



Cypress Village: Active Transportation Infrastructure and Recreation Areas

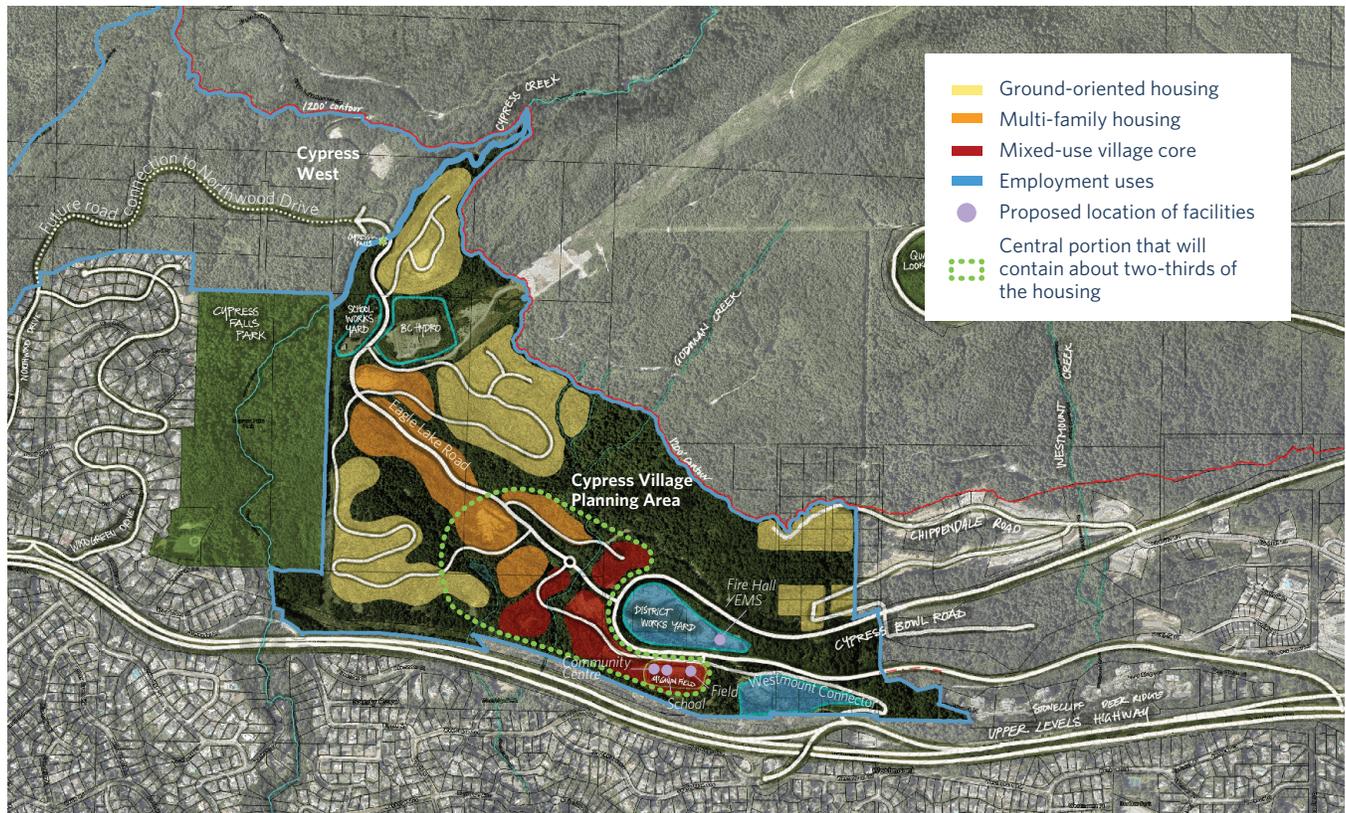
Introduction

Cypress Village is being planned to accommodate:

