



Livable Deep Cove
Lower Gallant Pedestrian Area
Design Phase

Engagement results

September 2022

Prepared by



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About this report

This report provides a summary of the community engagement about the Lower Gallant Pedestrian Area conducted by the District of North Vancouver (the District) and the input received. The purpose of this engagement was to inform the community and collect feedback on the proposed design for the Livable Deep Cove project. 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.

The engagement took place from June 6 to 26, 2022.

This report includes:

- A summary of the notification activities to inform people 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 retained by the District to support the engagement process and provide independent analysis of the engagement input.

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

Executive summary

The purpose of this engagement was to inform the community and collect feedback on the proposed design for the Livable Deep Cove project. 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. The engagement program took place between June 6 and 26, 2022.

Notification

The District promoted the engagement opportunities using the following methods:

- District of North Vancouver website
- District of North Vancouver online engagement site
- Postcard mail out to District residents and businesses in the Deep Cove area
- Social media posts
- Information signs posted in Deep Cove
- Print and digital advertisements in the North Shore News newspaper
- Public open house
- Community “walk about”

Participation

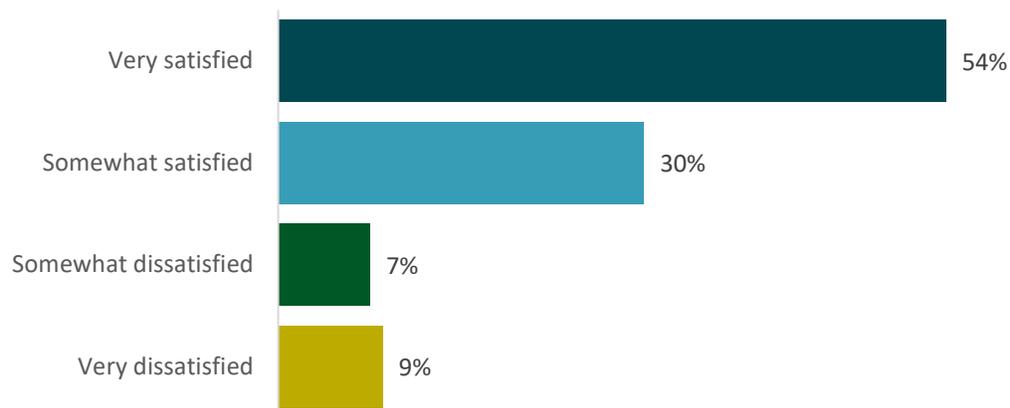
A total of 629 online surveys were completed (participants clicked through all the survey pages to the end) and 67 individuals attended the public open house. Most respondents answered all questions and everyone answered at least one question. Many respondents used the optional open-ended questions to provide additional feedback about the proposed design and the project in general.

Key findings and themes

Results for each question of the online survey can be found in the “What we heard” section of this report beginning on page 7. The summary of key findings and themes is on the following pages.

Pedestrian Space

- **84%** indicated that they were very satisfied or somewhat satisfied that pedestrian accessibility and seating priorities have been incorporated into the design.

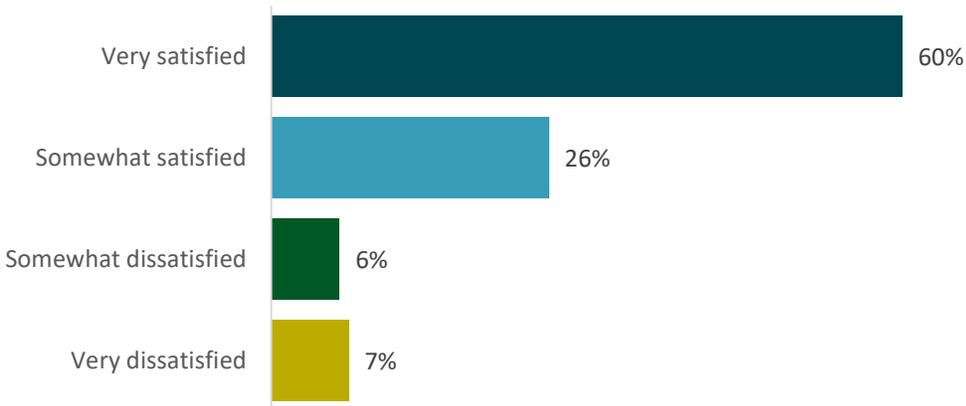


269 respondents used the optional open-ended questions to provide additional feedback about pedestrian space. The following summarizes key themes provided in open-ended responses.

- Gathering spaces *e.g., provide areas for eating, apply design elements that protect against weather, ensure flexibility in design (76 mentions)*
- Traffic access *e.g. close street to traffic, local traffic, and deliveries only, prioritize transit and active transit (47 mentions)*
- More parking *e.g., reduced parking will increase traffic on residential streets, more accessible parking, surrounding area has enough green space focus on parking (32 mentions)*
- More seating *e.g., area needs more seating capacity, more tables and chairs, benches near traffic circle (27 mentions)*
- Accessibility *e.g., arm rests and seat backs on benches to support accessibility, more accessible parking, smooth transitions between walkways and sidewalks (24 mentions)*
- More landscaping / support for design *e.g., shade trees near seating, balance pedestrian areas with greenery, planters instead of bollards (21 mentions)*
- Bike access *e.g., include bike lane, provide more bike racks (18 mentions)*
- Businesses *e.g., rain gardens limit access, maintain area for public use, keep patio extensions for businesses (17 mentions)*
- Safety *e.g., comment that children and dogs can run between bollards, full barrier would protect pedestrians, additional traffic control required (18 mentions)*
- Less parking *e.g., close area to traffic, eliminate all street parking (11 mentions)*
- Less landscaping *e.g., comments about rain gardens landscaping taking up pedestrian space and parking (9 mentions)*
- Less seating *e.g., impedes traffic flow, should not take priority over parking (9 mentions)*
- Outside of project scope *e.g., reopen Naughton Avenue, upgrade Quarry Rock trail, accessible washrooms, upgrade playground (6)*

Street beautification

- **86%** indicated that they were very satisfied or somewhat satisfied that street beautification priorities have been incorporated into the design.

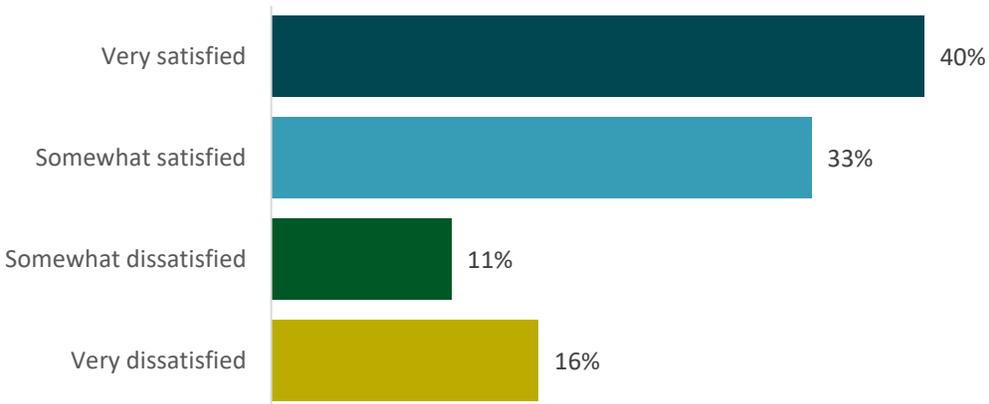


198 respondents used the optional open-ended questions to provide additional feedback about street beautification. The following summarizes key themes provided in open-ended responses.

- Selection / maintenance of plants and landscaping *e.g., plants that encourage bees and pollinators, native plants, planters instead of bollards, hanging baskets instead of planters (50 mentions)*
- Less landscaping / concerns *e.g., comments about rain gardens and landscaping affecting traffic flow and parking, too many plants and trees (27 mentions)*
- Support for street trees *e.g., effective measure for reducing heat, suggestion for types of trees (33 mentions)*
- Street trees suggestions / keep existing trees *e.g., install mature trees for shade, trees should not block views, too many trees (33 mentions)*
- More landscaping / support for design *e.g., more level planting, native plants, use planter boxes instead of bollards (29 mentions)*
- Public art and lighting *e.g., install water features, art, decorative lighting, education panels, refurbish mural (22 mentions)*
- More parking *e.g., plantings and rain gardens take away parking, prefer parking on both sides of the street (17 mentions)*
- Outside of project scope *e.g., reopen Naughton Avenue, improve washrooms, surrounding parks, waterfront (5 mentions)*

Parking and traffic circulation

- **73%** indicated that they were very satisfied or somewhat satisfied that traffic flow and parking priorities have been incorporated into the design.



273 respondents used the optional open-ended questions to provide additional feedback about parking and traffic circulation. The following summarizes key themes provided in open-ended responses.

- Traffic access *e.g., one-way improves traffic flow, close area to traffic, reinstate two-way traffic, increase loading zones, and keep away from pedestrians (84 mentions)*
- More parking *e.g., remove rain gardens and other amenities to provide for more parking, implement quick pick-up and drop-off, maintain parking on both sides of street, less parking impacts residential streets (49 mentions)*
- Increased traffic and parking issues *e.g., parking and traffic flow a priority for community, design will impact traffic and parking (38 mentions)*
- Outside of project scope *e.g., Naughton Avenue should be reopened for better access and emergency response, develop a dedicated parking structure and shuttle bus (32 mentions)*
- Less parking *e.g., more room for pedestrians, parking disrupts traffic flow, prioritize bicycles and transit, consider parking restrictions (31 mentions)*
- Parking restrictions *e.g., implement short term parking, parking for people with disabilities and commercial loading only, pay parking on Gallant (23 mentions)*
- Bike access *e.g., include bike lane, provide more bike racks (20 mentions)*

Please see the appendices for verbatim responses to open-ended questions.

Feedback submitted by participants at the public open house included:

- Comments to eliminate traffic on Gallant and make it pedestrian only.
- Comment about bollard safety and protecting children from traffic. Suggestion to use planters in place of bollards.
- Comment that design not in character of Deep Cove village.
- Suggestion to replace public transit with smaller buses.
- Suggestion to create advisory committee for disability issues.
- Suggestion to provide curb drop off by bus stop / round about.
- Suggestion to provide design elements to assist with accessibility including visual impairment pedestrian crossing, mini stop braille signage, bus bird tweet to cross safely, raised seating with arm rests for people with mobility challenges, sidewalks with reduced tripping hazards for people using mobility aids.
- Comment to provide improved access to public washrooms for visitors and people with mobility challenges.

Background

Project overview

The Livable Deep Cove project proposes to create a shared space on lower Gallant Avenue offering open, flexible and protected public space with permanent 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 for grant funding from the provincial and federal governments and received approval on June 11, 2021.

Previous public engagement

Following approval of grant funding, the District engaged the community to seek input on how best to allocate the funding for the Livable Deep Cove project. The District conducted community engagement between June 14 and 30, 2021 to inform the community and collect feedback on proposed improvements in the lower Gallant pedestrian area.

Three draft design concepts were presented to the community:

- Full renewal design
- Modest renewal design
- Minimal improvements design

In the previous Livable Deep Cove engagement, 818 online surveys were completed. Results of the survey indicated that:

- 82% of respondents strongly or somewhat strongly support change on lower Gallant in Deep Cove Village as part of the Livable Deep Cove Plan
- 66% were very satisfied or somewhat satisfied with the full renewal design

As part of 2021 public engagement, respondents were asked to rank potential improvements in the lower Gallant area of Deep Cove Village from very important to very unimportant. Respondents indicated their most important potential improvements in order of importance are:

1. Pedestrian accessibility
2. Protected pedestrian areas with permanent public seating
3. Street beautification like landscaping and public art
4. Parking
5. Traffic flow

Engagement activities

The engagement program to inform the community and collect feedback on the proposed design for the Livable Deep Cove project took place between June 6 and 26, 2022.

Notification

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 the online survey	Webpage launched on June 6, 2022
Online engagement site	Site including background information about the project and proposed design features with accompanying renderings and information about participating	Engagement site open from June 6 to 26, 2022
Postcard mail out	Notification card with link to webpage and online survey mailed to 6,205 District residents in the V7G postal code areas of Deep Cove and the District	Mailed on June 3, 2022
Social media	Facebook and Twitter posts to promote the online survey and community open house Promoted Facebook and Instagram posts in advance of open house (reach of 7,116)	Posts on June 6, 10, 15, 20, 24, 2022 Post June 9 to 16, 2022
Information signs	Four 2' x 3' information signs in Deep Cove promoting the engagement page	Installed on June 6, 2022
Newspaper advertisements	Digital and print advertisements in the <i>North Shore News</i> to promote the Livable Deep Cove engagement	Print ad ran June 15, 2021 Digital ads targeted to V7G and V7H postal codes ran June 7 to 26, 2022
Community open house	Public event at Cove Cliff Elementary School with project team in attendance, project information available and a comment submission box	June 15, 2022, 6:00 to 8:30 pm
Community “walk about”	Project team walk around Deep Cove village engaging with visitors and residents	June 12, 2022, 10:00 am to 1:00 pm

Participation

Open house and survey responses

A total of 67 individuals attended the public open house and 629 online surveys were completed (participants clicked through all questions to the end). All questions in the survey were optional. Most respondents answered all the questions, and everyone answered at least one 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. A total of 1,019 open ended responses were received for the three design topics and general comment.

A summary of comments from the open house and full results of the online survey can be found in the “What we heard” section of this report on page 6.

Please see the appendices for verbatim responses to open-ended questions.

What we heard

Online survey

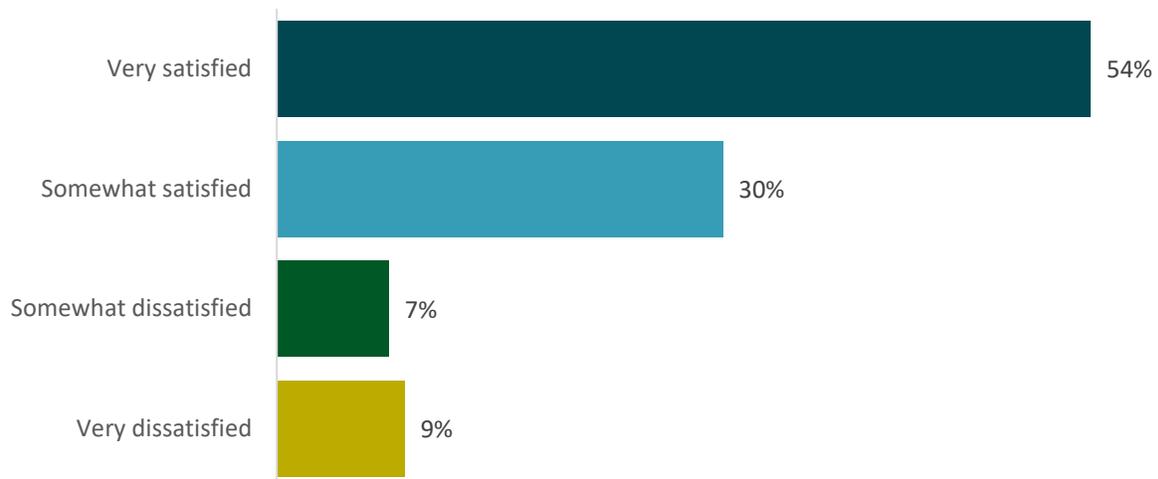
Livable Deep Cove – pedestrian space

Participants were asked for their level of satisfaction that the following priorities have been incorporated into the proposed design:

- Formalized and protected pedestrian area
- Public benches and seating
- Wide, even sidewalks

How satisfied are you that pedestrian accessibility and seating priorities have been incorporated into the design?

A total of 575 people (91% of respondents) indicated their level of satisfaction as illustrated in the following chart:



Many respondents used the optional open-ended questions to provide additional feedback about pedestrian space. The following chart summarizes **key themes** provided in open-ended responses.

Do you have additional comments for the design team when considering pedestrian space? (n=269)		
Key theme	# of mentions	Summary of comments
Gathering spaces	76	<ul style="list-style-type: none"> – Area should be pedestrian space only (22) – Provide seating and tables for eating and areas for food service businesses (16) – Apply design elements that protect against various types of weather and roofing or cover to protect from rain and sun (13) – Like the wide sidewalks and space for public seating on both sides of the street (8) – Provide large communal tables and flexible seating for families and groups (5) – Offer signs and destination activities like ping pong table, public piano, chess board, rainbow crosswalk (5) – Provide pet amenities like dog water bowls and consideration for waste disposal (5) – Ensure flexibility in design to accommodate multi-purpose space, and design features (2)
Traffic access	47	<ul style="list-style-type: none"> – Close the entire street to through traffic (24) – Return street to two-way traffic and parking both sides (16) – Statements that the proposed design does not address traffic congestion in the area (5) – Comment that sidewalks are too wide, and the road is too narrow (1) – Restrict the area to local traffic and prioritize transit and active transportation to reduce traffic in area (1)

Do you have additional comments for the design team when considering pedestrian space? (n=269)		
More parking	32	<ul style="list-style-type: none"> – Balance parking and pedestrian needs (16) – Provide more accessible parking spaces for people with disabilities (5) – Less focus on landscape and rain gardens and more focus on adding parking (3) – Leave full parking one side of street (3) – Comment that reduced parking will increase traffic on local residential streets (2) – Suggestion that the surrounding area incorporates enough gathering space (2) – Leave parking on both sides of street (1)
More seating	27	<ul style="list-style-type: none"> – Comment that the area is busy and requires increased seating capacity (19) – Provide more seating areas with tables and chairs (5) – More seating specifically for people with mobility issues (1) – Provide more benches at the traffic circle near the water (1) – Ensure no gaps in bench design where phones can get lost (1)
Accessibility	24	<ul style="list-style-type: none"> – Design and install walkways, sidewalks and curbs for accessible smooth transitions between streets and sidewalks; interlocking brick surfaces are bumpy for strollers and wheelchairs (7) – Design area to be more accessible (7) – Dedicate more parking or drop off areas for people with disabilities or mobility challenges (6) – Ensure there is seating for those with accessibility challenges, such as benches with arm rests to assist standing up / sitting down, benches with seat backs and tables have wheelchair accessible spaces (4)

Do you have additional comments for the design team when considering pedestrian space? (n=269)		
More landscaping / support for design	21	<ul style="list-style-type: none"> – All parking should be eliminated, and more trees and plants included in design (8) – Use planters instead of bollards for safety and aesthetics (5) – Support trees to provide shade in summer (3) – Comments that the rain gardens are a very positive aspect of the design, more stormwater green space should be included (3) – Place shade trees in proximity to seating (1) – Comment that there is too much emphasis on seating, patios, benches and tables and not enough on landscaping (1)
Bike access	18	<ul style="list-style-type: none"> – Provide more bike racks in area (9) – Include a bike lane (8) – Prioritize bikes in design (1)
Businesses	17	<ul style="list-style-type: none"> – Incorporate eating spaces and keep patio extensions for businesses (10) – Maintain general common space for public use, not exclusively patios for businesses (5) – Construction impacts on businesses (1) – Vehicle drop off area for businesses (1)
Safety	18	<ul style="list-style-type: none"> – Comment that children and dogs can run between bollards, full barriers or planters would protect pedestrians from traffic (8) – Suggestion that additional traffic control is needed on roadways to ensure pedestrian safety, comments about traffic and pedestrian proximity (7) – Cyclists' safety and adherence to road rules (2) – Need policy to reduce conflicts and manage dogs in pedestrian area (1)
Less parking	11	<ul style="list-style-type: none"> – Eliminate all street parking to allow for more pedestrian space and seating (7) – Remove street parking to allow for more active transit (2) – Eliminate parking except for drop off and deliveries (2)

Do you have additional comments for the design team when considering pedestrian space? (n=269)		
Less landscaping	9	<ul style="list-style-type: none"> – Comments about rain gardens encroaching on sidewalk and roadway, parking on north side of street should be retained, do not replace with rain garden and seating (4) – Comment that the rain garden and landscaping are taking up valuable pedestrian, seating and parking space (2) – Keep existing shade trees rather than planting immature saplings (2) – Suggestion that there are too many trees on west side, which is already shaded (1)
Less seating	9	<ul style="list-style-type: none"> – Permanent seating and benches not a community priority and impedes traffic flow (3) – Limit seating to encourage use of existing park and provide signs for picnic tables (2) – Seating should not take priority over parking (2) – Restaurants should have less seating; more seating creates more noise for residents (2)
Outside of project area	6	<ul style="list-style-type: none"> – Reopen Naughton Avenue access / detour (2) – Upgrade Quarry Rock trail to all weather 8-foot-wide trail (1) – Make washrooms more accessible and upgrade playground area (1) – Extend to upper Gallant (1) – Upgrade waterfront area (1)

For verbatim responses see Appendix 1.

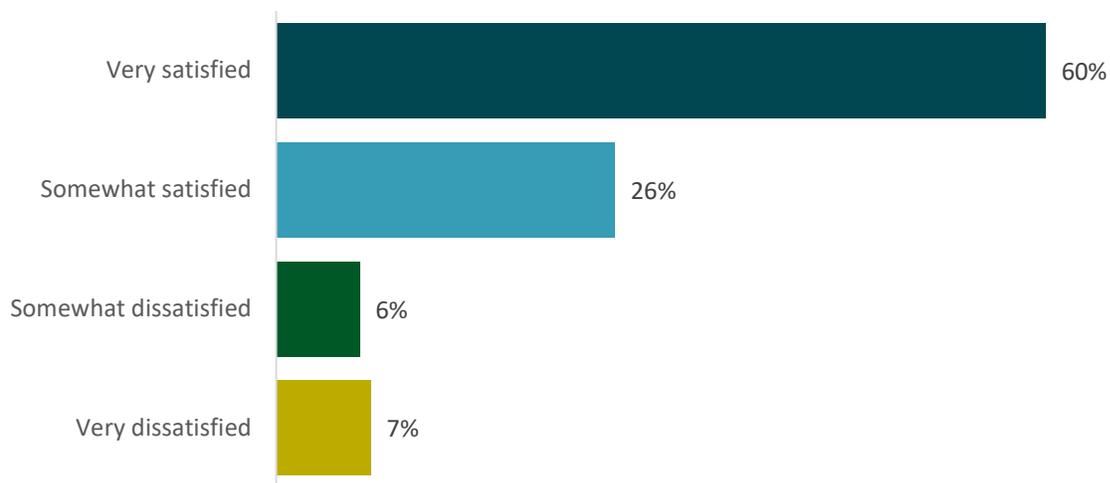
Livable Deep Cove – street beautification

Participants were asked for their level of satisfaction that the following priorities have been incorporated into the proposed design:

- Canopy trees for shade
- Ground level planting and landscaping

How satisfied are you that street beautification priorities have been incorporated into the design?

A total of 585 people (93% of respondents) indicated their level of satisfaction as illustrated in the following chart:



Many respondents used the optional open-ended questions to provide additional feedback about street beautification. The following chart summarizes **key themes** provided in open-ended responses.

**Do you have additional comments for the design team when considering street beautification?
(n=198)**

Key theme	# of mentions	Summary of comments
Selection / maintenance of plants and landscaping	50	<ul style="list-style-type: none"> – Prefer plants that are bee and pollinator friendly, colourful flowers, suitable to withstand climate changes and native and edible plant, include education panels (16) – Maintain trees and landscaping to keep things tidy and not overgrown, clean up garbage and pet waste (12) – More plants for colour including flowers around base of trees each year for colour (12) – Select trees that are low maintenance (e.g., do not attract aphids, drop sap on cars or drop large amounts of leaves) and species that will not grow too tall (5) – Consider hanging baskets instead of planters to free up ground space (2) – Include evergreens for greenery all year round (1) – Line of evenly spaced trees feels awkward, not relaxing (1) – Include sun and shade plants (1)
Less landscaping / concerns	27	<ul style="list-style-type: none"> – Comments about rain gardens including effects on parking and traffic flow, and views at ground level (14) – Comments about parking lost to landscaping (5) – Use hanging baskets or climbing plants instead of planters to save space (3) – Too many different elements and trees, less low plantings (2) – Comments about replacing parking with landscaping (1) – Less planters, they do not look good all year round (1) – Comments about lost patio space for businesses (1)

Do you have additional comments for the design team when considering street beautification? (n=198)		
Support for street trees	33	<ul style="list-style-type: none"> – Comments that trees are an effective measure for reducing heat in the community and can act as canopies for rain (18) – Keep trees well-trimmed and pruned, trees take up less space than planters or landscaping (3) – Prefer use of native species (4) – Plant trees that highlight the seasons like cherry blossoms or maples (3) – Support winter lights in trees (2) – Should be more trees in design (2) – Integrate stormwater management with trees (1)
Street tree Comments / keep existing trees	33	<ul style="list-style-type: none"> – Keep existing shade trees rather than planting immature saplings (12) – Trees should not block views of Deep Cove (6) – Select trees that are low maintenance and do regular garbage clean up (4) – Install mature trees so shade is available immediately (4) – Prioritize pedestrian space and access instead of shade trees (2) – Less trees on sidewalks to provide more space and access (2) – Flowering shrubs for colour instead of trees (1) – Comments that the design has too many trees (1) – Limit canopy trees to areas that cannot be used for seating (1)
More landscaping/ support for design	29	<ul style="list-style-type: none"> – More ground level plantings especially native plants (8) – Support for rain gardens, include more in design (7) – Use more planter boxes, instead of bollards (6) – Support for landscaping plans (3) – Include landscaping near the traffic circle (2) – Consider permeable pavers around landscaping (1) – Plantings around trees (1) – Hanging baskets in summer (1)

**Do you have additional comments for the design team when considering street beautification?
(n=198)**

Public art and lighting	22	<ul style="list-style-type: none"> – Include water features, reinstate fountain (5) – Lighting is important to the street for safety and gathering (3) – Add First Nations art (3) – Install art like banners or other public art pieces (3) – Provide decorative lighting (2) – Refurbish mural at Panorama (2) – Ensure lighting is low level (2) – Add education panels about local history and landscaping (2)
More parking	17	<ul style="list-style-type: none"> – Ground level planting, rain gardens and planters take away space for parking and make parking problems worse (11) – Comment that beautification and amenities will attract more visitors, putting more pressure on current parking challenges (3) – Prefer parking on both sides with two-way traffic (3)
Outside of project area	5	<ul style="list-style-type: none"> – Reopen Naughton Avenue access / detour (2) – Improve surrounding parks and sitting areas (1) – Improve waterfront and make it more enjoyable rather than just focussing on one block of Gallant Avenue (1) – Improve washrooms (1)

For verbatim responses see Appendix 2.

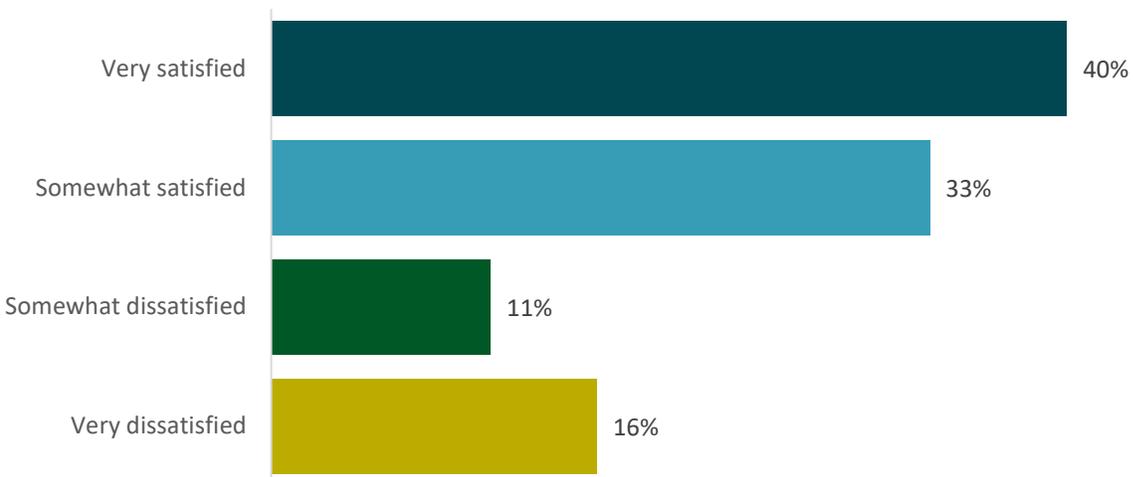
Livable Deep Cove – parking and traffic circulation

Participants were asked for their level of satisfaction that the following priorities have been incorporated into the proposed design:

- Parking
- Traffic flow
- Loading zones

How satisfied are you that traffic flow and parking priorities have been incorporated into the design?

A total of 583 people (92% of respondents) indicated their level of satisfaction as illustrated in the following chart:



Many respondents used the optional open-ended questions to provide additional feedback about parking and traffic circulation. The following chart summarizes **key themes** provided in open-ended responses.

