The summary of key findings and themes is below.

- Top three responses for what respondents **like most about Gallant Avenue**:
  - Small village feel
  - Local shops, restaurants, and cafes
  - Scenery, access to nature
- The three most important **potential improvements** are:
  - Pedestrian accessibility
  - Protected pedestrian areas with permanent seating
  - Street beautification like landscaping and public art

- The three most important **potential traffic flow and parking elements** in the lower Gallant area are:
  - Parking offsite nearby
  - Pick up/ drop off area(s)
  - No parking in the lower Gallant area
- Levels of satisfaction with each of the **draft design concepts** were as follows:
  - **66%** were satisfied (very or somewhat) with the **full renewal design**.
  - **45%** were satisfied (very or somewhat) with the **modest renewal design**.
  - **32%** were satisfied (very or somewhat) with the **minimal improvements design**.



*Note: The percentage of respondents that selected 'no opinion' was less than 1% in all three options and is not shown on the above chart.*

- 82% of respondents indicated support (somewhat or strongly) for **change on lower Gallant in Deep Cove Village**.
- For a similar plan on **upper Gallant Avenue**, 41% indicated they would like to see a similar plan.
- 82% of respondents provided their postal code. Of those that responded, 86% indicated that **they live in the Deep Cove** area. 4% of respondents indicated that they **run or own a business or property in Deep Cove**.

*Please see the appendices for key themes and verbatim responses to open-ended questions.*

## Background

### Project overview

The Livable Deep Cove project proposes to create a shared space on lower Gallant Avenue offering open, flexible public space with one-way vehicle access.

In 2020, the District created a temporary pedestrian zone on lower Gallant Avenue to provide more space for gathering safely during the COVID-19 pandemic.

Following very positive feedback from the community about this pilot project, the District applied to the provincial and federal governments for grant funding to improve outdoor spaces in the community and help create a more livable Deep Cove.

Grant funding approval was announced on June 11, 2021, and the District prepared an engagement program to reach out again to the community to help decide how to allocate funds for the Livable Deep Cove project.

## Engagement activities

The purpose of this engagement was to inform the community and collect feedback on the proposed improvements in the lower Gallant pedestrian area: the Livable Deep Cove project. The engagement program took place between June 14 and 30, 2021.

### Notifications

The District promoted the engagement opportunities using the following methods:

Method	Description	Dates
District of North Vancouver website	New page with project information and link to online survey	Webpage launched on June 14, 2021
Online survey platform	Civil Space survey, including information about project and overview of proposed draft design concepts	Survey open from June 14 – 30, 2021
Postcard mail out	Notification card with link to webpage and online survey mailed to 39,519 District residents in the V7G postal code areas of Deep Cove and the District	Mailed on June 14, 2021
Social media posts	Facebook and Twitter organic posts and ads to promote the online survey and the Community Information Meeting	Posts on June 14, 16, 17, 18, 21, 22, 23, 24, 25, 28 and 29, 2021
Information signs	Nine 2' x 3' information signs promoting the Livable Deep Cove engagement page were posted in the Deep Cove Area	Installed on June 14, 2021
Newspaper advertisements	Digital and print advertisements in the <i>North Shore News</i> to promote the Livable Deep Cove engagement	Print ad ran June 16, 2021  Digital ads targeted to V7G postal code

### Community information meeting

Due to the ongoing restrictions on public gatherings, a community information meeting was held on June 23, 2021, from 7:30 – 8:30 pm using the Zoom webinar platform. The session included a presentation with an overview of the three draft design concepts and an opportunity to pose questions to the District planning staff member leading the project.

## Participation

### Community information meeting

A total of 97 people registered for the online meeting with 82 people attending the meeting. 70 questions were asked during the one-hour meeting.

### Survey responses

A total of 818 online surveys were completed, clicking through all pages to the end. All questions in the survey were optional. Most answered all questions, and everyone answered at least one question. It is noted that for each question, approximately one third of respondents did not answer; however not the same one third for each question. All responses were considered as input in this report.

Many respondents used the optional open-ended questions to provide additional feedback about the draft design concepts and the project in general.

*Please see the appendices for key themes and verbatim responses to open-ended questions.*

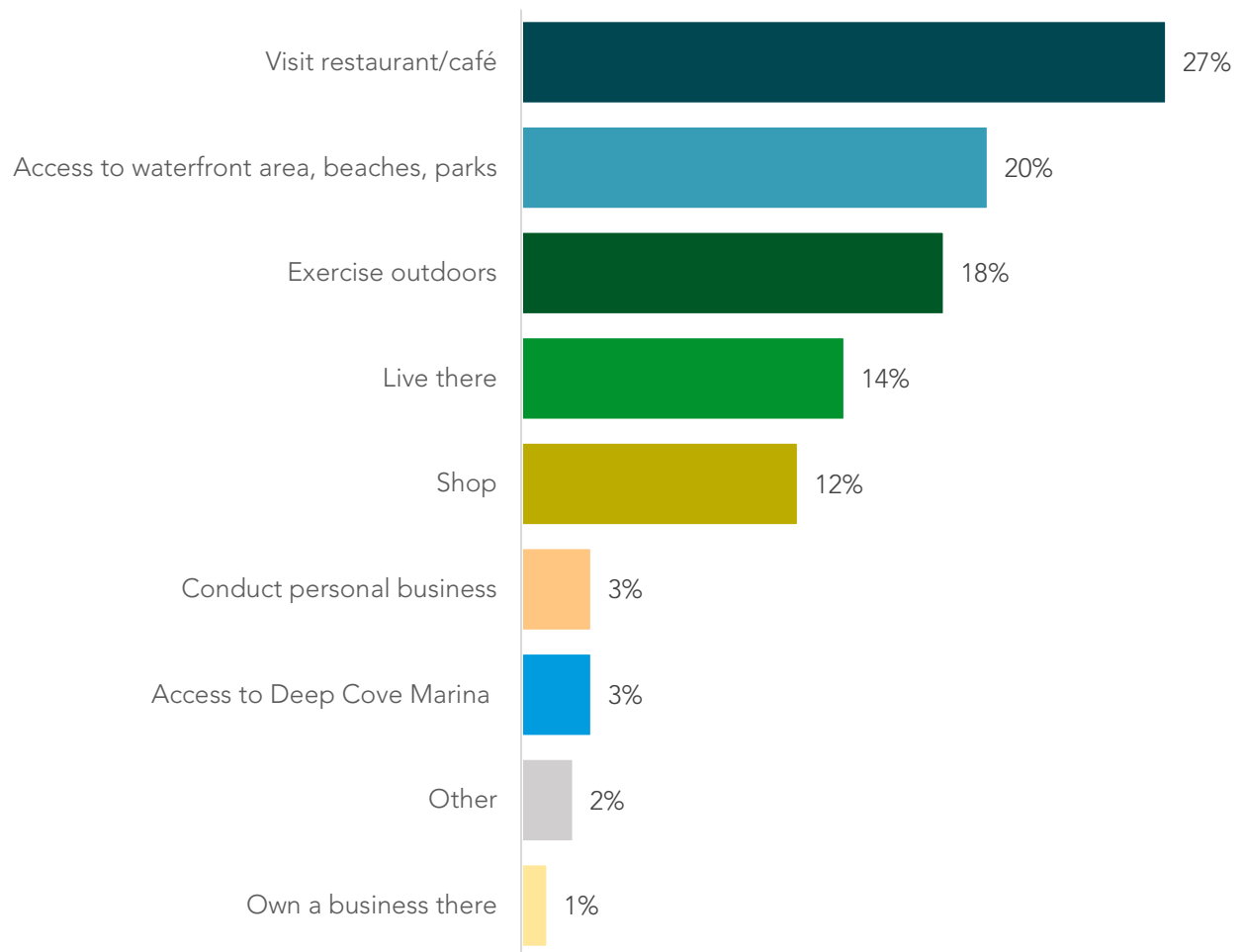


## What we heard: online survey

About Deep Cove Village

Why do you typically visit the lower Gallant area of Deep Cove Village? (n=716)

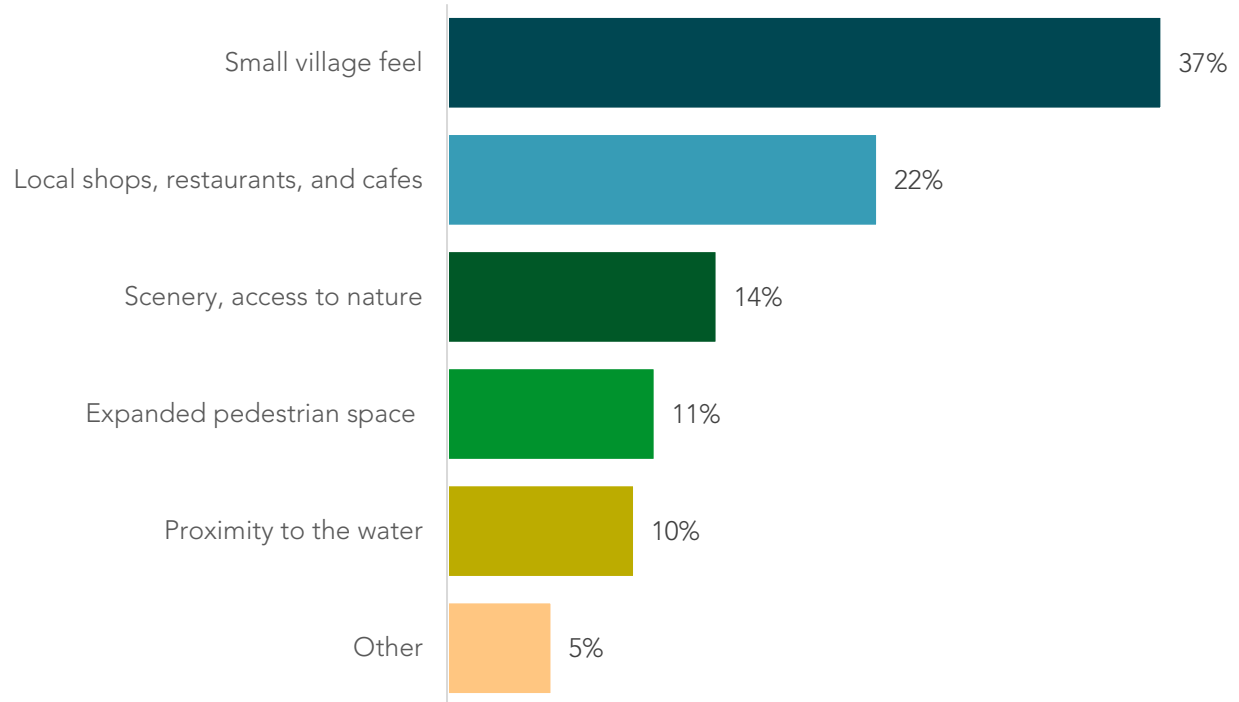
Respondents indicated their top priorities as illustrated in the following chart:



*Note: Respondents were able to select more than one priority. We received a total of 1828 response selections, with an average of each respondent selecting 2.5 priorities.*

What do you like most about the lower Gallant area of Deep Cove Village? (n=837)

Respondents indicated their **most** important priority as illustrated in the following chart:



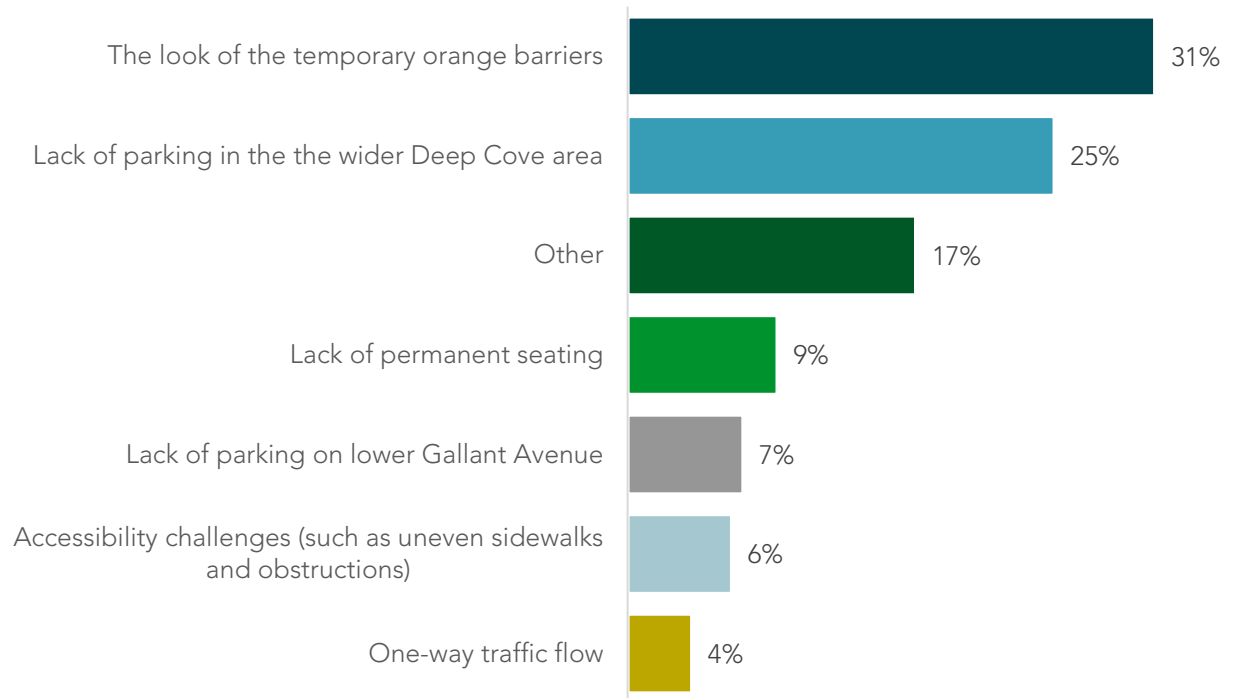
For respondents who chose "other", the top three key themes are:

- Other amenities (e.g., playgrounds)
- Community identity
- Scenery and nature, access to water

*For verbatim responses see Appendix 1.*

What do you like least or would like to change about the lower Gallant area of Deep Cove Village? (n=884)

Respondents indicated their priority as illustrated in the following chart:



For respondents who chose "other", the top three key themes are:

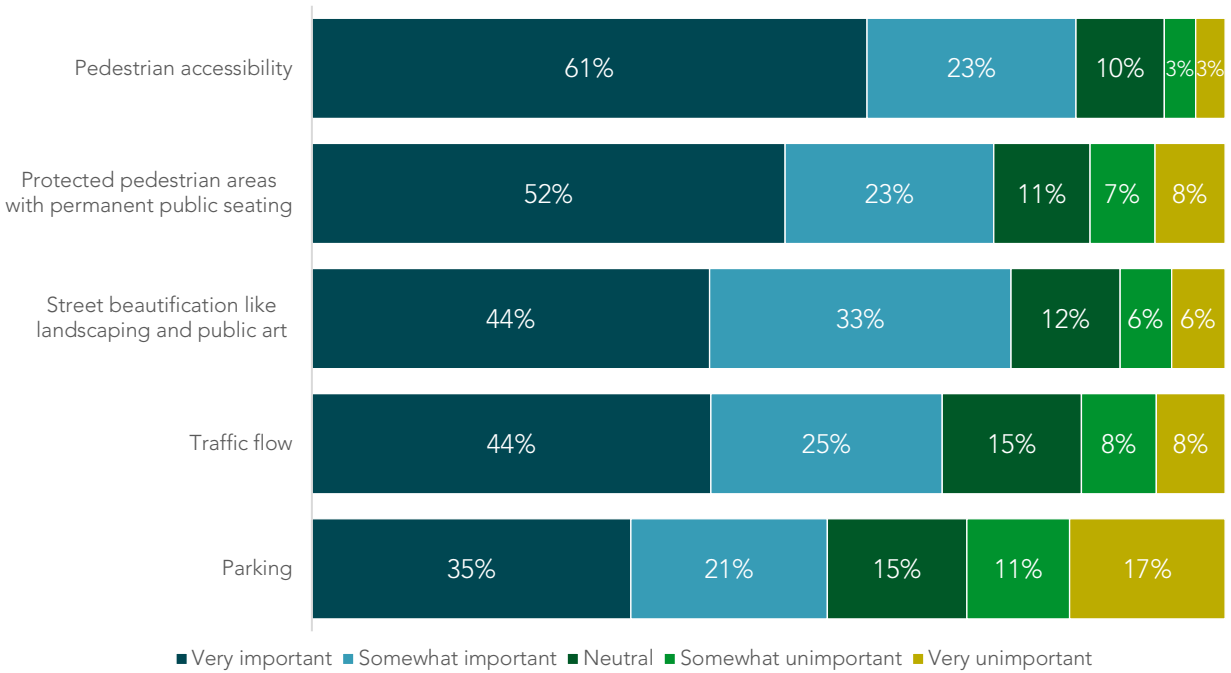
- Too busy, visitor focused businesses
- Car focused, not pedestrian focused, lack of alternative transit options
- Traffic volumes

For verbatim responses see Appendix 2.

### Potential improvements

How important are each of the following *potential improvements* in the lower Gallant Area of Deep Cove Village? (n=872)

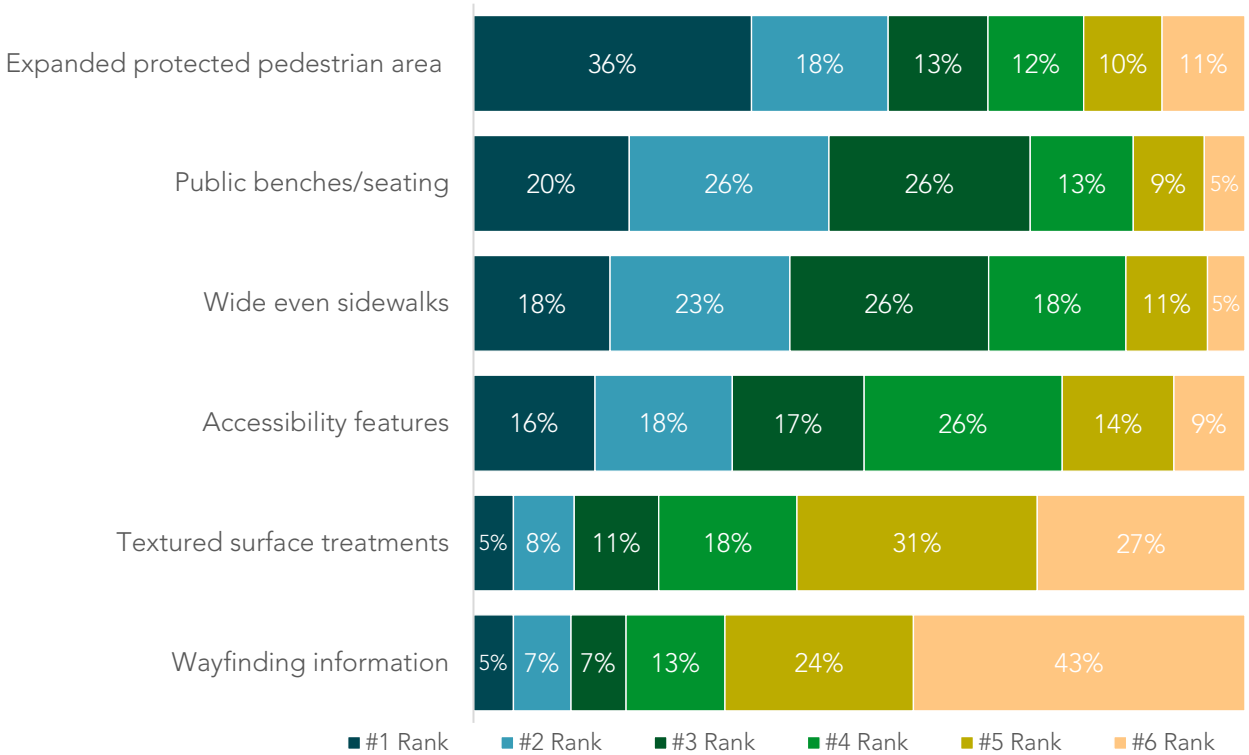
Respondents indicated their most important **potential improvements**, from very important to very unimportant, with 61% rating pedestrian accessibility as most important:



### Pedestrian accessibility

How important are each of the following potential pedestrian accessibility improvements in the lower Gallant Area of Deep Cove Village? Please click and drag each option to the desired ranking position. (n=966)

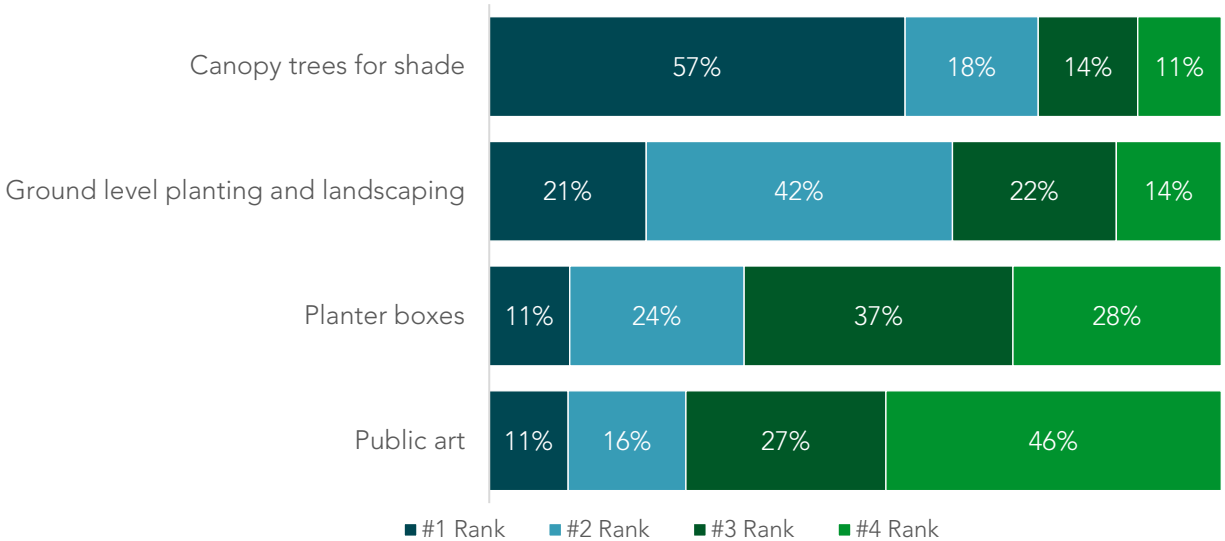
Respondents indicated their ranking as illustrated in the following chart, with 36% ranking expanded protected pedestrian area first:



### Street beautification

How important are each of the following potential street beautifications in the lower Gallant Area of Deep Cove Village? Please click and draft each option to the desired ranking position. (n=956)

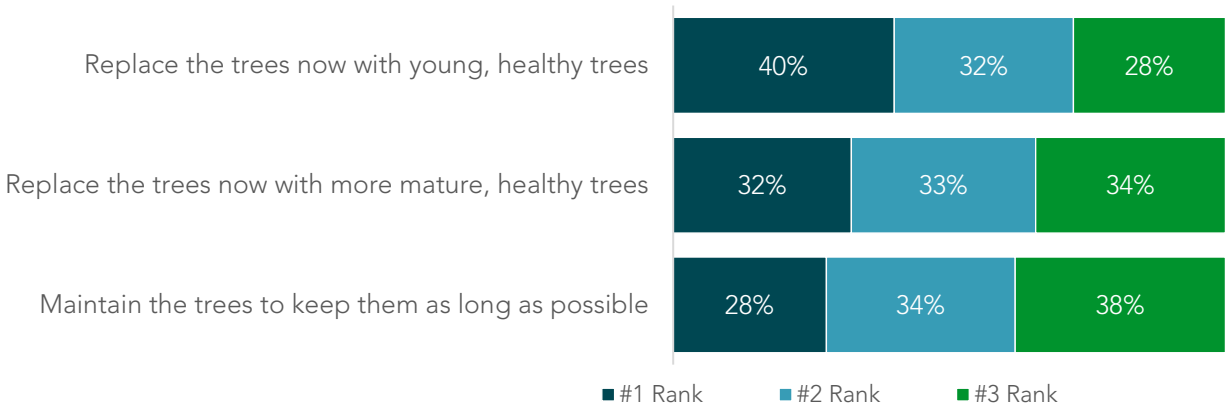
Respondents indicated their ranking as illustrated in the following chart, with 57% rating canopy trees for shade as most important:



### Street trees

Given that the lower Gallant Avenue Street trees will soon require replacement please rank the below options in order of your preference. (n=945)

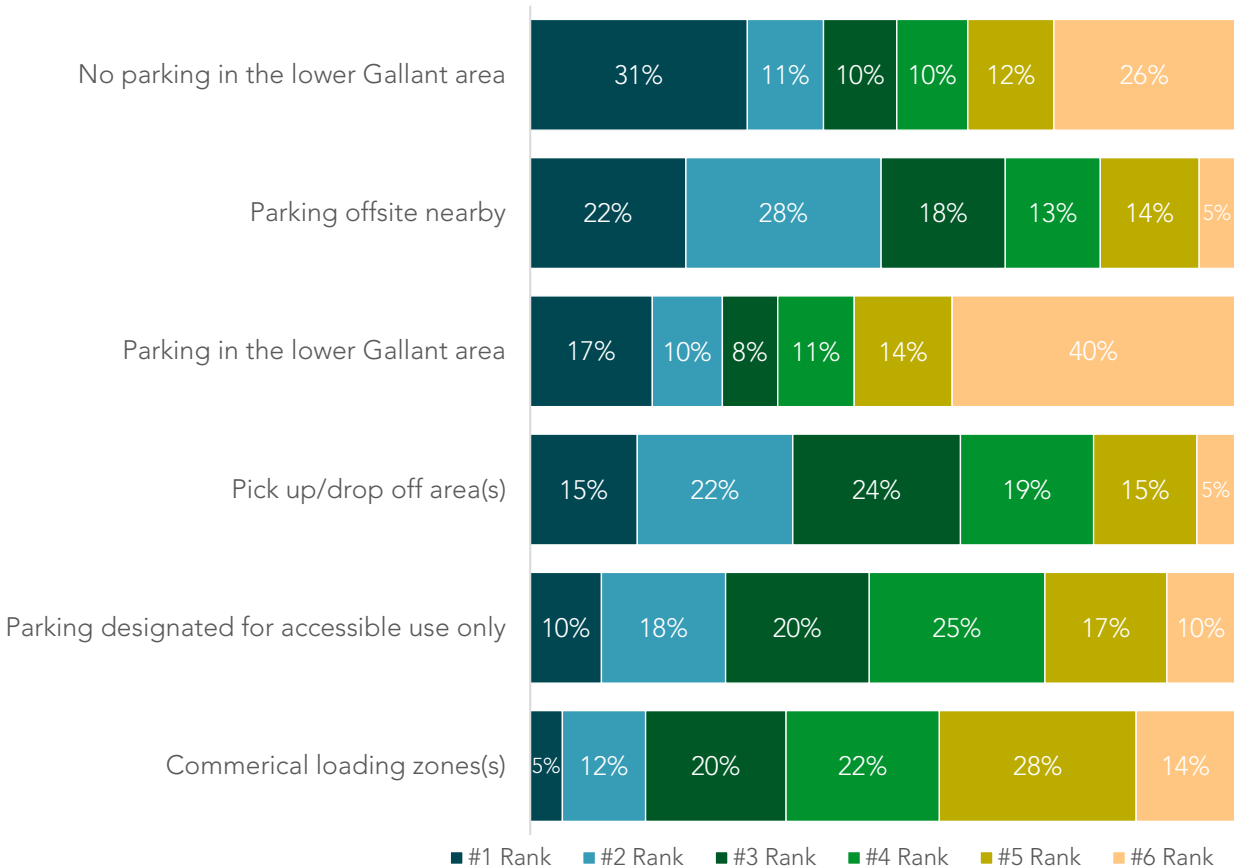
Respondents indicated their ranking as illustrated in the following chart, with 40% ranking replacing the trees now with young healthy trees first:



### Traffic flow and parking

How important are each of the following potential traffic flow and parking elements in the lower Gallant area of Deep Cove Village? Please click and drag each option to the desired ranking position. (n=942)

Respondents indicated their ranking as illustrated in the following chart, with 31% ranking no parking in the lower Gallant area first:



### Do you have any additional comments about traffic flow and parking in this area? (n=374)

- Parking e.g., improve resident parking, more parking for visitors/ offsite parking suggestions, accessibility (218 mentions)
- Traffic flow e.g., promote alternative transportation, close to all traffic including buses, reduce traffic (193 mentions)
- Naughton Avenue detour e.g., opposition to/ support for permanent access (33 mentions)
- Safety e.g., pedestrian safety at cross walks (7 mentions)
- Other e.g., too many tourists visiting, tree removal for construction, consistent approach to upper and lower Gallant (20 mentions)



*For key themes of what we heard and verbatim responses see Appendix 3.*

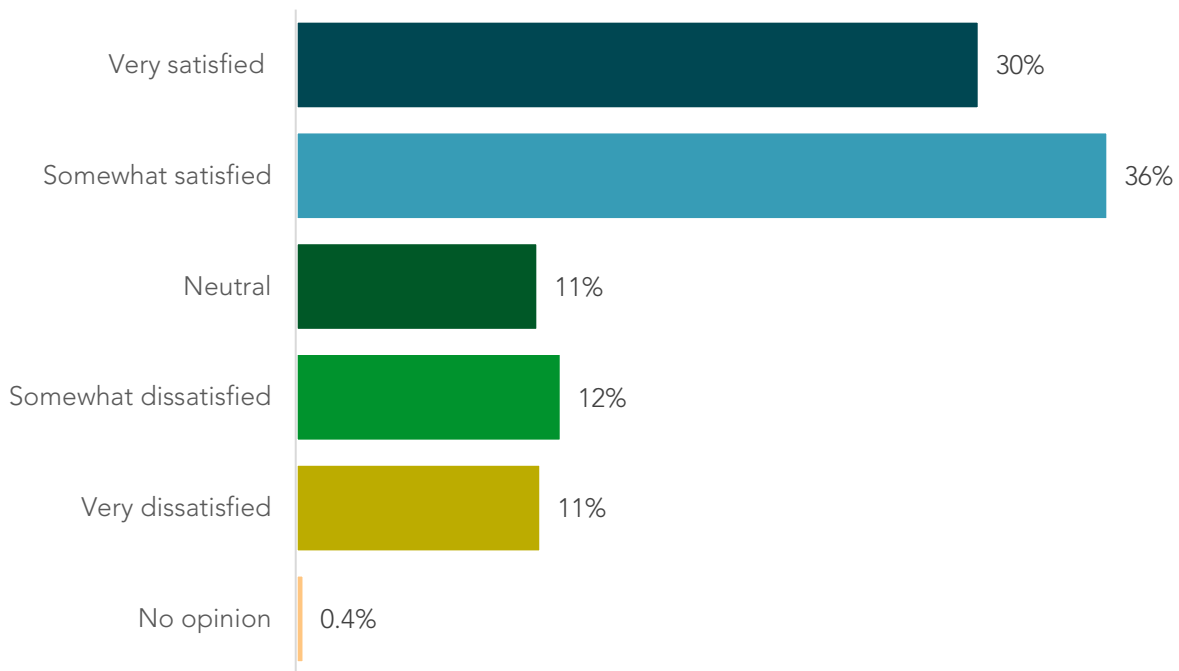


### Draft design concept 1 – full renewal

This design concept focuses on permanent storefront to storefront changes, with expanded seating and pedestrian areas.

#### How do you feel about the full renewal design? (n=773)

For respondents who provided a level of satisfaction for the **full renewal design** 66% were either very satisfied or somewhat satisfied. All levels of satisfaction are illustrated in the following chart:



#### If we proceeded with the full renewal design concept, what questions or suggestions do you have for the design team? (n=396)

- Design e.g., add covered areas, questions and comments about movable benches and street furniture and street trees (138 mentions)
- Traffic flow e.g. eliminate all vehicle traffic including buses, alternate transportation maintain one-way/ two-way traffic (129 mentions)
- Parking e.g., no parking, more parking for visitors, accessible parking for people with mobility challenges (112)
- Naughton Avenue detour e.g., opposition to/ support for permanent access (21 mentions)
- Flexibility e.g., Seasonal configurations, close street for events (20 mentions)
- Safety e.g., Seating and pedestrian area separated by cars (12 mentions)
- Other e.g., Businesses benefiting from public area, use funds elsewhere e.g., Panorama Park (33 mentions)

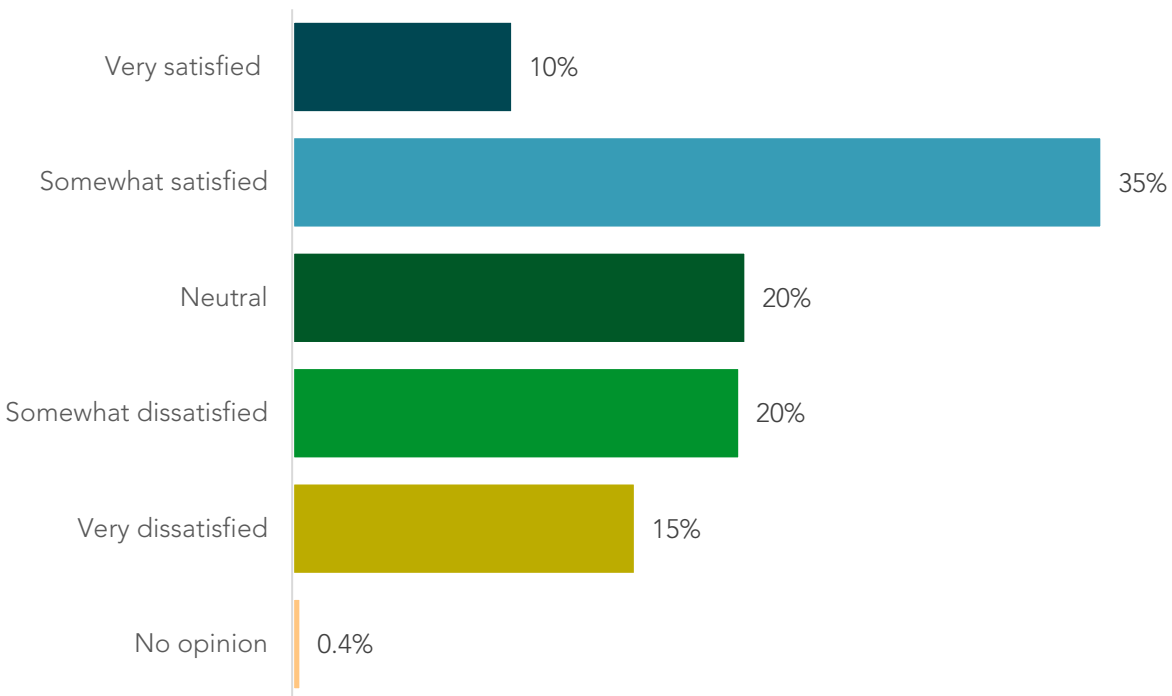
For key themes of what we heard and verbatim responses see Appendix 4.

### Draft design concept 2 – modest renewal

This design concept features permanent curb-to-curb changes with seating area expansion.

#### How do you feel about the modest renewal design? (n=745)

For respondents who provided a level of satisfaction for the **modest renewal design** 45% were either very satisfied or somewhat satisfied. All levels of satisfaction are illustrated in the following chart:



#### If we proceeded with the modest renewal design concept, what questions or suggestions do you have for the design team? (n=231)

- Design e.g., feels less permanent, would like a more permanent option, landscaping – trees, pavers and bollards (110 mentions)
- Parking e.g., no parking, more parking for visitors, accessible parking for people with mobility challenges (60 mentions)
- Traffic flow e.g., eliminate all vehicle traffic including buses, maintain two-way traffic, maintain one-way traffic (51 mentions)
- Flexibility e.g., seasonal configurations (9 mentions)
- Safety e.g., seating and pedestrian area separated by cars (7 mentions)
- Naughton Avenue detour e.g., opposition to/ support for permanent access (6 mentions)

- Other e.g., *minimize disruption in the area, businesses benefiting from public area, use funds elsewhere e.g., Panorama Park (27 mentions)*

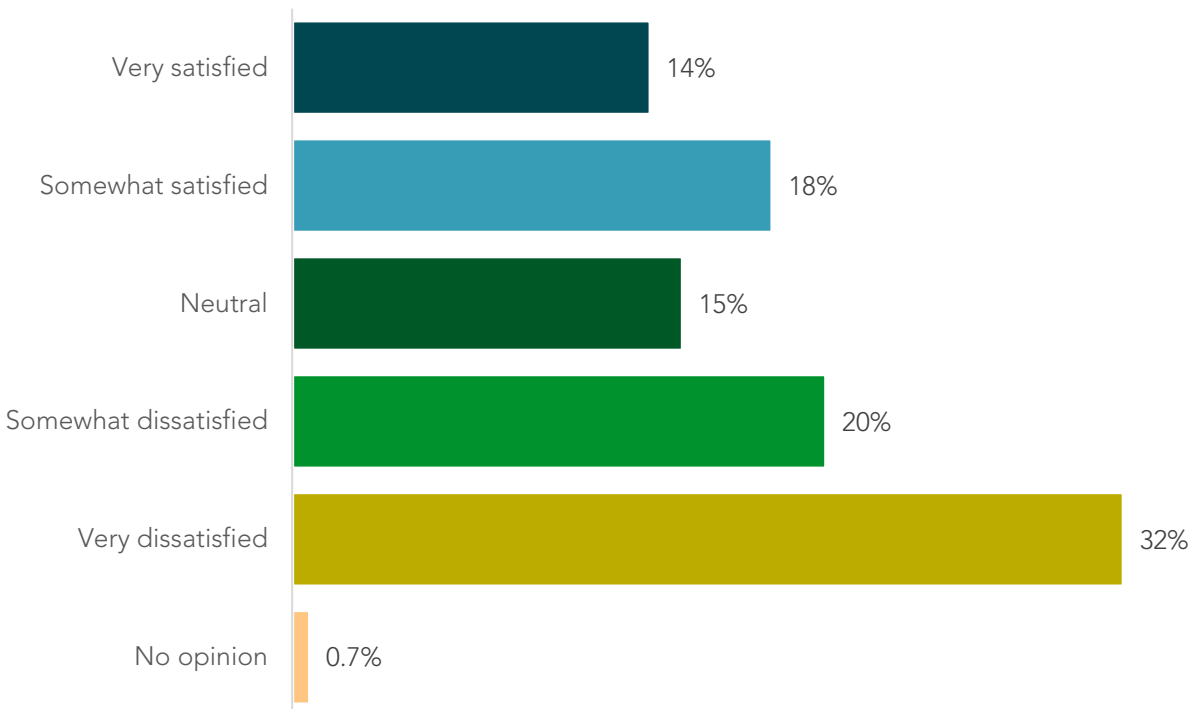
*For key themes of what we heard and verbatim responses see Appendix 5.*

### Draft design concept 3 – minimal improvements

This design concept makes the temporary expanded space permanent by replacing orange barriers with removable posts.

How do you feel about the minimal improvements design? (n=729)

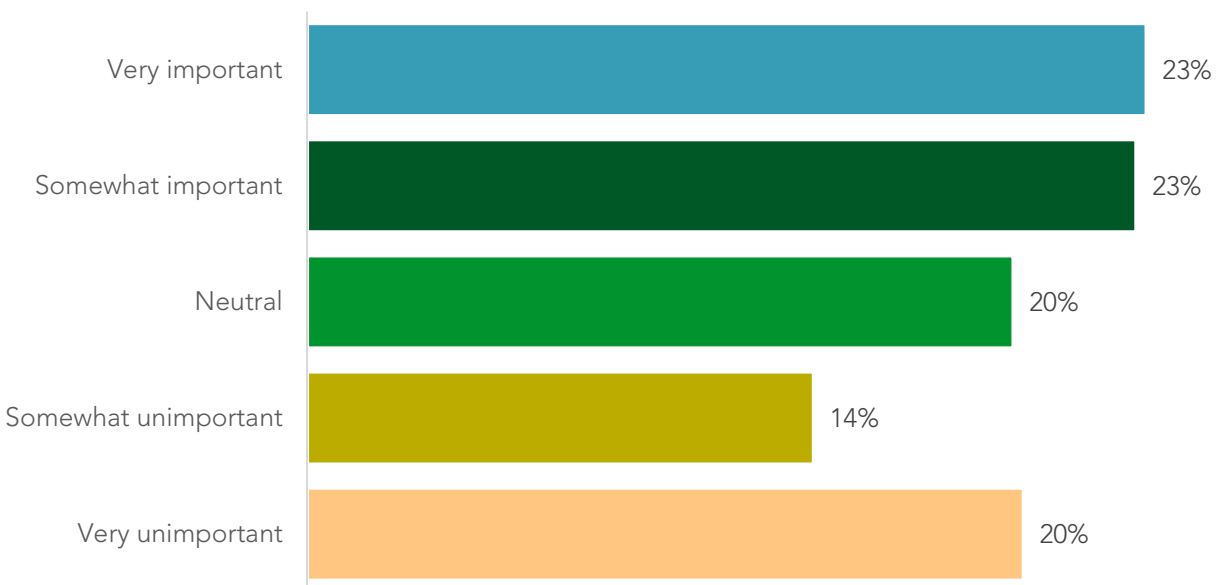
For respondents who provided a level of satisfaction for the **minimal improvements design**, 32% were either very satisfied or somewhat satisfied. All levels of satisfaction are illustrated in the following chart:



## Flexibility

In this minimal renewal concept design option, we also have the ability to remove the posts and return lower Gallant Avenue to its pre-COVID configuration of two-way traffic and reduced sidewalk widths. For example, we could install the posts in during the busy summer months to provide extra pedestrian space and one-way traffic on lower Gallant Avenue, and then remove the posts in the less busy winter season to temporarily return to two-way traffic. *How important is this flexibility to you? (n=703)*

For respondents who provided a level of importance for flexibility with the **minimal improvements design**, 46% felt it was very important or somewhat important. All levels of satisfaction are illustrated in the following chart:



**If we proceeded with the minimal improvements design concept, what questions or suggestions do you have for the design team? (n=247)**

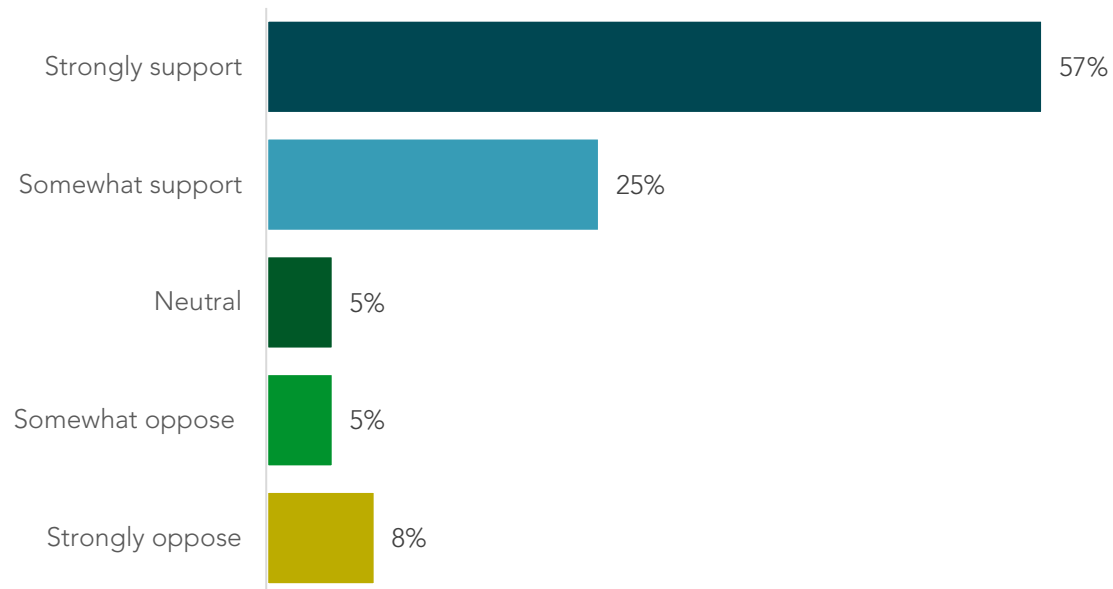
- Design e.g., feels less permanent, would like a more bold, permanent option, landscaping – trees, more pedestrian area and patio seating (112 mentions)
- Traffic e.g., flow maintain one-way traffic, eliminate all vehicle traffic including buses, maintain two-way traffic (62 mentions)
- Parking e.g., no parking, more parking for visitors, offside suggestions (42 mentions)
- Flexibility e.g., seasonal configurations, close street for events (27 mentions)
- Safety e.g., seating and pedestrian area separated by cars (6 mentions)
- Naughton Avenue detour e.g., opposition to/ support for permanent access (6 mentions)
- Other e.g., what happens with left over grant money, minimize disruption in the area, use funds elsewhere (27 mentions)

*For key themes of what we heard and verbatim responses see Appendix 6.*

### Change in Deep Cove

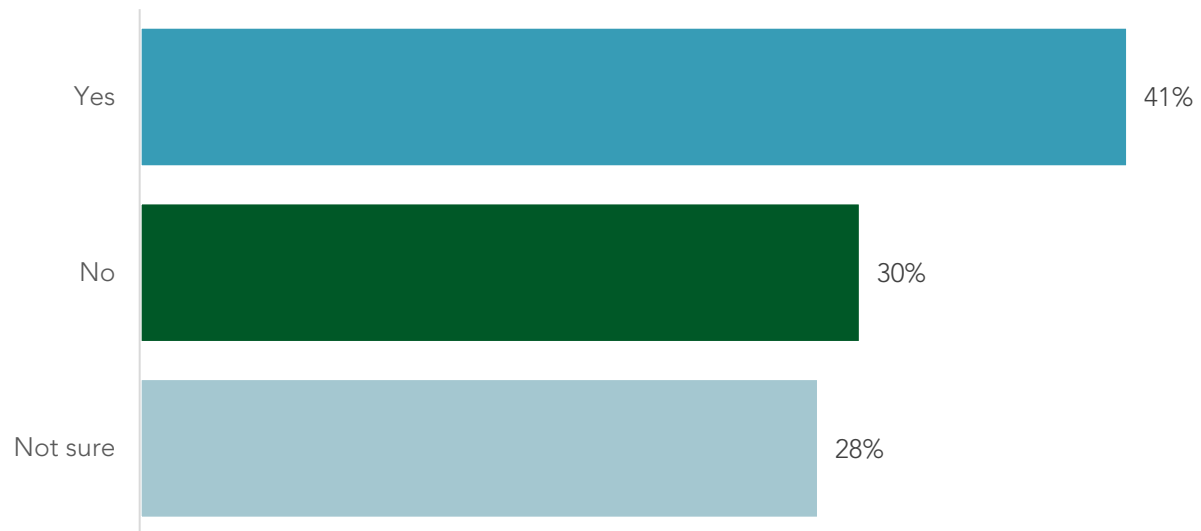
To what extent do you support change on lower Gallant in Deep Cove Village as part of the Livable Deep Cove plan? (n=742)

For respondents who provided a level of support for change in the lower Gallant area of Deep Cove 82% strongly support or somewhat support change. All levels of support are illustrated in the following chart:



Would you like to see a similar plan for improvements for upper Gallant Avenue? (n=742)

For respondents who provided a response for this question 41% indicated that they would like to see a similar plan for upper Gallant Avenue:



Looking at the previous question, please explain why or why not you'd like to see a similar plan for upper Gallant Avenue. (n=464)

- Design e.g., integrate design for the whole of Gallant Avenue to make it consistent, make area more pedestrian friendly, no change, fine as it is (240 mentions)
- Traffic e.g., reduce congestion and improve flow, maintain two-way flow, promote alternate transportation (177 mentions)
- Parking e.g., accessible parking for people with mobility challenges and seniors, more parking (51 mentions)
- Naughton Avenue detour e.g., opposition to/ support for permanent access (25 mentions)
- Other e.g., Positive benefit to businesses, equity in the area, minimize disruption in the area, use funds elsewhere (70 mentions)

For key themes of what we heard and verbatim responses see Appendix 7.

Do you have any other suggestions about potential improvements to lower Gallant as part of Livable Deep Cove? (n=273)

- Design e.g., *improve general look of village and businesses, extend design to waterfront, no change, landscaping – trees (mentions 118)*
- Traffic flow e.g., *eliminate all vehicle traffic including buses, reduce congestion and improve flow, promote alternate transportation (95 mentions)*
- Parking e.g., *offside suggestions, more parking for visitors, no parking (77 mentions)*
- Naughton Avenue detour e.g., *opposition to/ support for permanent access (18 mentions)*
- Flexibility e.g., *lose street for events, seasonal configurations (6 mentions)*
- Safety e.g., *Seating and pedestrian area separated by cars (6 mentions)*
- Other e.g., *Use funds elsewhere more garbage cans and regular maintenance (30 mentions)*

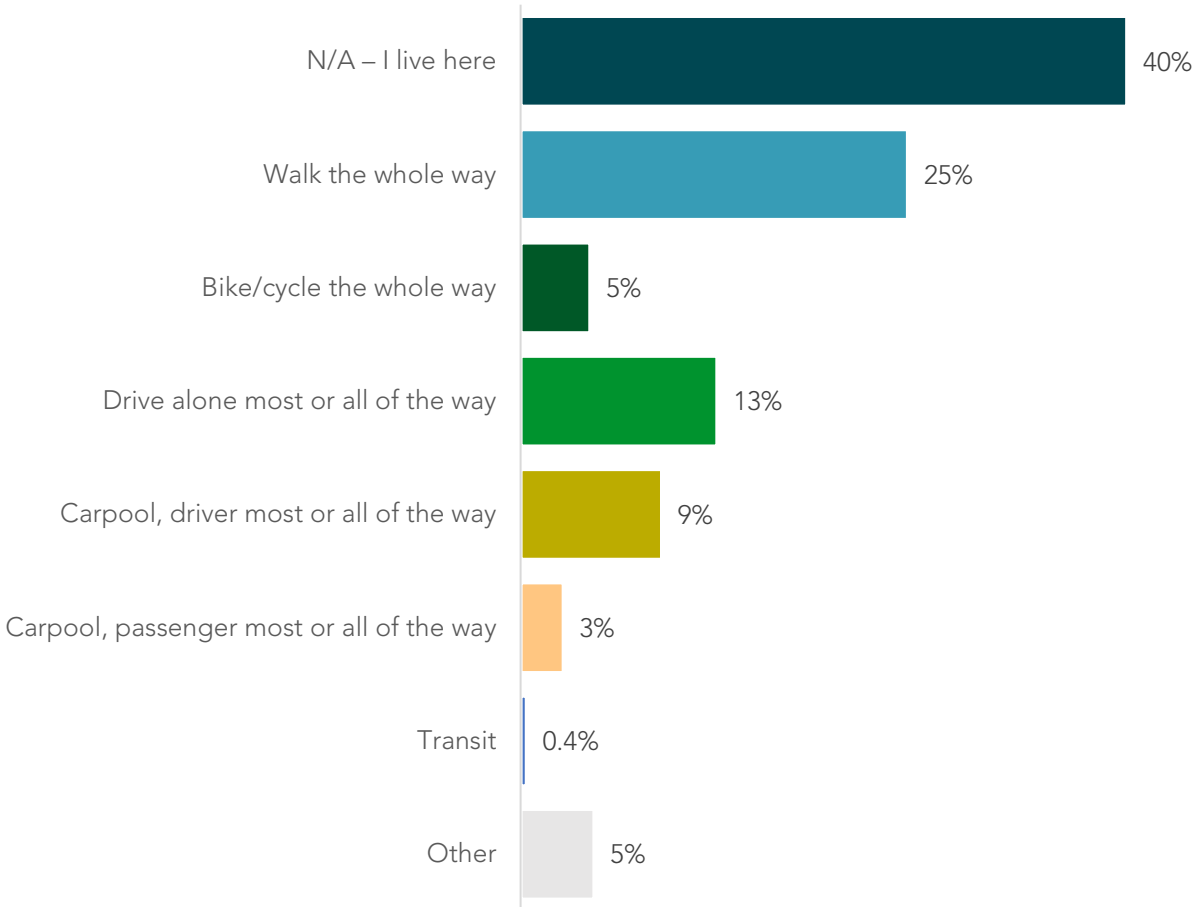
*For key themes of what we heard and verbatim responses see Appendix 8.*



## Understanding more about respondents

### How do you usually travel to Deep Cove Village? (n=744)

For those that responded to this question 40% indicated that they live in Deep Cove and the top two modes of transport were 25% walk the whole way and 13% drive alone most of the way:



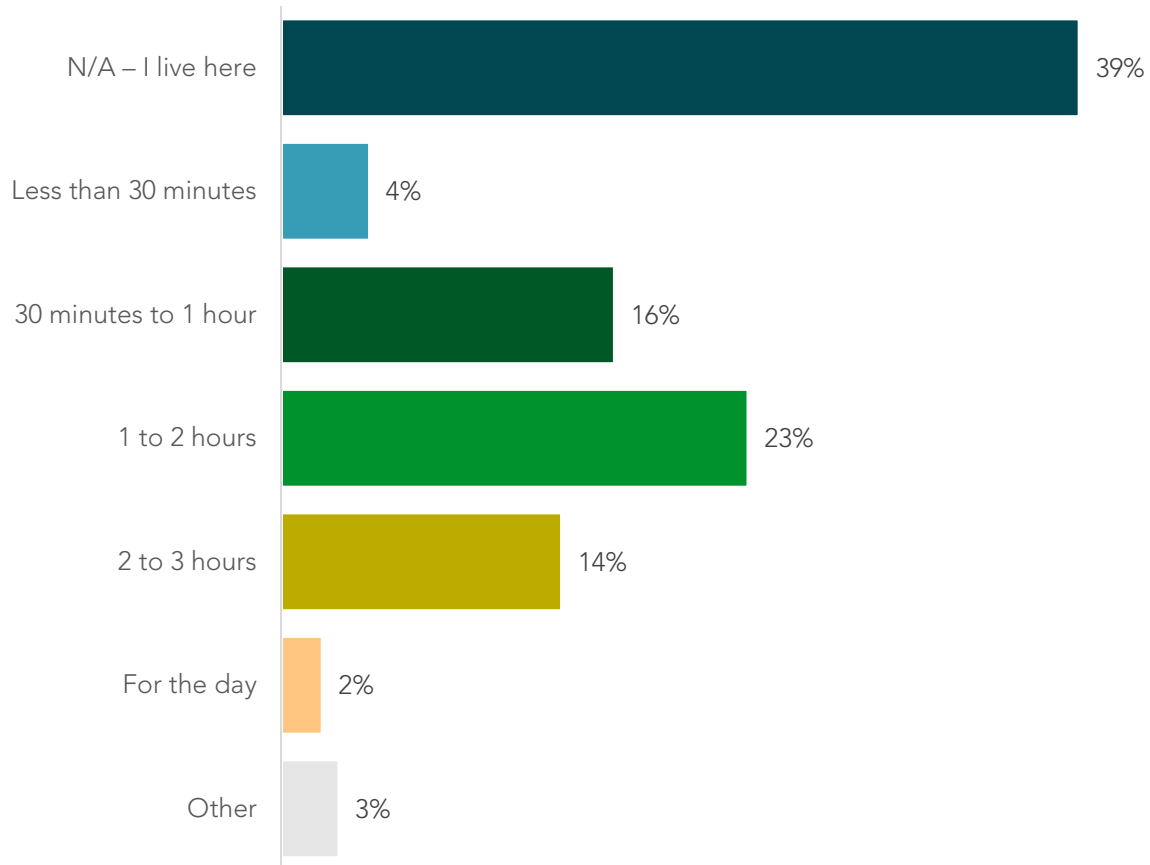
For respondents who chose “other”, the top three key themes are:

- Various
- Walk/drive
- Boat

For verbatim responses see Appendix 9.

