



**CITY OF RICHMOND**

REPORT TO COMMITTEE

**TO:** Community Services Committee

**DATE:** November 6, 2000

**FROM:** Dave Semple  
Director, Parks

**FILE:** 2400-01

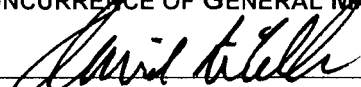
**RE:** GVRD Burrard Peninsula/Richmond Sector Recreational Greenway Plan

STAFF RECOMMENDATION

That Council approve the Greater Vancouver Regional District Burrard Peninsula/Richmond Sector Recreational Greenway Plan dated June 2000.

  
Dave Semple  
Director, Parks

Att. 2

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CONCURRENCE OF GENERAL MANAGER  


## STAFF REPORT

### ORIGIN

In September 23, 1998 Council directed staff to participate in the Greater Vancouver Regional District (GVRD) Greenways Sector Planning Process to review and help develop a more detailed greenways vision for the *Burrard Peninsula-Richmond Greenways Sector (BPRS)*. Staff attended a number of meetings and public open houses hosted by the GVRD Parks staff in 1999. The result of the work and input from the public is *The Burrard Peninsula/Richmond Sector Recreational Greenway Plan* which is attached to this report. The GVRD Parks staff is requesting city councils' approval of the Plan which will then be presented to the GVRD Board of Directors for final approval. This report presents background information and highlights from the Greenway Plan.

### BACKGROUND

The Burrard Peninsula/ Richmond Sector (BPRS) Greenway Plan has evolved from the Livable Region Strategic Plan and the Green Zone strategy that was adopted in 1995 by the Greater Vancouver Regional District Board. The intent of this Greenway Plan is to work with member municipalities to create a region-wide network of environmental and recreational greenways and to define specific roles for the GVRD Parks.

The term 'greenways' is used by the GVRD to describe linear connections that may be recreational, ecological or multipurpose. The focus is on providing easy access to natural areas and environmental corridors for passive recreation and appreciation of the region's natural diversity.

Recognizing that many municipalities have already established trail or greenway networks, the GVRD Plan focuses on regionally significant connections that:

- a) cross municipal boundaries;
- b) connect two or more large natural or Green Zone areas;
- c) are of a scale that is memorable within the region;
- d) have significant heritage, interpretative, or educational value;
- e) provide access to public recreation waterway; and
- f) have adequate staging capacity to provide access and accommodate use.

Three open houses were held by the GVRD with the participation of staff from Vancouver, Burnaby, New Westminster, and Richmond, as well as other agencies such as the YVR and BC Hydro. All the respondents to the questionnaire at the open houses supported the concept of linking trail and park plans into an overall recreation greenway network in this sector.

### ANALYSIS

The BPRS Greenway Plan provides background information outlining goals and defining greenways; individual greenway profiles, a map and an implementation plan (Attachment 1).

The plan identifies three regionally significant trails in Richmond that basically follow the existing and proposed trail system (Attachment 2). The Middle Arm, West Dyke, Steveston Greenways, South Dyke, and Shell Road trails are included in one large loop system named the **West and Mid Richmond Greenway**. The second loop is called the **East Richmond Greenway** and it proposes a trail that follows the waterfront from Shell Road to Hamilton connecting with New Westminster and ultimately Delta. **Iona Greenway and McDonald Beach Connector** make up the third regional greenway in Richmond. Much of this proposed greenways follows the road and dyke system and is also reflected in a planning document prepared by Transport Canada called the Sea Island Parks and Recreation Master Plan.

Each greenway is described, given a status update, and an action plan. Issues and opportunities such as connecting through the Fraser Port lands and building a trail adjacent to River Road are recognized and outlined as future long term goals to be achieved when the opportunities arise.

Unique within this Plan is the idea of potential recreational **watercrossings** for cyclists and pedestrians between the different municipalities. This would impact Richmond in a number of locations. The Plan recommends that the GVRD Parks take the responsibility for investigating into the feasibility of water crossings at :

- No. 7 Road Pier to Vancouver
- South Richmond to Ladner Harbour Park
- Steveston to Reifel Island
- Iona Beach Regional Park to Vancouver

The concept of a number of 'aqua buses' operating on the Fraser River is a long term goal that requires further research to determine the demand, economic feasibility, the type of docking facilities and infrastructure needed. Because of its regional significance this is a project that the GVRD will take the lead in.