Do you have additional comments for the design team when considering parking and traffic circulation? (n=273)

Key theme	# of mentions	Summary of comments
Traffic access	84	<ul style="list-style-type: none"> – Close pedestrian area to traffic completely (30) – Current one-way is working well and improves traffic flow (20) – Position loading and pick-up / drop-off zones away from pedestrian areas, one loading zone may not be enough (13) – Reinstate two-way traffic (10) – Ensure emergency access (9) – Include better signs and wayfinding information (2)
More parking	49	<ul style="list-style-type: none"> – Maintain parking on both sides of the street (13) – Ensure accessibly parking is available (13) – Angle parking to accommodate more cars (9) – Remove elements that eliminate space for parking like rain gardens (8) – Implement quick pick-up and drop-off parking zones (4) – Don't need more pedestrian areas (2)
Increased traffic and parking issues	38	<ul style="list-style-type: none"> – Parking and traffic flow issues are a big priority for the community, changes need to be made (20) – Comments that design will impact traffic and parking issues (5) – Lack of parking will push problems to residential streets (4) – Need to encourage less driving into village (3) – Residents and their visitors have issues parking (3) – Traffic was reduced during COVID, when traffic increases so will challenge (1) – Comments that s traffic will back up in the traffic circle (1) – Comments about emergency response times (1)
Outside of project area	32	<ul style="list-style-type: none"> – Naughton Avenue should be reopened for better access into Deep Cove (15) – Shuttle bus into village, parking structure outside of community (12) – Keep access at Naughton Avenue for emergency vehicles (2) – Encourage visitors to visit by water (2) – Make area a park and toll visitors (1)

Do you have additional comments for the design team when considering parking and traffic circulation? (n=273)		
Less parking	31	<ul style="list-style-type: none"> – Eliminate all parking (12) – Suggestion that parking disrupts traffic flow (6) – Consider parking rules and regulations like pay parking, parking time limits and removal of parking during summer months to reduce parking issues (6) – Provide more room for pedestrians and less space for parking (5) – Prioritize bicycles and public transit (2)
Parking restrictions	23	<ul style="list-style-type: none"> – Implement short term parking of 30 minutes or less (7) – Parking for people with disabilities and commercial loading only (7) – Implement pay parking on Gallant (3) – More parking enforcement (2) – Implement resident only permit parking (3) – Simplify parking regulations and reduce signs (1)
Bike access	20	<ul style="list-style-type: none"> – Include a bike lane (10) – Provide more bike racks (8) – Enforce safety rules (2)

For verbatim responses see Appendix 3.

Livable Deep Cove

Many respondents used the optional open-ended questions to provide additional feedback about the proposed design. The following chart summarizes **key themes** provided in open-ended responses.

Do you have additional comments for the design team? (n=279)		
Key theme	# of mentions	Summary of comments
Traffic access	53	<ul style="list-style-type: none"> – Close street to traffic (15) – Reinstate two-way traffic (11) – Statement that road capacity could be exceeded, and congestion will increase with one-way traffic and that the project will not address traffic problems in Deep Cove Village (8) – Comments that the design strikes a balance between all considerations (5) – Include measures to reduce congestion at 4-way stop at Panorama and Gallant (3) – Comment that drop-off and pick-up in the traffic circle could create increased congestion (2) – Provide consistent access for Deep Cove Yacht Club members (2) – Look at how buses travel into the village (2) – Comment that the loading zone may not accommodate large trucks (2) – Maintain option to close street for events (2) – Comment that the mid span bump may be difficult for large vehicles to travel over (1)
Support for project and / or design	37	<ul style="list-style-type: none"> – General comments in support of the design or project
Opposed to project / design	29	<ul style="list-style-type: none"> – General comments opposing the design or project

Do you have additional comments for the design team? (n=279)		
Outside of project area	28	<ul style="list-style-type: none"> – Comment that Naughton Avenue detour should have been maintained for better access into Deep Cove (7) – Upgrade the Quarry Rock access and make trail an all-weather 8-foot-wide trail (3) – More amenities in the round about (3) – Provide new washrooms, upgraded paths and wash area for watercraft users (3) – Redesign the ramp to the park and Yacht Club (2) – Develop the old store at Gallant Avenue and Panorama Drive (2) – Update water access and park (2) – Update upper Gallant at the same time (2) – Bike lanes on Dollarton (2) – Off-site parking and shuttle (2)
Business seating areas	23	<ul style="list-style-type: none"> – Extend patio space and options for restaurants, maintain space for businesses like restaurants (14) – Maintain public space rather than allowing businesses to have reserved tables (6) – Questions about business spaces (3)
Landscaping	19	<ul style="list-style-type: none"> – More landscaping (10) – Less landscaping (5) – More landscaping in traffic circle area (2) – Include landscaping species to encourage pollinators and native plants (2)
Street trees	17	<ul style="list-style-type: none"> – Comments about street trees, views, types of trees and replacement of existing trees (14) – Support for street tree design (3)
More seating	17	<ul style="list-style-type: none"> – Comment that more seating is needed than is reflected in the design (7) – Include picnic benches or places to eat instead of benches (8) – Provide benches with seat backs (2) – Position benches to face the water and view (2) – Include seating in the traffic circle area (1)
More parking	17	<ul style="list-style-type: none"> – Keep parking on both sides of the street (16) – More accessible parking for people with disabilities (1)

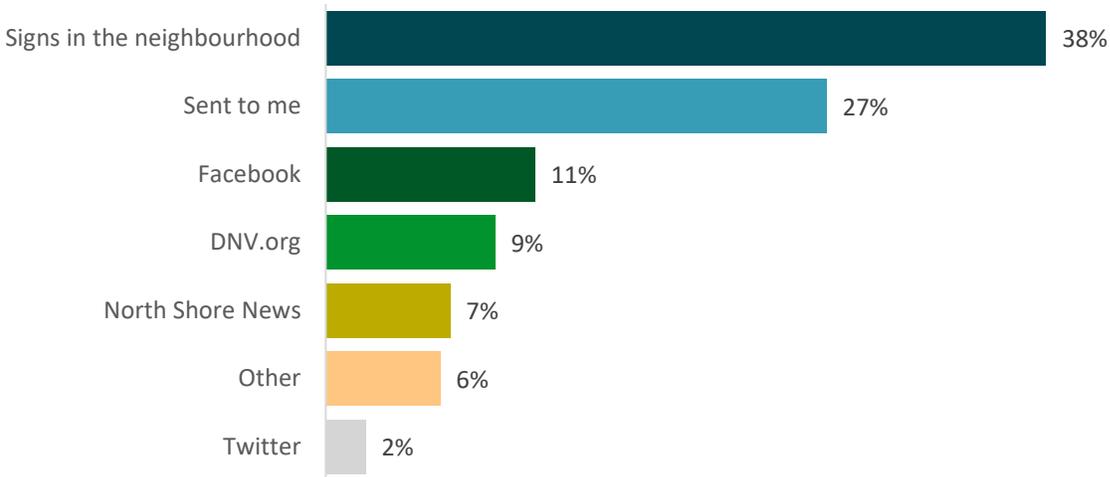
Do you have additional comments for the design team? (n=279)		
Safety	16	<ul style="list-style-type: none"> – Comment that the design allows children and dogs to run between bollards (5) – Remove traffic for safety (3) – Request for a traffic light at Gallant Avenue and Panorama Drive (2) – Comment that as designed, the traffic circle has same surface as pedestrian area, which may cause confusion and result in people walking into traffic (2) – Comment that the raised mid-block crosswalk enhances pedestrian safety (2) – Comment about emergency access (2)
Bike access	14	<ul style="list-style-type: none"> – Include a bike lane (7) – Provide more bike racks (5) – Consider cyclists in design (2)
Pavers and road surfaces	14	<ul style="list-style-type: none"> – Use different coloured pavers to enhance the overall look, provide a combination of pavers and concrete to add texture and character, use surfaces like those used at Lynn Valley Mall (7) – Use materials in traffic circle that highlight the area is a roadway and not a pedestrian area (4) – Comment that pavers and other uneven surfaces make it difficult for people with mobility challenges (2) – Raised crosswalk is unnecessary (1)
Sidewalks	10	<ul style="list-style-type: none"> – Do not provide curbs on sidewalks (4) – Make the sidewalks equal width on both sides (2) – Support for wide sidewalks (2) – Crosswalk and sidewalk connectivity (2)
Accessibility	8	<ul style="list-style-type: none"> – Provide more parking for people with disabilities or mobility challenges (4) – Improved signage and wayfinding (2) – Balance design and accessibility (2)
Public art	4	<ul style="list-style-type: none"> – Add sculptures or rotating artwork (3) – Incorporate First Nations art (1) – Tree lighting (1)
Recycling and garbage	3	<ul style="list-style-type: none"> – Provide multiple options and locations, to reduce litter in the village (3)

For verbatim responses see Appendix 4.

Understanding more about respondents

The District asks for specific demographic information to help determine if outreach efforts are reaching a balanced and diverse range of populations and to help the District identify if the survey results reflect perspectives from the entire community.

How did you hear about this engagement? Please select all that apply. (n=754)



Respondents who selected “other” provided additional comments. The top three key themes were:

- Other social media platforms (Instagram)
- Word of mouth (friends, colleague emails)
- Deep Cove Community Association

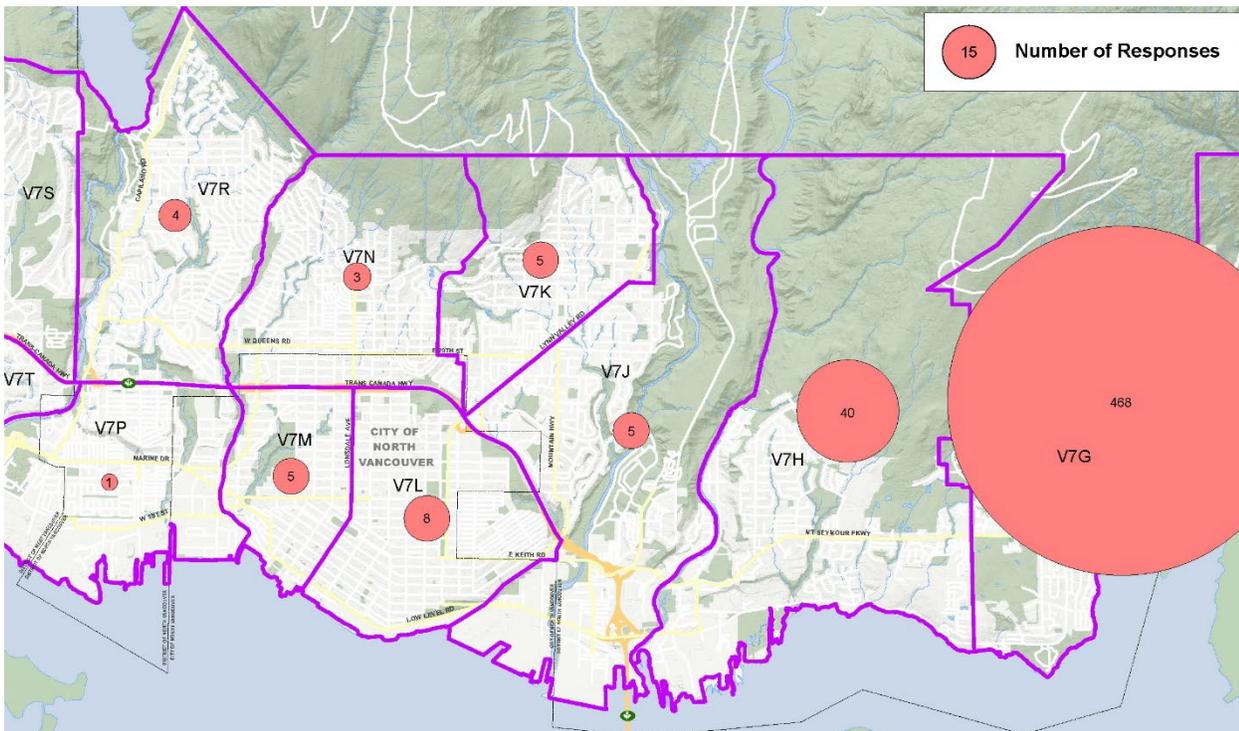
For verbatim responses see Appendix 5.

What is your 6-digit postal code? (n=549)

Approximately 87% of respondents provided their postal code. Of these, 84% indicated that they live in the Deep Cove postal code area:

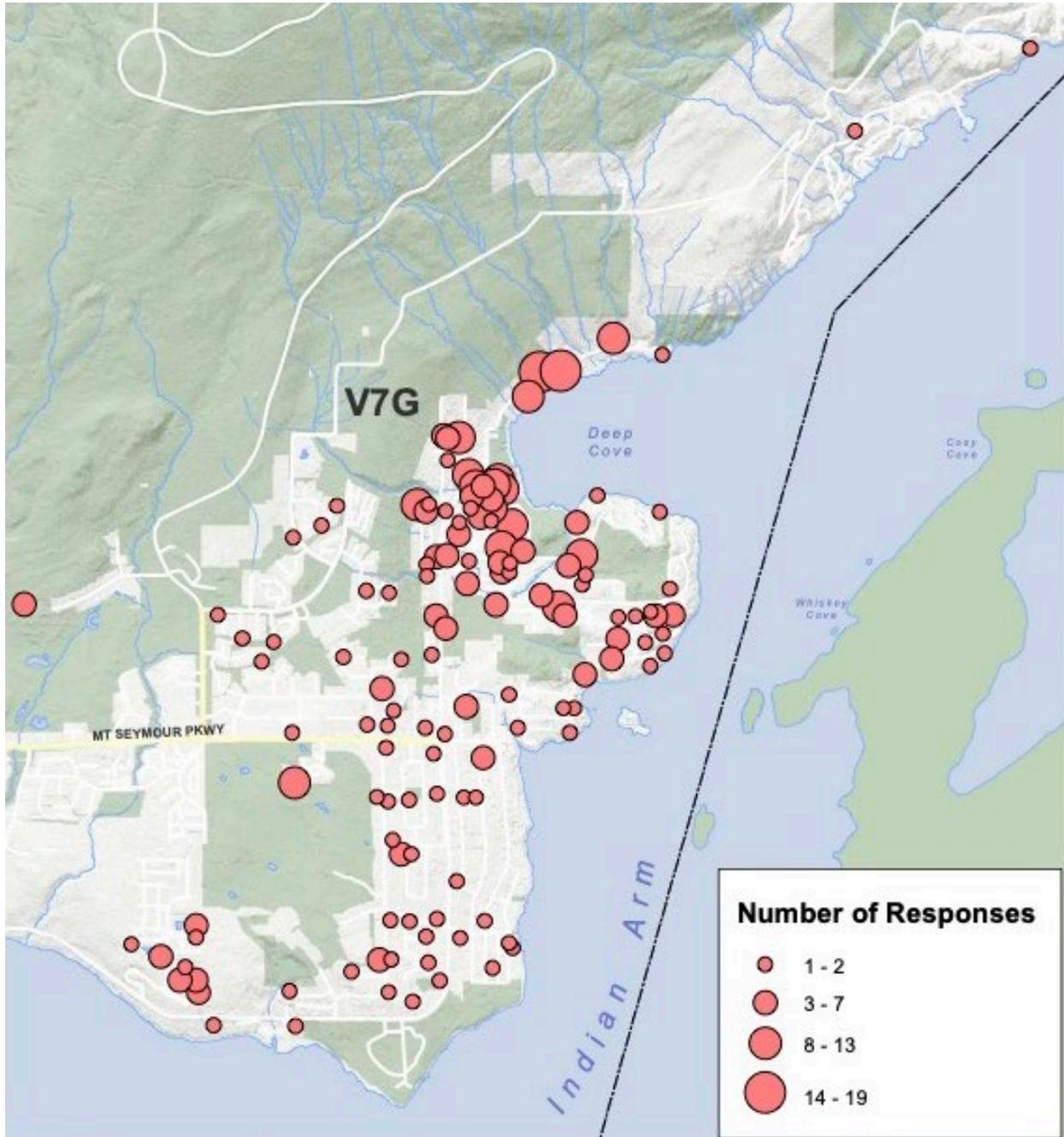
Postal code	Submitted responses
V7G	84% (468)
V7H	7% (40)
V7L	1.1% (8)
V7J	0.9% (5)
V7K	0.9% (5)
V7M	0.9% (5)
V7R	0.7% (4)

Postal code	Submitted responses
V7N	0.5% (3)
B7G	0.4% (2)
V6G	0.4% (2)
V5W	0.4% (2)
V7P	0.2% (1)
V5L	0.2% (1)
V5Y	0.2% (1)
V6K	0.2% (1)
V8V	0.2% (1)



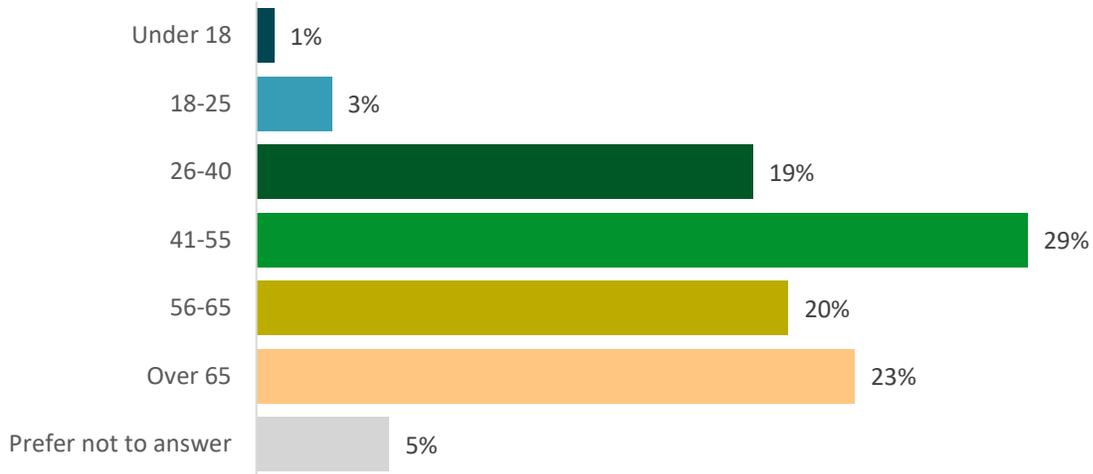
Map illustrates the number and distribution of responses by forward sortation area (first three digits of respondent's postal code).

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.

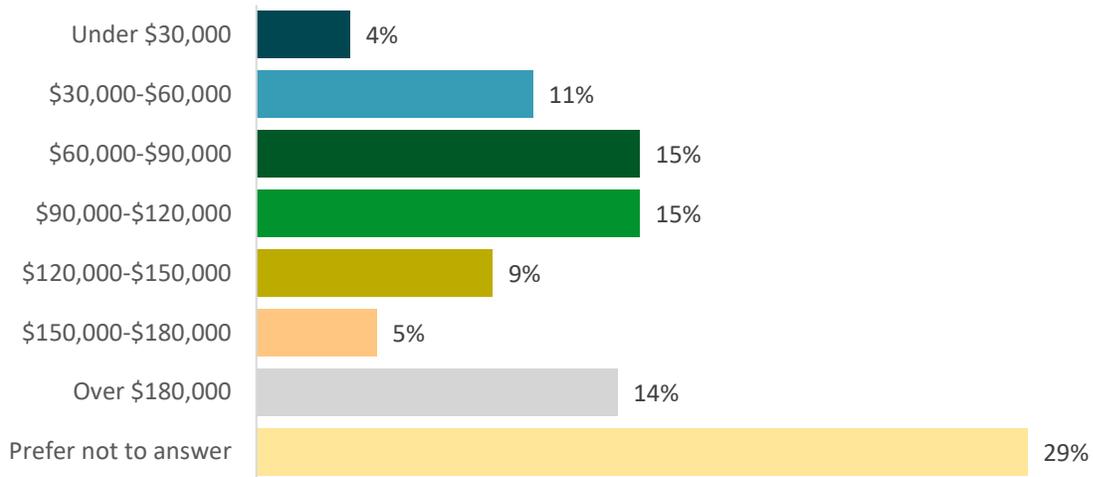


Map illustrates the distribution of responses in the V7G forward sortation area (first three digits of respondent's postal code).

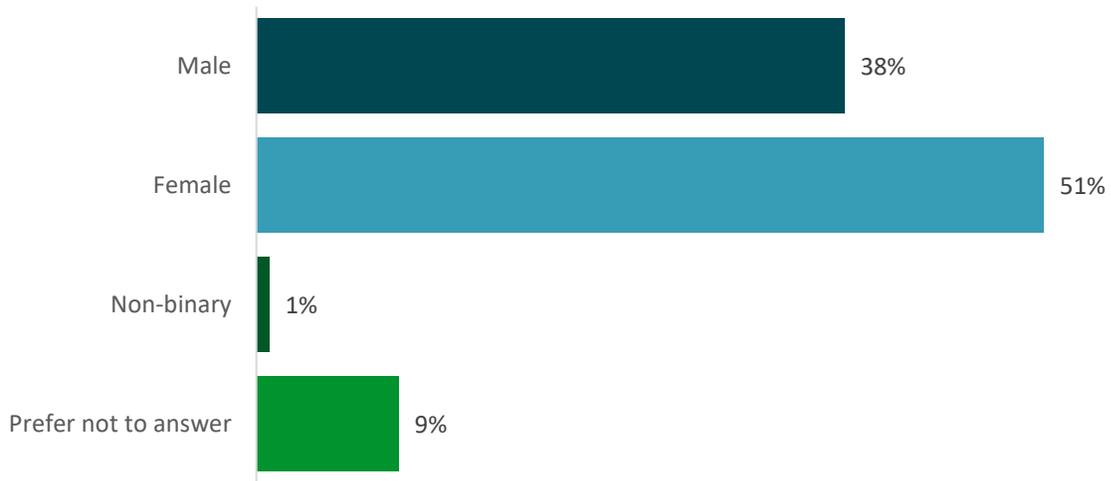
What is your age? (n=592)



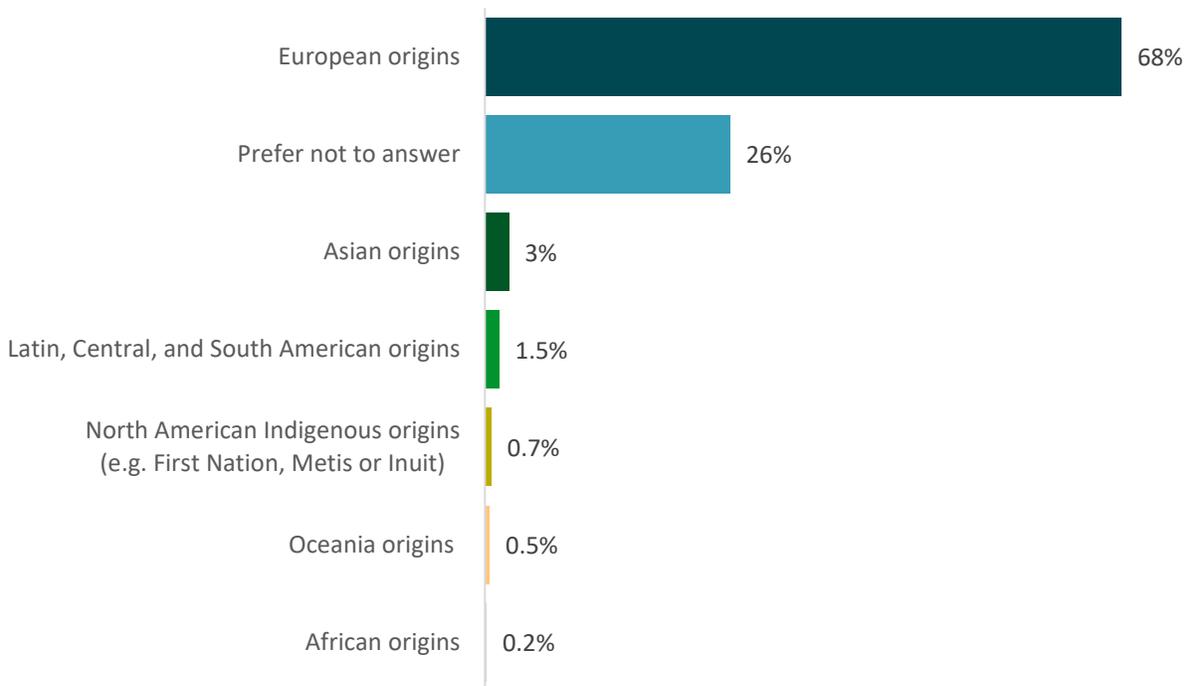
What best describes your individual annual income? (n=589)



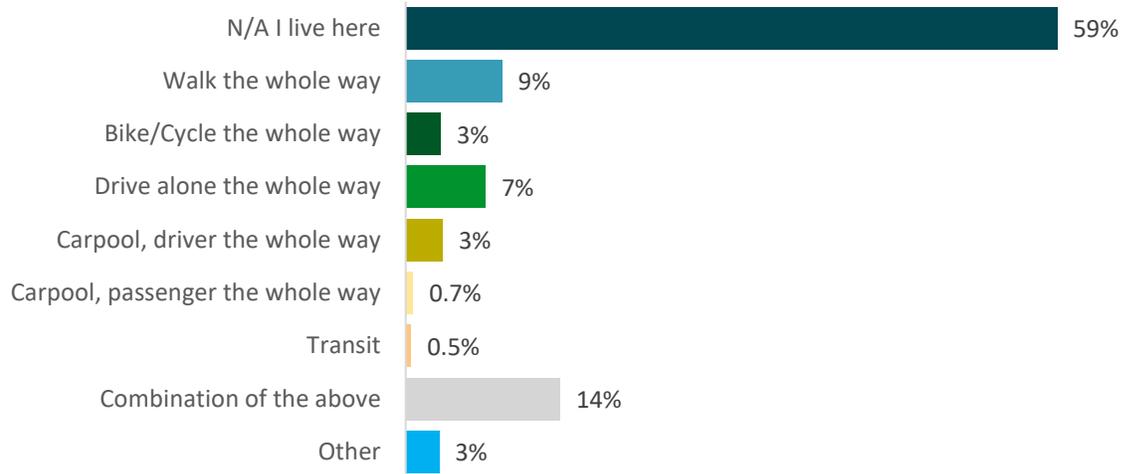
What gender do you identify with? (n=591)



What is your ethnic origin? Select all that apply. (n=582)



How do you usually travel to Deep Cove? (n=592)

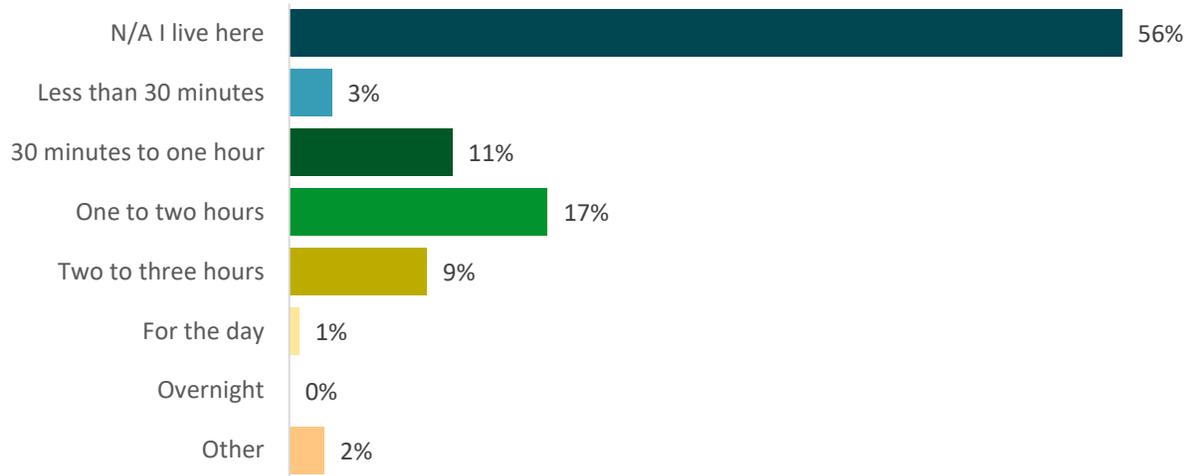


Respondents who selected “other” offered additional comments. The top three key themes were:

- Depends on the purpose of the trip
- Boat (motor, kayak, canoe)
- Run (as part of exercise routine)

For verbatim responses see Appendix 6.

For how long do you typically stay when you visit Deep Cove? (n=590)



Respondents who selected “other”, provided additional comments. The top three key themes were:

- Length of stay varies depending on the intent of the trip
- Stay one week or more
- Out of scope comments e.g., mention of membership in local associations, general disapproval of project

For verbatim responses see Appendix 7.

Public open house comments

Feedback submitted by participants at the public open house included:

- Comments to eliminate traffic on Gallant and make it pedestrian only.
- Comments about bollard safety and protecting children from traffic. Suggestion to use planters in place of bollards.
- Comment that design is not in character of Deep Cove village.
- Suggestion to replace public transit with smaller buses.
- Suggestion to create advisory committee for disability issues.
- Suggestion to provide curb drop off by bus stop / round about.
- Suggestion to provide design elements to assist with accessibility including visual impairment pedestrian crossing, mini stop braille signage, bus bird tweet to cross safely, raised seating with arm rests for people with mobility challenges, sidewalks with reduced tripping hazards for people using mobility aids.
- Comment to provide improved access to public washrooms for visitors and people with mobility challenges.



