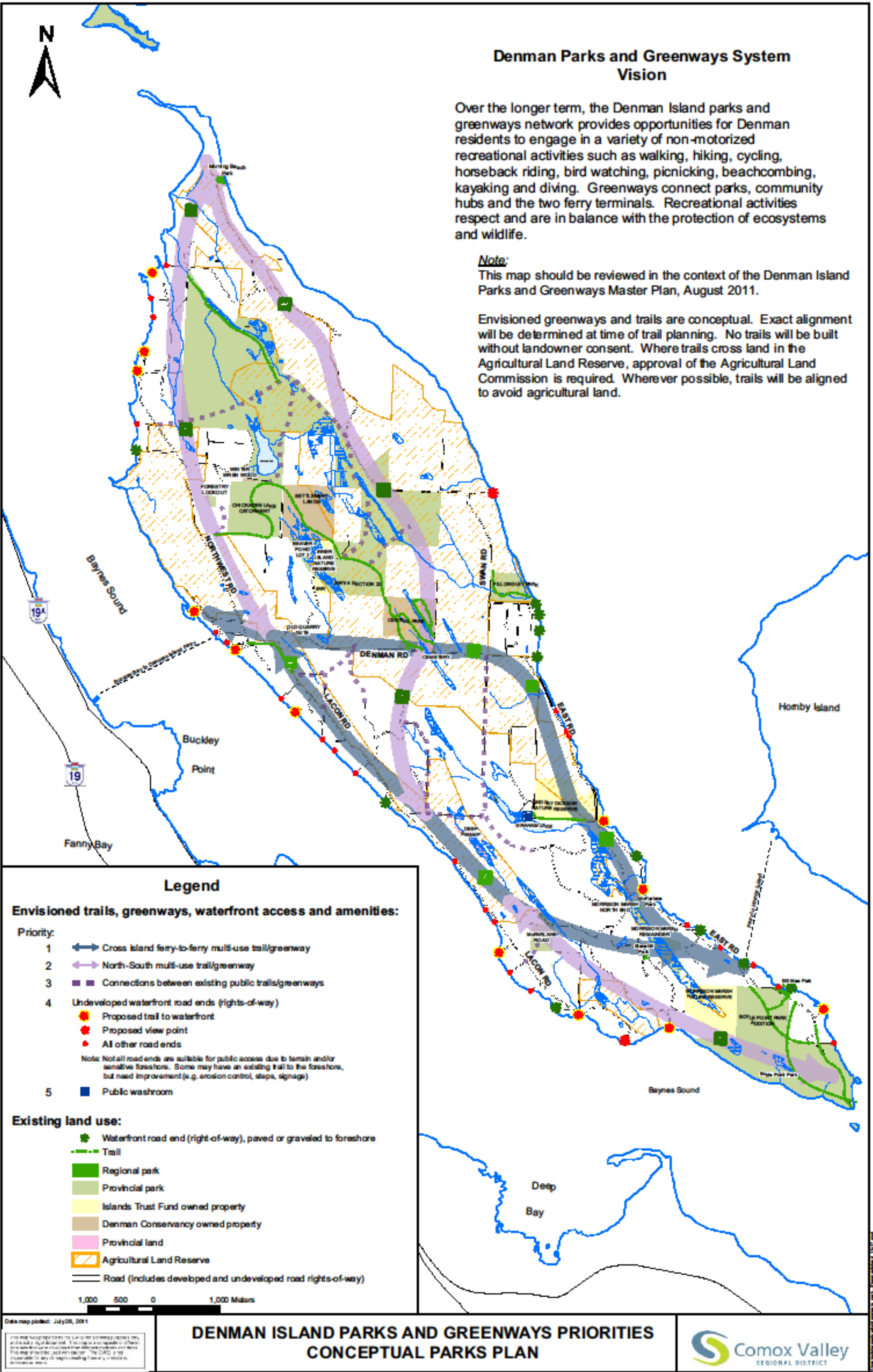


Welcome!



The CVRD is seeking feedback on community trail and park priorities and potential alignments associated with the Denman Cross Island Trail.

Specifically:

- What are your Cross Island trail and park priorities?
- What are your preferred route options for the unconstructed segments of the Denman Cross Island Trail?