**For how long do you typically stay when you visit Deep Cove Village? (n=744)**

For respondents who provided a response to this question 39% indicated that they live in Deep Cove, 23% indicated that they spend 1 to 2 hours and 16% indicated that they spend 30 minutes to 1 hour in Deep Cove:



For respondents who choose “other”, the top three key themes are:

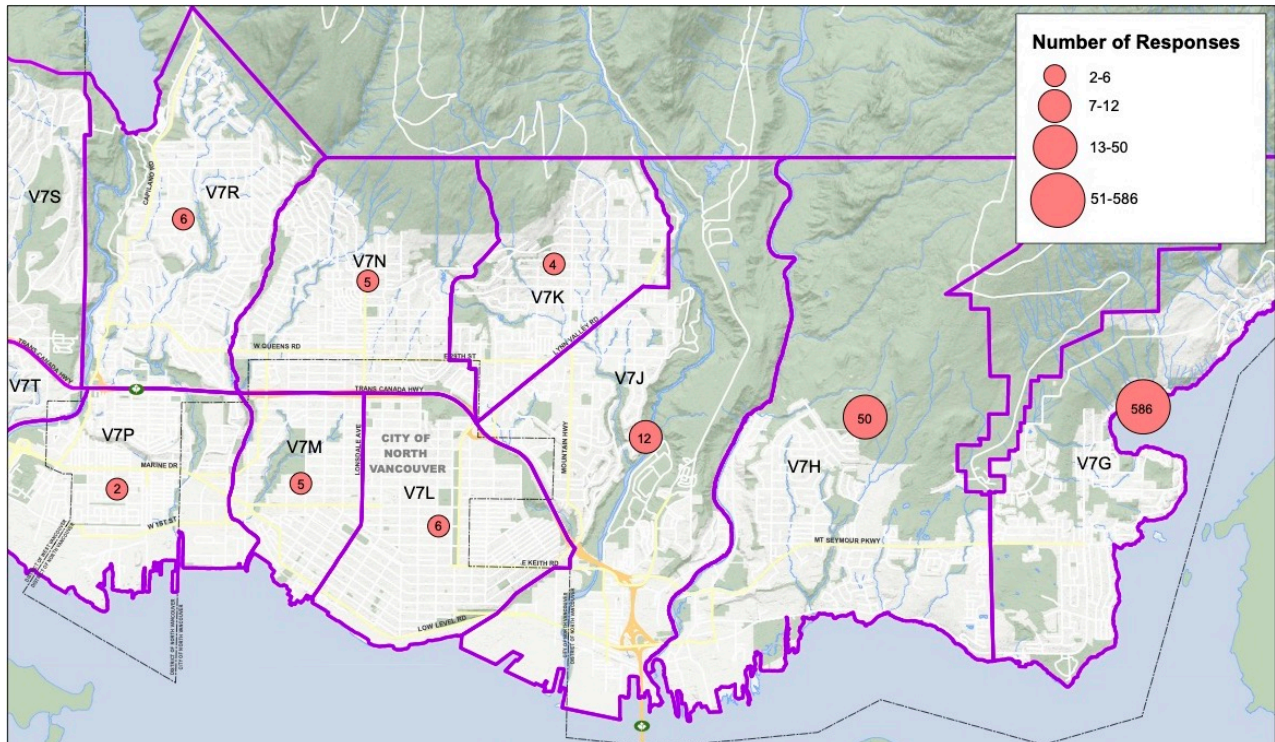
- Varies
- 1-2hrs
- Workday hours

*For verbatim responses see Appendix 10.*

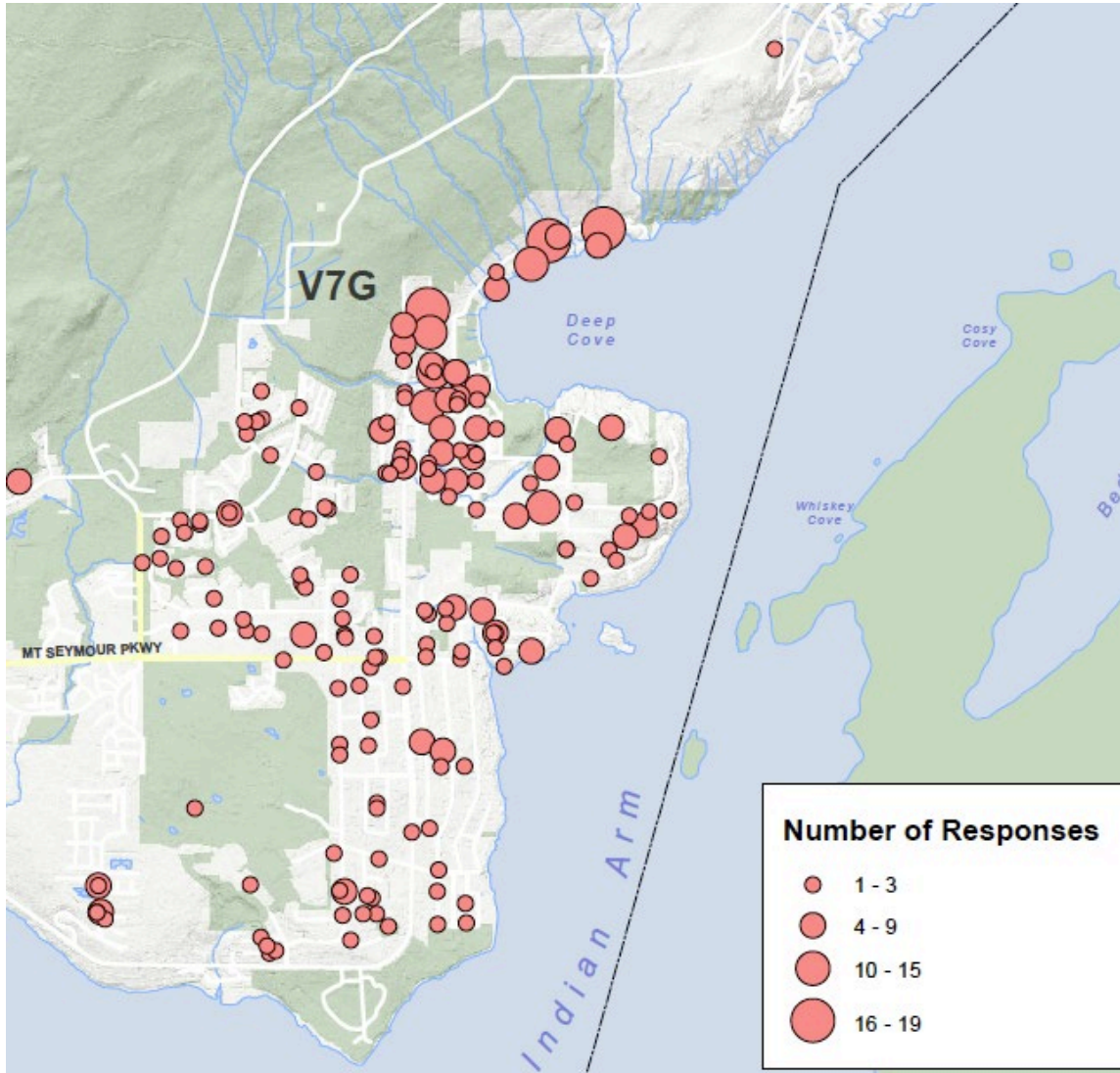
Please provide your 6-digit postal code to help us understand who is responding to this survey. (n=676)

82% of respondents provided their postal code. Of those that responded to this question, 86% indicated that they live in the Deep Cove area:

Postal code	Number of responses
V7G	586
V7H	50
V7J	12
V7K	4
V7L	6
V7M	5
V7N	5
V7P	2
V7R	6

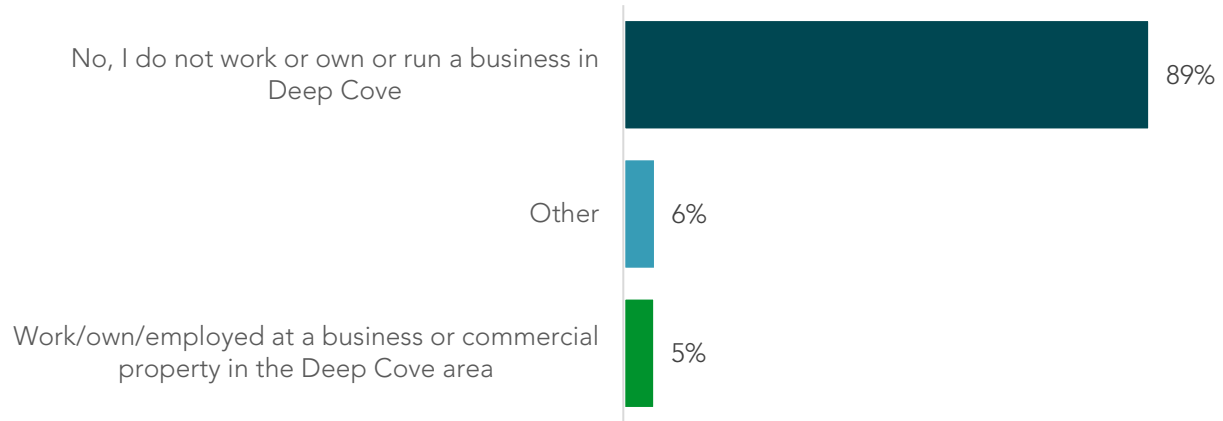


Out of those that indicated they live in the Deep Cove area; a majority reside near the village, but many respondents represent different areas of the community.



**Do you work or own a business in Deep Cove?** *Select all that apply (n=724)*

For those that provided a response for this question, 5% indicated that they work or own a business in the Deep Cove area:

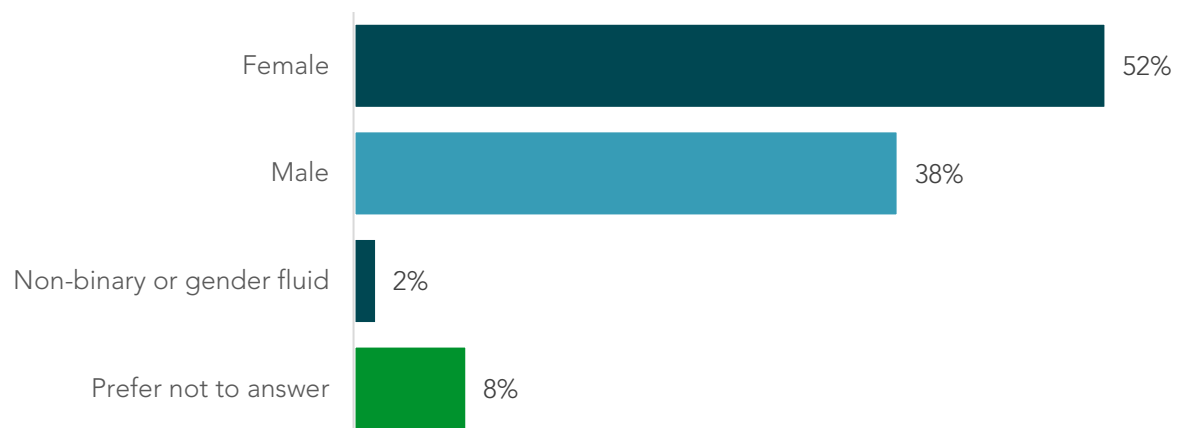


For respondents who chose "other", the top three key themes are:

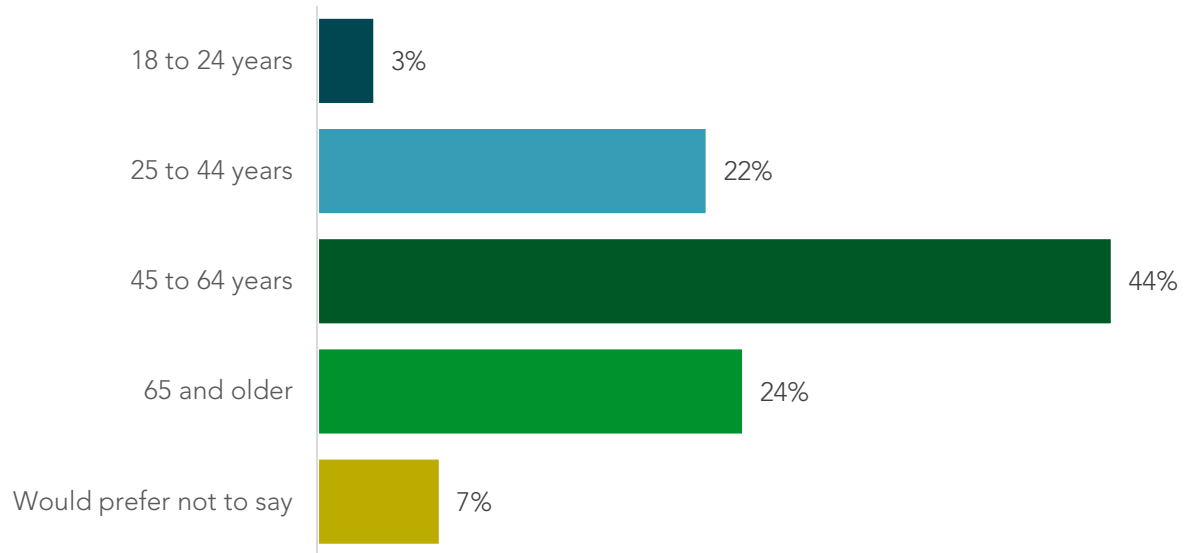
- Work nearby
- Work from home, run own business
- Retired

*For verbatim responses see Appendix 11.*

**What is your gender?** (n=732)



Which of the following ranges includes your age? (n=740)





## Next steps

Feedback received from this survey will be considered by Mayor and Council as presented by District staff in a staff report at the July 26, 2021, Council meeting.

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

# Appendix 1

## Verbatim comments

Submission ID	What do you like most about the lower gallant area of deep cove village?
6062	We live on Cliffmont and enjoy the local hiking paths, scenery, and restaurants
6067	Deep Cove Yacht Club
6079	that it is a livable community to deep cove residents and not just visitors
6095	small village feel with beautiful scenery and access to nature
6119	Close to the park and playground, easy to access with lots of food options for younger children.
6139	It's a road
6144	As a Deep Cove resident, we enjoy walking down or doing a quick drive or bike ride down to pick up food, coffee or visit the Gallery for presents. Accessibility via biking and walking is important however, our family also does quick runs via our car to pick up food or do drop offs at summer camps. Parking along the main street (lower Gallant) is extremely handy as a resident and it allows us to completely avoid the residential areas when we need to take our car. <b>KEEP THE PARKING ALONG LOWER GALLANT AVENUE!</b> Do not lower the property values of the homes where the temporary road is planned for the water system upgrades. Respect the businesses and neighborhood's wishes.
6164	I like the fact that there are facilities available for local residents. Groceries, Drug store, Theatre are the best things. Unfortunately, more than 5 cafes plus restaurants do not serve the local population as well as it could.
6194	Drop off area
6239	Visit friends who live there
6253	That it currently doesn't necessitate the extension of Naughton ave.
6257	To be honest I do not like turning the street into a one way to simply make the merchants more money. So, basically and not to be ignorant about it, there is very little in this plan I like or appreciate.
6301	view of Deep Cove
6304	All of the above
6346	love the beauty and the access to small independent shops and restaurants
6406	all of the above
6422	Rarely go there, mostly restaurants!



Submission ID	What do you like most about the lower gallant area of deep cove village?
6424	Clean Air and scenery
6450	I like the area when it isn't full of tourists and their cars.
6475	All of the above. Doesn't everyone like the entire combo? One without the other isn't anywhere near as special.
6480	The way it is and has been. For many years.
6547	All
6557	All of the above
6574	The whole package
6596	One way traffic flow
6600	Doctor, dentist and pharmacy
6635	A short walk away from my home
6684	visit theater/ art gallery / get to upper Gallant
6686	Nothing at the moment ...see response below.
6696	None of the above, the above options ruin deep cove
6697	None of the above, these options ruin the small, quiet feel of deep cove
6699	All of the above in equal measure
6704	I like my doctor & my pharmacy
6725	Bike Destination
6871	I like all of the above. Sometimes it's to eat sometimes just to go to the water.
6873	We live in the neighborhood and typically go for walks into the village and dock.
6885	all of the above
6932	all of the above
6933	Live in the neighborhood; so, enjoy the shopping, restaurants & the expanded pedestrian space.
6937	Keep small village feel, less tourists
6958	Live nearby. Part of our range. Sharing the panorama, village, parks with family.
6962	visiting friends and family

Submission ID	What do you like most about the lower gallant area of deep cove village?
6966	I live at the intersection of Gallant and Banbury. Lower Gallant is my "front yard". I love the small village feel, the proximity to the water and the local businesses.
7076	cultural centre/gallery within a small village
7079	Have lived in Seymour area since 1969, spent a lot of time in the Cove, beach and Parks.
7093	Small village feel + scenery access to nature. Had to put these two here because the survey does not permit the responder to choose more than one answer which is extremely limiting.

## Appendix 2

### Verbatim comments

Submission ID	What do you like least or would like to change about the lower Gallant area of Deep Cove Village?
6017	Not enough Carolyns at the District
6035	least like that it's car oriented - should be nature centered design which prioritizes people and alternative modes of mobility (ensuring people with disabilities are included in design)
6039	Great pedestrian additions, but still car prioritized. Free parking = frustrated cars driving around and around for parking.
6044	Traffic Volumes - too many cars and visitors, speeding in and out of the cove
6054	Make it pedestrian zone. Stop worrying about cars. Make single lane loop around the cove.
6056	Lower Gallant is vibrant and overflowing with people but no where for them to go. Need permanent areas they can stand and/or sit while enjoying the shops/restaurants. It doesn't make any sense to have any vehicles on this portion of the street.
6061	I dislike generally how busy it has become.
6067	Safer pedestrian crossings
6079	I would like this limited survey to include more options that concern local residents. For example the option to retain the status quo and consult with residents BEFORE changes and so called improvements are made... this is not that consultation
6080	one-way traffic flow in terms that it whole lower Gallant should be made into Pedestrian only
6088	Crowded
6095	congestion and noise during the summer months and during "events"
6101	They should have pay parking
6102	I like it the way it is now
6106	I like the lower Gallant area as it is
6109	Crowds of visitors
6127	One lane of traffic must stay in exiting out as it is now. Without that it will be a disaster for people on the surrounding streets as all the weekend invaders endlessly use driveways to turn around.

Submission ID	What do you like least or would like to change about the lower Gallant area of Deep Cove Village?
6132	Too many visitors. This won't be fixed by extra parking. There are too many people coming into the Cove. Resident parking only east of Mount Seymour parkway would fix this.
6134	Cars
6137	Too many people now
6139	Too many people and garbage
6149	Turned into an Instagram tourist attraction mainly at Honey's.
6151	Noise from motorcycles.
6153	lower gallant should have 30-minute parking. longer term in panorama park lot. all regularly and strictly enforced.
6156	Traffic
6160	Very overcrowded and way too much traffic on weekends and in summer!
6164	I would like to see more merchants that serve the local residents and not only focusing on visitors (ice cream, coffee shops, ) . DNV could ensure that new business permits reflect local needs. Discourage people from driving into the cove - Encourage some kind of park and ride alternative.
6167	Crowds
6174	Too many private vehicular visitors.
6179	push out of parking onto neighbouring streets - racing cars trying to find parking on our cul-de-sac, near misses with hitting kids
6192	Lack of parking and the one-way traffic flow. I do not want the street blocked off. The extra road to the cove is a waste of taxpayer money with no return.
6194	Lack of proper drop off/ pick up area especially with gear like paddle board as alternate for inadequate parking
6217	The fact that the sidewalk is crowded with people who are seated eating, queuing or wandering. More space needs to be allocated for adequate "drifting," as people tend to do when visiting an area. As a resident of the area, I tend to avoid Gallant Avenue in the high times/ seasons, because it is hard to move through all the clumps of people.
6219	too many visitors, they run the local residents out of our own community
6229	Limited boat docking on government wharf. There are a lot of boaters these days
6237	Finding parking to visit the doctor or pharmacy

Submission ID	What do you like least or would like to change about the lower Gallant area of Deep Cove Village?
6252	Over crowdedness, mostly on nice weekends, but still.
6253	That all these options necessitate the extension of Naughton Ave.
6262	Too much traffic especially buses
6273	It is no longer clear where we should walk. We go down the other side of the road more now that the barriers are in place, which is opposite of what you would expect from an 'expanded sidewalk'. People no longer respect the need for a clear walkway.
6276	I would change nothing (the lack of parking for people is a source of frustration from time-to-time). The temporary orange barriers seem to be working
6278	Cycling options into and out of the cove
6292	crowding on weekends
6302	Storefronts that don't serve the community or tourists, like the empty corner store and the pet food business.
6306	There is no permanent cover when it rains. This makes the outdoor seating unusable for most of the year.
6309	It's too busy
6311	The new detour
6312	Quite loud currently.
6332	still too car focused. would like a more fully pedestrianized/bike friendly space. ideally with more missing middle zoning in the area and better public transit links. also, although the village is lovely, a lack of even a very small neighborhood grocery store means it's not very practical to live a low car lifestyle and everything has to be very car focused.
6336	Too many tourists fighting over limited parking. The "local traffic only" sign as well as the multiple signs pointing drivers to additional free parking around the cove are totally ignored. Everyone is hell-bent on getting a spot in Panorama Park. This leads to altercations both physical and vocal every sunny weekend and all summer long. Perhaps pay parking in the panorama Park lot would encourage people to bike, use public transportation, or park in the many other free lots where people are not fighting.
6346	parking is always an issue, good to have parking time limits.
6348	Too much car traffic within the village
6363	Too many people parking on residential roads

Submission ID	What do you like least or would like to change about the lower Gallant area of Deep Cove Village?
6364	All of the above and the destruction of a beautiful village feel we had, now it looks like the old world charm will be lost and along with the trees and vegetation that was taken out. I hate that I can't pop into my pharmacy or hair stylist without worrying about parking logistics
6367	Too many tourists
6375	any type of vehicle traffic; would be best if vehicles were banned (except transit)
6382	I'd like to see no traffic in that last block before the water.
6392	Chaos induced by an influx of visitors into an area without the needed infrastructure
6404	Traffic congestion caused by too many people for the small Deep Cove area and people fighting over parking spaces
6406	I think it will be better if this Gallant area is completely closed to cars, my kids go with me all the time and in the summer, there is a lot of traffic, cars going fast, loudness, etc..
6408	Recent Loss of trees along the sidewalk
6424	pollution by vehicle traffic circling your new plan as they look for parking. Diesel fumes from buses and delivery trucks
6445	Everything you've done in the last couple years. You made the entire area unbearable. Every option two questions from now is exactly what not to do. You want me to rank the 6 things in order of importance and none of them are important. They're all terrible additions to the area and should be scrapped.
6446	I would like there to be NO traffic flow or parking on lower Gallant
6450	Deep Cove is a small area. You are promoting it as a tourist destination. It is that but it is also a neighbourhood where people live.
6453	Too many people! Know I can't change that, but it has lost the "my neighbourhood" feel it used to have. Now I am sharing "my backyard" with the rest of greater Vancouver
6459	What little parking there is, is all on the north side of the street which blocks off those enterprises from public/street view. This, combined with the temporary orange barriers, has resulted in limited public flow to the north side of Lower Gallant.
6480	These changes are not good and are not endorsed by the wider community
6484	Spending millions of dollars making the current one-way system permanent is ludicrous if you still have to smell diesel bus exhaust with every passing bus.
6494	Leave it be....it does not need to be improved

Submission ID	What do you like least or would like to change about the lower Gallant area of Deep Cove Village?
6524	The derelict store on the corner of Gallant and Panorama Drive. It is an eyesore and a stain on the neighbourhood.
6531	too much traffic on Gallant and should be closed off to vehicles. Like the European plaza concept
6545	congestion due to too many cars and visitors
6556	how many tourists there are
6559	How crowded it is and traffic cars should be restricted from driving into the cove unless you live there. A parking lot should be created up Deep Cove Rd and people should be made to walk down.
6564	too busy with cars
6566	The dreadful apartment stock and the eyesore parking space behind
6574	Allowing too much auto access- have parking somewhere else nearby if possible
6582	Danger of cars looking for parking and watching for pedestrians and driving too fast
6589	Dangerous driving
6591	Car access. I would like this area to be pedestrian only. One-way traffic flow will increase traffic in areas close to, but not right on lower Gallant.
6603	Bike Parking/Infrastructure
6606	I'd love to see it be completely car-free!
6609	too congested with traffic
6615	The circular roundabout is not being utilized as a gathering place for people but instead is mainly oriented towards cars. This area delegitimizes the social nature and essence of the area. I've lived here for over 40 years. People would like to gather here, take their coffee/snack out into the best and the best view and relax with friends. There is no need to hurry here in the Cove. It us a wondrous area and a place people want to linger and yet there has been nowhere for them, no people watching experience. Imagine the parade of people moving down to the beach and park via the grand staircases. Wouldn't you want to watch that? Establishing human connection along the street orients people to the businesses. Establishing the same outdoor experience at the apex of the street, relates people to the view and the waterfront park. This could be the most desirable spot on the whole main street. Imagine looking back up along the street at all the people enjoying the area. Hard to beat that.
6635	The street is looking old and tired

Submission ID	What do you like least or would like to change about the lower Gallant area of Deep Cove Village?
6654	Too many people that are not locals
6655	I do not like huge crowds of visitors in the Summer
6686	<p>I would like to see the street return to its original format. The current change was to be temporary!!! One of the most unique things about Deep Cove was the view as you are driving in. It is so spectacular and can not be appreciated the way things are now. There will not be a need to close off the street once the pandemic is over. People will be able to return to inside dining. Parking is an issue so return the parking to the street. This will also keep the noise and traffic down on the surrounding streets putting it back to residential!! We all moved here for its peace and quiet and you are trying to turn it into Disneyland! We do not want to become another White Rock or Crescent Beach. Take a look at all their problems. You keep saying all the changes you are bringing to the cove are temporary but it seems you have a hidden agenda. As a tax payer for this area I 'm frustrated with all the false promises you make and a good example of this is the anchored and liveboard boats in the harbour and now you want to make these street changes permanent. More false promises. Next, the new road being installed, you will want to remain permanent against the wishes of those of us who live here. Promises were made there too. If you want to develop something, create some new parks elsewhere. Parking has become such an issue a majority of the streets now have local traffic only signs. We know over 20 people who have left the area taking their business with them because they have been cursed at for asking people to move out of their driveways and are fed up with the congestion on their streets. On our street people are using my neighbours front lawns as a washroom and the creek running down Myrtle Park has been polluted with fecal contain and paper waste. Outsiders to the area do not seem to have any regard for others property and their parking habits leave a lot to be desired. Keep it simple , return it to the way it was!!</p>
6692	I dislike turning it into an outdoor hangout for hordes of people.
6696	The amount of tourist traffic
6697	The amount of tourist traffic in the area
6702	The Naughton Ave Detour
6704	Lack of parking & accessibility for people with mobility issues, too many people trying to fit into an area that was not intended for huge crowds, lack of parking for locals and the problem of neighborhoods within walking distance being used as parking lots for tourists going into the cove
6706	want to ensure the temporary detour for water main construction does NOT become a permanent detour
6719	Too busy, too much traffic,few shops for locals
6722	volume of traffic



Submission ID	What do you like least or would like to change about the lower Gallant area of Deep Cove Village?
6725	Ban Traffic Except Commercial Deliveries
6728	The amount of turnaround traffic on panorama drive and the increased amount of people turning around at the end of gallant avenue/ at the 4 way stop.
6735	This is a bad question, 2 in 1 traffic is the worst thing about deep cove. Too many cars.
6737	Traffic on weekends
6741	lack of a drop off area for removing watercraft from vehicle, not parking, just a place to stop temporarily
6766	I would like the lower Gallant to be entirely pedestrian only, or, if absolutely needed because no other way to re-route, have bus 1-way access through this area (similar to what Granville St downtown has in it's north section).
6791	Introduce pay parking on the streets between May and October to encourage shorter stays, minimize cars eventually. Find a way for a shuttle bus service from either Dollar Mall or Parkgate Mall from May to September on weekends at least. Do what other busy tourist areas are doing- cutting off car access so that people use alternate means to get there. Traffic on weekends is no longer what it was in the 1970s. We do not need more car traffic there. Encourage biking in, walking in, transit buses, shuttle buses. We have to adjust to the times, not accommodate more cars.
6801	The proposals seem to benefit resturant users paritcularly.
6822	Crowds
6833	Would like more shops. Deep Cove doesn't need more restaurants.
6834	Line ups for cafes, esp Honey's, detract from walkability and ambience around tables. Honeys needs a better peak hours management plan.
6836	Too many tourist not enough room
6841	The sidewalk gets too busy with people making it hard to walk.
6852	Nothing .It was quite charming and more accessible before the orange barriers.
6874	The ever increasing number of people visiting the shops/businesses

Submission ID	What do you like least or would like to change about the lower Gallant area of Deep Cove Village?
6879	Self interested council member using her position to better her business at the expense of the taxpayer and accessibility of residents. There is not enough parking and no where to add parking without giving up the greenspace. These kind of improvements are the expense of the businesses, not the taxpayer. Solution is underground parking but that would require a redevelopment of the entire south side and raise the cost of tendency beyond the tenants ability to pay. Successful tenants should think of a 2nd location rather than projects that bring more customers to a restrictive residential community. These businesses established to serve the locals and of course now want growth at the expense of the local community lead by yet another pretend green talking out of both sides of her mouth. So many better things to spend tax dollars on in a district that clips revenue from building and growth but spends little on the #1 priority; infrastructure, the efficiency of travel for residents. Tourists do nothing for a residential community.
6901	More handicap parking
6903	Increased amount of visitors makes parking for residents more and more difficult. Encourage visitors to bike and bus to Deep Cove. Limit street parking for residents only. Encourage visitors to park near Second Narrows and provide paid parking lots for visitors and takes bus from Phibs Exchange.
6915	Tourists
6923	vehicle traffic
6928	Disorganized pedestrian crossing area. As a local who access is a Panorama Drive to get to the marina every day, people cross whenever they want, they do not observe cars, and it becomes very challenging and the traffic nightmare to try and turn left from Gallant to panorama Drive. It would be great to Have a solution that works for all, local residence with vehicles, pedestrians, bicycles. Perhaps an overpass? Time to pedestrian crossing? I'm not sure the solution, but that is a challenge we face daily.
6929	Ineffective and inefficient space for access and inclusion. We live up the Indian Arm and it challenging to travel through and access this area.
6931	Too much vehicle traffic through village (Gallant) and on Panorama Drive.
6932	the temporary orang barriers & one way traffic flow & lack of permanent seating
6933	The uneven sidewalks & the lack of a larger well defined diverse pedestrian space.
6934	Too much vehicle traffic. Vehicle access should be reduced.
6937	All of the above, can't park in front of my own house

Submission ID	What do you like least or would like to change about the lower Gallant area of Deep Cove Village?
6958	1. Accessibility due to one-way: One-way uphill on at the end of Gallant precludes driving visitors who may not be up to traveling another way (such as elder parents of Cove residents), down hill to enjoy the water view vista (panorama :) at the current turnabout viewpoint. 2. o To support safety of the rush of Cove Cliff Elementary students going to or from school (not relevant July and August) Gallant (or alternately, Naughton/Gallant, though less direct) is an alternate route for those who would otherwise drive the Cove Cliff Street route.
6963	too crowded during "high" season and lower Gallant currently doesn't offer a way to accommodate the number of people visiting the village
6966	The orange barriers are awful! We also need more permanent seating and wider sidewalk areas.
6968	Inefficient public transit to the area once Quarry Rock re-opens. Businesses and residents are happy to welcome visitors back, just not their cars.
6982	The businesses are taking over the entire street, honeys is a gong show there is no room for community just crap donuts for tourists.
6984	I don't like the traffic on gallant. I wish the street had no cars at all, and was pedestrian only
7013	chopping down trees without approval from residents
7029	forget parking on lower gallant have pedestrian setting on both sides. Make it like your first image on this site
7030	Pedestrian Congestion
7032	More locals permit parking, the place loses its 'small village feel' with the invasion. Its doesn't need more parking, its crowded out enough with to many people when the weather is good
7037	pedestrian access
7038	Too many people
7047	Tourist traffic has to be redirected to a shuttle service out of the village or at the very least better signage to show them places they may be able to park. Perhaps allow only residents into the village
7055	There are too many cars
7061	parking lots are always full
7065	Too many cars

Submission ID	What do you like least or would like to change about the lower Gallant area of Deep Cove Village?
7068	Lack of parking on lower gallant, one way flow and the ugly orange barriers are all things we don't like about Deep cove village
7078	Now that we are back to phase 3 of Covid-19 restrictions, seating areas should be remove, or at very least parking area for seating, making lower gallant two way traffic. The beauty of Deep Cove driving visitors straight down gallant to the turn around and allow them to take in the awesome views.
7082	Too many cars and people trying to access a quiet residential community
7084	We are losing the village setting. I think the change to more outside seating and the one-way traffic on lower Gallant is a good thing, but I do not think Deep Cove can take more cars coming into the Cove itself, a plan is needed for parking away from the central streets.
7085	I would really prefer to see lower Gallant completely closed to all traffic and become a pedestrian only zone with more permanent outdoor seating
7088	Too much car traffic. Cars using residential driveways to turn around.
7090	Influx of visitors and lack of forced turn over in the limited parking force visitors to park on adjacent streets including dead end streets in the area that were not designed and cannot handle that kind of traffic.
7092	I don't like the temporary orange barriers but I love the enhanced pedestrian space
7096	I think it will attract more tourists in the summer and I think Deep Cove is already packed with too many tourists in the summer
7101	Better control of traffic one way loop would be best - safety of pedestrians importantly, many cars drive quickly and do not pay attention to pedestrians and cross walks, they are more concerned about parking they see in the distance - roll through stop signs etc
7102	Cars (traffic)

## Appendix 3

### Key themes

Do you have any additional comments about traffic flow and parking in this area?

Key theme (mentions)	What we heard
Parking (218)	<p>Improve resident parking (42)</p> <p>More parking for visitors (38)</p> <p>Offside suggestions e.g., parking outside of Gallant Ave, or outside of Deep Cove and shuttle to village (32)</p> <p>Accessibility (26)</p> <p>No parking (20)</p> <p>Less parking (18)</p> <p>Institute pay parking or time limits (17)</p> <p>Return to pre-COVID levels (14)</p> <p>Goods movement, commercial and delivery (7)</p> <p>More parking enforcement and pay parking (3)</p> <p>Allow for angle parking (1)</p>
Traffic flow (193)	<p>Alternate transportation – promote bike and transit use, improve bike lanes and infrastructure, improve, and maintain public transit (37)</p> <p>Eliminate all vehicle traffic including buses (36)</p> <p>Reduce traffic (36)</p> <p>Maintain one-way traffic (36)</p> <p>Access to waterfront – pick up and drop off (16)</p> <p>Maintain two-way traffic (12)</p> <p>Eliminate all vehicle traffic except buses (7)</p> <p>No tour buses in Deep Cove (5)</p> <p>Maintain access to Deep Cove Marina (4)</p> <p>Traffic on residential side streets (3)</p> <p>Use of cul-de-sac (1)</p>
Naughton Avenue detour (33)	<p>Opposition to making the Naughton Avenue access permanent (18)</p>

Key theme (mentions)	What we heard
	Support and suggestions for making the Naughton Avenue access permanent (15)
<b>Safety (7)</b>	Pedestrian safety at crosswalks (7)
<b>Other (20)</b>	<p>Too many tourists visiting (9)</p> <p>NA (5)</p> <p>Tree removal for construction (2)</p> <p>Created a consistent approach for upper and lower Gallant (2)</p> <p>Against traffic calming measure in district (1)</p> <p>Flexibility to close off street for special events (1)</p>

## Verbatim comments

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6032	Do not add any additional parking spaces and do not allow tour buses to park in the area. Encourage use of bike valet and create a pickup/drop off zone instead. The past several years have seen this area go from a village to an overrun tourist trap. Now is a good opportunity to promote active transportation options and maintain the "charm" that draws people to the area in the first place, while respecting the fact that this is a residential area as well.
6035	businesses require deliveries and could be accommodated with time limited loading zones (should consult with businesses and delivery drivers who do not always have the same priorities/experience) - all parking removed unless spaces are determined to be required to ensure accessibility for people with disabilities. (must consult with people with disabilities)
6039	For the 1,000's of visitors in peak times, dedicating (estimating) ~20 parking spaces in Lower Gallant is a very inefficient use of premium urban space. Aside from accessible drop-off & commercial loading, parking should not be in Lower Gallant. One parking space = 10 bikes, 2-3 benches, safe walking space, dog leash-ups etc. And please, please, add pay parking!! At least in peak season like Lynn Headwaters. Free parking means excessive vehicles, no carpooling or transit incentive. My family tries to take the bus, and it's over \$12 round trip! Not really fair / equitable that an SUV can store their car in the small community for free.
6041	Less places to park = less cars = more accessible for pedestrian use.
6043	It isn't safe to have street parking right where there are a lot of people walking and cycling. Loading zones, pickup/drop-off areas are important, adjacent to the 'high volume people areas'
6044	This survey is poorly constructed as the various elements for ranking are not clear and leave too much room for interpretation. Whether you are for or against something, whether something is an issue because there is too much or too little of something, like parking, are ambiguous and make it difficult to know whether your answers will be received the way a respondent to the survey intends.
6046	Having lived in and around the Deep Cove area since the mid-70's, traffic/visitors has done nothing but increase! Deep Cove has always been a little bit "congested" (even back in the 70's) due to its natural "shape" and geographical restrictions. If you have to park blocks and blocks away, that is going to inhibit visits (not a good thing for the retailers). No clue what the solution may be as you can not expand the foot print of Deep Cove as Mother Nature designed it -- just manage it (which is way this project is all about!). Maybe a shuttle bus from Parkgate for peak times in summer? A boat shuttle from downtown during the summer peak that includes stops at Lonsdale Quay, Cates Park and Deep Cove? IDK but I will say I LOVE DEEP COVE (and will miss it -- and all of BC, when I am dead -- hope heaven is as beautiful as our province!!!) :)

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6048	Enhanced pedestrian space in lower Gallant is much more important than parking spaces on that street, and benefits more people. I'd rather people have more open space to enjoy lower Gallant than to have a few parking spots on that street, which benefit only a few. But it would be helpful to have a drop-off area close by that is out of the flow of traffic. We have plenty of parking options further out from Gallant (Myrtle Park, Seycove Secondary, Raeburn), but walking that distance isn't reasonable for everyone and there should be an easy option for dropping them off. There isn't currently a good option for this.
6056	Access to commercial loading zones is needed but restrict to off-hours (e.g., early morning). Reroute the bus so that it does not need to use lower Gallant. It would be ideal to have patio seating fill the entire street without the need for any vehicle access during peak times. The bus could be routed to just use the bus loop and upper Gallant or alternatively use the new access road. Keep vehicle access to the yacht club by Banbury Road only and retain the round-about at the foot of Gallant for vehicle access but close lower Gallant to all vehicles (with the exception of the allowance of commercial loading during non-peak times).
6067	Pedestrians crossing in lower Gallant without paying attention are a constant hazard. Proper safe crossings must be a priority.
6072	Many locals access the area for medical and dental purposes as well as supporting local businesses. While it should be accessible to everyone priority should be given to those who live (i.e. pay taxes) in this area. Perhaps having people pay for parking but have a locals annual pass at a discount.
6074	There is a need for locals to be able to reach service - doctor, dentist, pharmacy in the area. Currently, I avoid visiting the Cove because it is impossible to find parking to do daily jobs or attend appointments. This needs to change! Locals (including those around Parkgate) need to have easy access to community services year round.
6080	close lower Gallant fully, use the Naughton ave as entry in with upper Gallant as one-way out (add angle parking on up Gallant) put in a traffic circle where Naughton meets Rockcliff (at Kayak shop\parking lot) to turn cars around to allow quick drop off of people and water gear (create a drop off zone). Put another traffic circle at the Gallant and Caledonia to allow local traffic to Caledonia and to turn cars around or make it a one way loop with left turn access back onto Naughton ave from deep cove road, can then use the other lane and current parking as angle parking ( Caledonia traffic would have to us the loop to access Caledonia )
6082	gallant way to be only pedestrian and commercial access from the back lanes.
6087	Valet bike parking is a great idea. Then cyclists can take their bike to Cove in knowing that they will have secure, free or cheap, parking so there is no need to take a bus or a car. At end of ski season, make free parking available on Seymour Mt with free or cheap (max a loonie) shuttle buses go to Cove frequently so no need to take a car into the Cove.



Submission ID	Do you have additional comments about traffic flow and parking in this area?
6088	The large circular turnaround at the bottom of the street is a waste of space
6101	Pay parking for everything in the Cove, except for those that have permits.
6109	This project is going attract more visitors to an already overused area. Parking overflows for many blocks on most weekends making it impossible for those that live in the neighborhood and don't have driveways to find street parking. Also visitors leave trash on the streets and in resident's yards. I am for fixing crumbling infrastructure but opposed to xchanges that would accommodate more visitors to the area. I don't know of any resident that welcomes those types of changes to the community. We don't live in lower Lonsdale.
6113	Remove and reforest upper Naughton.
6122	I hate the traffic flow. It is very crowded and needs improvements, but without chopping down healthy trees. Also, plant more mature trees instead of chopping down mature trees that are healthy.
6125	The current flow of one way up lower Gallant works. I'm also fine with two way traffic. I do NOT wish to see a complete block off of lower Gallant (ie shutting the whole street down). This will change the way the busses loop around and out of Deep Cove. The established bus stops are important and essential for keeping traffic down.
6127	Not fussed about parking, but one lane of traffic must be able to get through or else everything else nearby will be terrible.
6129	Parking should not be allowed in badger rd or nearby residential streets. More parking is needed. Wider streets and updated businesses
6132	The entire Cove area should be resident parking only from 9 am to 8 pm every day with each home getting 4 passes. Shuttle buses from Phibbs or surrounding area could be used to keep cars out of the Cove.
6133	It is impossible to find parking in Deep Cove. I can only get there by driving, please do not remove any more parking
6139	I don't think there is anywhere to add new parking

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6144	As a Deep Cove resident and taxpayer, our family is deeply concerned about the surprising occurrences this past year with regards to the closure of one of the lanes of traffic in lower Gallant Avenue. This is the first time we have written in about the matter, but we have talked about it with neighbours, friends and family members in detail. We are surprised that the planning individuals would suggest to increase traffic along a very quiet community street for the long term. Gallant Avenue has served as an easy in and out route for community members to pick up and drop off their kids at camps, pick up food at the restaurants, etc... Why on earth should the District disrupt the community streets on the other side of Gallant ave. These homeowners must be in total shock and completely frustrated that their neighborhood streets will be disrupted so dramatically with the upgrades this summer and the potential risk of losing their quiet community streets for the long-term. What will happen to the value of their homes and the ability for the children of these families to play safely on these streets.
6149	Balance parking with traffic flow in the sense of not bringing so many people drawn in by parking that we get traffic flow problems. Give residents parking options back while visitors need to park further away, like Kits, Lonsdale, etc.
6150	Despite changes this year people are still circling around and around the deep cove area looking for parking, creating traffic jams in the existing parking lots and on Panorama drive
6152	Currently cars drive around and around in circles searching for parking and frequently drive the wrong way or at high speed to get to a newly opened space .. I don't think that the Cove needs more parking, it needs fewer cars.. Bikes, of site parking, shuttles etc would help with driver frustration.
6160	Deep Cove cannot handle more private vehicular traffic. Currently the Cove is swamped with cars on weekends and summer. Please do not create greater accessibility to the Cove. Shuttles and improved public transit into the Cove is a better idea.
6161	All residential streets nearby should be looked at and have areas of residential only residential parking. At least one side of each street should allow for residents to park in order to minimize the number of cars driving up and down streets with small children playing.
6164	Where is the option to reduce cars and parking in Deep Cove. It's important to discourage traffic throughout Deep Cove (not only on Gallant) if we want to keep the community livable. Also, I refuse to rank these things as I don't know how the ranking will be used. I disagree with ranking options that are stated in such a unspecific way. "Parking offsite nearby" could later be construed to mean build a new parking lot in Myrtle Park.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6165	The parking situation in Deep Cove has hit critical mass - I live in Village Cove and feel so sorry for visitors to the Cove especially during the summer as they drive around for ages looking for a spot. This is really intrusive for locals but I totally feel the pain of visitors. I love the Cove - so do they. PLEASE fix this - off-site parking with a shuttle is a no brainer! The temporary road seems to be an ugly solution to the water main replacement. It is no doubt going to have a negative impact for summer visitors - less parking, noise and construction vehicles. Please plan with more sensitivity to the locals who have invested in the Cove and seriously want to find an amicable way to share our bounty with visitors.
6167	Pay parking with restricted time to allow for turnover of people. District of North Vancouver residents to get parking passes for their vehicles. District residents pay for the park already.
6168	I support the concept of one-way traffic on lower Gallant. I do not want this to be used to justify making the temporary Deep Cove Rd-Naughton connection permanent.
6170	The Naughton detour should be temporary for the duration of the culvert replacement project. It should be returned to a wooded area immediately following the project
6177	No buses or cars on lower Gallant
6178	Satellite parking in the area.
6179	If you are cutting off the parking you need to improve the signage. We live on a cul-de-sac with four houses - we have seen so many close calls as people whip into our street thinking it's a short cut and then drive into driveways (where kids are playing on their own property) to quickly turn around.
6183	Keep the one-way flow please, or just commercial traffic and buses going one way.
6189	The constant fight over 150 public parking spots in Deep Cove needs to be addressed. Cars constantly circling the neighborhood is unsafe, especially given there are few and inconsistent sidewalks.
6190	Residential streets far away are facing serious adverse effects of lack of parking
6191	I would like to see all of lower Gallant Ave, turned into a plaza. Right now with one lane traffic (buses) etc. it is a safety issue with so many pedestrians accessing the various shops and restaurants, and not crossing at the cross walk.
6193	Living down here for 18 years now, one of the biggest parking issues is the traffic flow coming to a complete stop to allow for tight (and often unsuccessful) parallel parking. Angle parking should be implemented along the lower gallant area and throughout the Cove to allow for ease and quick parking that won't hold up traffic. This has been requested for years now.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6194	<p>Pick up drop off area essential with room to unload gear/ wait</p> <p>I did not answer landscaping questions/ I hope it didn't keep default! I am all about preserving access by car- pedestrian with children or gear not realistic.</p>
6197	<p>Parking is a long term problem with the Cove. However, if at all possible possible I'd like to see Lower Gallant as a pedestrian only area.</p>
6201	<p>Those of us who live in the Village deserve the opportunity to park in our own neighbourhood. Quit removing parking and spending more time worrying about the tourists. Residents first.</p>
6203	<p>My local doctor is here and I have a chronic condition so need car access. Also being local I would like to be able to use my local beach and launch my kayak. Changes shouldn't make those living close by but who sometimes need vehicular access avoid their local shops. A large part of the problem is visitors driving round looking for parking and not respecting bylaws. Perhaps a visitors car park with info signs to cater for visitors and some parallel parking for water users. Traffic flow must allow emergency access.</p>
6208	<p>The parking is the major issue I feel in this area. People want to go to businesses on Gallant street, visit the Marina, or to the Quarry Rock Hike and there have been times for those who have lived in the area that you just need to turn around and go home because there is no accessible parking within a reasonable distance - especially when there are elderly or disable guests. Parking would be the first issue I would address even before any improvements to the area.</p>
6210	<p>Parking is the thing that keeps me away from Deep Cove</p>
6217	<p>Parking on Lower Gallant is not a issue during the off season, or in the evenings. But at busy times, with people zigzagging across the street and wandering, it is not safe. How about limiting parking to weekdays April to September? I appreciate the stores need to have deliveries, and some commercial loading and unloading may be necessary. How about limiting the commercial loading and unloading to certain hours on weekdays - example - to noon at the latest? Is that reasonable?</p>
6218	<p>I don't mind if it's a bit of a walk from parking to the Main Street, but currently there's not enough parking in deep cove and a lot of it is for a very limited amount of time. It often takes a long time to find parking</p>
6219	<p>we invite too many people to the Cove and they all have to park somewhere. The streets area madhouse of drivers looking for spaces. What about no parking on all side streets? Somebody has to think about the locals who live here. The weekends are becoming unbearable.</p>

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6220	I've lived within a 5 min drive from Deep Cove since the 90's, used to work there too. Over the past ten years the chaos with traffic, lack of parking and ridiculous amounts of tourists has absolutely ruined Deep Cove . I can't even take my kids to visit, for walks or even an ice cream some days. I know I'm not the only frustrated local.
6221	Deep cove needs underground parking
6226	I've lived in North Van my whole life and the parking at Panorama has been an issue as long as I can remember! Lack of parking doesn't lessen the amount of people just makes it frustrating, especially for North Van residents in a sea of tourists! An underground parking lot would be great so we don't lose any park space! ☐ Happy you're looking into this!
6228	One way northbound traffic on Gallant, with limited parking spaces
6235	I think it is always important to have accessible parking and a loading zone for the businesses in the area; this is how they get their supplies. I have real concerns with the number of cars that come into the Cove in general, but I think the one way traffic has been a good balance. Having parking along this strip is, in my opinion, not a big problem as long as there isn't too much stopping by people who are dropping off/picking up and impeding traffic in this way.
6236	There needs to be additional parking available in deep cove. The overflow of traffic is spilling into other areas of the neighbourhood and making parking a nightmare for people trying to park in their own homes!!
6237	Would like the 15 minute parking spot enforced so I can pick up my prescription.
6239	Off season... from October to April, more parking for locals who live in Deep Cove and want to eat at a restaurant on lower Gallant. Locals NEED a parking permit or sticker or some sort of identification to be able to move freely and park freely where they live and pay taxes.... for people who have been living here for 20, 30 and 40 years like our family, to take everything away from locals seems punitive just to accommodate visitors.
6241	It would be great to keep parking on Gallant in the winter months! Also 15 minute parking for food pick up would be great too! I like to take donuts and meals to customer meetings. Supporting our community.
6245	I think the new access being built will give us a better flow. I have lived in the Cove and Strathcona for over 60 years and that has always been an issue. dead ending doesn't work and never has.
6249	I would suggest upper and lower Gallant areas be treated in the same way. Lower Gallant is a short stretch. Enhancing the pedestrian experience and the village feel would make more sense fo the entire length of Gallant.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6251	There is an entire park with picnic benches for people to sit and eat their food. The temporary seating areas that came in with COVID-19 is unattractive, unnecessary and takes up precious space. I would like to see the one-way traffic flow up lower gallant (only remain, as it's easier to cross the street at the intersection, but parking spaces remaining for people to be able to grab a quick coffee for the 10 months of the year that local people enjoy this space..
6252	Need to something during busy times for people who live nearby (e.g. Deep Cove Road).
6253	Leave it two way traffic and NO NAUGHTON AVE. EXTENSION!
6254	it is very important to continue to inform the general public about our limited parking in the Cove and to have the overflow areas i.e. Myrtle Park Cove Cliff and Seycove continue to be visible to our visitors and to continue to encourage transit.
6255	The lack of parking significantly impacts our business as it limits access to our store which is on upper Gallant. We rely on business from the local area and neighbourhood, not visitors. Therefore, maintaining easy access to the village especially for seniors who may not be able to walk down is important to us. We have two 15-minute parking spot in front of our store to facilitate this; however, the time limit is never enforced by the district (I have only ever seen one or two parking officers in the 2 years that I've been working here Monday-Friday during regular business hours) and there are frequently cars that park for hours at a time which is frustrating for us and for our customers.
6259	Large vehicles (commercial deliveries) and vehicles towing boat trailers need to be able to easily make the turn from Banbury Rd onto Gallant. Narrowing Lower Gallant down to one lane makes this difficult, and forces these long vehicles into much tighter turns getting to the waterfront via Gallant-to-Panorama-to-Naughton.
6260	I would have no problem having no parking in lower Gallant as long as there was sufficient parking nearby.
6262	Absolutely change the bus route so no diesel fumes or use electric buses.
6271	YES!!! the shift tab or what ever that was does not work!!!!!!! so disregard the last 4 questions.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6273	It was okay before the COVID changes in our opinion as locals. The four way stop addition was a big improvement but the intersection has gotten more dangerous now with the barriers. Eastbound cars that stop before the crosswalk are hard to see and often cause problems with the flow through the intersection (either by being not seen and ignored by others, or by going too soon themselves because they are confused and think they have special priority coming from a one way section) If there are permanent barriers placed in the Westbound lanes, they need to start farther from the crosswalk for better visibility. If it is returned to the way that it was, then the handicap parking spot on lower Southside Gallant should be better marked, larger, and enforced. It is often crowded and not respected by others.
6275	Keep seniors in mind. People with walkers usually can't walk far and it takes time to remove walkers from cars and get a senior person in them safely
6276	I don't mind parking in the lower Gallant. I would favor parking over expanded pedestrian walkways.
6278	Shuttle bus into the cove. Designated cycle paths into and out of cove.
6281	Traffic and parking are always increasing and I don't see any solutions happening inspite of the recent surveys, locals need parking stickers and we need traffic calming especially on Deep Cove Road and Cliffmont and Cove Cliff
6285	The present one way on lower gallant is excellent. Parking oversight is best
6291	I live on Panorama Drive. The signage to let people know there's no public parking on our street has improved. But, it seems, you can never do enough. Also, Keep Quarry Rock trail closed (probably not doable!) However, it would be good to have the entry to it moved to outside of the Deep Cove village area. if you can't do that, you must limit access very much.. Have daily user permits like the provincial parks do now and check permits at the entry point.
6292	Better traffic flow from Deep Cove Road through upper Gallant to minimize traffic congestion.
6294	I live on Cove Cliff road ... all that you are accomplishing is to make all the other streets full of cars especially when myrtle park has a sports event on. I am so sick of people blocking our driveway and being rude.
6295	Need pay parking in the Rock Cliff and Panorama parking lots.
6302	Time limits and pay parking in all lots
6304	We need a lower speed limit on Gallant Ave especially at the blind corner of Deep Cove Road and Upper Gallant.
6305	The traffic for Deep Cove can't be pushed to the other residential areas as it impacts locals being able to park outside of their houses.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6306	Parking is not necessary on this street. There is a parking lot nearby. We should be encouraging people to use more eco friendly transport like buses and bikes.
6309	Keep the visitors from driving thru the family filled narrow residential streets. Thank you.
6311	Removing the detour soon it's possible and replanting mature tree
6317	I am not in favour of keeping the temporary road in Deep Cove. I hope it gets taken away or redesigned into a pedestrian and bike path only.
6320	I miss having more spots to park but I would rather replace them with a more useable and walkable space. I used to be able to quickly park and go to the shops and now I do that less because it takes longer.
6321	Traffic flow over parking. The issue isn't that there isn't enough parking, it's that too many people want to come to the same place. Adding parking isn't going to resolve anything, the more you add, the more people will come, and the it's a diminishing effect on the people that live here. Planning and development seems focused on bringing more non-residents into to the cove (i.e. farmer's markets and free bike concierges?), rather than sticking to fundamentals of building functioning communities for people that live in these areas. An example of this is pushing tourists to "overflow parking" areas like Myrtle, making it more difficult to access our own local parks/parking for school pickups and baseball games.
6324	Need to add additional parking around lower Gallant and/or implement a Summer park and ride programme, possibly from Parkgate similar to the Mount Seymour programme operating during Winter.
6326	Make it an area for people, not cars!
6332	focus on increasing transit accessibility, ability of people to live here and live a low car lifestyle here, and any parking (besides some accessible stuff) should be tucked away somewhere.
6335	Maintain access and parking for residents of deep cove and members of facilities, such as deep cove yacht club.
6336	Panorama Park parking lot is the scene of angry fights all year long. Drivers don't want to park further away so they circle for long periods of time and get into altercations about space. It's non stop. Maybe pay parking would incentivize drivers to use the many other parking lots as an option, or take public transportation or bike into the cove?
6337	THE GOAL MUST BE TO REDUCE THE VOLUME OF CARS IN THE AREA WHICH BECAUSE OF THE SHEER AMOUNT OF CARS AT PRESENT WHICH AT PRESENT DETRACTS FROM THE WHOLE EXPERIENCE OF DEEP COVE FOR VISITORS AND RESIDENTS.