Next steps

District staff will present these results as part of a staff report to Mayor and Council for consideration.

Thank you to everyone who participated in this engagement.

Appendix 1

Verbatim comments

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

Do you have any additional comments for the design team when considering pedestrian spaces?
<p>Pedestrian area should be on one level not dual levels. Sidewalk should be a distinct interesting design. Seating should be permanent encircled by shrubs and plants. Public art should be more carefully chosen not like the horrific amateur wall mural put up on the end of the building at the intersection of Panorama Dr. How about a colourful totem pole at the turnaround like the movie set put in years back. It is Indian Arm so that would be appropriate and I am sure the local band would like that acknowledgment. Plus the tourists loved that photo op.</p>
<p>Do not remove any more parking on the Nth side of Gallant. Parking and flow of traffic along Gallant is imperative. There is plenty of green park space for people to sit and enjoy the Cove.</p>
<p>I think the pedestrian space should all be on the same level as sidewalks with a lot more permanent public seating not controlled by merchants putting out their miss mash variety of seating for their individual needs. A wide swath of pedestrian area with lots of public seating groups interspersed with planters. I don't agree to the different levels idea or the bollards.</p>
<p>As long as there are no orange barricades!</p>
<p>Gallant Avenue is in the middle of green spaces, parks, picnic tables, bbq areas, rain forests, mountains and hiking trails. It makes no sense whatsoever to add green areas and trees to an area that has always struggled with parking spaces. I don't even go to Deep Cove anymore even though I live close by but the limited parking spaces make it impossible to visit. Sometimes I simply have to turn around and go back home. More parking less trees!!!! This is insanity!!!</p>
<p>Why not just close off that section entirely of cars</p>
<p>I would like to see the entire lower Gallant Ave (both sides) turned into a common space. As it is now it is far to dangerous for pedestrians, bikers, and cars, to all be sharing such a tight space.</p>
<p>who wants to site in the middle of a road while cars and buses idle as they navigate up the road. Close this whole block off</p>
<p>We need the parking on both sides of the road People can go to the parks or eat at seating that has always been there outside restaurants We need parking and traffic flow two ways....</p>
<p>Looks really well designed and well thought out. Can't wait to see it!</p>
<p>Ensure that the area is for all people rather than the local businesses claiming the public space as their "patio" as we currently see with Honeys and the Taco shop.</p>
<p>I'd like to see the whole street in pavers to be more like Europe.</p>

Do you have any additional comments for the design team when considering pedestrian spaces?

Restaurant seating areas were available directly in front of each of the buildings before the road was taken over for seating. The design as it is being used now takes away parking spots which are really needed especially for the businesses. You have reduced parking spots through this seating expansion over the road and it is not necessary. Sunny days can cause crowding, however, the last time this was discussed the expansion onto the road was fielded for community events in the summer and that the bollocks in place were a test. Why have they become the only choice? I do not agree with this in any way.

permanent public seating and benches are not a priority...how do I vote against this?

The seating in the diagram seems fairly minimal, while the seating available in the current "orange barriers" version seems more extensive. Consider creating more seating for people who want to gather in the space.

This question is impossible to answer....I am against any form of permanent bench seating and planters that impede traffic flow

It's the best of a half-assed proposal

Provide roofing so spaces can be used in the rain..

Who is this livable project for? Clearly not the residents in the community. Put gallant back and use your efforts/resources somewhere else in the district.

What are rain gardens and why should they take up space and add costs?

I believe that the 2nd graphic shows reduced parking on the north side of the street. I would not be in favour of losing any parking on the north side of Gallant. The south side proposal looks grand.

Move the 2nd rain garden closer to the bottom of gallant. Use more plant barriers then bollards.

I don't think more public seating on Lower Gallant is necessary. Please do not remove any more parking, it is difficult enough to park there.

Where is all the parking!! Pedestrians already have enough space.
Do not remove any more parking, where will visitors and residents park??

Why are we taking up valuable space with rain gardens and landscaping? Deep Cove is surrounded by forests and foliage. Sounds like someone's pet project.

Take care with the design of the benches, ensure that there are no inaccessible places and gaps where phones, etc., can be dropped and lost.

There appears to be too much focus on pedestrian accessibility and not enough on vehicle. There is a lovely water front park where visitors can congregate. Traffic is a nightmare in Deep Cove on a busy day and this design will only create even more of a bottleneck

Please make it car free

I think it is a mistake to have different levels of sidewalk and pedestrian area. It would be better and safer and more accessible for wheelchairs to have same level wider sidewalks 5 meters wide. I also don't like the idea of letting merchants put out removable tables and chairs. This creates a visual eyesore and the merchants want to

Do you have any additional comments for the design team when considering pedestrian spaces?
control their seating. The public area should be strictly permanent seating and plant areas and there should be more seating than shown in the concept. Do not allow merchant seating outside their own patios.
Spaces for bikes to park pls
Please also ensure smooth transition between sidewalks and streets, so it's easy and accessible for strollers and wheelchair users.
Also, please ensure sufficient availability of garbage, recycling and green bin waste. Consider the addition of a dedicated dog waste bin as well - lots of happy dog walkers in our neighbourhood would use it!
They needs to be a barrier between where the people are eating and the road. On several occasions children have run out onto the road in between the orange cones. To me this is extremely dangerous and an accident just waiting to happen. Thanks Jamie Fraser
This concept does not make this tiny community more liveable. Reducing parking just negatively impacts residents as visitors drive aggressively through neighbourhoods looking for a parking spot.
Very unfair for upper Gallant businesses and residents. Add 100 new parking spots it is always a headache.
Wonderful to see that rain gardens will be incorporated into the design! Thank you
Make sure there are bicycle stands for bicyclist
Looks wonderful! Very much looking forward to seeing the back of the orange barriers!
I prefer the picnic tables that are currently set up there. Easier for young kids to use, and more options for seating a bigger group.
Pedestrianize the entire street
No bike access? Multi-use path? This is a very popular destination for road-bikers, and part of removing car access relies on offering other viable transit modes.
Standardize pedestrian seating areas, to enable outdoor dining, while avoiding each restaurant "doing their own thing" for seating areas, which compromises the well thought out design. I thought that recommended design had small parking areas on both sides rather than just one side- this recommendation provides a more balanced look.
The sidewalk adjacent to stores looks like it's a different texture than just inside bollards- is the area just inside bollards a different material- brick or stones maybe? Do you step down from sidewalk to this other surface or is it all at same level?
The new spaces should include tables and chairs for people to eat outside, similar to what they do in Europe.
Adding greenery will make it look wonderful and match all the hard work done at the top of the street next to the theatre.

Do you have any additional comments for the design team when considering pedestrian spaces?
<p>This vision does not go far enough to provide pedestrian and patio space for this block. There is too much parking and road space still allocated to cars. There currently are people spilling out onto the street with the line ups at some of the stores on this block. The proposed wider sidewalk is not wide enough to accommodate these lines of people, let alone provide more space for patio seating. Vehicle access should be limited to allow restocking of stores/restaurants but the road space should be entirely for pedestrians and spaces for people sit, eat and drink during peak times. Bus access could be rerouted to avoid this street so that the street can be closed to vehicles during peak tourist times. This area could be a vibrant tourist destination and patio tables and chairs could occupy the entire street. There also is not enough bike parking in the area. Please provide multiple bike racks (that can accommodate all styles of bikes, bikes with front baskets and cargo bikes) that are not in the way of pedestrians and perhaps located on the street and not on the sidewalk.</p>
<p>More seating areas, tables and chairs</p>
<p>.</p>
<p>No seating on eastbound Side. That should all be kept for parking</p>
<p>It would be good to see some bike racks adjacent to pedestrian area to encourage cycling. lots of all weather seating space.</p>
<p>Bollards are a great idea! Would suggest more benches mid-block.</p>
<p>Trees as pictured for shade</p>
<p>I do not like this design at all. Where is the option to say that? If I select 'Very Dissatisfied', will staff interpret that as there is not enough seating? Very poorly constructed survey</p>
<p>Please make sure the surface of the concrete walkways are flat and easy for folks with walkers or wheelchairs to navigate.</p>
<p>Having a full barrier is great as it stops dogs and children from wandering into the road. It also stops people darting back and forth across the street mid- block as they have to go to the ends of the block to access the area. I see some potential here for more car/human interaction than currently with the orange bollards.</p>
<p>Please ensure that cyclists are clear that they must follow the vehicular traffic and not ride either the wrong way on the road or down the sidewalks. That has been an issue for the duration of the experiment and it is amazing to me having watched a few near misses that no-one has been hurt (or perhaps I am just not aware of it).</p>
<p>What is going to happen in front of the Arm's Reach? That terribly ugly, plastic tarp over their outdoor area is not only an eyesore, but sends people out into the roadway to get around it and it's very difficult to see when leaving the underground parking garage or leaving the yacht club. People walk all over the cul de sac and all over the driveway and that huge deck and cover at Arm's Reach just adds to the hazards the residents must face just trying to leave their homes in their cars. We need the parking back on both sides of Gallant because our friends and relatives can't come and see us as they can't find parking.</p>
<p>Not enough parking</p>

Do you have any additional comments for the design team when considering pedestrian spaces?

Please make the bollards nice to create a beautiful space. Other cities use ugly bollards, and a lot of them! and It looks as bad as the orange barriers now, very industrial. I like the design, I like the idea of widening the sidewalk and creating a seating area and tables for the local businesses.

protection of pedestrians with solid bollards

more bike parking and bike lanes

Pedestrian accessibility looks good, but is there a way to add additional seating? That doesn't look like enough for the summer months...

I would recommend the addition of 1 or 2 interesting architectural focal points - similar to what is seen in communities such as Edgement Village. This is especially relevant given that we have an arts centre in the Cove.

Sculptural elements - at one or two of the seating areas would really be nice

Isn't that why we have sidewalks?

1. Please consider how dogs going to be managed in this congested space? They must be leashed-but some people tie them up and leave them unattended while they go to a business to get their snack. There have been conflicts between dogs - some don't keep an eye on them when they are seated at a bench. Sometimes leashes become entangled with pedestrians/ persons using canes or walkers. 2. Why is Arms Reach allowed to take over the sidewalk? It is an awkward encounter and really makes it feel pedestrians are intruding on those diners and are not wanted near there. If you persevere east, you are forced to run through an uncomfortable maze down over the curb to get to the viewpoint. Covid is lessening, and they should pull back off that area. 3 Please add more horizontal pathways near the top the grassy hill behind the theatre for more places for disabled persons stroll/roll to and somewhere to enjoy view/ sit- off this path, please create a terraced pathway with series of sitting benches.

This questions is biased - it assumes that the project is necessary. Gallant Avenue is adjacent to two enormous green spaces that can accommodate pedestrians and picnic tables without intruding on the existing roadway. Eliminating the traffic lane and road side parking is a dumb idea - completely unnecessary in this context.

With the close of the new "short cut" Naughton Ave (that we paid for the construction), we are 110 % dissatisfied with the project.

We must go back to Gallant Ave two drives way car traffic! One-way should be worst the traffic problem. Worse in the summer. Moreover, will be less parking spaces!! Back to normal !

Can there be any covered seating (without harming view lines) because it rains so much? Maybe on the open square on coner of Panorama?

The wooden benches are a bad idea as they will look great at the beginning but after a year or two they will be in disrepair. Benches should be concrete or metal like the 4 new ones already installed on the corner. That way they will last a long time

Do you have any additional comments for the design team when considering pedestrian spaces?
<p>Not exactly sure what the plan is for the barriers, but a non-orange would be nice. Just plain concrete would be fine. Accessibility is also important, right now there's only a couple ramps at each end between the transition between road and sidewalk, all one level is much preferable. A winter cover might be cool as a weather protection, so you could sit under in the pouring rain or snow.</p>
<p>It should have larger pedestrian space and more parking elsewhere no let on the main strip</p>
<p>Add more seating / bench; from the design it does not look much.</p>
<p>No parking down the strip.</p>
<p>Lots of seating is needed.</p>
<p>Close the road completely to car traffic</p>
<p>Make sure there's plenty seating</p>
<p>Use planters instead of bollards to separate pedestrian areas from traffic. Spaced far enough apart to address any mobility challenged access issues. Bollards are not visually appealing.</p>
<p>The whole area should be car-free. Being car-free would completely transform the area into a people-, family-, pet-friendly space where you would want to linger, without dealing with car noise, exhaust and car-people safety issues.</p>
<p>This is no longer needed COVID public policy has shifted.</p>
<p>Great idea having the one-way traffic live down here for over 10 years and there's way Less traffic at the old four way stop now that it is a three-way</p>
<p>I hope that the overhead coverings are going to be attractive and blend in with the environment.</p>
<p>This feels like a medium solution that still has significant traffic. Though it may be difficult to incorporate my preference would be an entire pedestrian plaza only. Also having a large area to safely park bikes especially if technology could be incorporated where you can lock your bike without having to bring a bike would be amazing for the road bikers who come for coffee.</p>
<p>More tables and fewer benches around planters. I would think the majority of people sitting would be eating or drinking. Hard for families with young kids to eat on benches.</p>
<p>Consideration for bike rack locations, not obstructing seating or pathways and spaced throughout the area so they are visible from seating areas to deter theft. Will be protected pedestrian area be at a different elevation than the road? The orange barriers are great to keep toddlers out of the road, with only bollards there will be no protection for little ones if they slip away from parents. There will be no age area for littles to run around if bollards are the only barrier of protection. Let's make the space friendly to all ages and families too. Even a curb helps as a cue for littles.</p>

Do you have any additional comments for the design team when considering pedestrian spaces?

I agree with the one-way traffic concept, but the design is unimaginative. It removes two car lanes, so there is plenty of space for: 1) a bicycle lane and racks for parking; 2) more stormwater green space (for ideas: <https://vancouver.ca/home-property-development/green-infrastructure.aspx>).

Deep Cove, a popular cycling destination, should be the anchor at the end of the Spirit Trail. Also Deep Cove already suffers from a shortage of parking, so a bike lane & racks will encourage an alternate method of access. And given climate change, better storm drain management should be a strategy to make DNV more livable.

We live in the Cove and the impact of this design will negatively impact us. We are happy with the current situation of no parking on the one side of Gallant but any further permanent pedestrian seating that removes parking on the Nth side will have a detrimental impact on this community. Please do not develop both sides. Thank you

Wide enough to accomodate the uses of the sidewalks- line ups for food, trees, and folks with strollers and dogs. Thanks !

It's not clear how seating for businesses are incorporated into the design. If seating to eat is incorporated it is good if not then it is missing the mark.

Need wider sidewalk areas, not obstructed by outdoor dining and restaurant line ups.

Need sidewalks on both sides of the street around the full block Gallant, Panorama, Naughton, and Banbury ,back to Gallant. Create one-way around the full block.

Need to keep the temporary access available for emergency vehicles. Pedestrianize this area.

I like the way it was before

No, however I fully support the design changes that you have in mind.

During the summer, the businesses should be allowed to set up extended patios on these expanded pedestrian spaces, much like they do now. It is a great use of the space!

I like seeing a "re-vamp" or "upgrade" to sidewalks, specifically, even, slightly wider to promote better accessibility but I do not want the sidewalks to be wider than they need to be. Lower Gallant is a very, ver, very small strip of commercial stores and restaurants in a community that is at the "end of the line" for access to the rest of the lower mainland. It should keep the aesthetic of quaint, charming and unique... like a small destination village in the UK or any other small heritage village around the globe. Making it look like a modern, upscale "Yale Town" outside space is not the aligned or proper fit for Gallant.

Great job DNV!

Provide enough garbage disposal containers in the area. Something fun for kids as many people bring their children to eat and play. The playground area definitely needs upgrading and expanding.

1.:Will there also be protected cycling lanes?

Do you have any additional comments for the design team when considering pedestrian spaces?
2. I'd love to see pedestrian "destinations" like there are along the seawall. E.g. public piano, ping pong table, volleyball net (though I suppose this might fit better in th park).
More parking spaces for people needing walkers or wheelchairs. Especially close to the medical and dental clinics
Why widen sidewalks? wasted construction and congestion. Just put in better bollards with current setup? Why take down current trees. They are OUR trees! This just about businesses and not about our neighborhood. We the people pay taxes - what is best for the actual residents. Not this.
Drinking water fountain for people and dogs in the vicinity and sufficient tree canopy for public benches.
no
eliminate the street parking
too many trees on the west side of the street which is already shady
Build a rain cover so it can be used year round.
Your rendering is pathetic. You could have used an actual photo and overlay of the design elements.
Take away all car parking here and add more bike parking and larger patio spaces.
Would prefer more green infrastructure. Worry that the tables by the sidewalk will become irrugler and unsightly.
It would be even better if the pedestrian area wasn't mixed with parking! It is understood that parking in DC is a concern, but if there is only room for a handful of vehicle parking spaces on the street, why not go all the way and keep it clean/safe/uncluttered! Go 100% pedestrian zone!
Close it to traffic all together.
maybe more benches at the end of the road closer to the water
There are a vast number of people down here. Needs more seating.
Wider sidewalks would be better. The road should be as narrow as is required for a bus to get through.
Sidewalks are too wide and the road is too narrow
Lots of flower beds in the street

Do you have any additional comments for the design team when considering pedestrian spaces?

That space is filled / will be filled with families with children running around. Will the small barriers up make it a safe enough space for kids to very visibly see where the line is and where traffic is. What are the plans to ensure slow traffic on those 2 blocks? How will bike traffic be directed and will there be ample bike racks around?

Lots of seasonal flowers, string lights, the ability to explore farmers / outdoor markets in the summer, live music, etc would all be incredible additions to that space and the Deep Cove community.

The steps up to Covert cafe need to become accessible - perhaps there's a solution there while this reno is happening. Really hard for moms w strollers and people who need accessible entrances!

2m is wider than the 1.8m standard...really...200mm is not much to brag about. 2m is not wide enough for way peds, carriages, moms holding hands with kids...congestion at door ways, people stopping to chat...let's be courageous...squeeze the roadway and parking for more ped space....

Make Gallant pedestrian only

It would be nice to have ped and seating further west (up gallant ave) and wrapping around by the bus loop

The design definitely favors pedestrian accessibility but it would be nice to see more seating or accessibility for those with mobility issues. While many able-bodied people can frequent trails and then end up in the village for a beverage or meal, people with mobility issues visit destinations like Deep Cove as their escape to the outdoors so ramps and pull up tables help.

see following letter at the end of this survey

It seems like business are not in the plans, which I personally don't like, is so great to have the business there, and love the extension in the patio for arm's reach bistro

I would not want to lose any of the amazing outdoor seating area that was extended out & attached to restaurants that we gained during Covid . I.e. arms reach bistro outdoor seating area. I hope that is still in the plans.

I think the seating areas and tables should be accessible to everyone and not roped off and usurped by individual businesses

make sure the benches have arm rests to help people sit down/stand up

I think more seating areas are needed and plenty of recycling/green waste/ garbage containers

Overhead covering for rain

Slower speed through the traffic allowed zones for a quieter experience is always nice. Outdoor patios, walkable sidewalks, benches and more are great but when traffic gets loud it can be not nearly as pleasant.

If possible I think a proposal to block entire street from parking and all vehicles. Do a true european square. What are the reasons not to do this? Can they be mitigated or put into future plan if closing one side goes well?

Do you have any additional comments for the design team when considering pedestrian spaces?

Deep Cove - Gallant is a historical area and should remain as such.

We should not lose touch on what Deep Cove was and is, we can't keep accommodating to the high demand of people.

Keep it as a 2 way street as it was pre-COVID, Bikes prohibited, buses prohibited and tours with only max of 12 should be permitted on Quarry Rock.

Extended Patios for summer restaurant seating would be a great addition to these plans!

I feel okay with the pedestrian flow and keeping the outdoor tables but I disagree with the addition of the permanent wooden benches.... there are plenty of places to sit in the park with views of water.... taking away additional parking is ridiculous! I guarantee no one will use the wooden benches. I rarely see people sitting on the new patio benches where the fountain used to be.

More green space in pedestrian areas

No need to have access to the roadway throughout the block Planter boxes please

With all of the focus on lower Gallant efforts need to be made to recognize that it is one community and upper Gallant needs to link in esthetically with lower Gallant . Realize that significant money has been spent replacing the Culvert under upper Gallant but it is still important that efforts be made to tie the two areas together

The current patio set up provides a European feel of care and a tivity around you that enhances the village experience the current design allows for strolling but with no place other than short term ben has to enjoy the view and people watching what u have done now makes it better and the new design takes much of it away it is a dead end street we can't have much room to stroll, so give us the room to sit,have a meal or coffee and enjoy

I would urge you to consider allowing the licensed patio seating at Arms Reach to remain. That expanded space has been an amazing addition to the area, allowing people to take advantage of the amazing views while enjoying a meal with friends and family. It would be such a shame to see that space go away when the surrounding park offers ample public seating and grassy areas.

There is a natural tendency for cyclists to ride straight down Gallant ave to the round-about even though it is against the direction of traffic. Perhaps, we could design a green bike lane that would accommodate the cyclists natural inclination to ride up and down Gallant from top to bottom rather than directing them around Panorama, Naughton and Banbury as they should be doing.

Adding power receptacles to the trees and benches would allow for proper Xmas lighting outlets (currently we are daisy-chained off the lamp standards) and future farmers markets or exhibits on the street.

Would prefer to see all seating areas open to anyone. Right now certain spots are for restaurant patrons only.

The chaos and disorder of Honeys should be factored in to keep their patrons in front of their three store fronts only. Each merchant should have designated seating areas and space in front of their businesses for their own patrons or none at all.

Do you have any additional comments for the design team when considering pedestrian spaces?

The spaces need to be pet friendly, there are a lot of dogs in the area and there always will be. Covered seating is a must, this area is used 8 months a year when it's raining, so being able to sit outside and staying dry while eating would be great.

I have always loved the way it was - the ability to drive into the Cove and take in that wonderful view of the ocean while heading home....why must it be all about the businesses and merchants. The street trees protect the pedestrians and are much better than bollards all over. These designs are totally making it so urban yet its a small village and ocean side spot....the new plaza, to me, is an awful design....no shade and a big brick plaza - not intimate or designed well at all..

I would prefer the road to go back to normal if possible. If not, this design is better than the orange barriers.

The design looks good- thank you!

I do not agree with adding any more public seating. It seems like the local restaurants are taking over public space.

Consider a different design. I prefer a real pedestrian street with no cars and, therefore, more seating areas.

Just a note that all eating establishes should have patios.

Make an extra wide sidewalk/ pedestrian area on the south side and leave the existing sidewalk on the north side, the same proportion that exists with the orange barriers.

Would like to see more seating & optional moving seats for families & groups

It doesn't matter what I say you already planned it ahead of time this is just formality you don't care what people say

.

Hopefully the restaurants will be able to put out tables so we can enjoy food as is available now.

the sidewalk should be along the edge of the road with the expanded patio spaces next to the restaurants so that a pedestrian does not have to go around people standing in the sidewalk trying to decide where they want to eat - less obstructions for clear movement

The barriers are a bad idea. It should go back to how it was before. Don't put them where residents should be able to park in the off season to pick up a pizza.

dont see much need for seating areas, except for the odd tired shopper and those purchasing a snack or meal from a restaurant on Gallant.

Gallant Ave should remain one-way and Naughton Ave should remain open to vehicle traffic in the other direction. This is the best thing about the renovation of Deep Cove.

Have you considered drop off area for cars in from of restaurants so that people with mobility issues can be dropped off in front of restaurants?

Removable tables and chairs will likely end up looking tacky as it currently does. Something more permanently secured might work better.

Do you have any additional comments for the design team when considering pedestrian spaces?
<p>In North Vancouver, it seems that additional pedestrian space always comes at the cost of more difficult, more congested vehicle flow. This project is no exception. I wish planners would remember that only a relatively few number of people are able to cycle, skateboard, rollerblade or jog to Deep Cove. Making it more difficult for vehicles to access and navigate Deep Cove is bound to decrease access for most people and especially for older people.</p>
<p>The only thought that occurred to me was covered seating, but I can't articulate how that would fit into things.</p>
<p>I am not sure why there is not an option to return lower Gallant to two way traffic.</p>
<p>8 months of the year during rainy season this area is not used and just impedes traffic circulation for home owners and tourist visitors.</p>
<p>The dining spaces are nice to have down there, I wonder who will be setting out the tables ? Kids need tables!</p>
<p>Adding greenery is fantastic</p>
<p>Make more allowances for seniors. Dedicate far more parking for disabled seniors specifically. Most days the available parking on Gallant is taken up by visitors / tourists. Make parking that shows a preference for car pooling.</p>
<p>Please do not take away the parking on the north side middle section of Gallant with a rain garden and seating. We need the parking on the north side. Also, do not put a rain garden seating area on the north east corner of Gallant next to the Arms Reach as this space is needed as a drop off area for patrons going to the Arms Reach. Thank you</p>
<p>Currently, the south side of the street can become congested with line-ups into some of the more popular food locations (e.g., Honey's). This means that even with wider and straight sidewalks, they are likely to become congested and not allow for people to walk in a straight line. Has the walkway along the roadway been considered instead of along the storefront?</p>
<p>I agree with you that the orange barriers are horrible. Haven't been around since 2019 and when I saw them this morning I thought the town was under construction. So proud of this survey</p>
<p>I don't like this design as it requires removal of the existing large trees that are critical for heat control and privacy</p>
<p>No</p>
<p>Even though I agree with the one way and enlarging and protecting pedestrians, however, removing the eating area that is there today is something that I believe people will miss. I think making a nicer seating and eating area with tables and benches would be more appropriate.</p>
<p>no one wants to sit in the road, focus money to improve water front access and seating areas. The street just needs updating</p>
<p>Please keep the outdoor patio space for all the restaurants. It's a great addition to the community</p>
<p>There is a beautiful park just by this area with lots of grass and seating areas... it's perfectly accessible so why spend money putting seating next to traffic single or double lanes.</p>

Do you have any additional comments for the design team when considering pedestrian spaces?
<p>It's great for the businesses. But that's it Bring back the 2 way street</p>
<p>The newly created gathering area(s) should be on both the North and South sides of Gallant. The North side of Gallant has more sun exposure, a precious commodity in Deep Cove, which should be capitalized.</p>
<p>My understanding was the tables and seating were the priority for the restaurants. In other words exactly as it is now but "prettied up."</p>
<p>Love this! Thanks for including us!</p>
<p>The whole road should be pedestrian-priority, with no cars permitted during business hours. The road should prioritise and enable safe movement for children, elderly residents, and all others who live here and visit. Most people in Deep Cove move about on foot, even visitors once their cars are parked, and the land use matrix and transport profile of the Village should reflect this reality. As much space as possible should be turned into new public realm and green space by narrowing the road access. Road access can be maintained for emergency vehicles and commercial deliveries, but the road should be open to people and closed to traffic most of the time.</p>
<p>A big orange sawhorse after the parking area on Panorama Drive would be very welcome Local traffic only. Marina traffic, delivery trucks and construction vehicles are all local traffic.. We would just like to eliminate the cars looking for parking, turning around in driveways and going too fast lots of the time. Cutting down on car traffic is far better for the pedestrian traffic which is what we want to encourage. Panorama Drive is a very narrow dangerous street with too much traffic. Pay parking with a time limit is another way of cutting down on congestion.</p>
<p>Any seating for restaurants outside?</p>
<p>Where are the tables and benches that are part of the current temporary design? They are well used and provide a welcoming atmosphere to locals and visitors alike. They also provide additional seating for the restaurants in the area as well as providing places for families to picnic. Please consider incorporating the picnic tables in the new design.</p>
<p>There should be room for securing bicycles but that do not interfere with pedestrian movement.</p>
<p>I like the bollards; however, small sections of low railing fencing (similar to what Honey's using) would also look great and is easily moved like the bollards.</p>
<p>This plan will funnel parking to nearby streets where residents already have limited street parking. Consideration needs to be given to accommodate appropriate parking</p>
<p>Bollards are an insufficient separation from traffic to provide a comfortable and safe seating area. Something more substantial like planters is preferred for safety, comfort and deflection of traffic exhaust. The design is too "uptown" for the Cove, does not reflect the Cove. Flexibility (ie re sited "street festivals ") with removable Bollards is unnecessary.</p>
<p>How can permanent wooden benches be removed in keeping with the flexibility promised</p>

Do you have any additional comments for the design team when considering pedestrian spaces?

On-street parking should be removed and the road narrowed to create more space for pedestrians, seating and landscaping. Through traffic should not be permitted. It should be pedestrian only, with timing for commercial deliveries. Encouraging more people to visit on foot, but maintaining traffic, will cause accidents. Private cars do not need to be on this road at all.

I'd like to see it extended to upper Gallant Avenue and bring back the permanent use of the "temporary" off-ramp so that traffic all flows one-way in and out of Deep Cove. I live on Gallant and a very small but vocal group who live close to the off-ramp have protested it. Don't listen to two dozen people with no vision for anything except their personal inconvenience. The pedestrian walkway is a great move - extend it another half block up Gallant and the entire character of Deep Cove will be improved. Don't let narrow-minded nay-sayers deter your great vision.