The CVRD is working towards providing parks and greenways based on the priorities from the Denman Island Parks and Greenways Master Plan 2011. Our accomplishments to date:

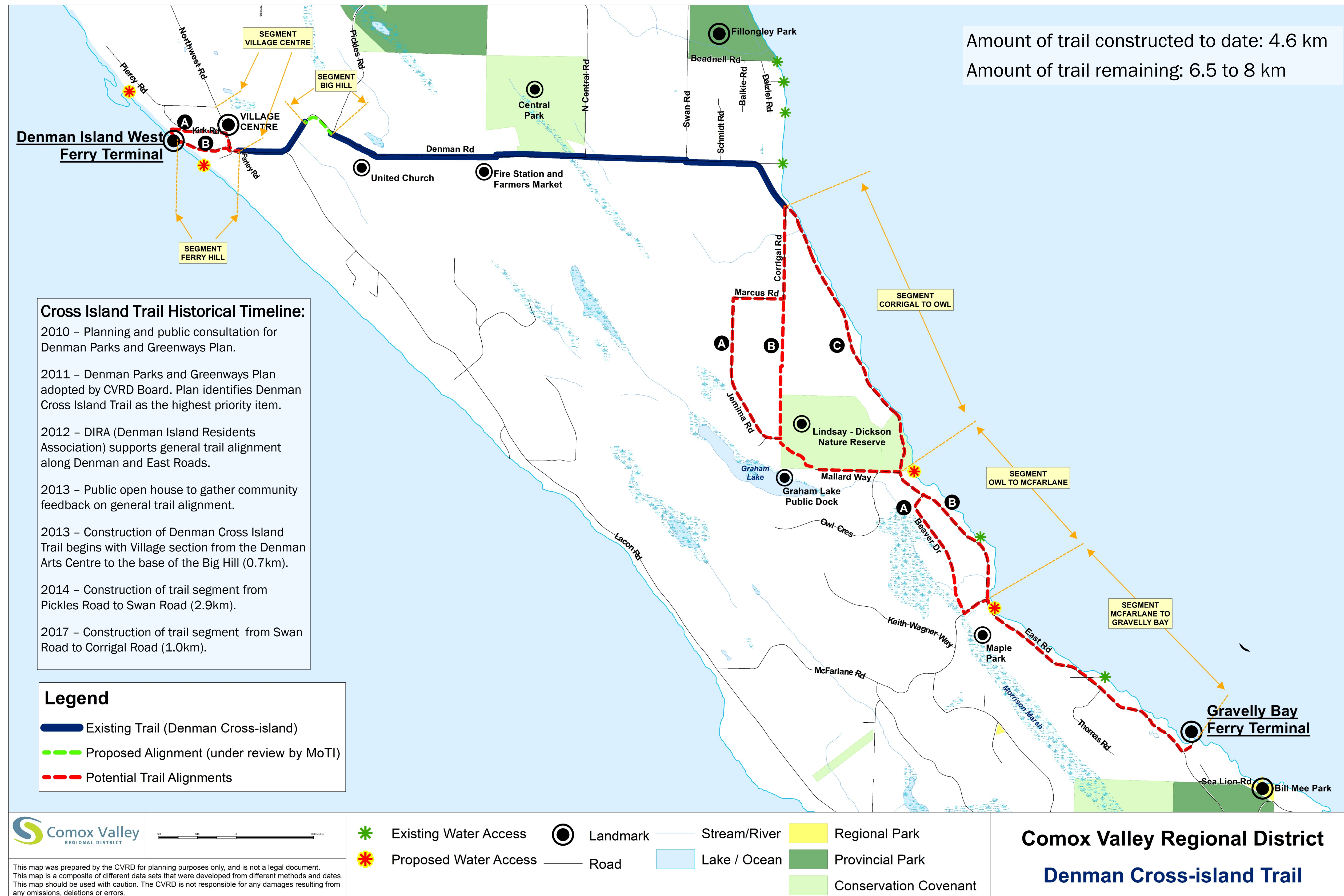
Parks and Greenways Priorities	Underway	Completed
A cross-island ferry-to-ferry multi-use trail or recreational greenway	✗	
A north-south multi-use trail/recreational greenway.		
Connections between existing public trails/recreational greenways		✗
Proposed trails to the waterfront or viewpoints off high bank waterfront road ends within undeveloped road right-of-ways.		✗
Public washroom at Graham Lake.		
Improved public access to nature parks and reserves.		✗
Wildlife and biodiversity corridors or ecological greenways.		
A parks and trails map		✗
Appropriate signage	✗	

Public involvement

Please review the poster boards and provide us with your comments on the survey form. Both paper and digital copies of the survey are available.