- An **“active transportation” network** (e.g. walking, scooting, roller-blading, skateboarding, cycling) to provide for circulation within Cypress Village. The goal is to encourage residents, employees, and visitors to choose active modes of travel for a large share of trips within Cypress Village, such as trips to and from retail/service businesses, community facilities (including the school and community centre), parks/plazas, and transit stops. The majority of these trips will be made within the central portion of Cypress Village (see image below), which is proposed to contain about two-thirds of the housing units, where the terrain is flat or has gentle grades, and where walking distances to the village core are 400 metres or less.
- **Recreational opportunities** including hiking trails, mountain biking areas, bouldering areas, and associated infrastructure (such as parking, staging, trailheads, and washrooms), as well as parks and plazas to encourage outdoor play and socializing and a sports field on the east end of the McGavin Field site.

This document sets out concepts for both of these.

Cypress Village Land Use Plan



Proposed Active Transportation Network

Principles for the Active Transportation Network

The following principles will help encourage walking and cycling in Cypress Village and help maximize safety for pedestrians and cyclists:

- Active transportation facilities will be designed to attract and accommodate pedestrians and cyclists of all ages and abilities, including seniors, children and youth, and persons with disabilities. This objective reflects the preferred design approach for cyclists, focusing on skill level and comfort in traffic rather than trip purpose (commuter, recreational).
- Active transportation facilities will accommodate persons with physical, visual, hearing, and cognitive disabilities, including persons who use mobility aids such as wheelchairs, walkers, canes, and crutches.
- The active transportation network will provide continuous connections for pedestrians and cyclists throughout Cypress Village and connections to other areas of West Vancouver, including the Rodgers Creek area, the future Cypress West neighbourhood, Caulfeild, and the future trail network in the Upper Lands.
- The active transportation network will help provide access to transit stops and other amenities such as parks within Cypress Village.
- End of trip facilities (e.g. bicycle racks/secure bicycle parking) will be provided in commercial areas, at community facilities, and in other locations where needed.
- The active transportation network will be clearly identified with signage, pavement markings, and other design elements, supplemented with wayfinding and other information regarding walking and cycling opportunities in Cypress Village.
- Active transportation facilities will be planned in accordance with relevant plans, including the District's *Official Community Plan, Strategic Transportation Plan, Cycling Network and Greenway Plan, and Cycling Implementation Plan Report*.
- Active transportation facilities will be designed in accordance with relevant guidance, including the *British Columbia Active Transportation Design Guide* and the *Transportation Association of Canada's Geometric Design Guide for Canadian Roads*, as well as current best practices in the Lower Mainland and in other Canadian municipalities.

Proposed Active Transportation Network

The active transportation network will incorporate a combination of sidewalks, pathways, trails, and on-street bicycle facilities to provide multiple options for pedestrians and cyclists to travel within, to, and from Cypress Village.

As shown in the Pedestrian Network and the Cycling Network maps, the active transportation network is proposed to include:

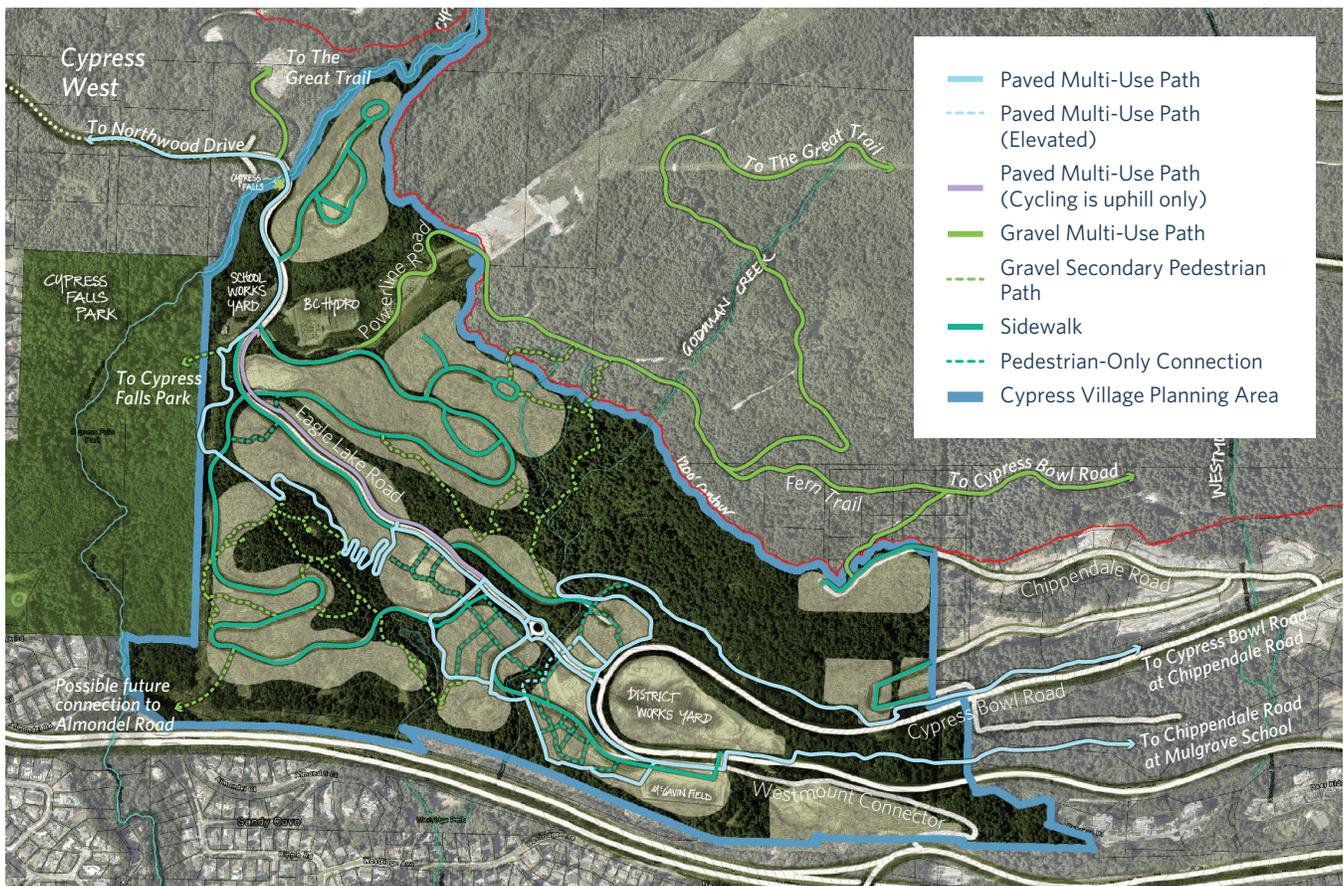
- **Multi-use pathways shared by pedestrians and cyclists.** Multi-use pathways will be separated from the roadways (although in some locations they will be parallel to a roadway) and will accommodate cyclists¹, pedestrians, other non-motorized modes of transportation (e.g. scooters, skates), and persons using wheelchairs and other mobility aids. Pathways will generally target grades of 5% or less in order to be accessible for persons with disabilities and to accommodate cyclists of all ages and abilities, although maximum grades (with a target up to 8.33%) may be higher in some short locations where flat landings at regular intervals can be achieved. Pathway widths will meet the *BC Active Transportation Design Guide* standards and will incorporate safety measures (e.g. pavement markings and surface treatments to separate pedestrians and cyclists, buffers along the edges between the pathway and other objects such as trees and street lights, and adequate stopping sight distance where pathways and roadways intersect).
- **A multi-use pathway on the north side of Eagle Lake Road designated for uphill cycling only.** Given the grades of up to 12% on Eagle Lake Road, it is preferable to accommodate uphill cyclists on a pathway rather than on the road, as cyclists riding uphill (including cyclists on e-bikes) will be travelling at slower speeds that are more compatible with pedestrians than vehicles. At slow speeds, cyclists often “wobble” and may not ride in a straight line, creating a potential for conflicts with motorists if cyclists are on the road.