Pedestrians and bikes should always be prioritized over vehicular traffic except buses.

The pedestrian spaces along Gallant are disconnected to the waterfront. Encouraging that connection between the village and the water will enable the businesses to capture more of that traffic that is coming to Deep Cove for the beaches. Since this is now a 1 way traffic pattern, we should open up the turn around at the base of Gallant. Widen the pedestrian walkway to the east to allow for improved mobility for pedestrian and vehicles

As a senior citizen, I very much prefer seats that have back support. Those with no back support don't really appeal, and I wouldn't be comfortable sitting there for long. The open house held at Cove Cliff suggested very large log-style seats. My only thought would be that seating needs to be waterproof or repellent so it could be readily wiped dry after rain or a shower. Might some "shelter" in the form of durable umbrellas or "roofs" be provided or available to enable use of these outdoor spaces during less than sunny weather?

Dogs are frequently accompanying pedestrians in this part of Gallant, and can be expected to be found sitting or lying down at the feet of their people who are taking advantage of the seating/gather areas. Has this reality been accounted for in the design of the seating areas? In the design of the gardens/plantings on Gallant? Has sun/rain protection been considered in the design of the seating areas? If it has been raining, how easily/quickly will the surface of the benches/seating be able to recover/dry out so that people can sit on it again?

Adding fibre glass coverings so the area can be used on rainy days

Remove the parking row in front of all the shops to creat wider patio or both side patio. 7-8 parking doesn't solve anything. Creat a multi level parking somewhere no so far but less crowded.

-maybe provide covered areas on both sides of the street
-or if the street was closed for pedestrian traffic, the center area could be covered and used for year round for events (farmers market, xmas events, etc). there could be more seating areas when no events are on. delivery trucks can be given certain times as to when they can and cannot do drop offs (like many highly populated cities). keep the turn around at the end for pedestrian drop offs only (after delivery time is done)

Do you have any additional comments for the design team when considering pedestrian spaces?

I love that we are encouraging more pedestrians to Deep Cove Village. The street needs a refresh and brought up to standards for accessibility such as wheelchairs.

I am aware that DNV is considering ways to inform visitors of the limited parking in the village and I support losing some parking spaces as we need to get folks out of their cars (so encourage transit, walking from nearby school parking lots on weekends and holidays, bicycles).

What I would like to see addressed as part of this project is that public washrooms be made more accessible-the distance and terrain is not great for people who cannot walk far on their own.

Given the popularity of the Kayak business and other businesses in the area some parking restrictions to facilitate very short drop off and pick up should also be incorporated. The businesses help to attract locals (day to day we financially sustain these businesses) as well as visitors to the area.

Why not consider closing off lower Gallant to a vehicle traffic however leaving space for emergency vehicles

Personally I'd be happiest with no cars. Also although you mention areas for removable outdoor seating, as I move through your diagrams it looks to me like most of the space is taken up by parking. Wide side walks are all very nice, but unless you are putting the 'tables' on the side walk, I don't see where they are going to go. I definitely value outdoor dining space above wide side walks and parking. We have come to love the outdoor dining!

Only change from as on ground currently is to replace orange barriers with concrete highway barriers. Don't make any other changes. Lower Gallant works as is.

Spend \$3million Federal Government Grant on upgrading the Quarry Rock trail to an all weather 8 ft wide trail that will handle 150,000 hikers per year.

Need covered areas with decorative lighting for pedestrians to get out of the rain

#1: TREES: [REDACTED]. The trees shown in the illustration will not provide shade (south facing windows get extremely hot in the summer) nor privacy for the inhabitants on the north side of the street. Is the report available to the public on the health of the existing trees? It appears the proposed removal of the 'sick' trees is a convenient solution to expanding for a wider sidewalk.

#2: TURNING THE STREET INTO A GIANT OUTDOOR PATIO: Since the on-street seating has taken place since the pandemic, it has become a much noisier, busier place with people loitering during late hours. My partner and I strongly oppose seating on the north side of the street. Suggest put more seating in the square near the Deep Cove Cultural Centre, where it doesn't affect residents. Make the park the park, not the street the park.

In summary, I implore you to consider climate change and not plant infant trees in the middle of the street. Spare the existing, mature trees that provide shade for the many elderly people living on Gallant. Also, please be considerate of us, the people that live on the street, and how increasing the seating area will impact our daily (and nightly) lives.

I like the design of the widened sidewalk and the space for outdoor public seating.

nothing to add

sounds lovely for summer tourists arriving by bus and keeping lineups in front of honeys very long, otherwise bad for people who live here and drive and keep these businesses going throughout the year

Do you have any additional comments for the design team when considering pedestrian spaces?

Deep Cove is a tourist destination because of its nature, views and access to the water. Take parking out of the equation and you are restricting it from the very folks who are meant to enjoy it namely those with mobility issues and those who live in high density living. Instead increase the parking so that many, not just a few, can share in this attraction.

The crosswalks at Gallant & Panorama and Gallant & Banbury should be raised to the same height as the sidewalks on both sides. This will slow vehicle traffic in those intersections.

I regret the loss of parking. I would like to see this configuration only on weekends and statutory holidays, if even then. Also - in my opinion, the seating MUST be open to all - which means that DNV staff should be cleaning & clearing away messes. Because if they are attributed to each individual business that the seating is in front of, then they are using public spaces for private use which is forbidden unless rent is at "market".

For me - I have mobility challenges - I cannot walk very far and so as each area in Metro Vancouver that changes over to configurations like this - I have to stop going there - so this represents 100% loss for me. I recognize that people in my situation are not the majority - so I have to live with this if it happens - but that doesn't mean I like it.

So local person, loses access to a local shopping street, due to changes made so non-locals can come there. Does that seem like a sustainable/desirable model?

Please stay away from interlocking brick surfaces. They are TERRIBLE and bumpy for wheels of any kind...particularly wheelchairs and strollers. They can also be a tripping surface for pedestrians.

It's obvious you are oblivious to the actual needs of those that can't walk very far due to being disabled. You are setting up a society that's only for the able bodied. Due to MS I have not gone to Deep Cove since you've made changes, because there's usually no parking available for me nor am I able to walk very far. I like that you have some benches for people to sit on but that's about it.

Whoever designed your Northwoods shopping center is able bodied for they've made the sidewalk twice as high as they should have right outside the M& M's Shop and the silly ramps outside the Stong's Store are too steep for me to navigate with a cart. Of course you have a disabled parking spot outside which is good but I take my life in my hands if I want to shop there due to the steep wheelchair ramps. I can just see how I could have an accident there with a fall or a runaway shopping cart. These shopping cart and wheelchair ramps you are making are just too steep! Why don't you have someone overseeing the designs you are allowing for you are obviously able bodied and therefore oblivious to the needs of the disabled. You also fail to clamp down on people illegally parking in the Handicap Parking Spots in this Community. I must say that your ignorance is definitely appalling and even verging on hateful disregard. If I was marking you as a teacher on your designs and consideration of the disabled I'd give you a definite D-.

mobility for disabled persons

Water for dogs would be good

The donut shop takes up the entire sidewalk

Do you have any additional comments for the design team when considering pedestrian spaces?
Additional traffic control in the general Deep Cove area is needed to ensure pedestrian safety. Aggressive driving maneuvers to get parking is problematic on this and all neighbouring streets. Options could include, improved bike routes, bike parking locations, and/or a bus shuttle services.
More trees and plants. Remove all parking from gallant. Just have the one way street with no stopping and parking.
More wayfinding opportunities and clear direction for the donut shop to not obstruct the sidewalks everyday. Everyday.
So many dogs in the area! Please add water faucets and bowls for dogs! As well as proper "poop bins" perhaps.
will the restaurant outdoor spaces remain, particularly The Arm's Reach. I hope so.
There are a lot of little kids that move through the street, keeping them safe from cars is a priority.
Please ensure all walkways and crosswalk curbs wheelchair and wheeled walker accessible.
patio space seems to be missing for businesses that service food.
<p>My comments relate to the important issues of pedestrian accessibility and permanent public seating in relation to the sidewalk at the end of Gallant (near the traffic circle) on the north side of the street. For more than two years, there has been no pedestrian access to the existing sidewalk in this area. It has been blocked, with pedestrians diverted onto the street behind the orange traffic barriers. During this period, this portion of the public sidewalk has been used exclusively by a restaurant to expand its pre-existing (fairly large) outdoor patio. The restaurant built a large wooden structure on the sidewalk (a multi-tiered platform) and then enclosed the entire area in white plastic that is a full storey high. During most of the past two years, this area has been almost fully enclosed in plastic. Because of the pandemic, I suppose there may have been some justification for allowing one business to have exclusive use of this public property, but now that pandemic rules/restrictions have been lifted, this public property should be restored and pedestrians should have full access to it. The updated design proposal indicates that this area will have permanent public benches and ground level planting and landscaping. This looks like a very good, attractive, idea. However, the design proposal says that "protected pedestrian areas" will have space for removable tables or other types of seating. I'm concerned that this area could end up becoming, in effect, just another extension of the restaurant seating. The restaurant already has a good-sized, pre-existing outdoor patio area. Once the Liveable Deep Cove Project is completed, the public property at the end of Gallant, with its wonderful views of the Cove and the surrounding area, should be open to all pedestrians, not just to the owners of one business and its customers.</p> <p>One other comment: I hope you can make the bollards as attractive as possible--and try to avoid the colour orange!</p>
Your design does not indicate if patio extensions for the small business are included or not. I would like to see the patio extensions remain!
Planter boxes rather than bollards would look so much nicer.
I think it is important to give consideration to providing shade for pedestrians and people sitting at tables and benches

Do you have any additional comments for the design team when considering pedestrian spaces?

Wide/even sidewalks to both sides of the street would make more sense. It would give accessibility to people with mobility both sides and even out the pedestrian traffic is currently only on one side.

The existing seating in the 'new' village square appears prescriptive, regimented: hoping the team will take its cues from the waterfront design of Lower Lonsdale — inclusiveness, flexibility, multi-functional with historical references interpreted in objects that underline an industrial motif.

You don't need this much room for seating. One way traffic is fine but there were 2 drive lanes and 2 park lanes.

Use 1 lane for drive, 2 for park and bike.

Need garden, art multi option seating.

Tiering, garden sections be a sloped re used road with not much view of water may as well be nature and rotating local art opportunities.

Bike parking.

Electric bus shuttles. more Frequent smaller loop from community based churches etc.

Don't block the businesses. Word is DNV deterring tourism because of locals complaining?? Embrace change and the tax benefits. You owe it to the businesses & community. Create more business opportunities with food trucks, market days.

Do remove the corporate business on street front this should be zoned retail hospitality for public. Not private business (dog food business is not retail)

Support local and bring \$ and people into the community.

No cars unless local

Having any cars close to pedestrians is always a concern.

I think these are poor drawings in which to make decisions. I really cannot understand what is trying to be done

Please incorporate lots of trees/greenery - it is part of North Vancouver's fabric and what makes this city truly special

Increasing the green areas is a good idea, as well easing the pedestrian movement but not at the expense of decreasing the sitting area in the front of the shops. this area was very popular and most of the time visitors could not find available seating accommodation, especially in busy summer time. As I can see, this much needed area is reduced to make space for plantation. I am sure the designers can find a good solution for the problem I anticipate.

There was already plenty of pedestrian space before pandemic changed it.

Eliminate parking or limit to 15 min. drop off.

Do you have any additional comments for the design team when considering pedestrian spaces?
More seating
Let's not make the pedestrian areas so wide they take over the whole street! the area still requires that limited parking.
I like that there is currently seating area for people. I think this should be prioritized
Impact on local businesses during construction time and preservation of nature and history of the area
You keep mentioning "mobility challenged" visitors, yet you are taking "handicapped parking" away from this entire area. (There are only three on the parking lot, which is by no means enough!)
Having a barrier (wooden/synthetic planks) between bollards to keep children and people from running out into the lane of traffic and in the pedestrian area
No
Not keen on putting benches where there could be parking
Please consider the parking issues as well as outdoor patio spaces lost for Pomegranate Restaurant and other stores which have the green area in front of them.
Love this. It is so needed for creating more community space. Hopefully on certain days, we can close off the street and have a big fair too
PLEASE REMOVE THE ORANGE BARRIERS! THANK YOU!
The one way is not bothersome. I am concerned how it affects the residents on the adjacent streets. The orange horrids removal is great. Bollards? I have never eaten in the area, not very appealing to us. I would like the small village ambience the cove had in concert with the forest and sea—not a noisy circus atmosphere. More eating areas in the parks perhaps would alleviate thus somewhat.
It sounds great. The existing temporary space has increased interaction by community members
Great! Needed to make more walkable, pedestrian friendly areas for me and my family
Wide, even sidewalks look great. Love the wooden benches/rain gardens. Would love to see a few large communal type tables. mixed in with smaller tables for the protected pedestrian area. Important that these tables are for the enjoyment of all not just paying customers. Chess board would be a fun way for people to connect! :)
Will there be seating for visitors who are eating in the cove? May restaurants have tables out front? I think this is a very positive part of the current set up ... it makes things lively and welcoming ... a sense of community.
Wheelchair accessibility. More trees to provide shade during hot summers. Ample garbage / recycling stations.
Not sure if widened pedestrian areas will still be wide enough if crowded for people with strollers or wheelchairs. Seating should be limited to encourage people to eat in the parks. Signage should highlight areas to go to picnic tables.

Do you have any additional comments for the design team when considering pedestrian spaces?
keep the rainbow crosswalk!
To the extent possible consider having some covered pedestrian spaces for cover in the rain or shade when it's hot
Put it back the way it was. This project had purpose during Covid and now it is not serving the community.
The key requirement is outdoor seating - wide footpaths would be a poor use of the available space
<p>████████████████████, one of our main concerns with the proposal of the pedestrian spaces include the "rain garden" placed in front of our shop, eliminating street space given to us by the district during the pilot project. We would appreciate if the "street" areas are evenly divided amongst the fellow businesses, with clearly established spaces as to not create tension between business owners.</p> <p>Also the further elimination of street parking creates more stress on potential visitors/customers, but assume that the district has continued changes to address this issue.</p>
I do not like the idea of permanent structures on Gallant. According to the original survey 'flexibility' was very important to people. Fixed benches and rain gardens do not adhere to that at all.
Too much stuff on sidewalks, was this project not about spreading out
evening the side walks yes. stop trying to change deep cove and restore it back to how it originally was. pedestrian accessibility is going to cause an even heavier and confusing flow of traffic than there already is.
The traffic flow should be completely removed and all space dedicated to pedestrian.
<p>The first indication to taxpayers of radical changes to lower Gallant was via a letter from the Transportation Section Manager in Aug 2020. One lane temporarily closed, to allow for social distancing. It stated that a lane closure on Gallant will "improve traffic circulation in Deep Cove" (4th paragraph). This seemed counter intuitive to taxpayers then, as it does now.</p> <p>On a subsequent survey, I voted for change. Change meant the removal of the orange barriers, umbrella's, tables, ropes, signage, and general clutter, and returning to two lane traffic. Published survey results have lumped me into the 82% who supposedly want the barriers replaced by bollards and permanent one-way traffic flow. This is not true and not fair.</p>
<p>Put it back to the way it was. The local community agreed that for the sake of the businesses other than Honey's Donuts that they needed additional space. The survey results are bogus as none of the actual residents of Deep Cove use the ridiculous dining area since WE ALREADY LIVE HERE! Therefore asking patrons of the space has a significant bias towards visitors and tourists who do not vote or pay taxes in our community. The proposed plans fail to give the option of restoring it to its former quaint neighbourhood. You are trying to attract more visitors without addressing parking, congestion, traffic or basic maintenance of the parks.</p>

Do you have any additional comments for the design team when considering pedestrian spaces?

This is a good basis but have a few suggestions:

1. Would suggest more solid seating solutions - still removable, but not as illustrated. Design illustration shows furniture that may damage easily and get taken/damaged? Something a little chunkier/heavier might be better. Do understand the desire to have it removable...
2. The newly revised area where the fountain used to be could perhaps be better utilized. Seems a shame to have just two benches in such a large space. I would suggest at least 1-2 permanent larger community tables that would be available both to visitors visiting restaurants and coffee shops, but also for community members to congregate etc. Should be able to be justified in the context of the lower gallant project in relation to the grant.
3. Important that seating in the new public spaces should be for the benefit of all and not restricted as they are currently for adjacent businesses. If this is a public setting and paid for by the district, all community members and patrons to any of the stores/street should be able to use available seating.
4. Consideration of seating options on both sides of the street and the area (as previously mentioned) where the fountain used to be.
5. Know this may be out of scope, but is there not a way to connect this to at least some way to additional picnic/seating behind the theatre, perhaps with well defined path connected to gallant via signage etc to encourage people to use this space for seating/eating. Somehow could be used to also improve usage of Panorama park area.

Thank you!

Good to ensure there are shade trees in proximity to seating areas and pedestrian spaces

We used to have a unique village. Thanks for the upgrades to prevent flooding. We did not ask for your vision of a sterile environment of the Village.

divert visitors to the Park not the street - clean the benches and chairs in the park seasonally so they can be used comfortably - reopen the two way street - the fire at the corner of Panorama and Gallant trapped Panorama North from leaving as two roads were closed and the one-way street was the wrong way for our exit. The ability of safety services must have full access must be considered.

Somehow there needs to be more parking located somewhere outside of the core, so that people can then park and walk into the core and waterfront.

Many dog owners will be present, poop bins should be nearby

Remove them and put the roads back

Ensure tables have wheelchair Accessiblw spaces

Generally I would suggest to keep the seating and benches to the North Side of the street and leave the South side for short term parking for vehicles. While the concept is good the parking in the Cove makes me and many others not go to our local area in the summer.

This looks good but keeping some street parking is also important to me

Do you have any additional comments for the design team when considering pedestrian spaces?

I'm not super keen on the 'rain gardens' taking sidewalk space and 'bumping out' into the roadway. Those seem to me that they would impede the flow of pedestrian traffic, causing bottlenecks and limey people walking in the street to get around a 'rain garden' feature.

I think a 2 metre wide sidewalk in the North side is not necessary. Perhaps allowing 2 metres on the south side for flow and lineups at food establishments but using some of the 'width' from the north side in the seating and eating area as it currently is would be better.

Protection from weather (for seating especially). It looks like a lot less seating?

Appendix 2

Verbatim comments

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

Do you have any additional comments for the design team when considering street beautification?
We need more colour more flowering trees low enough to control for lights.
Do not include permanent rain gardens. They are not necessary and will only hinder traffic flow and parking
I disagree with large shade trees and the need for Silva cell. It would be better to have smaller flowering shrubs and trees to give more colour and the ability to control for lighting up the trees. I see a future problem with Silva cell when it comes to the future need to repair utilities to service the buildings.
More natural greenery the better
Trees should be chosen that do not drop sap. Perhaps that is obvious, but it would be a drag! Street trees in my prior Vancouver neighbourhood dropped sap on cars below, and it was not good.
It would be nice if there were some adaptation made so that one area could be open to sunshine and the other offer shade.
It looks like you will be eliminating two more parking spaces on the north side. I would like to see all parking on lower Gallant Ave. eliminated. Far to dangerous for cars to share with pedestrians, bikes, on a busy day in the Cove.
We need parking on both sides and traffic flowing two ways. People can sit outside restaurants and also go to parks.
The trees there right now are really beautiful all year round. Would love to see the winter lights incorporated
These are great. I suggest larger rain gardens, even if it costs parking space. Environment more important than parking vehicles.
So beautiful and appropriate for Deep Cove
It appears there will be permanent bump outs of the sidewalk on both sides at the crosswalk. This precludes using both lanes for traffic whether they are one way or opposing ways. There will only be one lane for traffic. This is not at all what was discussed. Previous discussions showed that lower Gallant's 2 lanes could still be used for traffic in one or both directions. There were 4 lanes - 2 for parking and 2 for travelling. that means a reduction of 2 lanes which will significantly impact traffic, there will be traffic jams etc. Why are these changes being made? I do not agree the village should return to the way it was. A pedestrian mall described as you have in the last two questions is going to bring more traffic into the Cove and yet you have taken away a huge amount of parking. How will this nightmare you propose evolve and what will happen to this quaint village? Yes businesses are doing well on good days but when the weather is bad the parking is needed to bring visitors in. The bump outs definitely need to be removed, so in "emergencies" such as car accidents traffic can still flow. How do you plan to manage accidents in a single lane of egress? Ambulance, fire trucks, tow trucks?

Do you have any additional comments for the design team when considering street beautification?
Ground level permanent rain gardens are not a priority...How do I vote against this?
No.
I am against the street beautification if it impedes traffic...This question is impossible to answer as street beautification is NOT a priority to begin with
I would prefer more planted space, possibly on the left hand side (when facing the water), instead of cars constantly trying to park in that area. Native species but also plants that attract pollinators.
Make sure they're not the disgusting trees that attract aphids that drip gummy sticky goo on everything.
Please make sure you DO regularly maintain and weed the ground level plantings and replace any dead plants. Also please keep trees checked for disease etc.
Put the trees back and move on. Your complete failure on this and the 'temporary detour' is embarrassing. You lied to the community on multiple occasions and I have no more patience for your agenda
I don't think we need something called rain gardens, it's packed there they need more space for cars and pedestrians, plus we voted for the moderate renewal , this looks more major
Use more plant boxes and less bollards to act as divider - It's more aesthetically pleasing
The permanent lower plantings are not necessary.
We do not need permanent rain gardens...good grief have you not noticed how much natural landscape Deep Cove already has
Against ground level planting and rain gardens. Takes up too much valuable space.
Maintenance budget won't be enough, it never is, but in the early days when plants are getting established it will be important. How frequently is paper picking planned for the rain gardens?
The ground level planting and landscaping seem to remove parking from the street. I cannot walk to Deep Cove and I appreciate the parking
How are these "Rain Gardens " going to cope with Heat domes which are real and will be increasing..
Urban heat is not a problem now or likely in the next 40 years. These large trees obstruct our water views and don't allow us to have pretty streets and Christmas lights an important feature during the winter months. Let's have smaller more accessible tree varieties not these gigantic maples. Plus these current trees stain the sidewalks every year.
All the current trees are in poor health? Really??
Maintaining the planting is vital. Selection of plants should be dependent on the amount of maintenance that DNV is prepared to fund. In the past several planted areas in Deep Cove have been abandoned after installation which is both unsightly and a waste of money.

Do you have any additional comments for the design team when considering street beautification?
I would love to see a species of canopy trees selected that highlight the changing seasons. It's such a wonderful part of living in Canada to experience spring blooms and fall colours.
I also really love the white twinkle lights hung in the trees currently, they really brighten things up during the more cloudy fall/winter season. I hope these will continue to be present in the new design.
Trees should be replaced and added wherever possible. They reduce the urban heating effect and enhance the natural surroundings that our community is based on.
It all should have been a Naughton Ave. -Panorama-Gallant Loop. Making Banbury and lower Gallant all pedestrian.
The mural facing Panorama should be redone.
Well thought out
The trees should be a species that will not grow too large/overbearing. Let's not be in a situation where the trees tent over the entire area and then look scruffy when the limbs are pruned.
Trim the trees that block the views from the street and from the Arms Reach Bistro! We will have new trees on the street side, there's already many trees in the beautiful gardens around, why restrict the beautiful water and mountain views that we always had in Deep Cove? Such a shame that the city is not maintaining the scenery, and supporting the local businesses that have been here for years and rely on those views.
More garden/planted areas are desired. This would create a greener environment, more in keeping with the Cove and it's natural surroundings.
The corner of Panorama and Gallant (where the "two heads" sculpture is located) could be improved with some plant or garden feature in the centre - it is otherwise a very wide, plain space with only benches on either side.
There is an opportunity to consider permeable paving of this street to allow for greater consideration of heat comfort. Permeable pavers assist with runoff and allow moisture to provide a cooling effect in the summer and would also likely reduce vehicle speeds. More natural surfaces could be incorporated into the design to mitigate against heavy rainfall in the fall/winter and heat in the summer.
What happened to the fountain? Is that temporary road going to be reclaimed?
Lighting is also important
It would be criminal for the trees and rain gardens to obscure the view of the cove. The cove seascape view is the primary reason why people visit Deep Cove. The trees should have a main trunk that is at least 7 feet high before there are any branches, more if the slope of the road will result in the seaward trees obscuring the view. The rain gardens should only have low height vegetation. It may not be necessary to see over the vegetation when sitting, but it is imperative that one be able to see over the vegetation when standing.
Night time lighting to encourage evening gathering and help pedestrian safety.
Would like to see use of red pavers (warmer and more attractive than grey- we have too much gray in Vancouver already) Coloured pavers would match existing pavers at end of street and outside the art gallery. Suggest pavers right across street to signal that pedestrians are a priority and slow traffic.

Do you have any additional comments for the design team when considering street beautification?
Not too many plants with soil because of the rain plus signs for dogs not to pee all over them
Where is the art?
Please do not create permanent rain gardens. This removes any opportunity for flexibility/ I am very dissatisfied that the design incorporated this! I cannot respond to the question, it does not give me a choice to say I am not happy with the design period.
If you have to have the rain gardens, please make sure they are low to the ground. All these changes (including the benches) are blocking the view from the upper part of the street. Plus they are taking up valuable parking spaces. Every change you make takes away from parking spaces in the Cove. Not all the current trees look unhealthy. We will have to live through several years of no shade waiting for new trees to grow.
Please select trees that will grow only to the scale shown. In my Indian River neighbourhood, non-native species including California Redwood, were planted back in the 1980s and will grow much higher than the native canopy ultimately and create significant risk to the homeowners given their size and weight.
Should be more trees
On the North side of the street there will be rain gardens taking away even more parking? Where are our seniors and disabled going to be able to embark or disembark near to their homes?
Please keep this area flexible. No permanent fixtures
I am in favor of the trees, but please keep them healthy and trimmed so they don't block the Deep Cove classic views. The ground level landscaping is a great idea to bring greenery and color to the street.
design with indigenous plants that attract pollinators like the kind available at the Salish Nursery at Maple wood Flats
education panels about native species and onvasive species
Would suggest that the planter planting has some coniferous plants in order to keep colour year round
Another biased question designed to shaped the survey results. Renew, replace or preserve the existing trees on Gallant.
It rains.... Covered seating?
Cherry blossoms would be cool.
No bollards
What kind of canopy trees are being considered. I am assuming they are deciduous trees. Would this cause a lot of cleanup in the fall as leaves fall? Something to think about
Trees are needed for shade.
Lots of planters and most importantly stop cyclists coming down a one way way stree.t Someone is going to be killed. They dont read the signs maybe not big enough for them

Do you have any additional comments for the design team when considering street beautification?
Please ensure garbage and recycling cans are located beside the rain gardens, they are often magnets for garbage.
Again, agreed deciduous trees' value in the urban setting is common knowledge. But again, this design should integrate better stormwater management integrated with the trees. The design is all cement, providing very little water & nutrients for the trees to thrive.
I do not think Deep Cove needs permanent rain gardens if it is going to impede traffic flow and parking. We live in a beautiful natural environment and we do not need to be encouraging people to congregate on the street, feet away from traffic. The one side of Gallant is mainly offices and I see no reason to add more seating.
Ensure there is low level pedestrian lighting. Re-instate the fountain in the plaza west of the Theatre. You have placed benches across from each other with nothing to focus on. we miss the fountain. It was lovely to sit and listen to the trickling water.
Choose nice colour trees
Presumably pets will not urinate or defecate in the green spaces along the street?
Definitely in favour of improved tree canopy cover.
I am 100% on board with the canopy trees. They will provide shade in the summer, a lovely aesthetic to line the two sides of the street and I would think be welcomed by residents living above street level. I am not too thrilled about the green "boxes" on the parking side of the street. If one whole side of street parking is being omitted with Lower Gallant being a one way street, then ALL spaces on the opposite side must remain as parking spaces. I would think the boxes would be a parking hinderance and a potential for accidents as well... people pulling out of a box with dense green shrubs may not see a car driving up the street.
Beautiful!
Nice street lighting and water feature.
I find the area beside the Art Gallery/Theatre (west side) very sterile, I would like to see some planters there between the benches that match the planters planned for Gallant. It would be nice if they had a lip so you could sit on the bench and put a drink down beside you. Also, I would like to see standardized outdoor seating for all stores. It's rather a mish mash now.
Why kill current trees? Make no sense.
Extend the rain garden area beyond benches
I'm not sure the walking areas need to be covered.
Too many trees
Would prefer green space around those poor trees.
Very nice, but please add a bit more garden space, especially closer to the water
maybe more garden areas at the end of the road closer to the water

Do you have any additional comments for the design team when considering street beautification?
<p>Please make sure that the trees that are planted are actually large enough to provide immediate shade. Putting spindly trees in the area does nothing to provide shade where it is needed.</p> <p>The new trees that have been planted in the upper Gallant Avenue provide no shade because they are way too small. Taking mature trees out and replacing them with smaller trees also does nothing for the GHG issue.</p>
<p>Please don't choose those canopy trees that have the really sticky sap on leaves that drop all summer like on Garabaldi avenue.</p> <p>Also. Who is going to pick up the leaves in fall. Is there a budget built in for that.</p>
<p>If possible more permeable surfaces would be better.</p>
<p>The current trees look in pretty good health to me. Don't need ground level planting, we do need parking spaces though</p>
<p>Sorry to see the existing trees go</p>
<p>Keep it 'seaside' community themed.</p>
<p>Have ground level planting include edible plants</p>
<p>Trees and shade are always good.</p>
<p>leave it as it was before you decided to improve it</p>
<p>Natural plants/flowers that are more resistant to the changing climate of North Vancouver might be important too? Can the trees handle the heat and increased rain in the fall. I think that will be important going forward so that replanting won't be necessary.</p>
<p>don't take away more parking .. business require a quick pick zone and loosing both sides of the street is not realistic ...</p>
<p>trees, sure ... but following my earlier comment regarding the wooden benches please don't take away the parking from the art centre side of Gallant</p>
<p>Need space for parking bikes to encourage more to visit Deep Cove by bikes instead of cars</p>
<p>Use planter boxes and benches to incorporate green space into the pedestrian areas and limit the wide open look</p> <p>According to the plan this is a single lane one way street</p> <p>There is way too much open concrete</p>
<p>Do we really need canopies for shade? Canopies for rain</p>
<p>Again, would like to see the Arms reach patio remaining.</p>

Do you have any additional comments for the design team when considering street beautification?