The poster boards and survey will be posted at: www.comoxvalleyrd.ca/crossislandtrail

Trail Alignment Overview

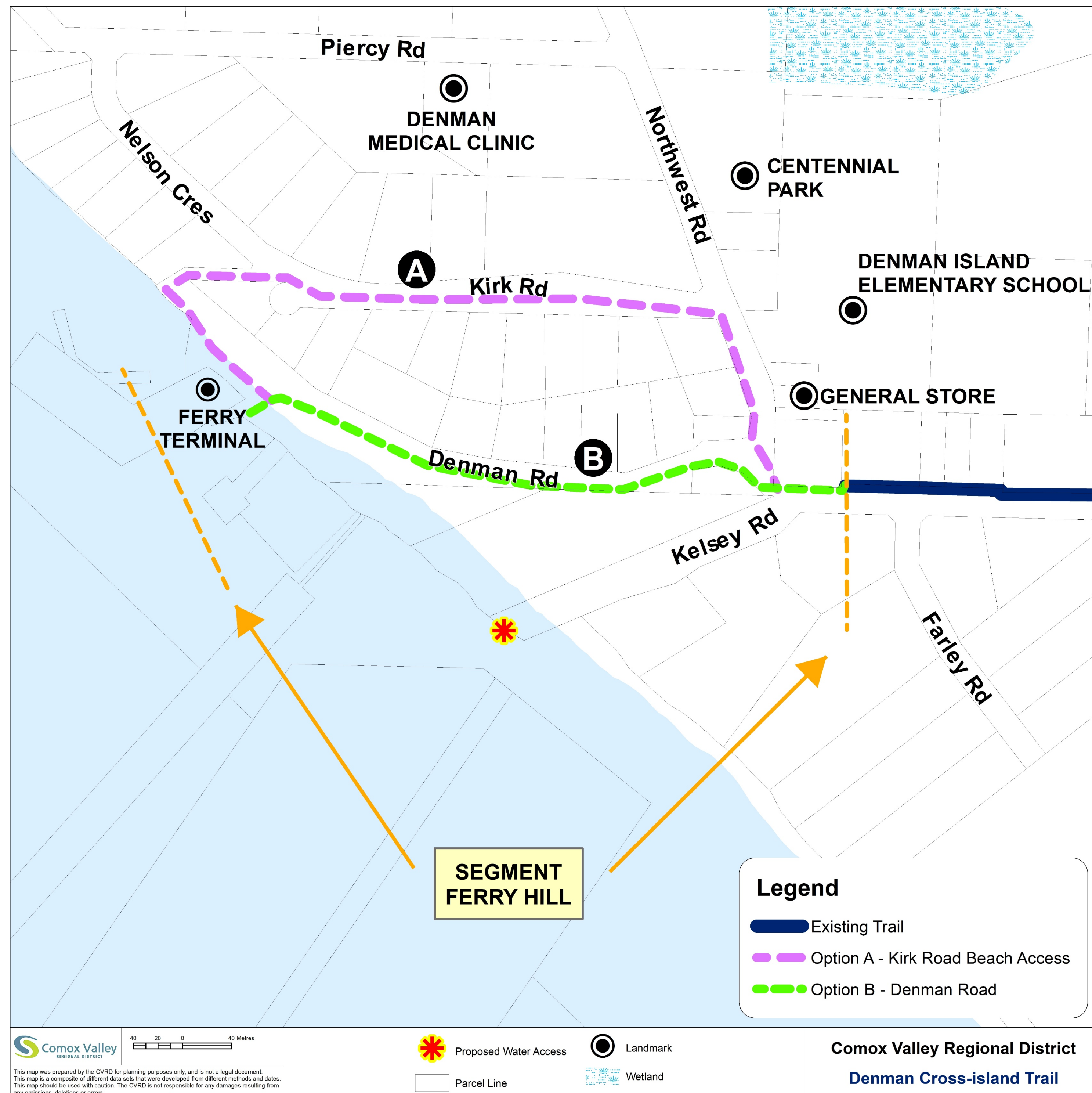


Denman Cross Island Trail and Park Priority Items:

- Trail - Ferry Hill
- Trail - Village Centre
- Trail - Big Hill (Under MOTI Review)
- Trail - Corrigan Road to Owl Crescent
- Trail - Owl Crescent to McFarlane Road
- Trail - McFarlane Road to Gravelly Bay Ferry Terminal
- Park – Piercy Road Beach Access

What are your Cross Island park and trail priorities?