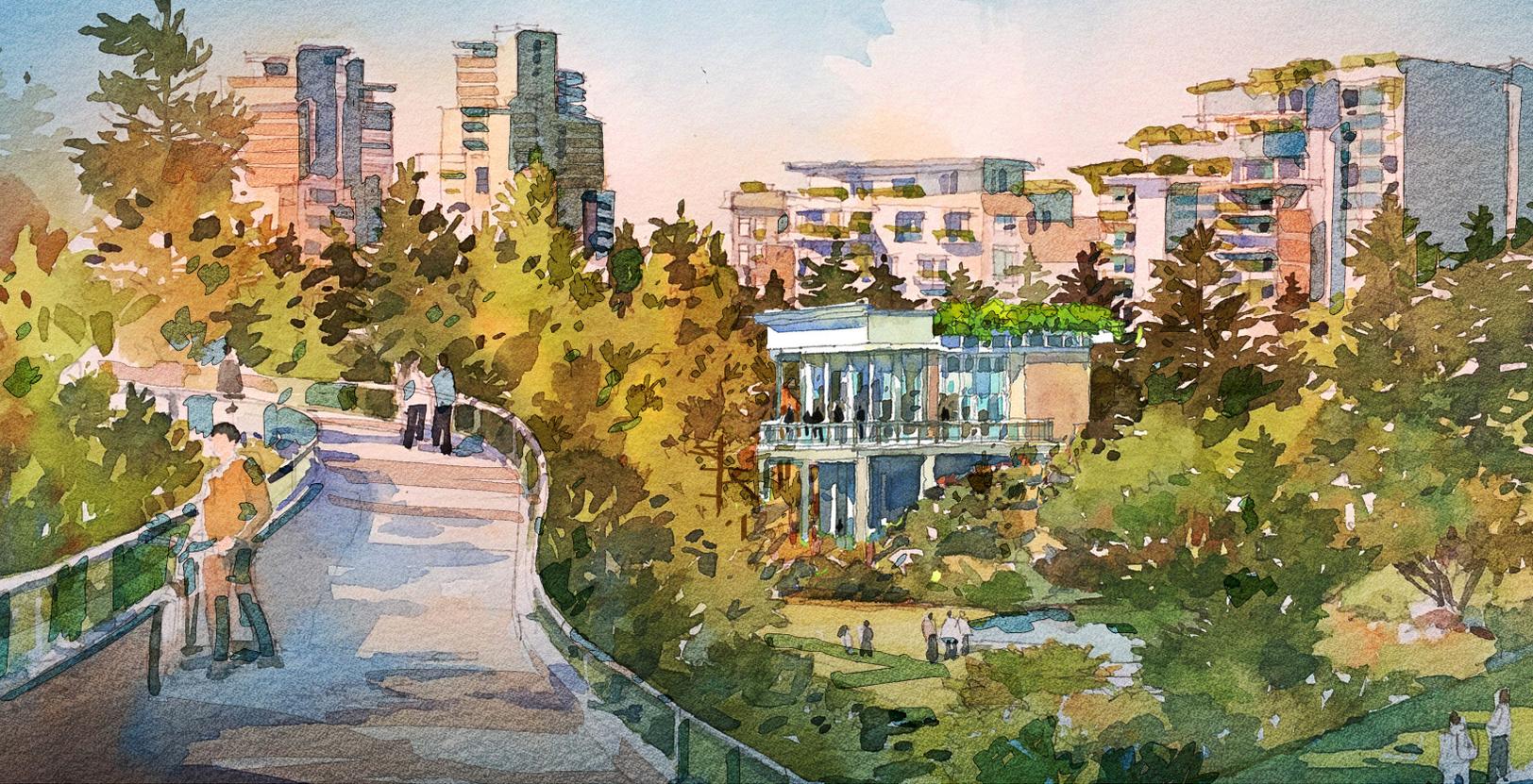
¹ Within Cypress Village, the preferred approach is to accommodate cyclists on off-street multi-use pathways. Cyclists of all ages and abilities generally consider pathways to be the most attractive and comfortable type of bicycle facility, as they are separate and away from roads and traffic. Experienced cyclists may choose to travel in traffic.