Allow for hooks and irrigation to the new lamp standards so that we may have the option of hanging baskets in the future.

Allow for banner arms on the lamp standards so that we may add banners to the lamp standards in the future.

Perhaps we could tie-in the changing of the mural on the corner of Gallant and Panorama so there is a cohesive design element

Effort to bring design elements of benches and street furniture to the bus stop on Panorama and on Banbury so there is a cohesive design elements and focus towards public transit.

Position new bike racks in multiple, very visible areas so cyclists feel comfortable about locking up expensive bikes. Strength in numbers.

Create a motorcycle only parking area to create efficient parking and encourage more HOV friendly motorcyclists.

Would prefer to not see the mature trees lining the street to be removed. Understanding it's probably impossible to save them and improve the sidewalks, but the upper Gallant area looked nicer when the trees were there.

Looks very bare. The fountain heads back are not welcoming nor very relevant to Deep Cove. It would have been suitable to have something First Nations. A little less white.

The street trees are obviously needed and are there already and provide ample shade - there is no room for more planting along the shops - plus there are loads of gardens and park space at Panorama Park and Deepcove Park. The small rain gardens could have been added to the big wide open plaza and could have been great for storm water management by using water gardens to help filter road water before going down the CB's and its the ocean - where lots of people swim.

trees that provide shade are a huge plus.

Ground level planting seems like a waste of space.
Cannot hanging outdoors climbing plants/ shrubs be used and the ground space can be better utilized?
Consider that no matter how much seating you add, it will probably never be enough.
Also seating where one can sit with their dog, after obtaining takeaway, would be a nice bonus.

the trees that are there are beautiful, why do you have to chop them down. If so please make sure you replace them with trees that offer shade. The trees in the new plaza are terrible.
No need for ground level plantings that will remove parking and make driving difficult

Make sure you have Charle's banners!

I would love to see some flowers!

Leave the existing large shade trees rather than planting new trees that will take years to develop shade.

Too many shade trees they will block views of existing apartments & encourage bird poop falling on tables & seats. Stick to umbrella's

Do you have any additional comments for the design team when considering street beautification?
You already planned it you don't care what people say
rain gardens at the top of the street do not make much sense as what water will be directed to them? they should be located at the end of the street on both sides, at the corner and in front of Arm's Reach for the most benefit currently there is a mix of furnishings - especially tables/picnic tables that looks awful - will there be a consistent let of street furniture allowed? you picture at the beginning of this survey says it all!
The trees and flowers are great and should be included in any design.
shade trees are good as long as they do not take up much walking space. Big planters are bad if they take up what could be parking spaces.
Gallant Ave should remain one-way and Naughton Ave should remain open to vehicle traffic in the other direction. This is the best thing about the renovation of Deep Cove.
Some trees will grow too tall eventually, what is the species of tree being considered?
The large canopy trees are a must not like the pathetic trees, unsightly shade seating structure and boring revamp of the previous fountain area. In comparison, the Lynn Valley Mall landscape design is marvellous and a similar rendering for lower Gallant with modifications to the old fountain area would be fantastic. All of the current attached restaurant structures including Arm's Reach have to be removed.
To remove more parking for locals and visitors just to add a few shrubs does not make sense. Deep cove is a place most people use cars to visit.
More imaginative planting plan.
I like the existing trees along the street. What type of trees are proposed to replace the existing trees?
If the trees planted on upper Gallant are any indication, it will be 20 years before we see comparable sized tree canopy. The design should be modified to incorporate existing trees
Not certain what rain gardens are and what they will look like.
focus making the water front more enjoyable, livable Deep Cove is more then just a block
How can there be a claim that there will be regular maintenance when the trees that are there have been left to poor health. We need to be more sustainable in not just replacing everything. Again more money that the local community has to support.
It is just going to attract more people to the Cove without addressing the already major problem of parking in the Cove.
Would love tulips for The spring!

Do you have any additional comments for the design team when considering street beautification?
<p>Deep Cove is a place defined by its landscape, from the forests and mountains to the foreshore and the sea. Landscape design should be central to the transition of the Village into a safer, healthier and happier pedestrian-priority town centre. Wider, landscaped walking spaces that run all the way up the road connecting the top Gallant Avenue to the seaside park should be planned for. This could include a water feature that runs the length of the Gallant Avenue from the top to Panorama Park. The ambition in the plan should reflect the expectation of more people living in Deep Cove village, including elderly residents and young children.</p>
<p>This is a very important element in the new design.</p>
<p>mid street - north side needs more parking vs ground level planting.</p>
<p>I am not in support of ground level raingardens that will remove parking</p>
<p>Please remove on-street parking spaces and turn this into landscaping and perhaps a water feature/fountain that runs the entire length of the road, connecting to the park.</p>
<p>I hope the shade trees will already be of substantial size when they are planted so we don't have to wait 20 years before getting any shade benefit.</p>
<p>We were at Arms Reach and there are trees that completely block the view of the harbour. Part of the charm of the cove is seeing the cove. Tree trimming of these trees should be done every year to preserve this beautiful view</p>
<p>Just make sure that the trees and plantings are properly maintained, particularly watered regularly.</p>
<p>The eastern termination of Gallant is a missed opportunity. The fence and trees that are planted there now block the view and cut off the connection from the village to the water.</p>
<p>Remove barricades</p>
<p>How has the possibility/likelihood of extremely hot/dry summers been accounted for when planning the plantings along the Gallant corridor? The Silva cells will be great when there's lots of storm water. What about when there's none? How will the trees and rain gardens survive, and with how much maintenance effort?</p>
<p>Adding fibre glass covering so area can be used on rainy days</p>
<p>- hope rain gardens include flowering items to bring some colour</p>
<p>This is appears to have been designed for a hot sunny day with no thought to the majority of the year where it might be cloudy or raining.</p>
<p>The design is unimaginative, utilitarian, plain and uninteresting. Deep Cove deserves better to enhance its existing village character. Water features, space for art installations, variation among plantings and decorative lighting are lacking. Also, spend some money creating attractive, covered and defined spaces for outdoor dining and outdoor cafes because these are the spaces that generate street life, not boring wooden benches.</p>
<p>To my point in the last segment, the trees will provide shade to visitors not residents. PLEASE consider the residents. We have many elderly people in our building whose comfort relies on the mature trees.</p>
<p>The planters are good, the trees are ok as well but please maintain them often so they don't grow too much and block the views. That's why Deep Cove is so beautiful.</p>

Do you have any additional comments for the design team when considering street beautification?
nothing
how about the businesses benefitting from said beautification pay for it rather than my already extortionate taxes being used
It is always a good idea for street beautification to be incorporated into a design but this part of the world enjoys visitors during all of the four seasons. Make parking a priority and allow everyone who doesn't get a chance to enjoy such a beautiful location, access.
These "rain gardens" seem like a perfectly un-functional way to reduce parking and nothing else. What purpose do they serve? They are not there now... you can't sit there.. you can't eat there... you can't walk there... is this open/public space? or it is part of the storm sewer system? I would like to see, based on the values of the private property adjacent, what is the market value of this space that is being taken away? Because it looks like about 7 parking spots, each of which are about 200 sq ft. - or 1400 sq ft total... at \$300/sq ft for land value, that's at least \$420,000 of land taken away. That's probably on the light side.
please consider using female trees, the pollen has grown so very bad in recent years because of the preference for male trees.
Sure trees are fine and will help lower the heat level on the sidewalk when it's summer. Your priority should always be to make it easier for people to access the buildings and stores easily.
These trees do nothing but act as dog piss poles
More plants!
Not sure if the ground level planting will survive with so many people at the four-way stop. I hope the lighting in the trees will remain
Please choose bee and bird friendly vegetation.
Add hanging baskets for colorful flowers in spring/Summer
I think the permanent ground level plantings will be a great addition, I hope this can be maximized. I also hope the replacement trees can be relatively mature ones.
Your design does not indicate if patio extensions for the small business are included or not. I would like to see the patio extensions remain!
Will Pomegranate's pizza restaurant have enough room for seating?
Glad to see my concern about shade trees from the previous question was addressed here. I would like to see incorporation of indigenous plants and perhaps signage about this. I would like to see public art - again some Indigenous art would be great, maybe some historical signage about the Indigenous presence in the area as well as other history.
Adding bike lock to each side of the street.

Do you have any additional comments for the design team when considering street beautification?
Still obviously geometric, an uncomfortable rectilinear orientation.. A street lined with evenly spaced trees an ranks. Hardly a modern concept. The design suggests, it was computer driven, its awkward, it lines everything up and then expects people to relax and play and stay awhile. Really am disappointed in the segmentation of space. There is no waltz in this design .
Too many trees. Too much going on. Please ensure thru careful selection what plants you plant. Some currently down in the village are poisonous
Please see my last comment.
Canopy trees for shades are in the park. Sidewalk along store fronts should be left clear for safety.
Should include non-native plants to add colour (flowers).
Flowering shrubs (roses?)or some annuals would brighten up the rain gardens.
To beautify, the umbrellas along the street should continue along the whole street and be uniform in size and colour. The store fronts can add their own lights and flowers but have the consistency of the same coloured umbrellas. All the seating should be open to the public not just to the restaurant to either rest or have a drink, ice cream, etc. Right now the whole area looks very "tacky".
Don't replace the lights with the double height lights on the north side that were just installed. These are overly bright for the required street lighting.
N
I truly appreciate the beautiful boulevards and gardens the DNV plant and maintain regularly.
Please consider the patio spaces lost for businesses
I like how tall and wide the current trees are, as they cover the view of the buildings and provide privacy for us residents living above the businesses (such as myself!) It will take years for new trees to grow and reach these heights/widths. Please plant big, luscious trees to keep our views green and private. One of the selling features of the unit I'm in now was the luscious trees on Gallant, covering the dilapidated former convenience store that has been for sale for ages. The feeling of privacy and greenery changed significantly when the new trees were put in. They're so thin and do not add anything to our view. The convenience store is very exposed and it needs major TLC. It's really an eye-sore! If we're talking about beautification, I think it's important to consider how changing the trees will impact the views. Right now I look out my window (I'm above one of the businesses) and I see beautiful greenery. It'd feel much worse to look out and see brown shingles and bricks.
I really enjoy having the opportunity for further greenery. I love that it plans to be native to the area. Perhaps we can have the local tseil-weituth design the garden beds and art
We need more greenery!!
Canopy trees should be limited to those areas not suitable for use as outdoor seating/eating areas served by the existing businesses
As part of the beautification we should consider including components of both art and history of the area and our community.

Do you have any additional comments for the design team when considering street beautification?
I think it would still be nice to have public art, but prioritizing trees and plantings makes good sense to me.
Maybe planting flowers each spring around the bases of the trees. More eye appeal and enjoyment down lower
Yes to more trees and native plants! Regular cleanup and removal of invasive species.
40% tree coverage is the optimum to provide shade and keep areas cool. The trees depicted look like saplings.
As long as they are maintained not like previous renovations done
consider and incorporate environmentally friendly options
Put Gallant back the way it was. 2 lane traffic and parking on both sides are vitally needed.
Please please keep the lights in the trees on both sides of the street. It adds an extra bit of magic to the area in the evenings for locals
The use of bollards is an ugly choice - planter boxes would be more appropriate. The location of the large garden zones also discriminates against two of the established businesses (Pomegranate and DipCo). It would make sense to have a large number of smaller raised beds which could act as bollards.
Very much in favor of the canopy trees as seen in certain neighborhoods in Metro Vancouver. Shade is greatly appreciated.
Ground level landscaping is not as important as parking for residents and visitors
Deep Cove is eclectic, the natural scenery is the beauty, this looks out of place
how are you going to make sure the trees will be regularly maintained? what does "regularly" mean.
Is there any way to save the existing trees such as temporarily uprooting them and planting them back in new Silva cells?
Spending \$3.3m or \$3.6m on lower Gallant, while neglecting nearby washrooms where it is impossible to social distance, does not seem right. Nor does mounting 4 large signs on Gallant, encouraging tourists to participate in a survey about making Deep Cove Livable. Have a look at the overflowing garbage bins at the foot of Gallant, with bear attractants all over the road this morning. Daytrippers don't care about making Deep Cove Livable.
There are no additional benches or seating in Panorama Park or Deep Cove Park being proposed. The proposed full-renewal scope caters to businesses and tourists who enjoy sitting on the Gallant roadway. Residents don't do that.
Sounds odd that the Fed's would demand that 100% of Covid social distancing funds, earmarked for Deep Cove, be spent on a 100-meter stretch of lower Gallant, rather than the surrounding parks and sitting areas where people congregate. Can this this be revisited? If not, then perhaps the project's name can be changed because it's a bit of a misnomer at the moment.
Put it back to a safe functional street with parking. Eliminating parking and traffic flow only creates benefit for Honeys donuts and lessens parking for the other businesses.

Do you have any additional comments for the design team when considering street beautification?

No additional comments other than to say that we should really re-examine the space where the fountain used to be. Looks good, but is very poor use of space. 2 benches for that amount of space seems a bit of a shame when we are trying to find ways to provide the community with seating and areas to congregate/socialize. Could have chess boards available etc?

Could have more trees than what is depicted in the drawings.

"The existing trees, which are in poor health..." (Can't help wonder whether the 3,000 year Sequoias would have ever lasted 30 years based on your standards.)
Hopefully you will vary the species so it isn't a sterile environment of a monoculture.

no more construction please - we are not prepared to be patient with another poorly managed project - professionally prune the existing trees on the East - there is too much shade for most of the day on the West for trees to be particularly happy - and no permanent planters - we like what is there.

Remove the seats and put the roads back

Art by local first Nations artists

General planters even with irrigation look poor more much the year in North Van - I would keep it basic and use trees and seating only.

Would rather not loose street parking spaces to 'rain gardens'. If the sidewalks are going to be 2 metres wide, use some of that space instead. Perhaps something useful can be done at the Deep Cove Theatre alcove on Gallant. That garden space could use a spruce up or reconfiguration. Also concentrate on seating and rain garden where the current art installation (old fountain) is.

Avoid the use of treated wood. It leaches chemicals, which could go straight into the rain garden. Choose tree species that will be resilient in the face of climate change. Consider some fruit/nut trees for added social benefit.

Appendix 3

Verbatim comments

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

Do you have any additional comments for the design team when considering parking and traffic circulation?
Open up the Naughton via duct for one way traffic
Angle parking could be incorporated on North side. Traffic one way in centre of current street. Pedestrian area limited to old parking strip on South side of street.
The initial survey was confusing. Parking and traffic flow is a HUGE priority for the community of Deep Cove.
I am not adverse to one way but I think too much space is being allocated to pedestrian area on south side. The pedestrian area need be only expanded approx over the old parallel parking area allowing for one way and angle parking on North side of street. The current set up is far too wide for the requirement. All the merchants have their own patio space already and the rest should be public so people can choose their food from any source and have a place to sit. The area for this need only occupy an additional swath of about 8-10 ft. added to the sidewalk.
Consider pay parking in adjacent parking lots.
Not enough parking!!!! Why plant trees in the middle of a forest???? Why????
I think the parking should be angled, not parallel. It would be safer for those who need to have the car door open, for example to unload a wheelchair (if the wheel chair user is the driver). Opening a car door so that it swings into the street is never a good idea.
Should be closed to all traffic
Parking on both sides of the street and 2-way traffic should be reintroduced.
only way to make it really work is to close this block off to traffic. only tourist will use this. No one want to sit let alone eat\drink right next to cars and buses as they try to navigate up the road.
From my discussions with people we would like to have two way traffic again Why arent you letting us have a say in this this time ????
There's already other places to park, it's better no to have any parking at all
Slow moving one way traffic is the key!
Can you also use the south side of the road for parking if needed?
The parking on Naughton north of Panorama was reduced to parallel which totaled a loss of 5 spaces. There is no reason for parallel parking in this location, there is little traffic and cars parked parallel have to do a dangerous full turn around to go back in the direction they came in. Diagonal parking would make it much easier and safer to turn around and add also at least 5 spaces. Parking on Gallant should be on both sides of the road. Too much road space being given to pedestrians. There are parks nearby where people should be encouraged to go.

Do you have any additional comments for the design team when considering parking and traffic circulation?

Deep Cove is getting many tourist, especially in the summer. There is not a real plan communicated how to address the flow of tourist in their cars. No planning is communicated to increase the attractiveness of alternative transportation modes as there is no safe biking path or a park and ride solution which would allow people access while reducing car access.

Finally, something I can actually vote on!

Traffic and parking in the Cove are huge issues overall. The one-way design on Lower Gallant is an intervention that improves flow in that site, but this addresses a relatively minor part of the issue. The flow considerations in other parts of the Cove (the Gallant-Panorama intersection, the Panorama parking lots!) need to be considered as well.

Too much parking has been removed. The seating and gardens will block traffic including emergency vehicles

Too many cars; not enough parking.

I don't think the 7-8 parking spaces that the lower Gallant road would offer will make much improvement. I would prefer no parking in this area because I believe it will delay cars in areas where people will be sitting outdoors. Parking in the cove should be considered as a separate design challenge to be addressed in a different project.

I love the removable bollard idea. That way, parking can be returned as needed (parking spots will always be in high demand in Deep Cove). Removable bollards also accommodate fire trucks and ambulances, so make sure they are easily removable.

I agree with one way traffic, & loading zones, but the parking should be removed during summer months.

As someone who uses the Cove for Doctor and pharmacy etc it is nearly impossible to find parking. The Cove seems to be developing for visitors as opposed to residents. Help us use the offices when we need them and not just satisfy others.

Traffic is a nightmare on a busy day. Taking half the parking from Gallant is a stupid idea. Business needs the parking. Everyone does not take transit or bike regardless of what councillors Curren and Bond think.

This has not solved any parking issues, except maybe not removing those spots. There are still hundreds of times the cars coming in that can be accommodated

The seating and permanent plantings will make what limited parking that is available even more difficult. Will there be an opportunity for the community to ask questions at a live town hall type event?

In the very busy Summer months when parking is at its most scarce you will be removing it. Please tell us how much parking will be lost!!

The parking problem in Deep Cove starts well before cars arrive in Deep Cove. Most visitors on summer days do not go to the overflow lots at Myrtle Park, but head into DeepCove causing traffic back ups while looking for an empty parking spot that does not exist. A better system is needed to divert these cars.

Do you have any additional comments for the design team when considering parking and traffic circulation?
As there is just one lane of traffic for vehicles on Gallant, I believe the temporary access road from Deep Cove Road should be kept for cyclists, pedestrians and emergency vehicles if needed. The decision to get rid of it doesn't make sense in light of the congestion on Gallant at busy times. Without the temporary road I believe you need two lanes of traffic on Gallant in case of emergencies.
Excellent plan.
Parking and traffic flow are going to be a major issue, especially when there are high tourist volumes. Long lines of idling cars waiting to go up Gallant through the four way with Panorama ..,
Too much parking is being removed and cars and buses will be too close to people
Naughton access should be reinstated for traffic. Parking should be angled to provide more spaces easier to enter and leave. Parallel parking as you have suggested is very restrictive both in ease of parking and numbers of spaces available.
Make it car free
Whilst I am not adverse to the one way flow, I do think the diversion should be made part of the overall traffic design and flow. A lot of emergency traffic goes to the Lions Manor complex which would be better served by a direct route and less noise to the rest of us especially at night.
Proper bike lane to the Cove pls and bike parking space
Are there any bike racks?
I would like to ensure secure bike parking needs are made available in the new design. Today, bikes get chained up all around Gallant St - or just lean against lamp posts, trees, and garbage bins. It can be a safety hazard for pedestrians on the sidewalk to navigate around haphazard bikes - but I can appreciate it since there is limited space to properly store a bike while at a restaurant or visiting Deep Cove. Please incorporate bike storage in the design to ensure the new wide sidewalks aren't just taken over by bikes on the weekends.
Many cyclists are completely ignoring or disobeying the "do not enter", "one way" and "cyclists dismount here" signs at the 4-way stop on Panorama and Gallant on a daily basis. We live in the building at 4383 Gallant (on the front). Every day (and especially on weekends) we watch them flying down Gallant. On weekends they are usually in groups of 4 to 10 bikes at a time. Often cars and buses have to stop or move over for them to pass (which is nearly impossible for buses). Something must be done about this before it's too late.
Could there be a possibility of implementing angled parking to allow for more spaces?
To help out the businesses, it is important that some of the parking spots be short-term, as has been done in the recently completed block of Gallant. Since parking is tight, especially in the summer months, having some spots designated 15-minute, or the current loading zone on Banbury, are essential for shoppers who might stay away if they feel they can't find a parking spot.
This area should be removed and restored to parking. The number one challenge of the cove is parking. Businesses depend on it to survive. Transit and bikes do not work for everyone and it is foolish to think that reducing parking discourages vehicle traffic.
Better a Naughton Ave.- Panorama- Upper Gallant loop. More pedestrian area.

Do you have any additional comments for the design team when considering parking and traffic circulation?
Any parking on lower Gallant should be for store deliveries and 15 min max for pickup/drop off passengers. Having only a half dozen permanent parking spots (2 hr max) is just not appropriate. Let lower Gallant be a quick/temporary parking spot.
I would prefer to have zero cars on this road, or at minimum only parking for deliveries and disabled - everyone else can use the roundabout to go back the way they came.
Eliminate all traffic and parking
Yes. Deep cove should be walk in and walk out with shuttles. It cannot accommodate the volume of visitors safely.
Why not just commercial loading and handicapped access/parking only.
Another small parking lot somewhere if possible, or more street parking blocks away by taking away curbing or no parking zones.
I think it should be a bus lane and delivery only, there is no reason people need to drive up gallant when they can use naughton and panorama. I'm also in favour of not having any parking on lower gallant
looks solid
It is a good idea to make the street just one way.
Your pilot phase has not included a busy summer without the Naughton diversion. I ask for the same consideration and weight of impact that the Naughton residents were given, for those of us with driveways on Panorama between Gallant and Naughton. If you make lower Gallant one way, the only way for traffic to flow will be onto Panorama. The small section between Gallant and Naughton will now be completely overwhelmed with traffic and this has already in the past caused blockages for accessing our residences; without the Naughton entry into Deep Cove it will become worse. Please consider this huge bottleneck for traffic that will be created with all of the incoming and exiting traffic circulating on Panorama between Gallant and Naughton.
<p>The one-way traffic flow on Gallant (same as current design) is good.</p> <p>It may be desirable to shorten parking time limit for those spots on Gallant to 30 min during the day so those spots are used only by shoppers and not by day-visitors.</p> <p>Panorama Park and Deep Cove Park parking lots should be pay-parking, like other parks in north shore. This would reduce abuse by those who park all day (despite the restrictions) and encourage drivers to bus or car pool. Proceeds should be used for park maintenance - the need for which has increased significantly in recent years. (If store-owners are concerned about the impact of pay-parking on their businesses, they can offer parking validations to customers).</p>
Too much parking remains and vehicle access should be limited to non-peak times only so that the road can be closed to vehicles and opened to pedestrians and spaces to sit, eat and drink.
I don't think parking on lower gallant street should be incorporated at all.
I would support disability only parking along this stretch of Gallant

Do you have any additional comments for the design team when considering parking and traffic circulation?

I do not trust DNV to improve parking in Deep Cove. Ever since the initial consultations with the community, DNV has been slowly whittling away and removing parking. You consistently make the wrong choices.

I think parking on lower Gallant should be eliminated with the exception of commercial temporary loading. I would like to suggest that 3 hr parking on other locations in Deep Cove be replaced with metered parking, where you can pay for 1hr - 12 hr. Like parking at Jericho or Vanier in Vancouver. 3 hr limits people who want to participate in longer activities like kayaking. I would suggest making summer seasons passes available for regular users. Again see Vancouver parks for a functional model. Summer parking pass at Jericho is about \$100. April - Sept. Late fall/Winter/Early Spring is free. More signage encouraging people use Seycove High School on weekends. Access to Cove Cliff School all-weather sports fields for Summer weekend.

I don't see any mention of bikes. Would like to see a bike lane and bike parking. Perhaps speed bumps to slow cars.

NO ONE WAY TRAFFIC!!! It's terrible to have one way traffic, causes more back up and noise for us residents who live here!!!

Traffic flow and parking will be majorly impacted by this design. Leave the Nth Side of Gallant as it is PLEASE.

Rain gardens/benches are taking away yet more valuable parking spaces. The loading zone shown is on the wrong side of the street. Most of the deliveries happen to businesses on the other side. Plus the delivery trucks, which are huge, will block the view for traffic wanting to turn left up Gallant. Yes it's one way, but we still see bikes and pedestrians going the wrong way down the street. Moving the loading zone onto the other side would be safer. And we wouldn't have to worry about people blocking traffic as they moved their deliveries across the street.

Some additional cross walk /pedestrian directions are needed near the traffic circle.

I'm not sure what other initiatives are being looked at for parking in Deep Cove, but I live on Panorama Dr. (corner of Gallant and Panorama). Across the road from my building, is parking for drop off and delivery. On weekends, cars are circling several times to try and find parking. Cars park on the West side of Panorama, just after they turn right off Gallant (where there is a No Parking sign) ALL THE TIME, to drop off people. They also park in the driveway of our strata frequently (blocking access to our parkade) as well as parking just after our driveway (where there is also no parking, but not a sign). It is dangerous, as people exiting our strata cannot see clearly enough to exit our strata, and busses have to stop and go into the oncoming lane of traffic in order to pass the parked cars. The Liveable Deep Cove (Lower Gallant) looks pretty, but the bigger picture is not having enough parking for people wanting to visit in addition to taking busses.

The District has to recognize the needs and the quality of life of the people who LIVE in Deep Cove. That includes being able to invite family and friends out. We do not have guest parking, and cannot apply for residents only parking because we have a parkade with one parking spot per unit and no guest parking. The people on the side streets off Naughton have residents only parking, AND they have driveways where they can park their car(s). My family is hesitant to come out and visit me here because they have such trouble finding parking. Forget inviting your friends out for dinner and a play at the theatre (even if they carpool). The parking spots in the Cove fill up in the morning and remain that way for the rest of the day on the weekends. Lack of parking has certainly negatively impacted my quality of life here in the past 5 years, and I have lived here for 22 years.

Do you have any additional comments for the design team when considering parking and traffic circulation?

Yes, I think that the loading zone at the South end needs to be large enough to accommodate a fire truck and an ambulance and perhaps should be sign posted specifically for that purpose - if not when there is an emergency then this lower part of Gallant will be blocked. Parking in the Cove continues to be a huge problem. Residents are using parking meant for visitors - lots are full even before dawn and clearly vehicles have been left overnight. Would be interesting to know why these vehicles are not parked closer to residences but perhaps they are for those that live up the Arm who don't want to pay for parking at the Marina? I wonder if anyone has ever gone to take down licence plates of the cars parked in the various lots at say 4am to determine who owns them and better understand this.

I suggest on any given Sunday the design team come into the Cove, try and find parking and try to maneuver through the throngs of people who walk on the roadways, ignore traffic and just gather wherever they like, always in the traffic circle.

Only 1 loading bay - is that sufficient to meet the need?

I wrote "somewhat satisfied" mostly because it's not a perfect situation. I love the pedestrian seating but you do lose parking in an area short on parking. Over all I feel the benefits outweigh the lack of parking.

I am satisfied with the parking idea. It is better to prioritize pedestrians in that area.

clear readable signage is a must

would prefer a drop off zone but no parking area. Instead, I would like to see bike lanes and bike parking in the car park space.

This one-way plan diminishes quality of life for Deep Cove residents by pushing Deep Cove visitor traffic onto previously quiet residential streets - Panorama, Naughton and Banbury. This plan degrades life for Deep Cove residents 365 days of the year, to accommodate sunny-summer-day visitors during our very short "tourist season," which might total 50 peak days each year. A bad trade -- why diminish 365 days of resident living to accommodate 50 days of visitors?

