

## Priority 3: Denman Road big hill

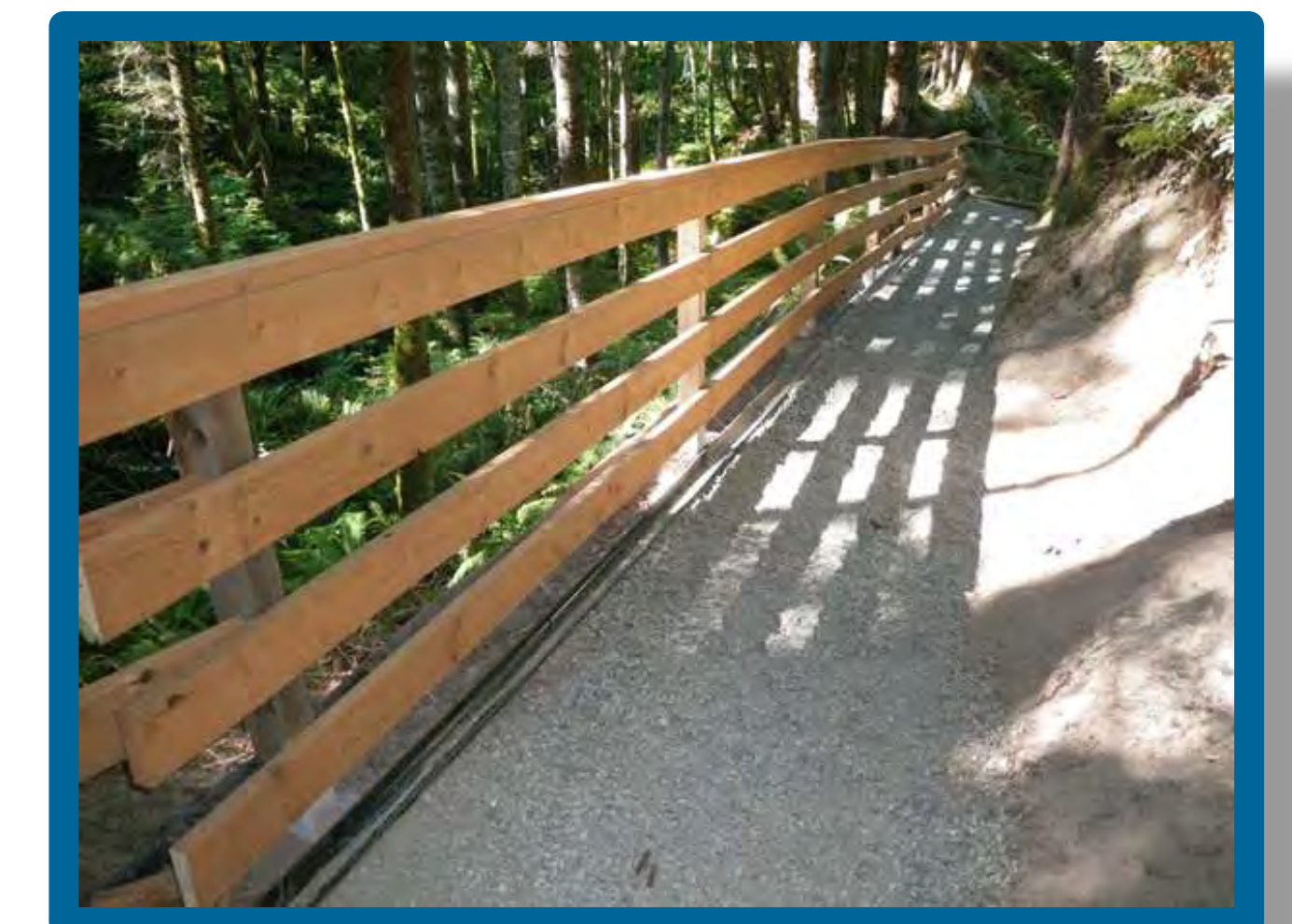
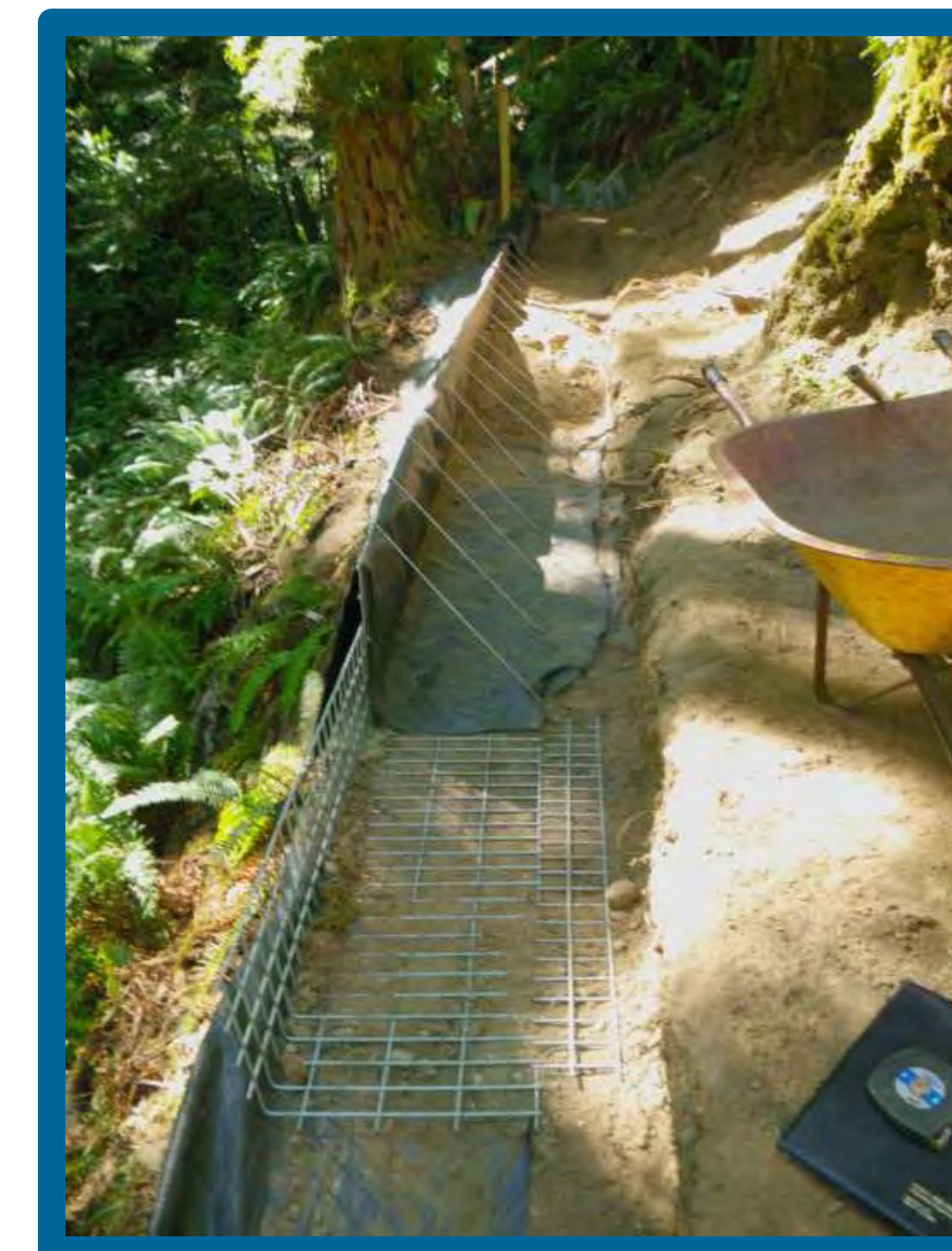
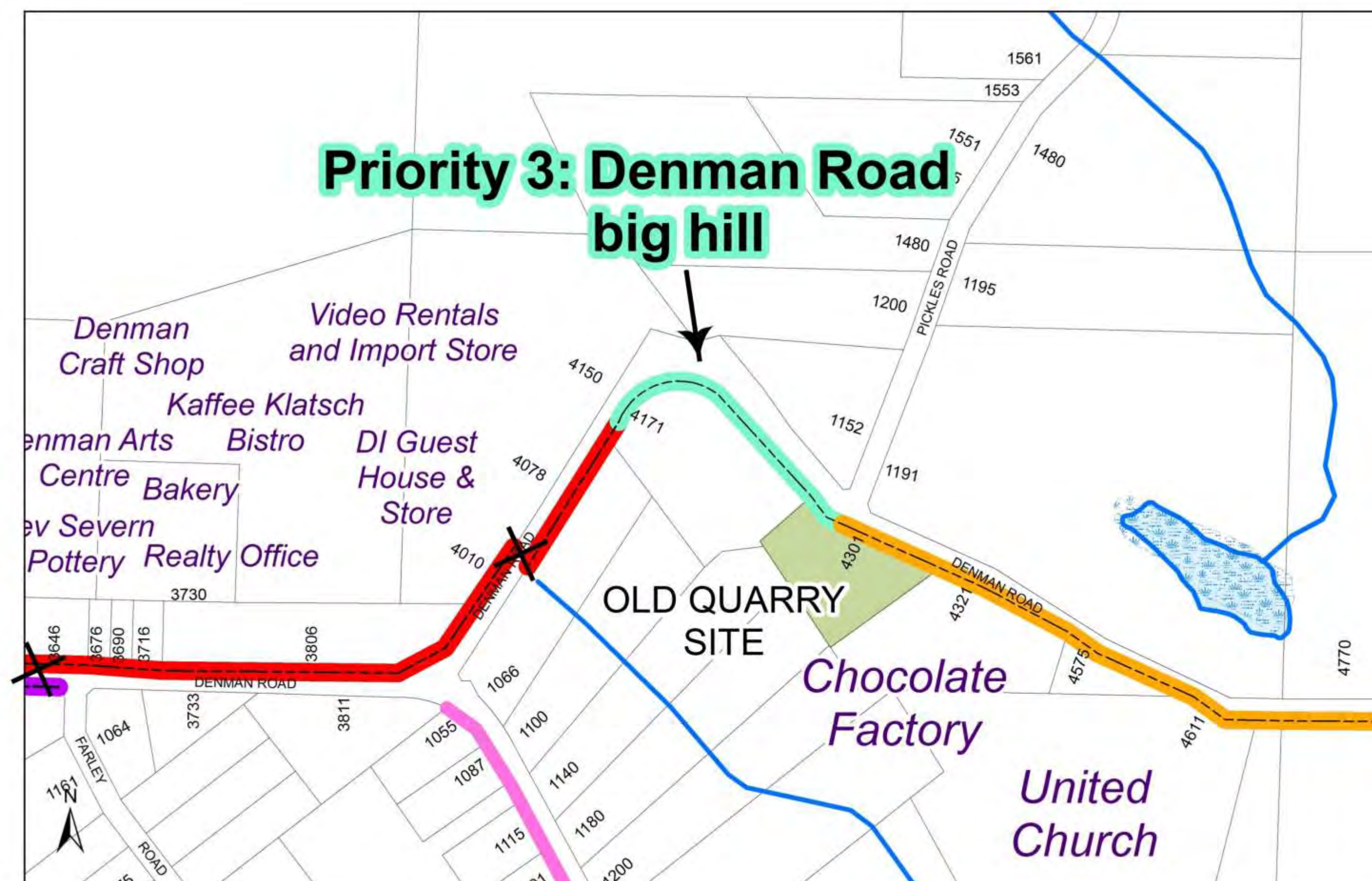
As for the ferry hill, the CVRD also obtained advice from OnSite Engineering on trail construction along the Denman Road hill.