Another recommendation/action is to investigate the feasibility of utilizing the CNR swing rail bridge immediately east of the Oak Street Bridge as a water crossing that would connect Richmond to Vancouver's Arbutus corridor greenway. Again the GVRD would take the lead in this study.

Other features in the plan include the building of a number of staging areas at key transition areas such as Boundary Road between Richmond and New Westminster; on Sea Island by the new Sea Island Connector; and along the South Arm in East Richmond by Riverport. These areas have the potential for partnerships with the YVR, GVRD Parks, and New Westminster and were already considered as part of the Richmond Trail System.

In summary, the Burrard Peninsula/Richmond Sector Recreational Greenway Plan builds upon existing trails and trail initiatives already in place in Richmond. The main responsibility for developing the Greenways will still remain within each individual municipality. At this point the GVRD proposes to take the lead in investigating the feasibility of recreational water crossings between the different municipalities. The Plan is intended to be used as a planning tool by each municipality with implementation to occur over time as budgets allow.

FINANCIAL IMPACT

There are no financial implications at this time. Partnerships with other agencies and municipalities will help provide the regional greenway connections. The trail or greenways infrastructure will be built into the City's annual capital budgetary process.

CONCLUSION

The Greater Vancouver Regional District Parks Department is requesting Council approval of *The Burrard Peninsula/Richmond Sector Recreational Greenway Plan* produced in June, 2000. This Plan outlines regionally significant greenways or trails in Vancouver, Burnaby, New Westminster and Richmond. These designated greenways basically follow the existing trail system in Richmond and include trails such as the West Dyke, Steveston, Middle Arm and Shell Road. A unique concept in the Plan is the idea of recreational water crossings, 'aqua buses', at key points connecting the different municipalities. The Plan recommends that GVRD take the lead into investigating the feasibility of doing this as a long term goal.

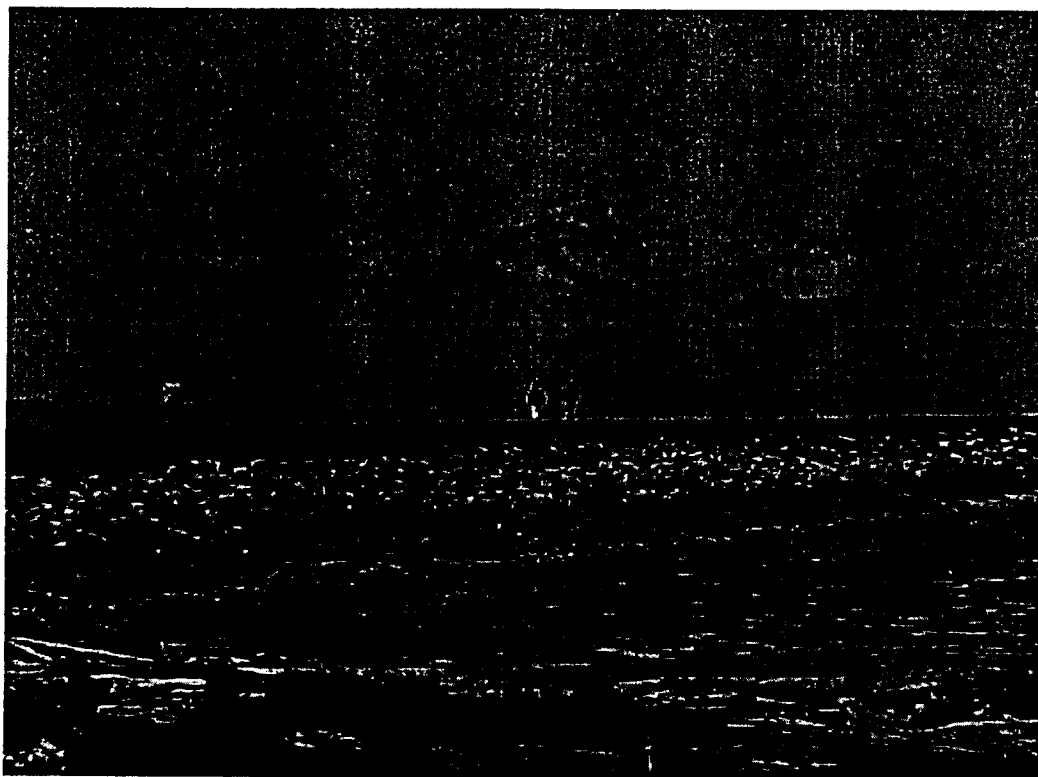
Staff recommends that Council approve the *Burrard Peninsula/Richmond Sector Recreational Greenway Plan of June 2000*.