Traffic flow

One-way traffic will become the permanent configuration on this block of Gallant Avenue. This has worked well for the community during the pilot phase, improving traffic circulation and pedestrian safety at crosswalks in Deep Cove.

Not true ! Was only during the pandemic , 80% less traffic.

though the design above is the same as it currently is, something needs to change with parking and traffic flow through deep cove and this proposal changes nothing

Deep Cove needs more parking. The area is advertised in the media (social and print) and Parks Canada and people come from all over the world come to see Deep Cove. The one 'Local Traffic' only sign at Gallant and Panorama does nothing and makes no sense as the public parking long lot is beyond the sign. A larger permanent parking solution needs to be found and stricter traffic control needs to be enforced. Our neighbourhood has become overrun with visitors and tourists. My driveway is constantly damaged from vehicles turning around and people often wander onto my property looking for Quarry Rock. Parking, traffic enforcement and signage is desperately needed.

Do you have any additional comments for the design team when considering parking and traffic circulation?
You should prioritize bidirectional bike traffic over maintaining existing parking. Is there some way to allow for people to bike both ways even if people driving can only travel one way.
Poor parking clogs up the streets for residents
Should have left the one way going down the new road that was built to have the whole strip a predestination walkway top to bottom
No parking. Wider sidewalks for strollers and greenery. Safer for people with children who are always in the area.
I think the mcnaughten st should be used as the entry for cars into the area, rather than upper gallant. There will be needless congestion coming in as cars turn right to avoid lower gallant.
Close street completely to cars
Planters instead of bollards. Still easily removable for flexibly, should future needs change
The whole area should be traffic-free to create a destination where people can enjoy, relax, shop and eat without dealing with car fumes, pedestrian safety issues, etc,
Is parking or driving on that block even necessary?
Loading zones for businesses could be better
Put lower gallant back to 2 lanes of traffic and parking on both sides. The businesses need the parking and there are 2 sizeable parks in with side of gallant for picnics and takeaway.
Park out of the cove and walk in like the villages in England
Again, a complete missed opportunity to add a bicycle lane and racks for bike parking. Since 9 of 10 cars are typically single occupants, you replace one car per bike infrastructure provided!!
Obviously not happy with this design as parking will be greatly reduced.
Make the full block one-way Gallant, Panorama, Naughton, Banbury and Gallant. Complete with sidewalk on both sides.
Keep the temporary access operational for emergency vehicles. Make pedestrian oriented.
More parking is needed
Walking road only with a new parking lot made nearby
Possibly consider a traffic light where the 4way/all-way stop signs are located now
Again, the parking side of Gallant needs to be just parking and loading/unloading without planters, benches, decorative flower boxes trying to break up or "beautify" the parking side of street.

Do you have any additional comments for the design team when considering parking and traffic circulation?

Residents of Deep Cove that don't have driveways or garages should have resident only street parking between April-October. This should happen on Banbury road from the Cove to Myrtle Park, Cove Cliff Road, Raeburn, Eastleigh, Panorama and Rockcliff. This project has pushed more traffic to park at Myrtle Park and we can never find street parking outside of our house during the spring and summer months. It is incredibly frustrating! This has been done on Riverside Drive for people accessing the hiking trails and I strongly believe our community should have this too!

why do we need parking, on a busy days traffic congestion in lower gallant is caused by individuals trying to park, are the 4-5 spots really worth it.

One-way is brilliant!

I feel that a parkade needs to be built to allow more people to visit the area.

We need protected cycling lanes coming into Deep Cove (e.g. along the Dollarton highway and the parkway)!!

There already wasn't enough parking, this design concept is just pushing this issue to other streets in the neighbourhood. There still hasn't been enough "way finding" for visitors coming to the Cove, resulting in visitors circling neighbourhoods, reversing in the middle of streets, doing u-turns in residents driveways etc... all to find a spot to park.

Being a resident I do get frustrated with the influx of tourists to the area especially in the summer when it gets super busy and parking is a nightmare. What about some sort of shuttle service going around picking up and dropping people off in the cove and back to cars if they had to park far away. Maybe a golf cart or 2 on weekends?

eliminate the street parking

The few parking spaces could be better used as larger public space and bike parking.

Loading zones should not impact the fire hydrant access.

Unfortunately there isn't a lot that can be done given the small Gallant road space and the number of cars/visitors. Wish there was more parking.

The one way traffic flow is perfect, but it would be nice to turn the traffic circle into a piazza.

We need to encourage less cars into the area. If there was a bigger dock for bigger boats they could encourage people to come via boat cruises. Like the Britannia. Cruising up the arm would be more of a day out if they stopped in the cove as part of the tour.

maybe the cars could have parking spaces a little bit more away from the benches

We should be encouraging visitors to park in alternate parking areas, like Seycove and Myrtle Park, rather than the Panorama Parking Lot. Summer signage could be more prominent.

Do you have any additional comments for the design team when considering parking and traffic circulation?

I would prefer no parking on lower gallant. It is a constant source of congestion. People can unload in the circle at the end and drive back out to find parking.

I would far prefer lower gallant to be bicycle pedestrian and bus only with the traffic circuit being two way around the circle at the bottom along Banbury and then back up and out along panorama

WE DO NOT NEED MORE PARKING IN DEEP COVE. WE NEED ACTIVE MEASURES TO DISCOURAGE MORE VEHICLE TRAFFIC AND ENCOURAGE VISITORS TO USE PUBLIC TRANSIT. TRANSLINK SHOULD INCREASE BUS FREQUENCY THAT HAD NOT IMPROVED OFF RUSH HOUR SINCE I IMMIGRATED IN 1987.

Deep cove is over crowded with vehicles everywhere and all streets and parking lots choked. It's reasonably tough for kids to bike around safely due to people speeding being frustrated not finding parking. We need traffic calming measures along cove cliff in front of the school.

Making more parking just begets more traffic and visitors. A lot of the trails and parks are getting denuded of grass and undergrowth. There is overall too much human pressure on the environment down here.

Sadly, it needs to become so difficult to get here and park that a new equilibrium of fewer visitors is established!

The street parking stalls should be limited to a loading zone / quick drop off / pickup only, not parking.

I think there is way to many people for the size of Deep Cove . Limiting the amount of people would be of great benefit to how livable The Cove is!

Parking is incredibly important. I will have to look back on the survey to figure out how you have come to the conclusion that parking and traffic flow is not a priority?

I know you decided not to keep the Naughton Detour but I still think it would be beneficial for emergency access and a lot of money was spent building it

Keep some parking for the disabled as well as some limited loading opportunities...since the remaining public parking only provides a tiny fraction of people potentially using Gallant I suggest stripping it away and using the additional space to widen seating area (and sidewalks). This would entail adding a slight bend in the middle which would also serve to slow cars down...

Ban all vehicles from lower Gallant

Parking is always going to be an issue in the Cove. Perhaps if walkways and trails from residential streets were improved and supported better signage, some of the load of parking could be diverted to Cliffmont Road or Cove Cliff Road or the Myrtle Park parking lot with an engaging pedestrian walking path to the village.

you are creating destination facilities for more people with nowhere to put their cars so they still will be parking on all residential streets

The local traffic only signs need to stay on the side residential streets. More signage warning of one way as the 3 way stop isn't that greatly explained by signage

Do you have any additional comments for the design team when considering parking and traffic circulation?
<p>I'd love to see no parking on lower Gallant. I'm not a resident of deep cove but visit often from the DNV. I'd love to see more bike racks. It's atrocious how few bike racks there are.</p>
<p>I would prefer no parking on this part of Gallant. The parking disrupts the traffic flow And takes away space that could be better used by pedestrians and outdoor seating</p>
<p>I preferred the temporary access route that has now been closed off.</p>
<p>Parking is always an issue. Please consider regulating parking on Badger Road above public walk down to Gallant. Tourist traffic on the walkway is constant and noisy during better days. The litter and dog poop bags are a nuisance. Lack of parking in the Cove should be on the priority list if we beautify Gallant.</p>
<p>I'm not sure if this is going to be mentioned in the next page but during high visitor times it seems like the 212/211 buses are so so busy, I know they get increased in the summer but I've still seen them so busy. Is there anyway to encourage a few more buses during peak times? Or to clear up parking, encouraging bus taking? Sometimes it's a chore to wait for almost 35/40 mins for the 212 to show up.</p>
<p>Close road completely to traffic. Use or widen roundabout for delivery. Apartment block has underground access. Business on south has access at rear of shops. At open house please explain why this was not done? Buses? Surely something can be done to help them turn around elsewhere? Change route slightly? Use parking lot across from kayak place. Use smaller more frequent shuttles to parkgate and or phibbes?</p>
<p>There has been a few years now to come up with alternative parking solutions. Not impressed. Love the one way traffic flow though.</p>
<p>Again, why obstruct more area of parking for plants ... not necessary!!! Put the money else where ... staffing Quarry Rock and insuring people are not smoking or littering!</p>
<p>my main comment goes back to the wooden bench/planting areas at least one of these takes the place of handicap parking there are very nice sitting areas in front of the arts centre that are RARELY used</p>
<p>Replace loading zone for cars with parking space for bikes</p>
<p>As long time residents of Panorama Drive (where the East end of the street pays for residential parking and the west end does not) we feel it is would be appropriate that pay parking for visitors using these public spaces be implemented. Part of making the Cove more livable for residents should be to make longer term parking for tourists a money maker for the community and fairness be given to the residents that are paying . This whole project seems to be aimed at bringing more tourists / visitors to the cove most parks that we visit today do in fact charge for parking</p>
<p>The cove should be a bus or bike destination</p>
<p>Make Panorama, Naughton, Banbury and lower Gallant ALL one-way creating a large loop. Lower Gallant could have ALL OF THE PARKING REMOVED and the loss of these spaces and the previous spaces on Gallant could be filled, in the lanes that are removed from Panorama, Naughton and Banbury. Lower Gallant could be even more pedestrian friendly and expansive and all of the lost parking would be added to the surrounding streets.</p>

Do you have any additional comments for the design team when considering parking and traffic circulation?

Best thing that could happen would be no more bus traffic up that road. They are extremely loud when accelerating up the street. I would even guess that the noise reverberating between the buildings is above allowable/tolerable levels at times. The busses ruin lower Gallant no matter what you do. Sorry to say.

The whole area should be pedestrian only without one way traffic lane. There is no need to have loading zone at furthest end of street away from most merchants. Parking should be on angle not parallel to accommodate more vehicles. The bike project failed. Cyclists need to dismount before the sidewalks for safety.

I think its terrible - the parking on Gallant was good to have along the shops on both sides - it could be disabled parking only. Any place you take away parking all the tourists/visitors just end up parking in our streets - often illegally. I can't even park myself or have friends or family visit me quite often and I have to pay for permits where I live...

The air pollution and noise (car alarms every day) has tripled in the last 10 years - I think a shuttle bus to pick up tourists could perhaps stop the numbers of vehicles coming into this small village.

2 way traffic needs to stay on gallant. the new entrance to deep cove is inconvenient for residents.

Agree with loading zones, but not parking

Just want to be clear that the one way Gallant car traffic flow does not require cars to come down Naughton, which I hope reverts back to green space.

I feel that overall there has been a net loss of street handicapped parking on Gallant since c19 started. The current lone space there is very small due to curve in curb and is often unuseable due to vehicles behind it encroaching on it. Handicapped space should be slightly enlarged toaccomodate the extra difficulty of the border of curved curb. Entire space should be painted blue on road surface to discourage vehicles from encroaching on it.

At least ine additional handicapped space is deperately needed closer to dr/dentist/pharmacy with additional signage stating that that space is for use ONLY for handicapped parking ONLY while visiting the dr/dentist/pharmacy. I am handicapped and cannot stress enough the importance of the need for this. With regards to current pair of 15 min zone spaces directly outside of the pharmacy, they are almost always being used by people for longer term parking. Please please please do stricter enforcement of this. I cannot tell you the stress not being able to park right near the pharmacy causes when one is struggling to walk.

there are far too many signs regarding parking - on upper gallant there are 1 hour, 30 mins and 15 min signs - looking quite unsightly. More thought needs to be given to reduce signage wherever possible - painted curbs would be an improvement or even simplifying the parkin g regulations. How come there are so many different time restrictions anyway?

I am definitely in favour of pay parking .

Parking is important. I can not visit the Cove without driving and already I struggle finding parking on the weekends.

Traffic could be routed out of the Cove without the option of driving through the pedestrian area. Drivers will also be deterred from driving into the Cove if there was no driving in the pedestrian area. They can be directed to park outside the Cove.

There are pedestrian safety issues if cars are allowed in the pedestrian area.

Do you have any additional comments for the design team when considering parking and traffic circulation?
I would prefer no parking on Gallant.
The kerbside parking should be removed because the number of parking spaces is insignificant. (One of the things I learnt when a young traffic engineer)
Need to create a Park & Ride shuttle service from Parkgate & Dollarton Shopping to DeepCove & Cates Park during peak hours.
Need a traffic circle at Gallant and Panorma to improve traffic flow along Gallant . Traffic is stalled along Gallant due to the 4way stop
i do not agree with the one way only traffic direction as a pedestrian it is not easy to cross the street at the upper intersection
It is already hard enough to find parking to visit my mom in the cove. I live east of Seymour but visit my mom on a regular basis. Parking is an issue.
you cannot ignore the need for parking as many visitors cannot access the Cove by other means. Thinking of older folks, less mobile people, families, etc. Too bad McNaughton is closed as it led directly to the parking lot on Banbury. The Panorama parking lot does fill up in summer months with beach goers and picnickers and this inhibits other community activities like theatre or music.
Gallant Ave should remain one-way and Naughton Ave should remain open to vehicle traffic in the other direction. This is the best thing about the renovation of Deep Cove.
Loading zones not clearly identified in picture
Who says the one way traffic flow has worked well for the community? Is it the community, or is it the planners that often seem to think they know what the community should want? I think parking needs to be restored more to what it was before.
Honestly on street parking is always a pain, and I may have missed any details on restrictions of time etc, but hopefully the parking is set up to allow time to visit but not abuse the facility
Need to ensure that businesses are well served for deliveries! They are a priority!
The uphill direction of the traffic flow up Gallant causes excess noise, as vehicle engines work harder to accelerate up the hill, particularly motorcycles, diesel vehicles, and sporty cars. This may not be feasible, but a down hill direction would reduce the vehicle noise significantly.
I do not think removing parking is a good idea . And I would like to see two way traffic return.
There's not really enough streets/wide enough streets and parking to fully address the issue. Moreso than driving, parking is a terrible problem.
The parking should be looked at to see if somehow you could squeeze some more spots.

Do you have any additional comments for the design team when considering parking and traffic circulation?
The brick in our “traffic circle” is a beloved part of Deep Cove’s charm. It’s also a tourism feature as many stop to take photos here. We would hate to see it resurfaced with plain blacktop! Hopefully a similarly charming aesthetic will be incorporated.
Insensitive to disabled / differently abled persons. My wife can no longer go to the Arms Reach due to the poor use of disabled reserved spaces.
Please leave all the parking on the north side of Gallant and remove the proposed raingarden seating areas in front of the Arms Reach and in the mid section of Gallant.
Does the traffic circle need to remain? I have appreciated having more pedestrian access through that circle, and it's been much safer for families using the area.
This entire area should be a pedestrian area with no traffic (not even one way)
<p>Two main concerns:</p> <ol style="list-style-type: none"> 1. Emergency response involving a significant vehicle incident. Even a minor vehicle accident will paralyse the entire street and may prevent emergency vehicle access to support health, fire, and security issues. 2. Vehicle flow is poor. The absence of parking increases the number of vehicles that stop in the street impeding all traffic. <p>Either close the entire street to vehicle traffic with emergency access posts, or create two way traffic with no parking on the street. The decision to not retain Naughton Ave access forces all traffic to approach this section of Gallant with mandatory turns that results in poor traffic flow.</p>
The Naughton road should be re established. A single lane entry into the thick of summer (with active pedestrians crossing at the Panorama-Gallant intersection) will make entry in and out for residents unbearable
No
Remove on street parking to make more room for pedestrians
focus on water front usability, keep the road one way, angle parking on the north side and wider side walk on the south.
This just increases traffic in more residential areas. Will cause confusion and chaos. I think the 4 way intersection is more of an issue. The idea almost seems appealing until you realise your essentially going to create a big round about which when busy (always) will prove very inefficient for traffic in the deep cove area. (also very bad for the proposed trees and bench’s)
I consider the parking to be an absolute huge problem in Deep Cove for both residents and visitors. I do not think the design will alleviate it in any way. I expect it will be much, much worse once this work is completed.
Would love full pedestrian parking, no traffic flow

Do you have any additional comments for the design team when considering parking and traffic circulation?

There should be no through traffic on this road. It should be a pedestrian-priority heart of Deep Cove Village, a place where people can feel safe to gather. At present, I have seen children almost get hit by through traffic - half measures to open up more space for pedestrians while trying to continue to enable speeding through traffic will lead to pedestrian deaths. In particular, visitors to Deep Cove speed through Gallant Avenue, creating a potentially deadly situation for people eating outside who may step into the road, believing that traffic is calmed. Speeding through traffic will remain an acute threat to human life through the summer months and beyond until traffic access is restricted. Deliveries could be made at fixed time of day for local businesses, and all other traffic restricted. There is no need for speeding through traffic on Gallant Avenue. Reallocating on-street parking to new public realm, seating and green space is important. There is lots of parking elsewhere in Deep Cove.

I have already made comments earlier in this survey.

Good idea to provide a drop-off area so people with limited mobility will have reasonable access to the park and the area while vehicles can park further away.

take out the north side mid-street planting for more parking

Parking on the south side of Gallant is not a realistic option therefore no need for removable bollards.

This design does not maintain existing parking on the Nth side of Gallant

There should be no private cars and through traffic on this road. There is ample parking elsewhere in Deep Cove and speeding visiting cars will injure pedestrians. People on foot think this is a traffic-calmed road, but visiting drivers do not know this and speed heavily. This is dangerous. Local traffic - ie people who live in Deep Cove - do not need to drive here. Visitors can also park elsewhere and walk to the street. Please do not allow private cars to speed through along this road. Make it completely safe for visitors and residents of all ages on foot.

Get rid of the loading zones. Honey's is like a behemoth throwing their out-sized weight around. The street parking on Panorama should NEVER have been rezoned. There is plenty of loading parking behind Honey's and the shops operated for eons without taking away those three key parking spots on Panorama near the corner of Gallant.

A permanent loading and passenger pickup/dropoff zone is appropriate. Only short term parking should be available on lower Gallant. I would favor no parking at all.

The only part that doesn't work well is the ramp from the Gallant east terminus and the boat club. Pedestrians and vehicles share this narrow area and creat opportunities for conflict. With 1 way traffic, we can open up the bottom of Gallant and expand the pedestrian walkway to the east. Imagine a grand stair at the base of Gallant. Opportunities for formal plantings and seating areas interspersed with the Panorama of the cove presented in full to people in the village and enjoying the village restaurants.

My preference would be to see flexible parking provided only on the north side of the street, as I believe driver visibility of the "driving lane" from a parked car on the south side of Gallant will be quite compromised and represent higher risk of incidents when trying to pull out. I wonder if there could be a way to designate some of the parking lot for Panorama Park just north of Gallant and / or some of the parking lot off Rockcliff Rd opposite the Deep Cove Kayak shop as being short term (metered) for persons that wish to visit shops or venues on lower Gallant as a means to compensate for less parking on Gallant.

Do you have any additional comments for the design team when considering parking and traffic circulation?
No
It looks like there's not much loading zone room in the plan. How long will a car be able to stop in the loading zone? How many cars can be in "loading mode" at one time?
Reduce the need for vehicle traffic to Deep Cove by addressing the abysmal and dangerous cycling situation on Dollarton Highway.
<ul style="list-style-type: none"> - parking for how many spots? why bother, most people don't parallel park well enough and either hold up traffic or take up more than a spot, leaving less spaces. - if you have to even keep the parking please consider angle parking, easier/faster to get in and out, more spots available?
<p>Parking will always be an issue. Businesses need support to run viable enterprises so please provide the correct # of loading zone spaces. Otherwise short term parking stalls can also help bring a good mix of uses. It should not unduly favour residents or visitors for extended lengths of time. Encourage non vehicle visits please!!!</p>
see earlier notes
Parking availability has been reduced. We frequently go to Deep Cove to pick up take out food and it's somewhat difficult to find available parking for 10 or 15 minutes.
As I said I would prefer no traffic or parking on the road at all. Cars are overtaking Deep Cove. The majority of tourist traffic should arrive by shuttle bus leaving business parking in the current parking lots. As a Deep Cove resident, cars and parking are significantly impacting my quality of life.
This is a missed opportunity to increase the capacity of the existing parking lot behind the theatre. Extend the parking lot into the grassy area.
The traffic circle is a good solution. Will there still be 2 bus stops? Is it possible to keep just one bus stop on Burns and avoid Gallant altogether?
One way circulation is a good idea, less traffic and more walkable space.
nothing.
parking is already bad enough in the cove. how about just put it back the way it was?
The whole street being just walking would be amazing
I live in the area and parking and traffic circulation are a huge and constant problem. Perhaps a shuttle service from Myrtle Park or multi-level parking, including underground parking might help with the congestion and lack of parking available.
<p>I would like to see no traffic flow through the downtown area if possible. If the traffic can not be completely removed then the traffic circle should be converted to pedestrian area and the parking spaces along the street could be used for loading, pick up and drop off.</p>

Do you have any additional comments for the design team when considering parking and traffic circulation?
Parking along Gallant should only be available to SPARC permit holders. Gallant should be a human space, not a storage place for private property.
I prefer it the way it is. Who is asking for this? Any local residents? the businesses? if the businesses - all of them? or just the ones who "win" free seating?
As a deep cove resident the visitors "shopping" for parking will always be frustrating. This frustration tends to be amplified with this one way street - you sure can wait a long time for a family to load up and leave while the road is blocked with someone hoping for that spot. When it was a two way street scooting around always seemed doable.
Because of so many people driving to 'play' in the area...I think the possibility of a parkade should be considered. Maybe with some kind of tables/seating/garden green area on its rooftop.
At the end of the day, with the loss of parking on the south side of Gallant Avenue, making Deep Cove even more attractive to the crowds of people that will be coming here, there will still be no place to park.
You need to up the amount of disabled parking spots if you are going to lower the amount of regular parking spots. I am disabled and since you definitely prefer the able bodied that can walk around easily I have not been able to visit Deep Cove due to no parking spots being available for me so I just drive away without going there anymore. You are definitely setting up an "only the able bodied society!" Just wait until you wreck your foot, knee or hip and have to navigate the foolish designs you have previously come up with. All I shall say to you then is " Good luck!"
Ensure there is sufficient parking for handicap persons.
I live on Naughton Avenue and parking is quite a challenge. On weekends parking is even worse. Where do residents park?
There isn't any parking
A reduction in traffic along Gallant is appreciated. More parking enforcement and driving safety enforcement is needed in Deep Cove generally.
I think the parking should be removed
As a local for 30+ years, I believe less cars on Gallant is best. Will the parking lot at the top of Panorama park remain? And with its capacity? Deep Cove will always need parking and removing even a few street spots will be noticeable.
Parking situation still has not been addressed. There has to be a shuttle bus from Parkgate or CapU - shuttle buses have been used for decades in Europe. Cars go round and round with no care for 'local traffic only' signage. Bylaws officers on bikes who are in the Cove all day and give tickets may help. Why does lower Gallant have to be a 'flexible' space - if it's closed for an event (God forbid) where on earth does the traffic go or the buses?
a separate proposal addressing general parking issues for the residents near the Cove would be very helpful. Could Deep Cove be designated as a park so that a toll could be levied that could be used to offset the loss to locals of needed parking during busy summer season? This is what happened in Banff.

Do you have any additional comments for the design team when considering parking and traffic circulation?
In addition to lower Gallant, will there be a loading zone in upper Gallant area for businesses there?
Start one way flow from newly created Naughton Ave extension road
I guess traffic and parking will be an eternal Deep Cove issue. Once all the changes have been made, I hope that the Municipality will monitor the traffic/parking situation, including the use of the loading zones, to see if there are any problems or issues.
The first thing that stood out to me was that the one way traffic will have vehicle occupants with their backs to the view. The view down to the water is always commented on by visitors I take to Deep Cove. Please take another look at this.
I would prefer no parking or traffic on lower Gallant. Deliveries can be done by carts or bikes.
Poor drawings to make decisions. I think the bollards should be temporary. There are no people sitting at the outside tables from late October to maybe mid March. Could parking be allowed in the off season for local residents to enjoy the restaurants, cafes, theatre, shops, etc?
Although not being seen as a “priority” parking and traffic flow ARE major issues in Deep Cove and need to be more meaningfully addressed
I know there is not an easy solution to the serious parking problem, especially in summer time, but this design will reduce the number of available parking spaces to the visitors.
Narrow Gallant ave is not safe for buses and emergency vehicles to pass. It makes it worse with added parking on Gallant the way it is now. It’s ridiculous to take up so much space on the street that should be there to allow traffic to flow in and out of Deep Cove. When we had to leave Deep Cove in 2021 there was fire in one of the buildings and we were totally blocked from existing Panorama dr.
Parking for more than 15 min. should be restricted to the adjacent off road parking lots. Parking in this area should only be for drop off and disability drivers. Otherwise pedestrian access.
Make all the cove street side parking 15 minutes only. Increase loading zones during the day.
There is going to be a serious bottleneck at the traffic circle area if you proceed with part of this plan. People walking on the streets in front of buses , cars / delivery trucks / residential and DCYC traffic. Someone is going to get hurt in an accident. Do not create a drop off zone at this location. Put a drop off / pick up zones away from this central hub area.
Access up the street is a necessity both for the restaurants and stores for loading product. It also keeps the flow of traffic moving with the LEAST disruption to the people living in the area. However, I am still waiting for the removal of the Naughton detour addition that was promised by this district. I am also waiting for the mooring balls to be added to the cove and the removal of the anchored boats and liveboards that have taken permanent up residency. It would be nice to see the District keeping its promises.
Eliminate all parking on this block
Parking should have 2 or 3 hour limit to encourage turn over of visitors

Do you have any additional comments for the design team when considering parking and traffic circulation?
Remove all parking on that road since if there are only going to be 4 spaces, what's the point.
I have lived in this area for 20+ years and traffic in the cove has been a problem for a long time. Lately, the only time I drive to deep cove is to visit my doctor's office on week-days when I'm taking time off work to go there. That is when parking is a high priority to me. Otherwise I prefer to walk to the Cove because parking is difficult there and I live within a 20 minute walk from the Cove. I also know that lack of parking is a nuisance for people who are living in the area near Deep Cove as the street fronts of their homes seem to serve as overflow parking. This was a major annoyance to a family member who used to live in the area. I believe that people who live within the deep cove / Dollarton area should have access to a residents' parking pass to avoid having to pay for parking when visiting local amenities or in the case where options like "residents only" parking are considered (e.g. Kitsilano and West End of Vancouver). Maybe paid parking should be considered for Panorama Park with an exclusion for residents.
Ensure residents can get permits when renovating or moving items in and out of condos.
I am working as a volunteer at one of the theatres at the Deep Cove Cultural Centre. Parking for our patrons has always been an issue (we have 130 seats), but with this design, the parking is even more restricted. A lot of our patrons are elderly, so parking in suggested outlying areas and using transit is not an option! And as I mentioned before, we need more 'handicapped parking spaces.
Parking needs to be increased to accommodate all the visitors and employees in this area. The parking has always been challenging, it needs to be improved so cars are not spilling over into residential areas.
No
Traffic and parking "IS" a big issue in this area. It does not make sense to take parking away when the community is experiencing a huge amount of growth, mainly multi housing. We want to welcome people to enjoy the beauty of the Cove but the location isn't easily accessible for families unless they drive. In the summer, parking is a "nightmare".
Please maintain existing traffic flow to 4390 Gallant and Yacht Club parking.
Parking will be lost.
Yes yes yes yes
The one way has already significantly improved the traffic flow
parking is very hard to come by in deep cove, which may cause visitors to begin parking in residential areas and streets which can be disruptive
Better traffic circulation, including pedestrian, bicycle and vehicle traffic can be provided by maintaining/enhancing the Naughton access route, which will allow both more direct access to parking areas south of Gallant and reduce congestion and risk to pedestrians and vehicle conflict at the Gallant/Panorama Drive intersection
I think a one way flow of traffic is spot-on.
Not sure what the bollards are made of but could there be some local artists allowed to paint artistically maybe every 2nd or 3rd.