Submission ID	Do you have additional comments about traffic flow and parking in this area?
6341	<p>Why does the district use Myrtle Park as overflow parking for Deep Cove? How are people going to baseball supposed to park? Coaches cannot walk to the park with the gigantic baseball bag that they need to bring to each game and practice. It means that people who live in this area can barely park at Myrtle Park because it is full of visitors parking for the whole day. It is also full of the many people in the neighbourhood who don't park in their driveways but use Myrtle Park as their personal parking lot. Maybe there should be no overnight parking in the Deep Cove, Myrtle and Strathcona Park, Strathcona Dock parking lots. People use cones to block off parking spaces and park work vehicles in spaces for extended periods of time.</p>
6348	<p>A wider plan to reduce car traffic and parking on all local streets in Deep Cove is needed to maintain the safety and feel of the area for pedestrians. Bike routes to Deep Cove should be improved (current routes involve biking on narrow, high speed, traffic congested roads) and/or more effective shuttle services should be implemented. Parking on Deep Cove streets should be by permit only for residents.</p>
6351	<p>Is it possible to create underground parking at Panorama Park? And put the park back over the underground parking? We need pay parking. 2 hour max.</p>
6353	<p>Least amount of traffic flow to protect the area. No parking on Gallant, Panorama, Banbury or Naughton except residential. No traffic/parking on lower Gallant. Open for pedestrians only on Lower Gallant. Drop off zones on Deep Cove Road. Should be one way traffic in area.</p>
6362	<p>removing the trees in the corridor near the Cove has fundamentally changed a part of the cove in a negative way. a big part of what makes deep cove beautiful is its tree cover, and enclosed walks. by having a large section open up the feeling going into the Cove is less like a hidden away cove. and more like horseshoe Bay. also it removes a quiet walkway that I as a person who lives and grew up here used frequently</p>
6370	<p>Put the Cove back to the way it was prior to the installation of the orange road blocks. Keep the trees as long as possible and then replace with new trees. The way this survey is written is obviously skewed towards keeping the barriers and creating a "new" look to lower gallant. The temporary Naughton street entrance should also go back to the way it was with new trees planted and pavement removed. By the DNV rules any tree that is removed from a private property must be replaced with 3 new trees. I would like to see that the DNV follows their own rules. This survey did not allow me to use the arrow and tab keys to make my selections so the survey didn't work for me.</p>
6371	<p>I like the current one way road system . Didn't mind the old two way system. Don't want new temporary road to stay. Try to minimize tourist visitors.</p>

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6373	I find the one-way traffic seems to be working just fine, and the seating in lower gallant is great - but it would be nice to have a few spots available for when we quickly pop into the cove to pick up sushi or grab something from one of the cafes or markets.
6374	I lived in Panorama Drive for 10 years before I moved to the Seycove area till now. Panorama Park is still my most favourite place to visit. The sad part is there is not enough parking in lower Gallant area due to the fact that it becomes the tourist' attraction. Many times I have to turn back home just because I can't find a parking space. We don't need to close the lower Gallant area for the tourist. They don't just stay at the lower Gallant area, there are many other areas for them to wander around & enjoy the nature. All we need is more parking space for the people who want to come & enjoy Deep Cove !!
6375	There should be as few vehicles as possible in the lower Gallant area. There should be no regular parking of any kind; there is plenty of offsite parking, and people can walk. Obviously, residents and commercial/transit traffic needs to get in and out, but that should be all (exception being for handicapped access).
6378	As a resident of Indian River, I've stopped coming to Deep Cove over the last few years as the parking issues and subsequent congestion particularly through the spring and summer have made it both frustrating and unpleasant. I hope that what ever is planned takes into account that many of us still have to access Deep Cove by car.
6387	There needs to be areas nearby that are walkable to park vehicles. Even if you added some parking near lower Gallant it will not be enough. Use the millions of dollars in the budget to create lots & lots of parking. Otherwise, upgrading this area will be a waste and essentially not very accessible to visitors. Also, families with young children need to be able to park very close to the area in order to take advantage of the park and restaurants.
6389	It is not just parking availability that is an issue, visitors to our community need to be properly guided around our town. Cove Cliff school often gets caught up in the madness on sunny days, no spots to pick up or drop off students, people don't respect school zone speed limits (many of the students ride their bikes or scooter to school, it is getting dangerous out there), and especially tend to ignore resident designated parking spots. The madness and noise starts at 5am, doors slamming, people getting aggressive over parking spots. Perhaps tickets to the area (to include car or bike parking) could be pre bought for different durations (2 or 4 hours for example) to keep the flow steady (like the day passes implemented for multiple mountains around the lower mainland) , give everyone a chance to enjoy the cove and allow residents to enjoy it as well which we don't get to do much of as soon as the weather warms up and the madness begins. And please install garbage cans at the parking lots, so much garbage gets left behind.
6397	I want large tourist buses to be banned from entering Deep Cove
6398	I would love to see the whole block pedestrian-only, but realize that's probably not feasible due to the buses, etc.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6404	The parking & traffic flow issues are severe — there simply aren't enough parking spaces for the mass of people who frequent the area. Additionally, traffic issues arise as a result daily; angry motorists who fight openly in public over parking spots, motorists who ignore the speed limits in a residential neighbourhood where there are children, animals, and tourists crossing the road all the time, a lack of overflow parking nearby, and a noticeable lack of district oversight to help control the issues.
6406	I am not in favour of cars going through the lower Gallant street, it should be closed completely allowing pedestrians to walk around, have sitting spaces, planters and art in all the area blocked.
6407	its a gongshow, but I don't have the answer on how to improve. Certainly needs to be patrolled/managed on busy days.
6410	Need parking space on both sides of Gallant Ave. & also two-way traffic.
6413	Would like to see no parking on gallant
6422	Handicapped parking only!
6427	Need parking especially for locals that don't live right in the cove and can't walk down. I live on Dollarton and my family usually goes to Arms Reach for a dinner out. We haven't gone in a while mainly because of the accessibility issues
6428	Please prioritize pedestrian access. Keep traffic (other than bus traffic) away from the area.
6430	Allow vehicle access through Deep Cove, restore traffic flow through the area, remove seating and tables from the road.
6432	Please go back to the original 2 way traffic flow vs routing around the neighborhood. Take out the parking on Gallant and expand the sidewalks on each side of the street for expanded patios etc vs just expanding one side of the street for picnic tables as was done last year Do not turn it into a mall as was done on Granville Street in Vancouver . Put it back to how it was originally designed !!!!
6435	The lack of parking makes it very difficult for locals to enjoy/ utilize deep cove unless they walk, which is not always possible.
6436	Clearer and more permanent direction to off site parking would be nice as well as potentially transit only routes/lanes with more frequent users in busier months
6437	if there could be a way to have local people be able to park there because tourists take most of the parking spaces
6441	Designate one commercial loading zone for both upper and lower Gallant areas.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6445	Traffic calming creates road rage which creates an unsafe environment. You've got these no right on red and bringing the curb out to narrow car lanes is only making everything worse across North Vancouver. Lonsdale functioned fine as two lines without left or right turning lanes, before you ruined it. Stop using our tax dollars to make our lives worse.
6446	I would prefer there be no traffic flow or parking on lower Gallant.
6450	Too many people using a small area which cannot be made larger but can easily become overcrowded.
6451	There should be 24/7 pay parking in all parking lots and on streets within the core business/park area during the peak season
6456	I like the new one directional flow. The way it is now is much better than the way it was before covid.
6459	I am very much in favor of the artist's rendering of Lower Gallant which accompanied the beginning of this survey. The layout appeared to show: a single bus lane; one-way (westward) vehicle flow; and wide pedestrian sidewalks on both the north & south sides of the street.
6461	Keep temporary on Naughton for traffic flow
6463	Park n ride. Hi-light Myrtle park and Seycove secondary as options to prevent traffic going into village. Put up village parking full signs to prevent the constant flow of cars up and down searching for spaces. Only apply restrictions / changes above to busy peak summer months
6467	one -way traffic is the fundamental change that will make secondary changes possible
6469	Would like to see Lower Gallant 100% pedestrian Zone or at least buses only
6475	Why even have traffic on lower gallant at all? Keep all busses on the new Naughton access road, panorama, gallant loop so that they impact less of the community. Cars don't need to come up lower gallant. Make lower gallant entirely into a pedestrian o Ly area. It would be really special.
6477	I THINK IF YOU TAKE OUT THE PARKING ON EITHER SIDE THEN THE 2 WAY TRAFFIC CAN BE MAINTAINED
6479	I would like to see the lower Gallant avenue completely car free.
6480	This should be left as it was pre covid. You need to speak to the people that LIVE in the area. Nobody's wants the changes. The sidewalk is already wide enough for outside seating

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6484	it seems idiotic to miss this opportunity with substantial federal and provincial funding to still allow ANY vehicle traffic along lower Gallant ave. Close the road to BUS TRAFFIC. Make it a pedestrian ONLY mall. Install tables and seating to encourage people to enjoy the space free of fossil fueled vehicles including Diesel powered busses. Vancouver closed off Granville Street to private vehicle traffic but still allows busses to run on that street and missed the opportunity to have a pedestrian mall - let us not make the same mistake here in Deep Cove.
6487	Make sure you put the upper Naughton temporary connector road back to the way it was before.
6488	An offsite Parking area with shuttles would be wonderful. As we live on Panorama Drive, the accessibility on summer weekends to and fro are GREATLY affected. As well as having guests visit, very difficult. Not a normal situation anymore to live normally on summer weekends.
6489	Traffic flow problems are almost exclusively due to a lack of parking. Cars end up circling and doing illegal u turns in an effort to find elusive parking. Creating more roads into the cove only makes this worse by inducing demand. We need to encourage alternate modes and walking/riding to the cove, not cars.
6494	<p>Tragic flow and less parking is self limiting over use, and over crowding..</p> <p>Why is the district trying to increase the problem...the cove doesn't need to attract more?</p>
6497	Yes, the parking lots near the Boathouse are nearly full overnight - it appears these must be residents. Yet residents complain about the parking volumes from others that come to the Cove. Wondering if there should be restrictions on parking that would limit it to a maximum of 8 hours to allow those that work in the Cove to park there. I do agree with the one way traffic pattern suggested but it must include parking.
6501	Get rid of parking and cars in Lower Gallant.
6505	I do not agree with making lower Gallant Ave one way or for use of the street area after covid restrictions are over. I do not want to see it modernized and look like every other commercial area. We need to see the parking plan. We have many condo/apt units in North Vancouver and more are constantly being added providing little or no access to public space. Families and ethnic groups cannot be expected to ride bicycles. Plus there is huge competition for existing parking - by tourists, hikers, beach and water fun folks, and the two large marinas. Please come up with new ideas. For example underground parking under the existing parking areas. I cannot attend the June 30th 7:30 pm Zoom meeting but would like an opportunity to be involved.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6508	<p>The survey seems to have a predetermined set of consequences. It doesn't give me the sense that I am choosing the best option as a resident. It feels as if I am choosing the best of your predetermined options.</p> <p>Traffic is a nightmare in Deep Cove. For those of us that live close to this area, it feels like a lose/lose proposition.</p>
6509	<p>Try to set up parking at least 2km away.</p> <p>People can walk to the village. Put parking in forest area by Myrtle Park Europe cities have parking on the outsides of the cities.</p> <p>Hence why the Europeans are more fit. They have to walk to places.</p> <p>A better option.</p>
6511	<p>There is not enough parking in the whole of Deep Cove anyways. And people come here because it is not a parking lot.</p> <p>Prevent cars (other than locals) from entering DC, either completely or with some smart guidance like a big display at the Ravens pub for parking spots currently available with alternatives (at least in the summer the school grounds should be usable).</p> <p>Promote public transit access!</p>
6512	<p>Reduce parking in lower Gallant but there needs to be alternative spots or shuttles close by</p>
6513	<p>Fast track additional parking so we can frequent businesses. Fast track permit process to assist sale and redevelopment of the Gallant Street General store (disgraceful delays!)</p>
6514	<p>Keep the one way and single lane of traffic on lower Galant. Have handicap parking only on lower Galant and enforce it! Have a "shuttle service" on weekends/holidays from offsite parking areas which could be funded by paid parking in the parking lots in the immediate DC vicinity.</p>
6518	<p>Put it back to the two-way traffic flow it was prior to the pandemic.</p>
6521	<p>There should be handicapped parking spaces on Gallant avenue and a larger parking lot for people visiting the area.</p>
6523	<p>I think the configuration of traffic flow is good right now. It is nice to see the extra room for people to sit, eat, drink and enjoy the area. Some thought should be put into how to configure the seating area for the rainy season to help the businesses during the winter months. (cover, heating?) Parking is not that important now with all of the transit and uber/lyft options. Very positive move, make it beautiful and permanent :)</p>
6531	<p>Restrict all traffic except emergency vehicles and busses</p>

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6536	The proposed one-way flow thru lower Gallant focus traffic thru the neighbouring residential streets which is inconsiderate. There is a great big beautiful park where people can go and sit. This is what should be promoted, not taking over the street for seating.
6537	Safety first. Commercial loading should be done at nonpeak busy times. No big trucks blocking traffic or people during busy hours. No tourist buses in the Cove. Only public transit buses.
6540	My wife and I volunteer at the theatre. We need parking at various times to: unload props, construction set materials, play rehearsals, construct sets, assist with play presentations, bring in supplies for theatre plays.
6541	there is no handicap parking for our patients
6543	Needs to be a way to stop traffic backing up while people circle around looking for parking, often blocking the entrance to panorama Dr and the car park. Also, to prevent the endless stream of cars driving (very slowly) down Panorama Dr looking for parking even though it clearly says NO PARKING without permit
6548	I live at the corner of Panorama and Naughton and the driving and parking problems are our biggest priority. The stop signs are ignored, people speed, we need slow signs and enforcement people sit and idle , we need B.C. is idle free signs, We need drop off zones like the one on rock cliff and we need a shuttle bus on weekends and in summer that will pick people up from Seycove, cove cliff, Sherwood park parking lots ( like at the airport). Talk to Mt. Seymour they have several buses and drivers
6554	one way traffic flow on lower Gallant area thus allowing pedestrian seating arrangements. desperately need more parking spots, possibly develop another parking lot behind the kayak rental area
6556	the decisions made need to be of benefit to the residents of deep cove NOT only merchants and tourists!!
6559	Parking should be restricted to residents perhaps only on the weekends . The amount of cars coming down into the Cove is dangerous as its mostly people who don't understand the flow of traffic or the parking situation so they circle around endlessly or make dangerous turns. There needs to be a large overflow parking lot somewhere outside of the cove so that visitors are not taking residents parking lots or creating unsafe situations for visitors and residents. People need to be restricted or educated? The amount of people still coming to find Quarry rock is insane. It's been closed for well over a year and people still sneak around the barrier.
6562	Strongly do NOT want to go back to bi-directional traffic on lower Gallant Ave. Keeping it single lane with expanded walking/seating areas is very important to me.
6564	e-bike stand at Phibbs and Deep Cove, buses more often from Phibbs.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6565	I think one way traffic will help a lot. And parking removed from Gallant but someplace nearby.
6566	Current flow makes a reasonable compromise with option to close the Street at weekends
6570	I like the current one-way setup on Lower Gallant, with considerable upgrading of the existing patio setup.
6572	<p>**intersection of Gallant and Panorama DESPERATELY NEEDS a controlled pedestrian crossing (or sadly a controlled traffic light) Pedestrians cross willy-nilly, without any concern for cars that have been waiting their turn for minutes at a time.</p> <p>*Restrict parking for both lower and upper Gallant to drop off / 15 min parking ONLY.</p>
6574	<p>Keep cars and tour buses out!</p> <p>Find a way for locals to be able to visit in the summer, especially.</p> <p>Thank you for asking these questions.</p>
6578	I don't really have an opinion about this. Parking is such a big mess I don't know how it can be fixed. I defer to the experts.
6582	No parking on streets as it makes for poor visibility of pedestrians
6583	It feels unsafe to have one lane of traffic. Either have two lanes, or preferably none.
6585	Limit parking so the area isn't overwhelmed. Encourage people to bike or take transit in.
6589	The traffic is dangerous as there are too many cars and the drivers are not watching for pedestrians or street signs. There are many drivers going too fast
6591	<p>I would like to see shuttles going into the Cove and more parking for residents only. These shuttles could charge a fee which could be used to improve the lower Gallant area as well.</p>
6592	Please consider the ramifications of a potential lack of driving through lower gallant. once quiet and safe neighbouring streets would become main roads where deep cove visitors often drive recklessly! I've nearly been hit because of this on more than one occasion.
6596	<p>Lower Galant needs to stay a one way street going up otherwise all traffic will be directed up Naughton away from semi-commercial Gallant into and through residential areas. Naughton is not designed to handle that much traffic, the whole point of this neighbourhood is that people can walk on the street for half a block.</p>
6606	The amount of parking made publicly available should take into consideration the number of people businesses in the Village can comfortably accommodate; if there is too much parking, the number of people in the Cove outstrips the capacity and makes it crowded.



Submission ID	Do you have additional comments about traffic flow and parking in this area?
6609	Deep Cove traffic is unmanageable on weekends and holidays. Deep Cove should be pedestrian focused and walkable. How about a shuttle bus from major hubs instead of parking?
6611	taking away the parking on Gallant will create more traffic /parking issues to the local residents. I would leave the parking the way it was before COVID measures - regarding the 2-way traffic and parking the way it was. The volume of traffic that is now going by my street has doubled now with this one-way Gallant system that was meant to be temporary.
6612	Hoping for ample foot traffic and dining room on lower gallant. Need to ensure your buses are not allowed in deep cove area
6614	Preference is to have the whole lower Gallant as strictly pedestrian access. Put turn around for the bus in the parking lot that is on Naughton Rd onto Rockcliff Road.
6615	Traffic through the centre of the village, lower Gallant, emphasizes leaving the area rather than a sense of arrival at a destination. As it is now, with cars driving through the village, visitors could be forgiven if they thought: Is this all there is? It should be clearly evident in the infrastructure that the village is pedestrian oriented, and that this community welcomes its visitors. Bus traffic, in particular, destroys the ambience entirely. A Deep Cove with street cafes, landscaping and a holiday feel would be a unique experience. The 'Carmel' of the Pacific Northwest.
6617	One way with single lane works best.
6621	Remove one way
6622	Maintain vehicle access to deep cove yacht club
6623	I have identified pick up and drop off as a priority as we like to kayak using Deep Cove as a starting and ending point as it is easy access to the water. However, loading and unloading of the kayaks is always a problem as is finding parking after drop off. We live in the dollarton area and find there are very few beach access points for kayakers in the Deep cove/Dollarton area.
6624	Currently Gallant has ideal mix of pedestrians, bus service, quick car access and no long-term parking on Gallant. More short-term parking is needed on Panorama. Impression Panorama gives is the owners of expensive homes can keep other Deep Covers off "their" street and can close Quarry Rock to keep pedestrians off their street. No visitors/tourist! They want an exclusive, private street, a public gated community. To keep the shops we need alive we need to improve access and short term parking for tourist. Visitors now have to park up to 2-4 km away on busy weekends. I imagine few come back after this parking problem. Solve the parking problem first and maintain good bus access. Pedestrian flow is natural in Deep Cove. Lower Gallant can be more pedestrian oriented in the summer if parking is solved. It does not need to be pedestrian oriented in the winter.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6630	I would love to see lower (priority 1) and upper (priority 2) Galant Avenue being closed to traffic.
6635	Remove the three parking spots on north side of Naughton east of Panorama as they make the circular flow difficult when coming into the Cove.
6637	I feel it would be better to have Park/Ride, with parking a distance away, available for those wanting to visit the village. This would keep parking away from the main village, make it safer for pedestrians and reduce traffic/pollution in the area. I like the idea of one-way traffic but, feel less traffic all together is better for the area.
6638	Keep lower Gallant two-way traffic so most vehicles stay on commercial streets and aren't pushed onto residential streets. More parking outside the Cove with clear signage directing visitors there and encouraging them to walk/bike/take a shuttle bus into the Cove to keep traffic to manageable levels.
6640	Parking, parking, parking...or parking further away with a shuttle bus, but that probably isn't practical except possibly in summer and for festivals. Put the parking underground.
6641	Bring in Pay Parking, people from all over come to enjoy Deep Cove which is great! However everybody should contribute to the upkeep off trails, Corry Rock etc. Residents taxes are already through the roof, so everybody should contribute!
6642	Every time the DNV "enhances" parking in Deep Cove, more parking spots are removed from the list of available spots for people who do not live there. As a frequent recreational user of the cove and having employees who need to park there and sometimes carry very heavy equipment, lack of close parking is a big issue. Especially during the summertime. Our rowing club has a couple regattas a year, with long rowing shell trailers that need to manipulate their way into Panorama Park parking lot. Keep this use in mind.
6649	It would be nice to keep the aesthetics and the quaint quiet town feel and having less traffic flowing through that area would certainly help. But at the same time I do understand that people need to be able to access this beautiful part of north Van somehow.
6652	It would be very nice to have lower Gallant as pedestrian only. As residents near the Cove we always walk in or drive to other parking areas and walk.
6655	I tourist flow increases above a certain threshold locals might opt to leave Deep Cove eventually. Please keep this in mind.
6659	I'd like to see as little car traffic in the deep cove area as possible. Take cues from European cities.
6661	Visitors need to be able to park somewhere or have viable transit options to visit the cove. But parking on Gallant should not be done except maybe for disabled people.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6664	Keep the one-way flow.
6665	Many streets have put up signs saying "local parking only" to dissuade tourists from parking. These are PUBLIC streets and they have no right to do so. It pushes the traffic into a clustered nightmare on my street, Raeburn, where the elementary school's back parking lot is also located, and there are no sidewalks, forcing pedestrians out onto the street.
6677	I believe the parking restrictions along Panorama were poorly advised and have been creating a larger problem for sometime. The ability to control traffic to local only past Panorama park and providing a turnaround would be a prudent addition along with the conversion of the gravel field at CoveCliff to be a shuttle service parking area.
6680	Prioritize pedestrians and seating, limit cars as much as possible
6681	I hope the people living in Deep Cove support the local restaurants and shops because even before this new proposal, we (Seymour residents) could rarely find parking in Deep Cove to visit the shops and restaurants.
6684	Solution in Lower Gallant should match with solution in upper Gallant to create a unified community
6686	All local streets close to Downtown Deep Cove should be closed to local traffic only including Lockehaven Road, Eastridge Road and Roxbury Road. The "temporary " road built due to storm drains should be removed and the area returned to a protected forest natural habitat for the wildlife. One of the nicest walks was through the back lane to the Lions Manor. Now they have lost both their parking and peace and quiet. Due to the pandemic we are seeing people from a multitude of municipalities. Once the restrictions are lifted and people return to travelling the numbers of tourists should reduce. I find it offensive that these questions assume that we the tax payers and residents of Deep Cove have agreed to changing the plans from "temporary" to permanent!
6697	Leave the traffic flow down Gallant Avenue as it was before, two-way, and keep the traffic out of the residential areas. Add restrictions to limit big tourist buses that come into deep cove, that block traffic and take up parking spaces
6699	Each and every previous attempt by the district to "improve" parking has only made it worse. You clearly do not understand life in the cove.
6701	My doctor is also in Deep Cove and it is so frustrating to have an appointment but not be able to find parking. Additional parking would be greatly appreciated.
6704	The proposed changes do not seem to be about making the area more livable but more tourist accessible, without looking at the impact of the surrounding areas.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6707	The way it is currently, took out the one handicap spot . There needs to be a few handicap spots available in the area. I live in the area and I used to be able to walk or ride to the Cove but this is no longer an option. There are very few spots available for disabled drivers.
6713	I preferred the way it used to be.... easy to run in and out. Deep Cove will never get any bigger no matter what you do. I think a different approach with a park n ride would be better for visitors. No more parking .... create a different atmosphere. A village to visit and keep old world charm.
6715	Continued concerns when quarry rock reopens and the ongoing traffic woes!!
6720	One way traffic seem not only plausible, but, based on recent short term flagger controlled traffic, perfectly doable. No need for the new full-time detour at Naughton street. That area should be kept safe and neighbourhody.
6722	more residents parking or better marked residents parking
6723	There should be an off site parking near the Seymour prkwy and Deep Cove Rd and a streetcar or shuttle going back and forth from the parking lot to the village.
6724	Of course more parking would be ideal but we are lucky to live close enough to walk if the weather is nice. I am very concerned about redirecting the traffic through the residential neighborhood. With more cars driving in those areas in makes in more dangerous for the kids to play freely, more noisy and bothersome for the residents.
6725	Your "Ranking System" doesn't work on my computer.!! Traffic should be banned from Gallant Ave period. Otherwise it's OK as is except for more public seating. Bright street lights are not required. Plan destroys rather than improves ambiance of street - making Deep Cove a more unlivable area. Focus should be to dissuade automobiles from area; instead attract more bike riders. Money better spent improving Bike Lanes on the Dollarton
6727	No parking at all please
6728	We should maintain the current traffic flow for businesses in non-busy seasons at the bottom of Gallant Ave, as it encourages local flow of consumers to the shops and businesses.
6730	Please make it more beautiful for the time being by removing the orange plastic dividers and putting some wooden structure or other. As resident of Deep Cove the beautiful small village look is very important and one of the main reasons we chose to live here.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6735	<p>The district has done very little to discourage car traffic in the cove. The parking closest to the beach should be pay parking, 3 hour limits. Areas for drop off only, handicapped parking and family parking only. Separated bike lanes, bike share and transit from phibbs, parkgate to discourage cars. Set up parking at the schools, myrtle all pay parking on weekends. Pass parking during summer for all of the cove. Fees from parking must go directly back into traffic calming measures. The Naughton road must be made into a <input type="checkbox"/> <input type="checkbox"/> path. No cars.</p>
6737	<p>no parking other than handicapped on weekends in summer. Weekdays ok commercial loading one spot. June to September. Can be changed if needed.</p>
6739	<p>More safe bike parking, shuttle bus to from phibbs and parkgate</p>
6742	<p>Parking in Deep Cove is a bigger problem than can be mitigated by just the handful of spaces available on Gallant. Getting to Deep Cove village for an afternoon would, for me, involve a drive to Cove Cliff school and then a 15-minute trudge, usually down those steep stair on what are now bad knees. That is a deterrent for this local.</p> <p>As a resident of the area of over 20 years, I have in recent years chosen most often to avoid spending time in Deep Cove village (whether coming by car, foot, bike or transit) because the place is overcrowded and feels more like a tourist trap than a place that is comfortable for locals.</p>
6744	<p>I want to see expanded sidewalk on south side only to accommodate increased pedestrian seating etc with planter boxes. I want to see angle parking on north side of street with max 1 hr stay 9am-5:30pm after no limit for restaurants and residents. I want the pedestrian sidewalk areas to be above street level not down on traffic flow level. I want to see lower profile trees/shrubs not high ones to allow xmas lights etc. would be nice to have flowering trees/shrubs eg cherry. Shade tree not required as little sun most of the year and obstruction of views. I would like to see nice hanging planters in summer season not flags. I want tree illumination year round for aesthetics. I overlook this area constantly and unnecessary to cater to too much extra restaurant seating, with wider sidewalk on southside approx over old parking area will be more than adequate. Only got crowds when the sun is out and for 4 months of the year. We residents are more important to service with nice environment year round. Naughton diversion should be kept permanently. Any pedestrian area should be above street level. Possible bump outs for upper gallant cafes on north side.</p>

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6750	It would be really nice if local people from the Seymour Area that live here could have priority parking and there could be some control over the number of visitors that are aloud to park and visit there from outside the neighbourhood. We moved here in 1999 because we wanted to live here for access to our beautiful neighbourhoodsNow I cannot use it because people come from all over the world and I cannot park there or its too busy and just not enjoyable. I don't want to be a NIMBY person but there must be some sort of balance to allow for locals to enjoy their own neighbourhood.
6752	I would really like to see a one-way starting at Naughton winding its way back up as a one-way along Upper Gallant. Completely cut off Lower Gallant and make it into something special like we see in the French Riviera towns. Then make Upper Gallant beautiful with the extra space due to reducing it to one lane.
6753	With the popularity of the beach and park, eliminating parking one lane of lower Galant eliminates more parking. It would be important that additional parking be added by another lot be built in the area. I'm also concerned about the access for emergency vehicles and transit!
6756	Remove the planned new temporary street down Naughton and have alternating traffic in the cove with flagger.
6760	The Cove is perfect the way it is. That's the attraction. It's quaint and small. If people really want to enjoy it. They figure out how A trolley bus coming in and out of the Cove to transport passengers would be brilliant Study San Clemente California and Dana point California. They offer trolley bus transportation. Check it out.
6761	Parking in deep cove is nightmare. I have bunch of clients ( garden) on Caledonia and I have to take lots of time to manage that aspect. Sometimes I'm right close to cove for lunch but won't bother to stop due to parking issues. I would be into paid parking for access to restaurants and shops . Free parking could be farther away for recreational users ( who are walking around anyway).
6764	The one-way flow currently being used. Any further impediment to traffic flow would be problematic. Further, there is no lack of protected public space in the area given the close proximity to panorama park. People could get food and drink from local vendors then sit and eat in the park. That may require more seating and recycling in the park.
6766	Pedestrian Zone will improve the wellbeing of our community and maximize opportunities for local business.  I am hoping for shuttle system with adequate parking by Phibbs Exchange can lessen the strain currently put on our small community.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6771	<p>If possible, restrict commercial parking in lower Gallant to less busy times for DC visitors. Also, only allow commercial drop off in parking lot behind stores. Assign Pick up/drop off zones adjacent to Lower Gallant rather than right on it. Consider a trolley service to and from Parkgate/Superstore/Cap U to Deep Cove. Limit hiking Quarry Rock trail on weekends to pre-registered time slots and enforce it (volunteers can cheque permits). Designate a few parking spaces in nearby lots only for people with hiking permits as an incentive. Keep one-way direction for vehicles on lower Gallant, no stopping allowed.</p>
6776	<p>I really enjoyed the good old Deep Cove before. It was nice &amp; quiet with less tourists. Now it becomes a jungle with tourists everyday. Please DO NOT close the lower Gallant for the tourists. People come to Deep cove for its natural beauty , not sitting around in the street. Please spend our tax money for the residents of Deep Cove , NOT on the tourists.            Open up Gallant for two-way traffic &amp; make more parking spaces.</p>
6780	<p>Sufficient designated handicapped parking is sorely lacking. Without sufficient designated handicapped parking (more than just two or three spots) people with mobility issues are unable to access or enjoy the area or get to medical and dental appointments. We have lived here for more than 30 years and over the past few years have been unable to find parking close enough to get to appointments. These are not plans for everyone, just a select few. We will have to change our doctors and dentists to somewhere else in North Vancouver. (Again without sufficient handicapped parking - even LGH).</p>
6783	<p>During dragon boating season it's very difficult to find parking on practice nights. Perhaps there needs to be a pickup drop off site.            Or a designated area for dragon boaters. Thank you</p>
6787	<p>It's a mess, if people cannot get to a business, they will go elsewhere. Just don't make a lot of seats for lookie loos to sit and waste space.</p>
6791	<p>Keep it simple to discourage people wanting to drive by car as they have done for years. There is only one road in and 1 road out, we do not need constant car jams from May to September especially on weekends. People adjust to cutbacks in road access, as can be found in many European cities, to allow much better pedestrian access and safety. By cutting down easy free parking, there will be better movement among those who do drive in.</p>
6797	<p>often bike to deep cove but dollar ton is becoming too busy and the bike lanes are not wide enough</p>
6801	<p>What about access for emergency eg firetruck..park where</p>

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6804	<p>We need much, much more traffic control ! In the nicer weather Deep Cove is swamped with people looking to park their car and inevitably end up in a residential only parking area where us neighbours need to tell them to not park there without a parking pass, as I have seen the by-law officer just ignore the issue and drive away.</p> <p>On another note the new road for the sewer replacement does not allow the residents of 2400-2500 Block of Caledonia to directly access their homes without going through a very busy intersection between upper and lower Gallant THROUGHOUT THE ENTIRE SUMMER! How ludicrous is this!! The line ups are going to be huge as we fight with visitors to get through the intersection. Sooo disappointed in whoever came up with this short-sighted plan.</p>
6808	Keep the traffic flow the way it is and add more parking!
6814	Pick-up/Drop-off areas need ticket enforcement, otherwise it will be abused by drivers parking there while dining/shopping.
6819	<p>I support the detour on Naughton Avenue that is being built as part of the Gallant Storm Sewer Replacement project becoming permanent IF we can have a more liveable village. The 'Cove is a wonderful place to live and visit, lets keep improving it. DNV really needs to make Deep Cove more accessible to bicycles with safe cycling paths from Maplewood. Cyclists need a safer way to get to the Cove. I've heard people say "I cycled there once but will never do it again - too dangerous!"</p>
6820	More parking is needed. When the parking is all full, there is still capacity in the shops, restaurants and parks and on the beach.
6822	Enhanced public transit and improved communication of specifics regarding those options to the public.
6824	I would prefer to see lower Gallant completely car free. Eliminate that roadway and make it a pedestrian plaza. Reroute traffic around and add expanded offsite parking.
6825	I live at 4400 Blk Raeburn Street. Raeburn Street should be resident only parking.
6826	Lower gallant should be pedestrian only. No traffic. Look to European countries for solutions to traffic.
6831	This has been a good start and should be permanent



Submission ID	Do you have additional comments about traffic flow and parking in this area?
6838	I am a senior and my doctor and pharmacy are on Upper Gallant, but I don't live close enough to the Cove to walk there. There's also a dentist and preschool on Upper Gallant as well, and parents need to be able to pick up their children. It's already much harder to find a parking space than it was when I first started going to the clinic 30 years ago! If you're wanting to create a more LIVABLE Deep Cove, please do not reduce parking on Lower Gallant because many people who LIVE in the wider neighbourhood (as opposed to visitors who want to shop and eat in a picturesque place now and then) need to be able to get to their appointments, pick up/drop off young children, etc. Not everyone is able to bike or walk, and public transit is too infrequent. Please do not forget seniors, parents with young children, and/or people with disabilities.
6840	Given the seasonality of climate in this area, the one-way traffic with one lane for seating for local cafe/restaurant patrons makes sense June to September. In October to May, I'd prefer the two-way traffic and street parking that existing before the pandemic
6841	Lower Gallant should have no parking and be a wide-open pedestrian mall, like Robson Square.
6844	We desperately need more parking for visitors to the area.
6849	It is very hard to find parking lot and just searching spot is causing mess at traffic (hard to move car at narrow turns) so may be town's downtown can be closed to full traffic and a big unpaid public car parking can be done close to center
6854	Lower Gallant area is accessed by a lot of cyclists and cars. There will need to be very clear directions for where cyclists can go (e.g. to access the bay) and where cars can find parking
6858	Locals need to get to doctors' offices and to the pharmacy.
6859	I would like to see bus, and other vehicle traffic, routed away from lower Gallant entirely, if possible.
6861	Where would additional parking be? What are the options?
6862	Would like to see minimal traffic through lower Gallant so no parking. Pedestrians should be able to cross Gallant without going to a cross walk at either end of the block.
6871	The click and drag doesn't work. I like the natural art of the cove. No need for fancy expensive artwork. Trees very important and parking nearby important. The small quaint quality of deep cove has always been important. I loved the additional seating during covid and I'd keep it happily instead of two way traffic like before.
6872	Pedestrian use only. Buses should not be allowed. Not necessary. They can turn around from the loop on Panorama or should route by Covecliff school/area currently not serviced. More parking at back of panorama park for seniors/handy dart/theatre patrons/dinner guests

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6874	The village of Deep Cove as well as Panorama Park are both VERY SMALL. Working to attract MORE people to this area is making Deep Cove UNlivable for those of us who actually live here. During weekends and through the summer Deep Cove Road becomes highly congested making it impossible for emergency vehicles to access parts of the neighbourhood. The District should be focusing on ways to decrease vehicle traffic from entering the Cove rather than making it easier for people to drive and park in the area.
6875	It is now at a point where I do not go and give my business to that area because the parking situation is so frustrating. Making it worse by making things pedestrian only, especially after things pick up speed after the pandemic, is ultimately worse for those businesses. I have no visited and do not plan to visit deep cover even though I live ten minutes by car, because I do not want to deal with the atrocious parking. And that's to the detriment of the businesses there.
6876	What about upper gallant what are the proposals?
6878	parking should not restrict traffic flow our neighbourhoods are already challenged with traffic
6879	I repeat. This is a make work project that is an inconsiderate use of taxpayer funds. This councilor driving this should have recused herself from any involvement. How does a so called green justify lobbying the same council she sits on for govt funds to grow parking and congestion for tourists at the expense of green space in a residential community to help her failing small business??
6885	I don't think there should be any parking along lower gallant. We would like it to be a pedestrian area with expanded patios for the restaurants and also public seating not connected to the restaurants. No traffic through lower gallant would be ideal but if not possible, one lane one way is preferable. Need to expand parking above Panorama Park - make it two levels? Add underground parking there? I live in the area.
6891	As long-term residents we like the idea of it being one way. It promotes safety for the pedestrians. We also think the opening of Naughton should be permanent so that all of Gallant can be one-way. The shop owners will certainly appreciate it.  There is a movement to return the old road allowance (Never was a park or wildlife corridor as far as I know) back to its original state. This is short sighted, the people will come anyways, so let's make it safe for everyone. If it is turned into park space then it becomes a benefit only to those living at the top of Naughton and in the townhouses.
6892	It's really important that kayakers and other small boats have some access to the water and dock on the lower area!!!!ALSO TO GET ON A LARGER BOATS!!

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6899	<p>Visitors to the Cove should expect to walk a short distance to the Village due to limited parking in the Village. It is more important to have outdoor seating accessible to the restaurants and amenities in the Village for their enjoyment.</p> <p>If the one-way system on Naughton is to be permanent (not fair to the residents, especially those elderly in Lions Manor who moved to the building for the relative peace and lack of traffic in the area), as a transit user please have a bus stop on Naughton close to Lions Manor for us to unload our shopping buggies if the present bus stop will no longer be in use. I moved to Lions Manor not only because of the beauty of the area, but also because of the easy access to transit for my grocery shopping as there is no supermarket in the village.</p> <p>Thank you for your consideration.</p>
6903	<p>Provide residents only designated street parking. Limit visitors parking to designated parking lots away from Deep Cove area and encourage visitors to bike (not motorcycles) and bus to Deep Cove from Phibs Exchange.</p>
6906	<p>There are too many cars coming into this neighbourhood. Parking should be difficult to keep car numbers away.</p>
6909	<p>One way traffic will help with congestion</p>
6911	<p>One way traffic flow for pick up/drop off and disabled is reasonable most of the time BUT also option of no traffic at all for special community events such as festivals or Farmers Market once monthly in the summer months.</p>
6914	<p>Kayak drop off area important</p>
6916	<p>1) You cannot forget that the businesses in DC need parking to achieve their liquor license / business license requirements.</p> <p>2) You are increasing the foot traffic in the lower Gallant area. You cannot forget that the slip road too deep cove yacht club is a shared access between the businesses at 4390 Gallant, the apartments 4390 Gallant and deep cove yacht club. Please note that 90% of deep cove yacht club members are deep cove residents. Parking requirements are also a requirement of the DCYC club house liquor license.</p>
6917	<p>Highly recommend keeping Naughton as 1 way entrance into Deep Cove and Gallant as 1 way exit from Deep Cove</p>
6919	<p>Create preferred parking for local residents. Sick of the tourists filling the area</p>

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6923	<p>would prefer to ban all vehicle traffic through lower gallant which could be made into a total pleasant pedestrian concourse. Access to the dcyc, canoe centre and for commercial vehicles servicing lower Gallant can be through Naughton and Banbury. By maintaining the projected one-way anticlockwise vehicle traffic flow will reduce the present summer season Gallant/Panorama bottleneck with 4 way vehicle traffic competing with constant 4 way pedestrian flow by 25%</p>
6925	<p>New, temporary road should be made permanent to facilitate a one-way traffic loop. Badger Rd parking should be for residents only.</p>
6926	<p>Not recommended through residential areas of Cove Cliff, Roxbury, etc.</p>
6927	<p>I can live with one-way traffic as long as it works for merchants and businesses in the area.</p>
6928	<p>As noted previously, there needs to be a solution that works for cars, pedestrians &amp; cyclists. We have lived in this area for over 16 years and it is always very challenging at the intersection of gallant &amp; panorama Drive with pedestrians crossing whenever they want in many directions, without looking at cars, and often on their phones. Especially during good weather days and of course in the summer. A solution that includes timed crossing, or perhaps an overpass model could work to make it win-win for everybody. Please remember there are residents in this area and we need to access our homes and the marina</p>
6929	<p>There should be one way in and one way out for traffic. Pedestrian traffic should be separated so not affecting vehicles. The current four-way stop should be removed and is ineffective.</p>
6931	<p>Vehicle traffic should be discouraged (and not facilitated) in Lower Gallant area and surrounding area of Deep Cove Village. Alternatively, pedestrian and bicycle traffic should be encouraged with more off-site parking (ie. Myrtle Park, Cove Cliff school, etc.) in lieu of parking in the Village.</p>
6932	<p>I like the idea of making lower Gallant block pedestrian and cafes, shops, art displays etc. I do not think we need any parking in the lower Gallant</p>
6933	<p>As Naughton Ave. is a steeper street &amp; residential now experiencing a +/- 80% increase in traffic have either of the two below options been explored:</p> <ol style="list-style-type: none"> <li>1. Expand the lower Gallant pedestrian realm by eliminate the parking &amp; keeping two-way traffic.</li> <li>2. Install traffic calming measures on lower Naughton such as; three visual cross walk at Burns, Eastliegh &amp; Banbury and or landscaping &amp; curbs, plus signage.</li> </ol> <p>Most people feel parking is critical but I feel reducing the traffic &amp; welcoming pedestrian visitors is the key.</p>

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6934	Traffic and vehicle volume should be minimized in this block and the immediately surrounding streets of Deep Cove Village. Accommodations should be focused on facilitating pedestrian and bicycle traffic only.
6935	Parking is already very limited and spaces are being removed in Panorama Park due to the fountain area expansion. Pay parking and 4-hour maximums in Panorama Park are required to encourage higher turnover. All monies raised should be used to subsidize a park and ride service from near Parkgate with a dedicated bus at weekends running between Parkgate, Panorama Park and Cates Park. DNV or Provincial Land could be dedicated near Parkgate for this.
6937	I live here and I moved here because of the village feeling. I like to enjoy my own cove area. There are too many tourists. Now I have problems- I can't park on weekends in front of my own home. I don't have a garage. I rely on street parking. If it becomes open area, then I won't even be able to park during the week in front of my own home. I am elderly and this is a big problem.
6938	Parking is horrible. If you are trying to take paddle board or kayak you have to walk forever. Should build underground parking lot.
6939	I rely on a health care worker to come to my home daily. Parking is very necessary for me
6942	<p>Don't bother making it a one way at all! Close it down permanently. There is no reason to drive through that way except the buses and there is a simple solution for that the buses will be doing this summer anyways!</p> <p>Keep the Naughton Ave extension so that buses come down Naughton, turn onto panorama and then go back out Gallant. Bus loading could also be done closer to Gallant, or up at Naughton.</p> <p>Then, the whole area can be used for seating, pop ups, and expanded patios for the restaurants.</p>
6944	please consider bicycle access as well as pedestrian.
6948	Commercial zones can be quasi-pedestrian areas. Manage loading -pedestrian interactions by specifying loading hours. Make the loading spaces convenient so that trucks can service businesses quickly so that a smaller loading window is possible.
6949	While more parking is necessary, I worry about too many cars in the lower Gallant area taking focus away from the natural beauty of the area. People come here to enjoy the spectacular ocean/mountain views. I wouldn't want cars in the background of any of my photos.
6954	Like current one-way flow v