- A shared traffic lane downhill on Eagle Lake Road.**
 The grade on the upper section of Eagle Lake Road is approximately 12%. In this condition, cyclists travelling downhill could reach speeds in excess of 50 km/h and it is not desirable for cyclists travelling at these speeds to share a pathway with pedestrians. To avoid the steep grade on Eagle Lake Road, the preferred downhill route for cyclists is the multi-use pathway to the south. However, some confident and experienced cyclists who are comfortable riding in traffic might prefer to ride downhill on Eagle Lake Road rather than using the pathway. A shared traffic lane downhill is proposed to accommodate experienced, confident cyclists who wish to ride at speed.
- Pedestrian-only sidewalks** will be provided on most roads. In some cases, such as on the north side of Eagle Lake Road, pedestrians will be accommodated on the shared multi-use pathway instead.

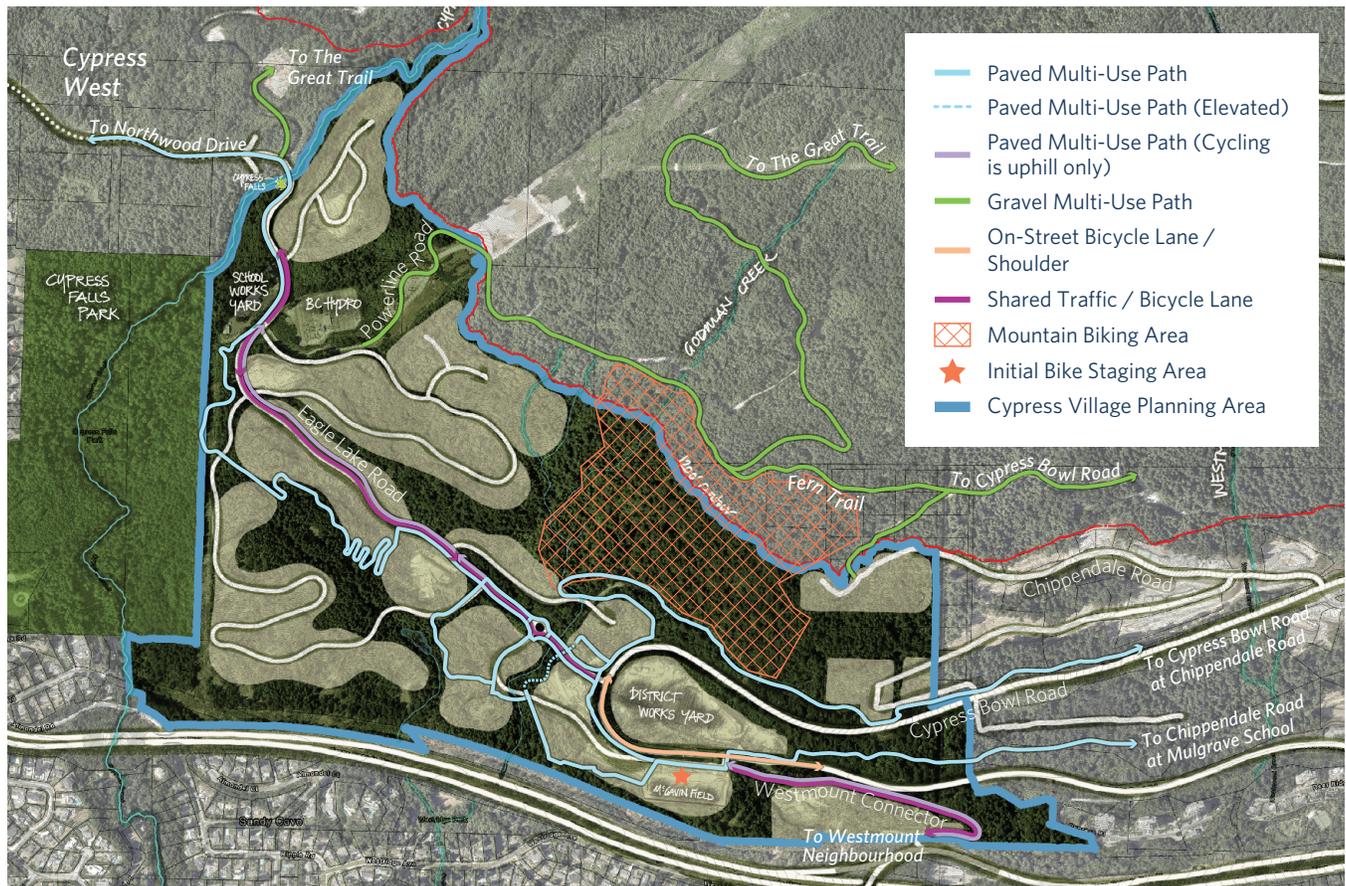
- Pedestrian-only trails, paths, and connections.** These are secondary elements of the active transportation network that help provide additional connectivity and route options for pedestrians.
- Improved bicycle facilities on Cypress Bowl Road.** Cyclists currently ride in the traffic lanes on Cypress Bowl Road. The conceptual Cycling Network plan suggests an on-street bicycle lane or shoulder for cyclists on Cypress Bowl Road between the village intersections, but the type(s) of bicycle facilities included on Cypress Bowl Road at the village and on either side of the village will be determined by the BC Ministry of Transportation and Infrastructure and will be incorporated into road and intersection designs for Cypress Village as appropriate.
- Pedestrian crossings** will also be an important part of the pedestrian network, to improve safety for pedestrians at road crossings and to prevent major roads from becoming obstacles that discourage people from walking.