Given the steep bank and, for about 90 metres, a narrow shoulder, the Denman Road hill requires installation of a geotextile reinforced wall system and/or a section of boardwalk to support the trail.

Some road improvements by the Ministry of Transportation and Infrastructure (MoTI) are required prior to trail construction.



Existing



Example of trail with geotextile reinforced wall during and post construction at Seal Bay Park

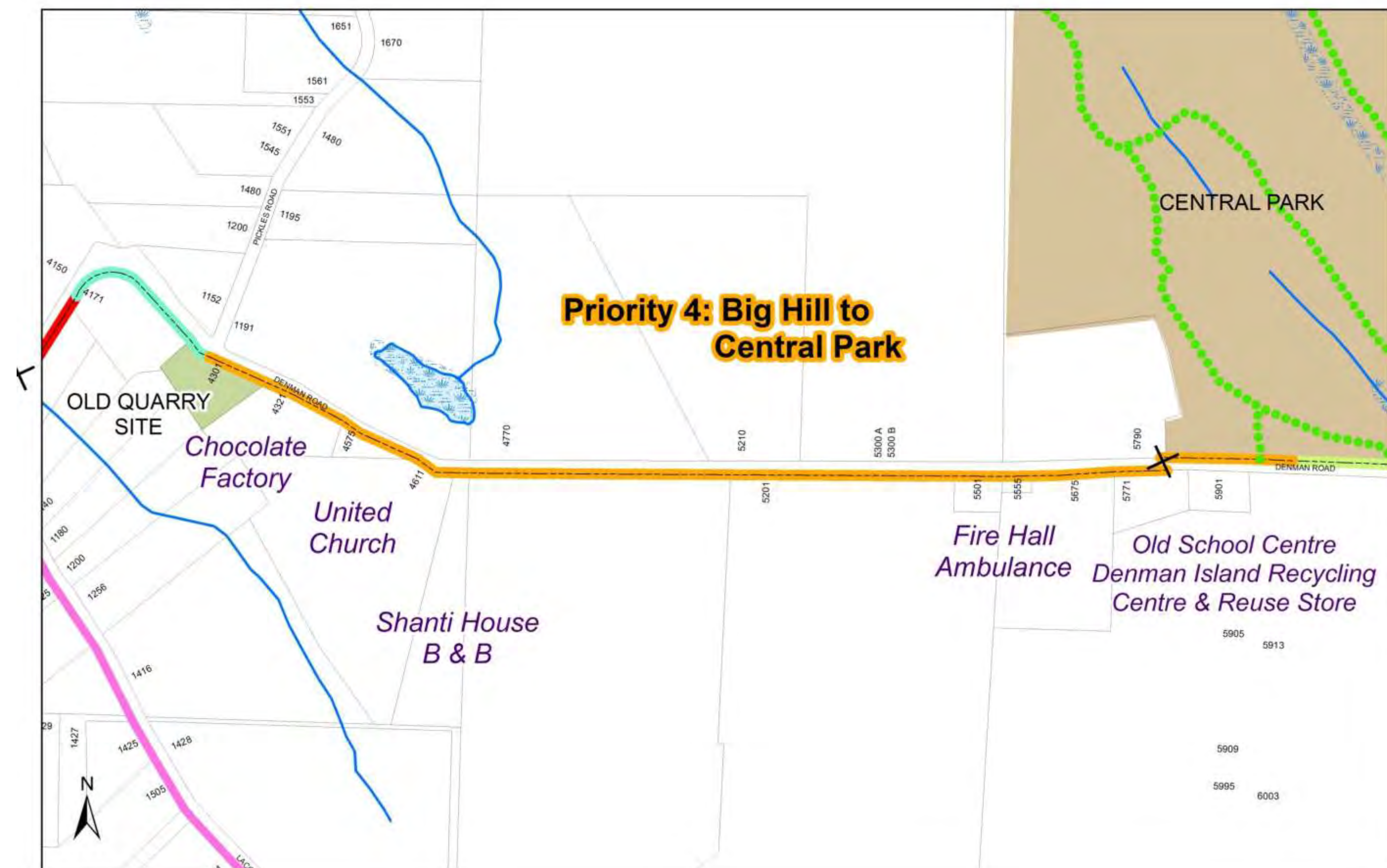


## Priority 4: Top of big hill to Central Park

The first section of trail after the top of the big hill would be located slightly above the road underneath the power line. There is enough right-of-way width to allow for a fairly wide vegetated buffer between the road pavement and the trail. The natural vegetation, such as salal and huckleberry, growing alongside the trail would be retained.