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6957	Close off lower Gallant for all traffic.
6962	What about a shuttle service from a designated area not too far from The Cove? Or barring that, having some form of discrete multi-level parking, possibly partially or completely underground within easy walking distance to the main attractions?
6964	Parking is at a premium. Parking should be a priority for local businesses. Specific parking should be designated if using the trails and/or beach.
6966	Try to have some designated (exclusive) parking for residents in the immediate Lower Gallant area.
6967	Just close lower Gallant to traffic and create a great outdoor patio zone with the local businesses.
6968	<p>Even if there is just one parking spot in the cove 200 cars will arrive to try and fill it. Myrtle Park should be kept for Residents East of 2nd Narrows.</p> <p>For all other traffic parking and a shuttle service should be provided from Cap U who's parking facilities sit empty on weekends and during the Summer.</p> <p>Visitors would obviously have to pay for this but maybe local businesses could discount these visitors by presenting the parking shuttle receipt. If a family of 4 visits 2 businesses on the Cove it could likely cover the cost of the parking/shuttle.</p> <p>Visitors that don't intend visiting the businesses in the Cove are not the ones we want here.</p>
6981	I actually can't fathom how deep cove parking could be fixed other than a parking garage. By also beautifying and making the village more pedestrian friendly it will attract even more people. But best of luck!
6982	Please give the community back space, get these businesses in check. The kayak shop has taken over an entire public beach, their numbers need to be controlled, give the public back their beach. Honey's has taken over all of lower gallant, you can't even enjoy it down there. This is supposed to be public space yet you have allowed these businesses to turn it into a circus, what are they giving back to the community?!? Nothing but garbage in the park!
6985	I work in Deep Cove and a 3 hr limited parking space is problematic
6986	I like the traffic flow how it was and recommend keeping it and reverting the temporary Naughton Road back to a greenspace when the storm pipe replacements are done
6988	It has always been a problem. I'm dreading taking my kids to camp at the Deep Cove Kayak Centre week of July 5th from 1-4pm because I'm sure there will be nowhere nearby to park.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
6993	<p>Parking is definitely an issue in that whole area. There seems to be a lot of traffic from visitors to the area and just not enough places for them to park while they are at the beach or hiking etc. Good signage for day visitors away from the hub of the cove could still be improved upon.</p> <p>Half hour parking for people visiting the local shops might be a good idea. Drop off areas and accessibility parking for those who require it for sure.</p>
6994	<p>I would prefer the exiting roundabout remain but that no vehicles travel along lower Gallant including buses. This would allow drop off for those going to restaurants etc. I would like to maintain the bus detour route. In this scenario, lower Gallant would be a pedestrian area only.</p>
7004	<p>Once quarry rock opens again. I feel there needs to be a separate area for these people to park as they leave cars there for hours one end while they hike.</p>
7011	<p>Would be worth considering limiting the number of cars that can access the area. Have a cut off spot closer to mount Seymour parkway where people can turn around if the parking is full.</p> <p>It is extremely frustrating to sit in a traffic jam that doesn't move because people are just stopping on the street to wait for a parking spot to open up. This blocks the entire road so no one can move through the area to get home, visit family/friends living in the area or pick up, take-out orders, etc.</p>
7013	<p>Put back the park and trees you took down, never do that again without full permission from the community. Stop lying that this was about the water pipe which could have been done much more simply - the truth is you care way more about business and tourism than residents. You lied to us and used the pipe as an excuse for commercial based gentrification of a nature based small community. Respect us and our interest in nature.</p>
7022	<p>Don't remove parking and make it worse with no alternatives! Make it better - public transit is crappy at best and not accessible to most metro Vancouver residents, tourists, etc. who are more likely to drive. I live in Pemberton Heights and it would take forever to get there by public transit so I drive.</p> <p>I think you need to address the problem with paid parking for peak days only i.e. weekends and during the summer months only e.g., July 1 to Labour Day for non-DNV residents or give priority parking to DNV residents first - same as Lynn Valley. I'd rather pay \$10 for preferred parking as part of my DNV property taxes!</p>
7023	<p>No</p>
7025	<p>For the vast majority of the year there is enough parking in the gallant area. It is only rare, peak days (ie: nice summer weekends) when traffic and parking is an issue. The focus of planning in the area should be on a creating a beautiful, welcoming space for pedestrians that accommodates people with accessibility challenges, allows for delivery access to support businesses, and drop off and pick up zones. Please create a space for people, not cars.</p>

Submission ID	Do you have additional comments about traffic flow and parking in this area?
7027	Remove temporary road on Naughton
7028	parking is key to this new development and current parking patterns have to change. Parking on local streets should be minimized and limited if this plan is for locals and this is not a new attraction for north shore residents. I welcome visitors but wish renewal will still enable locals to enjoy. Idea of people taking bus is great, but where do they park close to Cove? How do they then get to Cove? DNV has to have clear plan and then manage. Parking meters may be needed.
7029	No parking on lower Gallant.
7031	Most of the reason I avoid that area is because of the lack of parking and overcrowding. I live in North Vancouver, and wish it was a little more accessible while also being respectful of deep cove locals.
7036	Resident only parking needs to be greatly expanded on residential streets. Cars just drive all over the place looking for the closest available parking spot. It's becoming unsafe. The only way this will stop is if people understand that they can't park on the surrounding residential streets.
7037	Keep the extended patios
7039	Make it a walking/cycling/bus zone only. No parking in the Gallant area (off-site only and walk in). Personal vehicle access only for residents living on those streets.
7040	I live on the north shore and love to visit and hike in the area as well as visit restaurants/shops. However, parking is impossible to find and therefore I often choose to go elsewhere, which impacts the success of the businesses I would have supported
7047	The Naughton Detour is a TEMPORARY road. It was rubber stamped before the residents had any information. None of the residents want this - you will not make Deep Cove more livable when the quiet, leafy cul de sac becomes the main in route to the Cove over the summer. Translink gave a temporary variance to become 12%. This road must not become a bike path - accidents will occur because of the speed that bikes, e-bikes, skateboards etc. go and they DO NOT stop at pedestrian crossings, 4-way stops etc.. Tourist parking has to be off site and shuttle buses should be provided.
7049	Not clear what "accessible use" refers to. Does it mean handicapped parking or limited time for pharmacy purchases or doctor's appointments.
7051	I haven't noticed a problem with traffic flow in this particular area. I do not wish lower Gallant to become strictly a pedestrian zone. It's important to keep it open to give cars an alternative route so that quiet Naughton Avenue doesn't become overrun.
7052	Bike parking and access



Submission ID	Do you have additional comments about traffic flow and parking in this area?
7057	A park-and-ride shuttle from an offsite lot like Myrtle Park or even Cates might be a good solution for weekend parking congestion.
7059	Parking and traffic are awful in the Cove. Very difficult to walk down the street and avoid contact with people, bikes in Covid times
7060	I have elderly parents that cannot walk long distances on uneven surfaces safely. For them to access the restaurants in the cove we need either drop off / pick up or disabled parking AND even pavement that can be safely navigated with walkers.
7061	The parking the essential to deep cove. the parking lots are already so busy, we need the parking in the streets as well
7065	I dreamt for a long time about making that section of Gallant car-free. The one-way solution is great as it allows buses to pass through but makes the space more welcoming to all. Please restore Naughton to forest. Add more bicycle parking. Work with TransLink to improve bus service to reduce traffic. No free parking and charge for it appropriately.
7068	We are not in favour of the sweeping changes proposed for lower Gallant. As 40 year residents of the Seymour area, and people who go to the cove year round (not just in summer), we find that removing all parking and closing off the street will not improve or make the cove more liveable. North Van does not need more flat empty paved areas shrouded by trees. Gallant avenue ( and the whole area) is surrounded by trees : stop obscuring any view of the actual water with more trees. It rains 300 days a year here - we don't need shade. It is disingenuous to say you are making a plaza for festival and community events. What is wrong with Panorama Park?? Why do you have to turn the tiny commercial area into an inaccessible wasteland like the new plaza at Lynn Valley mall. People wanting to pop into Honeys to grab a coffee or a box of donuts for the office don't want to walk a mile for a two-minute errand. Evening diners or people attending events at the theatre value the parking on Gallant . The Panorama parking lot is woefully inadequate, and the district has already systematically removed parking spots from it in their misguided efforts to discourage cars. Not everyone can ride a bicycle, nor should they have to just to access our local park side area. The current water main replacement project has destroyed the northeast corner of Gallant next to the theatre. Replace the trees there and install public art in this location - they don't have to be in the middle of the road (or what was the road before you made it into a " plaza".)
7069	One way traffic flow radically changes and affects residents who absolutely should be prioritized over the visiting public. I'm disturbed by how two-way traffic is said to be discussed after this survey. No honest consideration of alternatives excludes a status quo or do nothing option and frankly think removing parking in lower Gallant accomplishes most goals with far less local disruption.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
7070	being a long term resident of DC i often stopped in the cove on my way home to frequent the shops, all year round. with the one-way traffic, no parking on one side of the street i no longer do. the homes on the new traffic pattern are now really the main road. to give peds more in an already commercial area the public area has been expanded with no benefits. people aren't spending more, more people won't be coming to enjoy the cove, it is already full beyond capacity.
7072	Initiate pay parking in all park areas to encourage public transit, cycling pedestrian flow and reduce parade of vehicles looking for parking spots on nearby streets. Better enforcement of parking with removal of vehicles in no parking areas and fire hydrant accessibility areas. Temporary use of "construction ahead" signs and "local traffic only" do nothing. A tow truck removing vehicles would get more attention.
7073	make Badger Road parking only for Residents....
7075	My main focus is on having the TEMPORARY Naughton Ave detour road REMOVED COMPLETELY once the storm sewer is replaced. Parking in the Deep Cove area is very limited, and the Naughton Ave detour road will not alleviate the problem. Traffic flow in the lower Gallant area and beyond will work quite well with either the current one way or the previous two-way traffic flow AS LONG as cars are not constantly circling around Gallant, Panorama, Naughton and Banbury trying to find a non-existent parking spot. The majority of parking available for visitors coming to Deep Cove should be OUTSIDE of the area. Transit, biking and walking should be the main methods of access to the Deep Cove village.
7076	traffic enforcement measures - to ensure that cyclists and cars all stop at stop signs, signal their intents. It is rare to see someone come to a full and complete stop, and almost never do cyclists obey the road signs.
7078	Make lower Gallant two-way traffic.
7081	Less traffic...more pedestrians.
7082	Too many cars and people for a quiet residential area.

Submission ID	Do you have additional comments about traffic flow and parking in this area?
7085	<p>I would like to see lower Gallant become a "pedestrian mall" only with no traffic, including no busses. It appears that having the current Naughton detour become permanent might be the only way to do so, with the route of Naughton-Panorama Dr-Upper Gallant effectively becoming an over-sized cul-de-sac or roundabout, but options might be explored.</p> <p>All Translink bus traffic could be routed as above, with all bus stops on the east side of Panorama between Naughton and Gallant. Banbury Rd between Naughton and lower Gallant would become a cul-de-sac providing access to parking for residents on the west side of Banbury, access to the Deep Cove Yacht Club, and perhaps commercial deliveries to some lower Gallant businesses and restaurants, but allowing no exit by driving out via lower Gallant.</p> <p>The above combined with less public parking in the immediate area seems would reduce car traffic and help calm the entire Deep Cove village to "active transportation" methods and restore some of the Deep Cove livability for those of us that live here, instead of constantly feeling overwhelmed by visitors from elsewhere.</p>
7086	<p>Pedestrian zones should be prioritized. There is not a lot of parking spaces on that stretch anyway.</p>
7087	<p>Parking has to be a priority, but it does not have to be on Gallant</p>
7088	<p>Far too many cars and trucks frequently using nearby private residential driveways to turn around, pickup/drop-off passengers or loading/unloading shipments.</p>
7089	<p>Not everyone is able to ride bikes or walk great distances, it would be nice to have parking at least on one side of the street. Cove is meant for everyone to enjoy.</p>
7090	<p>Given the volume of visitors and lack of parking, short term pay parking needs to be implemented in the Deep Cove area. This parking needs to be applied to street and parking lots. As the DNV has implemented pay parking in Lynn Canyon you have a precedent. In conjunction with this there needs to be expanded use of resident parking permits to allow residents to be able to park without paying.</p>
7092	<p>Ideally, I would like to see Lower Gallant become a full-fledged pedestrian region, with parking largely limited to nearby offsite areas. I do think it is important to set up pick up/drop off areas on Panorama, for example. Failing that, a one-way flow on lower Gallant is acceptable. There is a huge potential for European-feel pedestrian village with slew of events, including music festivals, etc.</p>

Submission ID	Do you have additional comments about traffic flow and parking in this area?
7093	<p>Any changes to lower gallant must include accessible parking bays. The lack of parking in the area is a continuous problem. Improvements should NOT remove any more parking spaces. Most of the headaches for residents are caused by visitors constantly circling looking for a parking space. If even more spaces are removed the problem is made worse. Summertime is when more parking is required, not winter, so options that remove spaces in summer but provides more parking spaces in winter does not help the problem - it makes it worse. Effective traffic management is required rather than street changes which does nothing to alleviate the problem.</p>
7096	<p>If lower gallant is closed to parking, then there needs to be more space to park for people who need to access upper gallant area quickly (I.e. pharmacy). Currently there's only a few spaces to access the shops on upper gallant and those fill up quickly</p>
7097	<p>I am close enough to walk and that is often what I do but family members do work in the Cove and sometimes need to be dropped off and picked up.</p> <p>Also, as members of the First Impressions Theatre at the Shaw Theatre, it is nice to be able to attend the plays by parking close to the theatre without having to walk far especially on rainy cold nights. It is nice to have the widened pedestrian areas for all the tourists in the summer months, but we have to remember support access to our local businesses and entertainment year-round.</p> <p>Lastly, I think it very important that there be handicapped parking on Gallant Ave. My father, when he lived with us could not walk very far (half a block at max). He ate at Honey's sometimes 3 times a week. It was where he could go when he was hungry and be near other people during the day. If he couldn't park in the handicapped spots close to the restaurant, he often would return home without food or company for that day. I hope that accessibility for our local seniors remains a priority.</p>
7099	<p>Please do more education to the public about taking public transit to the cove. This should be advocated over driving.</p>
7101	<p>with the loop allowing people to turn left on Panorama after heading up Gallant there is now and will be a continued ongoing circular parking tour, could restrict left turns and I feel the new access on Naughton is a good idea to help with traffic flow and to keep pedestrians much safer.</p>
7102	<p>Too much traffic and parked cars are the worst thing about Deep Cove.</p>
7104	<p>I strongly like the one-way traffic, year-round. I believe one-way traffic on ALL of Gallant is the only way to maintain pedestrian safety and reduce congestion.</p>

Submission ID	Do you have additional comments about traffic flow and parking in this area?
7106	<p>Offsite parking to maintain a pedestrian area is of importance to me. I do not think it is important for cars to be parked or for there to be driving in Lower Gallant. A drop off area and wheelchair parking are both of high importance to me. It is also important to me that the village is accessible to people in wheelchairs and that curbs and widths of sidewalks are prioritized. I would love to see local artwork and historical pictures and or plaques in the area.</p>
7107	<p>Business owners should be able to drive onto pedestrian walkways early in the day to access their businesses for supply delivery. After that early morning time, there is no reason for vehicle access.</p> <p>Can an underground parking garage be built in the area? It would pay for itself quickly.</p>
7108	<p>I DO NOT want to keep the Naughton diversion once the sewer replacement is completed</p>
7110	<p>I DO NOT want to keep the Naughton diversion once the sewer replacement is completed.</p>

## Appendix 4

### Key themes

If we proceeded with the full renewal design concept, what questions or suggestions do you have for the design team? (n=396)

Key theme (mentions)	What we heard
<b>Design (138)</b>	<ul style="list-style-type: none"> <li>Landscaping – trees (23)</li> <li>Add covered areas (19)</li> <li>Movable benches and street furniture (13)</li> <li>Match style of Deep Cove (12)</li> <li>Landscaping – planters and ground level plantings (9)</li> <li>Main views to waterfront (9)</li> <li>Lighting improvements (9)</li> <li>Very satisfied with design (9)</li> <li>Don't encourage more visitors (7)</li> <li>Pavers (6)</li> <li>Cost seems high for design, can it be done for less, bolder design (5)</li> <li>Other amenities and entertainment, access for theatre (3)</li> <li>Expanded patio areas for restaurants (3)</li> <li>Accessibility (2)</li> <li>Extend improvements to waterfront (2)</li> <li>Keep garden, seating area and public art near theatre (2)</li> <li>Wider sidewalks (2)</li> <li>How environmentally sustainable is the design, native plants and First Nations elements (2)</li> <li>Hybrid of design concepts (1)</li> </ul>
<b>Traffic flow (129)</b>	<ul style="list-style-type: none"> <li>Eliminate all vehicle traffic including buses (55)</li> <li>Alternate transportation – promote bike and transit use, improve bike lanes and infrastructure, improve, and maintain public transit (22)</li> <li>Maintain two-way traffic (16)</li> <li>Maintain one-way traffic (16)</li> <li>Create better traffic route/ flow (9)</li> </ul>

Key theme (mentions)	What we heard
	<p>Eliminate all vehicle traffic except buses (8)</p> <p>What would the bus route be (2)</p> <p>Limit private vehicles entering Deep Cove (1)</p>
<b>Parking (112)</b>	<p>No parking (52)</p> <p>More parking for visitors (28)</p> <p>Accessible parking for people with mobility challenges (11)</p> <p>Offside suggestions e.g., parking outside of Gallant Ave, or outside of Deep Cove and shuttle to village (10)</p> <p>Parking restrictions and pay parking, better resident parking (8)</p> <p>Maintain parking for businesses, commercial loading zones (3)</p>
<b>Naughton Avenue detour (22)</b>	<p>Support and suggestions for making the Naughton Avenue access permanent (12)</p> <p>Opposition to making the Naughton Avenue access permanent (10)</p>
<b>Flexibility (20)</b>	<p>Seasonal configurations (16)</p> <p>Close street for events (4)</p>
<b>Safety (12)</b>	<p>Seating and pedestrian area separated by cars (10)</p> <p>Pedestrian safety at crosswalks (1)</p> <p>Concern about benches (vandalism, hit by cars) (1)</p>
<b>Other (33)</b>	<p>Businesses benefiting from public area (7)</p> <p>Use funds elsewhere e.g., Panorama Park (5)</p> <p>NA (6)</p> <p>Minimize disruption in the area (4)</p> <p>Look of businesses in Deep Cove, lane parking area updates (4)</p> <p>Communicate with businesses (3)</p> <p>Dogs on leash, more dog friendly (2)</p> <p>Remove or rehabilitate wall mural (1)</p> <p>Not in support (1)</p>

## Verbatim comments

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6009	I like it
6029	I don't think the movable benches provide adequate pedestrian/personal protection against moving cars in the adjacent lane, especially without curbs or bollards. I get the idea of flexible streets, but would prefer greater delineation/protection against vehicles. Just interchange a couple parking stalls with patios and rain gardens down the block, with articulating curbs.
6031	The same traffic congestion issue and risk for pedestrian/cyclist injury is present. This option still centres around motor vehicles and does not do enough to promote active transportation or reduction of vehicle emissions in the area. There could also be confusion created as to who has the right of way on a street that appears pedestrian friendly but where cars are permitted, increasing risk for injury. Please see recent UBC published report on The State of Cycling in Metro Vancouver for research to support this concern.
6034	Would like to see community food gardens and native plants, more green infrastructure, creation/promotion of a circular economy (work with businesses to eliminate single use items and manage food waste while addressing wildlife safety), still too much emphasis on the vehicle but could be adapted over time as mobility options evolve/improve (on demand, etc.), would like to see partnership with Tsleil Waututh to incorporate Indigenous history, knowledge, and art throughout, concerned that pavers are not accessible for wheelchairs other mobility devises? Is it possible to create more covered areas for rainy days? Will public accessible washrooms be getting an update? Wayfinding to separate cyclists/pedestrians? Bike storage? Electric Bike charging?
6035	Option to have farmers' markets, food trucks during Summer concerts! Feels like this would really revitalise Deep Cove.
6038	Why cars!?? It's such an incredible place, when there are cars that fully limits kids playing, and quiet urban space to enjoy a coffee and feel like you're truly away from the stressful urban feeling of parking, fumes and noise of vehicles. It could be like the Shipyards - kids running around and playing safely. So many people relaxing and shopping. Let's be visionary - look at Europe and many other U.S. cities, lets make urban spaces for people and not private vehicles.
6043	Please be mindful of the type of lighting installed. The LED lighting being installed across the district emits a strong blue light that has been show to be disruptive to sleep and can damage eyes. LED's are fine in the right tone or with he right filter. <a href="https://globalnews.ca/news/4122605/led-street-lights-eyesight-health-effects/">https://globalnews.ca/news/4122605/led-street-lights-eyesight-health-effects/</a>
6046	Trim or change the landscaping at the east end of the street so the pedestrian plaza offers wider views of the Cove from further up the street.



Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6048	What about no cars at all through there and have a turn around where it currently is and go back out the way you came
6050	There is still a need for some short term temporary parking so that local businesses can be supported eg quick stops to pickup coffee, sushi, pizza etc.
6054	I like the idea of a one way road - it might get used as a pick up area (as I often drop off or pick up my children in the area) so if there isn't a separate designated area, you might need to include one in this street.
6055	not enough space devoted to patio seating and/or pedestrian areas. keep view corridor (to ocean) intact for pedestrians and those sitting. Consider larger trees to the west with smaller trees to the east.
6061	For pedestrian safety you should use removable bollards instead of the movable benches. Families with children need protection from traffic
6065	I don't understand the need for all this seating. There are park areas all around. We need parking, not seats that only benefit businesses. This design seems to benefit businesses and tourists, not the community who lives there, and want to enjoy the area.
6071	How environmentally sustainable is it and at what cost each year?
6073	Eliminate traffic and parking entirely through lower Gallant Avenue. Make the space help build a sense of place and community. Use the road space for market stalls, community events, patios or as a general community plaza space (similar to Lynn Valley). There is no need for traffic to come through this road, especially if an appropriate plan to deal with the heavy parking and traffic congestion in all of Deep Cove is created (including separated bike routes and easy/efficient shuttle/public transit options).
6076	close the whole road
6086	Consider in connection with program to use seymour mt parking with frequent shuttle bus to Cove from mountain parking lots in non-ski season times to minimize cars in Cove. This would make the Cove the apres ski area for Mt Seymour in the winter (Dec to April) . I would like to see NO traffic, or at least NO car traffic through lower Gallant. Consider converting the Panorama Park from all parking to the turn-around route for return traffic, and for visitor and commercial drop off area. That is for dropping off, etc., turn left at the Panorama /Gallant intersection go through the existing parking lot to turn around and go back to city, etc.
6087	It should fit with the feel of the village and not look too modern or sterile

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6088	<p>Seating areas need rain-proof canopies to protect from searing sun and pouring rain. The areas would be more usable throughout the year. It rains here.</p> <p>I wonder what it will be like to be so close to bus exhaust as it drives through.</p>
6095	<p>Pls just leave deep cove alone, it is busy for maximum four months a year and adding more infrastructure for tourists to come in is just dumb. It is a waste of money that should be going to building accessible/affordable housing, mental health units, halfway houses, the list goes on! Deep Cove is literally fine and does not need this done. If you HAVE to do something then fix the transit issues and get busses here more often. You are making this a place that locals don't even want to visit!</p>
6101	<p>Would this be possible when upper Naughton temporarily road is removed?</p>
6103	<p>Pedestrian only on lower Gallant. Use new traffic route on Naughton.</p>
6120	<p>Why do the lights need to be replaced? Why the extra cost? Couldn't that money be used for something else?</p>
6121	<p>I would suggest planting a lot of trees and chop down very limited or no healthy trees if possible. Also if yu guys can make a club for planting in the deep cove area that will be great!</p>
6131	<p>How they were going to keep too many people from coming to the Cove. This will keep the Cove from being a gong show on nice days and weekends.</p>
6132	<p>Do not remove parking in the Spring, Summer and Fall.</p>
6138	<p>Keep large trees. Be aware that we don't need to attract more people to deep cove. People like it as is.</p>
6139	<p>Make sure dogs are on lease at all times + owners pick up poo (have poo stations available)</p>
6140	<p>Speed bumps to slow down west bound traffic as there are already safety concerns with small children</p>
6143	<ol style="list-style-type: none"> <li>1) Where is the parking and easy drop off/pick up spaces? Are you taking these away completely? How much of the previous parking (Pre-covid) are we losing?</li> <li>2) Is the road two way or one way? Why are you taking away the two-way street? There is no immediate need to do this.</li> <li>3) Why are you having flexible space? Is this what the businesses asked for? Is this what the needs of the community are?</li> <li>4) Are you representing the interests of the community appropriately?</li> <li>5) Why does the street need to be revitalized?</li> </ol>

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6145	Need for some satellite parking facilities for visitors to enjoy and appreciate the changes.
6146	Would love to see the whole of Gallant Pedestrian only
6147	I live in Deep Cove. I support the concept of one-way traffic on lower Gallant as long as this doesn't lead to a push to make the temporary road connecting Deep Cove Rd and Naughton permanent. This is the best design. It affords flexibility. Drop-off and commercial loading should only be on the NORTH side (if at all). Perhaps bollards could be installed on the SOUTH side of the road as in Concept 3 to protect pedestrians.
6151	Ensure the businesses on the street are able to survive throughout the construction
6159	Hopefully the end look would be quaint and village like - which is what the cove is.
6163	It is imperative that our green space on Naughton Avenue is restored. I understand that it can not be returned to its original state, but green space and trees must be returned and the current temporary roadway removed.
6164	Please make sure that the temporary road is removed and that the renewal does not rely on that still being in place. I really like the new design but worry that there won't be parking for festivals, Concerts in the Cove or the Carol Ships. I would love to see a farmers market in the plaza, but , again, where is the parking?
6165	The roundabout at the end of gallant is an iconic view for deep cove. What can be done to take advantage of that space instead of being a roundabout for cars.
6166	I would like to see no cars or busses on Lower Gallant Ave, and make it all available for pedestrians to gather. I like your idea of new trees, flower boxes, and various seating arrangements.
6167	How will traffic flow and parking for businesses be maintained?
6169	Please find a way to limit the amount of private vehicular traffic coming into the Cove. It's too busy and swamped as it is. We don't need to attract more people and tourists.
6175	Don't remove or change the lovely seating area and garden outside the Deep Cove Theater on Gallant.
6176	No vehicles on lower Gallant Buses should go Deep Cove Road to Naughton then Panorama and back up Gallant
6177	Need for some satellite parking facilities for visitors to enjoy and appreciate the changes.
6178	how do you determine when to allow parking vs. patio
6179	Can you please ask the dog food head office to move, it takes away from the potential of the lower Gallant. Please!

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6183	Figure out a better traffic route
6188	Compromises an otherwise interesting design for a handful of parking spots.
6191	<p>Moveable benches and temporary patios adjacent to where cars drive is dangerous and should be illegal without the placement of heavy concrete barriers and proper curb infrastructure in place <a href="https://globalnews.ca/news/7754269/bc-temporary-patios-concerns/amp/">https://globalnews.ca/news/7754269/bc-temporary-patios-concerns/amp/</a></p> <p>With the traffic going one way on Gallant, why not just widen the sidewalk on the south side, have angle parking on the north side and convert the roundabout at the base of Gallant (which can no longer be used for driving) as the festival location or town square with temporary benching and seating that has a beautiful view and access to the parks and waterfront.</p>
6192	Get rid of the flex space and install permanent widened sidewalks with a few parking spots for unloading/servicing the businesses. Increased parking for winter months is not a priority compared with managing peak parking in the summer months
6195	Lower gallant roundabout is only feature providing any access by car at the moment. Do not make this into seating or a flower bed please!
6196	The last time new street light were placed in the Cove they were of a clinical, modern design, they didn't look right in the village atmosphere, too sterile. Likewise, neither do the ones on the above "Full Renewal Concept". Personally I feel more old-fashioned lights would better echo the village feel.
6200	Parking parking parking. Where the heck are the residents supposed to park when you eliminate parking spots. If there is one thing the Naughton "temporary" road has shown us, it's that District Hall doesnt give a darn about what deep cove residents want. I dont trust the District to use the flex space for parking other than in the middle to winter when we dont need it as much.
6202	Bring back the 215 bus route as this served the Indian river to deep cove local traffic and reduced cars in the cove and allowed disabled access, the 211 is further for some. Provide ample recycling and garbage and green waste receptacles, we have a lot of visitors and they often use a lot of single use items.
6205	No Parking should be afforded in this section of Gallant, seating and patio space for businesses, at most drop off and pick up zone for ride share etc..
6207	Why keep the one way street with that limited parking? It will become an even more congested area.
6209	There should be little to no parking on lower Gallant. Perhaps only for accessibility.

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6216	Can you somehow contain the seating area of Honey's so that it is easy to get by on the sidewalk. I find both as a customer and as a pedestrian this to be a congested area. The fish and chip store has a barrier that clearly separates it from the sidewalk flow.
6217	I find the flex space idea confusing. How could picnic tables easily be moved around. I don't think regular benches are very useful. There needs to be tables
6227	I like the concept of removal or retractable bollards in pedestrian areas for added safety and flexibility for use of space.
6228	Bicycle parking, Perhaps guided/ restricted pedestrian direction flow measures to help keep the in bound traffic moving on deep cove road.
6231	It makes sense to replace the trees while we have this opportunity so they will also be consistent with plantings on upper Gallant. Love the rain gardens and multiple benches. There are a lot of seniors in our hood who like to sit and people watch. I do not see any bike racks or garbage/recycling bins, assuming they are considered? Should have a water bottle fill station/dog/drinking fountain. Benches could also have hooks on ends for dog leash tie ups. Table seating is currently inconsistent, like a unified look, but if supplied not sure about storage if not in use.
6234	1. How will you keep pedestrians safe from moving cars? There doesn't seem to be any barrier other than the benches.2. I would really hope that parking can be opened up during the off season. When we pop into the Cove for our pizza or coffee (in the winter), it would be truly annoying to not be able to park right in front while patio space remains unused. 3. With this design, I am worried that even more people will be making their way to the Cove in their cars because we have made it so attractive. If we make the space more inviting, we need to solve the problem of too many cars. Maybe a free shuttle from somewhere there is more offsite parking? But where? Maybe we can find a space from which to shuttle people to Deep Cove in summer and to Mt. Seymour in the winter.
6235	Where is the parking!?!
6238	Should be include bike racks, recycling/garbage
6240	I would prefer to keep trees with twinkle lights versus adding significant metal street lighting with hanging plants. Let's keep it natural and unique, not industrial. This is the village of deep cove.
6244	Making off season design different from summer layout... during the dark, rainy winter months, locals need to be able to drive and park to access restaurants on lower Gallant.

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6246	I question the safety of having seating so close to cars. 10 months of the year, the crowds are minimal (or non-existent). Local people like to have quick access to the shops and restaurants. Deep Cove doesn't have to look the same as everywhere else. We don't need another Lonsdale Quay or Lynn Valley.
6248	I don't understand why the one way traffic flow is running uphill and out of the village in this concept. It would be more natural to allow traffic to flow into Deep Cove village and then disperse in search of parking. Visitors would then get a sense of the whole area.
6252	DEFINITELY NO EXTENSION OF NAUGHTON AVE.
6253	I'm satisfied so far! I will believe it when I see it!!
6258	Remove existing wall mural on building at intersection of lower Gallant and upper Gallant Street. Please!!!
6259	How will you manage the traffic flow through the Deep Cove area?
6261	What route would buses take and where would the bus stop be?
6264	Re-do the faded mural on corner building with a scene taken from a vintage photo of Gallant Avenue in the forties or fifties, to give a connection to the Deep Cove past.
6271	Less cars
6274	Please keep trees from blocking water views so that when I turn onto Gallant I get a lovely view of the water. There were trees at the end of Gallant next to the lookout that did interfere with the view and people standing at the lookout were all squished into one half of the lookout in order to see.
6275	The limiting factor is parking. If you make the lower Gallant even more friendly, parking will become even more difficult (due to popularity). How is the District planning on addressing this? Perhaps you can obtain grant funding and build a massive underground parkade under Panorama park? Make it kind of like the Horseshoe Bay BC Ferries parkade.
6276	Have very clear sidewalk areas that are kept clear of furniture, trees, bicycles, and lineups. I like the flexibility of having parking in different seasons or in different areas of the street.
6278	It would be great to consider as much shaded area as possible please.
6285	We need cover for the seating! The umbrellas are not enough, as they are not left open long term. It rains MOST of the year and the seats are always wet outside of summer months. It is a shame for this beautiful space.

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6288	<p>Make the whole area a pedestrian zone.</p> <p>Also, the new playground installed in Panorama is really not good. Most little ones can't access the huge slide, it is too high and is a safety concern. Especially when wearing a rain suit. The kids shoot out like a bullet and land on their bums. Why could the park not be like the one at Moodyville? That space is great for all ages.</p>
6289	<p>No parking is required here. It's not highest and best use of the space for such a small amount of parking spaces. A fountain or interactive piece of public art should be considered to animate the space.</p>
6293	<p>Scrap the whole idea and save money ! People live here and you are making it unliveable</p>
6300	<p>Don't replace the existing trees - keep them as long as we can.</p>
6301	<p>I don't want to lose a lane of traffic, but I like the improved bench seating. Accessible, pay parking on both sides is my preference. People don't hang out there. They make a purchase and then move towards the water and parks.</p>
6308	<p>Designated residential only parking on Naughton. I find the cove gets wayyy to crowded and the residents need some visitor parking relief for family to park and visit (ie grandma wants to visit her grandchild but needs to park 10 minutes walking distance due to nowhere to park) Maybe timed or metered parking would be a solution in the big lots. Also families will come at first light and "reserve" the picnic bench by the kayak shop with a water bottle and towel and be nowhere in sight for hours. Frustrating to see that kind of misuse. I'd like to see the lure of the cove preserved with thoughtful greenscape and a clever limit on visitors at one time. Thanks!</p>
6310	<p>No don't talk about this ugly detour</p>
6311	<p>You should paint some of the benches or let others to add a creative touch.</p>
6315	<p>Include: bike racks, garbage/recycling bins, tie ups for dogs, water bottle filler/fountain/dog water. Keep street furniture consistent as in photo rather than the mixup currently (where to store when not in use?). Allow Arms Reach patio to stay (not shown in rendering). Like fixed bench areas/plantings.</p>
6316	<p>Find solutions for parking as it is always an issue. And coming by foot or bus is not a viable options for everyone, especially for young families.</p>
6319	<p>Looks fantastic!! It would be nice to have a bike lock up area since I see so many people with bikes that come to the Cove. Also, a dog/people water fountain because so many people go for a hike and then want water. I think money for public art is better spent in a place with less natural beauty...it's not necessary here.</p>
6331	<p>too car focused</p>

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6334	It is important to have flexibility. Seasonal use of the area varies. Having said that, structures that are permanent are much more pleasing. Good, solid, benches, canopy or pergolas rather than flimsy tents.
6336	LOOKS GREAT, PLEASE KEEP THE VEHICLE ACCESS FOR THE PEOPLE REQUIRING ASSISTANCE AND TRADES.
6337	Where do I catch the bus?
6339	Traffic. Too much traffic on panorama, Naughton and Banbury and Gallant. Should be residential parking only as traffic is increasing.. difficulty of emergency vehicles not having access. Has occurred often
6340	How much money is this all going to cost? Is this for the benefit of people who live here or visitors? The rate payers of the district should be the focus.
6341	Direct shuttle bus from Cap U during peak summer months (July-Aug)? Lots of unused parking, built in bus-loop...take some of the pressure off of cars circling endlessly for a spot!
6342	What are the amenities? Are you planning skate parks, pump tracks or other features for kids, youth, or adults. Seems like you are interested in a space for walking, public art, and shopping, but nothing for entertainment
6347	<p>I like the expanded outdoor patio areas. Makes a ton of sense (even without a stupid pandemic!).</p> <p>Parking/congestion still gonna be a thing I fear.....which alters the whole Deep Cove experience imo.</p>
6349	remove the parking and widen out the Flex zone and keep one way traffic running, I live in the cove so not concerned with street parking as we always walk to the village.
6350	flex areas for seating or parking???? Movable benches? I'll assume these benches are heavy enough so that vandals can't move them? Make sure street is wide enough for cars to pass the trucks unloading supplies to merchants.
6352	This is very nice, but why not remove cars all together from the lower area? It's such a beautiful unique town, that could be so much better. it only removes a handful of parking spaces.
6355	<p>Add some infrastructure for people on bikes. Safe bike racks (covered, lit), or secured bike storage adjacent to the street somewhere would be great.</p> <p>Also, a speed limit of no more than 20km/hr</p>
6361	keep the canopy of trees. it cools the street and feels nicer



Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6362	Improved bike locking area, reduce cars, improve dollarton bike route with bike lane.
6365	This design, to me, completely destroys the charm of Deep Cove.
6367	make lower Gallant pedestrian only.
6369	to put the cove back to the way it was, it worked, was functional and provided parking for anyone entering the cove. Maybe put up parking meters to help with the budget.
6370	Don't encourage tourists.
6373	<p>We need to open up Gallant Ave for more parking , not to have street dining or seating !!! Since after Covid19 , people can dine in !</p> <p>No need to sacrifice our parking space for them to eat in the street !! Deep Cove is a garden by itself . No need to instal rain gardens with fixed benches !! Just keep Gallant Ave. open for parking &amp; traffic like the good old days ! My friends &amp; I live close by Deep Cove &amp; we don't go there any more because most of the time , we just can't find any parking !!!</p>
6374	There should be no on-street parking in lower Gallant.
6377	Be sure to address the traffic congestion and parking issues that are long overdue.
6378	If the street is blocked off for markets/fair etc, where will the buses turn around?
6395	The best solution is to close the entire street, allowing one car will generate more traffic when people is trying to find parking in the area. I don't see how this design addresses the traffic issue on the street.
6396	One way flow should be fine. I Don't think new trees should be planted. Why not keep the current healthy trees?
6397	Why would the benches be movable?
6399	please remember accessibility first and foremost.
6403	While I understand the aesthetic of the newer lighting, I don't think it's worth spending the money on that aspect of the design. The lighting there now is completely adequate and non intrusive.
6405	I suggest removing all parking from lower gallant with the exception of accessibility parking.
6406	That works for a sunny Saturday in August. But what about a rainy Tuesday in November when I would like to visit the Cove? It would be nice to have the road back in the off season, so that we can park closer to the restaurants to whom we want to give business.
6408	No traffic on gallant just for pedestrians. Now we have the new road into the cove

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6409	Deep Cove has become one of the hottest tourist attractions & is very crowded everyday . We don't need to spend our tax money to renew Deep Cove to attract more tourists. I feel sorry for the people who there. They can't enjoy the peace & quiet any more.
6415	Focus on patio and pedestrian space with clear off site direction and spaces for parking and vehicles as well as improving green space overhead coverage for keeping the spaces cool and the air fresh during the summer heat
6416	consult with the businesses
6418	No need for street parking, maybe just a pick-up/drop-off zone.
6421	Don't do it.
6422	If there is any parking provided on Gallant with this re-design, limit the time restriction to 30 min or introduce pay parking with demand based pricing, and provide loading zones for businesses and quick pick-up/drop-off.
6423	Consider the people who live in the Cove. For three months of the year they will be subjected to vehicle fumes as the drivers join the prosetion
6429	Restore two way traffic flow. Axe the benches and trees, widen the road space for vehicle access and parking.
6431	this is not full renewal of what was originally there. This is what we have today after it was changed for seating during covid, Parking is only on one side of the street in Flex area?? the other flex area is seating??? two entirely different uses for flex area
6435	The design seems so minimal considering the budget DNV is working with. It doesn't seem that significant an improvement over the current state except that you are adding paving stones and trees. Looks like benches and eating areas will still be quite limited.
6436	the parking in that area feels unnecessary and it would be better to have more seating and space for people rather than cars
6439	Seems like great idea. Like it for my young son. Would like to see trees maintained as long as possible
6440	Please do not use brick-like pavers because they become very uneven over time and are very hard to walk on and keep your balance.
6444	I like the street lighting. That looks good.
6445	I would prefer there be no traffic flow or parking.
6447	Why do cars need to go through?

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6450	This looks very nice but I would prefer to keep pavement and landscaping simple and furniture to a minimum. I prefer addressing accessibility issues and renewing old infrastructure without adding a lot of fancy upgrades that require ongoing maintenance.
6457	Twelve foot wide sidewalks and one lane of traffic. Just wait for me to leave my car parked on that road with my hazards on. Will fuck up the whole area. One lane both ways minimum.
6459	100% pedestrian zone for lower Gallant or worst case buses only. Definitely suggest to get rid of all parking on lower gallant.
6460	Will naughtiness be part of moving traffic through. Why are t there trees where the benches are so benches are not on the one way street? Area should be priority pedestrian and only one way for commercial and local through traffic as necessary
6464	Some restaurants have ample seating such as Arms Reach bistro and there is no need for them to encroach onto the sidewalk.  Two way traffic was great in the past.
6466	Allow the restaurants to have their own patios in the new pedestrian space. Give the village more of a European vibe with each restaurant offering a unique vibe and atmosphere on their patio area.
6468	Treat both the north & south sides of the street equally. Ideally, no regular parking anywhere on that block. Drop-off zones could be at either end of the block. This would certainly help the enterprises on the north side of the street, which are constantly blocked from view by parked vehicles. Since greater public access & seating was given to the south side of the street, the public when glancing north are unaware there are any street level businesses there because they can't see past the parked vehicles. And vehicles (often large SUV's & commercial or service vehicles) are always parked there because they can. Better to make Lower Gallant a "pedestrian mall".
6473	Don't agree with NEW trees. Retain and care for existing trees and install mature trees to replace the ones that were removed. Pedestrian mall only.
6474	No parking along lower gallant
6476	NO PARKING IS FINE, BUT MAINTAIN THE EXISTING TRAFFIC FLOW - PERHAPS INTER PLANT NEW STREET TREES WITH THE OLD AS THEY PROVIDE A LOT OF CHARACTER TO THE SETTING
6477	You need to organise, redesign or standardise the random garden plots, raised patios, sheltered patios, and open seating areas in front of each merchant. They fundamentally obstruct pedestrian movement. It's becoming turf war.
6478	Could you consider completely car free for this block?

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6479	Please don't but if you do please don't waste space with those stupid rain gardens... isn't the whole point of this to create space? (Or is it to ruin the feel of Deep Cove by turning it into some polished, commercial thing that goes against the vibe that has been there for 50 years?)
6483	NO VEHICLES close the street to busses also
6484	Make it car free
6488	Make sure you prioritize alternate modes of transport to the cove by working on walking and bike paths
6489	Put up.lots of umbrellas as it rains a lot in the "deep darkest cove" and the sun goes down an hour earlier even when one sees it (rarely) as it faces east:)
6490	The overall plan has much merit, I think that the pandemic has taught us what European's have known for centuries, people by & large can be trusted to enjoy a picnic or packed lunch with a beer or glass of wine without all hell breaking loose. So let's banish the prohibition mentality to it's rightful era and get on with a more comfortable & sensible attitude towards the moderate consumption of widely used liquid small pleasures.
6493	Seems to be pre determined, well before public discussion
6494	Consider that "if you build it they will come." How are we going to sustainably manage all the visitors that are taking our exit off the highway, speeding down Mt Seymour Pkwy, parking etc.
6500	get rid of parking and car access
6503	please consider how to remove traffic from the area, and how to find ways of bringing car-spaces to deep cove
6507	Again, as a 30 year resident, this plan increases the traffic flow past my property and makes it less livable for me and my family and more appealing for tourists and merchants.
6510	The narrower the street - the slower the traffic - the better. I wonder whether in the summer the street will be just filled with cars, which cannot leave because of a congestion at the central intersection of Panorama/Gallant? Could lower gallant be even bus only?
6511	Don't really want the flex spaces on south side. Make them permanent
6512	like the one lane traffic with parking on one side only as long as parking spaces increase elsewhere

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6513	Make sure bike parking stations are included along with a "repair" station. Ensure the Naughton bypass is returned to its natural woodland state once the sewer work is completed. Put in more picnic tables/benches in the parks. Ensure the input of local residents are the priority in any final design.
6520	Cost seems very high for (1) short block of improvements ...
6522	Make sure to maximize space for people to shop and eat to support the local businesses. Rain gardens are nice, but large and can be located in the park below. Lighting and layout should be designed for the winter to attract more people during that season. Uber/Lyft/Taxi drop off area should be considered, as well. Upgrade the transit stops to keep people dry :)
6525	We worry about the enhanced mix of people and cars...it might be more practical being a sole pedestrian area rather than risk potential hazard. Not sure what to do about the buses.
6530	No parking on Gallant and No One -way Road!
6536	Looks good. Flexible use of some of the space. Please ensure cyclists are not taking over either the traffic lane nor the pedestrian sidewalks. They need their own space. (Hate to say his but some cyclists think they own everything and can use what they want.). Provide a cyclists parking spot so as not clog up or enter on to Gallant Ave.
6539	Provision for access to the theatre before and after theatre shows.Space to construct sets using 2' x 10', 4x 10' ,4' x 12' , flats
6546	Is it possible to set this up with one-way traffic pattern, potentially as an interim measure, to see if it works long-term, and make arrangements as the community adjusts to eliminating traffic?
6547	It's beautiful but I can't help wondering if the federal government has this much for 1 block in deep cove why are their First Nations living without running water.
6551	I think if you are going to do something different and most of the cost is covered go for it....dont want to go through an upheaval in a couple of years time!
6553	I would like the design team to review a village friendly concept. This isn't it.
6555	make sure there's covered sidewalk areas as it rains here a lot

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6558	What is the difference to what it is now except a more permanent solution than an ugly temporary one? There does not need to be a road here at all. Why do we need one way traffic through here? Reroute the yacht club traffic. This entire area should be pedestrian only as the amount of people here on a summer day is insane. There is sometimes a thousand people in this small little area. Completely remove the road. We don't need parking or a road here. We need more landscaping, patio/seating space, grass, trees etc. Its such a small area of road its so pointless.
6561	No need for parking beyond accessibility parking and limited commercial time limited spots so hoping most flex space would be assigned to patio by default.
6562	Keep all of us in the neighborhood consently updated on the progress at frequent and regular intervals so that there is complete buy in to the project.
6563	more bike parking (not just valet on weekends)
6564	Is it possible to have more trees and planters? Is it possible to add art work - murals and sculptures to help beautify especially newly-exposed walls?
6565	Can we do something with the parking at the back of the shops. Looks unsightly and better use could be made of the space
6570	If there's parking along this stretch, don't you think that's going to clog traffic, with one car waiting for someone else to leave the space they want, and then that same car taking a while to get into that space? If there's only one lane, there's no way to pass this debacle. If you're sold on having only one lane, just forget about having parking along this stretch. There aren't enough spaces here to make that much difference if they're taken away.
6571	CONTROLLED INTERSECTION!!! As a 3rd generation Deep Cove resident, I have seen immense changes to this village. Some good, some not so good. I never thought that I would wish for a traffic light in our downtown Deep Cove but now I am begging for one!
6572	I think the tree canopy is really important, so replacing the current trees with mature healthy trees should be a priority.
6573	Do not try to accommodate cars/buses- far too congested
6575	With our aging population, access to the area for everyone is important. I have my hair done in the upper gallant area and need to have car access. Traffic congestion everywhere in the cove is an issue. Strathcona park lookout is becoming as congested as gallant.
6576	Play areas for under 4 yr of age at Panarama. More park seating & tables. More people meet up areas.
6577	How will all this stuff get moved around? Who will decide when to move? Won't it confuse drivers?

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6578	Was the idea of a car free zone for the one block of Gallant considered seriously?
6580	probably to expensive for outcome
6582	No cars at all!
6583	<p>If you can consult with the designers who envisioned and implemented the redevelopment of lower Lonsdale and the waterfront, that would be desirable. Their design emphasizes a historical connection to the past through use of materials and repurposing artifacts as design motifs or public art. That is an important part of developing and preserving the character of this village. The historical society here could be a good resource for generating our own unique design motifs. Care needs to be given to how trees are grouped and planted. A naturalistic and asymmetric design where trees are situated within pocket parks would give a cohesive look to the village concept. These trees need to be a significant feature carrying the overall design of the street. Trees are grown, not just purchased, and they need to be maintained. I would suggest talking to soil/tree experts from one of the university's to discover the requirements that need to be met. Watering them is a major problem needing to be addressed, before they are planted, to ensure their growth and health.</p>
6584	Why not pedestrianize the whole street?
6588	Close lower Gallant entirely to traffic and keep the new Naughton rd as one way into the cove
6590	I feel that this would ruin the 'small town' feel of lower Gallant. Too much change and too much accessibility for cars :(
6591	<p>Please consider the people who live here. Our once quiet and safe town is being made more appealing to tourists because of these changes. Diverting traffic to other streets is not in the best interest of the residents. Doing so shows there is prioritization of tourists and the income they generate over the well-being of residents. Neighbouring streets are still safe places where kids can play now. Panorama used to be like this many years ago. We don't need to lose another sense of community.</p>
6595	<p>Lower Gallant must remain a one way street going up. The new detour road coming down into Naughton should be turned into a bike / pedestrian path after project completion. It needs to be properly replanted and the ugly barriers that just got put up should disappear again once cars don't use this street anymore.</p>
6597	<p>-outdoor covered seating -bike parking</p>
6605	I'd like to see removeable bollards to separate traffic from pedestrians, gives a European feel. Don't see need for rain gardens. We have lots of gardens in the Cove.

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6608	The parking on lower Gallant should be limited to accessible parking only (people with disabilities). Otherwise it turns into a parking frenzy with people driving up and down the street and blocking traffic waiting for spots. This behaviour already happens in the parking lot beside Gallant.
6610	don't feel this is really necessary - it seems a huge expense and only benefits the merchants and visitors. For locals it just adds more parking and traffic issues in surrounding areas
6611	Planters beside the movable benches would be cool. We like the nautical, classic feel of the planters.
6620	It's looking much too commercial for a small seaside village..
6621	For safety and accessibility. I would recommend raising the entire new pedestrian area (that is currently street level) to sidewalk level. Also designate specific pedestrian crosswalk areas to prevent pedestrian struck collisions. Keeping pedestrians and cars clearly separate will be important especially with the number of young families living/visiting the cove.
6622	Place Gallant within the design of the area. Improve parking and transit and bike parking areas or Gallant will not attract pedestrians/ tourists/ and customers for the businesses. Please note the current temporary tables are usually empty and make Gallant less attractive. Locals don't use Gallant the way they used to use it.
6629	Less traffic, more exclusively pedestrian areas.
6630	How does this transition down to the Dock? Wide open stairs or the current zig/zag? For what it is worth, I like the zig zag now because it filters out the traffic noise when walking along water. But, if basically no traffic other than buses, then wide open stair case could a cool convert venue/community space and showcase the water.
6636	Don't see the need to replace healthy, mature trees. Street lighting already in place does not need replacement. I think benches all year around would be better to encourage parking away from lower Gallant.
6637	The funding should go to supporting low income people and others in need. Cosmetic improvements should not be a priority.
6640	No traffic in this one block of Gallant Ave.



Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6641	Not sure the permanent benches are a good idea (take yet more space away from parking). I have no idea why you want new pavers. That seems like a recipe for an uneven surface, making it hard to use for anyone with a walker or wheelchair. Rain gardens and new lights also seem unnecessary additional expense. What is a rain garden anyway and why do you need one taking up parking spots? Any garden in North Van is a rain garden. Flexible spaces and movable benches are a great idea.
6642	Who would decide whether the flex space is used for parking or patio, the individual businesses? If one business chose patio and the next chose parking, it could be weird/unappealing to be sitting at a table next to someone parking their car...
6643	parking and cars have to go! too much money for marginal improvement vs fully pedestrian street without cars/traffic/exhaust
6644	The type of tree should be such that it does not grow too much to block out all sunlight; spaced out as well. What about garbage cans?
6647	pedestrian only on lower gallant
6648	Make it look cool ☐
6651	It's such a small area why can't all traffic be eliminated and have the whole thing pedestrian friendly?
6653	Revamp the corner stor it is an eyesore
6654	I do not think we need parking in this area. Only loading for business perhaps
6657	It looks really nice, but we need more covered area outside. Retractable awnings perhaps.
6658	Close car traffic off from gallant completely. Pedestrian only.
6660	We don't need parking on Gallant. Let's use that space for street patios and landscaping.
6663	Involve the small businesses in the plan so that they can stay open. They are very important for the future of the Cove and the Village feeling.
6664	It's already beautiful, in my opinion, this is wasted budget. It should be used on signage, and some sort of traffic flow plans
6666	Where would parking be available? I do not need it directly on lower Gallant, however I would like parking available within three blocks.
6671	Ignore everyone who say NO to any change. Go for it and change. I've lived in DC for over 30 years and am tired of all the NO People
6673	Covered seating area required
6674	See previous answers and return the cove to its previous state!

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6675	Please take into account to keep the beautiful water & mountain views from Lower Gallant. The view is what attracts a lot of visitors that dine & shop in the neighborhood. More constant landscape & bush/tree trimming would make it look cleaner and preserve the nature views.
6677	When will the space be used for extra seating and when for parking? Winter? That area doesn't need parking at that time of year. And what if the residents on the side street that will now see a huge increase in traffic because of the new one-way?
6679	Need lots more parking to invite non-Deep Cove residents to enjoy the shops and restaurants.
6683	Limit cars, prioritize pedestrians and seating (especially during summer).
6689	How will you plan to integrate Upper Gallant into a unified approach with Lower Gallant ? We particularly are concerned about the loss of full sized trees on upper Gallant that with the inclusion of the evening lights provided a marvelous entry way into the Cove .
6696	Who's bright idea was it to make it a one way street? Having a one way traffic flow going up lower gallant is a stupid idea, residents who live along the redirect route will be furious with the increase traffic by there houses. If you want to keep the outdoor patio space, that's really used 4 months of the year in non-covid times, then get ride of the parking along lower gallant.
6698	This concept reflects a lack of understanding of how residents and visitors interact with lower Gallant.
6700	Just please address the lack of parking spaces.
6701	Remove the Naughton Ave Detour, please!!! It does not even appear to be needed. Flaggers are dealing with one-way pretty well today
6703	How will the needs of physically handicapped people be met? Not everyone can walk from a distant parking lot to Gallant. How are locals supposed to deal with even more traffic & parking issues?
6713	Attracting more people to Our village will only heighten the parking problems! This expenditure seems too high!
6714	The design is .... ultra modern west van look. Personally i prefer quaint and vintage feel.... basically.... why remove all the charm of what is Deep Cove? Do what you have to do to keep in good order ... but don't spend millions to turn Deep Cove into a posh resort feel like other places. Keep the old fashioned feel and make it beautiful in a minimal way ... cottagey and quaint.
6715	Who wants to sit beside noisy car traffic, exhaust fumes etc. - ban traffic from Gallant.