Yvonne Stich  
Park Planner

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# The Burrard Peninsula / Richmond Sector Recreational Greenway Plan



**Part of the Regional Recreational Greenway Plan**

Greater Vancouver Regional District Parks

June, 2000

**Burrard Peninsula / Richmond Sector Recreational Greenway Plan**  
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Plan produced by:  
Heather Wornell  
**PlanIt Earth Consulting**

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## **1.0 Background**

In 1995 the GVRD adopted the Green Zone strategy as part of the Livable Region Strategic Plan (LRSP). The LRSP seeks to protect and enhance the region's Green Zone including watersheds, hazard lands, wetlands and other ecologically important areas, major parks, agricultural and other renewable resource lands. It also proposes a system of environmental and recreation corridors to connect Green Zone sites, outlined in the 1997 Greater Vancouver Greenways *Vision*.

Refinement of the vision is taking place through the development of sub-regional greenway plans to define regionally significant connections which cross municipal boundaries, connect two or more large, natural or Green Zone areas, and are of a scale that is memorable within the region. Once sector plans are completed (end of year 2000), an overall Regional Recreation Greenway Plan will be incorporated into the LRSP. This document outlines the greenway plan for the Burrard Peninsula / Richmond Sector (BPRS) including the cities of Vancouver, Burnaby, New Westminster, Richmond and Electoral Area 'A'.

### **1.1 Goals for the Regional Recreation Greenway Plan**

Connectivity among regional parks, open spaces, regionally significant greenways, and across water bodies is the driving force behind the Regional Recreation Greenway Plan. Many municipalities already have local trail plans in place, and it is not the intention of this process to duplicate or assume responsibility for existing municipal trail and parks plans. The intention is to engage in a planning exercise which assumes a regional and sub-regional perspective to highlight interjurisdictional connections and define a network of regionally significant greenway corridors (e.g. work to bridge municipal and jurisdictional borders).

Specifically, the goals of this process are to:

- Connect regional parks and other major open spaces in the Greater Vancouver Regional District;
- Define a network of regionally significant greenways;
- Identify interjurisdictional linkages and encourage potential partnerships for implementation;
- Assist agencies in accommodating the regional use of local trails;
- Define what actions need to occur to implement the regionally significant greenway system;

- Define who needs to be involved in specific implementation actions; and
- Define specific implementation roles for the GVRD which are incident and case specific (e.g. purchasing a specific parcel of land and building a wharf to facilitate a water crossing between municipalities to link regionally significant trail corridors).

## 1.2 Defining Greenways

Greenways are linear open spaces that provide connectivity, protect ecological functions and create recreational opportunities. They also provide public access to trail opportunities and more passive activities such as bird watching, nature interpretation and appreciation, and may offer routes for alternative modes of transportation. Some greenways protect important environmental corridors, and safeguard and enhance significant habitat and facilitate the movement of fish and wildlife. These corridors are protected and managed separately through municipal and provincial legislation and programs, and are not the principal focus of this plan.

Recreational greenways are the foundation of the plan. They may utilize existing pathways or corridors that are wider or narrower than ordinary trails. They include cycle paths along roads (bikeways), sidewalks along boulevards in more developed areas, or informal pathways along power lines and other utility corridors.

## 1.3 Greenway Elements

To enhance their capacity and enjoyment, recreational greenways are normally defined by four key elements:

### Major parks and Open Spaces

- Green Zone sites anchoring the greenway including provincial and regional parks, large community parks, and other significant open spaces;

### Linear Connections

- linear corridors connecting green spaces and parks or linking other greenways at a community level;

### Staging Areas and Access Points

- visitor facilities such as parking, drinking water, washrooms, picnic tables, litter containers and information kiosks; and



### Water Crossings

- bridges and water connections such as foot passenger ferries or water taxis reducing barriers and improving access to other greenways or parks, especially between the north and south side of the Fraser River and Burrard Inlet.