The trail would cross Denman Road before the Old School. The DIRA Trails Committee has met with the Denman Conservancy to discuss the preferred trail alignment to avoid impacting the mature trees growing within the road right-of-way and within Central Park.

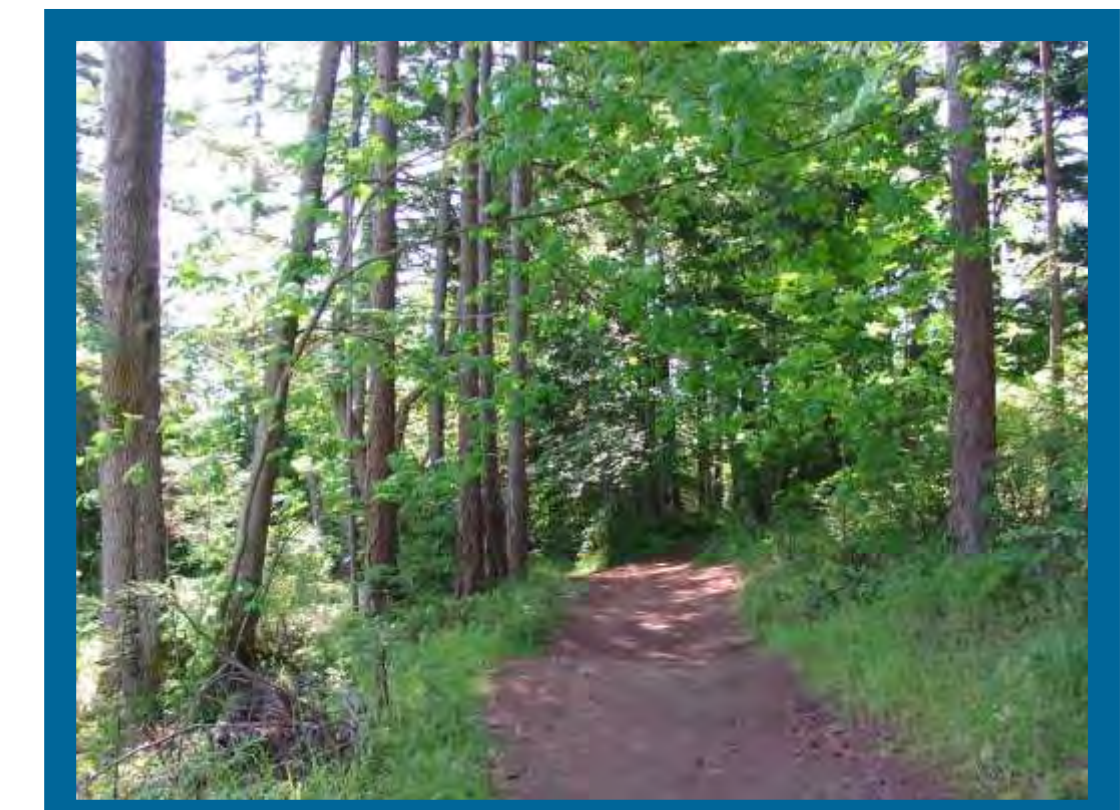
No change would be made to the parking area across from the Old School building.