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6719	Increase parking on the 'loop' area to the south.
6721	It would be better without the parking.
6723	I think this looks amazing and I love the idea of it being more for pedestrians than cars. However, as I mentioned before I am very concern about increasing the traffic on the other streets which are residential.
6726	Do not allow cars in Lower Gallant. Only buses.
6727	Include or prioritize local residence parking on gallant ave.
6729	What will happen to the two head fountain? Will it be replaced? Placed back?
6730	Make it more dog friendly
6734	Still seems too car centric. How do we get less cars on that westbound lane?!
6735	I the flexible seating space/patio space is intended for the businesses to expand their seating in the summer months I do not like this scheme. That "flexible space" would feel more like part of the businesses that are there, and less inviting for pedestrians to walk through or sit in.
6736	Must deal with traffic. Reduce cars somewhat. Make safer for bikes.
6740	Take road on Naughton away, bike and walk only, pay parking on weekends in park.
6743	Very important for expanded sidewalk above traffic flow zone. More comfortable and safe feeling for this use. Very important to have good lighting and manageable smaller trees preferably flowering type. Current temporary pedestrian area with orange buffers is way too big for ongoing use. Some cafes have no use for this area now. I watch it daily. Angle parking on north side would be far more useful. We don't need expanded sidewalk on north side.
6746	remove parking, there is only space for a couple cars so seems useless. One way street. keep walking spaces open and available.
6747	The opportunity cost for having a few parking spaces on lower Gallent is high. It makes more sense to utilize the parking space for something more useful by making it to be more people can enjoy the space, could be a seating area, or wider sidewalk.
6748	What designated handicapped parking is there. More than just a couple of spots is needed

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6749	<p>Priority placed on restoring trees (not necessarily in exactly the same places) as soon as possible. Too much of North Vancouver is getting paved over! We live here because of the green spaces and the beauty of nature. Please don't remove the beautiful cherry trees in the park on the water side of the parking area. The Cove's parking areas should not be expanded!!! Encourage parking off site with busing/trolley/hiking options into the Cove.</p>
6751	<p>Come on guys, this is not full renewal. Use some imagination here - the sidewalks are far too narrow. The benches are unappealing - how about flower gardens. There is still far too much space for traffic and why are you keeping parking spots on the north side of the street? Why not make it into a Riviera style boardwalk and expanded pedestrian area? I feel your renewal team is too conservative and afraid - be bold and daring. With Naughton as a one-way, why not use this opportunity to re-route a one-way to avoid Lower Gallant altogether and make it 100% pedestrian? Or at the very least, a no- parking zone. This is such a huge disappointment - we have the chance to create something amazing. There are no green walkways in any of the proposals. How about boardwalks? Has your design team ever bothered walking through this area on a weekend?! The sidewalks are jammed as they are and your design is cutting them to even more narrow. The benches are just a terrible idea. They look uncomfortable and impractical. Why don't you conduct a charette with the folks who live here so we can get this right?</p> <p>I want to be clear - the other two proposals are nothing short of a waste of time. This one is the best of the three, but it needs a lot of tweaking!</p>
6752	<p>Parking! People won't stop coming down so parking needs to be provided!</p>
6755	<p>Don't need parking in lower Gallant area</p>
6756	<p>I would prefer to have lower Gallant pedestrian only.</p>
6757	<p>Pedestrian only would be preferred</p>
6759	<p>Prioritize seating and pedestrian areas over parking. It would be nice to incorporate some covered areas for rain shelter.</p>
6760	<p>We need paid parking maybe underground parking - somewhere in cove adjacent to this area</p>
6765	<p>This is the best of proposed options, but why not make the area fully pedestrian? It would be a real game-changer for this community, businesses, and visitors.</p>
6769	<p>I want the temporary road at Naughton Avenue removed and the area restored back to it's original state.</p>
6775	<p>We need Gallant Ave. for two way traffic for the convenience of our local residence. We have more than enough tourists already. Deep Cove is getting too too busy already. Why spend our tax money for attracting more tourists ??</p>

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6779	PLEASE KEEP THE CHARM! Keep the fairy lights in the trees. One of the best features.
6782	I would prefer to see no cars parked on Gallant. If it's for an accessibility problem that's different. Cars parked along Gallant will take away from the ambience of the village.
6786	<p>With increased foot traffic and possible bottleneck, what upgrades to footpaths will there be around Panorama, Naughton Ave, Banbury ?</p> <p>4390 Gallant Apartment building (Arms Reach building) and Deep Cove yacht club all need vehicle access to achieve their business license and access there parking areas.</p> <p>There was a lot of talk in the June 23 meeting about buses. Please do not forget it's not just buses using the lower Gallant space.</p>
6787	Looks beautiful, but council has lost sight of what is good for the community in lieu of helping one councilor keep her business afloat.
6790	Keep it simple and vandal-proof. And rainproof!
6793	In my perfect world we would stop the buses from driving up Gallant all together by removing the bus stop on Banbury. I feel the new road should remain in place for buses and emergency vehicles. If the bus stop on Panorama could be reconfigured so that the bus could come down the new road, stop at the Panorama bus stop then leave the Cove taking a left on Gallant ... now that would be amazing! . I got a little off topic there but one always dream!! Love the new design. Thanks!!
6800	who is going to maintain the area.. where are they going to park..
6801	No traffic - keep the Naughton street entrance and exit upper gallant
6803	Remove parking of all but handicap cars.
6805	I don't like the parking situation or the style of planters and benches.
6806	No parking on lower gallant - only patios please
6807	NO ONE WAY STREET!
6809	Why do we need to accommodate vehicle traffic on Lower Gallant at all?
6814	No parking
6819	There is a need for nearby parking. Streep parking on Gallant is less important.
6824	thank you !
6826	Would like to consider how this integrate with the water front. This is not covered in the design.I would prefer patio over parking on the left flex zone.

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6828	What about rebuilding the three storey building on the south side of the street? They are at least 40+ years old and add nothing to Deep Cove. This is the perfect time to redevelop these older buildings with more energy efficient, up to date, attractive spaces. Trees are not needed on the south side of the street as the current building blocks all sunlight at street level. Perhaps you should consider a stepped-back three storey building to bring more light to the street level.
6830	Should not allow parking on lower Gallant
6833	Will movable benches invite vandalism? Who has authority to move them and to where?
6837	Where are you going to add parking to make up for the lost parking so that local residents can maintain their ability to access medical, dental, and educational services on Upper Gallant?
6838	Get on with providing businesses with parking.
6839	As a DNV taxpayer. why should I be called on to finance this scale of construction, which really benefits the cafe owners and landlords on lower Gallant St. This is out of scale to the need and the fact that in the winter, the pre-covid design with two way traffic was appropriate, given lower levels of tourist visits.
6840	Flex spaces should be permanent patios. No street parking.
6854	If I could make a wild suggestion?...What if the district made lower Galant 100% car free? Could be amazing? I love the Cove and you guys are doing a great job, don't listen to the haters ;- ) we all know that all the work going into the area right now is to make it much better for the long-haul, infrastructure that will make an even better community to raise our children!
6857	I used to live in Deep Cove on the corner of Rockcliff and Rayburn. We moved because from March until October we couldn't park outside our house. The resident only parking spots at the top of Rockcliff were ignored often with yellow school buses taking up all those spots. Weekends were spent hearing the beep of people locking their cars. Hope you can put as much thought into making Deep Cove a special place for residents as well as visitors.
6858	Have a few, parking spaces for handicapped people who can't walk too far, ie near the restaurants
6860	I would prefer no parking and a car free zone
6864	High quality paving surface should be a priority (pavers, bricks, etc), as should good quality, natural street furniture (west coast feeling / beach inspired). The planting plan would ideally be similar to the one out front of Parkgate Community Centre!
6870	Keep the feel of the cove as a natural beautiful place
6873	Leave it as is and get rid of the orange barriers

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6874	Traffic flow? Restrict to just bus traffic all on gallant. Look to improve public realm to North side of gallant as these storefronts on uninviting. Caution the uncoupling of seating from restaurant uses. Recommend making the "patio" spaces larger with greater separation for public seating. Less confusing.
6876	maybe more full pay parking around the entire area..
6878	ADEQUATE PARKING
6884	<p>If possible, having clearly marked directional bike lanes, as I often see conflict between cyclists and vehicles going through Lower Gallant. Making it WB for vehicles has not stopped cyclists from using it to travel EB. I don't believe there's enough space to dedicate a fully separate bike lane but if that was possible, it would be a huge benefit.</p> <p>How would the flex spaces be allocated to parking vs. patio (seasonal, Fri - Sun?); will there be a time that it's both patio space, both parking or will they always be opposite uses? I think the need for patio space is greatest on the south side with the restaurants located there</p>
6885	Suggest no traffic or parking at all in the lower block of Lower Gallant. Just bike and foot traffic.
6890	Make all of Gallant and Naughton one way. Keep the Naughton connector.
6891	Thank-you we have needed a better system. ...
6895	Consider removal of the street parking from the plan (ie. eliminate the North "Flex zone") and replace the parking lane with a bike lane and bike racks.
6898	No parking on Gallant. Patio space is more important for visitors to enjoy their surroundings.
6902	Remove street parking completely. One lane traffic lane. Wider pedestrian walkways and more street area for cafes and restaurants. No flex area for parking.
6905	Could this scheme incorporate the existing mature trees?

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6906	<p>This is great though perhaps could be more creativel would suggest removing some of the parking spaces to make the patios feel more permanent. (should only need one or two accessibilty spaces and one drop off zone as we can also park and wheel from the car park on panorama)Remove the kerb edge (it is difficult to tell if it has already been removed from the sketch)I really like the use of coloured pavers for a lively feel (please don't use grey - there is too much grey already, and colour adds a warm feel in the winter)Movable benches look too close to moving vehicles. Should be some landscaping in between to feel protected from buses passing. The traffic lane could be narrower, perhaps with speed humps or a curve to slow cars to walking pace.At first glance it looks like a lot of paving - Could do with more greenery/public art or something.Can't see what is happening at east end of street - this area is an opportunity to include seating facing the view - maybe steps to sit on?Any thoughts on weather protection? It would be great to include benches with seats that fold up so they are not wet to sit on just after the rain. A dry sitting area would be great in the winter.</p>
6908	<p>It's a welcomed change</p>
6910	<p>Consider some covered seating areas for rainy days which alas are quite common in Deep Cove. Trees should be smaller varieties so that the light is not blocked.</p>
6915	<p>It appears that this model is focussed on pedestrians as the number one priority. Although I agree that a walkable pedestrian friendly lower Gallant area is needed, I am very concerned that there is a little attention to the residents who need to access their homes on both sides of panorama Drive. I do not see how the intersection is addressed in this model.We are not walking to our homes. We are using our vehicles travelling to and from work, taking our children to school and managing our daily lives. Please do not forget that, especially when considering the intersection and how that can be a mixed use model designed for all</p>
6916	<p>I live above lower gallant (North side). Tall trees is a priority as a sound barrier from street noise and shade for my unit. Pleaee keep existing trees or replace with tall mature trees. Will there be businesses have to close by a certain hour (9 or 10pm?) - with the added Street seating, if business are open late it could lead to significant street noise disturbing local residents. Lastly, would prefer Lower Gallant be closed to traffic altogether. And make Banburry b/w Naughton and Gallant local traffic only. Keep the new Naughton access road</p>
6917	<p>Would prefer designated pedestrian space over flex space- only a few cars would be able to park but many people could sit and enjoy the space instead. Parking in the flex spaces could also slow down the traffic if it was one way</p>
6922	<p>avoid vehicle through traffic</p>
6925	<p>Don't overdo the street lighting. Safety, yes, but flood lighting is less pleasing.</p>
6926	<p>Are there any considerations for canopies so the area could be used year round?</p>



Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6928	Overall it will be important to make changes that are inclusive and equitable for all. The lower area should have no vehicle access and traffic should be a one way loop in and out.
6930	still dont like the fact that you have vehicle traffic in lower Gallant
6931	<p>Lower Gallant critical areas &amp; priorities by order:</p> <ol style="list-style-type: none"> <li>1. Entire south side</li> <li>2. North west &amp; east sides</li> <li>3. The centre north side is a challenge as the street grading does not work with the lower graded storefronts (If this could be addressed that would be great.</li> </ol> <p>Upper Gallant could also be made in to a better pedestrian space but NOT via the loss of two way traffic. The sidewalk and grading at Osaka is not well resolved but adding a sidewalk curb build out eliminating one or two parking stalls would be helpful.</p>
6932	Pedestrian only. Restaurant pickup needs to be accommodated after certain hours
6933	Will street be wide enough for bike traffic, too?
6934	<p>Widens the sidewalk which takes away parking. What will the space be used for additional seating to destroy the view corridor along Gallant. I attended the meeting on June 23 and thought that the invitation to the merchants at the end just supported my preconceptions that they are driving this not the residents. All food merchants have seating already. If more is needed then extend the seating with covered weather proof areas in Panorama and Deep Cove parks. These seating areas could be close to the water where people would prefer to sit rather than on a traffic road with the noise, fumes and if accompanied by small children safety issues. Seating was expanded temporarily due to COVID with the orange barriers why is it still needed? This plan is not being driven for the needs of residents. We are told we have a problem with animals such as bears being attracted by garbage. Who will keep the tables and surrounding ground clear of litter and discarded food over night? Why are residents going to subsidize any council staff doing this role? Normally, in retail malls common area charges are levied back on businesses for food courts. Have you asked the residents of Gallant how they feel about additional noise in the evenings?The expansion of the Gallant sidewalk in summer will remove parking when it is most needed. We were told you don't even know how many spaces will be lost. The use of the expanded sidewalk in winter will cause further disruption to residents when we normally get some piece and quiet. So a handful of merchants are driving an urbanization policy vs. the thousands of residents who live here?The cost looks excessive particularly vs. Options 2 and 3. Perhaps I'm being cynical but shouldn't you have come up with 3 designs and spoken to the community before you applied for the grants? I will be astounded if this option is not "chosen" because we were told at the meeting of June 23 there is no plan to go back to senior government and say a mistake was made and the funding isn't required.</p>

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6935	<p>Widens the sidewalk which takes away parking. What will the space be used for additional seating to destroy the view corridor along Gallant. I attended the meeting on June 23 and thought that the invitation to the merchants at the end just supported my preconceptions that they are driving this not the residents. All food merchants have seating already. If more is needed then extend the seating with covered weather proof areas in Panorama and Deep Cove parks. These seating areas could be close to the water where people would prefer to sit rather than on a traffic road with the noise, fumes and if accompanied by small children safety issues. Seating was expanded temporarily due to COVID with the orange barriers why is it still needed? This plan is not being driven for the needs of residents. We are told we have a problem with animals such as bears being attracted by garbage. Who will keep the tables and surrounding ground clear of litter and discarded food over night? Why are residents going to subsidize any council staff doing this role? Normally, in retail malls common area charges are levied back on businesses for food courts. Have you asked the residents of Gallant how they feel about additional noise in the evenings?The expansion of the Gallant sidewalk in summer will remove parking when it is most needed. We were told you don't even know how many spaces will be lost. The use of the expanded sidewalk in winter will cause further disruption to residents when we normally get some piece and quiet. So a handful of merchants are driving an urbanization policy vs. the thousands of residents who live here?The cost looks excessive particularly vs. Options 2 and 3. Perhaps I'm being cynical but shouldn't you have come up with 3 designs and spoken to the community before you applied for the grants? I will be astounded if this option is not "chosen" because we were told at the meeting of June 23 there is no plan to go back to senior government and say a mistake was made and the funding isn't required.</p>
6939	This design removes too much parking when it is needed in the busy months
6942	<p>Don't have the road going through there. The seating/scenery is basically ruined whenever a bus drives through, or some morons with motorcycles/etc.</p> <p>Add more "Restaurant" patios.</p>
6944	can it be done for less.
6947	should be a plaza design, no one way street
6948	The parking is minimal as is. Get rid of the stalls. The redevelopment is not about getting more action at peak hours. Its about extending the length of time that the area is productive. Commit to making this a great space. People will enjoy the space longer, that's where the big gains are.
6949	Where would the removable benches be stored if not in use?
6953	LOOK AT THE EUROPEAN STREET DESIGNS WITH NO TRAFFIC EXCEPT EARLY MORNING GOODS DELIVERY PRIOR TO 10.00 AM

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6956	Remove all parking, and create more seating space. A drop-off area somewhat close, and more parking further away would work fine
6958	<p>What are "Pavers"? Do you mean meridian barriers?</p> <p>Considerations:</p> <ol style="list-style-type: none"> <li>1. To support safety of the rush of Cove Cliff Elementary students going to or from school (NOT RELEVANT JULY AND AUGUST) Gallant Avenue (or alternately, Naughton/Gallant, though less direct) is an alternate route for those who would otherwise drive past the school.</li> <li>2. One-way uphill on at the end of Gallant precludes driving visitors who may not be up to traveling another way (such as elder parents of Cove residents), down hill to enjoy the water view vista (panorama :) at the current turnabout viewpoint.</li> </ol> <p>Change CAN be refreshing.</p> <ol style="list-style-type: none"> <li>1. Uphill only, at lower Gallant for one of the two, July/August, months?</li> <li>2. Make it simple to reverse?</li> </ol> <p>Thank-you, for the opportunity to provide input.</p>
6960	What improvements could be made to some of the buildings that are a bit of an eye-sore / junky looking :) e.g some of the apartments that look very fun down
6962	MORE PARKING as stated above.
6965	make most changes during the non-summer months.

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6966	<p>If this concept design is ultimately implemented, I think it will be very important to consider carefully how the new pedestrian area is used, in particular in relation to its use by the businesses on Gallant. I'm concerned that too much this new space could be specifically allocated for the use by customers of businesses such as restaurant and cafes. I've been quite concerned about what has happened at the end of Gallant close to the waterfront during the Covid pandemic period. Arms Reach Bistro (which already had a large open patio) was allowed to expand its outdoor seating area to encompass the entire sidewalk in front of the restaurant. Rather than use this area "temporarily" (e.g., by placing moveable tables and chairs on the sidewalk), it was allowed by the municipality to construct a permanent wooden structure (or what appears to be permanent) that completely blocks the existing sidewalk (so pedestrians now must walk in the area cordoned off by the orange traffic diversions). Subsequently, the business erected an extremely large canopy (which looks like a circus tent and is more than a storey high) covering the entire sidewalk/wooden structure. Apart from aesthetic issues and the problems this has created in terms of pedestrian movement, I'm concerned this may create a precedent--where a private business has effectively been given exclusive use and possession of a great deal of public sidewalk space, perhaps on a permanent basis. While this may have been justified to assist the business during the pandemic period, as we emerge into a post-pandemic world, I'm concerned that this wooden structure/circus tent canopy may be allowed to remain and that other businesses on Gallant may seek permission to use the additional pedestrian space created by this design concept solely for their customers. I think that this new area should be open, flexible and available for the movement of pedestrians, with seating/tables freely available for the residents of and visitors to Deep Cove, and not primarily for the customers of the businesses on Gallant. Thank you for the opportunity to express my views and concerns about the concept design.</p>
6967	<p>I don't see the value in having limited one-way traffic or modular patio/parking. Just lean in to making it a truly pedestrian boulevard.</p>
6973	<p>I think all the seating areas should be for public use. The businesses on lower Gallant should not be able to monopolize the space at the expense of businesses of upper Gallant.</p> <p>I think there is potential new space usages for Banbury rd as well if lower Gallant continues to be one way traffic why not do the same on Banbury West.</p>
6982	<p>Stop the donuts!</p>
6985	<p>Shade and seating needed</p>
6986	<p>I am very against taking out the existing trees and replacing them with young / small trees. That would be such a shame. If the trees need to be replaced please replace with large/mature trees only.</p>
6993	<p>Looks great! If the money is available and work is going to be done then do it well. This seems like a great option.</p>

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
6994	The pandemic has shown us the need for open space. This design is still much too car centric. A village feel is enhanced by reducing/eliminating car parking on lower Gallant. businesses
6995	How would decisions be made about how the flex spaces would be used, and when they would change from one use to another?
6997	Remove the benches bordering the Flex Zone and add more or larger tables with an attractive wooden fence separating Flex Zone from the street. If I was sitting at a table in the F.Z. I would not want someone sitting on a bench , inches away and facing me. Pavers on the expanded seating area.
7004	looks good. I come down for plays in the theatre so it would be nice to keep some parking spaces for this.
7013	Keep it about nature and community!! Do not assume your client are business interests.
7018	Both sides of the street should be treated equally. Trees are mature. What are the issues with them? It will take another 40 years to grow new ones to the same size. Why are all the trees being chopped down: Naughton detour, upper gallant, the plaza and now lower gallant too?!
7019	I think that it would be nicer if it was pedestrian only and no parking
7022	Flexible parking sounds great! Winter months = parking while summer months = more pedestrians. But you still need to address lack of parking! Or re-design the parking lots to hold more cars?
7028	Concept provides great improvement. Limit space for shop and their benches with equal space for public benches or seating. Allow locals (store and public) to contribute and pay for bench or two or a small planter. Manage area to restrict bicycles and skate boards in plaza. Bicycles should be parked in space set aside at top end (upper Gallant) or in designated area in parking space north of theatre. Reduce budget if DNV capital budget can not finish project in 2021.
7029	No parking on either side of Gallant. No change winter to summer. Make it like the first slide in presentation
7031	I like the concept enough, wish there was more parking though.
7036	Traffic calming measures to slow down and discourage traffic.
7037	No cars in lower gallant - pedestrian only
7045	How definite will you say that the traffic route would remain as the arrows indicate, and not be altered in the future to re-open the temporary Naughton St extension.

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
7047	This is for the tourists first not the residents or the merchants. The residents should be the first consideration. See my comments on the previous page concerning Naughton TEMPORARY detour.
7049	Would off-site parking provide a small shuttle service into the core area? Is there a future plan to create the same concept for upper Gallant? Traffic could be routed via the new road.
7052	Drop off zones but no parking on Gallant
7056	Will drinking on street benches be allowed. Will be great if yes.
7059	No parking or commercial parking only
7060	How is the flexible space managed? Who decides when to change it and how does it happen?
7061	There is an immense amount of space to sit and eat not in the lower gallant area, the parking/ 2 way street should be added back.
7063	Consider a designated bike lane
7065	Will you be making the vehicle lane the minimum width needed for safe passage by buses and other vehicles to encourage low speeds? How will you provide public space amenities for rainy days (the Deep Cove weather specialty)? And for hot summer days? How will you be supporting birds, pollinators and native species? Will you be providing outdoor bins for compostables and recyclables? How many bicycle parking spaces will there be?
7068	Converting the area to pavers will not give smooth even surface as the pavers shift and weeds sprout up. I live next to a highly touted brick pathway that looked fine 25 years ago when it was built but is uneven, dirty and weed ridden now. Why would you spend 3.5 million to "beautify" the street when half of the south side is slated to for redevelopment which would no doubt damage your pavers and planters. North. Van district routinely wastes money on lovely repaving which then gets ripped up within months as houses are redeveloped or utilities decide they need to chop open part of the street. I can show you many examples in my neighbourhood.
7069	Where is the honest presentation of a two way traffic refresh?? It should be in this survey or you are biasing the outcome. Residents and common waterfront users who live in the DNV like myself are very concerned with traffic impacts and community character.
7073	paving stones used before were slippery and were removed due to accidents....why would they be used again ?

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
7075	<p>I have lived in Deep Cove for over 30 years. I moved here because I loved the quiet neighbourhood streets and the beautiful scenery. There were a few stores and restaurants on Gallant back then but I would have moved here even if there were no amenities at all. The attraction of Deep Cove to me then and now is the LACK of commercial buildings. It was and is a gorgeous RESIDENCIAL neighbourhood. The full renewal concept will simply attract more businesses and more customers to those businesses. In my opinion Deep Cove should be treated as primarily a residential area. A limited number of local businesses is fine but we don't need a major centre of commerce. I am very concerned that the full renewal concept could easily morph into a full closure of lower Gallant to all traffic which would necessitate retaining the TEMPORARY Naughton Avenue detour road as a permanent fixture.</p>
7076	<p>concerned that without some sort of obvious change in level that pedestrians will not pay attention that this would be a shared space for vehicle s too, and that they would sashay in and out and between bollards, benches . delivery vehicles and buses could have a tough time negotiating a no rules/pedestrian first zone. visitors to the cove often do not know where they are going - perhaps that is part of the wayfinding plan. but they sometimes wander like geese first this way, then that oblivious to the dangers around them.</p>
7078	<p>This redesign takes away the character of Deep Cove and will probably be the end of the movie industriessite location.</p>
7084	<p>How close would the benches be to moving traffic, would the buses still come up Gallant?I am not sure about the safety of that. The exhaust from the cars might make it uncomfortable to sit there.</p>
7085	<p>My primary concern is that the whole of lower Gallant will become a jay-walking free-for-all area. I believe that the character of this block would be greatly improved by having the "Flex Zones" become permanent seating areas with some more permanent weather protection to encourage greater use and an extended season. Even if the traffic through lower Gallant were restricted to bus only, how pleasant will it be to be sitting in the outdoors eating at tables in the Flex Zones with diesel buses roaring by? Is it possible to have low level lighting focused at ground level as a means of improving night sky viewing? Although I prefer to be an optimist, I'd like to see a design that also looks to include social distancing capabilities as were necessary during the worst periods of COVID-19. We may not be out of the woods yet, given the characteristics of the Delta variant.</p>
7086	<p>Consider the water and mountain views in your design. A lot of people go there to enjoy the views &amp; nature. Recently the views from the restaurant and cafes have been blocked. Nature viewing is a big attraction, and easy access to water and parks would be a good add on to encourage people to stay in the area longer rather than just buy a donut and leave.</p>
7088	<p>Would like option to have two way road way during non-busy seasons.</p>
7089	<p>Seems like a lot of money to spend as well as disruption, to fix something that wasn't really broken before. The benches and tables were put out temporarily as a COVID</p>

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
	<p>measure. There is only a few businesses that use them, and their hours of operation aren't very long. I would wonder if the residence of the apartments really want all the noise, not sure if they signed up for living above a noisy patio.</p>
7092	<p>I have been following this for a while now. The proposal is very exciting and future-facing. This is the option that my family and I favour.</p>
7093	<p>Using benches as the barrier between the road/sidewalk is not as safe as a physical barrier e.g. bollards. There was an incident a few months ago when a car mounted the sidewalk. Benches do not seem to provide much protection to pedestrians.</p> <p>What is the cost of maintaining pavers as opposed to an asphalt surface? With constant heavy traffic such as buses, emergency vehicles (4-5 a weekend when Quarry Rock is open), loading trucks as well as resident and visitor vehicles will the pavers last very long before the surface is uneven?</p> <p>Why do additional tables and chairs have to be on Lower Gallant at all? Businesses do not serve to the tables. Most visitors probably prefer to eat their take-out food in the park rather than in the street with traffic passing, people walking past etc. No additional animal-proof garbage cans were placed in the area for the pilot project. Although businesses may clean up the area when they are open, once they are closed in the evening they do not and visitors still use the table areas even for home brought picnics. I often see food and garbage around the tables in the evening and early morning. With the prolific wildlife in the area this causes more problems (2 bears were destroyed last year!!) The tables and chairs congregate visitors into one area rather than dispersing people and safe space was the whole point of the COVID pilot project. People sitting on Gallant creates high level of noise for the residents either side of Lower Gallant throughout the day and through the evening. If tables and chairs were placed in the park areas (like the existing BBQ area) families etc. can pick up their food and enjoy it in the park, along with the views of nature etc. In this way, pedestrians walking or lining up for businesses have more space on the sidewalk. Every food outlet on Lower Gallant already has a patio attached to it and it is their existing patio spaces that narrow the existing sidewalk. The pilot project was in response to COVID requirements which will not be needed in future.</p> <p>Accessibility: increased street furniture makes it more difficult for the non-sighted, wheelchairs, walkers and strollers to navigate around. The increased noise created by the additional people in the seating area makes it very difficult for non-sighted people to use their audible skills which are critical for safety.</p> <p>Many of these comments relate to all 3 options, however, I have placed these comments here because there is no where in this survey for general comments or even 'other' suggestions from the responder. This survey is very poorly designed and very biased and leading in its structure and flow. Showing the concepts after asking the responder what elements are important to them is totally leading. A professional, well-structured survey will always ask questions after presenting the concepts. There is no option for 'other design ideas' or general comments. The responder reaches the last page of the survey without knowing it. You hit next and that's it you're done! There is no option to go back and review comments prior to finally submission. This survey gets 4 out of 10 with regards to it's format. Sadly, the results will be totally skewed as a result.</p>



Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
7094	I love this idea! The temporary seating has created a wonderful ambience in the area. Our family loves to go for a walk every evening and enjoy the water, people and restaurants. Would be great to have more restaurants in that area.
7097	PLEASE DO NOT remove the memorial bricks outside the Shaw Theatre Replace the beautiful large shade trees (once the sewer work is done) on the corner opposite the old convenience store, replace the seating around the fountain. (perhaps have a more attractive water feature without statues/sculptures) Would the traffic flow revert to both directions and the benches be removed in winter to allow for closer parking to eg. Honeys? Hanging flower baskets in the sunny months may be nice (like in Ambleside along Marine Drive) We enjoy the expanded deck at Arms Reach Bistro with the heaters, fairy lights, canopy and don't forget the gorgeous view. I think the Reach's expanded outside deck is an asset to our Cove Village for locals and visitors.
7098	Please make sure that the benches along the sidewalks do not hinder passengers getting out of their cars. Cyclists with sidewalk benches and car parking do not marry well. Esplanade is an example of what is not right and they are undergoing a renewal project. Something that may provide more insight.
7101	I think that this is a beautiful livable area and the visitors should have good access to seating and enjoying the lovely town setting feeling safe from 2 way traffic which will also be good for the annual celebrations like concerts in the park, penguin plunge, deep cove daze and Carole ships allowing Gallant to be set up like a walking plaza for pedestrians to enjoy and keep the local families safe from too much traffic circling and provide much more enjoyment overall. I like the improvement plan and hope we can see it come to life.
7102	It seems a lot of money for not much actual change in the street experience. I suggest being more bold and forward looking.
7104	Have short-term parking only, and ENFORCE IT!!! Parking bylaw enforcement on streets is very poor. Do not install any parking meters; they are ugly.
7106	I do not think lower gallant needs any car access. I would prefer that it be a pedestrian area completely. For businesses requiring commercial deliveries etc I think a specific window of time (before 9am) is sufficient
7107	Permanent covered areas would be nice. Rain and Sun protection. Trees are not enough protection.  More seating areas are needed.
7108	I'm against this concept completely. We need to limit traffic from coming into the village before it gets here.

Submission ID	If we proceeded with the full renewal concept design what questions or suggestions do you have for the design team?
7109	What about those of us who live in the area? We are inundated with no parking available for our own family and visitors around our own houses, especially during any events or summer weather or even sports events in Myrtle Park for example.
7110	Do not do it. I am against this concept. We need to limit traffic from coming into the village before it gets here.
7111	I just don't understand why the budget is so much higher?

## Appendix 5

### Key themes

If we proceeded with the modest renewal design concept, what questions or suggestions do you have for the design team? (n=231)

Key theme (mentions)	What we heard
Design (110)	<ul style="list-style-type: none"> <li>Feels less permanent, would like a more permanent option (44)</li> <li>Landscaping – trees (14)</li> <li>Pavers and bollards (7)</li> <li>Match style of Deep Cove (6)</li> <li>Add covered areas (5)</li> <li>Main views to waterfront (4)</li> <li>Movable benches (4)</li> <li>Landscaping – planters and ground level plantings (4)</li> <li>Cost seems more realistic, how would fund gap if there is one (3)</li> <li>Lighting improvements (3)</li> <li>Don't encourage more visitors (2)</li> <li>Hybrid of design concepts (2)</li> <li>Design driven by businesses, residents should have more say than visitors (2)</li> <li>Accessibility, improve sidewalks (2)</li> <li>Balance visitors and residents' interests (2)</li> <li>This design is not equitable for businesses on both sides of street (1)</li> <li>Public art (1)</li> <li>Integration with upper Gallant (1)</li> <li>Could parking be removed and patios extended later (1)</li> <li>Prefer to full renewal (1)</li> <li>Additional trees and lighting (1)</li> </ul>
Parking (60)	<ul style="list-style-type: none"> <li>No parking (34)</li> <li>More parking for visitors (13)</li> <li>Accessible parking for people with mobility challenges (10)</li> </ul>

Key theme (mentions)	What we heard
	Need for parking plan, institute pay parking, time limits (3)
<b>Traffic flow (51)</b>	Eliminate all vehicle traffic including buses (20) Maintain two-way traffic (12) Maintain one-way traffic (8) Eliminate all vehicle traffic except buses (3) Alternate transportation – promote bike and transit use, improve bike lanes and infrastructure, improve, and maintain public transit (3) Create better traffic route/ flow (3) Drop off and pick up zones, loading zones, taxis and rideshare (2)
<b>Flexibility (9)</b>	Seasonal configurations (9)
<b>Safety (7)</b>	Seating and pedestrian area separated by cars (6) Pedestrian safety at crosswalks (1)
<b>Naughton Avenue detour (6)</b>	Opposition to making the Naughton Avenue access permanent (5) Naughton access road will it become permanent (1)
<b>Other (27)</b>	Minimize disruption in the area (5) Businesses benefiting from public area (3) Use funds elsewhere e.g., Panorama Park (3) What happens with left over grant money (3) Look of businesses on Gallant, needs improvement (1) NA (12)

Verbatim comments

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6032	Similar to first plan, this option again centres around catering to vehicle traffic. The raised planters are safer for pedestrians but I don't like the alternating sides of planters jutting out into the traffic flow area. Increases congestion risk and idling in an area where you now have more people sitting very close to cars. Children are especially at risk for injury with benches backing right onto the traffic flow area. Not a satisfactory option in my opinion, again supporting this with the research report from UBC which points to increased injury risk with a plan like this.
6039	The seating looks very vulnerable to vehicles. I wouldn't be comfortable with my dog or child playing or walking near the tables, which is a shame. Again, that looks to be about 5-6 parking spots. Is that necessary? Can't people, even vulnerable visitors walk or roll 1-2 blocks at busy times? One of the most beautiful main streets in the world - given to vehicles and not people. Please re-consider this approach Deep Cove.
6046	Movable benches -- can they be easily "stolen" (sad that I even thought of this as an issue)?
6048	Do everything possible to make it look more permanent. This concept does not have the appeal of the full redesign, and feels less permanent and less intentional.
6051	This does not seem to achieve a significant sense of renewal. Street would continue to look tired and dated.
6056	not enough space devoted to patio seating and/or pedestrian areas. keep view corridor (to ocean) intact for pedestrians and those sitting. Consider larger trees to the west with smaller trees to the east.
6080	close the road, who wants to eat\drink with cars\buses driving by
6087	It still assumes that cars take priority over people, when preference for people should be the future we are aiming for.
6089	I like the parking spaces there - good for people with mobility challenges. I think this plan is a good use of money.
6101	Lower Gallant should be pedestrian only though
6121	Where do the extra funds that are not used go??????
6122	keep the healthy trees, plant even more! Make garden boxes all over the village!
6127	Option 1 is better.
6141	don't think there should be parking on the street anymore.

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6144	<p>1) Where is the parking and easy drop off/pick up spaces? Are you taking these away completely? How much of the previous parking (Pre-covid) are we losing?</p> <p>2) Is the road two way or one way? Why are you taking away the two-way street? There is no immediate need to do this.</p> <p>3) Why are you having flexible space? Is this what the businesses asked for? Is this what the needs of the community are?</p> <p>4) Are you representing the interests of the community appropriately?</p> <p>5) Why does the street need to be revitalized?</p>
6146	Why bother
6152	Cars reversing into parking spots on Gallant already create a back up of traffic, including buses... there shouldn't be parking on lower Gallant.. it's a danger to pedestrians !
6160	i caution against dressing up the area and transforming it into a tourist attraction as it's already over crowded and more people will destroy the neighbourhood and our historic Deep Cove Community.
6164	Again --- limit the cars coming into the cove. Return the Naughton detour to green space.
6165	I prefer the previous plan
6166	Nicer design in the brickwork for the additional seating area.
6168	I support the concept of one-way traffic. The exiting sidewalks are not even and are due for replacement so to level the road to be even with the sidewalks seems like a partial fix. I don't see a need for parking on both sides of the street.
6178	Why bother
6179	if we do this where is the money going?
6180	Incorporate the front of the dog food office so that a cafe or something can move in, remove offices from the street!
6191	This would be A VERY MINIMUM improvement, I think the Cove is worthy of much more than this.
6193	<p><a href="https://globalnews.ca/news/7754269/bc-temporary-patios-concerns/amp/">https://globalnews.ca/news/7754269/bc-temporary-patios-concerns/amp/</a></p> <p>Dangerous. Temporary street patios were to address distancing during COVID. This notion was never intended to be permanent and while nice in the moment, is misguided if permanent.</p>
6194	Keep lower gallant roundabout for drop off/ pick up. See previous comments.

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6197	Boring, and in common with the other designs, pointless if the shops and apartments above on the west side of Gallant are to remain as a shabby eyesore.
6201	Parking pockets "on one or both sides". Once again I dont trust the district to use the space for parking. It will only be used for parking in the winter.
6203	Consult CNIB for accessible design for low vision users. Ensure wheelchair accessibility.
6206	no real creative thought here to the concept of a true experience of a pedestrian based carriage way
6208	I think the lighting should still be improved.
6210	It will feel temporary and tentative.
6217	I like that the existing trees are kept. Are there fewer benches and they are not as movable? Maybe that is okay, but it may not address the seasonal needs as directly as the renewal design.
6228	I think this design concept looks far less appealing- it is more of a "patchwork solution"- we should do this project properly, or perhaps not at all.
6235	I like this middle of the road option but I believe it is the least flexible. I think it's important to be able to shift patio seating to parking to match the seasons.
6236	Parking!?!
6241	Keeping trees in the design are important to the community. If they have to be replaced, fine but let's keep them in the design end to end. □
6249	Same comments about direction of one way traffic as per option 1
6251	I would like to see greenery maximized and seating areas minimized. People come to Deep Cove for the scenery and the view, which is down by the water. This is where people want to be. No point in adding seating that we don't need and taking away parking that we do need.
6257	Take out the detour. Turn Naughton Ave you back into what it was and resume 2 way traffic on Gallant
6259	I have the same concerns as I did in the full redesign about allowing parking when there's only one lane of travel: you're going to clog traffic with people waiting for other people to leave a parking space (that they may or may not actually leave), and then trying to park themselves. I foresee a lot of pissed-off drivers trapped in a queue around the corner, trying to get out of Deep Cove.
6262	Will the new access road by the Lions Manor become permanent?
6272	Less cars

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6273	Same comments as previous concept.
6276	<p>Will rents for the small businesses increase due to supply-demand knock on effect of beautification of the lower Gallant corridor?</p> <p>Effectively this design creates an increase supply of space for the businesses to serve patrons. The knock-on effect is that landlords can and will demand higher rents if the businesses want to stay. Effectively the District is using public taxpayer funds to fund private landowners.</p>
6280	This design seems the most flexible at minimum cost.
6289	Make it a pedestrian only space.
6290	It seems like a temporary solution. The long term solution should be implemented
6294	Just leave it alone
6302	Leave 2 way traffic and have pay parking
6304	I think there should be NO parking on Lower Gallant Ave
6306	Need more pedestrian and seating space. Make them covered!
6309	Like it. But ..Same as before retain the lure of the cove. Greenscape and limit total visitors. Add local residential only parking. The "look" isn't my concern.
6311	Need to reinsure that the detour will be removed
6312	Try not to make super boxy and keep the flow of the street.
6316	Why not spend the grant money? Use the opportunity to replace the trees and make them consistent with new trees on upper Gallant. Would support this option if the funds could be used to refurbish Upper Gallant and/or to expand off-street parking areas.
6317	Find solutions for parking as it is always an issue. And coming by foot or bus is not a viable options for everyone, especially for young families.
6332	way way too car focused
6335	May as well do a major reconstruction while putting in this effort. This concept does not improve the area.
6342	This is fine but if you're going to do it, do it right the first time. Concept 1 is absolutely the way to go for long-term.
6343	Why bother...the change wouldn't increase rain infiltration. No new amenities...
6346	Lighting is important in the event the existing lighting isn't replaced/



Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6348	Eliminate traffic and parking entirely through lower Gallant Avenue. Make the space help build a sense of place and community. Use the road space for market stalls, community events, patios or as a general community plaza space (similar to Lynn Valley). There is no need for traffic to come through this road, especially if an appropriate plan to deal with the heavy parking and traffic congestion in all of Deep Cove is created (including separated bike routes and easy/efficient shuttle/public transit options).
6350	kill the parking on the street
6351	waste of money
6353	No parking on Gallant Banbury Naughton or Panorama
6363	these should be handicap only parking
6366	I would like to see very short term parking on lower Gallant, but would like to see more seating on the north side. I think of the seating on the south side as being part of the restaurant business. There is seating now in the Courtyard, by the Art Gallery and in the Heritage garden. Another one or two benches would be nice.
6374	<p>Whatever you do , please open up Gallant Ave on both sides for parking &amp; 2 way traffic !!</p> <p>Tourists can dine in or sit in front of the restaurant . No need to use up the Street space !!</p> <p>There are many sitting areas around the Park &amp; Beach which are better areas for them to sit than sitting at Gallant Ave.</p> <p>Many times , my friends &amp; I have to go somewhere else just because we can't find any parking in Deep Cove.</p>
6379	If the street is blocked off for markets/fair etc, where will the buses turn around?
6387	A modest upgrade will still make this area pleasant to visit. However, always the problem of lack of parking. Also, design need lots more eating tables and benches.
6406	Same as the previous option, this does not solve the traffic issue.
6410	Just make sure Deep Cove is nice & clean & safe to live. Deep Cove has its beautiful parks & beaches & nature to attract tourist. No need to spend our tax money to add more artificial stuff to it. Just let the local people enjoy their privacy & neighbourhood.
6419	No parking needed, just drop-off/pick-up zone.
6422	Look to Panorama Park so steep that it is mostly inaccessible for genuine area improvement. Gallant issue is driven by merchant concerns.
6427	Just make sure you have local traffic in mind. We are the ones that use the shops and services all year round. It's our home as well as a tourist spot

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6428	Less parking, more pedestrian space.
6430	Better, still too much encroachment onto the road.
6432	renew two way traffic
6436	Again focusing on pedestrian access and directing vehicle traffic when possible to other locations
6437	the cars take up too much space
6440	Meh. Seems lame
6441	Please don't use brick-like pavers because they become uneven over time and are very hard to walk on and keep your balance.
6448	Go big
6451	I would like to make sure that any old infrastructure that needs renewal or needs to be made more accessible is included in the scope. This may include re-paving, adding curb drops and wider sidewalks and replacing street trees
6459	Design Concept #2 looks like a compromise that failed. It lacks the cohesion of Design Concept #1
6465	Install permanent widened sidewalks and landscaping including benches. Flexibility to provide for extra winter parking should not be a priority, given that peak parking demand is not during the winter months.
6467	Eliminate all parking except for commercial access.
6469	Modest renewal is not near enough
6471	Old sidewalks are so bad
6475	Too much parking left on the street. Keep the pedestrian area the full length of lower gallant!
6477	HAVE ONE DROP OFF ZONE ON EITHER SIDE OF THE STREET, THEN KEEP THE REST FOR PATIO SPACE, KEEP THE TRAFFIC AS IS
6480	Again, please do not waste space with the rain garden thing. The person that has designed this is clearly detached from what the feel of deep cove is.
6484	No vehicles No Busses
6485	Might as well do the whole thing properly
6489	Again, any redesign needs to encourage alternate modes of transport outside of just gallant

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6491	As shown, it looks workable and doe's lend itself to some useful flexibility of use, however, the overall effect seems clinical and certainly lacks the Wow! factor. Perhaps a more imaginative Covie could jazz it up a bit to make it more palatable?
6494	Resident discussion should prevail over the general public
6501	get rid of parking and car access
6505	Again too cold and impersonal. I don't understand the need to bench here. If people want to sit, they want to see the water. Please no raised planters. This should be relaxing and natural. That's why people love the Cove. Look at the background. This is amazing.
6511	same as for design 1
6512	Would be good to replace the trees though
6513	Get on with the work to avoid congestion and provide businesses with parking.
6523	The same as the previous suggestions.
6526	Either do it or don't do it. You get what pay for. Will there be cover for the outside seating at tables?
6531	No Traffic at all on Gallant
6540	Consult with Deep Cove Stage President.
6543	The road/sidewalks may not be even. I prefer the first concept
6552	IF MONEY IS A CONCERN THIS WOULD BE OK PUT PREFER THE FIRST PLAN
6559	We do not need to prioritize cars here. Reroute yacht club and storefront traffic and have this tiny section be pedestrian only. This is barely an improvement to what is was before.
6562	This is the minimum we should be considering.
6565	I would much prefer the full renewal plan.
6566	Underwhelmed. Why bother?
6570	I think the very few parking spots will mess up the feel of the place, but if the local businesses feel they need the parking it's a compromise - maybe it could be 15-minute or 30-minute to encourage dropoff but not sticking around, or a portion could be a five-minute loading zone to pick up a meal and head out immediately
6572	CONTROLLED INTERSECTION!!! As a 3rd generation Deep Cove resident, I have seen immense changes to this village.

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
	Some good, some not so good. I never thought that I would wish for a traffic light in our downtown Deep Cove but now I am begging for one!
6574	Again, concern re parking taking too much space and not providing enough spots anyway
6578	Replace the trees with healthier trees.
6581	The benches that also act as barriers are the best part.
6596	This would be an option if the DNV had to pay.
6615	<p>My suggestion would be the same as i have previously described in Design Concept One. The only difference would be to scale back on the numbers of Trees, the amount and nature of the hardscaping, and the quantity of the planter boxes. For instance, the roundabout could be the central planting on the street with a nature Mother Tree and a lush naturalist planting. Along the main street planter boxes could assume the roll once served by the trees, if the current ones are removed. It would be cost effective to keep the trees in place now.</p> <p>Though Concept Two would be a cheaper version of Concept One it could have a similar visual appeal. There is no need to sacrifice on the quality of material. There just needs to be a more highly focused design so element if the design plays a bigger and more significant role. Concept Two would be in fact mire difficult to realize if done correctly otherwise it would be a stop gap measure.</p> <p>The people moving into the Cove, now and in the future, are likely to be much more demanding , with higher expectations. I would suggest taking a long hard look at the people moving into the area rather than hearing mainly from the voices of the long time residents.</p> <p>So Design Concept Two needs to be one big dense expensive splash establishing everything that Concept One was more fully capable of creating. The roundabout is your ticket get there ir so I think.</p>
6622	Is there room for tree replacement or refresh of lighting in this option. Also rather than parking, loading zone for taxi and accessible/EV parking/ride share only in the cove would make sense.
6624	Slightly less of a negative change to Gallant. It still doesn't address the real issues.
6635	Like to see pavers for the roadway and the north parking as flex space that can be converted to ped traffic
6637	Again, feel year round seating is better option with parking only for disabled access available.

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6638	This option lacks the flexibility of the third option and would not allow for Gallant to be opened to two-way traffic during the winter or at other times when increased traffic flow might be a priority (e.g. when road work is being done on neighbouring streets).
6642	Why those pavers again? Still means uneven surfaces for people with walkers or wheelchairs. How about flat smooth surfaces? Trees distort pavers over time. Ditch the raised planter which takes up parking space. We have a great view of the water, don't block it with some planter/plants. Keep any garden element really low.
6644	who wants to sit next to the moving traffic? even parked cars? cars and parking have to go!
6655	No private parking in this section. Only commercial loading zone.
6658	This favours restaurant business only on one side of the street. I don't think that's fair.
6659	Pedestrian only
6661	The old harmful trees need to be replaced.
6672	Public art and ignore the people who don't like it.
6674	Not a bad option, however looks temporary and just not good enough.
6677	Just pick one side to embellish and leave parking on the other.
6680	Missed chance, hardly any improvement
6681	Needs drop off zones
6684	Again integration with Upper Gallant

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6686	<p>With all these plans one misses the beauty of the view as you drive down Gallant. I still remember the first time I drove into Deep Cove and thought the view was too spectacular to be real. It was based on this view that we bought a home here. It has sadden me to lose our friends moving to the Island as they are fed up with the changes that have occurred in the cove. Their businesses have moved with them. I would like you to consider that Deep Cove has a few businesses, but is their desire to expand, greater than the needs of the people who live here. Deep Cove is no longer a village and it has lost its small village feel. I also feel this survey should be for residents only and that any public debates be held in the fall or winter not in the summer when restrictions have been lifted and people are holidays. Especially after pandemic times. I also feel you have made up your mind to have Gallant as one way when it should be two way. Eliminate the parking on each side if you "feel" the 6 to 7 restaurants need outside dining! I have little to no faith you will listen to my opinions but they are not only my feelings. Every chat and discussion with neighbours and friends, everyone says the same ....they are disillusioned with the changes to the cove . We no longer walk into the cove to shop and now seldom visit the restaurants. Even Strathcona park which was donated to the district for the residents has been taken over and the creek used as their private washroom. Even during the height of the pandemic people from outside the north shore would come in large numbers and then complain about the drive. Now I suppose if they complain you will build them a highway directly to the cove! If in spite of the debt our country is now in and you have all this money, use it to build some new parks, develop new areas for people to explore other than Deep Cove. There is a saying "If it ain"t broke, don't fix it". The cove needs to be returned to a 2 way street and as parking is an issue get these planners with their grandiose ideas to develop parking in the area around the Superstore and shuttle people in a frequent basis into Deep Cove. Make it attractive enough so people are willing to park there. Return the Cove ! Keep your Promises that this was to be "temporary" and return the street to 2 way. Eliminate the street parking if you need to but RETURN to cove to a two way street, the way it was !!! RETURN the new street in to the cove back into a wooded area when work is completed. KEEP YOUR PROMISES!!!!!!</p>
6697	Stupid idea.
6699	Again there is a lack of understanding with how residents and visitors interact with lower Gallant.
6704	Disability parking, too much traffic
6707	I wonder if some covered areas would be helpful since it is Vancouver and we do get a lot of rain. Also, in order to sit outside year round you definitely can use some heat lamps. Honey's has heat lamps and a large awning and we often sit outside under cover with the heat lamps on. To me this is the best way to enjoy an outdoor eating area.
6715	This expenditure seems more in keeping with reality!

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6720	Increase parking in the 'loop' area. Like option 1
6724	I still have the same concern about rerouting the additional traffic into the residential areas.
6725	Who wants to sit beside noisy car traffic, exhaust fumes etc. - ban traffic from Gallant.
6730	I would prefer wood or if metal fencing railing to be painted in lighter colour like white or cream
6735	Which is it?! accessible public seating areas on one or both sides of lower Gallant
6737	Do it right or not at all
6739	Not enough
6742	This is a preferable option because it allows for a further retrofit in the future. It again appears that the primary beneficiaries will be the businesses that will be able to expand their seating into the public space at the public expense.
6744	I prefer a mixture of this design with other recommendations re lighting trees parking etc given on first concept.
6749	This feels like a facelift, which is fine. But, a missed opportunity.
6756	Remove parking from lower Gallant.
6766	Why not make Lower Gallant fully pedestrian? It would be a real game-changer for our community, businesses, and visitors.
6768	I want the temporary road at Naughton Avenue removed and the area restored back to its original state.
6771	Don't allow any parking or drop off areas on lower Gallant. It's a short street and accessible/drop off can be very adjacent to the street rather than right on it. Place priority on permanent landscaping, like mature trees and perennials to ensure upkeep and use annuals as colour accents. Lots of hanging plants using ferns and other native greens mixed with annuals for summer colour (ferns and native plants will continue through the winter). The concrete sidewalks can be jazzed up with designs (perhaps an artist competition?). The street itself can have a mural or inlaid mosaic design, etc. See how it's done in Sarasota Florida in the downtown and historic area.
6776	No need to spend our tax money on changing our down town Deep Cove ( Gallant Ave.) Just keep Gallant Ave. open for two-way traffic with parking on both sides like the good old days ! Tourists can sit & enjoy themselves at the park or beaches.

