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14 March 2025

District of West Vancouver  
750 17th Street,  
West Vancouver BC, V7V 3T3

**Subject: Ambleside Commercial Areas Draft Plan**

Dear planambleside staff,

HUB Cycling is a charitable not-for-profit organization working to get more people cycling, more often and making cycling safer and better through education, action and events. More cycling reduces greenhouse gas emissions, relieves traffic congestion and means healthier, happier and more connected communities.

In reviewing the draft plan, we were pleased to see attention given in Section 4 to Commercial District Multimodal Transportation Strategies. On the accompanying map, were five numbers locating specific strategies with descriptive captions below the map, The following described number 5: *“Enhance the Spirit Trail for all users, and explore bicycle options on Bellevue Ave.”* Noting the lack of any further descriptive detail, we would like to recommend the following enhancements:

1. What is needed to enhance the safety of all users of the Spirit Trail through the Ambleside commercial area is to separate those riding bicycles and other mobility devices from automobile and pedestrian traffic between 14<sup>th</sup> than 16<sup>th</sup> Streets as has already been done in the 1300 and 1600 blocks of Argyle Ave.
2. Due to increasing congestion on the section of the Spirit Trail between 13<sup>th</sup> and Argyle Ave and Park Royal South, a bypass, separated from pedestrians, for the safety of pedestrians and those riding bicycles and other mobility devices has been a long-time recommendation of HUB North Shore.
3. We feel that it is important to have safe cycling connections between Ambleside and the commercial area at Dundarave as well as the one at Park Royal. Separated bike lanes on Bellevue Ave between 18<sup>th</sup> and 25<sup>th</sup> Streets would be one option to connect to Dundarave. Another would be to separate cyclists from pedestrians on a widened Centennial Seawalk, which could be done as part of its reconstruction to adapt to the damage from storm surges and sea level rise.

Additionally, we would like to recommend enhanced parking facilities for bicycles and other mobility devices in the Ambleside commercial district. This would include installing a few more of the District's bike racks, preferably in sheltered locations. For any new construction of multi-story buildings and retrofits of existing buildings, we recommend incorporating secure bicycle storage for the residents and employees. Adding end-of-trip facilities such as showers and lockers are a feature that would serve to encourage employees to ride to and from work rather than using a car. To assist in planning for such facilities, HUB offers Bike Friendly Development Services (<https://bikehub.ca/bike-friendly-development-services>).

We feel that Implementing these recommendations would not only make it safer for those using active modes of transportation to access the Ambleside commercial area, but would also relieve the pressure on parking spaces and be good for businesses due to a likely increase in the numbers of those coming to Ambleside without automobiles. Adding parking enhancements such as secure bike storage and end-of-trip facilities would encourage people frequenting the commercial district to use bicycles and other mobility devices, thereby contributing to reduced traffic congestion and greenhouse gas emissions throughout the District.

Yours sincerely,

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