Ferry Hill



Kirk Road Beach Access Pedestrian Route

Distance: 0.5 km

Route Description: Proposed pedestrian trail would begin on the northeast side of the ferry terminal and would follow the general alignment of an existing community trail through the Kirk Road beach access to Nelson Crescent. Trail would then follow Kirk Road to the village centre.



Entrance at ferry terminal



Existing trail along foreshore



Current staircase



Bank



Entrance to beach access from Kirk Road

Strengths: Avoids ferry hill vehicular traffic; brings users into the village centre; links to existing Cross-island trail network without crossing Denman Road.

Weaknesses: Requires engineered stairs; not conducive to bicycle traffic; expensive to build.

Opportunities: Use of a dedicated beach access; village centre tourism.

Constraints: Requires MOTI approval; stability of slope needs to be assessed; prefer support from adjacent property owners.

Denman Road Cycle Route

Distance: 0.3 km

Route description: Proposed cycle route would follow Denman Road from the ferry terminal to the village centre.



Ferry hill from terminal



Ferry hill towards terminal



Approach to ferry terminal



Denman Rd at Northwest Rd

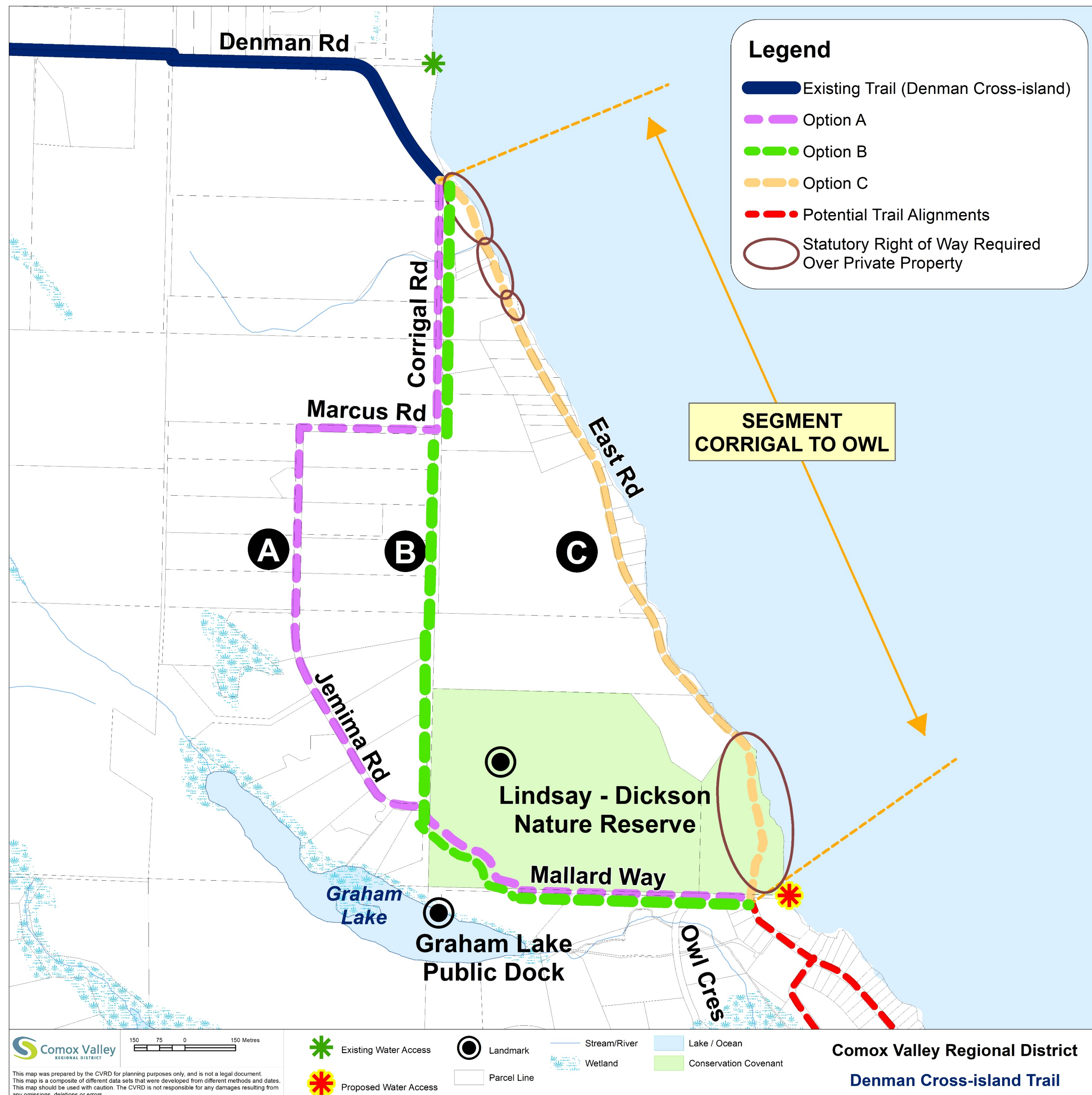
Strengths: Most direct route; good for cyclists.