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6783	It looks like cars are going both ways? If Gallant is going to change then so far I prefer more money to go into making it an extra beautiful place to be.
6788	Go big!
6791	Keep planters off the road- they get in everyone's way including cyclists. Whose going to water them? Money to be spent on traffic enforcement not on watering planters.
6801	Why have on street parking for visitors..
6806	The parking on both sides of the road looks like it would cause congestion.
6808	NO ONE WAY STREET!
6819	I would prefer no parking and car free
6827	I preferer a more aggressive change
6838	This one is better than the full renewal, but I still want to know where parking is going to be added to maintain accessibility of local residents to medical, dental, and educational services on Upper Gallant.
6840	At least this design has some parking on both sides of Gallant and is more affordable for ratepayers of DNV. Would prefer a seasonal only closing of the two way traffic however. In winter the use of this area really drops off.
6841	Don't think there should be any street parking. Replace street trees and street lighting.
6854	What would the cost be to extend the patio zone on either side if it was decided in the future that parking wasn't as beneficial a use of space?
6858	How can you make it so that visitors can enjoy the Cove and residents can enjoy their neighbourhood.
6859	Prioritize seating and pedestrian areas over parking. It would be nice to incorporate some covered areas for rain shelter.
6861	If this is a district wide design feature, then fine. Something that defines the District of North Vancouver rather than piece meal random design for each centre. Consistency helps to place find and unify across the district. It doesn't mean each centre can't have it's own personality based on its history with perhaps through public art features and signage.
6862	Would like to remove all parking to create a true pedestrian focused area
6864	If you are going to do it do it well.



Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6865	If the budget is reduced, go for fewer great materials, rather than lots of cheap materials.
6875	Why those temporary patios? I know they helped during Covid but there's a huge park a two minute walk away. People should be encouraged to go there to enjoy their meals outdoors and save the street for improved flow that encourages people to visit. Right now the parking and traffic situation repels people and this business to the area.
6879	Better but still unnecessary. Businesses that benefit from this should pay. Outrageous to think that a restaurant should pay for it's indoor seating and kitchen facilities but have the taxpayer pay for an improvement to "already rent free" outdoor capacity. Things like this make the taxpayer realize just how wasteful government is and how little respect they have for the citizens who pay for everything. Concentrate on what matters like the private sector; cut waste, improve efficiency, cut congestion by spending all new building taxes on infrastructure first and foremost.
6886	Suggest no car traffic or parking at all in the lower block of Lower Gallant except foot and bike traffic.
6888	Do not reduce the street parking.
6891	The trees still need replacing and the sidewalks are trashed. You are only pushing the problem down the road 5 years.
6903	No street parking at all. No parking zones. One lane traffic lane.
6905	ADEQUATE PARKING
6907	Feels like could do more to make it a truly welcoming and unique pedestrian experience. Not just a temporary covering of the road.
6911	Missing out on an opportunity to transform the street. It would be a shabby second best effort.
6916	With increased foot traffic and possible foot traffic bottleneck, what upgrades to footpaths will there be around Panorama, Naughton Ave, Banbury and lower Gallant, 4390 Gallant Apartment building (Arms Reach building) and deep cove yacht club all need vehicle access to achieve there business liquor license . There was a lot of direction in the June 23 meeting around buses. It's not just buses that will be using this road.
6923	same answer
6927	Again, what about some canopies to provide protection from the rain and sun and year-round use.

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6928	<p>Same comment as previous- It appears that this model is focussed on pedestrians as the number one priority. Although I agree that a walkable pedestrian friendly lower Gallant area is needed, I am very concerned that there is a little attention to the residents who need to access their homes on both side of panorama Drive. How was the intersection addressed in this model?</p> <p>We are not walking to our homes. We are using our vehicles travelling to and from work, taking our children to school and managing our daily lives. Please do not forget that, especially when considering the intersection and how that can be a mixed use model designed for all</p>
6929	<p>Overall it will be important to make changes that are inclusive and equitable for all. The lower area should have no vehicle access and traffic should be a one way loop in and out.</p>
6933	<p>I would love to see more grant money be spent to beautify Deep Cove &amp; lower Gallant, as this neighborhood is experienced by visitors from around the world &amp; we the DNV should proudly showcase it.</p>
6942	<p>It looks pretty cheap, and like it was done as a compromise. Don't do this one.</p>
6944	<p>looks a bit too cheap/cheerful</p>
6949	<p>The only thing I don't like about having cars in the lower Gallant area is the gas pollution. If I was sitting at an outdoor patio enjoying a meal, the last thing I would want to inhale is exhaust.</p>
6951	<p>Why do this when we have a federal grant to fund a more complete refurbish that suits the evolving needs of the Cove?</p>
6956	<p>To much parking</p>
6958	<p>Assume from context that "pavers" entail a bumpy road surface to encourage slow driving. Good idea.Same comments as for previous design.Considerations:1. To support safety of the rush of Cove Cliff Elementary students going to or from school (NOT RELEVANT JULY AND AUGUST) Gallant Avenue (or alternately, Naughton/Gallant, though less direct) is an alternate route for those who would otherwise drive past the school.2. One-way uphill on at the end of Gallant precludes driving visitors who may not be up to traveling another way (such as elder parents of Cove residents), down hill to enjoy the water view vista (panorama :) at the current turnabout viewpoint.Change CAN be refreshing. 1. Uphill only, at lower Gallant for one of the two, July/August, months? 2. Make it simple to reverse?Thank-you, for the opportunity to provide input.</p>
6960	<p>Like the concept with more flex space</p>
6962	<p>Still no realistic parking.</p>

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
6982	Stop the donuts
6994	The pandemic has shown the need to take back street space for pedestrian use. Street parking and a one way road is not compatible with pedestrian space. Dedicate lower Gallant to pedestrian space only will improve foot traffic and help businesses flourish. Eliminate the car parking and the one-way vehicle corridor please.
7019	keep the cars away, we wish it was just a pedestrian only village
7022	looks ugly
7028	Parking only on north side of street. Pavers would be good, but is existing sidewalk repaired or replaced? Replace. New trees - suggest young healthy trees that would grow into reasonable shade canopy in time. Suggests one or two trees move out into paver area to provide visual 'break' or not all trees in line. Idea is in general weak and while a good improvement would allow easy removal in the future to return Gallant to current status. Again move parking for bicycles to area away from shops. Important in summer, less of issue in winter.
7029	no parking either side of lower Gallant ever. Make it like the first slide
7036	This seems less safe for pedestrians.
7037	No cars on lower gallant
7038	Why bother?
7039	Too car-oriented
7047	That the TEMPORARY Naughton detour is not involved in this plan and must not become a bike/pedestrian way into the village. See my comments on the page 6.
7049	With the increase in condo construction and the influx of more local and visitor traffic, there is a concern regarding vehicle traffic and parking availability.
7059	Better than first option
7060	I like the lower cost and less disruption to an area already heavily impacted by construction. But this appears temporary...how long could this last before retrofit was required?
7061	need parking both sides. original deep cove is better
7069	Can grant monies not used be applied to address broader parking and traffic issues in deep cove or to other neighborhood public realm improvements such as safety and increased space? Examples 30kph speed signs and control in Edgemont, low road cycling safety improvements to make cycling to deep cove safe etc?
7073	need to blend some of design 1 features into design 2.....need new sidewalks that are level and not pavement stone

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
7075	I would like to see the addition of rain gardens if this concept is chosen.
7076	again, traffic flow, including that of visitors, delivery trucks, marina access, apartment building access. that traffic signs are obeyed by all - including cyclists and skateboards.
7078	Keep Deep Cove character and make lower gallant two way traffic.
7084	I dont like the idea of parking on both sides of the street.I think it would better with the Honey's side of the street being no parking.
7085	I would prefer that all parking on lower Gallant be eliminated apart from any spaces necessary to be only for disabled or with accessibility issues. I would prefer for lighting to be "upgraded" to most efficient LED but as described in my comments for the first option - low level with focus at ground level and that improved ability for night sky viewing.
7086	Prioritize patio / pedestrian zones over cars. Deep Cove is stunning and it is the perfect place to install a mostly pedestrian street where you can enjoy the village and the beautiful scenery.
7089	This makes more sense as it is less costly and less disruption. People that live in the lower mainland are so sick of construction and traffic disruption, people coming home don't really want to face more cones and flashing trucks.
7093	<p>What is meant by 'retrofit'? Does choosing this concept just mean that this will be done then in a few years it will be developed further into option 3? Very poor explanation here. This does not provide the necessary parking or loading spaces needed particularly at peak visitor time (i.e. summer). Same comments as previously also pertain to this concept. i.e. are tables and chairs required going forward? They create accessibility difficulties and pedestrian traffic issues. The width of the road for traffic is key - just last week I observed a long traffic line up of 9 vehicles waiting to enter Lower Gallant, including a bus, caused by someone waiting for a parking space on Lower Gallant and refusing to move on. There was no room for traffic to pass. An emergency vehicle would have been completely stuck as there was no space for vehicles to move over. Wider sidewalks are required, but not as wide as the pilot project. Same comments as previous are::Using benches as the barrier between the road/sidewalk is not as safe as a physical barrier e.g. bollards. There was an incident a few months ago when a car mounted the sidewalk. Benches do not seem to provide much protection to pedestrians.What is the cost of maintaining pavers as opposed to an asphalt surface? With constant heavy traffic such as buses, emergency vehicles (4-5 a weekend when Quarry Rock is open), loading trucks as well as resident and visitor vehicles will the pavers last very long before the surface is uneven?Why do additional tables and chairs have to be on Lower Gallant at all? Businesses do not serve to the tables. Most visitors probably prefer to eat their take-out food in the park rather than in the street with traffic passing, people walking past etc. No additional animal-proof garbage cans were placed in the area for the pilot project. Although businesses may clean up the area when they are open, once they are closed</p>

Submission ID	If we proceeded with the modest renewal design concept what questions or suggestions do you have for the design team?
	<p>in the evening they do not and visitors still use the table areas even for home brought picnics. I often see food and garbage around the tables in the evening and early morning. With the prolific wildlife in the area this causes more problems (2 bears were destroyed last year!!) The tables and chairs congregate visitors into one area rather than dispersing people and safe space was the whole point of the COVID pilot project. People sitting on Gallant creates high level of noise for the residents either side of Lower Gallant throughout the day and through the evening. If tables and chairs were placed in the park areas (like the existing BBQ area) families etc. can pick up their food and enjoy it in the park, along with the views of nature etc. In this way, pedestrians walking or lining up for businesses have more space on the sidewalk. Every food outlet on Lower Gallant already has a patio attached to it and it is their existing patio spaces that narrow the existing sidewalk. The pilot project was in response to COVID requirements which will not be needed in future. Accessibility: increased street furniture makes it more difficult for the non-sighted, wheelchairs, walkers and strollers to navigate around. The increased noise created by the additional people in the seating area makes it very difficult for non-sighted people to use their audible skills which are critical for safety. Many of these comments relate to all 3 options, however, I have placed these comments here because there is no where in this survey for general comments or even 'other' suggestions from the responder. This survey is very poorly designed and very biased and leading in its structure and flow. Showing the concepts after asking the responder what elements are important to them is totally leading. A professional, well-structured survey will always ask questions after presenting the concepts. There is no option for 'other design ideas' or general comments. The responder reaches the last page of the survey without knowing it. You hit next and that's it you're done! There is no option to go back and review comments prior to finally submission. This survey gets 4 out of 10 with regards to it's format. Sadly, the results will be totally skewed as a result.</p>
7097	the bricks look nice
7098	<p>There will always be removal costs of existing structures which may impact the cost of the project.            With inflation, the project cost could then be higher.            Who would fund the eventual gap?            Need to redesign for a new budget? Lower budget?</p>
7101	Little change here but some improvement is needed to keep this lovely place vibrant and safe.
7102	Minimize parking. Again it doesn't seem much change from the status quo but at least it doesn't cost much.
7104	Allow only short-term parking, and enforce it. 1-2 hours max.

## Appendix 6

### Key themes

If we proceeded with the minimal improvements design concept, what questions or suggestions do you have for the design team? (n=247)

Key theme (mentions)	What we heard
<b>Design (112)</b>	<ul style="list-style-type: none"> <li>Feels less permanent, would like a more bold, permanent option (55)</li> <li>Landscaping – trees (8)</li> <li>More pedestrian area and patio seating (6)</li> <li>Hybrid of design concepts (6)</li> <li>Match style of Deep Cove (5)</li> <li>Preferred design, added seating is enough, start small (5)</li> <li>Pavers and bollards (4)</li> <li>Accessible parking for people with mobility challenges (4)</li> <li>Positive change for the area (3)</li> <li>Landscaping – planters and ground level plantings (3)</li> <li>Add covered areas (2)</li> <li>Movable benches (2)</li> <li>Lighting improvements (2)</li> <li>Don't encourage more visitors, balance visitors' and residents' interests (2)</li> <li>Public art (1)</li> <li>Wider sidewalks (1)</li> <li>What is rationale besides lower cost (1)</li> <li>Flexibility is good but beautification is more important (1)</li> <li>Design for whole village (1)</li> </ul>
<b>Traffic flow (62)</b>	<ul style="list-style-type: none"> <li>Maintain one-way traffic (18)</li> <li>Eliminate all vehicle traffic including buses (16)</li> <li>Maintain two-way traffic (13)</li> <li>Alternate transportation – promote bike and transit use, improve bike lanes and infrastructure, improve, and maintain public transit (5)</li> </ul>

Key theme (mentions)	What we heard
	<p>Traffic concerns on residential streets (3)</p> <p>Eliminate all vehicle traffic except buses (3)</p> <p>No need for two-way traffic in winter when area is quieter (2)</p> <p>Pick up and drop off zones (1)</p> <p>Control vehicle emissions (1)</p>
<b>Parking (42)</b>	<p>No parking (18)</p> <p>More parking for visitors (13)</p> <p>Offside suggestions e.g., parking outside of Gallant Ave, or outside of Deep Cove and shuttle to village (5)</p> <p>Accessibility (3)</p> <p>Parking for businesses and loading zones (3)</p>
<b>Flexibility (27)</b>	<p>Seasonal configurations (25)</p> <p>Close street for events (2)</p>
<b>Safety (6)</b>	<p>Seating and pedestrian area separated by cars (6)</p>
<b>Naughton Avenue detour (6)</b>	<p>Opposition to making the Naughton Avenue access permanent (4)</p> <p>Support and suggestions for making the Naughton Avenue access permanent (2)</p>
<b>Other (27)</b>	<p>What happens with left over grant money (4)</p> <p>Minimize disruption in the area (4)</p> <p>Use funds elsewhere e.g., Panorama Park (3)</p> <p>Diversify businesses (1)</p> <p>Rehabilitate mural (1)</p> <p>NA (14)</p>

## Verbatim comments

Submission ID	If we proceeded with the minimal improvements concept design what questions or suggestions do you have for the design team?
6032	It's disappointing to see that isn't an option without traffic flow is not here. That said, if this third option were to go ahead, I would prefer to have it be a permanent fixture, with raised paving and a greenery divider that visually separates the pedestrian area from the traffic flow zone and adds beautification. The goals here should be to reduce traffic, reduce injury risk to pedestrians/cyclists, and increase motivation to choose active travel. Making this option permanent would more in line with that than a "flexible" option that again prioritizes cars
6035	Car oriented design is completely outdated and something we need to move away from with urgency. This minimal concept lacks vision, creativity and feels uninspired. It does not realize the potential for the space. The priority should be on nature and people (health and safety) and take a long-term view, rather that focus on perceived short-term convenience. I'm concerned that pavers are not optimal for people with disabilities.
6039	The bollards at least make the seating feel safer. Why not keep them all year? Traffic is slow in the winter... I'm sure residents also enjoy having some minimal amount of space that isn't for vehicles and their associated noise, space-use and pollution
6046	What is the budget difference between the 3 options? Not sure DNV is "flush" with capital so maybe we take the low-cost approach first with the flexibility to upgrade down the road (in our post-pandemic recovery).
6048	Do everything you can to make it look more like a pedestrian area than a street.
6055	I think the bollards look cheap and temporary - there are too many of these everywhere and it all looks like a construction zone and not reflective of our community to visitors.
6056	This design is terrible. not enough space devoted to patio seating and/or pedestrian areas.
6067	Can you cater for the hoards if visitors in the Summer and the locals in the Winter? Have you considered not just the flow (or lack of) flow of traffic with the one way system and it's impact on the residents of the rest of Deep Cove? Finally provision must be made for the huge amounts of pedestrians at high Season, particularly at Honeys.
6072	I really like the idea of summer/winter flexibility as it is locals who will keep businesses going during the winter.
6080	close the whole road, no one wants to eat\drink with cars\buses driving by
6087	Only consider this if all efforts at minimizing car traffic are not yet possible to deal with (as in my comments coupling Mt.Seymour Parking with the Cove, making the Cove the apres ski area of the mountain with shuttle bus between the two in the winter and with Mt Seymour parking with shuttle service as an alternative for Cove parking in the summer.



6089	This is the best plan. We know it works. It doesn't impinge on parking as much as the other two options. Still needs canopy coverage for the seating area. I certainly wouldn't sit out there in the rain.
6105	Living in deep cove there is no down time for pedestrians, even in the winter. The increased space allows locals to comfortably shop and eat local without skirting the Honey's Donut lineup. This will be improve the opportunity for new shops and eateries to have more local customers.
6121	Where do the funds not used go????
6122	make more patio space and don't build any homes to make it more busy and busy is bad!
6125	Honestly I feel all of these designs are dependent on how the businesses feel about them. I think their input carries more weight than myself, who lives very close by, but not directly affected by the changes that may occur. Having said that, I think it is essential to keep the one way westbound lane available all the time for the busses and traffic flow.
6127	Give extra weight to the opinion of the local business. They are the ones that will have to deal with these decisions each day.
6140	Unless you are going to use the money savings from this proposal to make more parking, you might as well do the full proposal
6144	<p>1) Where is the parking and easy drop off/pick up spaces? Are you taking these away completely? How much of the previous parking (Pre-covid) are we losing?</p> <p>2) Is the road two way or one way? Why are you taking away the two-way street? There is no immediate need to do this and this dramatically disrupts the community.</p> <p>3) Why are you taking away all the parking? Do you know it rains 6-8 months out of the year and many times our family walked into get an ice cream this past winter or I grabbed a sandwich for lunch there were 4-8 people outside of the blocked off street. This doesn't make any sense.</p> <p>4) Is this what the businesses asked for? Is this what the needs of the community are?</p> <p>5) Are you representing the interests of the community appropriately?</p> <p>6) Why does the street need to be revitalized?</p>
6146	Do you need a design team for this approach?
6148	Love it. No need to change something that works well, the added seating is good but not sure we need much else
6149	Go back to two way traffic. The Cove is congested enough as is; we need to optimize traffic flow especially in times of construction.
6152	Pedestrian traffic safety (particularly children) has to be paramount.. Currently the system is not considerate of accessibility for the physically challenged ...

6153	Add the greenery planters etc from concept 2 . Keep any parking on gallant limited to very short time allowance. Remember this is a residential area first.
6160	I think the key issue is to keep traffic moving on Lower Gallant, avoid attracting more cars, and focus attention on public transit instead of more cars. Deep Cove residents don't want the Cove turned into a hub for shopping and eateries.
6161	I don't think parking should be allowed on gallant in any design. It halts the flow of traffic with cars going in and out or waiting for a spot. In such a congested area if we can take out road side parking the flow of traffic will be kept much smoother.
6164	The amount of signage in the area should be reduced. There are more and more signs creating a visual mess and most of them are directed at cars. Limit the cars coming into the cove and return Naughton detour to green space.
6165	BORING! If you are going to commit, this is a feeble attempt!
6167	Important to keep costs down and disruption to local residents to a minimum. This allows the area to be flexible and fully test the changes. Local residents should not be funding the improvements to patio space for the businesses.
6168	Deep Cove is full of visitors on sunny days even in winter. I live in the Cove and see people sitting at the tables year round. I don't see any benefits in removing the bollards to change to two-way traffic in the winter. Sounds like extra work and a burden to store the patio furniture. I support the concept of one-way traffic on lower Gallant as long as it doesn't lead to a push for the permanent road connecting Naughton to Deep Cove Rd.
6178	Do you need a design team for this approach?
6183	We liked the moveable benches. Prefer to have less parking and wider sidewalk on gallery side.
6191	Very much against this concept.
6192	To ensure that the area is returned to the way it previously was. The District need to provide more off street parking for visitors. People who live on Panorama and other side streets, should be made to park in their own yards, not always taking up space on the street, especially on weekends and summer when the Cove is full of visitors. Take a few lots the District presently owns and create parking. This will take out a few trees, but if it's landscaped nicely, it can fit into the ambience of the Cove.
6193	Why all or nothing in the approach here? The posts lend to the greatest safety and flexibility of space but why not take elements of plan 1, upgrade sidewalks, add some benches, planter boxes and update the lighting in this plan as well?

6194	I like this best as not permanent. Area needs major investment in a designated pick up / drop off; pay parking, reservations or shuttle, more public or private parking in any rebuild of strata or commercial, and better public access to waterfront. This allows less wasted investment/ emergency vehicle or construction access etc. How would someone in waterfront strata on or off Gallant even get a moving or delivery truck through in plans 1 and 2?
6197	The "posts" system of separating dining areas from the road need to be more attractive than simply posts. Shops and apartments on right hand side (looking at water) seriously need tidying up.
6201	from a design point of view this is the least attractive option. However given how the Naughton "temporary" road was handled I dont trust the district with any of the more ambitious options. Fool me once, as they say.
6202	I like the flexibility of this design
6206	winter months will be reduced traffic on all fronts so the notion we need to return to two way traffic is nonsensical. maintain throughout, the concept of the pedestrian carriage way and this will increase interest - it is sunny sometimes in winter. winter markets can be a new concept promoting local artists, craftsman and other small vendors that will enjoy the personal reach to people directly. Christmas markets in Europe thrive on these opportunities and there is no reason they cant do the same here
6210	Why even bother?
6217	I like the benches, but realistically, if people want a view, they will go to the park or beach. At the moment, people often wait for their companions near the road, so perhaps the bollards are safe and portable. I do not find this as appealing, but it may address the needs of Lower Gallant better than either Design Concept 1 or 2.
6218	I think deep cove is a popular destination year round and deserves seating and large pedestrian space all the time. Even in early March, I went and it was extremely busy
6228	This is very close to a " do nothing" design- installing a bunch of bollards. It does extremely little to no justice to an opportunity to provide a more livable village. By installing removal bollard with design concept one, we create a far more livable village, with the flexibility to provide additional parking in the slower winter months if necessary. Even without bollards, this would be possible, as some of these benches are removable.
6232	What's the point of applying for funding if you are not going to use the money? If we selected this option, could the extra funds be used to expand off site parking? To me that would be the only advantage to taking a minimal approach. Parking spaces can still be recouped in Option 1. I do not have a problem with 1 way traffic.

6235	As someone who occasionally drives into the Cove to pick up pizza during the winter months, I would find it a waste of space to not have those coveted parking spots right where I need them and instead be looking at unused patio zones. However, if this option goes ahead, I would hope to see accessibility options for people to use the street-level patio. There would need to be ramps. And hopefully people would not trip on the kerb as they walk along; that could be a real safety hazard.
6241	How can we make the bollards less industrial looking? Could we use wood structure? Like old fencing, horizontal logs tied in with other logs? Thick rope? Or nautical looking? Better for pictures and knowing exactly what community you are in. Keep it unique and natural.
6249	This concept might be more appealing to the area residents as two way traffic flow and parking is maintained for the winter months. If this option is selected, I would include sidewalk surface and beautification improvements. Also, temporary wood platforms could be used within the patio zone for visual enhancement and vertical physical separation from the street (similar to Lower Lonsdale). This would give the patio areas a more permanent and substantial look.
6251	This design looks after the safety concerns of having outdoor seating next to cars. It also allows the existing design to come back after the summer when the outdoor seating is unnecessary.
6253	DEFINITELY NO EXTENSION OF NAUGHTON AVE!
6259	Why are you allowing parking on a street with only one lane and a lot of traffic in summer months? All of these designs have this same flaw. If you're going to do this, just give up the idea of parking when the street is in the one-way, one-lane configuration. Of primary importance is to keep the cars moving, with minimal stoppage and minimal idling of engines. If people get here, and don't find parking, they need to get out as soon as possible so they can go to the satellite parking areas and not waste a lot of time stuck in a traffic jam on Gallant.
6260	In winter months it is not important to have 2 way traffic as visits to the Cove drop dramatically. Although more parking along Gallant would be good during the winter.
6262	The expansion of the pedestrian area in the high season then removal in the low season might create extra costs for food services. Would the expansion of the Arms Reach remain open all year? ( seems unfair to other food services)
6273	I like the flexibility option than can return to 2 way traffic in the winter, but can you not use moveable concrete benches or something more attractive than bollards to divide the road? This artists rendition makes it look really bad, but I'm sure something more desirable than this would improve this option. Something should be done in this option to improve the sidewalk definition and protect the space for walking. It is better than orange barriers for visibility at the 4 way stop.
6289	I would not feel comfortable and relaxed as the barriers are too minimal with traffic going by. Concern about little kids playing around with barriers and thinking it is fun but realizing danger with traffic beside. Looks ugly too.

6290	Let's improve the street, this is a non commital option.
6292	Make the public aware what months of the year the posts will be in place and when they will be removed.
6294	Please consider the people that live here , this is our neighborhood
6295	Mural as previously described.
6302	Wayfinding for parking and more parking open in Deep Cove, like school lots and pay with time limits.
6306	Two way traffic is not necessary here. Make it a permanent pedestrian street
6309	This is a good plan. It's only really busy weekends and summer days. Retain the lure of the cove...
6312	Maybe add some bike lock areas?
6316	Do not have a problem with the one way traffic. What's the point of getting the funding if we aren't going to spend it?
6317	Find solutions for parking as it is always an issue. And coming by foot or bus is not a viable options for everyone, especially for young families.
6326	Yearly pressure washing of sidewalks and lots of plantings of flowers. Please replace fountain and statue heads recently taken down. You ripped out the heart of our village when you did that! It was a popular meeting place.
6332	i do like the idea of bollards. if we are going to do pedestrian and car interface areas it is good to provide physical barriers to stop cars but not pedestrians, and bollards are a great choice.
6335	This is not acceptable. The area needs a reconstruction.
6339	I think this is a great way to 'ease' the community into changing to a more pedestrian-friendly space. This plan also allows for larger changes to take place in years ahead - either of the other 2 permanent approaches could then be reconsidered in time.
6340	Replace the trees
6343	do something better...
6346	With all the changes taking place in this area (trees and art installation removal) and with the success of the expanded tables and pedestrian area, now is the perfect time to beautify this area for the enjoyment of all for the long-term. Thank you.

6348	Eliminate traffic and parking entirely through lower Gallant Avenue. Make the space help build a sense of place and community. Use the road space for market stalls, community events, patios or as a general community plaza space (similar to Lynn Valley). There is no need for traffic to come through this road, especially if an appropriate plan to deal with the heavy parking and traffic congestion in all of Deep Cove is created (including separated bike routes and easy/efficient shuttle/public transit options).
6351	whatever design you do make sure it's permanent. Allow for closure of lower Gallant for the return of Deep Cove Daze.
6353	Not an option
6366	It sounds like a good idea, but I think it could become confusing. However since we don't have a crystal ball there could be something in the future where we need to quickly reinstate two way traffic on Gallant and we could with this design.
6368	prioritize pedestrians and accessibility for cyclists and people with disabilities
6371	Could still replace old trees if they need it with new ones
6374	This concept 3 is still not what we want but at least it is better than 1&2 and not to mention it costs a lot less. The best is keep Gallant Ave. like the good old days : Parking on both sides & remain its two-way traffic all year round !!! Tourists have many other areas to explore & enjoy Deep Cove rather than sitting at the downtown Deep Cove which is Gallant Ave.
6375	We can do better than this with the other options.
6379	If the street is blocked off for markets/fair etc, where will the buses turn around?
6384	All year round, leave it as it was before the pandemic with parking on both sides of the street, two way traffic, and don't expand the pedestrian space.
6387	I think this is appropriate to upgrade the area. No need to spend millions of dollars on a one block area which has limited eating or shopping value. The beauty and appeal is really the water and Panorama park. Spend money of the redesign of the park instead. Add more picnic benches and some trees in this area.
6404	Focus on beautification with trees and landscaping, in addition to any needed sidewalk repairs.
6406	I think do nothing is almost the same on this effort.
6407	why bother. Just leave it as is.
6408	This is the best design because it keeps the natural existing charm of Deep Cove, is more cost effective and allows more flexibility to change with the seasons.

6410	<p>This is a lot better than the other two concepts. Our suggestion is to leave the lower Gallant alone , no need to add benches &amp; planters etc. Keep it like the good old times : parking at both sides &amp; open for two- way traffic. Use our tax money on other areas like adding more covered sitting area at Panorama Park etc.</p>
6417	stick to one-way traffic, only disabled parking
6419	No parking needed, just pick-up/drop-off area
6422	How could this matter to me? I have no business interest there. This approach would be seen as mere intervention with no clear purpose.
6423	Deep Cove has high demand from residents, visitors and businesses year round and deserves a big upgrade. A full improvement is needed and will bring more economic activity to this village. As a resident in the area, I ask that you please do not settle for minimal improvements.
6424	How are you going to control the vehicle emissions at the height of the Summer season?
6427	Up keep with the flexible tables and spots
6428	Minimize traffic
6430	Axe the bollards and the patio zone. Restore vehicle access to the area.
6432	<p>Make it a two way road permanently as it was and remove the parking to expand the sidewalks and seating on each side of the street.</p> <p>The extra seating and closing one lane was originally a way to help the restaurants thru covid. It was a temporary measure. Now every concept that is proposed by the DNV wantsto reroute traffic and make it a one way traffic mall and put the traffic thru the quiet neighborhood streets. That is wrong. The traffic should stay on the main street as it was designed for originally.</p> <p>Similar with the temporary road off Gallant to accommodate the construction, residents(DNV taxpayers) want it back to the way it was, not making the temporary changes permanent. We live here everyday of the year and like how it is before the changes and want it back that way. It is not a tourist destination It is our home. Visitors do not pay DNV taxes . We do</p>
6436	As much greenery cover as possible
6437	there isn't enough space for people
6441	Because this option is very inexpensive add some greenery and some planter boxes to make it a little more enticing.
6445	This are all shit.
6451	I think that we should take this opportunity to renew the existing pavement, sidewalks and street trees, without making it too fancy or hard to maintain

6456	I would recommend not putting back the two-way traffic.
6458	Block of the whole street and make it a pedestrian zone.
6459	Design Concept #3 completely discriminates against the enterprises located on the north side of the street. Installing the posts during the busy summer months would further punish the north side of the street for not being lined with restaurants.
6463	Deep cove needs solutions. Let's use this opportunity to deal with issues. Overcrowding is forcing locals to avoid the area. People who visit are healthy enough to walk to make them park and walk and leave the beauty to be seen. If not dealt with now when???
6467	Look at Granville Street Mall and go from there.
6469	Minimal improvement is not enough. This design is not appealing. Europe walking streets only are amazing & helps biz.
6471	Sidewalks are so bad
6473	i choose to have deep cove restored to pre-covid state
6475	What would be the point of returning to two way traffic in the winter? Traffic is quieter and even less need for the two way traffic.
6477	KEEP THE 2 WAY TRAFFIC FLOW - HAVE PATIO SPACE ON EITHER SIDE FOR THE SUMMER MONTHS, & HAVE DROP OFF ZONES FOR ACCESSIBILITY ON EITHER SIDE OF THE STREET
6480	Just put it back how it was. Fix up the few lumps in the sidewalk and let drop cove be deep cove. You are wasting money on something that the people in the area do not want.. particularly the ones that have lived here for decades
6484	No Busses no vehicles
6485	Don't bother
6488	This design has already been in use, looks charming, (minus the orange barriers) but with something tasteful, and maybe some added planters for beauty, keep the white fairy lights in the trees, this could be a wonderful plan to keep. The flexibility idea of summer and winter changes with the post barriers is quite smart. Be nice to encourage music here too. Some fantastic street buskers. Maybe even have one weekend a month where we close off Gallant to traffic and have more of a people oriented atmosphere. With some art shows, music, and restaurants involved with a special deal or something. Like the last weekend of every month. Celebrate different cultures - one month African / one month South American / one month East Asian / one month Scandinavian (etc. all just examples).
6490	Put up lots of umbrellas as it rains a ton in the deep darkest cove!



6491	If DNV are tight for money, then I suppose it's best to go this route, I am one that does not do things by halves, but that's just me. We're talking Federal, Provincial & Municipal (I.E. our) taxes so, I'd like to see better but if that's all the majority want to spend then the community will make the very best of it.
6501	get rid of parking and car access
6505	I think more thought is needed. If this were your home what would make you feel relaxed? Encourage you to walk through the area? We would like more diversity in shops and truly miss the gift store closed due to business difficulties resulting from the pandemic. We used to be able to buy limited but sufficient groceries in the Cove. Now we can't. The restaurants and cafes are great but more variety in businesses would be nice.
6508	I think you need to ask who you are making this livable for. The desire to increase traffic in an already overwhelmed area is not consistent with livability. It honestly feels like you are improving the look and feel for those who are not local. If you were creating a new, planned community the suggestions would not be so at odds with what the local people actually want.
6511	Same as 1. the questions are all about traffic flow.
6513	Get on with it. Parking for businesses is vital.
6521	what about parking??
6523	None
6531	No Traffic on Gallant
6540	Address parking problems regarding theatre users.
6543	I'm not in favour of returning to a two-way street. Traffic is calmer with the current one-way
6546	Very confusing to visitors and area residence as to when the road is one way or two way
6552	Flexibility is important, but I think it is time for a beautification for the locals and the many visitors we get .
6559	Again, there is no improvement and I don't see why people need to drive down this tiny section of road. Reroute yacht club traffic and creating a commercial loading zone. Thats the only reason I can forsee needing this tiny bit of road.
6562	I dislike this option. Do not see the need for flexibility and like the expanded pedestrian area year round. Pre-Covid Deep Cove was busy all year round not just in the summer.
6564	do it once; do it right
6565	I would much prefer the maximum improvement plan.
6566	If you are not going to do 1 -then this should be the next option

6570	If I didn't live in Deep Cove, this would be my favoured option - easy on the bank account, doesn't make a strong pitch for or against two-way traffic - since I live in Deep Cove I feel the other two options have a better feel, but I can see the benefit of having the Cove return to two-way traffic once the relatively short peak season is over
6572	As with the other two options I would still like to have a controlled intersection.  I would be satisfied with a controlled pedestrian light. Pedestrians have shown to be incredibly inconsiderate of the traffic flow in our busy Deep Cove spring/summer seasons which cause traffic to be backed up beyond Myrtle Park sometimes.
6578	The question regarding one or two way traffic is, what happens with Naughton? That decision affects whether Gallant needs to be one or two way. If the Naughton extension is removed after the pipe replacement is done, Gallant would have be two way, right? That is a critical question affecting all these proposed plans.
6581	individual cafes/shops can add character to the expansion and properly control the expanded space for their patrons use. More seating in Panorama Park is needed for folks not visiting the cafes.
6591	I would like to see lower Gallant closed off to cars during the spring-fall and then opened to 2 way traffic in winter. As most businesses in Deep Cove are less busy during the winter months, this may help to increase visitation. I prefer to keep the 'feel' of Deep Cove the way it was when I first visited as a child and then purchased a home in 1989.
6596	See my comments for the maximum design.
6609	what's the point in doing minimal improvements? now is the best time to make major changes that will benefit everyone. minimal changes now means that major changes are delayed until a future point.
6611	I would keep the 2 way traffic - like I mentioned before. I used love coming home and driving into our little village with a lovely view of the ocean as you go down Gallant. Now it looks like a construction zone all the time with the orange barriers etc. and honestly - I thought it was fine the way it was. My daughter says the Cove is not as nice now for the IG pictures lol That is coming from a teen - their voice counts too.
6615	The main question is why is this even an option. Where are you people?
6622	Refresh lighting and trees. Also recommend designation of parking to encourage ride share/EV.

6624	Think about how people get to Deep Cove! Reconsider Panorama and other local streets. If you live in Deep Cove you want businesses to survive. It is the beauty of the Cove, the walk to Quarry Rock and Kayaking and beaches that attract visitors and tourists. Expensive year round pedestrian design, without additional parking concerns addressed with hurt the Cove. Something that allows extra sitting areas in the peak summer weekends will help Honey's for sure but will just move people from getting take outs and eating by the Kayak store and water's edge or in the park to getting take outs and eating at tables on Gallant.
6635	NO. Deep Cove is highly desirable tourist spot in the Lower Mainland and the current Lower Gallant is old and tired and needs an upgrade.
6637	I think it would be better to keep the posts in place year round to keep the outside eating area safe and accessible. I feel the only parking on Gallant should be for disabled access. I really like the fact that this plan keeps the existing trees in place and also the lighting which is perfectly adequate
6642	Design of bollards is key. You need enough space between them that people can get through them. The orange barriers are a pain to get around, and dangerous in wet weather. But you also want to limit the number of places people are crossing in front of traffic. You could mix elements of this and the medium proposal, like the removable benches. Leave some tables/chairs as that is best for flexibility of group size. Also need to consider where the Saturday morning bike groups will park their bikes when they go into the cafes.
6644	who wants to sit next to the moving traffic??
6646	I kind of like the idea of not changing too much of the current design, as it may lose its small village feel. If it becomes all pedestrian, additional parking would need to be addressed.
6655	No private parking, only commercial loading zone
6659	Cut off car traffic completely
6672	This is not an option. You have one chance to do this right. Max out the budget and make it look World Class
6677	This feels like a cop out.  I believe there exists an in between of 1 and 2. Surprised there was not another option that had a more holistic view that took into account Panorama Park
6680	Hardly any improvement
6681	This would be the best option for me as a non-Deep Cove resident to allow me to support the shops and cafes in the off-season.
6684	Integrate Upper Gallant into a unified plan that creates one deep cove village

6686	However as stated in my previous comments I would like to see Deep Cove returned to its original state pre covid as promised. This is very important to me, I do NOT want this "Flexibility" option. This was to be a temporary covid fix for the restaurants. Now they can return to their indoor dining so the street is no longer necessary. Remove the barriers and return the street to two way. As a tax payer for this area I would like to see the money spent on more worthwhile endeavors . I would also like to see the new access road into Deep Cove returned to its original state. Do not continue to turn Deep Cove into another White Rock!!
6697	Just leave lower gallant the way it was before Covid and this storm drain up grade project. We don't want it to change
6699	I support changes to lower Gallant, but the ideas in the first two proposals are flawed: 1. Benches, movable or not, are inferior to the current picnic tables. Any seating would ideally be movable to handle variable group sizes. People who use lower Gallant are more likely to be part of a group. 2. Bench or other seating at the edge of a traffic lane is a very bad idea. Every bus or truck that goes by would belch exhaust onto people. 3. The current sidewalks have not stayed level, so pavers have to be viewed with suspicion. Lower Gallant is currently dangerous for the elderly and small children who are prone to falling. 4. Bollards would be good for separating traffic from the pedestrian/seating area. 5. There should be one continuous level, smooth surface from storefronts out to the edge of the traffic lane. 6. The north side of the street should be dedicated to parking. The businesses on lower Gallant rely on customers being able to park near by, and in many cases, dash in quickly to pick up an order or have a meal. 7. Having a permanent one way street would be good. If the street is permanently one way, any parking on the south side would be questionable. 8. An outdoor seating area on the south side would be seldom used in winter. Covered seating would improve its usability.
6708	No two way traffic ever again.
6713	I think Deep Cove is not needing an exstensive upgrade with how it is. This is the Deep Cove we love. Pushing it all up ... does not please me to see but makes me sad. I have been here for 65 years and value simplicity.
6715	I'm all for flexibility and trying out the 3rs plan first and then the 2nd plan before immediately jumping to 1st plan.
6724	I still have the additional traffic concerns in the residential areas that comes with creating a one way scenario.
6725	Who wants to sit beside noisy car traffic, exhaust fumes etc. - ban traffic from Gallant.
6727	Remove the temporary road that was created to divert traffic. Replace the trees.
6730	We prefer the full makeover!

6735	<p>This is not an improvement.          Don't be afraid to take away parking unless for handicap. People have to get out of cars. Drop off, parke elsewhere. Pay parking. Why should residents be on the hook for the \$\$.          Also the washrooms need a rebuild. Whiterock has new ☐. Brighter, cleaner, modern. The washrooms in the park get disgusting.          Encourage people to come during the week and evenings. Pay during peak times.</p>
6737	do not return to two way. Keep patios year round.
6739	don't do it
6742	<p>This is the least appealing of the three options. The flexible patio space would feel like you are sitting/standing in the street (because you would be) and ensures that there is (minimally) more parking parking when it is least needed....in the non-summer months when we are least inundated with visitors. It would not look attractive.</p>
6744	No way, we need more improved lighting, landscaping, parking. You have the grant use it properly. Deep Cove has been neglected too long.
6753	<p>This would be the best! With this options you can remove some bollards and leave others. What I would ask you to consider is to make it the bollards moveable to each side but still keep one way traffic. Their May be a time that a business on the right side wants patio option. With bollards moveable to each side that can be provided.</p>
6756	Remove parking from lower Gallant.
6766	Why not make the area fully pedestrian? It would be a real game-changer for this community, businesses, and visitors.
6768	I want the temporary road at Naughton Avenue removed and the area restored to its original state.
6771	As much as I have enjoyed using it myself in the past, lower Gallant does not need street parking. If you make the place beautiful, people will enjoy the stroll through to the restaurants etc.
6776	<p>Again , as my comments before , spend our tax money somewhere else for our local residents.          Put sheltered seatings &amp; other improvements in the park or beaches instead of Gallant Ave. which is a street for traffic &amp; parking purpose only.</p>
6780	more designated handicapped parking
6787	good luck!
6788	I like the 3.5mil change the best!
6801	can we not do away with the on street parking leaving access for emergency vehicles only..

6804	Remove the posts and put in temporary planter boxes for beauty and pedestrian/seating safety.
6808	NO ONE WAY STREET!!!!
6815	Why bother?
6819	I'm looking forward to more bold improvements
6827	What is the rationale, beside lower cost.
6840	This design is fairest for DNV ratepayers, who do not exist to solely enrich the fortunes of landlords and cafe owners along Lower Gallant St. This design allows the area to revert to two way traffic in the inclement winter period.
6841	I like that the patio zone is more permanent-looking, would like to also replace street trees and street lighting.
6861	Where would you spend the money saved on this minimal improvement model? How would this benefit the Cove?
6862	No comment - this is a lost opportunity to create a true pedestrian focused area. Also, Gallant is busy all year round (weekends in winter) so there would be no reason to remove the posts
6871	I think going back to less seating more parking two way traffic will once again be a nightmare in the cove. It was impossible to find parking before covid and if we go back again to the way it was I probably wouldn't go there again as it's just busloads of tourists. At least with the improvements during covid you could enjoy your self there with the increased outdoor seating and less traffic
6879	Don't remove parking spots. Plenty of outdoor seating currently vs shortage of parking. Let's move on from the silly idea that cars are bad. If we adhere to that philosophy then only bikes and pedestrians will frequent Deep Cove businesses. We will be very green and the residents happy but our green councilor will not. Should enlighten you the seriousness of her green claims.
6885	It's not enough.
6886	It would be great to have a Craft Brewery. :)
6891	I like the idea of flexibility but it smells of a bureaucratic non-decision. Considering the money just promised by senior government, this is a no go for me. Option 1 has the flex space and it resolves the terrible sidewalks and sickly trees,
6903	Remove all street parking and parking zone. Only one traffic lane. Wider pedestrian walkways and patio zones on both side of traffic lane. Use cobblestone in traffic lane to reduce traffic speed to maximum 5-10 kilometre.
6905	ADEQUATE PARKING
6907	Could do more. This would be a missed opportunity.

6911	Unsatisfactory
6916	<p>This would be a wast of an opportunity to upgrade an area that badly needs upgrading. Leave it as is and the current problems will get worse not better.</p> <p>The current design is used as a public area and it is not. Leave it as it is there is a possibility some adult or child is going to get hurt or killed when they are hit by a car or bus.</p>
6923	total disregard for pedestrians
6927	At least it's nicer than those horrific orange barricades.
6928	<p>Same comment as before. I do not see how the intersection is addressed here? Status quo will not work. Although I agree that a walkable pedestrian friendly lower Gallant area is needed, I am very concerned that there is a little attention to the residents who need to access their homes on both sides of panorama Drive. I do not see how the intersection is addressed in this model. We are not walking to our homes. We are using our vehicles travelling to and from work, taking our children to school and managing our daily lives. Please do not forget that, especially when considering the intersection and how that can be a mixed use model designed for all</p>
6929	Overall it will be important to make changes that are inclusive and equitable for all. The lower area should have no vehicle access and traffic should be a one way loop in and out.
6931	Plan should prioritize pedestrian and bicycle traffic over vehicle traffic, ie. more accommodations for pedestrians and bikes.
6932	IF you proceed with this plan.. make sure it looks ALOT better than it currently does.. IE: Aesthetically pleasing to all pedestrians & businesses alike-- clean it up basically.
6933	As a local resident I look forward to visiting the restaurant & enjoying the pedestrian realm & outdoor dining & in the off season. Why would we need more parking in the winter or off season months.
6935	Keep things as close to the way they are and don't waste money on more elaborate and out of keeping options. Deep Cove is a rare gem in a natural setting. If it becomes over developed it will be just another Lower Lonsdale or Lynn Valley. It is special because it is a VILLAGE not an urban sprawl. The Naughton site has been decimated by the tree removal don't make the same mistake again.
6939	Please remove all of the picnic tables in the late Fall and winter. It sat empty all last year
6949	How long does it take to remove and install the posts?
6951	With federal grant, why not do more?
6956	It could be so much better :)

6958	Suggestion: At a little extra cost, what about making the posts attractive, such as (solar?) lamp posts with hanging flower baskets and hiring a student part time over the summer month(s) to water the flowers? Otherwise, same comments as previous: Considerations: o To support safety of the rush of Cove Cliff Elementary students going to or from school (not relevant July and August) Gallant (or alternately, Naughton/Gallant, though less direct) is an alternate route for those who would otherwise drive the Cove Cliff Street route. o One-way uphill on at the end of Gallant precludes driving visitors who may not be up to traveling another way (such as elder parents of Cove residents), down hill to enjoy the water view vista (panorama :) at the current turnabout viewpoint. Change CAN be refreshing. 1. Uphill only, at lower Gallant for one of the two, July/August, months? 2. Make it simple to reverse? Thank-you, for the opportunity to provide input.
6959	Not know budget constraints hard to do cost benefit. Be good to understand increased traffic and uses in summer vs winter.
6962	Please consider a shuttle service or a multilevel parking concept.
6966	I really don't like this option. The bollards appear like a rather sad, temporary attempt to create some flexible pedestrian space.
6982	Can you stop the donuts and kayaks?!?
6986	Will it look ugly? I think this would look and feel worse than the orange partitions that are in place now
6994	Do we want to design lower Gallant for people or for cars? Lets not continue to cater to the car drivers. If businesses want to attract tourists, provide accommodation for tourist buses along the transit bus route.
7013	Keep it about nature and a small town.
7022	looks even uglier and cheap
7025	This is an improvement to what is currently there, but is more focussed on cars than people.
7028	Why consider this option? It is no improvement and is almost a step backward to improve lower Gallant. Suggest this not be considered further or option should have features which can not be reversed easily. If parking is a priority, OK, but if DNV plan is to reduce cars and encourage walking, bicycles or using the bus this option fails. Also, why did DNV require a grant if this is the idea for future. Should or could have been done instead of current barriers. i consider this almost a 'do nothing option'.
7029	spend the money. No parking either side ever summer or winter.
7031	If that street is going to be changed, might as well just remove as much traffic and make it more pedestrian friendly.
7036	Would want more permanent pedestrian friendly design.



7037	no cars on lower gallant
7047	The TEMPORARY Naughton detour has nothing to do with this plan and must not made into a bike/pedestrian route into the Cove. See my comments on page 6.
7049	What would this concept accomplish? Is this a bandaid solution, which will end up costing more in the end when it's realized that this isn't satisfactory and future improvements will be needed anyway?
7059	Could reduce parking option
7060	I like the flexibility of this option but I think we still need to address the uneven pavement. How can we make it safer and more accessible while keeping the flexibility?
7061	the parking is needed during the busy months of summer the most. If this is the only choice to keep pre-covid original way, than this is the best.
7073	this plan is too minimal....need to do more....enhance the appearance of the street, both upper and lower Gallant
7075	What would be done with the remainder of the grant money if this least expensive option were chosen? I would suggest that new, mid-sized, healthy trees be incorporated into this design, to be planted at the same time as you are replacing all of the upper Gallant and Panorama Park trees that were destroyed for the storm sewer upgrade. I would also highly recommend that some of the remaining grant money be used to re-plant the upper Naughton area with a variety of robust native trees and plants as soon as the TEMPORARY detour road is removed.
7084	I think it would be best to keep Gallant one way, less confusion.

7085	<p>My comments are that this option would be more of a "holding pattern" option that allowed time for more in depth study of improving the livability of the entire Deep Cove Village, and not just limited to one block - i.e. Lower Gallant. I believe the changes that have occurred in the Cove over the past 20 years have had a huge impact on the quality of life for those citizens that call Deep Cove their home. "Fatigued" as a description would be an understatement. Instagram and Trip Advisor are ruining the world - not just Deep Cove. Our streets and their configuration can only handle so many cars and so much parking. Our parks and trails can only handle so many pedestrians. We need to find ways to manage the number of visitors to this area such that it does not compromise our ability to enjoy where we live, and to live in our neighbourhood. This includes managing how those visitors can get here and the degree to which we accommodate them in terms of providing equipment and activities.</p> <p>Perhaps if people want to come and paddle or SUP in the Cove, then they can arrive by bus and rent from the Kayak shop instead of arriving by car and bringing their own equipment? Those with cars and their equipment go to Cates Park? We need to find the balance. Overflow parking at schools appears to only be available when schools are not in - i.e. summer months of July and August. However, the crush of visitors to the cove seems to be happening from April 1st to Oct 31st, so we need parking / traffic controls / alternative transportation accordingly. I cannot imagine how 5,000 - 7,000 visitors / day to Quarry Rock is a good thing for the trails or the experience on the Rock. We used to go there on weekends in the 1995 - 2005 period and often would see fewer than 12 - 20 people on the entire trip. We don't go any more. We are effectively feeling squeezed out of our community.</p>
7086	Use better posts, right now it is functional and it was a great idea, but it looks very temporary and cheap.
7089	Makes most sense, no more traffic disruptions please!
7093	<p>This concept provides the safest barrier for pedestrians i.e. bollards. This concept provides greater flexibility for adaption of appropriate development that is not just a knee jerk reaction to COVID circumstances which is what the pilot project was. Previous comments also apply i.e. are tables and chairs really necessary in this area as they hamper accessibility and create noise and congestion. They could be provided within the park space rather than on the street. Improved level sidewalks which are slightly wider to accommodate high volume pedestrian traffic are required, together with accessible elements of ramps etc. More parking spaces, particularly blue badge spaces are always required and this option provides the greatest number of parking options.</p>
7097	<p>the posts may not give a "secure" feeling for families with young kids when sitting outside at the tables and cars moving by. I think it may seem less "inviting" to eat there with only posts (I'd feel like I was eating in traffic, not at an outdoor cafe.) Perhaps the posts can have a swayed black chain or something to make the people eating feel like they are on a patio. This may give less of an ongoing sense of "temporary" following orange pandemic barriers.</p>

7101	I am not a fan of two way traffic is always an issue for speeding around the corner at the bottom of Gallant turning right on Banbury people drive so quickly down this block I am a resident on Banbury and have seen to many near misses of people being knocked down, cars speeding to parking spots in the lot and have seen a young man with head injuries and others almost. hit by cars too many times in the 28 years I have lived here.
7102	Why do we need two-way traffic in winter? I go to Deep Cove year round. Changing the patterns just adds complication and confusion. It would make Deep Cove no more livable than now or before Covid.
7104	I find the removable bollards elsewhere in deep cove to be quite ugly. Please improve on them. I also don't think two-way traffic and more parking in winter is particularly valuable.
7108	Allows the flexibility. You won't have people sitting outside in the rain for approximately 6 months of the year. This option enables locals and nearby residents to patronize the village and have the added convenience of parking
7110	This gives flexibility and this option enables locals and nearby residents to patronize the village and have the added convenience of parking.