## **1.4 Greenway Types**

Greenways vary in size and scope, depending on the environment and land uses they traverse. In the urban core they are often wide, paved, with adjacent landscaping. In contrast, rural greenways are often more natural and less developed. There is a spectrum of greenway forms, but they can generally be categorized into three main types:

### Natural Pathways

- usually restricted to walkers, modest in width and development, with natural surfacing
- require environmentally sensitive planning to avoid important habitats, including stream banks and ravine slopes;

### Developed pathways

- wider and more developed than natural pathways, and usually serve multiple use
- use existing corridors such as dykes, trails, utility rights of way, and power lines
- primarily surfaced with resilient materials; and

### Urban pathways

- highly developed, often paved, and may be wider than other pathways
- often require some form of separation of multiple users (i.e., cyclists and pedestrians)
- include city boulevards, sidewalks, promenades, and seawalls
- often require greening and additional safety features such as traffic calming structures and pedestrian-activated street crossings.

## **1.5 'Regionally Significant' Greenways Defined**

In determining which greenways to classify as 'regionally significant', a set of criteria were applied (see Appendix C). The selected corridors essentially provide connectivity between major parks and recreation sites (provincial, regional, and/or local) and to other regionally significant greenways, and have sufficient assets and values to attract regional use. For example, residents from all over the Greater Vancouver Regional District travel to Richmond to use the dyke trail system for recreation. It is a regionally significant destination. However, the trails are municipally owned, managed, and operated. They are a source of municipal pride. The distinction between a 'regional' trail (such as the Matsqui Trail) which is owned, managed, and operated by GVRD Parks, and a 'regionally significant' trail, is key. The intent of the Burrard Peninsula / Richmond Sector Plan is not to overtake existing municipal trails or trail planning functions, but rather to:

- coordinate and facilitate intermunicipal greenway planning (e.g. work to bridge municipal and jurisdictional borders);
- define specific roles for the GVRD which are incident and case specific (e.g. purchasing a specific parcel of land and building a wharf to facilitate a water crossing between municipalities to link regionally significant trail corridors); and
- develop a strategy in partnership with municipalities and other agencies to implement a region wide greenways system.

## **1.6 Land Use Issues**

### **1.6a Private Lands:**

Some of the existing and proposed greenway corridors cross privately owned land. To date, some private landowners have allowed informal access through undeveloped portions of the lands they hold. With increased recreational use and population growth, a more formal arrangement is needed to assure that greenways and the linkages they provide remain accessible. As a consequence, greenways should be located as much as possible in public lands, or on corridors deliberately established by the private landowner.

Recent amendments to the Occupier's Liability Act make it possible to have a recreational trail corridor on private lands without the land owner assuming liability for injuries incurred during

recreational use. It is hoped that with the protection offered by these amendments, private landowners will be more amenable to allowing limited access across their lands until such time that formal corridors can be established. Users should be aware that the level of design, construction and maintenance of these informal trails and corridors might not be to standards achieved by public recreation agencies.

**1.6b Port Lands:**

Additionally, some land uses are not necessarily compatible with greenways. For example, water dependent industries exist along the waterfront of the Fraser River and Burrard Inlet. Although Port Authorities participate in the planning of municipal and regional trail systems, they are also concerned with the continuing fragmentation of the industrial waterfront land base due to increasing urban pressure and the encroachment of competing land uses. It is important to reiterate that one of the key intentions of the greenway planning process is connectivity. However, it may not always be possible or desirable to strive for continuous waterfront access. Although a corridor may be shown as adjacent to the shoreline on the greenway map, the intent is for a linear connection which may find itself routed away from the water, and around working industrial areas.

**1.6c The Fraser River Estuary Management Program (FREMP) and the Burrard Inlet Environmental Action Plan (BIEAP):**

FREMP has a habitat coding system in place along the edge of the Fraser River estuary which classifies the overall habitat value of the river shoreline and specifies requirements for future human use and development. The requirements are based on federal and provincial policies and legislation to protect aquatic and riparian habitat. All existing and potential greenway development will be in compliance with this system and its requirements. For more information on the FREMP habitat classification and designated areas please see "A Living Working River: An Estuary Management Plan For The Fraser River".<sup>1</sup>