Right-of-way above  
Denman Road



Mature trees at Central  
Park



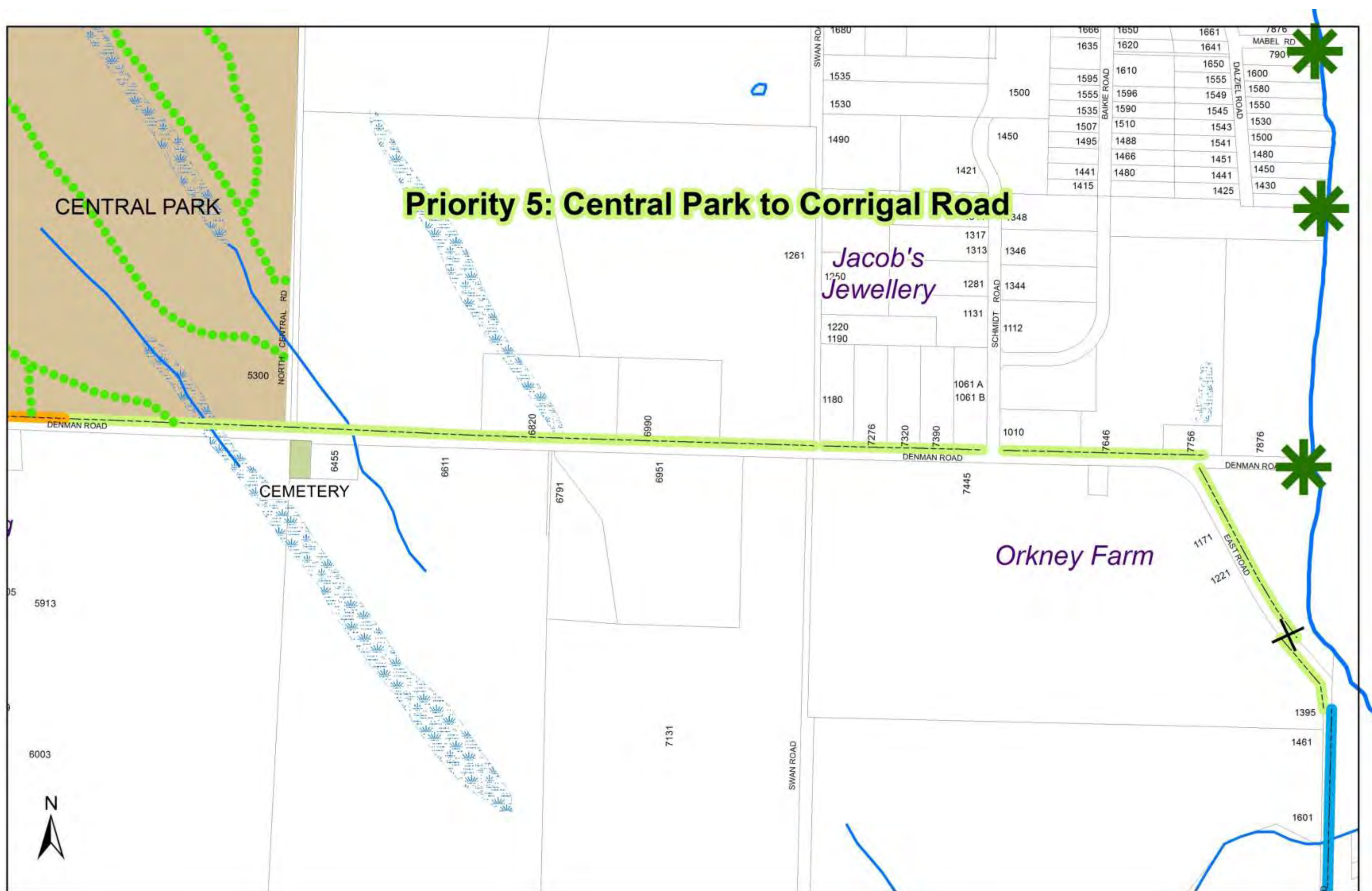
Example of a trail with  
vegetated edge



# Priority 5: Central Park to Corrigan Road

After Central Park, the trail would stay on the north side of Denman Road and, right-of-way width permitting (the Denman – East Road corner remains to be surveyed), follow the east side of East Road until about 70 metres before Corrigan Road and then cross over to the west side of East Road.

Some pruning of small trees east of North Central Road may be required. However, all large trees would be retained.



Existing



Example



## Priority 6: Corrigan Road to East Road

The trail would follow Corrigan Road south to the mailboxes. From there, it is proposed to follow an unconstructed road right-of-way to meet up with the end of Jemima Road. From there, it would follow an existing trail across the southwest corner of Lindsay Dickson Nature Reserve and then along Mallard Road and Owl Crescent to meet up with East Road.