## Appendix 7

### Key themes

Looking at the previous question, please explain why or why not you'd like to see a similar plan for upper Gallant Avenue. (n=464)

Key theme (comments)	What we heard
<b>Design (240)</b>	<p>Integrate design for the whole of Gallant Avenue to make it consistent (116)</p> <p>Make area more pedestrian friendly (43)</p> <p>No change, fine as it is (25)</p> <p>See lower Gallant Avenue design first (18)</p> <p>More patio and seating areas (12)</p> <p>Wider sidewalks (10)</p> <p>Not suitable geography e.g., too steep and on a curve (9)</p> <p>Maintain look of Deep Cove (4)</p> <p>Only minimal improvements for this area (1)</p> <p>Improve landscaping only (1)</p> <p>Change is inevitable (1)</p>
<b>Traffic (177)</b>	<p>Reduce congestion and improve flow (81)</p> <p>Maintain two-way flow (55)</p> <p>Alternate transportation – promote bike and transit use, improve bike lanes and infrastructure, improve, and maintain public transit (17)</p> <p>Reduce traffic (16)</p> <p>Maintain one-way flow (7)</p> <p>Traffic study needed (1)</p>
<b>Parking (51)</b>	<p>Accessible parking for people with mobility challenges and seniors (44)</p> <p>More parking (7)</p>
<b>Naughton Avenue detour (25)</b>	<p>Opposition to making the Naughton Avenue access permanent (16)</p> <p>Support and suggestions for making the Naughton Avenue access permanent (9)</p>
<b>Other (70)</b>	<p>Positive benefit to businesses, equity in the area (22)</p> <p>Minimize disruption in the area (18)</p>

Key theme (comments)	What we heard
	<p>Use funds elsewhere e.g., Panorama Park (8)</p> <p>Not many businesses on upper Gallant, not a priority area (6)</p> <p>Do it now to avoid disruption later (3)</p> <p>NA (3)</p> <p>Cost (2)</p> <p>Would use the upper Gallant Avenue area more if it was improved (2)</p> <p>Too many visitors (2)</p> <p>Appearance of some businesses (2)</p> <p>Not sure (1)</p> <p>Prefer to visit upper Gallant (1)</p>

Verbatim comments

Submission ID	Looking at the previous question please explain why or why not you like to see a similar plan for upper Gallant Avenue
6030	I don't believe the one way driving is the way to go on upper Gallant, this would mean leaving the "temporary detour" in
6031	consistency
6032	Upper gallant needs to be part of the same plan to encourage people to shop at those stores as well. Concentrating improvements to the lower section only will drive customers to that area and could be to the detriment of businesses in the upper section.
6035	It would be unfair for retail businesses on upper Gallant to be excluded from the design and could negatively impact their businesses.
6036	Upper Gallant provides access/egress for a wider area, including the park, trails, etc. Should not throttle traffic too much there.
6039	Upper Gallant likely needs to support traffic. Make it 20 km/hr, no parking, with paid parking areas where possible.
6042	Need more concept ideas before answering yes or no
6043	So that the high street can be larger!
6046	Why not do it (other than capital restraints)? I've always felt that the "village" starts as I round the bend -- not as I cross Panarama.
6048	It's not necessary in that space - having the Lower Gallant pedestrian plaza is enough. Leave Upper Gallant as it is but improve the landscaping/design along the road.
6049	Not needed and it's on a hill
6051	Would be beneficial to have a continuous design concept to beautify the area, recognizing that traffic and parking will be more of a priority on upper Gallant
6053	Larger livable area.
6056	Vehicle access through upper Gallant is needed. I would support more minimal changes retaining two way traffic and some parking
6062	Maybe on the north side of upper Gallant. Not on the south side of upper Gallant. This is where the doctors offices are located
6067	Making Deep Cove more Instagram friendly will just make it busier and more unbearable than before. Locals avoid using the Cove these days.
6072	We need parking and traffic flow to access the areas.
6074	We need parking

6076	Let's see how we go with the bottom half first. It would also require a bigger rethink of traffic routing.
6080	close lower and make a one way loop, can use the road to help businesses
6082	it would extend the village feel and distribute the population between lower and upper.
6086	It's really for access only.
6088	Treat the street as a whole, encourage some crowds to expand to upper section
6089	It's fine the way it is. You need bi-directional traffic lanes. It's already cute enough.
6092	Can't visualize how traffic flow would work for upper Gallant but totally for having more seating and pedestrian areas
6094	One pedestrian focused area is enough. People need to get into the Doctor's and Dentist's office and Pharmacy who may have difficulty walking. 2 Way is needed on Upper Gallant in my opinion.
6096	it literally just is not necessary?? It's a very nice neighbourhood already go spend money on people who actually need it
6100	Upper gallant has more traffic than lower gallant
6105	Adding the same features will increase the sustainability of the local eateries. Better for the community.
6113	Because it would mean that the temporary road has to stay in place or it will be very difficult to realize.
6117	I do not want upper Gallant to be pedestrian only as it would make accessibility to my home on Panorama a nightmare. Other improvements are welcome, but traffic is a very big problem for the residents of panorama
6125	Most of the busy businesses are on lower Gallant. Upper Gallant businesses have established their own outside seating space without hindering pedestrian flow.
6127	Unless someone detonates the building with the sushi shop, the storefront presence is minimal. People need to get into and out of the daycare, medical and dental clinics. The street is at a much steeper grade. On the other side, the pharmacy needs parking and there is a small parkade entrance where Cove Bikes used to be. Unlike lower Gallant locals use these business and services all the time and in my view further improvements would be detrimental. Also, two lanes of traffic would need to stay in so what is the point.
6129	Entry to the cove is important
6133	once again it all comes down to parking
6140	People who live past there have had enough traffic woes

6141	continuity and it would be very pleasant to walk, visit and eat etc. on the whole street.
6142	To be fair to the businesses in upper Gallant. Lower Gallant will now get more foot traffic, whereas upper businesses will not.
6144	What are we spending money on these types of beautification projects and impacting the neighbourhood so dramatically? I really think the District needs to disclose the feedback from the businesses and the residents who are impact by these types of suggestions. I've seen the signage from the residents along the street that is currently closed off (and where the trees are cut down). It doesn't appear that the community supports these changes.
6146	Some consistency within overall small area
6147	Would love to see more pedestrian only space and more seating options for the cafes in upper Gallant
6148	Need the existing parking for doctor pharmacy etc and don't need to attract more oriole it's already busy
6149	Too much construction and disruption. Too much over-tourism of the area. We don't need to bring more people, there already are too many people. Quarry Rock trail has already been ruined by too many tourists. What else will we ruin?
6150	I am worried about traffic flow
6151	Congestion could be reduced if there is a similar plan for upper Gallant.
6152	To support the local businesses and reduce speeding into the Cove
6153	the pharmacy and doctor office to name two serve the community and rely on quick turnover parking
6155	So that the aesthetic is all in sync
6159	There isn't the space to do the same on upper Gallant
6160	There is no need to transform Upper Gallant. We do not need to attract more attention to the Cove and destroy the existing community and historic neighbourhood feeling there. No need to destroy an old village community.
6161	I'd have to see the proposals to say whether a similar plan for upper gallant would work. For example - traffic and parking is going to have to go somewhere.
6164	I think there is too much focus on bringing cars into the cove and accommodating them. Also local residents should be encouraged to use the village more. These changes are are directed at making vistors more welcome.
6165	The Cove has always thrived on the influx of visitors. There are many great businesses in the Cove who have been so tolerant of all the upheavals in the recent years.



6166	I like the pedestrian focus of lower gallant but traffic flow needed in upper gallant to facilitate getting in and out of the cove.
6168	It would be nice for the cafes on the North side of upper gallant to have equally as nice outdoor seating areas as the lower Gallant cafes have. However, I do not want upper Gallant to be one way traffic as this would make an argument for the temporary connection of Deep Cove Rd and Naughton to become permanent. I do not want that!
6170	The village has limited capacity, we continue to try and make it more accessible to masses of people. There is not enough parking already for those who live there. You cannot have guest over on a sunny day unless they arrive before 8 am.
6175	Upper Gallant is more of an access road and changes there may result in more people accessing the Cove (marina and shops) through Cove Cliff which I'm sure residents there will not want.
6176	To achieve a consistent look for the entire street.
6178	Some consistency within overall Deep Cove area
6179	at what cost to traffic? It makes the corner insanely busy are we just pushing that out?
6183	traffic flow is more challenging in this section, though I appreciate less parking in favour of outside seating areas
6184	Stop destroying this village. Leave some trees and original designs.
6188	need access into deep cove for waterfront, park, hiking and amenities
6191	I would like to see how lower Gallant looks before we proceed with upper Gallant plans.
6192	The Cove has it's own unique ambience and I hate that the District arbitrarily comes and and changes it. So much money is being spent for no reason.
6193	Like the Naughton redirect, project research and planning seems to lack imagination and an innovative modern approach. I'm sorry, maybe some deeper research needs to happen regarding pedestrian friendly communities throughout the world before finalizing a plan for deep Cove?
6194	Not persuaded by plan for lower
6197	While it would be nice to see all of Gallant treated to a "facelift" there would be too many parking problems etc if upper Gallant was included.
6199	There needs to be accessible parking for medical, dental and other services located on upper Gallant. The parking behind the "medical " building is insufficient.
6201	Upper Gallant is always overlooked. The district only seems to worry about Honeys or the Arms Reach. but the merchants on upper gallant deserve consideration too.
6202	To make it consistent

6203	The corner would affect this and this portion houses medical buildings
6206	This is a more strategic ingress and egress of vehicular traffic and transit and promotes such access to parking facilities off Panorama.
6208	parking, accessibility, parking, and parking.
6214	It doesn't need it
6217	I use upper Gallant Avenue to go to the doctor or to have my hair cut. I do not linger there. However, there are restaurants/cafes that would benefit from improvements.
6219	all these changes/suggestions do not deal with the true issue of too many visitors and their vehicles to our neighbourhood
6226	Consistency and more outdoor pedestrian space to spread out!
6228	Parking and two way traffic is essential on this section of Gallant. Very limited extensions of sidewalks on east side of Gallant only where orange barriers are now would be great, similar to design concept 3 for lower Gallant (i.e extended pedestrian zones could be pavers installed over existing road surface.imilar to
6229	Yes, but keeping the traffic moving to Panorama and Indian Arm residents is key for me
6230	Upper Gallant is kind of a "wasted space" with much more potential to expand the village
6235	I strongly support keeping 2-way traffic in upper Gallant; that is most important to me. I can see that restricting parking would improve traffic flow (waiting for people to park can impede traffic) but those spots are important for people who use the businesses year-round. We aren't just doing this for the summer visitors; we need to think about locals who rely on those parking spots.
6237	Need to able to park for my visits to the doctor and pharmacy
6238	Continuity of design and accessibility. Giving the businesses of the upper part of Gallant the same face lift and road works as the bottom would make the job "done". The upper part is as much the village as the lower part.
6239	There are too many businesses (preschool, doctors office etc.) that need easy access for appointments. It is a different vibe than lower Gallant.
6240	Live there, and would like to see similar ambience
6241	I'd like to keep traffic flow and some parking for doctors appointments, etc.
6242	I live on upper Gallant Ave and it would be nice to have a similar plan while maintaining the heritage village look. I also hope the replacement trees will be as beautiful with fall colours as the ones that were removed .
6245	may cramp things too much

6249	Lower Gallant is a short stretch. It would make sense to improve the entire Gallant in the improvements for a proper village feel and more room for businesses and eateries to entertain visitors and residents.
6251	The existing traffic flow of two way traffic on upper Gallant should be maintained. It's safe and allows that beautiful view to be seen upon entry. It's what makes Deep Cove special.
6253	I don't trust that council won't make the Naughton Ave. extension permanent despite selling it as temporary.
6254	I do not have a problem with Gallant only being improved as long as this does not include keeping Naughton as a road
6255	Easy access to parking is important for our business.
6257	Too much congestion and the DNV is working to keep their "temporary detour" in place forever
6258	Concerned about traffic flow
6259	I think you're creating a traffic nightmare for summer months, because you seem unwilling to commit to disallowing parking along Gallant (except for commercial loading zones). If parking is not an option, you will keep traffic moving and have less environmentally-unfriendly idling of engines.
6260	I think similar changes along upper Gallant would make it too difficult for access to Panorama and the rest of the Cove area.
6262	The business need curb side parking. Dentist, drugstore etc.
6264	Cost
6273	No changes are required. People come to the Cove because they like it as it is. Continue to improve signage and parking availability. 'Local traffic only' signs are a big help, please leave them long term.
6276	Absolutely not as this would make Naughton a required entry to Deep Cove. This would then change the character of Deep Cove dramatically to create two main streets (and increase commercial space eventually). The OCP does not call for commercialization of west side of Deep Cove, but this would be inevitable if entry/exit to deep cove was looped.
6278	Return the temporary road into a park / reforestation
6280	Places to eat on upper Gallant Ave should also be given the opportunity to have expanded seating.
6281	assuming the continuation of Naughton Ave. the flow of traffic and design works for me
6285	Upper Gallant needs work. Permanent improved pedestrian seating on the north side would mesh well with the improved lower Gallant plan. A left turn lane onto Caledonia Ave would be a great safety feature

6286	Needs an upgrade
6287	I am not in favour of having the Naughton road as a permanent installation so would want some parking and 2 way traffic on Upper Gallant.
6289	Continuity
6290	I'm not sure it's required and it depends how traffic circulation would be affected.
6291	I'd like to see the traffic flow for entry to Deep Cove and exit by the new road on Naughton be permanent, i.e. one way traffic on upper Gallant.
6292	Traffic flow is required on upper Gallant Avenue to avoid gridlock.
6293	Maintenance of traffic flow
6294	Again we live here not a tourist trap
6295	Perfect time to tidy up Upper Gallant.
6296	Wondering how access to Parking area on Panorama will work. Supportive if two way traffic is maintained.
6300	It would be lovely for this to be a continuous improvement through the entire area.
6301	Access and I want to see Naughton closed.
6302	I don't want traffic rerouted in residential areas
6304	It would be nice to see similar changes while maintaining the current heritage village look
6306	Makes the space much more user friendly and enjoyable
6309	Traffic flow. It's fine I'm just the lower half. I think.
6312	Harder to do because of all the traffic, and it'd be too messy. But might look good?
6316	But limited to replacing the orange dividers, keep the two way traffic on the upper block and maintain existing parking.
6317	It seems that traffic would suffer greatly if upper Gallant was a one way.
6320	I'd like a plan because I feel like this space could be better utilized for pedestrians but it's difficult to visualize.
6324	To create the wow factor as people drive into the Cove, this should start on Upper Gallant and be made consistent with the Lower Gallant changes.
6326	I live there, plus this block has cafes and businesses too, needing pedestrian accessibility too
6327	limit bottle neck. only one side of street for "patio" areas, the north side. prefer it left as is.

6332	it's all part of the same ecosystem.
6335	It's part of the area and helps accommodate people coming in.
6337	TO FEEL INCLUDED
6339	Upper Gallant seems fine as it is, and if the 2-way street was changed to a one way, it would mean a potentially huge change of infrastructure for re-routing. There are also essential services here (doctor's office) that require parking all year round. I think upper Gallant operates fine as it is.
6340	extension of the ONE WAY? - Need to see traffic pattern flow
6342	Continuity
6346	road access is still important especially with all the homes on Panorama Drive. Having lower and upper Gallants usage split is fine with me. The blocks are not large.
6348	This would serve the businesses and individuals in Deep Cove equitably. This would create more community space and give a sense of purpose and character to the area..
6350	we need to still have two way traffic, but maybe only have drop off rather than parking but maybe disability parking spots
6354	The lower part is more unique and can keep the changes there
6358	It is needed as access route to the rest of the area. Driving access should not be restricted.
6363	The whole strip could be a great pedestrian location
6366	As a long time, VERY long time resident of Deep Cove, I hate to see changes. But know they are inevitable.
6368	the sidewalks on upper gallant are narrow, old and worn. The trees also need replacing.
6370	Your disturbing the cove in a great way and I don't think it's in the best interests of the cove residents who now don't go to the cove unless they absolutely need to.
6371	North side sidewalk space could be made nicer.
6373	There needs to be some parking spots for people whose children attend Mamalina's montessori to be able to pull up and drop off their children, and for locals to have a quick spot to park and run errands.
6374	By looking at what you want to do for lower Gallant Ave. , it's already a disaster. Please do not waste anymore of our tax money.
6375	All of Gallant Ave. is a gem, and could be enjoyed so much more with less traffic and other improvements.
6376	It would look complete but impossible to have no traffic going through upper GA

6383	I like it the way it is
6387	To make the spend worthwhile adding upper Gallant to the plan at least gives an additional block to enjoy. However, the restaurants in this section are limited. Also the businesses in this section are not ones I would bother to support.
6388	Upper Gallant is not as accessible as lower Gallant because of the steep slope, so people are less likely to use the improvements, thus wasted money.
6389	I'm mostly concerned about the current parking restrictions and how unlivable Deep Cove becomes in the warmer months (no longer just summer). I worry that these improvements will attract more people, make our residential streets more dangerous with speeding visitors, our school zones and students also less safe.
6395	It's much more of a residential area
6398	I don't see how you'd solve the traffic flow issues.
6401	Let's see how the first plan works out first.
6404	It should be consistent as the two spaces are adjacent. Doing one but not the other will feel odd. The contrast won't make sense visually.
6406	Upper Gallant is the only access for residents in the area, in order to do that, an urban study of the number of people, car and accessibility needs to be done, which I will be surprised if it would support a similar approach than the lower Gallan proposal.
6407	Slippery slope. Pretty soon the whole of Deep Cove will be closed to cars, and that is a nuisance to get out to the Marina, or to visit friends who live on Panorama.
6408	Need to have a consistent look and feel
6409	Summer traffic in surrounding areas is horrible for residents
6410	Why spend so much money on beautify Gallant Ave. It is a street for traffic , not for people to sit around.
6417	traffic needs to be 2-way as far as Panorama
6419	Steepness makes it less suitable.
6421	It is on a bend.
6422	No real need.
6423	I think the whole street has the potential to be a "Great Street"
6426	It's our main drag, a huge part of our tourism and community alike. It's one of the only walkable places with businesses in the cove so we should prioritize it's beautification and walkability.

6427	It would cause too much traffic. Unless you're going to start sending all that traffic through the neighborhood quiet streets to get to The Cove. Don't mess with upper Gallant
6428	More pedestrian space, less traffic will make the area more appealing and help with the crowds
6430	These plans are bad enough
6434	My concern is cost. Happy to see improvements on lower Gallant and upper Gallant improvements would also be nice but I don't feel these are as urgently needed.
6436	It's part of the same area and would benefit from design consistency
6437	the more that is improved, the better
6440	Would be nice
6441	It would tie the the areas together and add to the village feel of the space.
6445	You're making our community harder to get around and as a result affecting business. Look at how quiet Lonsdale is now that you narrowed the roads. Everyone avoids it and will avoid Deep Cove in the near future.
6448	We need more arts community that is open amd inviting. Never been to theatre as feel I need tickets.
6451	i think both Lower and Upper Gallant should be brought up to a modern standard for sidewalks and accessibility
6452	Gallant is the way most people enter the Deepcove area and so there's a similar size of traffic
6459	I believe the Upper Gallant block needs to be a kind of transition space leading into, but not the same as, Lower Gallant.
6463	Depends on improvements made to lower ans their effects
6465	The limited on-street parking is important in this area, and two way-traffic is essential for traffic flow and should not be futher obstructed.
6467	You need to maintain traffic flow in upper Gallant otherwise no one can go to and from home.
6469	Simply more liveable, appealing to tourists & locals.
6470	Depends on the option chosen.
6471	The corner, if there was more parking before upper gallant and you didn't need to use upper gallant for access to parking it's too busy

6475	More pedestrian and seating area in the cove will give more space for people to sit and enjoy what the cove has to offer. Gallant does not need to be a two way street now that Naughton gives access to the cove.
6476	Continuity
6477	I LIVE NEARBY AND LIKE IT THE WAY IT IS. THE STORM SEWER IMPROVEMENTS HAD TO HAPPEN , BUT RESTORE IT BACK TO WHAT IS WAS. THE EXPANDED PATIO SPACE WAS FOR COVID - WE DON'T NEED TO KEEP IT
6478	So much potential for a more 'village' feel if upper gallant is also done
6479	One block is enough for Deep Cove.
6480	You are ruining deep cove. Leave it alone. It is great as is.
6484	busses need top be somewhere
6485	Given the unique location and traffic challenges, a smart and different mobility approach is required to keep the area livable and at the same time leverage the unique destination for visitors
6487	It's not a lot more area and keeping the design consistent across the length of the whole two blocks would be a positive move.
6488	We still need the traffic flow, as mentioned, we live on Panorama Drive. Love Blu House, Zucker, etc. and a lot of us locals frequent those businesses. It could also very much use some beautifying. It's less than lovely.
6490	Not worth it its too wet always!
6491	Upper or lower Gallant weren't broke in the first place, by since work has started?
6493	you need to have more flow to the two way streets before lower gallant, and there are businesses there that need more parking, like a preschool
6494	Not necessary
6497	Want it to feel similar even though two way traffic is a must.
6501	any plan which gets reduces parking and car access on these 2 areas is a good plan
6505	I think the flavour of the Cove is being destroyed and becoming more 'common' and less livable.
6508	You are moving traffic from a commercial area and forcing it upon more residential units.
6510	Would like to know what the options are.
6511	This is the entry/exit to Deep Cove. Closing it would mean that the current detour becomes permanent and we end up like Horseshoe bay, cars just circling through to find parking.



6512	There is less need for the flex spaces/ patios on the south side, however it might be good to see some expansion of the sidewalks on the north side
6513	The whole area needs review to eliminate congestion. Appropriate signage is needed to make it a more accessible community.
6526	Doing it correctly for lower Gallant would be best before spreading the funds too thin.
6531	Wait until lower Gallant is completed
6532	Not sure
6535	Not needed
6536	Two-way traffic should be retained.
6537	Don't think it is necessary right now.
6540	The theatre is dependant on customers being able to attend shows easily without hassles.
6542	Love the idea of creating permanent outdoor seating and pedestrian areas.
6543	sidewalks are dangerously uneven, I would like to see a continious similar look and feel on the whole street. Deep Cove has become a poular desitination with a lot of visitors so it is worth the time, money and effort to upgrade t now. These upgrades can be functional and last for decades to come. I wouldnt want to have the disruption of upgrades again in the near future if we dont do it now.
6546	It should be done, maybe later, if there is funding or money in the budget to continue the design aesthetic of lower Gallant
6550	I have concerns about traffic coming into the Cove suddenly coming into sudden traffic congestion
6552	Finances
6553	modest improvements on upper Gallant to have consistency of look and feel with lower G.
6554	not necessary
6556	no need
6559	It is a feeder to lower gallant so has a lot of people at some times. Obviously you will need a road here unless you do significant changes to the road infrastructure of the entire cove. We just need to stop people from driving into the cove period. Make them park and walk.
6560	Would make the entire 'village' user friendly without so much traffic disruption for the businesses on upper Gallant
6562	Eliminating some of the parking space to provide greater outdoor space to the businesses on the north side is very pleasant. Would accept this being flexible, summer only if that would help swing the decision to make changes permanently.

6563	Would like to see how successful the lower Gallant project is before committing on the Upper Gallant
6564	the cars need to go somewhere.....
6565	Would this be in addition to the lower Gallant improvements? If so, I would be in favor of upper Gallant improvements as well.
6566	Continue the theme of renewal and maintain consistency
6567	This sounds like a leading question - with a goal to make the temporary Naughton detour permanent. Don't do that. You can't make changes to upper Gallant like lower Gallant without one lane closure. Don't be sneaky.
6570	I think we should do lower Gallant, give it a rest for a while as people give their feedback on the success of the lower Gallant Avenue upgrade, whichever is chosen
6572	I think all of Gallant Avenue should be short term parking. Drop off or 15 min only. Even if this is seasonal like April to October. Tourists take necessary parking from locals who need to attend a doctor/dentist/pharmacy prescriptions.
6573	Would be nice for upper and lower Gallant to match :)
6574	The entire Deep Cove village is a treasure and should be treated as such
6576	The cove is a special place. Quarry rock is a well known destination. I think we have to consider the congestion factor, parking, overcrowding on the water with the desire to improve the village.
6578	The village feel is greater and nicer on upper Gallant than lower.
6579	A minimal upgrade in this area would unify it with the pedestrian zone .
6581	Try it in the lower and then reassess for the upper.
6583	It's only two blocks. I'd like to see them car free.
6589	Traffic for local resident access would be terrible
6591	Because it's fine the way it is.
6592	Would indicate an alternate street will be made permanent, which removes more nature and habitat as well as disrupts yet another quiet street. The ones we have work, leave them be please.
6596	Depends on the traffic concept. Upper Gallant needs to stay 2 way.
6599	There isn't much on upper Gallant Avenue
6606	If Lower Gallant moves in the direction of increased accessibility & pedestrian-friendly, it would make sense to extend this to Upper Gallant as well.

6608	Different role. Non-commercial businesses (medical office, dentist, pharmacy). Different needs and they aren't patios
6609	removing parking from Gallant Avenue entirely would be a massive improvement
6615	It's a village, a destination, a feature of the District of North Vancouver. Overall development should be a priority. The self image of the North Shore has changed greatly and will continue to do so. Development in the Cove will be a one time only pursuit so it needs to be taken seriously and not marginalized.
6623	Depends on the plans for traffic flow and parking.
6624	Would just make visitor parking more difficult and limit local use of Gallant.
6629	continuity
6630	More pedestrian friendly area. Parking and traffic could be done outside of Gallant Ave
6631	We utilize the commercial services on Upper Gallant and there's got be reasonable chance for parking to just pop in to grab medicine, etc.
6635	Some pavers and new landscape but keep the two lanes for ingress and egress from the Village. DO NOT keep the temporary Naughton access road.
6637	As a resident of Deep Cove I'd like minimal disruption and for any improvements to be completed quickly. Living on Deep Cove Road I feel longer construction time would mean trucks/construction vehicles etc passing my home daily and therefore would like a swift change.
6642	Because a similar plan on upper Gallant will just remove more parking. People don't hang out on upper Gallant either. Lower Gallant is the key hangout area.
6643	Land is too steep and therefore not amenable to the same process as lower Gallant.
6646	It would cause traffic congestion along Deep Cove Road. How would parking be accessed?
6649	Deep cove is a destination for a lot of people, so to adapt the space into one where people would want to go and hang out, as well as improving the aesthetics and pace of the cove seems like a great idea and long overdue.
6652	Not at this time, I think one section would be good at this time.
6655	I favour a continuous pedestrian/cycling zone. I think tourists should park elsewhere and walk/cycle to Deep Cove
6659	All of deep cove main streets should be closed to cad traffic 100%. Pedestrian only.
6662	So it looks the same - connectivity
6664	I think the current loop works well and gives traffic a chance to flow. Blocking off the upper Gallant area is too disruptive and not necessary.

6665	diverting traffic in an already clogged environment is a nightmare waiting to happen.
6668	Cohesiveness of both sections
6672	It would help all the businesses and maybe some tourists would see that there is more than one place to get coffee
6674	Time for improvements to the whole area.
6677	Again. It should be a holistic approach. This feels as if trying to make something happen fast without much consultation.
6680	Less interesting area, better focus on lower Gallant to invest there to get a nice inviting public pedestrian prioritized area that amplifies Deep Cove's beauty then spreading the money. Also upper Gallent is important access road so you need, if you like it or not, provide access and space to cars
6681	It would deny access to Deep cove for just about everyone
6684	Cove should look unified and consistent not to do this makes upper area look disconnected
6686	There was nothing wrong with Deep Cove the way it was. Why do I want the whole town destroyed?! Deep Cove used to be a lovely village where everyone knew all the residents. Now the streets are lined with out of area cars, crazy people driving and lost people wandering all over. Why do I want to add to that? it is obvious to me that none of you planners live here. Perhaps you should . I would love to see your face when your driveway is blocked or your street becomes one way due to cars parked on it or your backyard or front yard now has toilet paper floating through it. Don't start on new plans when you haven't solved your old ones. Learn to keep your word and change the street back to the way it was. Leave Deep Cove alone. It managed to function and run businesses since it began and it will continue to do so. It also was a pretty town before you started cutting down all the trees and ruining the fountain areas. so no I do not want to see a similar plan for the north part of the street.
6688	any changes would bottle neck access - this is the only viable entry to the area
6697	Deep Cove is busy enough as it is, stop wasting my tax money on developing silly concepts.
6699	Upper Gallant is key to traffic flow in the cove. It must be kept open to two way traffic.
6702	More small village feel for pedestrians and cyclists, less cars
6704	Parking
6707	Not sure it is needed. We do not have the parking to support more people coming.
6708	It would make all of Deep Cove much nicer for the people who live here, not just visitors.
6711	Support businesses and encourage pedestrian traffic above Panorama.

6713	I'm wondering why you want to change a beautiful place... spend money and will not solve main overcrowd problem and traffic.
6715	Would love the corner grocery store sold and used as something practical for the cove! And what is the "gallery" across the street ever used for??
6720	I don't use upper Gallant ave as much as lower. If it was improved, I might.
6722	congestion of the crossroads with visitors and pedestrians is really frustrating, so a solution for the whole area that improves traffic flow would be great.
6723	It should be a walkable village
6724	I would love to see the additional seating and the pedestrian areas. I just wish we could find a way to not impact the residents by rerouting the traffic onto their streets.
6725	Better use of funds elsewhere
6727	Make it more pedestrian friendly. There is too much traffic
6728	No, because local residents and business employees need access to their homes and work. If it is moved down to one lane traffic it would take much longer to get access to residence, etc.
6730	Too much disruption for too long. Maybe give us a break and do it later.
6731	Need more patio space and seating space for upper Gallant
6735	Don't want one way in upper. Ok to have some patios on north side. Need parking for handicapped at dr office and apt, preschool.
6737	Keep 2 way traffic on upper Gallant, some patio seating, need some parking at dr. Apartment.
6739	nice patios but keep 2 way traffic. Bike lane?
6742	Access to Deep Cove is hard enough as it is; to limit traffic to one lane in Upper Gallant would mean rerouting traffic through other, still quiet neighbourhoods.
6743	I would really like to see one way traffic on upper Gallant Avenue and a wider sidewalk and seating area there as well.
6744	I think permanent bump outs for cafes with seats and planters. Also needs lighting and tree upgrade.
6747	Upper Gallant is even more crowded. There are multiple business that have little to no sidewalk area for customers to enjoy the cove. For those that live in the area getting to the park can often be a bit difficult to navigate with limited sidewalk space.
6748	Increase sidewalk for safety as there are lots of children around. Increase outdoor seating area for cafes.
6750	It's connected

6752	Because I'd love to see Naughton and Upper Gallant turned into a one-way loop through Deep Cove with expanded parking close to where the main lots are now.
6753	The area is popular attraction. Changing too much will cause people to impede other streets in the area to park.!
6756	Need it to get into the Cove
6757	I think it would add to the beauty and liveability of the area. European cities have been traditionally designed with piazzas and public spaces to bring a community together.
6766	The more pedestrian-only zones, the better for the community, local businesses, and visitors!
6768	I would have to see the specific plan and then make a decision about it. The most important thing to me is that the temporary road at Naughton Avenue is removed and the area restored to its original state.
6769	I would like to see this essentially to reduce traffic speed coming out of the lower part of the village. We turn left onto upper Caledonia and cars regularly speed as they exit the village. I think this would also benefit the the small businesses into the upper part of the village.
6771	I'm inclined to think that the District should channel its resources towards a really beautiful lower Gallant. However, priority should be placed on restoring the mature trees that have been cut down on upper Gallant. Also the street seating in front of the restaurants should be kept in some aesthetically pleasing manner, while maintaining the 15-minute parking in front of the drug store. Perhaps a few years down the road we could revisit the beautification of upper Gallant.
6776	As I said , Gallant Ave is a street for traffic & parking only. I would rather see using our tax money to improve our parks & beaches areas instead.
6779	It's all the same street
6780	inaccessibility to medical and dental offices. no handicapped parking
6783	The sidewalks on the upper side are too narrow. It would be great if traffic could get to the Gallant area a different way.
6786	should be consistent. Basically the same street.
6787	my doctor is in that block, I can never find parking as it is now
6788	Keep things consistant!

6790	It's difficult to predict the impact of the new road access. We live in the area and the downside is having high traffic flows entering deep cove though the residential area. The other downside is that visitors will not be oriented to the area when they enter the cove on the new road. This may result in people doing an extra lap through the village and then back down because they are now oriented. Arriving to the cove down Gallant orients the visitor to the village area. It also provides the option of turning left, trying to park there and if not successful, trying the other parking area near the kayak centre. I think it makes sense to do lower first, let people experience the new road and they will either say "hey it's not bad" or "this new road is worst than I thought" so they'll be better equipped to answer the question of whether or not upper Gallant should get the same treatment. I love the idea of pedestrianizing the whole street, but tough to know if it's the right call at this time.
6791	It's fine as is now with limited parking.
6793	Traffic flow might be more challenging with all of Galant one way
6795	Cohesiveness of the design
6796	It would be great if the whole street was consistent.
6799	To ensure the entire is pedestrian friendly and safe
6801	the terrain is not suitable
6802	Need to keep the road open for traffic flow -
6804	Needs to maintain the 2way traffic for Caledonia/ Badger homeowners. Would be a nightmare for us to get down tCove to pick up from restaurants if upper Gallant were to be one way.
6806	It would be nice for the cove to have an update
6808	NO ONE WAY STREET
6810	I expect two way traffic on upper Gallant Avenue is necessary for commercial and transit access to the area.
6811	The food service businesses on Upper Gallant deserve equivalent treatment. Would help draw Deep Cove Visitors up the hill. Both Upper and Lower Gallant are important parts of Deep Cove's main street. Help slow vehicle speeds and reduce bus and car impact on the upper block. Gallant is
6812	More pleasant with less car traffic.
6815	Right now pedestrian access is terrible
6816	To keep the area matching and it won't take much to beautify the upper Gallant area.
6818	Stop living in the 1970s! It's time for a refresh.
6819	I would like to see upper Gallant more pedestrian friendly, perhaps eliminating one of the traffic lanes and removing the parking.

6820	More sidewalk and outdoor dining space would be great.
6826	Ok the way it is
6827	The deep cover area is a gem. Let's make the best of it.
6829	Options for more business expansions
6830	Deep cove is losing its charm, identity and livability because of the tour buses, increased traffic and tourism expansion.
6838	These plans seem to be made from the perspective of young, able-bodied, athletic individuals who are visiting the Cove but not living in the wider neighbourhood. It's hard enough already to find parking for medical and dental appointments. The preschool has a few spots underground for picking up/dropping off children but I'm sure some parents must have difficulty finding parking, especially if you have more than one little child to get in and out of carseats, strollers, etc. I would only support such a plan if more parking (and accessible parking) were added close to these medical/dental offices.
6840	This area is a key access area to Deep Cove. It is also sloped and less conducive to your vision of providing free seating areas for local cafe's and restaurants.
6841	Upper Gallant has the same problems as lower Gallant, sidewalks are too narrow.
6854	That being the main entrance into the village, there needs to be something implemented to improve the traffic flow. Locals also want to enjoy the benefits of a renewal because we visit the businesses on upper Gallant just as much
6858	It goes in to an area where people live and it still doesn't solve the parking problem. Could the district do the same as West Van where there is 2 and 3 hour parking..
6859	If the new entry off Deep Cove Road is kept permanently, upper Gallant could be a one-way road. This would allow much more patio, pedestrian and bike space. Changes like this would greatly improve the feel of the village.
6861	It is very difficult to access doctor, dentist and other similar services. It seems that these important business are not part of the interest or concern of the planners. Those who live and need access to doctor and dentist on Gallant Ave already have challenges with parking in the area.
6862	Would like to see permanent outdoor seating without parking but keep traffic 2-way to avoid the temporary route through Naughton
6864	If doing a revamp need to do a complete job
6865	one block is not really sufficient to create a "village" feeling
6866	More livable and sustainable community, less traffic and more walking environment
6870	Traffic is out of control and getting dangerous



6871	Not sure what it would do to traffic and accessibility to the parking lot and the cove itself.
6872	Traffic flow around lower Gallant. Medical/pharmacy access.
6874	I am completely satisfied with how it is now and see no need to spend money to do something so unnecessary.
6875	It's a disaster up there too.
6876	Would give a more village feel. Reduce two way traffic. More pedestrian friendly.
6879	How is this better in a no growth confined space that is a tiny community of residents and a handful of small local shops? I also strongly oppose government spending my tax dollars on helping non viable businesses survive or helping expand them in direct conflict with the residents. I also strongly object to the conflict of interest of the councilor driving this change to help her business especially when she campaigned as the direct opposite.
6881	Don't feel like it is as much of a prioritized area.
6886	Upper Gallant is on a hill anyway so it would be difficult. Leave it for traffic flow.
6891	Continue the sitting areas and concepts from plan 1
6895	To create a vibrant Deep Cove community that supports all local business. It would also look nice when people visit the cove to see a complete community.
6899	The village's first purpose should be to attract visitors to the area. Seating, florals, trees, all add to the beauty of the surroundings and benefit the owners of the businesses which are mainly food, drinks and you need to provide an atmosphere for people to sit and enjoy their purchases of food and drinks, in turn increasing turnover for the owners of these businesses, hopefully year round weather permitting. Any parking along Gallant will have a detrimental affect to this ambience you would like to see created.
6905	WITHOUT A SENSIBLE PARKING PLAN (E.G. UNDERGROUND OR ABOVE GROUND FLOORS), YOU ARE CREATING A GREAT DESTINATION BUT INVITING CONGESTION AND FRUSTRATION. HOW ARE ALL THOSE ENTHUSIASTIC GUETS SUPPOSED TO GET THERE?
6907	If you can improve the upper area and retain two-way traffic flow it would be great, but this would be difficult.
6911	This part of the street is always going to have more traffic to support residents of Panorama Drive as well as businesses in Deep Cove Village
6914	Traffic flow is more important
6916	Safety and traffic flow
6919	Traffic might be too congested
6920	Would like to minimize construction obstruction to medical, dental and pharmacy businesses. This is a critical choke point for access to and from the Cove. Narrowing vehicle access on this block would create gridlock in Deep Cove and Deep Cove Road.

6923	reduce traffic flow to one lane. Reduce road/pedestrian flow! at Panorama/Gallant crossing
6924	Worried about traffic flow
6925	Would make traffic flow problematic.
6926	I would like to support the merchants in this block. However, with the traffic situation at present, there is no room for patio extensions. We have yet to see what the Naughton St . detour looks like.
6927	Upper Gallant is pretty steep and it's not as patio friendly.
6928	Whatever happens to lower Gallant, there should be a match to upper Gallant. For reasons of beautification, consistency. It would not make sense to have only one section that is universally designed and the other not as an example. Again I'm going to note that I would like to see something happen with the intersection in order to improve the flow and safety of traffic that includes pedestrians vehicles and cyclists. The current model is very challenging for residents Who live on either side of panorama Drive.
6929	Overall it will be important to make changes that are inclusive and equitable for all. The lower area should have no vehicle access and traffic should be a one way loop in and out.
6930	Consistent street scape, accessible features, improvements for businesses and customers throughout Gallant
6933	I support improvements to the upper Gallant pedestrian realm but not at the cost of visitor/commercial traffic running through the residential streets such as Naughton Ave. I feel the pedestrian experience can be improved well keeping two way traffic
6934	Not sure.... I do NOT want a design that would require one-way access into Gallant. I do NOT want a permanent road (for entry or exit from the Cove) at Naughton Park.
6935	Just minimal replacement of the uneven sidewalk, orange barriers and replant mature trees
6939	Parking and traffic congestion
6941	Do not want a permanent road off Naughton Ave.
6942	I think there are massive improvements needed there for patio space/ business support/ sidewalk repair. Fixing the old Oanarama market would also drastically help.
6947	the streets are uneven and not properly sidewalked
6948	Consider solutions for the old coroner store that don't pretend it isn't facing the wrong way
6949	I love the area as it is so it's difficult to imagine a lot of change to an area I already love.
6950	More traffic on upper gallant

6951	Just need to address traffic flow as Upper Gallant provides access for Panorama residents.
6956	The two areas are so closely tied, it would make sense to try to address that. realize that the traffic flow would make it much harder
6958	Find the village charming as it is. For afore-mentioned reasons, to support CoveCliff Elementary student safety and keeping the downhill drive panorama view vista for those (particularly visiting family of cove residents) who are confined to driving, not in favor of one-way Gallant Avenue restriction to upper Gallant Avenue.
6959	Similar challenges
6960	To create a cohesive look down the strip. It feels conjestes at the bottom, all the attraction down below, but it would be great to have the space be the entire road. It would be great for business too, less busy during peak season etc
6961	Current outside seating works well. The two way traffic works.
6962	It's all part of the same local area.
6963	upper Gallant seems to be the only access to shops and services in lower Gallant without adding another road into the Cove
6964	Not sure how it would be constructed. How do cars get into and out of deep cove with one way road?
6965	lets see how lower Gallant looks/feels/operates first ....
6966	I think I need to see some suggestions for the improvements before I can really have an opinion.
6969	So it matches, and looks like a whole space. Great shops up there too
6973	I hope some day Upper Gallant could become one way as well and reduce the speed of traffic there as well.
6974	More community focus
6982	Move the donut traffic
6984	I would love to see deep cove revitalized as a pedestrian friendly and safe destination for all ages
6985	Less shops and restaurants there. Not needed
6986	If the moderate option is chosen then I would support doing something similar for Upper Gallant
6988	Traffic flow & street parking is more important than outdoor seating that closes a lane.
6993	It would make for a more cohesive area and tie the whole area together. Of course that would cost more money!
6994	First create lower Gallant Avenue without car parking/car traffic. Then ask that question.

6997	Two way traffic on upper Gallant works and provides parking limited as it is to run in and do pickups and drop-offs.
7000	Worried about more traffic problems. As currently not enough parking.
7002	A complete plan for all Deepcove would guarantee a long term solution for more shops/restaurants and better communication with the community
7010	Lack of short term parking a concern
7013	it is a BS business oriented thing you are doing - not about our town - how dare you.
7017	Continuity of design, flow and community cohesion.
7018	If upper gallant is turned into a one way street, all the traffic will be pushed into the residential area. Please come up with a solution (shuttle bus, etc) to limit the number of cars entering the cove
7019	Build on small village feel, reduce traffic to make it safer for pedestrians
7022	Need to make all Gallant Ave look/feel the same - otherwise it will look ugly
7023	Upper Gallant has great potential with existing businesses would benefit and would be a draw for potentially new and dynamic businesses.
7024	Would likely have a bigger impact on traffic flow. Also businesses such as doctor, daycare, pharmacy, hair salon etc are more in need of short term parking/drop off areas.
7025	I just haven't thought about it.
7028	If the lower Gallant renewal works changing upper Gallant to make area more people or pedestrain friendly is the next step.
7031	Not really sure how that would work considering a lot of traffic funnels through there...
7033	It is fine as is
7034	I don't think you can take away 2-way traffic on Upper Gallant.
7036	We need more safe, pedestrian only areas.
7039	We need to move away from car-oriented culture. Gallant Avenue is currently frustrating and dangerous to navigate as a pedestrian, cyclist, or car because it's trying to accommodate everyone. Shut down or restrict the car access to make it safer for everyone.
7042	Upper Gallant needs to allow two way vehicle traffic and parking because of the proximity of the doctors and dental surgeries, and the pharmacy and access to Panorama.
7045	There is no explanation of the traffic flow impact or changes.

7047	Providing that 2-way traffic remains
7049	This is a small area, which will make it more cohesive.
7057	Temp patios here could also be beautified in a permanent or semi-permanent way
7058	Need more of a plan of where traffic would be rerouted.
7059	I think that would mean keeping the new road into Cove and I live on Caledonia and worry I will get caught in traffic at weekends and holidays
7060	We need to address the uneven sidewalks particularly after all the construction is complete as it usually gets worse.
7061	upper gallant doesn't consist of shops to eat on the right side (facing the water) it would be wasted space.
7064	Deep cove has limited parking and lots of people live there. It has limited capacity by geography, leave it be and pursue this project in a more centralized area with multiple access points and better transit
7065	Patios provide way more value and conviviality to a space than parking
7066	We love to see a change on the pedestrian block, lights and new trees, everything update, but not expanded
7068	The removal of parking and vehicle access does not make Gallant more liveable. When you are trying to visit the doctor you need a place to park, not another park bench.
7073	part of the same street. would look weird to not match the feel of the neighbourhood
7075	For all the same reasons I stated regarding the full renewal concept option.
7076	and how on earth would the folks on panorama access their homes? I absolutely do not want the one way traffic plan nor the temporary access via naughton fr deep cove road to be a permanent part of the redesign of a sweet village. we are not granville island.
7084	The visibility coming into the Cove is not great now coming around the curve, best to leave it's it is.
7085	It is appropriate to consider lower Gallant as the core and as a first step. From a village centre point of view for not just attractions (restaurants, theatre, museum), but also for the community services, both upper and lower Gallant are the core of Deep Cove. However, the needs of clients to visit the day care, dentist, medical office, physio centre, etc are different from those of visitors just looking for a day outing. Upper Gallant could be improved by being limited to one way traffic, but it is doubtful that it could become a pedestrian mall with no traffic without reconfiguring some neighbouring streets / roads.
7089	It's fine the way it is, people really don't need it any busier than it already gets when COVID protocols are lifted, it was crazy in the summer with people! The transit buses were full of people!

7090	I like the idea of a similar look but to restrict/narrow the upper part will have a massive impact on traffic. The lower part work's because of the ability to turn right at Panorama and then loop back up Gallant one way.
7092	I would like to see possible plans before deciding one way or another. I am concerned about traffic flow issues.
7093	Upper Gallant must have parking bays, for the health services in that area i.e. the doctor, dentist, pharmacy, and child care centre. Blue badge spaces are needed on Upper Gallant. Making any change that removes any parking is not feasible.
7094	It would create a more lively area - I would love to see more shops and restaurants in upper Gallant.
7096	Again, the more the street is expanded, the more it will become a tourist trap in the summer (more than it already is)
7097	Most of the business there don't need outdoor seating (Bluehouse has theirs at the back of their property and Osaka has it on a raised area). Pharmacy, Dental office and hair salons do not need expanded sidewalks
7098	We are fortunate to live in a beautiful part of the world. We should devote future funds to the less fortunate in Vancouver - the homeless, the ultra poor and decent affordable senior homes
7099	Leave parking alone at top please.
7101	With the incoming traffic encouraging more walking and patios, unless we leave Naughton as entrance is dangerous for pedestrians - cars are too focused on parking people can't cross and the 4 way stop is a nightmare with a problem waiting to happen
7102	Why not? It would improve the livability and attractiveness of Deep Cove.
7104	I'd like to see a plan for better traffic flow and pedestrian safety. Intersection at Gallant and Panorama is a nightmare. Incoming drivers are in a rush to find parking and don't (know how to?) obey 4-way stop rules. The intersection is dangerous for pedestrians.
7106	I would like the entire area to have restricted car access.
7107	Cars can be removed from Lower Gallant. Unless there is a plan to remove non resident vehicles from Upper Gallant, I don't see this working. There is a need for a parkade that would stop visiting traffic before entering the Cove.
7108	Not sure how traffic would flow. I DO NOT agree with the Naughton diversion and want to eliminate once storm sewer work is completed. It will be a hazard to the community particularly those residents nearby Plus there are limited sidewalks
7109	Traffic must be able to move through the Cove, especially for residents and visitors.

7110	Not sure how traffic would flow. I DO NOT agree with the Naughton diversion because it is bad for the residents in that neighborhood. There are no sidewalks there,
7111	Upper Gallant has some accessibility issues as well and also has important community businesses as well.

## Appendix 8

### Key themes

Do you have any other suggestions about potential improvements to lower Gallant as part of Livable Deep Cove? (n=273)

Key theme (comments)	What we heard
<b>Design (118)</b>	<p>Improve general look of village and businesses, extend design to waterfront (19)</p> <p>No change (18)</p> <p>Landscaping – trees (14)</p> <p>Change is positive, would like a permanent option, support for full renewal (13)</p> <p>More pedestrian friendly, more seating (13)</p> <p>Match style of Deep Cove (6)</p> <p>Support for minimal improvements (4)</p> <p>Add covered areas (4)</p> <p>Public art and drinking fountain (4)</p> <p>Consistent for full length of Gallant Avenue (3)</p> <p>Don't encourage more visitors (3)</p> <p>Cul-de-sac repurpose (3)</p> <p>Wider sidewalks (3)</p> <p>Landscaping – planters and ground level plantings (2)</p> <p>Movable benches (2)</p> <p>Time limit on outdoor seating to reduce noise (2)</p> <p>Accessibility (2)</p> <p>Native plants and First Nations elements (1)</p> <p>Hybrid of design concepts (1)</p> <p>Events (1)</p>
<b>Traffic flow (95)</b>	<p>Eliminate all vehicle traffic including buses (25)</p> <p>Reduce congestion and improve flow (24)</p> <p>Alternate transportation – promote bike and transit use, improve bike lanes and infrastructure, improve, and maintain public transit (17)</p>



Key theme (comments)	What we heard
	<p>Reduce traffic (11)</p> <p>Eliminate all vehicle traffic except buses (6)</p> <p>Maintain two-way traffic (6)</p> <p>Maintain one-way traffic (5)</p> <p>Pick up and drop off areas – maintain access to waterfront and businesses (1)</p>
<b>Parking (77)</b>	<p>Offside suggestions e.g., parking outside of Gallant Ave, or outside of Deep Cove and shuttle to village (29)</p> <p>More parking for visitors (26)</p> <p>No parking (8)</p> <p>Improve resident parking (7)</p> <p>Accessible parking for people with mobility challenges (3)</p> <p>Institute pay parking or time limits (3)</p> <p>Goods movement, commercial and delivery (1)</p>
<b>Naughton Avenue detour (18)</b>	<p>Opposition to making the Naughton Avenue access permanent (10)</p> <p>Support and suggestions for making the Naughton Avenue access permanent (8)</p>
<b>Flexibility (6)</b>	<p>Close street for events (5)</p> <p>Seasonal configurations (1)</p>
<b>Safety (6)</b>	<p>Seating and pedestrian area separated by cars (6)</p>
<b>Other (30)</b>	<p>NA (9)</p> <p>Use funds elsewhere e.g., Panorama Park (5)</p> <p>More garbage cans and regular maintenance (5)</p> <p>Grateful for inclusive approach (3)</p> <p>Minimize disruption in the area (2)</p> <p>More consultation (2)</p> <p>Changes will not benefit residents (2)</p> <p>Concern for wildlife (1)</p> <p>Dog friendly (1)</p>

## Verbatim comments

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6030	<p>I think that option 3, which is the most flexible could be expanded on with respect to aesthetics while leaving the option for two way driving intact.</p> <p>ie the street surface could be totally replaced with pavers and the removable bollards could be made more attractive</p>
6032	<p>Just go all the way and make the street entirely pedestrian only except for local traffic. There are 3 parking lots in the immediate DC village, plus 2 more lots at Myrtle park, and street parking along Deep Cove road. Why is it so important to have more parking and non-local traffic flow allowed on the lower gallant section as well? If it's just not feasible to do that, present a clear plan to the community that explains why. Otherwise, a 4th option that limits traffic as much as possible and promotes cycling and walking is preferred.</p>
6035	<p>This presents a unique opportunity to advance reconciliation with Tsleil Waututh and an opportunity to educate/inspire the community and guests to care for the land that sustains us. Local food/native plants provide educational opportunities, engaging businesses to eliminate single use through an innovative reusable/share program creates opportunities to put circular economic principles into practice. Other suggestions/ideas have been included in previous comments.</p>
6039	<p>Increased transit access. Private vehicles to bring visitors to a place that could easily be served by mass transit or shuttles is incredibly inefficient and a long-standing burden on residents. 1 bus of 50-100 people can remove 50+ cars! Paid parking would incentivize this further.</p> <p>It would also reduce noise considerably. Cars are the primary source of noise pollution in an urban space.</p>
6048	<p>We've got the grant, and the opportunity to significantly change Lower Gallant. Pedestrian-only spaces are common in other cities and attract people to come together; they become vibrant parts of the community. I'd love to see all traffic removed from Lower Gallant, but it's probably not possible because of buses and delivery trucks. But the more we can remove the traffic, the better. A great example: Place Jacques-Cartier in Montreal.</p>
6056	<p>Remove the bus route from lower Gallant so that patio seating can fill the entire street. Lower Gallant is vibrant and quite often people fill the narrow sidewalks spilling into the street. Even with the temporary changes to gallant there are not enough patio seats and tables. There is no need for vehicle access to lower Gallant during peak times (other than non-peak access for commercial deliveries).</p>
6067	<p>Limit the number of cars and visitors and put pedestrian light controls to prevent potential accidents. Particularly at the very bottom at the turn around near bus stop and Yacht Club.</p>
6074	<p>Explore parking options for locals or free shuttle service from Parkgate or Seycove on the weekend. Many elderly can not enjoy the area because they cannot walk to it.</p>

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6076	I thought even the 1st plan looked like a temporary fix, but maybe I was misreading the plans. I would love a full commitment to change, with lots of permanent pedestrian and seating space.
6080	close lower Gallant fully, use the Naughton ave as entry in with upper Gallant as one-way out (add angle parking on up Gallant) put in a traffic circle where Naughton meets Rockcliff (at Kayak shop\parking lot) to turn cars around to allow quick drop off of people and water gear (create a drop off zone). Put another traffic circle at the Gallant and Caledonia to allow local traffic to Caledonia and to turn cars around or make it a one way loop with left turn access back onto Naughton ave from deep cove road, can then use the other lane and current parking as angle parking ( Caledonia traffic would have to us the loop to access Caledonia ). widen Panorama between Gallant and Naughton to allow for bus stop, drop\pickup zone and commercial parking. Go further and purchase the 4 homes on naughton create more angle parking with walk way and natural barrier for the residents
6082	more family friendly and seating area, parking around Deep cove, shuttle bus from parkgate or other close by schools would help to move the traffic.
6087	See my comments on coupling the Cove with Mt Seymour, using shuttle buses from the mountain to the Cove to discourage cars coming into Cove. Shttle buses could also be used along Deep Cove highway to pick up people parkling there so that almost no parking in Cove becomes feasible.
6089	<p>One of the problems I foresee is that the cuter/lovelier/accessible/ you make Deep Cove, the bigger problem we will have with even MORE people wanting to come visit. What are some ways in which we could reduce the attractiveness of the area? Crazy idea? Maybe, but it was much nicer before people all knew about it. Get Google to remove Quarry Rock from Google Maps.</p> <p>This might be too crazy to consider, but what if? What if an old Pacific Cat ferry was parked in the Cove waters and cars were allowed to "board" for parking? It would probably be the world's first floating/movable parking lot. Otherwise, consider a multi-level parkade by the Kayak shop, or use the huge Cove Cliff School outdoor field for parking during the summer months.</p>
6101	Pedestrian only. Traffic route to stay on new Naughton route.
6106	I do not understand why there is a need to drastically improve Lower Gallant . A modest revamp as the 3rd plan suggests would be suitable to preserve the village atmosphere of the cove and to maintain the level of tourist traffic which is more than enough at this time. I am new to the area, but on my many visits here to see family, I feel the less change the better for the Deep Cove area.