Do you have any additional comments for the design team when considering parking and traffic circulation?
Safe bike chain-up areas. Speed control signs.
Be honest. Apart from the one way traffic which is an improvement parking has not been addressed. In fact spaces have been reduced. You also need to have reduced speed limits as curbs level with the street will lead to more pedestrians walking out without looking. I can see road accidents increasing.
Living near the cove parking has become an issue in our neighbourhood since there is little in the cove
Parking does need to be factored in at some point - considering a parking structure at some point would be beneficial given deep coves popularity
Both sides of the street need to have parking.
Concerned that using the traffic circle as a drop-off zone will back up traffic on Banbury. It's already difficult walking in that area with children due to the volume of bikes & traffic.
The one way flow is a good idea. Given the small number of parking places and the impacts these have on narrowing the road and consuming space that could be used for seating Etc, parking (apart from loading zones and several disabled parking spots) should be removed from the plan.
<p>One critical concern: as our business faces the corner of Gallant/Panorama, I have a clear view of the intersection on the majority of days that I'm at work.</p> <p>Currently, the "one-way" has a sign that's labeled in a green circle, with a bicyclist dismounting, indicating that riders should dismount and continue on the sidewalk on foot.</p> <p>Sadly, this is a critical oversight, as majority of cyclists head down the one-way, quickly looking at the sign and by seeing "green" in their peripheral vision and assume that the "one-way" is open to cyclists going the OPPOSITE direction. On busy days, I see close to 30-40 cyclists going against traffic in the "one-way", making me very nervous that as the busy season starts, someone will have a terrible accident.</p> <p>Suggestion to the district would be to replace the sign with something very bold in red, such as a bicyclist crossed out in red or, even better, a bold sign that read's "DO NOT ENTER".</p>
Too much parking has already been eliminated. Please leave what ever parking is left. The impact that limited parking has on the community is stressful. There seems to be no consideration for residents when it comes to the further removal of parking in the Cove
Traffic is a disaster, too many people, there needs to be restriction
traffic flow has not improved. its created more of a heavy flow and has increased the amount of traffic driving through quieter areas. areas where children play. therefore, putting their safety at risk. children shouldn't be going out to play and ride their bikes with the risk of getting hit by a car that belongs to someone who has no idea where they are going. also this "design" used to explain everything is terrible and very confusing.
Keep the traffic circle for loading and access to underground parking. Lose all other car access. It is not necessary and the livability, beauty, and accessibility would be greatly enhanced without cars. Europeans are really good at this kind of stuff. Pedestrian boulevards should exist in Canada as well.

Do you have any additional comments for the design team when considering parking and traffic circulation?

The DNV survey's are ambiguous:

Example 1: July 26, 2022 Council material page 277. "Respondents indicated their least important priority". 4% said that "one-way traffic flow" is their least important priority. This means that 96% of respondents may consider traffic flow to be their most important priority. To tell Mayor and Council that 96% of respondents favor the piazza is absurd.

Example 2: On this survey, respondents have no idea how a "Dissatisfied" designation will be interpreted. Does "Dissatisfied" with the design mean he/she wants more/less benches on Gallant, more/less permanent raingardens, more/less drop off zones, more/less parking or a return to two-way traffic?

No one knows.

This is a joke. where is the parking? patrons of deep cove pizza routinely double park or stop in no stopping zones while they pick up their pizza. they also hit their hazard lights and park on Naughton in the no stopping zones. Bylaws cannot keep up with the mess you have created.

The one way traffic on lower gallant has been working well. Important that parking at least on one side of the street be maintained.

Also important that we maintain 2 way traffic on upper gallant. Re-opening of the neutron access would not be acceptable.

I am not advocating for more parking space but wonder what more can be done to provide parking for people with mobility issues as there are not many spaces for "handicapped" parking. Others can take the bus!!

As all of your surveys it is poorly designed. "Livable" Deep Cove -- for whom? Not the residents!

Traffic and parking is the number 1 concern of people who actually live in deep cove village as I do. Don't try and tell us it's of the lowest concern. There is no parking for residents or our visitors and the district has refused requests to expand the residential parking pass program

have you really forgotten that Panorama North was blocked when the fire trucks responded to the fire at Panorama and Gallant???? Two way traffic is required should emergency vehicles block the other two exits to Dollarton again.

It is important to maintain some parking along the street for people doing quick stops or drop offs and deliveries and for the local business customers.

parking in the Cove in general is a big problem, but you seem to ignore that in talking only about the limited number of spaces on Gallant

Parking should return to angled to accommodate more cars. Naughton was a good route to follow into the Cove and kept traffic flowing, would like to see that return.

The lack of parking in Deep Cove is still maddening for residents and tourists alike. Fighting is constant, as is aggressive speeding. Propose making the panorama parking lot a pay parking lot because only then will tourists actually use the abundance of free overflow parking in the Cove.

More offsite parking is needed so people can park and then walk to the core and waterfront

Do you have any additional comments for the design team when considering parking and traffic circulation?
Hopefully proper signage will be present
Return the street for street parking of cars
Thanks for addressing parking as a priority it's definitely important in deep cove
<p>I find it VERY hard to believe that actual Deep Cove residents found parking and traffic flow in lower Gallant to be their least important improvement overall! Everyone I speak to here in the Cove agrees that we can't lose what little parking we have left, not the traffic flow as it currently is. Anything different causes these issues to spill over into our neighborhoods, where there is already plenty of tourist traffic.</p> <p>Please take away the rain garden closest to the turn-around, as that could potentially take away 1 or 2 or more important parking spaces. Locals matter here as well. We're the ones who support the local businesses year-round! It's nice to be able to park out front on a blustery, cold rainy or snowy day / night and run in to grab take out or sit in for a meal.</p>
Encourage less driving to deep cove!

Appendix 4

Verbatim comments

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

Do you have any additional comments for the design team when considering parking and traffic circulation?
Don't like bollards.
Different levels and bollards will look tacky. For a sophisticated look things need to look more permanent and pretty. You missed the mark over the plaza area which looks like mundane bathroom tiles instead of a real statement so don't blow it here.
Keep up the good work
This design [REDACTED]!!!!!!!
Just want to reiterate and emphasize the suggestion to use angled parking instead of parallel.
wrong plan, close the whole block off to traffic. create a bus turn around if the second entrance is off the table
Please listen to what we really want in the community Two way traffic back and parking back please
Don't allow parking on gallant. Loading zones only. For the limited number of spots, it really changes the pedestrian orientation to have cars parked there.
Really good job with this I am excited for it to be implemented.
I do not believe that this design was made in the best interests of the Cove and future considerations of increased visitors, traffic and the unique problems that they will bring. I predict the road capacity will be exceeded a lot of the time, in fact almost daily there will be progressive reduction in traffic speeds, resulting in increases in journey times. It will undoubtedly become a menace to the quality of life in the Cove . Oh, but it looks so pretty - not!
Please create a easy accessible park and ride solution close to the highway and a safe bike path. I am missing safe biking parking options in the solution. Currently there is 1 bike card accommodating 6 bikes in Panorama park. Your solution does not propose any increase of bike parking, any e-bike service or e-scooter services and is strongly focused on the fact that people will be arriving in a car. Please have a experience exchange with some small touristy towns in Europe which might help you in finding creative solution to move from car focus to alternative transportation solutions focus.
Terrible survey
I think a lot of this looks really nice!
This survey is poorly constructed as it does not allow the respondent to vote AGAINST the changes
The bumpouts in the middle are unnecessary.
Allow for public drinking areas? Why not eh

Do you have any additional comments for the design team when considering parking and traffic circulation?
Don't forget....people LIVE here and need to use the businesses as part of our daily lives!! I think we need to be considered firstly!!
This project should be abandoned
Please listen to the citizens that live here, many improvements can be made , this doesn't help is in any way.
Eliminate parking on the North side as well and make more room for the pedestrian walk way
Please allow the community to ask questions...in a live forum preferably
Do not create a public mall on the Nth Side of Gallant. One side is enough!!
Remove ground level planting and put in extra benches for sitting.
There was earlier speculation about closing off the area for special events. In addition the one way could be closed in the event of an emergency (ambulance attending someone in a residence or business with a health issue). What is the plan for rerouting buses, etc?
Will the reserved table areas be removed in front of the restaurants. This should be public space
Unfortunate you have chosen the south shaded area for public seating. The north side would in my estimation have been the better choice particularly as you plan on new shade trees to give people the option of sun or shade. What provision have you made for rainy days? Unless there is shelter from rain we have many days unsuitable to sit outside.
I think some parking on lower gallant is necessary., so this looks good. Now we need to tackle the parking problem in the cove.
Seeing as parking in Deep Cove is limited and can never expand, I see no point in trying to attract more visitors... Also, am wondering if the businesses that now have the use of a public road to increase their business will also have their taxes increased? With the end of covid restrictions, seems only fair..
Make it car free
Let's get some better public art. Whoever chooses this needs to give their head a shake. A nice Totem pole possibly and no more horrific amateur murals. Let's make Deep Cove pretty and attractive like the attention Edgemont seems to get. Flower baskets not drab flags.
Public art will help make this a fun and attractive area. Keeping one area for a rotating exhibit would be interesting. Maybe changing every 3 months or so
I didn't notice plans for updated benches or planters around the traffic circle. This is such a focal point for visitors, and would be a shame to overlook updating the sidewalk around the traffic circle to be similar to the design elements further up Gallant St.
Also, please consider including a potable water source for people to refill water bottles and/or to let dog owners ensure their dogs are safely hydrated. This is common in a lot of other public parks (like Kits Beach) and could be a helpful addition to visitors and residents alike - especially as our summers are getting hotter each year.

Do you have any additional comments for the design team when considering parking and traffic circulation?

The most important thing to incorporate the neighborly casual feel that has made Deep Cove a wonderful place to live for the 40 years I have lived in the neighborhood. Please spend an extra dollar to buy mature trees to maintain that casual feel, rather than wait years to see them grow into the vision you have laid out in your design

This project was great during Covid. The world has now moved on, restore the parking and take this area away. There are two very large parks for picnic directly adjacent to Gallant. This project is a waste of time and resources and negativity impacts the community- makes it not liveable

You have too many turns for the Bus, make it a Naughton Ave.-Panorama- upper Gallant loop instead.

I do not think the restaurants should have designated patio areas with different furniture. It should be consistent seating with no dividers. Need a water bottle filling station and people/dog fountain. A wifi/charging hub would also be great.

Wide sidewalks without curbs and even surfaces should be the goal. Bicycle racks so people can "lock" up and also no long term parking on lower Gallant. Parking only for pick up/drop off passengers or take out food and also store deliveries.

Looks wonderful. A shame that an option to totally pedestrianize and allow for things like farmers' markets was taken off the table due to the backlash against the access road.

Having the surface of the traffic circle match the sidewalk doesn't make sense. Is it for pedestrians, or is it for cars? If it looks like a sidewalk, tourists will walk out in front of cars. The posts are not a great barrier for families with young kids who want to relax and have a doughnut or ice cream. The current big orange barriers provide better safety. A low fence would be much nicer.

As a local resident wanting to support local businesses, just trying to pop in to the one of the businesses when parking on the street is limited is a deterrent.

Preference to shrubs over trees. Trees will block views of existing residents (which I am not) and reduce the sun exposure in an area that already has very limited sun exposure.

I think it looks very appealing and like the direction overall.

Looks good!

The major problem is that Deep Cove is now structured to serve tourists and not residents. Many shops that served residents have been replaced over the years by coffee shops and restaurants. A similar transition has occurred most recently at the corner of Mt Seymour Pkwy and Deep Cove Road where thriving businesses serving the local population have been replaced by empty buildings owned by real estate speculators. Nothing outlined in this presentation appears to address this issue.

Incorporate a bike lane

Please ignore my earlier questions as these extra renderings explain a lot. only question is what is surface material in pedestrian area. Design looks excellent!

Do you have any additional comments for the design team when considering parking and traffic circulation?
It is a good design overall. I believe it is good to prioritize pedestrians and the feeling of a european pedestrian street where you can seat outside, enjoy a coffee, have a bite and enjoy the views. We should consider the local business as well. Improve and maintain the gardens and keep Deep Cove beautiful.
Return lower Gallant to both directions given the removal of the Naughton diversion. Otherwise residents on Panorama between Gallant and Naughton will struggle to access their homes. Please give us as much attention as the Naughton residents received.
Provide bike racks (with artistic design, if possible) to encourage bike travel.
Do not implement "bike-concierge" service as a long term solution. The introduction of that service last year showed that it would be grossly under-utilized and not cost-effective. Bike racks would be much more effective.
The orange posts should go, but there should be a fence of some sort to keep kids from running on the street.
The proposed redesign is disappointing for what this block could be. It does not even appear to provide enough pedestrian areas for the existing line ups that frequent some of the shops here. The entire block should be devoted to pedestrians and areas to sit at benches and tables. A car free zone should be in effect during peak times on this street. It would be better for business and for those that frequent this area.
More tables for meals, not just benches
I am wondering how the design will affect the businesses with patios along the south side. Will they still be allowed to have their own individual patio spaces? Will they be given more patio space? Or will more tables and seating be put in place by the district in the protected pedestrian area? From the look of the drawings there aren't very many tables shown
The artwork shows canopy trees that provide good sight lines to the cove. Unfortunately, real trees very rarely listen to the artists or experts. I have had expert landscape architects tell me that certain trees will only grow so high and then they went and grew 50% higher than expected because of the North Vancouver climate. You should assume that any canopy tree you choose will end up being larger than expected and allow for the extra size.
Don't let the trees get too tall. Keep them trimmed and pruned.
I would like to suggest making the sidewalks on either side of the street equal in width. Narrowing the South side, widening the north side (driver's right side) Having the road in the middle. Eliminate parking on North side except for 1 or 2 commercial unloading spots. Provide public benches and seating on north side
Making turning circle paving the same as the pedestrian area paving will encourage visitors to walk in the road even more than they do now causing possible accidents. There is no need for a turning circle as it now only has one way traffic and one side of it could be a pedestrian lookout while the other half just roadway.
Please use colour pavers if possible. It really makes a difference to some of the great and complete streets I have seen in Europe. Don't sacrifice beauty in favour of low maintenance. Other than that that looks great. Appreciate this work!
Looks good but some art and lights in the trees would look nice.
Worst idea to do one way traffic!!!!

Do you have any additional comments for the design team when considering parking and traffic circulation?

The mid span bump out will make it difficult for large vehicles such as buses and trucks.
Please remove it from the design, it is so unnecessary

Remove street parking entirely. Shut the whole street down. Make it a large open space for gathering.
(Examples - farmers markets, busy summer days etc.

Loading zone, even if you insist on keeping it on the wrong side of the street as shown, looks too short for some of the big food delivery trucks. Which will cause them to stick out into traffic. Get rid of the fancy texture on the pedestrian surface area. They make it hard for people with walkers to traverse and tend to degrade over time. Putting same texture on the traffic circle as the walkways will encourage people to walk in an area that should be for cars. Don't do it.

Have you though about bike access at all? I don't see considerations for bikers in this plan. The slightly different texture outside the bollards will likely be where bikes will go, the WRONG way down the road. Very dangerous.

What a waste of government money! As a taxpayer who's bill is shooting up this year, this hurts to see.

I notice that you have centred the driving lane, decreasing the pedestrian area on the south side of gallant and increasing it on the north side of gallant. Although this distribution may seem equitable most people gather on the south side due to the presence of restaurants there. My concern is that by shrinking the seating area on the south side you are going to see more people wandering across the road with their food looking for places to stop and eat. It is also nice at the moment as when you are trying to go somewhere most congestion is on the south side of the street and the north side continues to act as a thoroughfare. Also, not many people want to relax next to parked cars so it doesn't make sense to increase the pedestrian thoroughfare on the north side as the seating options will be limited as people need space to access their cars. It is nice at the moment as it feels like a "town square" but it does look like you may just be turning it into two largish sidewalks with some seating.

A marked crosswalk at the East end on the North side of the street that goes from the end of the sidewalk to the piece of sidewalk around the East end of the traffic circle would be beneficial. I also feel that any removal of any further parking on the North side of lower Gallant would not be a good idea. There is plenty of additional seating area on the South side of the street with this plan. I also don't see the HC space that is at the West end of the parking being retained and that must be there.

Additional trees - aerial plan makes it look full but lets be honest, that is not accurate and either represents 20 years from now and completely dependent upon the type of trees. There needs to be much denser canopy cover.

I like that you are trying to think outside the box. I'm a little disappointed that the new route into DeepCove was removed but I realize how much that upset a couple very vocal people with their homes on that route.

I strongly believe you should also consider re-designing the ramp that goes down to the park and the yacht club. There is many pedestrians walking up & down every day, kids playing, bikes, people with kayaks etc. There's cars going up and down from the parking lots in addition to garbage trucks and loading trucks from the restaurants. The ramp is not wide enough and it is becoming crowded and dangerous, even more now that there will be more people walking around and going down to the park. Widen the ramp so there's plenty of room for pedestrians as well as traffic.

Do you have any additional comments for the design team when considering parking and traffic circulation?
<p>it looks really good so far, strive to eliminate the traffic as much as possible. re route access to Quarry Rock</p>
<p>No parking! add bike lanes</p>
<p>Needs more seating - can you put benches on the side of the street with the parking?</p>
<p>I really like the combination of flat and brick/like. Adds texture and character to the overall look of the community.</p> <p>Again, I'd suggest that a couple of interesting sculptures are added around the seating areas - adding character and quality</p>
<p>I think Gallant should be returned to a "two way" street. You're widening sidewalks for pedestrians, tables, etc. but eliminating one lane of traffic. Can't wait to see what that is going to be like in the summer!</p>
<p>Ground level plantings occupy side walk space - this defeats the stated goal of providing more space for pedestrians.</p> <p>This is a bad plan. Re-open the Panorama park parking lot. Finish the storm sewer project and reopen Panorama Park, add more picnic tables to the PARK spaces and direct pedestrian traffic to the existing ample green spaces. Restore two lanes of traffic and parking to Gallant Avenue. And give your head a shake.</p>
<p>No one way traffic</p>
<p>Communication of options, planning, progress and opportunities for feedback have been well done and much appreciated. Many thanks and can't wait to see the final outcome.</p>
<p>Can we use the McNaughtin bypass for biking from the Cove up to the main road? No cars but just bikes. Right now riding up upper Gallant is dangerous as bikes go slow on hill but cars don't!</p>
<p>Make the whole of lower Gallant pedestrianized! Don't let any cars through</p>
<p>Wasting money and not really making any meaningful change seems to be the priority of the council.</p>
<p>Remove all parking and make the sidewalks even larger!</p> <p>Make it better and safer for strollers and children. The design is getting there but not close enough.</p>
<p>Why are there both seating and parking on the one side of Gallant? Wouldn't it be safer to have parking on one side and seating on the other?</p>
<p>Need to ensure members of DCYC can easily access their facilities, including parking at the club.</p>
<p>Would like an area that can be closed off completely for farms markets, etc.</p>
<p>More seating</p>

Do you have any additional comments for the design team when considering parking and traffic circulation?
<p>Overall I think the design is very good. There should be ample bicycle parking areas as Deep Cove is a cycling destination for locals and visitors. Back to the bollards, they do not give enough visual separation or sense of protection between pedestrian and traffic areas.</p>
<p>Going car-free would have been a bolder, environmentally-conscious choice.</p>
<p>Please include tables for eating</p>
<p>Yes, the time for this has long passed. The pandemic was the key driver of support. As usual the district is behind on the needs of the community</p>
<p>As a long time resident of downtown Deep Cove (50+years) - it would be nice if the resident needs superseded that of the short lived tourist season. As sad as it is- PLEASE put a traffic light at Panorama and Gallant. Most specifically to maintain a healthy traffic flow vs pedestrian crossing without regard to incoming/outgoing vehicles. (Which can be backed up from Deep Cove to well past Cliffmont)</p>
<p>Looks fantastic! Very good job incorporating community feedback.</p>
<p>Add a bike lane/racks and more stormwater green space.</p>
<p>This is dumb. You are going to rip everything up to basically change nothing. Who is paying for this? Just replace the orange barriers with something nice and be done with it</p>
<p>I like the giant circle at the foot of Gallant being reconfigured to support a 3 way intersection. What's happening east of Banbury. It could be a lovely plaza overlooking the cove. Should accommodate emergency vehicles as well, but not drop off/pick up area.</p>
<p>Return it to the way is was before The wooden benches most of the time are wet and dirty from the rain, need some cover</p>
<p>Not sure that the traffic circle will suffice .. especially when there is heavy vehicular traffic and pedestrians using that space</p>
<p>Ground level planting and landscaping only on the pedestrian side of the street.... NOT the parking side of the street!!!!!!!!!!!!!!</p>
<p>ground level planting? Would make more sense to have that area be usable space, shrubs, grass, flowers and plants are a great idea but DC is dogs, kids, trash, and wet weather most of the year.</p>
<p>Restaurants and shops along the water's edge would be highly recommended. This would be most enjoyable for visitors and residents alike.</p>
<p>Replace the 4 way intersection (e.g. beside the sushi restaurant) with a roundabout.</p>

Do you have any additional comments for the design team when considering parking and traffic circulation?

You have constantly lied to the neighborhood - we no longer trust you - you cut down trees at the top of upper Gallant and Panorama (our trees!) and never replaced them. You send out these surveys/polls and when you lose you do things anyway. Or you give us false choices - obviously there is only one choice here - yet where is the simpler plan we all want - that would simply be to put up better nice bollards for the orange dividers and some simple clean up - no sidewalk widening, no killing more trees. No year of construction. Where is that simpler option. Look how badly you screwed up already with the entrance to panarama park - it is cold - but hey it is all about business having crowds of tourists to walk on bigger cement - don't you get it the tourists are here for the nature. Not removing the nature for cement.

More bee loving native plants in planters

eliminate the street parking

too many trees

Cover over the tables and chairs so we can use it year round!

Fewer bigger trees and not situated like poles.

Lose the parking! Go 100% pedestrian!

Move the trailhead for quarry rock to alleviate traffic into core area of deep cove. People hiking from deep cove pose a fire threat to houses in the cove on panorama and Caledonia. . Cigarette butts are clearly evident around the trailhead. With so many people accessing the trail there are bound to be problems.

maybe at the roundabout you could have some seating, but if they need to load to seating could be moved off to the edge of the roundabout

I am concerned about the bollards. Are they going to be enough to keep people safe when they are sitting next to the road? Maybe they could be closer together and more of them. Is the car speed limit low enough?

Is there a raised, mid-block crosswalk? There should be - it calms traffic and enhances pedestrian safety.

I'm very concerned with how we are adapting for tourists and not thinking of the actual tax payers! People are practically fighting over parking spots even by Mrytle park , especially when baseball is on. It's a great place to visit but becoming too stressful to live!

Are you going to limit the parking time or make it for drop off and pick up only?

No more new residential housing. Deep Cove is small and quaint and does not need any more residential development. So I am hopeful no new developments are in the works!

Safety for kids, bike racks, seasonal flowers,

North side parking looks to be equal(ish) in area to that provided for sitting on the south side...time to prioritize people over cars...at least in this one area (Gallant Ave).

Driving lane looks to be much too wide...widen sitting area at expense of vehicle, loading and fire lanes...narrowing travel lanes slows cars...makes overall space safer...design bollards / seating solutions that allow fire access while not permanently impairing use...otherwise this is much ado about nothing...be brave!

Do you have any additional comments for the design team when considering parking and traffic circulation?
Lower Gallant pedestrian only
Bike racks seem to be missing as this is a significant biking destination. These should be incorporated into the design.
Overall this is a good safe plan for protecting the character of the Deep Cove village. Would definitely like to see tourist buses eliminated from travelling into the Cove. In order to foster more walking traffic, it's good to limit the access for cars but the community should still be accessible for those with mobility issues so handicap parking will still be essential.
It might be a good idea to have the bollards on both sides of the street moveable, so that during the rainy months, parking could be offered on both sides of the street, when no one would want to sit at tables outside (maybe November through February)
<p>Dear Mayor & Councillors,</p> <p>Residents of Deep Cove have been asked to approve spending Federal money simply because it is available. Our bureaucracy has created a "project" to be able to look back upon and say "look what we did". The money was earmarked to enhance the Cove and make it more Covid friendly. Jamming people together in seated areas is not Covid friendly.</p> <p>The money should be used to enhance the existing Cove. Such as: new washrooms, upgrade the paths, provide a paved wash-up area for kayakers and borders. Instead they have come up with a plan that will destroy the original ambiance of the Cove, which was to descend to the foot of Gallant Avenue and behold the street run-off into the water. Now you will encounter a collage of tables, awnings, and people. i.e. the very thing that spoiled the California waterfront (people pollution)..</p> <p>The current arrangement has tables and seating and tents on Gallant that can only be used if you are a paying customer of the merchants who are lining the street. We don't believe that this is what Council had in mind. The word from DNV staff is that 70% of the "people" approve of the new plan. The 70% are tourists, not residents. Very few residents even go down to Lower Gallant since the rearrangement. Lower Gallant should be returned to two lane traffic, with parking on each side, as it was before. Instead of the side show you have created.</p> <p>We have been residents and taxpayers in the Cove for more than 50 years, and we are the former owners of Deep Cove Cabs. We hate to see our area being destroyed by "progress".</p> <p>██████████</p>
There should be some additional space for the Arms reach patio and other restaurant patios that were created during Covid. It is integral to the neighbourhood and has been a huge part of why we enjoy the new design.
What about the Arms Reach patio? I hope it can remain nice and big like it currently is.
It would be a shame if the outdoor seating for eating was removed. One of the reasons why I buy something to eat on gallant is to have a seat, rest , chat & enjoy.

Do you have any additional comments for the design team when considering parking and traffic circulation?
<p>The corner of Gallant and Panorama old store should be part of the plan as it will spoil the beauty of this design. It should be rezoned, torn down and used as additional parking.</p>
<p>Looks great.</p>
<p>Ensure restaurants can't designate their own seating areas! Make sure businesses contribute to maintenance costs as you are effectively giving them more seating space, more customers. Help honeys with online ordering system or faster service for just donuts and coffee. Very annoying how the customers block sidewalks. Ensure wheelchairs and baby carriages can get up and down with ease. Have benches facing water at roundabout or build some kind of deck off the roundabout why does bench face up the street. Have covered bus stop. Maybe move bus stop from lower road. Re route buses? Have garden type planters like on Lonsdale for herbs and lettuce?? Make patios dog friendly on leash.</p> <p>Charge for parking and have that money go directly into a washroom renovation, the washrooms in park are gross, chk out whiterock. Thanks</p>
<p>Give the merchants and businesses of deep cove the summers to recover. Have your timeline for this project reflect the off season.</p>
<p>I would like to see the extended patio for restaurants on both sides of Gallant. I have liked the arms reach extension</p>
<p>Again.. loose the Ground level planting on both sides!!! too costly to keep up and less room for cars.</p>
<p>Extended patio areas for restaurant summer seating would be a great addition to these plans!</p>
<p>Completely remove "temporary" West end of Naughton Avenue and replace to restore park area !</p>
<p>It is time to institute pay parking in the greater deep cove public spaces regular bylaw time inspections are not enough to stop continued longer term over parkin g. Consideration could be given to directing revenues raised to community projects like theater and art Gallery</p>
<p>Keep the patios on the street</p>
<p>Maintenance of the extended Arms Reach patio space is not included and that has been an amazing addition to Deep Cove for both visitors and locals.</p>

Do you have any additional comments for the design team when considering parking and traffic circulation?

Any improvements to Deep Cove should be designed around creating a functional year-round space that focuses on drawing traffic into Deep Cove from Oct-May and focuses on moving traffic/people quickly, safely and efficiently from June- August.

Creating sitting areas that will be empty from Oct-May or restricting traffic flow for the summer months is not a sustainable and effective initiative.

Deep Cove needs to be promoted as a viable year-round destination that does not suffer from a summer only tourist trap mentality.

Drawings are showing the removal of all expanded business areas... why? It has been a pleasure watching the local businesses serve and fill the expanded areas. In fact, the two benches in the round-about sit empty except on busy summer weekends.

I like the design, I do worry about the amount of adults, children and dogs that will walk out between the removable bollards and cross the road wherever. Could risk interaction with vehicles and/or cause congestion.

It's a shame that you had to get rid of the road on Naughton, I felt it opened up a lot of options for traffic flow and livability. I used to live on Naughton (4304) and I don't understand how a couple dozen households are able to dictate usage of a public area. I was for keeping it as a bus and bike access. Busses could have made a left on Panorama and used their existing bus depot as a final stop, therefore never going up lower Gallant. Bus stop on Banbury could be converted to more parking, no issues with accessibility and service. Now the intersection of Gallant and Panorama is going to cause huge backups. Guaranteed.

Rumour is the DNV is trying to discourage tourism in Deep Cove. Instead of fighting it why not accommodate it better. Highly recommend design team and council to come down to Deep Cove and actually observe how it functions over an extended period of time to help see the discrepancies and room for improvement.

The seating should be able to accommodate a family of 4 at minimum. Maybe not all the seating but there should be seating large enough for a group to gather at. Coverage on the seating, again maybe not all the seating but some should be useable year round.

Who decided to have it stay a one way street? It was meant to be temporary due to social distancing for COVID. It seems that almost all decisions, when it comes to Deepcove, are all about what the merchants want and not about what the residents want...

I am disappointed in this and feel its such a COSTLY endeavour that does nothing but benefit the merchants and their visitors.

this seems like a good change. keeping everything very open is good and makes it also less ugly than a bunch of orange barriers

More planting and trees are great, and i don't mind the new design replacing the orange barriers if that road has to cater to the merchants as it does now. 2 way traffic is a must and the temporary detour needs to be restored and properly replanted as a green space.