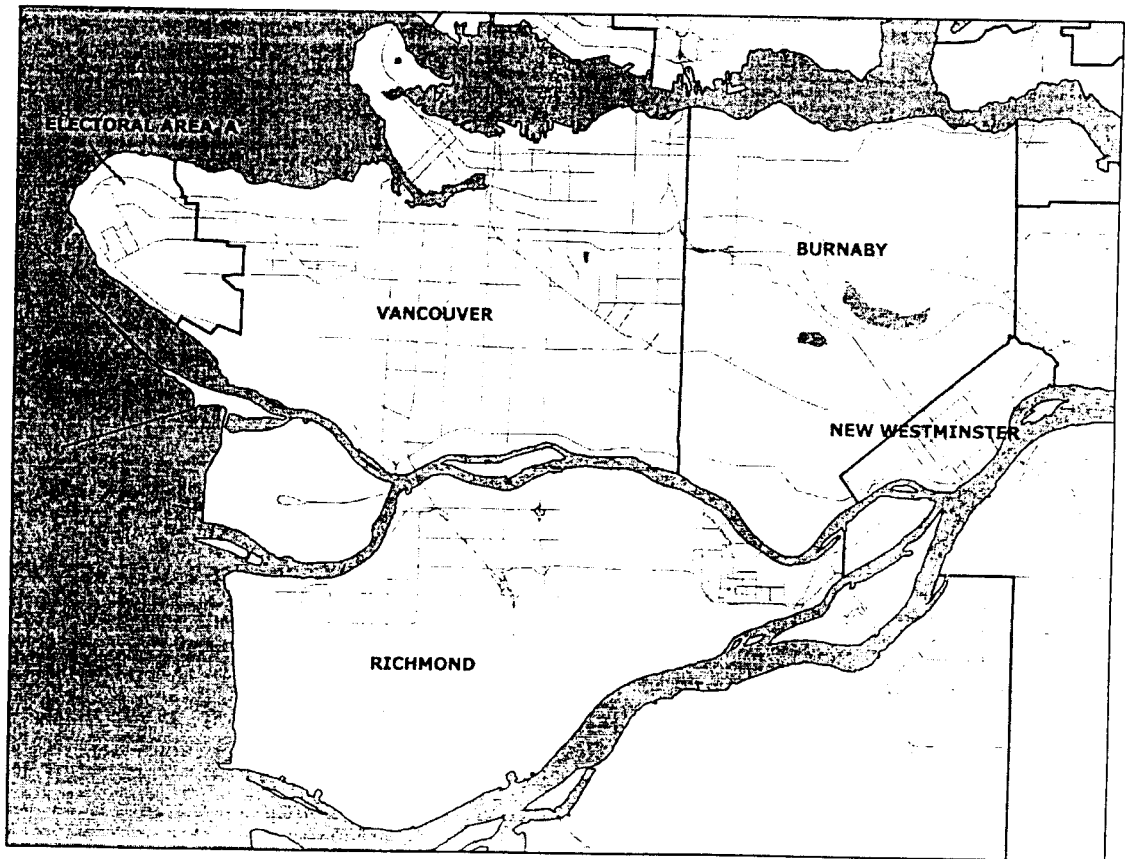
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<sup>1</sup> FREMP. 1994. A Living Working River: An Estuary Management Plan for the Fraser River. New Westminster.

## 2.0 Planning for Greenways in the BPRS

The study area for the BPRS Plan includes the lands and waters from the Gulf of Georgia on the west, to the Coquitlam Border on the east, and from the south arm of the Fraser River to English Bay and Burrard Inlet on the north (Map No. 1). It includes the cities of Burnaby, New Westminster, Richmond and Vancouver, and Electoral Area 'A'. There are three regional parks (Pacific Spirit, Burnaby Lake, and Iona Beach), two Wildlife Management Areas managed by BC Environment, shoreline managed by the Vancouver Port Authority, and lands owned by the Vancouver International Airport on Sea Island. BC Gas, BC Hydro, and rail corridors are also included as are lands under claim by various First Nations.

### Study Area Map



Planning relies on partnerships among public and community organizations. Creative and multi-jurisdictional solutions provide mechanisms for addressing a variety of issues including: compatibility with mixed land uses, coordination with landowners, public access and safety,

liability, selection criteria for regionally significant greenways, and development and operating budgets.

Two issues drive the need for regional recreational greenway planning in the GVRD – population growth and increasing regional demand for linear recreation opportunities. The combined 1996 populations of Burnaby, New Westminister, Richmond, and Vancouver totaled 913,123. The four municipalities which make up the BPRS account for only 12 percent of the land area of the GVRD, yet accommodate over 49 percent of the region’s population. Percentage change in population in the BPRS is consistent with the GVRD’s figures at 14.7 percent from 1991 to 1996 (Chart 1). Population projections for 2011 suggest that the population in this sector will continue to increase at approximately 14 percent. This level of growth requires early identification of outdoor recreation needs and protection of environmentally sensitive areas. Existing major park areas including Burnaby Lake and Pacific Spirit Regional Parks, the Richmond Nature Park, the Burnaby Mountain Conservation Area, Deer Lake, and Stanley Parks will come under increasing pressure as urban growth continues. It is therefore necessary to secure viable linkages and corridors among these larger existing recreational areas to facilitate future recreational use and environmental protection.