Weaknesses: Trail users adjacent to vehicular ferry traffic; users required to cross busy road to access existing trail and village centre, expensive to build.

Opportunities: Use of existing road.

Constraints: Requires MOTI approval; may require stabilization of bank and improvements to road surface.

Corrigal Road to Owl Crescent



Option A – Jemima Road

Distance: 3.6 km

Route Description: Trail alignment would follow Corrigal, Marcus and Jemima roads to existing Lindsay Dickson Nature Reserve trail; then would follow Mallard Way and Owl Crescent to East Road.

Strengths: Cost effective to build as it is already connected, provides connection to Graham Lake public dock, no need for SRW, uses existing trail through Lindsay Dickson Nature Reserve

Weaknesses: Least direct route, Jemima Road may be dusty in summer

Opportunities: Partnership with Lindsay Dickson Nature Reserve, improved public access to Graham Lake

Constraints: Part of trail passes through the Lindsay Dickson Nature Reserve, prefer support of Graham Lake residents



Jemima Road



Lindsay Dickson Trail

Option B – Corrigal Road

Distance: 2.9 km

Route description: Trail alignment would follow Corrigal Road (including unopened road right-of-way) to existing trail through Lindsay Dickson Nature Reserve; then would follow Mallard Way and Owl Crescent to East Road.

Strengths Most of the route would be a separated recreational greenway, fairly direct route, provides connection to Graham Lake public dock, no need for SRW, uses existing trail through Lindsay Dickson Nature Reserve

Weaknesses: More expensive than Jemima Road option, section of new trail adjacent to nature reserve.

Opportunities: Use of dedicated unopened transportation corridor, partnership with Lindsay Dickson Nature Reserve, improved public access to Graham Lake

Constraints: Part of trail passes alongside and through the Lindsay Dickson Nature Reserve, prefer support from Graham Lake residents, prefer support from owners adjacent to unopened ROW, requires ALR approval



Corrigal Road ROW



Mallard Way

Option C – East Road

Distance: 2.4 km

Route Description: Trail alignment would follow East Road. Would be separated trail where feasible.

Strengths: Creates safer walking trail for adjacent East Road residents, most direct route

Weaknesses: Expensive to construct, no continuous public road ROW in which to construct trail

Opportunities: Ocean views.

Constraints: Requires four separate private property SRW's (including Lindsay Dickson Nature Reserve), requires ALR approval