Please see my comments on parking

Do you have any additional comments for the design team when considering parking and traffic circulation?
Remove parking on lower Gallant - this would reduce traffic flow, often stalled, within feet of the pedestrian seated area.
Keeping aware that once Quarry Rock re-opens that vigilance to the parking and traffic woes will need to resume with plenty of ticketing happening to those breaking the rules! Thank you for your hard work in sharing these designs and community input.
There is really no deterrent for drivers to leave their cars outside the Cove and walk to the beach and shopping area. So, other than locals, these pedestrians are tourists who drove to the Cove and parked in all the same places. So, flow of traffic is only slightly different and possibly more congested.
Patios! More patios!
No
I think too many trees jammed into one block. Need more seating options.
No
All it's going to take is one truck trying to make deliveries and [REDACTED]. Good luck with your [REDACTED] design.
Look for new ways to discourage pedestrian and vehicle traffic further east on Panorama Drive. Very unsafe for all and miserable for residents. Better barriers to those who are defying closure and accessing Quarry Rock/ permanent closure there.
<p>this design is better than the current situation with the orange barricades</p> <p>I think the patio should be next to the buildings and the sidewalk at the street edge - because unless you are going to have a standard of tables and seating options each restaurant will do their own thing and it looks terrible out at the edge (like it currently does - some are not very nice wooden picnic tables, others have nicer metal tables & chairs)- your proposal will have table seating next to the individual units, the 2m sidewalk then more seating at the street edge - it will not look cohesive - are the restaurants going to be paying more taxes for the expanded outdoor patio space that they are getting? in reality - will the proposal ever have the parking along the south side of the street edge again? if not why bother with bollards?</p>
Put it back the way it was. It was a quaint little village. Don't mess with a good thing.
It seems odd that the surface of the roundabout would match the surface of the pedestrian area. Shouldn't the surface of the roundabout where cars drive match the surface of the road? It makes more intuitive sense for the surface of the centre of the roundabout and surrounding sidewalks to match the pedestrian area. To have the surface of the roundabout in the same materials as the pedestrian area would send mixed messages to drivers. Some would be confused. This is potentially unsafe.
I see the loss of one driving lane on Gallant being a reasonable trade for pedestrian activity, but why not keep the parking on both sides. Many visitors and locals want to find short term parking at less busy times in order to patronize local businesses
I really believe the improvements will enhance the neighbourhood and provide a liveable Deep Cove for years to come. Thank you

Do you have any additional comments for the design team when considering parking and traffic circulation?
<p>Gallant Ave should remain one-way and Naughton Ave should remain open to vehicle traffic in the other direction. This is the best thing about the renovation of Deep Cove.</p>
<p>The new wider sidewalks are described as being concrete but artistic rendering of the entire area portrays what appears to include the extensive use of various complimentary architectural stone, blocks and pavers which is not described. A similar approach to the hardscape renovation at Lynn Valley Mall would be ideal.</p>
<p>I am confident that the design team will do whatever it wants, and will interpret any survey results as being supportive of its own vision event if they are not.</p>
<p>I'm impressed with the design and how it has evolved, and hope that any real world intrusions (as there often are) fo not detract from the quite serene concept you've got.</p>
<p>Please do not provide an area for the businesses to set up their tables and chairs. This is public property and should be made available for the public regardless of if they purchase food from the establishments.</p>
<p>Ensure there is good seating on both sides of lower Gallant.</p>
<p>Good job!</p>
<p>I think it looks great, thank you!</p>
<p>Please return lower gallant to the way it was.</p>
<p>It doesn't feel at all like a community space. It's more suited for merchants and tourists.</p>
<p>I like the one way traffic--this is much safer for users and for the four way stop. Consideration should be given to whether Banbury should also be one way (i.e., heading towards Gallant), and whether a sidewalk can be added to the west side of the street.</p>
<p>This is very disappointing — the entire street should be pedestrianized. One way traffic will still create danger for pedestrians and kids.</p>
<p>Wet admirable your proposal</p>
<p>Without adequate parking and frequent transit service, we might as well make the entire area as local resident only. DNV seems to have no problem telling all persons not resident within a few blocks of any recreational area that they have no right of access or parking. If we don't support people visiting then we might as well eliminate the attraction, recreation, and commercial aspects of Deep Cove and just build high density residential.</p>
<p>The new design adds seating on the east side of Gallant. As a home owner who lives directly above this I am not in favor of seating on this side. Publicly funded seating is a benefit for the restaurant owners- not the condo owners. Therefore it should saty on the side of the restaurants. These seats will be used after hours by people whi h will create significant noise for residents. Not a fan.</p> <p>Numerous elderly people live in the building on the east side of Gallant - Heat dome issues are a real and serious concern, as the south facing suites get extremely hot in summer. Replacing mature shade trees will make this much worse and is absolutely the wrong decision in terms of modern urban planning adapting to climate change.</p>

Do you have any additional comments for the design team when considering parking and traffic circulation?
<p>Pedestrian cross walks at either end of Gallant should be at the same level as the sidewalks. Thus pedestrians should not have to step down from a sidewalk to cross the road. Crosswalks in this way also deter vehicles from travelling to fast.</p>
<p>I think it should incorporate the tables and benches with eating area. It is used and enjoyed by all today.</p>
<p>don't spend all the money on one block. Livable Deep Cove should be more than this. updating the water access and park should be first. Create a board walk with tables and benches between the yacht club and Kayak shop. Would much rather drink coffee and have a honey doughnut or lunch near the water than on the road. the proposed update is really only for tourist and does not add to making deep cove livable</p>
<p>Patio space for restaurants needs to be kept</p>
<p>I think this is a great way to waste peoples money. Deep cove is beautiful the proof is in the pudding it's always a destination that people love to go. If it's loved why change it ? I think parking and walking space is what it needs. Also you have conducted a pilot without deep coves main attraction of quarry rock. The traffic density will change the whole experience with the pilot. I think it's bad you have also conducted such think through a pandemic it can't be possible to reflect on a time which really doesn't represent reality.</p>
<p>I think it is very important for community building and support for local business to have sufficient seating areas for eating and gathering. Until the Covid pandemic, there has been a shortage of space and seating for people to eat and drink outside. This would include covered seating to allow for more use throughout the seasons. These could be covered glass pergolas or something similar.</p>
<p>I think you are putting too much emphasis on "shade trees"; the south side of Gallant is permanently shaded by the buildings. The North side of the street, being the sunny side would benefit from "shade trees" if there was seating on that side too. Have a walk down both sides of the street a month or two each side of the solstice and see.</p>
<p>I just don't see the point in all this money being spent on something that does not address the traffic and parking problems of Deep Cove.</p>
<p>I would very much like a space for outdoor patio seating to remain in front of the Arms Reach Bistro.</p>
<p>Please remove all on-street parking and turn this space into new seating, public realm, and green space. There is no need for speeding through traffic on this street - it should be closed to all through traffic. People cannot be invited into a street, expecting traffic calming and then be run down by speeding visitors who ignore calming measures. This situation and the associated risks of inviting speeding cars into this road is acute in summertime, but is observable all year around. Young people, children and the elderly are most at risk of a deadly traffic collision. Speeding cars kill people, and Gallant Avenue can be made into a safe, healthy community space that enables local business to flourish. But traffic should be systematically removed in order to achieve these outcomes.</p>

Do you have any additional comments for the design team when considering parking and traffic circulation?

1. I would like to see more planters used with low-growing shrubs between picnic tables to provide a sense of privacy while still being connected to the space.
2. Consider using a rubberized surface that is softer, easier to walk on, and is less likely to heave over time, unlike pavers or asphalt
3. Consider putting some planters with grasses or low-growing shrubs in the new park development area by the Deep Cove Art Gallery. At the moment it feels very empty and uninviting. Again it would soften the space
Otherwise, I'm delighted with the new park development and would like to compliment the District for doing a wonderful job to make Deep Cove a warm and welcoming place..

thank you :)

so far, looking good. Perhaps in the summer time re-activate the by pass so not all the traffic dumps into the 4-way stop at Gallant.

While I appreciate the limits of staff and consultants to look only at lower Gallant, it seems ridiculous to me to not also consider just one more block of Gallant and plan the whole street as one. A seriously missed opportunity. The lower Gallant plan can easily be reversed for upper Gallant thus helping the poor business owners in that block attract people. How can you possibly look at just one block of a two block street.

Do not place permanent seating and gardens in front of Arms Reach. This is a well used drop off area

Please consider using retractable bollards to completely close the street to car traffic on a timed basis. Remove on-street parking provision and provide more landscaping and public seating.

Very good plan, real improvement. Looking forward to see it implemented

I hope this project will be 100% completed before summer of 2023 so the local businesses will not suffer any loss of income due to road construction inconvenience etc through the most profitable part of the year.

Ditch the traffic circle, make the temporary off-ramp permanent and have traffic flow one-way into Deep Cove, and one-way out. It's such a great vibe guys, don't let a small group of a few dozen people along the off-ramp street blow up a great vision because they lost a few trees and hate traffic near the Lions Manor. The rest of us loved the change - don't stop with the pedestrian area half-way on Gallant - go whole hog and do the same in front of the sushi place and cafés on Upper Gallant. I feel your vision is too small - you think you're doing something big, but it's only 50%

Will the restaurants still be allowed to use a portion of the wider sidewalk as they are currently doing on the road? I can see them using their current outdoor space with more space on the sidewalk for pedestrians.

Do as much as possible to include upper Gallant in minimizing traffic flow. Upper Gallant is still a speedway for many cars and motorcycles. The yellow line is often ignored as cars traveling at speed cut the corner. Narrowing the corner has not been enough to slow the drivers in high powered cars. I think the district should install speed bumps on Gallant such as the speed bumps used in Ucluelet on the main highway through town. I understand speed bumps are not favoured by the district but they work very well in Ucluelet which sees a huge volume of traffic on a major arterial at the same times of year as Deep Cove does. The bumps used in Ucluelet are much more car friendly than those seen in parking lots while also very effective.

Do you have any additional comments for the design team when considering parking and traffic circulation?

Overall, I feel this strikes a reasonable balance of the options for the future of the Naughton detour. This project for lower Gallant keeps doors open to lower Gallant becoming completely a pedestrian zone in the future, and will likely help inform design considerations for upper Gallant in the future. I would like to see all of the currently closed access points to the Quarry Rock Trail to become permanently closed as a means of maintaining reduced traffic and congestion in the Cove. Many choose to ignore the closed signs, and enough people are aware of "backdoor" accesses to the Rock that the trail is still busy.

What are the boundaries of "Deep Cove". I live on Cliffwood Road < 5 min walk. Am I in the Cove or not? Why does my ethnic origin and income matter? That seems irrelevant!

Don't be overbearing with the trees

Looks great! Thanks! :-)

Adding fibre glass covering for rain protection

Looks great, would love to bike there but there are no good bike routes to Deep Cove. Dollarton needs Bike Routes!!!

Use paving stones on the sidewalks and road.

- bike lane?
- no buses on this end of the street! (tourist bus, public transport,etc)
- permit parking passes for residents (no fee) on their streets (designated for residents) so there's no question where public parking is or isn't
- educate visitors who drive that its really not that far to walk from other parking areas (map with pathways through the neighbourhood, time to walk, etc.)
- extra handicapped spaces in the main lots
- periodic street closures for festival/seasonal events (farmers markets, food trucks, christmas 'light up', etc.)

no

attempt to reduce summer 4 way congestion at panorama and gallant - whilst not my first choice perhaps 'mini' pedestrian cross lights

I don't see nearly enough public seating. The current picnic tables are very popular for outdoor dining that we have all come to enjoy during the pandemic. Wide side walls are all very nice but we love outdoor living and the sidewalks do not add much to that.

It is Crazy to spend \$3,000,000 on one block of Gallant. The current proposal seems like a monument to the livable design team. Deep Cove has been livable since the early 60's when I started coming here. Spend the money where it will make a real difference. Upgrade the Quarry Rock Trail to an all weather 8 ft wide trail.

Get another designer with more imagination and artistry to improve this boring plan. A design competition would have been a good start, but it is not too late to invite designers to submit ideas to give the streetscape more village character and charm i.e. Water features, art installations, defined/covered areas for outdoor cafes, low level lighting, colourful plants etc.

Do you have any additional comments for the design team when considering parking and traffic circulation?

The trees appear much farther away from the resident buildings on the last illustration than on the previous ones. Can you prove that if new trees will be planted, that they will be large trees, to match the illustrated scale, and the same distance as they are currently? It will take ~20 years for new trees to mature and provide shade that the current trees offer.

not sure whether the loading zone, in the traffic circle, will be adequate. business traffic loading and unloading (ex arms reach at the corner) and resident/apartment/yacht club traffic that use the intersecting driveway can be exciting at times. especially when pedestrians are oblivious to the sidewalk markings. Hoping the loading zone is primarily commercial.

Please do not encase the trees in concrete, but instead open this up to showcase local, indigenous ground cover plants. Overall, very impressive and I want to thank you for making our community safer, as well as more vibrant and beautiful.

Listen to the neighborhood people and the local businesses. Access to the parks below should be easier. Maintenance of the parks should be more often. Preserve the views of the neighborhood.

Looks awesome from what I have seen on the proposed design. However, I just hope that having the one-way traffic pattern will not cause congestion with tourists who are not familiar with the area.

bit of a make work project when i'd appreciate some infrastructure to go with the insane level of housing development being approved willy nilly by council

See above. Protect the area but allow many not just a select few to visit.

For parking, perhaps we could have paid parking at Cates park and then have extra wide bike lanes as well as run a shuttle from Cates park to downtown. Parking on a lot of the streets in Deep Cove is dangerous for both the existing residents and the incoming visitors. People get in such a panic to get to a parking spot that they do turns on the road or into driveways and rush to get to spots in a dangerous manner.

Cut the parking by 1/2 and set aside the remaining parking for SPARC permit holders.

The only feature I like are the trees. Where are public restrooms? Let's say there is a medical emergency up the inlet - and SAR or private boat brings a patient to the Government Wharf - how do first responders get there? Let's not forget the purpose of a Government wharf. You don't even show access to the wharf on your drawing.

There are rumours circulating that the grant actually expires in 2022 not 2023. I would hope the district would consider further public consultation if this was to be paid solely by the district as it purely a beautification project and really not required in the neighbourhood.

Do you have any additional comments for the design team when considering parking and traffic circulation?
<p>Creating a one way street may cause people to go around and around the block. For able bodied people you need street signs to tell them where else they can park, and for disabled people you need to make handicapped parking spots available. I would say to ditch the grassy areas and relocate the benches near the trees and stick a Handicap parking space there instead. You also need to make sure the able bodied don't park in those parking spots because that is exactly what they are doing all over this municipality, because there is absolutely NO enforcement being done. No one is held accountable for using the Handicapped Parking Spots so its becoming a "help yourself free for all". There have been countless times that I have seen able bodied people using Handicapped Parking Spaces, and there are also able bodied people that have a Handicapped sign they hang on their rear view mirror. Maybe they did have a mobility problem in the past but they certainly don't have one now but they continue using a sign because they know they CAN get away with it. With regards to the real needs of those with mobility issues you are very much asleep! I do hope that you will wake up especially if you have to use cruches during your lifetime.</p>
<p>The trees are not in poor health. I asked two different arborists last year. Just like the ones on upper Gallant were healthy. It just makes your construction project easier. Liars.</p>
<p>Ensure clear signage for vehicle traffic to Deep Cove, perhaps signs on routes to Deep Cove would be best, rather than unhappy parking surprises on arrival.</p>
<p>The traffic circle has one of the best views of Deep Cove and the pedestrian space in the proposed plan is still likely inadequate for peak tourism season. Could we consider using some/all of the traffic circle as additional public pedestrian use space/some public art space?</p>
<p>Plant native trees and consult with First Nations peoples.</p>
<p>The plan doesn't improve traffic flow. It reduces number of parking spaces. The orange barriers were put in place because of the pandemic. The merchants and residents directly affected will have to face disruption until fall 2023 - that will be 3.5 years.</p>
<p>The picnic benches that are currently in place are allowing people to enjoy the food they are purchasing in the shops. I hope giving people adequate space to eat their food together will remain.</p>
<p>Patio / seating for visitors while enjoying time in deep cove. Businesses need patio space for customers to access more outside space while enjoying their food and beverages.</p>
<p>Deep Cove is such a special place. Thank you for the work you've all done on this project.</p>
<p>The shape of curbs in the plan view suggest that there will be room for parking on both sides of Gallant Ave.; yet the street appears to be too narrow. The rendering, if accurate, also suggests that the pedestrian space on the south and north sides will be roughly equal; yet the businesses on the south side attract many more pedestrians that those on the north side. This space allocation seems inappropriate and will result in many pedestrians crossing the traffic lane to find seating. This seems like a bad idea to me.</p>
<p>Your design does not indicate if patio extensions for the small business are included or not. I would like to see the patio extensions remain!</p>
<p>I am looking forward to the redevelopment!</p>

Do you have any additional comments for the design team when considering parking and traffic circulation?
<p>Must say, that we're thankful your team is working together to find design solutions appropriate for village life here, for the influx of guests, over the summer months, who come to enjoy our waterfront. I'm wondering how much flexibility this design can take: bikes, motorcycles, skateboards all compete for the same spaces. One motorcycle group, arriving in the village, would quickly diminish the availability of parking for others. Even bicycle traffic, and space to leave them, if not made obvious in the design, then all of a sudden, pedestrian traffic feels the pinch.</p>
<p>Deep Cove is a gem. Please keep it that way.</p>
<p>You don't need as much pedestrian space. You have allocated 2 lanes. Park/ Pedestrian and bike, walk / pet.</p>
<p>Have you considered a pedestrian crossing at the centre of the street?</p>
<p>One way traffic with parking on both sides of the driving lane with only one lane used for seating</p>
<p>To confirm, cars come into the village. Stop at the 4-way stop and go either left onto panorama drive or right to loop around into the village from the roundabout end? The naughton detour is no longer in use?</p>
<p>Why would the traffic circle have the same surface as the pedestrian area? This seems odd</p>
<p>Set to back to what it was.</p>
<p>Could allow some space for outdoor public seating (as now) for customers of coffee and like shops, particularly in summer.</p>
<p>Over all designs is inviting and will bring much needed improvements to the street pavement sections. Do not make a drop off / loading zone in the traffic circle area. You are creating a serious bottleneck traffic area and a location where someone will get hurt. You have been flagged this many times in past meetings by multiple residents and your not listening or not understanding the residents concerns.</p>
<p>The stores will need more loading zones then just the roundabout. Big trucks including garbage disposal take up the whole roundabout when working. People who live in the apartments and anyone else going down to the underground parking have to wait until the trucks move further up the street. At the moment this is possible due to the consideration of the drivers but if you cut this off with a green space traffic will constantly be stopped and problems will occur. The non residents to the area already provide enough crazy driving techniques without adding to it.</p>
<p>Great Plan</p>
<p>It will be much more functional once the sidewalks are widened. It's very hard to walk around in the cove on busy days as it is right now.</p>
<p>Part of the charm of Deep Cove is it has kept its original untouched historical and natural charm. If it becomes modern or drastically changed, it will lose a piece of history and natural charm that should be preserved and may impact tourism. A balance between updating for functional purposes such as wheelchair accessibility and livability should be struck with preserving as much as can be</p>

Do you have any additional comments for the design team when considering parking and traffic circulation?
<p>The proposed benches on Gallant are all facing the really not very attractive buildings - why would anyone sit there. The view is further down where the water is. You are taking parking spaces away for benches that no one will sit at.</p>
<p>I love the design! Well done!</p>
<p>In addition to creating more additional parking in this area, please create more designated disabled parking spots</p>
<p>Just thankful that at last Deep Cove with the additions may look as beautiful as the Cove is. It is definitely about time.</p>
<p>Restaurant patios missing</p>
<p>The old store on the corner of Gallant and Panorama has been for sale for some time now. It could be used for commercial space with pay parking underneath. This would create extra parking and business opportunities. I would like to have an interview with the DNV to propose a development. [REDACTED]</p>
<p>Excellent design!</p>
<p>I'm honestly just so worried about the trees. I love sitting at my kitchen counter, looking out the window and seeing the bright green trees while I work. With those removed, I know I'll be looking right at brown bricks and shingles, and be able to see through people's windows!! The residents in Deep Cove REALLY value their privacy because this is such a busy and touristy spot. I love being able to step back from the window, sit down anywhere in my home and feel like I'm in a quiet green area. If the trees that were planted on Gallant outside of Sorry Coffee and the candy store are any indication of what is to come, then please reconsider because those are SO tiny and thin and cover absolutely nothing and don't even provide shade. Thank you.</p>
<p>Looks great!</p>
<p>Resident only parking for all of Banbury Road, Raeburn and within a 3 block radius of Deep Cove so that we residents can actually park in front of our homes! Shuttle from Seycove Secondary school to decrease traffic through Deep Cove.</p>
<p>Maintaining/enhancing the current Naughton access will not only provide better access to parking to the south of Gallant, and will reduce traffic/pedestrian congestion/conflict at the Gallant/Panorama intersection, but will also provide long term improvements to resilience against adverse climate change (floods, fires), earthquake and other risks and impacts</p>
<p>Is there accommodation for bikes?</p>
<p>I know it is a tricky business, this design by consensus!! So thanks to the team for your hard work.</p>
<p>Flowering trees?</p>
<p>Our Deep Cove community, animal and plant life is precious.</p>
<p>Looks great</p>

Do you have any additional comments for the design team when considering parking and traffic circulation?

What is the impact on the view corridors with the current umbrellas? I can tell you. They are much diminished. Having appointed a designer that was proud to say at the open evening that they worked on Lower Lonsdale the risk is Deep Cove becomes a town centre and loses its village feel. People come to Deep Cove for the natural beauty. This plan is really one of urbanization.

Addressing parking in our lying areas restricting time allowed

thank you!

Yes, cancel this project. Focus your efforts and talents on another project. The community was LIED to from the start about the culvert project and this one and we are angry. Very happy it's an election year.

It is great that the design team is looking to make permanent the temporary changes that Covid encouraged (e.g having lots of outdoor seating space). But it would be a shame if they didn't take the opportunity to use the available space to maximize the outdoor seating that has become such a feature of the street.

Please put a 3-way stop at the top of Gallant/Caledonia/Deep Cove Road for traffic speed control and noise control. A crosswalk would be a great idea too.

If you intend to remove the trees along lower gallant please replace them with trees that offer equal shade. The trees that have been planted in the new 'plaza' where the fountain was are pathetic. That area is not welcoming at all.

The image used throughout the survey is very confusing and not explained very well. It is hard to understand and determine which direction you are looking at in the photo. In the first photo above, it shows traffic moving in a different direction than it is now, is the direction of traffic going to change? or will it be staying how it is now? one way traffic may be helping the flow in lower gallant however, it is increasing the amount of traffic on other quieter streets. the "local traffic only" signs aren't working as well as one might think. stop trying to change deep cove. sidewalk repair sounds great but leave it to how it was before. it doesn't need any "beautification".

Please ensure adequate garbage disposal. We still have a lot of overflowing garbages after a sunny day in the cove.

Missed opportunity for a dedicated pedestrian boulevard. The pilot project obviously showed the benefits that happen when you give more space to people and less for traffic. The design team is obviously very talented and did a great job given the constraints of retaining one way traffic and parking. I hope you tear it all up again soon to give the whole thing over to pedestrians.

This is not about me getting my way. It is about DNV taxpayers being properly polled so that the view of the majority is understood.

A large degree of Deep Cove's attraction is the natural charm and grandeur one sees when approaching the village and driving straight to the end of Gallant (that's why cyclists constantly ride against the grain on the one lane on Gallant). I would suggest that Mayor/Council convene a workshop before staff proceed too quickly to permanently remove this grand approach.

Do you have any additional comments for the design team when considering parking and traffic circulation?

Part of your job is to actually listen to the citizens most impacted by this ridiculous plan. Obviously, this input is a token gesture and "livable deep cove" is some kind of an inside joke at the residents expense. The residents of the apartments and condos will not only lose their views that they paid handsomely for, but also enjoy living above a newly created strip mall. The residents like my family on Burns Ave and our neighbors find that the cove is unlivable and we cant wait for winter when we can cross the street safely without tourists endlessly circling the block looking for non-existing parking. There is no traffic control, barely any enforcement and increasing litter. This used to be a quiet neighbourhood. Stop messing with it for your design egos.

Project plan looks good provided that we stay within this scope. You have done a good job of accommodating multiple stakeholder needs and with a few adjustments (I am sure there will be many great ideas from others) it should be a great finished product! :-)

I LOVE the flower mix that was used in the "by-pass" area, with all the beautiful poppies etc. Nice if benches have seat backs, and again, have a mix of sunny and shaded locations with as many trees as possible.

Set aside funds to clean up after the tourists so garbage and stench of rot is not left. After all, it is supposed to be "Livable".

give the 3 million from the Feds back - that money too comes out of my taxpayer pocket - if you are determined to keep it 1) fix the Quarry Rock bridge and set up control system re numbers of users. 2) provide a plaque thanking the artist for the donation of the sculptures 3) only place unfiltered water that runs into the ocean is West of government dock - water off the driveway and walkway - work on a solution for that.

I hope that the movable bollards plan doesn't mean it will go back to the way it was down the road.

Cancel the entire dumb plan and put the roads back so people can drive.
Also stop deep cove canoe rentals from renting 2000 kayaks a day and having their customers take up every single available parking spot in the entirety of deep cove resulting in those that live here being unable to park.

Need more garbage and recycling disposal. Overflowing onto street on busy days.

Thanks for the time and effort on this. Generally much of the traffic problem in Deep Cove is directly related to Deep Cove Kayak which in the last 10 years has greatly increased their inventory (stand up paddleboards are smaller and easier to store more) and people pre book and pay which makes them legitimately NEED to come and park. I would suggest a review of their lease and a limit on their inventory to slightly decrease traffic in the area.

Please see my comments regarding the width of the north side sidewalk and the rain gardens (in the parking area) and on the pedestrian walkway area

Don't make it look gentrified or upscale. Keep it natural and colourful!

Appendix 5

Verbatim comments

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

How did you hear about this engagement? Please Select all that apply (other please specify)
Friend
I live here
Shared by local people on Instagram
Instagram
Mailbox flyer
(adding note here for below - I am from multiple ethnicities but I only have the option to select 1). In the future can it be possible for a Mixed Ethnicity option :)
Facebook group member posted
Flyer received in mail
North shore daily post
Work email
I live here until I am renovicted
Email subscription
DCCA
Deep Cove Community Association
Friend gave me a heads up
Instagram ad
pamphlet in the mail
A cardstock mailer was in my mailbox
live in the middle of it
Digital sign at Raven Woods Rd on Dollarton.
Instagram
DNV paper brochure mailed to our home.
Instagram

How did you hear about this engagement? Please Select all that apply (other please specify)
Instagram
Leaflet in mail
I live in Deep Cove
I live in the neighbourhood
General dissatisfaction of neighbours
Mail
Mail-out flyers
Card in my mailbox
project team members handing out flyers and answering questions in person in the area on a Saturday morning
Deep Cove Community Association
I live on Gallant
My neighbor told me about it.
I live in the Deep Cove area.
Mail
The orange mobile electronic sign on the road.
From a theatre colleague.
Live there
I work in the area
Open house at Cove Cliff school
when will the digital signage on Deep Cove Road be removed??
signs over by ravenwood (not deepcove)
DCCA
It's all cove residents talk about and seldom favourably
Community Facebook group

Appendix 6

Verbatim comments

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

How do you usually travel to Deep Cove? (other please specify)
I am temporarily living in Deep Cove. I cycle or bus to work. When not living in Deep Cove I would drive alone the whole way.
drive, bike and transit
Drive with children. Stroller access and parking stalls with enough space to get into my own trunk is key
Run to it; drive to park and launch SUP or drive to drop of/pick up kids from work.
Cycle first, and drive
Boat
Motorcycle
I live here. I use transit.
I don't because you ruined it. We avoid the area now.
I live 15 min walk from the Cove, I use the Dr, Pharmacy, Deli and coffee shops, love using the local businesses.
Fly!! From Mexico
I live in Dollarton. Normally walk but also assist mobility restricted persons and must drive. Need to drive if taking a kayak.
Walk, bike, boat, drive
In my imagination, cycling on a nice bike route along Dollarton that does not exist.
Bike and carpool
I live here. I walk, bike in DNV CNV CWV and I drive.
I drive alone and carpool, whenever I can.
Drive, or paddle my canoe

Appendix 7

Verbatim comment

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

How long do you typically stay when you visit Deep Cove? (other please specify)
I live here. When not living here I would typically come for two to three hours.
I do live in deep cove but rarely go down to the cove anymore due to the crush of cars and people. Winter and rainy days are when locals can enjoy it much like we have done in the past
3-4 hrs
active member of the theatre centre
A combination of the above. I have a boat moored at DCYC.
you [REDACTED] it
varies 30 minutes to 4 hours
A week
live close by so varies from 30 mins to a day
I live here
Haven't been able to go there since you made changes to the street.
This varies a great deal. In the early morning longer particularly during the week and the off season.
I run there and occasionally kayak, sit at Honeys or in the past hiked Quarry Rock
2 to 3 hours and more for performances.