Participation in outdoor activities for fitness, pleasure, and nature study also continues to grow. Many of these activities are dependent on parks, recreation sites and trails as shown by Chart #2. Walking for pleasure is at an all time high with more than 92% of the region’s residents walking regularly.

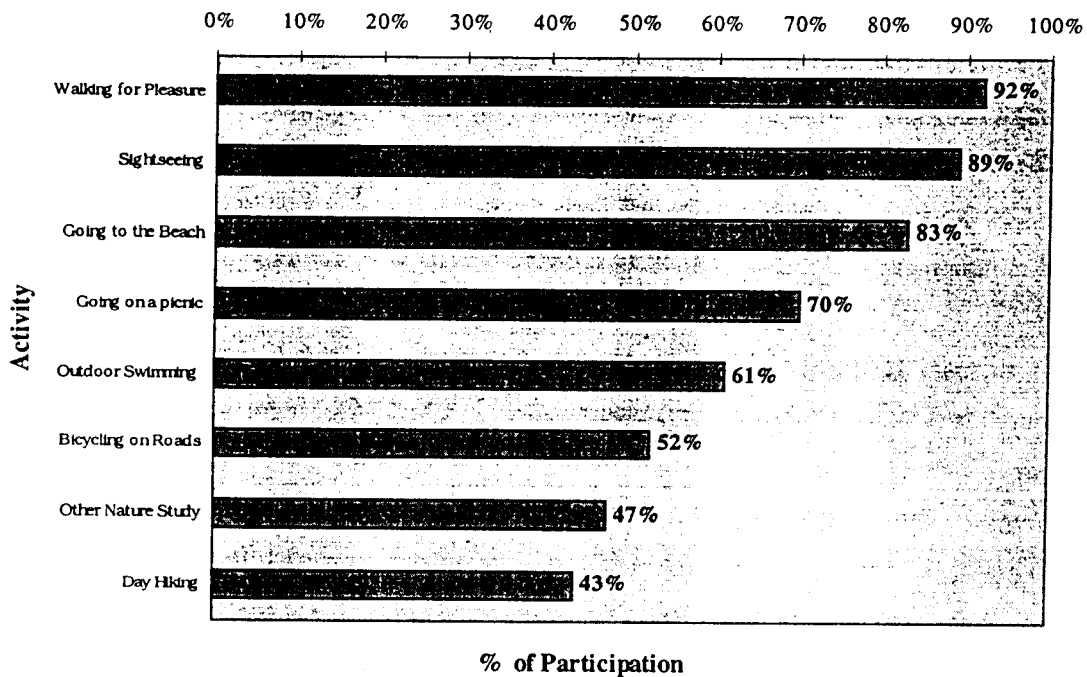
Chart #1: Percent Change in Population between 1989-1996 in BPRS Municipalities<sup>2</sup>

<u>Municipality</u>	<u>Population 1991</u>	<u>Population 1996</u>	<u>% Change</u>
Burnaby	163,476	179,209	12.5%
New Westminister	44,852	49,350	11.4%
Richmond	130,305	148,865	21.7%
Vancouver	478,052	535,699	13.2%
<b>TOTAL</b>	<b>816,865</b>	<b>913,123</b>	<b>14.7%</b>

<sup>2</sup> Greater Vancouver Key Facts. 1997. GVRD Strategic Planning

<sup>2</sup> Major Parks Plan Study. 1993. GVRD Parks

**Chart #2: Current Participation Rates for Recreation Activities from the Major Parks Plan <sup>2</sup>**



## 2.1 BPRS Greenway Plan Purpose and Process

The BPRS planning process began in the spring of 1999 with preparation of a technical report on issues, needs and opportunities. A draft plan was completed in December 1999 identifying 16 greenways and complementary loops and connectors. Public input was received through three open houses and through questionnaires in February 2000 (Appendix B). Input was incorporated resulting in this sector plan which responds to current and future greenway needs in the Burrard Peninsula / Richmond Sector. The BPRS Greenway Plan:

- provides a sector overview of how municipal trail plans and existing trail networks can be linked;
- identifies sixteen regionally significant greenways and several additional loops and connectors (Appendices A and C);
- provides descriptive information about each of the greenways (Appendix A);
- identifies what percentage of the greenways are formally or informally in place, planned, or proposed;
- identifies existing and potential staging areas for accessing the greenways;

- identifies existing and potential water crossings to increase connectivity between greenways and sectors;
- identifies implementation actions, and roles of participating partners; and
- identifies existing and potential greenway linkages to other sector plans, thus providing a regional context.