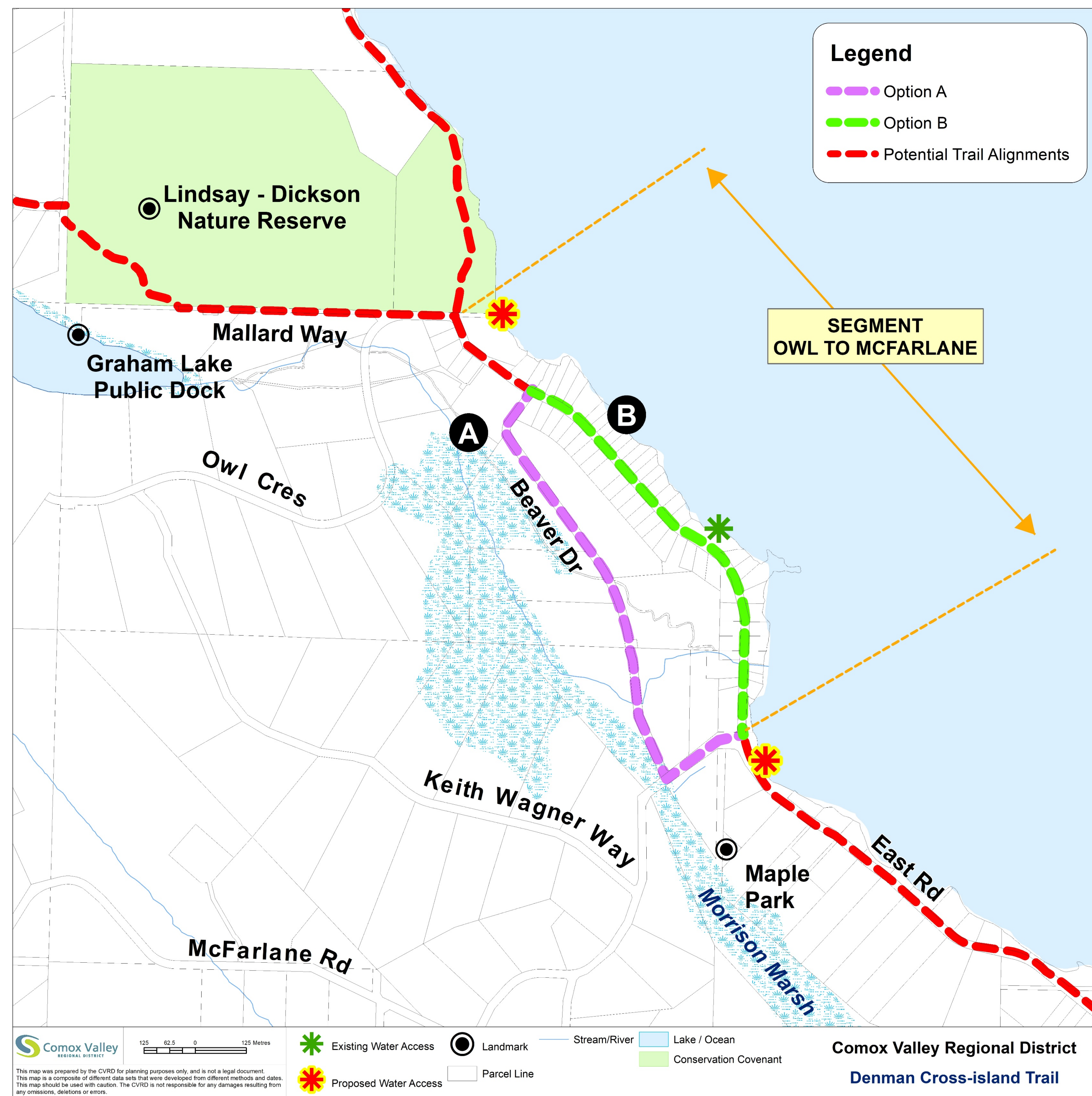


East Road



East Road

Owl Crescent to McFarlane Road



Option A – Beaver Drive

Distance: 1.5 km

Route Description: Trail alignment would follow East Rd from Owl Crescent to Beaver Road. Trail would then follow Beaver Road to end of built road. Trail would then follow the unopened Beaver Road dedication to McFarlane Road then to East Road



East Rd at Beaver Rd



Beaver Rd



Beaver Rd trail

Strengths: Cost effective to build; avoids heavily populated area of East Road; avoids ferry traffic

Weaknesses: Least direct route; away from heavily populated area of East Road

Opportunities: Adjacent to Morrison Marsh; makes use of an existing trail on an unopened road right-of-way

Constraints: Requires MOTI approval; large ditch along McFarlane Road

Option B – East Road

Distance: 1.4 km

Route description: Trail alignment would follow East Road from Owl Crescent to McFarlane Road.