Proposed Pedestrian Network





Proposed Cycling Network



Proposed Recreation Areas

Cypress Village is being designed to provide outdoor recreational opportunities including hiking, cycling/mountain biking, bouldering, and associated infrastructure (such as parking, staging, trailheads, washrooms), as well as connections to trails and parks outside of the planning area. The village will also include parks and plazas to encourage outdoor play and socializing, and a sports field on the east end of the McGavin Field site.

In the short term (until 2031), British Pacific Properties Limited (BPP) has the right to use the McGavin Field site for the creation of a temporary presentation centre/showroom and discovery centre. As part of this use, BPP will provide washrooms, parking, a public park with play areas and lawn area, a discovery centre, a coffee shop, and pop up retail/community uses. This will include a bike wash and bike maintenance area for all cyclists. The Recreation Areas plan shows conceptually that this initial bike staging area will be located on the McGavin Field site.

A proposed mountain biking area and proposed bouldering areas are shown on the Recreation Areas plan. As part of this planning process, British Pacific Properties will commit funding towards developing the mountain biking area with a formalized network of mountain biking trails as well as funding towards enhancing bouldering access within Cypress Village. Subsequent to this planning process, BPP will participate in a District-led public engagement process to determine the planning and best delivery for the trails in the mountain biking area and access to the bouldering areas. The subsequent process will also help identify a permanent bike staging area. It will involve consultation with the mountain biking community as well as the bouldering community. At the same time, a maintenance plan will be developed for these recreational assets.

Proposed Recreation Areas