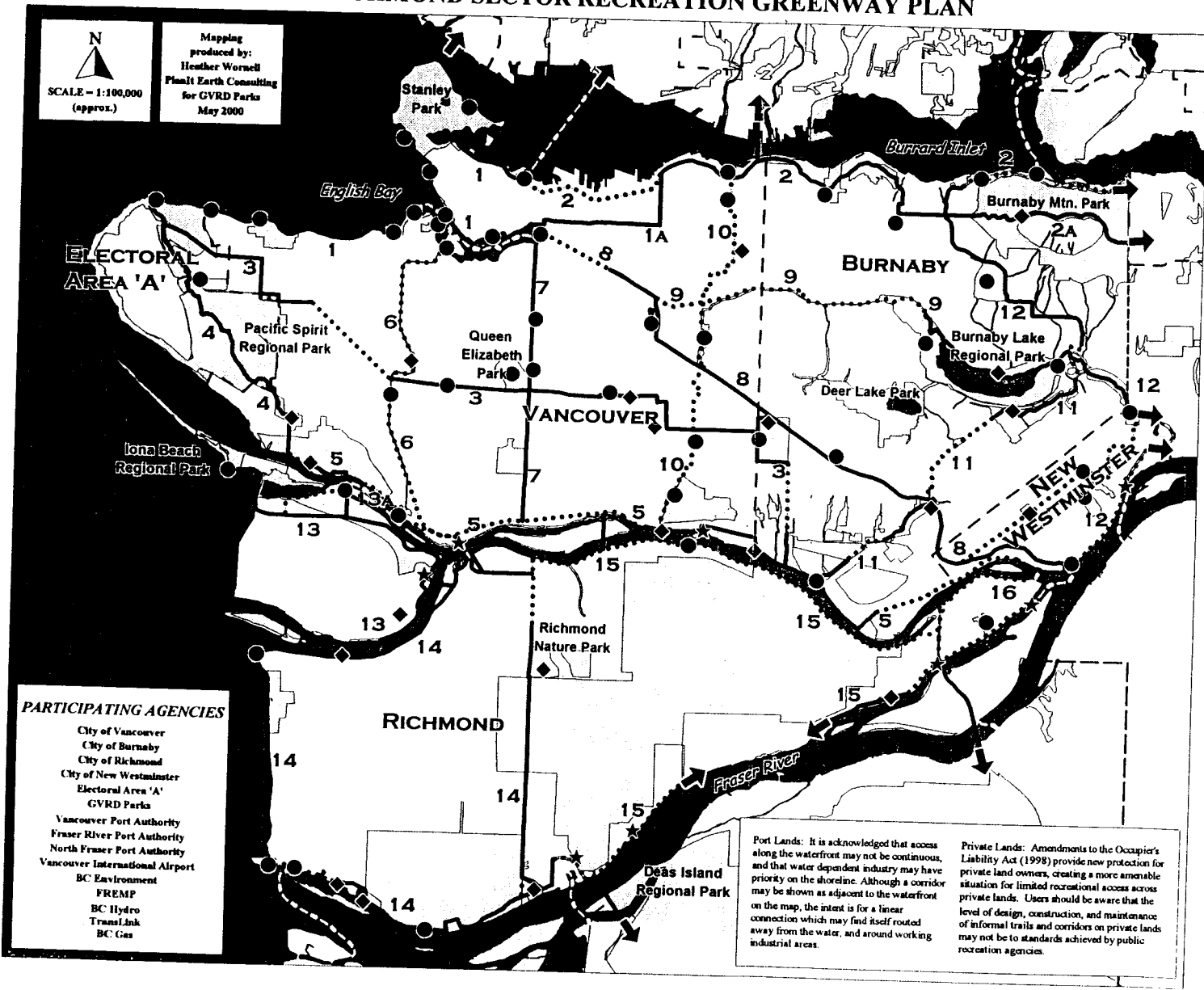
Review and endorsement by member municipalities, participating agencies and the GVRD Park Committee and Board is expected in the spring of 2000. Implementation will commence after that time through normal budget and delivery processes.