East Rd from Beaver Rd



East Rd from McFarlane Rd

Strengths: Most direct route; creates safe walking trail for East Road residents

Weaknesses: Expensive to build; road right-of-way narrow in spots, large number of driveway crossings, may require disturbance to existing landowner frontages

Opportunities: Ocean views

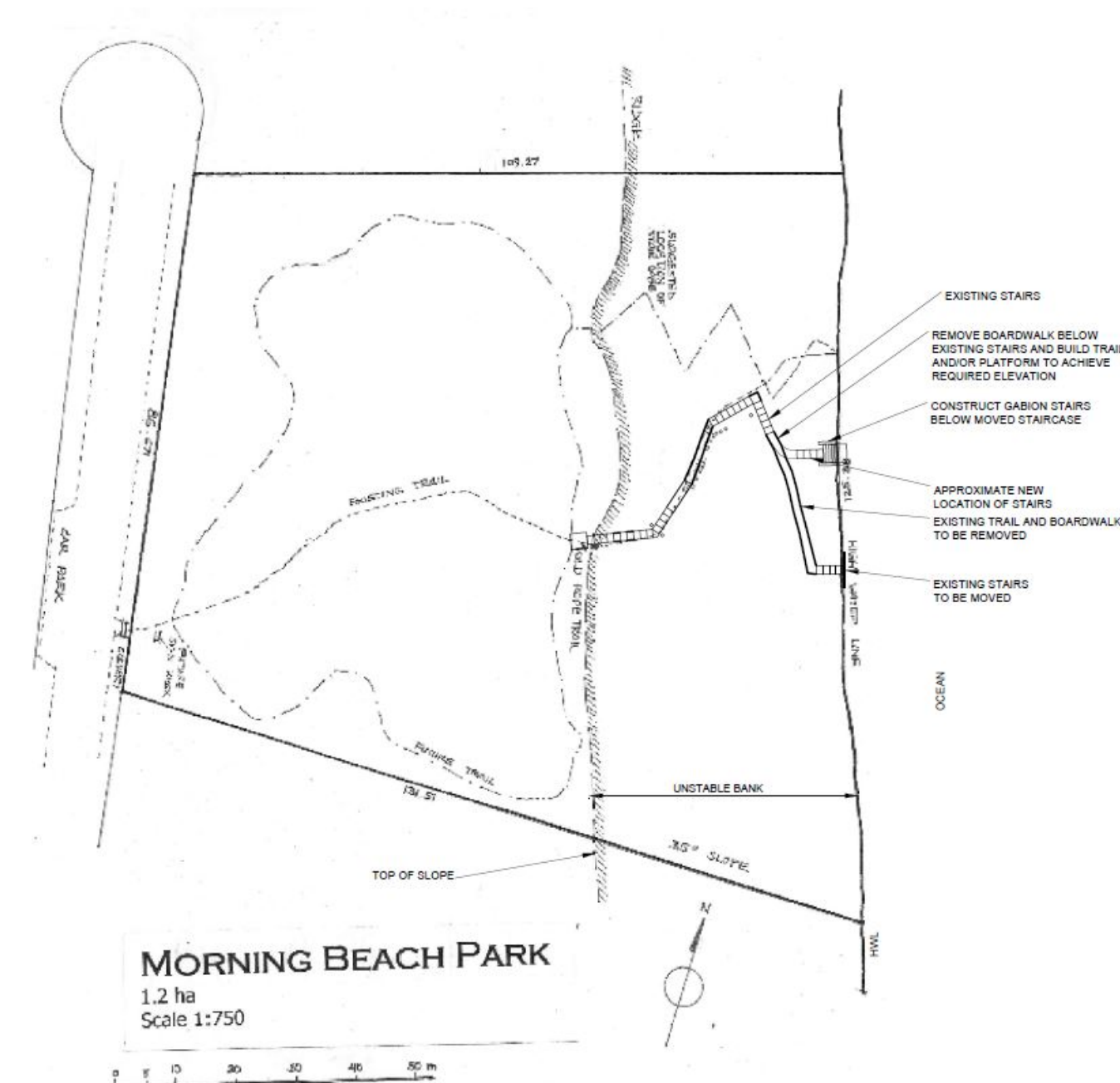
Constraints: Requires MOTI approval; ocean side slope is steep in areas

Information Board

The CVRD is working hard to provide the Denman Island community with parks and greenways. The following projects have recently been undertaken by the CVRD and are in various degrees of completion:

Morning Beach Park:

Planning is underway to replace the lower section of the stairs to address ongoing erosion concerns.