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6113	Why is district not focusing on the real problem, which is traffic and parking in the Cove? Why is the money not better spend on a proper biking infrastructure allowing visitors to not use their cars when coming to the Cove? The beautification of Deep Cove will attract more tourist. Non of the concepts provided is addressing the traffic issue this will bring. It feels that the district is completely disregarding that Deep Cove is not only a tourist destination but also a home for many people. The question "what is the reason?" Is not answered at all.
6122	PLANT TREES DONT CHOP DOWN
6127	Spend some \$\$ on maintenance of Panorama Park and its facilities instead.
6140	I would wait until the businesses recover from Covid and from the sewer construction
6144	<p>1) Disclose the feedback from the businesses that will be impacted with the community. How do they feel about the proposed changes?</p> <p>2) Disclose the feedback from the neighbours impacted from the suggested changes.</p> <p>3) Minimize costs and ensure that Gallant Avenue remains two-way with parking on both sides.</p>
6151	Secure bicycle parking should be available nearby.
6152	Make lower Gallant, full time pedestrian only... Thereby removing the potential for pedestrian/ traffic accidents.
6160	Keep traffic (private cars) to a minimum. Do not make the Cove into a tourist attraction. Do NOT change traffic patterns from April 2021 norms, do not make the Cove into a hub for eateries, and shopping. Focus on preserving the "old world" historic Deep Cove neighbourhood feeling.
6161	More garbage cans - or even better, a pack in pack out policy. Or both. The amount of overflowing garbage cans in the summer is brutal and not good for the wildlife. Perhaps also parking could be pre booked. Like visiting mt Seymour during covid. Then visitors can book their day rather than driving Around endlessly.
6166	Repurpose the roundabout at the end of gallant. Pedestrian focus. Public space.
6168	no.
6170	Resident only parking areas. Kitsilano does a great job of managing parking on their very popular beaches.

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6180	I love living in this area, it is beautiful. It is time to Clean up the area, it looks tired, there is so much potential, but we also need to have a viable parking solution to accommodate visitors. If there was an offsite parking lot with a cool type of trolley bus, that ran in the summer and weekends, it would add character to the area. We also need to give incentives to businesses, to clean up what they have and encourage new ones to open, there should be no offices on the ground level of a 1 block commercial street are it takes away the atmosphere of what could be in Deep Cove.
6189	It's time to consider innovative solutions to the car problem in Deep Cove. The constant fight over limited parking is ruining the quality of life for many people who live in Deep Cove.
6191	Change the bus route so they do not travel on lower Gallant, as it is so unsafe amongst all the pedestrians.
6192	Gallant should have two way traffic like it always has. The sidewalks can be improved upon, and outdoor patios are great, but not to the exclusion of more parking spaces.
6193	Leverage the roundabout at the base of Gallant that no one uses - especially when Gallant is a one way. Even on busy weekends, it is largely empty space that would be a nice place for a bistro style space with tables and chairs to have a coffee and a chat and take the food you buy from upper and lower gallant to go and sit before heading out into the parks. It's always been an annoying space and even WHEN someone tries to use it as a roundabout, it almost always ends up a mess.
6194	Preserve access for commercial and emergency vehicles for/to strata owners and business. Need a pick up and drop off area including with equipment eg paddle board/ picnic gear. Need better waterfront access for all levels of physical ability.
6197	Tidy up the shops and apartments on the right side heading to the water. Allow street musicians to perform through the summer. Hanging flower baskets and strategically placed planters.
6199	Awnings for rainy days!
6208	Parking please!
6217	Have as much greenery as possible. The trees are lovely and are not in the way. Have they come to the end of their lifetime? I hope not. They soften the building and harmonize with the Cove. They also provide a perch for the birds who are our seasonal helpers,
6226	Parking, parking, parking! LOLIn my opinion all of the other changes would be redundant if we can't accommodate an increased amount of vehicle traffic for people coming to visit the new and improved village! Looking forward to hearing more! Thanks!!

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6228	<p>I strongly recommend that we do this project properly (i.e. design concept 1) while the opportunity is in front of us. Why spend any money for the other two concepts which are more "patchwork". This is a once in a lifetime opportunity- let's take the time do it right.</p> <p>Another somewhat unrelated idea - should we use this project as an opportunity to consider changing the name "Gallant" to another name that aligns well with our beautiful village. For example, the name for Panorama Drive was once a more benign name- Cook Street or something like that- Panorama Drive and Panorama Park is so much more aligned with our beautiful village.</p>
6230	<p>Have you considered all the traffic created by visitors coming to hike, bike &amp; kayak? This is a whole other issue that needs to be considered in conjunction with this project. And no tour buses, keep the buses out!</p>
6235	<p>Could we please take the opportunity to educate our visitors about bear awareness? We can use bear-proof containers and signage to spread the word about safe co-habitation with our bear neighbours. Being right up close to nature has its responsibilities. While we are at it, we can spread the word about ocean pollution and being responsible with our waste.</p>
6241	<p>Please keep it natural and uniquely deep cove. We love trees more than planter boxes, that tourists fill with garbage. It would be great to ensure that it doesn't look industrial with too much metal. Let's keep it unique from other communities.</p>
6242	<p>I would like to see our fountain put back in the seating square at the intersection and to have ALL of the trees replaced.</p>
6249	<p>Parking is and will be an even bigger issue with the proposed enhancements. Perhaps a free shuttle could be offered running between Parkgate and Deep Cove in the summer months to reduce traffic and parking demand in Deep Cove village (similar to the shuttle in Whistler going from the Upper Village to Lost Lake where there is no parking at all, just drop off areas).</p>
6251	<p>I support any idea that maximized greenery and protects nature...the reason people visit and live in Deep Cove. Currently, all that's happened is that the wildlife have been threatened with the removal of Naughton Nature Park Wildlife Corridor, roads have been put in places that endanger the safety of our community member (particularly our most vulnerable) and businesses and tourists have been given priority over the people that live in the cove year round. There has been a great lack of transparency thus far, as these surveys all seem to come with an agenda that is not shared until it's too late. The vision of a community starts with the people that live there, not with a government grant. Pavers and park benches are not more important than wildlife and nature.</p>

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6257	<p>Put things back to the the way they were before CoVid. Deep Cove is for people to enjoy not for the benefit of the merchants.</p> <p>Close or limit the Kayak rental business, they are the largest user of the public parking by their customers and their staff</p>
6258	<p>I really like the current /temporary looking "LOCAL TRAFFIC ONLY" signage and traffic cones. For the residents, you might want to looking at making these a permanent item with concrete curbs and landscaping and designed so fire trucks can roll over part of them if necessary</p>
6259	<p>This it's probably pie-in-the-sky, but do you think you could install some sort of smart counter at the entrance to Upper Gallant that would keep track of the number of cars entering and leaving the Cove on weekends and warn people on Deep Cove Road (where the sign currently it's that tells them Quarry Rock is closed) when there's no more available parking, and that they need to park at one of the satellite locations? The more cars you can prevent from even entering this area in the first place, the better.</p>
6260	<p>I think that you could go all the way and make lower Gallant a car free pedestrian only plaza if the traffic flow in and out of the area can be managed.</p>
6262	<p>The strong interest in the Quarry Rock trail has driven a lot of the over use of the park and parking. Since it's been closed the park is filled with families and individuals enjoying the area. I'd like to see a solution to that over demand.</p>
6273	<p>Return Naughton to the way it was.</p>
6276	<p>More effort needs to be put into diverting traffic into Cove Cliff, Seycove, and Myrtle Parks. Perhaps consider 'flexible' options for tourists to park in the back of Cove Cliff during summer months (in the playground or on the gravel field)</p>
6280	<p>I thought it would be great if there was a dinking fountain incorporated into the Deep Cove area, preferably by the original fountain feature at the corner of Gallant Ave and Panorama Dr. This way pedestrians can refill their water bottles and not have to buy water in disposable plastic bottles. It would be even better if this new water fountain could be both functional (to benefit adults, children/people in wheelchairs and dogs so 3 different heights) and creative, maybe designed by a local artist making it unique to Deep Cove.</p>
6289	<p>Remove cars and put bike parking down the middle.</p>
6290	<p>Create an iconic and interactive public art piece and really reveal the storm water runoff through rain gardens. We live in Deep Cove. Let's celebrate and animate water!</p>
6294	<p>This is not an improvement</p>

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6302	Just more level space along the sidewalk, appropriate storefront businesses for walk in customers (not office space). Don't permit the corner store to sit decrepit and vacant? Wheelchair accessible. Bike parking space nearby
6304	NO PARKING EXCEPT FOR EMERGENCY VEHICLES
6305	Either parking needs to be figured out or Deep Cove should have shuttles bringing visitors in and parking can occur outside of the cove
6309	Maybe a free bike tire pump. I've seen them elsewhere in north Vancouver believe. Kind of cool.
6311	All plan it's acceptable if the detour is removed and tree is replacing
6312	More seating like how you proposed. Bring in nature!
6317	Find solutions for parking as it is always an issue. And coming by foot or bus is not a viable options for everyone, especially for young families.
6326	Because of the increasing popularity of Deep Cove, and therefore increasing numbers of visitors, we need more frequent cleaning and maintenance, such as painting of metal railings and planters, trash removal. After winter rains, sidewalks look dirty and are discoloured with moss and algae. We are a world destination now, and don't want to present a face of grit and grime.
6332	replace a lot of the single family zoning in deep cove with medium mixed use density: duplexes and townhomes and apartments (under 3 storeys & less that 8 units allowed by right). allow small commercial of specific types like grocery stores, restaurants/cafes and retail anywhere in the area as long as it is under a certain size and doesn't include more than 2 parking spots (one of which is to be accessible only). that way we would really become a village.
6336	The loss of trees for the plumbing/pipe upgrades was so heartbreaking. Moreover the businesses on upper Gallant get a nice amount of foot traffic (and customer overflow into the street), so expanding their access to outdoor space would be welcome.
6337	I AM VERY GRATEFUL FOR DNV'S INCLUSIVE APPROACH
6339	Because of the premier location, it would be wonderful if all of the commercial space along lower Gallant was used for public services (shops, cafe's etc), rather than office space for dog food companies, etc. All spaces along this street should be carefully considered and should represent what life in the cove is all about!
6341	I don't see how these changes make much difference to the people who live in Deep Cove or nearby.



Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6343	I would love to see more planned live/work/play communities. The district needs to look at what people need and design those things into the different areas. What do kids, teens, young adults or more mature adults need. The design should incorporate natural asset management, transit, and bikeability...
6344	Traffic and parking must be dealt with in a way that does not disrupt those living in community.
6346	Love the white lights in the trees in the winter months, it looks beautiful (especially the trees that used to be by the fountain).
6348	All of Gallant Avenue should be turned into a pedestrian only community space. This will create a greater sense of community, and give character and purpose to the area. This area could be used for community events, weekly farmers markets, and general pedestrian/community use. The larger traffic/parking issue in Deep Cove needs to be dealt with as it is impacting the safety and feeling of the area. Improved separated bike routes, bike parking, and/or shuttles/public transit improvement would return Deep Cove to its safe, community-centric feel. Parking on local streets by non-residents should be eliminated. An alternate solution should be put in place to eliminate the car traffic as the battle for parking has become concerningly aggressive.
6354	Yes, would be great to remove cars all together from the lower Gallant and open only to pedestrians, vendors etc
6366	I do hate changes to the Cove, but last summer I asked all the locals how they felt about the new changes on lower Gallant and they either thought it was fine or they didn't go there so it did not affect them. No one was up in arms about it. I think it is and will continue to be a great help for the restaurants. That is great in my opinion.
6368	Considering how important Deep Cove is as a tourist attraction, investment in this jewel is much needed and warranted.
6374	Just open up the lower Gallant like the good old days : parking at both sides & two-way traffic all year around !!Put more decorative lights around the trees & the street at night !Don't add anything( even the rain garden with benches ) to the street to block off the parking space please.Use our tax money wisely please .
6375	As much as possible, eliminate cars (both moving and parked), and re-route commercial and transit traffic.
6376	Minimal traffic
6383	It's good the way it is, save the money and leave it as is, that's my opinion
6387	Spend some of the money on upgrading Panorama Park and the waterfront. Also parking is such an issue that unless many more areas are devoted to parking this project will not be work doing.

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6388	I love the small-town feel of lower Gallant, and would like to see that preserved as much as possible.
6404	Remove parking entirely, and create a nearby parking area for tourists.
6406	Yes, close the street completely!
6407	create a shuttle bus for the busy days, to move people and their stuff, from Seycove or Cove Cliff to the Cove. Also - make it one way traffic all the way around, and install signs that show where a parking spot might be available.
6408	Keep as much of the old Deep Cove as possible. Too much change is not good for Deep Cove, it would lose its natural charm
6410	The improvements for lower Gallant is just to keep it nice & clean & safe to drive. Keep it like a street. No need to add any artificial stuff. People come to Deep Cove to enjoy the parks , beach & the nature. Not to sit on the street . If they want to eat , there are plenty of restaurants for them to dine in.
6422	I hope we are still thought to live in a livable Deep Cove or did someone change that.
6426	Please consider additional parking AWAY from the upper and lower parts of deep cove, to divert traffic there instead of in the community + gallant area. This alone would have a huge impact on the walkability and beauty of deep cove as a whole, during our peak seasons.
6428	Create a wide, interesting walk or promenade from a parking area to make walking and cycling into Deep Cove more attractive. Increase bus access in the busy months.
6430	Things were good, the community was accessible before the current changes. These proposals are going in the wrong direction. Families in North Vancouver are still dependent on vehicles to move around the region. These efforts to try to frustrate mobility are not helpful.
6436	Improve transit routes and or frequency for busy months (perhaps even and "express bus") focus on clear offsite parking and in the lower areas dedicate as much space as possible to pedestals green space this will benefit folks coming down from the trails and keep them from overheating if there is sufficient green spaces in particular overhead like trees. Thank you for your consideration
6440	I think banbury should get extra parking
6441	The merchants need to be protected so make sure there is enough parking nearby so the public can access the shops and restaurants. Maybe have a shuttle service from large parking areas that are more distant from the downtown core on weekends and holidays. The valet bicycle service is an interesting idea and should be evaluated at the end of summer to see if it actually made a difference. We should also be looking at ways to make cycling to the Cove safer - ideally have a barricaded bicycle lane (ie on the Parkway)or find a way to use residential streets rather than the Dollarton Highway to get to the cove.

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6446	If new trees are planted, please ensure they have the same kind of lights as the current trees.
6448	Yes. Can you create some work spaces for all of us that are stuck at home. Flexible spaces that allow us to work and have community center feel.
6459	Please treat both the north & south sides of the street equally, and consider the creation of a no parking / one-way traffic flow / pedestrian-centric Lower Gallant block.
6463	Better garbage containers. New ones are too big and blocking space. Get retailers to provide bins outside their units, set up with small bins but clear recycling instructions.
6465	Permit demolition of the old corner store and allow modern redevelopment. I understand that the store is presently designated as a heritage building, yet it has no redeeming architectural merit. The building is of poor quality construction, is rapidly deteriorating and is an eyesore. I live on Panorama drive.
6467	Make the bold move and use plan 1 but you're going to need a parkade some day.
6469	100% pedestrian zone, no traffic or parking. Small shops mid street. Should have a small craft brewery right in Deep Cove.
6471	Just fix the sidewalks More parking before get to gallant traffic through the village is uncomfortable
6477	I DON'T THINK TURNING THE LOWER PART INTO ONE WAY TRAFFIC WILL HELP - THE VIEW IS DRIVING DOWN TO THE 'CIRCLE' AND THAT WOULD BE LOST - WHEN YOU HAVE THE TRAFFIC COMING FROM THE PARK DIRECTION, YOU MISS THE GREAT VIEW AT THE END OF THE ROAD.
6479	Completely car free lower Gallant.
6480	Please do not make change for the sake of change. Deep cove is great as is. Listen to the residents and leave this alone
6484	no Busses no vehicles pedestrian zone only
6485	Free bus shuttle during weekends and summer to parking at parkgate mall
6488	As mentioned in previous comment box on a previous page. Embrace cultures, be known for it's village charm. Many villages in Europe don't even allow cars in, and the car noise and volume is quite overwhelming. Shuttles in would help. We still need a good way to drive in and out as locals. Embrace music, art, family life. Qualities that count in our community. It's a special place, let's keep it special.
6489	Again, broaden your focus. Improving gallant without addressing alternate ways to access the cove only makes the cove less accessible. Circling traffic will get even worse

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6491	Post pandemic, I imagine that the community would be enhanced by a once or twice weekly street event (Music, improv., short plays), open air on sunny warm days and under canvas on other days, this could be managed with the consent & cooperation of the Deep Cove Stage Society, or other interested entertainment agency.
6494	Remain concerned as you have already removed an eco system within the cove at the top end of naughton under the guise of temporary...with no consideration of the residents and you have created an accident waiting to happen in the process
6497	Bike infrastructure needed - lockers etc?
6501	Eliminate parking and minimize car access. Since when are we entitled to drive and park cars everywhere we want. We need to get used to parking and walking, and stop turning valuable high use land into parking lots and roads.
6509	Can you look at putting in and underground parking lot on the hill beside deep cove Kayak.  Put in a parking lot there. We have lots of space
6511	Resident only parking for deep cove + paid parking would move people to use the bus! Without the cars looking for parking in the summer you would make deep cove more livable!
6513	Spend time in Deep Cove watch the traffic bottlenecks see where additional parking places could be maximized. Work on more appropriate informative signage.
6526	Some form of parking structure might be helpful.
6530	I don't think any big changes can happen unless you really consider additional parking somewhere
6536	Leave it as it was pre-Covid
6537	What ever you do make sure cyclists are included in the thought process and provide good instructions and signage for them. (I am not a cyclist, but find some cyclists are very annoying. Many do not use or follow instructions for the expensive cycle lanes etc provided for them in the Seymour area! Thank you). If cars are going to be restricted in Deep Cove, then so should cyclists be managed and directed away from pedestrian areas.
6542	More parking for the Quarry Rock visitors. And some form of traffic calming on Panorama Drive.

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6543	<p>I like the 4-way cross walk/traffic light in Steveston village, where the pedestrians can cross either diagonally or straight across the street at once. I.e. when the pedestrian light comes on, pedestrians can cross to wherever they want, and then cars proceed one direction at a time. This would keep traffic moving efficiently. Having a traffic light would also prevent drivers from pausing to think about where they'd like to go and also waiting for parking. They would be forced to keep moving.</p> <p>When the Cove is very busy and there are a lot of people crossing the road in all directions, traffic gets backed up due to having to wait for pedestrians and drivers lose track of whose turn it is to go when they have been delayed by pedestrians.</p>
6548	Do something about the parking
6550	<p>Permanent info boards warning when parking is filled up - almost 9 months of the year it is impossible to visit the cove on weekends and some weekdays because of congestion. The cove is without question a victim of it's own success but having people drive around and around hunting for parking and then parking illegally out of frustration serves no one. On the subject of parking enforcement - adopt the Denver boot system for repeat offenders. After a 2nd ticket, a 3rd violation should result in booting or towing. Some people with more money than ethics look at tickets (when they get them ) as a parking fee, not a violation ticket. Being inconvenienced in addition to the ticket sends a more powerful message.</p>
6563	Let make Deep Cove something everyone wants to come and visit and enjoy - locals, lower mainlanders, Canadians from all Provinces and also Foreign Tourists.
6570	Pedestrians should always be the key, because people will continue to flood into the Cove one way or another. If we make it easy and enjoyable for transit visitors, they will once again take the bus their second time out and long-term the quality of life in Deep Cove will be less affected by the predictable influx to come
6572	Controlled traffic most specifically for pedestrians. Please send someone to monitor this intersection on a sunny busy weekend afternoon in the summer.
6576	Covid has made the cove a crowded place, in the village, in the neighborhood and on the water. This needs to be monitored if it is going to stay a liveable deep cove. We have dealt with fires on the beach, dope smokers, unsafe swimmers, paddle boarders, boaters, seadoos and kayakers.
6578	Increasing the pedestrian area permanently is best.
6581	Make more seating in Panorama Park for everyone.
6585	Why not make it a full pedestrian area?
6591	More resident-only parking, shuttles.

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6596	This needs to be combined with a good transportation and parking concept. Maybe mandatory shuttles. Close of DC for non local cars on the weekends? Provide large parking multi storey parking space close to phibbs Exchange to be used by DC visitors on the weekend and commuters during the week.
6609	block it off to cars entirely (except accessible parking). Deep Cove has a small seaside village feel. Maintain this by blocking off Gallant Avenue to cars and making it a walkable destination (from nearby parking lots) where people can meet and visit in a beautiful space. As it is now, the traffic and parking frenzy makes Deep Cove a place to avoid.
6611	I think the food and beverage merchants should take more responsibility with the litter coming out of their establishments from their costumers. As an 'adopt a street' program- I pick litter all around downtown Deepcove and its a lot! It is mostly from the single use coffee cups and take-away boxes, cigarette butts and alcohol and non alcohol cans and bottles. It is not all coming from Gallant businesses, I realize, but a quite a bit is. Just saying. thx
6614	Make it a full pedestrian area
6624	Define Livability. We have to address those who live in the Cove, have businesses in the Cove or are tourists or visitors. Their needs are different. Please don't forget all the users and please don't design Gallant out of context of the neighbourhood.
6631	Go for it! We live in the Cove and basically avoid it all Summer on weekends because too much traffic.
6635	White lighting for the trees year round
6637	Wider sidewalks for physical distancing and lots of trees and plants
6644	no traffic except for emergency, loading etc.
6652	Again, remove the cars.
6655	Add a sufficient number of racks to secure bicycles, please.
6658	As a resident, my main issue is always the amount of vehicle traffic and pedestrians that often clog my way getting in and out of the neighbourhood in the summer. This is mainly on Raeburn heading up towards Lockehaven Rd. There should be friendly signs to remind people to not walk in the middle of the road and to respect the neighbourhood. Further to that, there should be painted lines designated as "walking zones". Most importantly, however, if we ever have a fire or some sort of emergency, it puts us at risk of getting help or being able to evacuate our homes. The congestion is unacceptable. The house we live in once burned to the ground (1993). If this were to happen in the summer, in the time we live now, I shiver to think that emergency vehicles would not be able to get to our home quickly. We live in a land of trees and fire spreads quickly, especially with climate change considerations! Something HAS TO BE DONE about this ever-increasing congestion. It's a danger as well as a bother.

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6662	Definitely need more parking in area otherwise we won't go. We live locally but have stopped going into the Cove for half the year because of congestion and no parking.
6663	Make lower Gallant a completely car-free pedestrian zone, and include ample nearby parking so that businesses can still be accessed easily for picking up food.
6664	Well done design team!
6665	If you DO get rid of traffic flow then a traffic light at Deep Cove Road and Cliffmont MUST be installed, as it will push even more traffic out from that location, which is already busy and has had multiple traffic and pedestrian incidents.
6672	Make it all pedestrian - no traffic
6674	Covered seating areas
6676	Preserving the nature views.
6677	Proper consultation of residents and businesses of Gallant and Panorama. District has such a poor reputation of being good proactive planners it's embarrassing. This actually looks like aa great opportunity to make a desirably location even better for all a true win/win and it feels like staff and council want to force something fast because they found some cash.
6680	No, just be brave against the car lobby
6684	Keep the lighted trees and keep approach in lower Gallant and Upper Gallant consistent
6686	Deep Cove is already livable or was until the district got involved. Return it as two way , eliminate the parking if need be but then butt out. Don't tell us one thing when you already have plans for another. The district needs to learn to keep their word ...temporary means temporary! I'm still waiting for the harbour changes we were promised.
6697	LEAVE DEEP COVE ALONE!
6699	I support changes to lower Gallant if done with a proper understanding of resident and visitor needs. The above three proposals indicate that such an understanding is lacking.
6702	Remove the Naughton Ave Detour. Keep in mind people who live in Deep Cove, please. Businesses must make a living, developers must work too but Deep Cove residents deserve and want peace and tranquillity. Please, do not further increase density and motorized traffic in Deep Cove!!!! Thank you for listening.
6707	As I stated in option 2. Covered and heated seating areas would add a lot of value and use to outdoor eating areas. At least a few disabled parking spots .
6708	One way traffic is ok but I'd rather see no vehicle traffic at all, just pedestrians.

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6713	If it does go thru .... design should be of a different feel.... a Deep Cove feel ... not West Van feel.
6714	If the additional seating is permanent hence all year around, consider adding a structure to a small area to protect from the rain. Otherwise, it will not be used half the time.
6715	Will attend the mtg June 23 and maybe have more information with which to make stronger suggestions
6720	As long as the detour along Naughton is removed afterwards, and parking is improved/increased in areas outside of the immediate Lower Gallant, I'd be more than happy.
6723	Parking off site. Around Seymour pkwy, and Deep Cove Rd. Have a shuttle of a street car go back and forth from the village to the parking. This eliminates the number of cars in deep cove and gives more space for walking
6724	It would almost be nice to see no cars at all in the cove. I know that it's probably not something that can happen due to limited parking in other areas but I think that would be ideal.
6730	Why doesn't this survey ask opinions or show the change on the Naughton street addition?
6735	Deal with traffic!@@@
6737	Do something to keep people here in the evenings. Fix the round about. It is not very nice or safe. Benches face the street? Why not face the water? Very strange. Make sidewalks and beach easier for wheelchairs. Very very inaccessible right now. More park benches along park on panorama. No where for wheelchairs, stroller or people in walkers to sit. Have lockers for bikes, year round.
6739	Need better bike lanes, not safe on corner into, out of the cove.
6743	Would like to have a better view of the water from the street by changing the vegetation at the end of the road. Spend some of the money on lighting for the evenings like those Christmas balls that are up year round.
6744	Get rid of these useless garbage bins. They hold very little are an eyesore and people put everything wrong in them all the time. Useless!! I look directly at them all the time. These big belly garbage cans in Chicago are automatic compactors. These monstrosities hold a mere regular large garbage bag. I watch them daily being abused and emptied.
6750	Make parking lot before coming to Gallant Ave
6752	I'd really love to see a design charette with community members so we can get this right. They work a lot better than online suggestions from twenty different directions. We can hold it outside at Panorama Park. Invite us and the passionate among us will show!



Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6753	Do not make huge changes. Bollards are a rea great ideas as long as they could be moved to either side but still keep one way traffic!
6756	No need for temporary street if flangers are used for alternating lanes of traffic .
6757	a weekend farmers market would be wonderful.
6766	Shuttle system + adequate visitor parking away from the Cove (Phibbs?)
6768	I want the temporary road at Naughton Avenue removed and the area restored to its original state.
6771	Deep Cove is becoming increasingly busy with urbanites looking for a weekend in a park setting that is safe and close to the water. As a resident I don't mind sharing - the visitors help us pay for events in the park and keep local businesses healthy. The volumes can be managed and the natural setting maintained through strategies that limit parking areas to those that currently exist, instituting a bus/trolley service from off-site parking and limiting access to Quarry Rock (perhaps with special permits for residents). Strategies could be implemented that encourage visitors to visit in shoulder seasons, taking some of the pressure off of sunny days.
6776	Good & safe side walks . Open up Gallant for two-way traffic & parking on both sides. Improve our parks & beaches areas instead of lower Gallant. Think about our local residents who live in Deep Cove instead of the tourists.
6787	Maybe just leave it alone
6788	Car free lower Gallant
6790	I live in the area and have a good sense of pros and cons considering the differing points of view on the matter. If you want a safe neutral opinion from a local, I'm more than happy to discuss.
6793	I strongly support the liveable project and hope that the loud NIMBYs on Naughton do not shout it down!
6797	its not livable to attract more traffic-people to a peaceful community
6801	I feel the money coming from the Federal Government would be better spent upgrading Panorama Park..... I have lived on Panorama Drive for 42 years and in that time the park has had very little improvements the major improvement was for the childrens play area.The park is more in use than ever by an increasing number of people... these are the people who are not paying 25 dollars for a hamburger that this Livable Deep Cove seems to be pandering to.The Livable Deep Cove plan seems to be of benefit to only a few.. I do not want to see Deep Cove turned into a "WHITE ROCK" ..Spend the money in the Park where it will benefit all the people..not only those buying....Is this plan for all the people I think not.. do better..

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6804	Put a limit to all outdoor seating hours as currently the two existing evening restaurants create a lot of noise late into the evening for those living in the apartments on upper and lower Gallant, of which we can hear it at the top of Caledonia!
6806	Bring back the yo skater sign I miss it.
6808	NO ONE WAY STREET!!!!!!!!!!
6810	No
6827	I would like to consider investment in the waterfront
6830	Restore what was there
6831	lower Gallant should be as pedestrian friendly as possible. There should be no parking permitted on lower Gallant. Parking will just cause traffic back up and frustration.
6835	Markets, festivals, Sunday farmers markets food trucks
6840	Should be seasonal. One way traffic summer, revert to two way traffic winter
6841	N/A
6854	I don't have any expertise in traffic, engineering, etc. but given how small Lower Gallant is, it would be great to just make the entire block a pedestrian only plaza
6861	Education about the history of Deep Cove should be easily available to those who not only live in the area but those who may visit too. The story should be featured prominently on public buildings, similar to the Lynn Valley Library exterior design.
6866	Minimum car traffic and more walkable neighbourhood with small businesses and services.
6871	No sorry.
6872	Really enjoy the summer concerts at panorama park. Improved off leash area for dogs. Move the access to quarry rock trail! I'm a hiker but really dislike the crowds using this
6874	Deep Cove has been becoming less livable over the 15 years we have lived here. The focus of these improvements seems to be on increasing revenue for the various shops and businesses along Gallant Avenue. Meanwhile, the people who live here are experiencing a decline in their enjoyment and satisfaction of calling Deep Cove their home and that is certainly true of our family. Personally I feel immense sadness that the quiet neighbourhood we loved and cherished so much is gradually becoming little more than a tourist destination. We avoid the beach and the park on weekends and holidays because it is just too busy. And we don't drive anywhere on weekends because of the traffic jam we face trying to get home (on Badger Road). Not to mention having to put barriers out on our parking pad to prevent visitors from parking their cars there.
6875	More parking nearby. Less restricted. It's obscene right now.

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6879	<p>It is very livable already. The unintended consequences of your councilor's lobbying is congestion, more traffic, less parking, leading to removal of greenspace, escalating complicated costly solutions, disrespect of tax dollars. This is the usual government manipulative survey designed to guide participants forward to the desired outcome. They always look like this;</p> <p>A) would you like to pay a lot of money for this project we and special interests want to do?</p> <p>B). Would you rather have the alternative; a sharp stick in the eye?</p> <p>Then the results of the survey are announced to great fanfare and a 97% approval from the public.</p> <p>But with nary a mention that option B was carefully crafted for a no and there was never an option C). ....Neither one, thank you.</p>
6881	<p>A bike parking area (near lower Gallant area) Ferry traffic to Deep Cove from Down Town</p>
6885	<p>No street parking, expand parking off gallant.</p>
6886	<p>Needs a Craft Brewery.</p>
6891	<p>Keep Naughton connector, make deep cove all one way except short Panorama.</p>
6895	<p>More water bottle fill-up stations, more areas designed for gathering. Weekends &amp; summer months attract hikers, cyclists, older people visiting and tourists alike. If we could serve all those groups I think the community would be vibrant. Not sure what "gathering stations" would look like but I'm sure other communities have done it.</p>
6903	<p>Priority residents parking and encourage visitors to bike and bus.</p>
6905	<p>MINIMIZE THE EXPENSE. NO NEED TO CREATE UTOPIA IN A DEAD END COMMUNITY WITH LIMITED ACCESS.</p>
6907	<p>Thank you for this work and for involving residents in the design process. It is an exciting project and the design looks promising. The temporary pedestrian area has been wonderful and we are keen to see it stay on beyond COVID.</p>
6916	<p>With increased foot traffic and possible bottleneck, what upgrades to footpaths will there be around Panorama, Naughton Ave, Banbury and lower Gallant, 4390 Gallant Apartment building (Arms Reach building) and deep cove yacht club all need vehicle access. Its not just buses.</p> <p>With the Naughton detour review not coming up until fall, It is difficult to make an educated decision on the upper gallant direction. What dose construction start mean is there a completion date for the funding grant? Can you start construction and pause and engage with the public after the Naughton detour is decided.</p>

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6919	Tourism via car should be discouraged. The area is too small for the number of people that visit it. Most people I know have moved away because of it. Even the local business owners are tired of it.
6927	I want restoration of the forest/greenery clear-cut for the Naughton bypass.
6928	I think consideration for 1) an overpass pedestrian crossing in order to get to lower Gallant as well as improved safety in crossing to all four corners or 2) a timed crossing model, again that increase safety and traffic flow.
6929	Overall it will be important to make changes that are inclusive and equitable for all. The lower area should have no vehicle access and traffic should be a one way loop in and out.
6932	please keep me posted with updates and meeting notices.
6933	I feel strongly that traffic measure should be installed for the increased traffic on lower Naughton or two way traffic & no parking should be explored on lower Gallant.
6934	Any design option should support a reduction in vehicle traffic through the Cove, and a design should NOT be created in order to accommodate MORE vehicles. Any design should facilitate and support walking and bicycle traffic.
6938	More parking. Make it for people from NVan only:)
6939	What you have now is fine. There needs to be a balance between business and community
6942	Make more parking nearby: either at Myrtle or the lower parking lots.
6947	should be plaza style, no street
6948	Consider improvements to the turn around. Open up the view and access at the end of Gallant. connect the water to the commercial heart encouraging cross traffic between uses. It should be easy for everyone in the park to get to the commercial area and vice versa.
6949	Please don't cut down any more trees!
6951	Patios patios patios are key in summer.
6956	Consider street alcohol consumption (allow it), like: <a href="https://www.cnv.org/your-government/news-room/news-releases/2020/6/19/city-allows-alcohol-in-public-spaces">https://www.cnv.org/your-government/news-room/news-releases/2020/6/19/city-allows-alcohol-in-public-spaces</a>
6962	SHUTTLE BUS SERVICE OR MULTI-LEVEL PARKING

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
6963	Traffic and parking management will be tied into this improvement and know it is being examined fully. Every option should (in my opinion) encourage walking/biking/boarding, public transportation, car pooling (possibly even a shuttle service like Mt. Seymour has) during high season with user pay. As a local (Dollarton area), if I wish to pick up a prescription or take out at a local restaurant, it will be helpful to have 5 minute pick up/drop off options on upper or lower Gallant. Merchants must be part of this discussion. thanks!
6964	During summer months there should be traffic authority that directs cars to park far away from the Cove, unless a resident. Another option is to limit that amount of cars into the Cove.
6973	Look into making Banbury North one way and do more with that space.
6982	Move donut people out, take back the beach from the kayakers
6988	Already losing street parking on lower Gallant has made it less likely for my family to visit the businesses on Gallant.
6993	There are often a lot of dog owners with their dogs. Not sure how to make the area dog friendly?
6994	The bus detour roadway is perhaps the place to put street parking while allowing one way traffic. Looking at lower Gallant in isolation might lead to problems elsewhere.
7000	Additional underground or offsite parking
7002	Alternate parking lots with shuttle services or individual bike taxis
7011	Traffic and over use are my 2 main concerns about the area. Excessive traffic from tourism causes delays and frustration for residents accessing their own homes and community. I would consider limiting the number of vehicles allowed into the area. Have parking at Parkgate or similar and use shuttle buses to bring tourists into the area.
7016	I like the idea of making the area livable and that visitors would find the Cove attractive but, I live here and there is already congestion and unbelievable crowds on a sunny day. Therefore, the village and nearby parks become over crowded and less enjoyable for those of us who live here. Is there some way to make the area less of a parking lot? So our neighborhood remains welcoming but not a circus.
7018	Please remove the Naughton detour and replant it with mature trees. Please consider the amount of traffic entering the cove on a sunny day and aim to reduce it significantly. Create other ways to move visitors in and out
7019	Keep the small village feel!
7022	more parking or DNV resident parking preference like Lynn Valley for peak periods.

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
7023	Revitalize the corner store. It is an eyesore and does nothing to suggest a new liveable DeepCove.
7025	I think its important for the temporary one-way road to be removed at the end of the current project. The goal should be to create spaces in the village area for people, not cars. Funnelling traffic into the cove this way will only encourage people to drive, and for these peak weekends, they will be driving to a location with no place to park. After the drainage work is completed, there is no need for this temporary road.
7028	Results of survey should be posted and a second Zoom call should be considered before going to council. in July If budget for work is over grant amount ask or present options to reduce costs for 2021 (benches or trees later and / or add them in 2022 or 2023) . Do not suggest a town meeting. Consider an area on plaza where benches could be moved and locals (shops or public) could have small fall or winter 'fair or event'.
7029	I have lived on Panorama for more than 30 years. Who says Deep Cove need change to be livable I find it offensive to think that the District does not consider the Cove livable.
7036	Increased, more frequent bus service.
7047	no
7049	Create more interesting artistic/architectural storefronts using murals or buildings similar to the old corner store, the Bluehouse Cafe, and the pharmacy.
7059	Widen the sidewalks and maybe bus only traffic and commercial vehicles
7060	Part of having Deep Cove feeling livable is for the residents to enjoy the area too, not just tourists. There was so much traffic into the cove pre-COVID that people were parking throughout the community and on weekends in particular, we would stay home to avoid the crowds. Getting out of Deep Cove during the "rush hour" was challenging with the one intersection. During COVID and particularly with the closure of Quarry Rock, there has been less traffic and we've enjoyed our community again. How can we find a balance? Welitors but keep it livable? This isn't just about lower Gallant, it's the whole area.
7061	yes, return it back to normal once construction is done.
7063	We I believe require a traffic volume/congestion plan.Consider commuter buses from more distant parking lots or other innovative ideas to reduce traffic.
7065	Is it possible to limit the vehicular traffic to buses only, say April to October? Car Free Day Deep Cove would also be fun.
7066	Need to p
7073	can't use paving stones where you slip and fall

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
7075	My 100% main suggestion to make Deep Cove more livable is to completely remove the TEMPORARY Naughton Ave detour and to replace it with an abundance of trees and green space. The destruction of the Naughton forest and particularly the construction of the TEMPORARY Naughton Ave detour has instantly made Deep Cove immeasurably LESS livable for me and many others than it has been for these past 30 years!
7078	Keep lower gallant two way traffic.
7084	I am anxious to see the orange barricades gone, they are such an eyesore. Looking forward to the improvements.
7085	Other comments are really that we need to consider more than just Lower Gallant as the Deep Cove Village. The topography and the current built roads would need to be really studied to contemplate an improved neighbourhood that allows for efficient movement of emergency service vehicles, commercial delivery vehicles, public transportation (buses), while also providing street configurations that provide for residents without being overrun by visitors that want to arrive only in cars. Document #4776798 May 3, 2021 letter from DNV to Neighbours (Residents) regarding Gallant Avenue Storm Sewer Replacement Construction in Fig 2 has a map of the temporary Naughton Ave extension. Some residents have become very vocal about the "Naughton Nature Park" etc. I would like to understand the zoning of all the lands show in green on the east side of Deep Cove Road between Naughton Avenue and upper Gallant. What is the current zoning? Is it Parks, Rec, Open Space? Should it become the same as the zoning of Panorama and Deep Cove Parks? The vegetation in the are seems to be primarily an infestation of invasive species - mainly Laurel and English Ivy along with other trees in poor condition. It would seem this entire area could possibly become a "proper park" more aligned with the character of Panorama and Deep Cove Parks but more oriented as a children's playground with an actual built playground, fencing from roadways and from Gallant Creek fro safety purposes. If the Naughton detour were to become permanent, It would seem appropriate to consider building a noise barrier along the south side of Naughton (similar to fencing along parts of Upper Levels Highway?) for those residents in the Deep Cove Village off Deep Cove Crescent.
7086	Deep Cove and the Arms Reach Bistro have been my favorite place for a long time. I love the area and I would love to see it improved. I think street beautification would help local businesses thrive. Enlarged seating & pedestrian areas would encourage people to stay longer, consume more from local businesses and enjoy the nature and scenery in the area. Please consider bringing back the beautiful views from the bistro, it is a long standing establishment and I would love to keep enjoying it for a long time.
7088	Keep as much existing green space in Deep Cove as possible. Reduce heavy traffic jams.

Submission ID	Do you have any other suggestions about potential improvements to lower Gallant as part of livable deep cove?
7093	I cannot provide any suggestions as the DNV has not presented a Livable Deep Cove Plan to the community. I thought this was the livable Deep Cove plan! The DNV has only presented the Lower Gallant project AS the Livable Deep Cove Plan, so this question raises many concerns and confusion to the responder. If the Lower Gallant project is just part of a larger Liveable Deep Cove plan then why has DNV not made the community aware of it!!! What are the other elements of this plan? What does 'livable' mean? As a resident nothing in these concepts makes it more 'livable' to residents, it only urbanizes the village and reduces it's natural village feel. and attracts more people to visit. The thing that will make Deep Cove more livable is an effective traffic management plan.
7097	once the survey's results have been compiled will we have another opportunity to comment on further design recommendations?
7099	No
7101	There is rarely district bylaw officers ticketing illegally parked cars, there should be no smoking signs posted at the small trail heads and more prominent in Deep Cove park, I have seen too many tourists smoking in the trails and if the forest on either side of Banbury and Panorama is set on fire there would be devastation, all other parks and trails, Mt Seymour, Lynn Valley , Cypress, Sea to Sky have many signs we have maybe one small one - I have elevated this complaint to the district on quite a few occasions please pass along asap. Thank you / lower Gallant is a quaint and lovely community which needs improvements and I am happy to welcome people to enjoy the beauty I am for fortunate to have around me every day. / maybe some noise bylaw signage for after dark near the Kayak club and picnic tables going up towards the trail at the top of the hill in Deep Cove Park.
7102	Be more bold. I was disappointed when I saw the minimal changes planned for the street, even in the most expensive option. Based on the NS News article, I thought the District was going to implement real change and make Deep Cove into what it could be.
7107	Has resident only car access to Deep Cove been considered? Like many cities in the world where only residents can drive into an area.
7108	I think it is misleading to say the the deep cove merchants association is in favour of a full closure of lower gallant when not all merchants belong to the association
7110	Not all of the merchants live in Deep Cove. And so, it is easy to say yes and be in favour when one does not live in Deep Cove and therefore would not be, and is not, dealing with what is going on.
7111	Keep the temporary access road as a closed road for most of the time, but with the ability to open it when required as this will allow more flexibility in the community for celebrations or off season events etc



## Appendix 9

### Verbatim comments

Submission ID	How do you usually travel to Deep Cove Village?
6032	Drive to Myrtle park and walk, bike or take transit pre-covid.
6057	Boat/ live here
6144	I picked "other" because our family takes a variety of ways to travel into Deep Cove. We often walk or take bikes to get ice cream however we also drive when we need to pick something up quickly at a restaurant or do drop offs for camps/activities.
6229	Boat
6235	It depends on what we are doing. If just visiting, we will walk. If going kayaking or SUP, we will drive, drop off, and park where we can. If picking up pizza, we will drive.
6237	I walk or drive depending on the weather
6239	I live in Deep Cove so depending on weather I either walk or drive
6350	we walk the whole way except to pass to go to the marina
6374	I lived at Panorama Drive for 10 years & moved to Seycove area from 1986 till now. Deep Cove is still my most favourite place to visit but not anymore due to no parking most of the time.
6405	By boat
6421	Drive with my husband and dog. Used to volunteer in Heritage office.
6437	transit, walking, or driving
6440	Drive from Roslyn
6459	I live close enough to walk, and often do, but take my car if I have a doctor's appointment etc.
6463	A mix of walk or car depending on the day, weather, time of year
6480	I live close by. Sometimes I walk, sometimes I bike, sometimes I drive. Parking is needed and this plan takes away from that (and ruins the vibe that makes deep cove deep cove)
6552	Bike and drive
6574	Sometimes walk down and bus home as parking is a nightmare. We are in our 70's and may need to bus /drive more often but stil do not want parking in the Cove to override its beauty
6623	sometimes drive alone and park nearby and walk. I used to live in Deep Cove and now live in Dollarton area. I also travel with my partner when we take our kayaks on the water and try to find someplace in the cove to launch.

Submission ID	How do you usually travel to Deep Cove Village?
6646	We walk and drive, depends on the occasion, whether we're just there for a walk or a meal.
6663	Half the time I walk; half the time I drive all the way
6677	I am a near by resident, so I will walk 50% of time bike and car the remainder
6686	Though I live here, I walk the area, drive when needed and bike.
6724	We mostly walk the whole way and drive occasional in the winter/rainy weather.
6814	By boat to public dock as parking is almost impossible.
6851	Sometimes I walk and sometimes I drive
6861	either walk or drive
6914	Panorama resident
6927	I live nearby and walk to the Village.
6956	For now we drive in, but are looking for a house. So hope to change status to "living in" shortly
6958	Live NEARBY in Deep Cove, not in the village. All of the above at times. Mostly walk now, but may change as get older.
7011	Drive or bike or walk depending on weather and purpose of visit (picking up food, visiting family, leisure)
7013	a bit of walk, bike and car. When picking up a lot of groceries I need the car but it in 10 minutes in and out.
7039	Work vehicle only. I would love to cycle there on my days off but the routes are not safe.
7061	drive, scooter, bike, walk
7108	Often in the rainy weather of the late fall, winter and early spring for pick up something from one of the cafe or restaurants. In the evening we will drive for dinner or the theatre again in the bad weather

## Appendix 10

### Verbatim comments

Submission ID	For how long do you typically stay when you visit Deep Cove Village?
6035	use both short term (to frequent business) and also work for the day on gallant
6087	from day to three days (family property still there)
6094	It varies from walking by to having dinner or doing a quick shop.
6178	Depends on whether I'm walking, dining or shopping
6188	2-4 hours
6235	Depends on the activity (walking, meals, kayaking,...)
6239	I live close by so I'm either getting a coffee or eating at a restaurant or rowing at the Deep Cove Rowing club.
6378	1 to 2 hours when I did come to the area.
6480	It depends. I essentially live there though
6523	We have a boat and stop at the dock to walk into the village for a visit. We also walk or drive to go for dinner or pick up take out.
6551	Come down frequentl as I kayak 3 or 4 times a week..use both my car and bike...we live near Cates , and I have a parking spot behind a friends house on Banbury
6552	Depends...I have friends there and hike and kayak a lot.
6615	Have lived here since 1977
6724	We live just outside of the cove. When we come into the village we usually stay 1-2 hours.
6833	I live just outside the village so I spend various amounts of time in the village.
6874	I seldom go there anymore even though we only live 5 minutes away
6921	My boyfriend lives in the Cove so I am semi-living there
6927	I can spend 5-10 minutes walking through, a half hour having a coffee or 90 minutes having dinner. So, it depends on what I'm doing.
7011	Varies from less than 30 mins to the whole day depending on purpose of visit (visiting family, having dinner, picking up take out, leisure/walking the dog)
7068	We both walk and drive to the cove. Usually spend an hour but longer if attending the theatre or going out for dinner
7108	Anywhere from 15 minutes to 3 hours

## Appendix 11

### Verbatim comments

Submission ID	Do you work or own a business in Deep Cove? Select all that apply.
6042	Volunteer at Cultural Centre
6087	Co-own family property there
6146	I live here
6153	resident
6178	I live here
6221	Used to work at a gallant avenue business
6300	Work from home in Deep Cove
6311	Live in the cove
6337	LIVE IN DEEP COVE
6366	I spend a LOT of time at the Cultural Centre in both the theatre and heritage office.
6374	I had my dental office at lower Gallant Ave.
6376	Go to meetings at Seymour Art Gallery
6389	I work in the area although not part of the Deep Cove core.
6395	WFH in Deep Cove
6422	Ahha this is what this is all about.
6491	Retired in 2012
6494	Resident
6540	Volunteer at theatre
6579	I'm a visual artist here in Deep Cove
6592	Employed at DCK + Deep Cove Collective on Gallant.
6615	Long time resident 40 years
6642	Our rowing club is in Deep Cove Park.
6699	Work part time at a business elsewhere in Deep Cove, engage in recreation in the cove 3 - 4 days each week, frequent customer of businesses.
6722	work in a business in deep cove

Submission ID	Do you work or own a business in Deep Cove? Select all that apply.
6730	I live here and work from home
6744	I live here and until recently owned a business here. What we really need is a better zoning on the south side to make it feasible to redevelop with and interior courtyard allowing for many more businesses to make the business community viable year round. Needs 5 storey above ground zoning to allow daylight to apartments overlooking courtyard and whistler style covered walkway to shops. This is the only viable chance for redevelopment of the south side because of the underground parking requirement. These three blocks are reaching the end of life and need to be redeveloped together to create a good aesthetic result. It was nothing less than criminal to dezone this block.
6891	Work from Home
6906	work from home
6911	Retired after many years from business on Gallant Avenue
6916	Board Member of Deep Cove Yacht Club.
6930	Performing and supervising work on and around Gallant Avenue
6931	Work from home part-time (and live in Deep Cove).
6937	Retired
6940	work at the theatre
6958	A family member works from home in non-village Deep Cove. Doesn't own or run the business.
7039	Work for the District in Deep Cove
7097	I do not work or own a business here, but I have a child who works on Gallant
7110	There is no other place to leave this. I didn't think this was a well thought out survey. The concept of putting our choices in order is good but there should be more options. For example if none of the traffic flow options were favourable I still needed to put them in some type of order. Now you interpret them as 1,2,3,etc but really only the first one was important
7111	It's not letting me pick multiples? I run/own a business on Gallant as well as elsewhere in Deep Cove