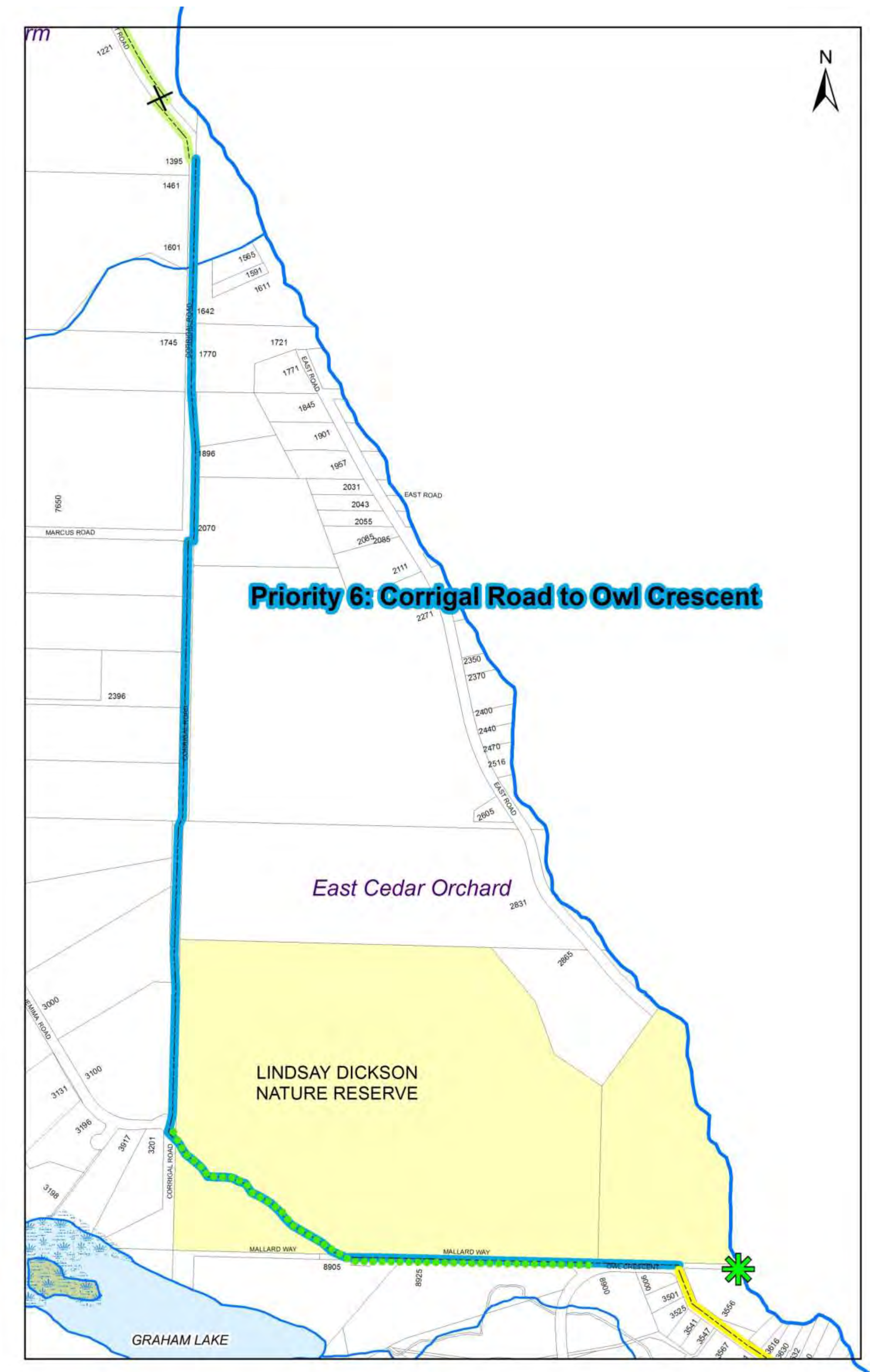
A portion of this section of trail is within the Agricultural Land Reserve and will require Agricultural Land Commission approval.



Existing



Concept (typical)





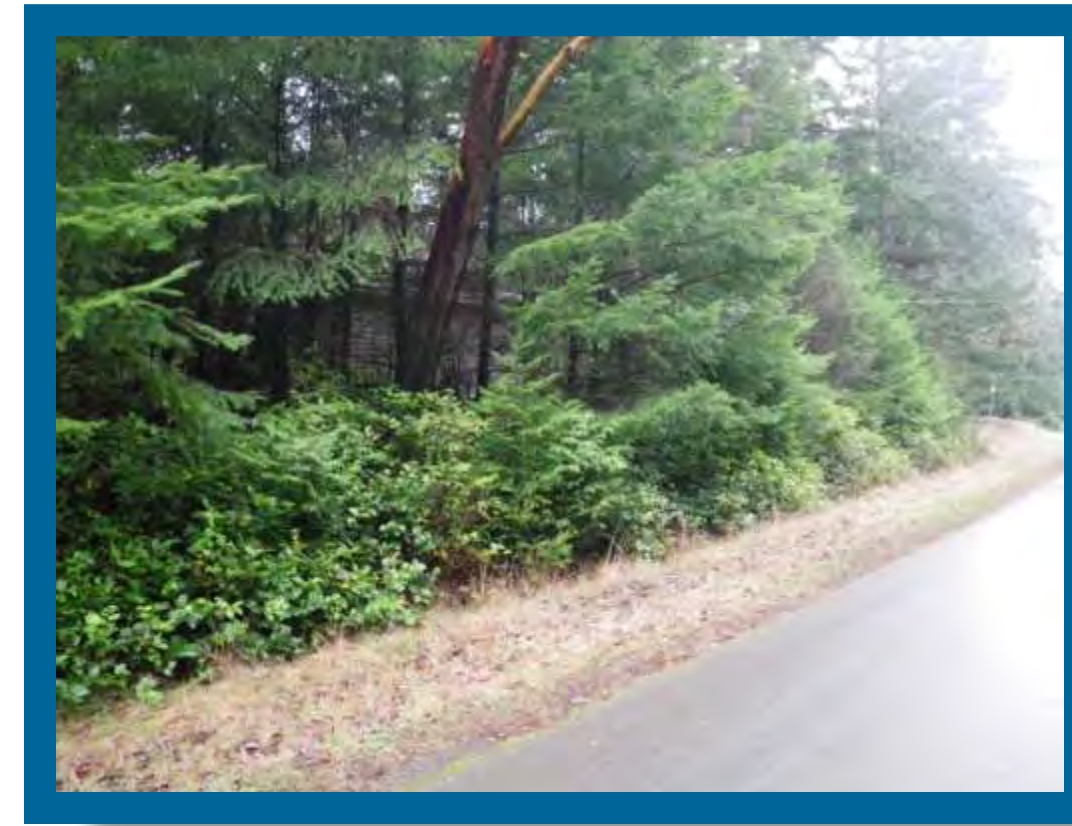
## Priority 7: East Road to Hornby ferry

The most feasible roadside alignment for the trail along East Road between Owl Crescent and the Hornby ferry terminal has not been determined yet. For most of this stretch trail construction would be technically easy.