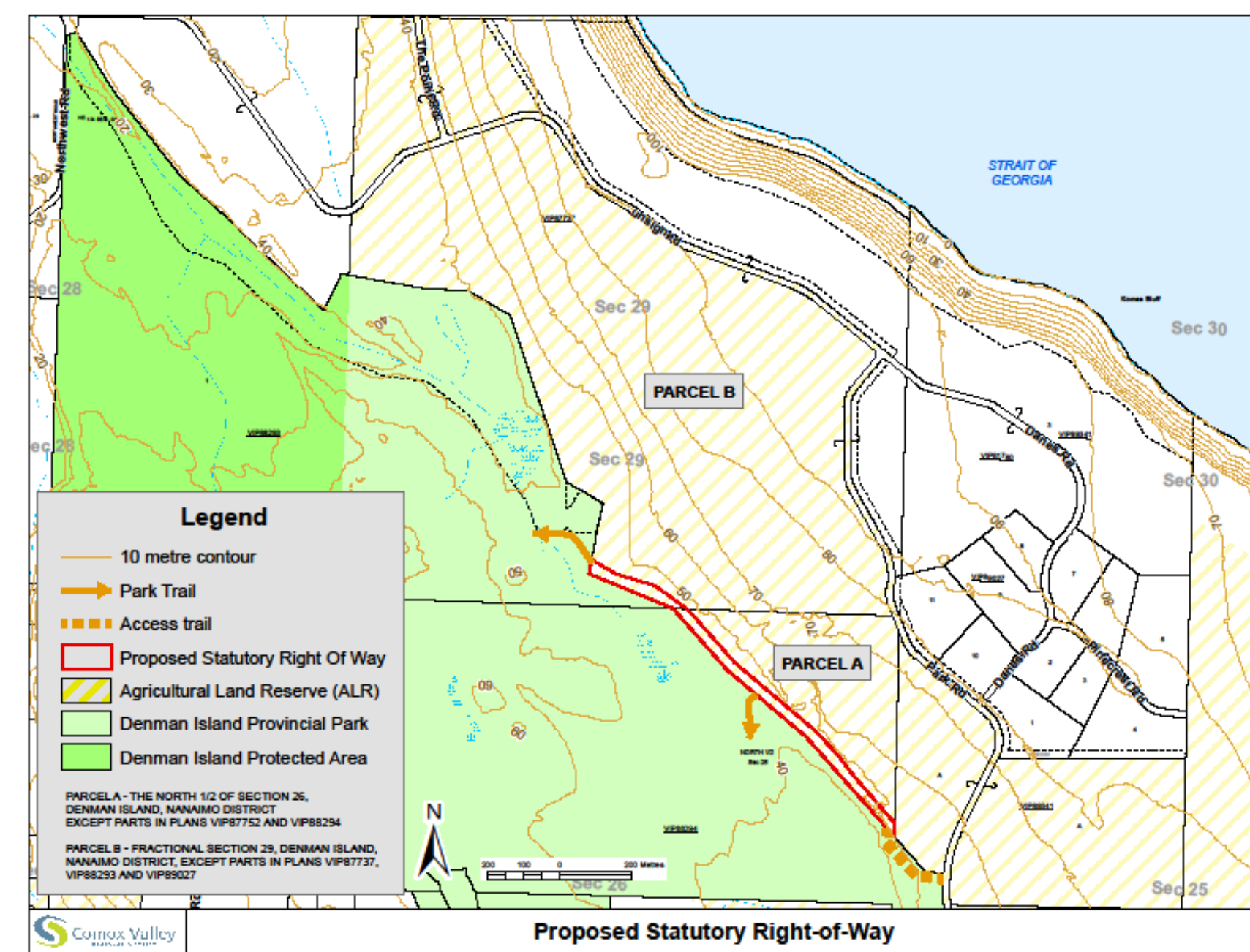
Morning Beach stairs design drawing



Morning Beach Park - Erosion at toe of bank

Denman North Connector:

A statutory-right-of-way over private land was recently granted to enable public access to the eastern side of Denman Island Provincial Park.



Denman North Connector trail alignment



Trail follows road adjacent to old gravel pit



SRW secures public access to east side of provincial park

Piercy Road Beach Access:

Planning has begun to seek approval for a Licence of Occupation from the Ministry of Transportation and Infrastructure to formalize this beach access as a regional park.



Beach in front of Piercy Road beach access



View of beach access from Piercy Road towards Vancouver Island