A short section just before the ferry terminal (see dotted line on map) may be too narrow to allow for a trail as well as separation between the trail and the road. For that section, the trail would have to be fairly narrow and run adjacent to the road pavement. Signage could be installed to alert motorists of the trail.



Existing



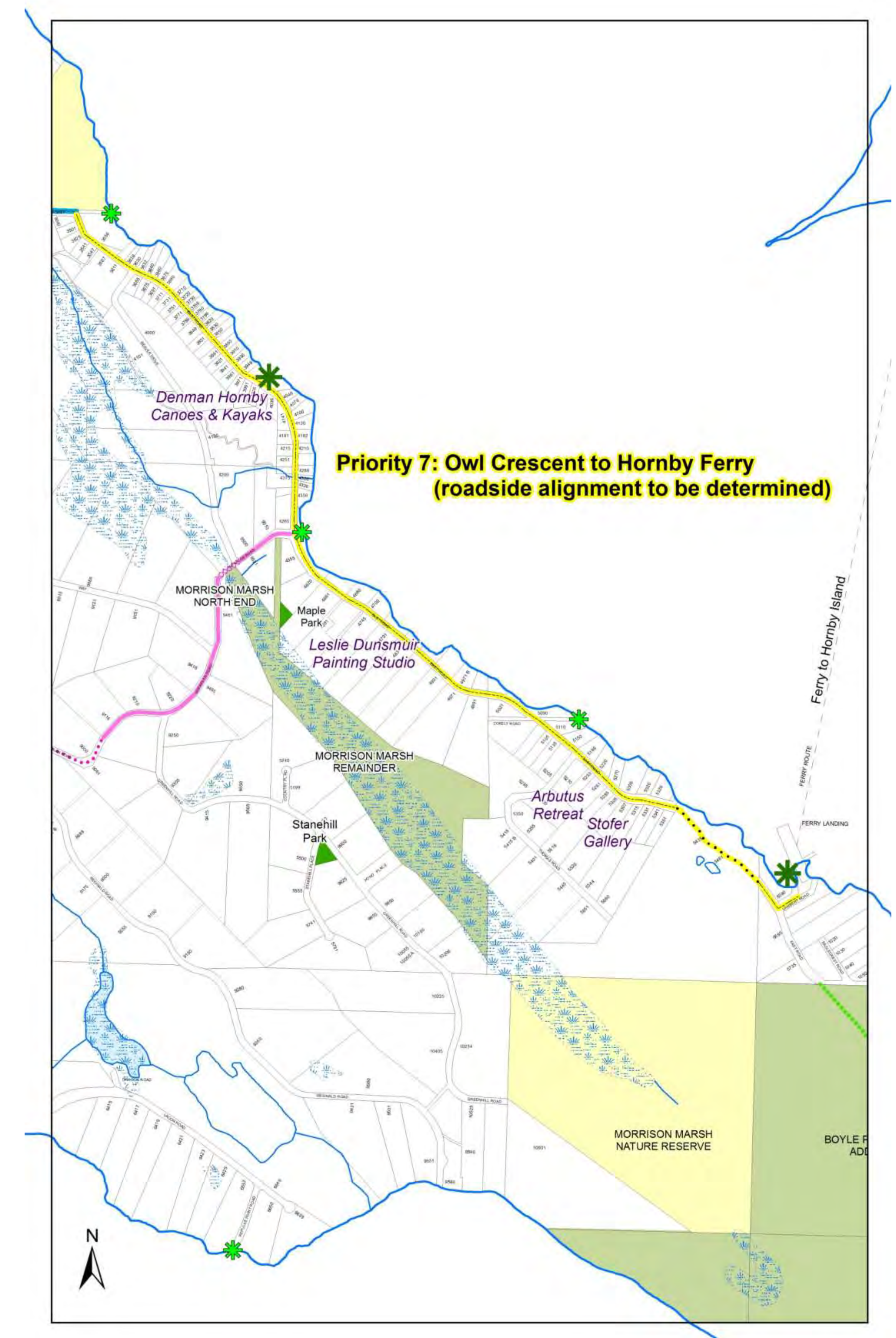
Existing



Example



Example





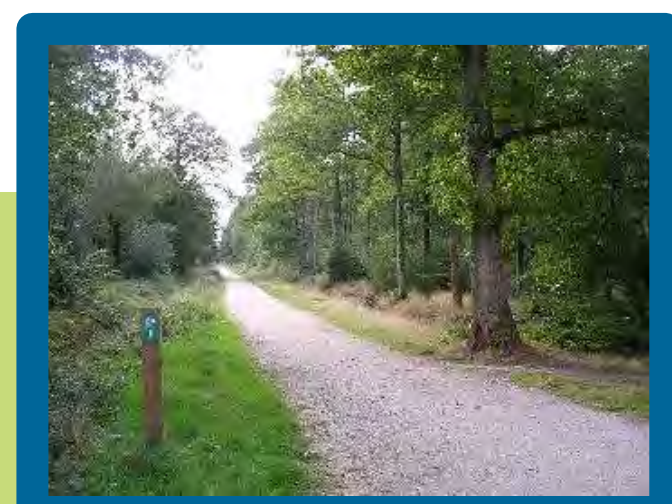
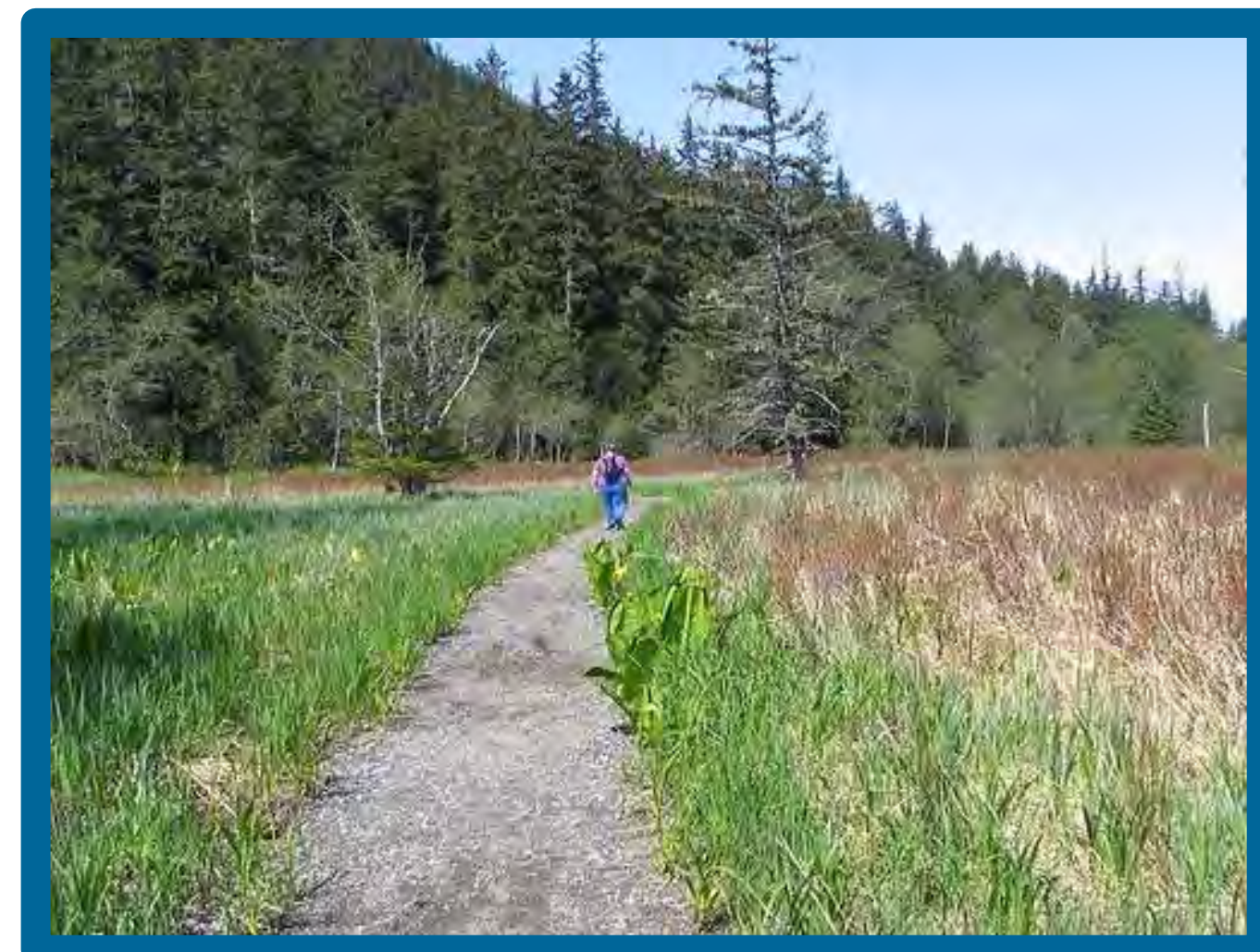
## Estimated Project Cost

Once fully constructed, the cross-island trail would be over 10 km in length.

The section through the village is funded and the CVRD is proposing to construct that section as a pilot project this spring.

It is estimated that the project will take about 10 years to complete and cost a total of \$1 million or an average of \$100,000 per year and per km. About 20 – 25% of the funding would come from the CVRD's Denman-Hornby islands community parks service, the remainder would be funded through grants and possibly the community works fund.

The hill sections are the most important to construct for safety reasons but will also be the most expensive and require some prior road work by the Ministry of Transportation.



## Project Timeline

The proposed timeline for the next three years is:

2013: construct village section, review hill sections with Ministry of Transportation and Infrastructure, fundraise for next section.

2014: construct next section (since road repairs along the hills will not be completed by then, the next section after the village section would be the top of the big hill to Central Park)

2015: hold community meeting to review project and confirm priorities for the next years with Denman residents.

## Your Feedback

What do you think about:

- the proposed trail route and alignment,
- the trail design,
- priorities for construction?

Please complete the feedback form, drop it off at the end of the community open house, fax it to the CVRD at 250-334-8156 or email your feedback to [communityservices@comoxvalleyrd.ca](mailto:communityservices@comoxvalleyrd.ca)