The following map defines the BPRS Greenway Network. The routes are general corridors; their exact location will be determined as part of the implementation process through greenway design work. Appendix A profiles each individual greenway, describing natural features, length, staging areas, and actions required for implementation.

# BURRARD PENINSULA / RICHMOND SECTOR RECREATION GREENWAY PLAN

N  
SCALE - 1:100,000  
(approx.)

Mapping produced by:  
Heather Worsell  
PlanIt Earth Consulting  
for GVRD Parks  
May 2000



- GREENWAYS**
- Existing Greenway
  - Proposed Connection
  - - - Potential Water Connection
  - ← Potential Future Connection
- STAGING AREAS**
- Existing Primary Staging Area  
(Parking, facilities and greenway access)
  - ◆ Existing Secondary Staging Area  
(Limited parking and greenway access)
  - ★ Area Under Review for Potential Staging Area
- BACKGROUND**
- ▨ Parks and Green Zone Lands
  - Water
  - - - Municipal Boundaries

## GREENWAY CORRIDORS AND CONNECTORS

1. Seaside Greenway\*
  - 1a. TCT Connector\*
2. Burrard Inlet Greenway\*
  - 2a. Burnaby Mountain Connector\*
3. Ridgeway / Patterson Greenway
  - 3a. Central Park Connector
4. Salish Greenway
5. North Fraser Greenway
6. Arbutus Greenway
7. Ontario Greenway
8. BC Parkway
9. Central Valley Greenway
10. Eastside Crosscut
11. Byne Creek / Burnaby Lake Greenway
12. Brunette / Fraser Greenway
- 12a. Crosstown Connector
13. Iona Greenway
  - 13a. McDonald Beach Connector
14. West and Mid Richmond Greenway
15. East Richmond Greenway
16. Queensborough Perimeter Greenway

\* Part of the Trans Canada Trail

- PARTICIPATING AGENCIES**
- City of Vancouver
  - City of Burnaby
  - City of Richmond
  - City of New Westminster
  - Electoral Area 'A'
  - GVRD Parks
  - Vancouver Port Authority
  - Fraser River Port Authority
  - North Fraser Port Authority
  - Vancouver International Airport
  - BC Environment
  - FREMP
  - BC Hydro
  - TransLink
  - BC Gas

**Port Lands:** It is acknowledged that access along the waterfront may not be continuous, and that water dependent industry may have priority on the shoreline. Although a corridor may be shown as adjacent to the waterfront on the map, the intent is for a linear connection which may find itself routed away from the water, and around working industrial areas.

**Private Lands:** Amendments to the Occupier's Liability Act (1998) provide new protection for private land owners, creating a more amenable situation for limited recreational access across private lands. Users should be aware that the level of design, construction, and maintenance of informal trails and corridors on private lands may not be to standards achieved by public recreation agencies.



## 2.2 Plan Highlights

The BPRS Greenway Plan includes the following:

- 16 greenways, loops, and connectors totaling 302 km
- 196 kilometers of completed trails, either formally or informally in place
- 106 kilometers of proposed greenway connections and linkages
- linkages among 12 jurisdictions including connections among
  - ⇒ 3 regional parks (Pacific Spirit, Burnaby Lake, and Iona Beach);
  - ⇒ 47 municipal parks (Vancouver, Burnaby, New Westminister, and Richmond);
  - ⇒ lands within Electoral Area “A” (University Endowment Lands);
  - ⇒ two BC Environment Wildlife Management Areas (Sturgeon Banks and South Arm Marshes)
  - ⇒ BC Hydro and BC Gas corridors; and
  - ⇒ Vancouver, North Fraser, and Fraser Port Authority lands.
- 49 primary and 19 secondary existing staging areas
- 8 potential new staging areas to improve access to the greenway network
- 9 potential recreational water crossings to link:
  1. McDonald Beach Park in Richmond to east of Fraser River Park in Vancouver across the North Arm of the Fraser River
  2. No. 7 Road Pier in Richmond to the foot of Kerr Street in Vancouver,
  3. Westminister Quay in New Westminister to Queensborough,
  4. The proposed park and staging area at the mouth of the Brunette River to Brownsville Bar in Surrey,
  5. Annacis Island under the Alex Fraser bridge to River Road in Delta,
  6. South Richmond to Ladner Harbour Park in Ladner,
  7. Steveston to Reifel Island,
  8. Barnet Marine Park in Burnaby to Rocky Point Park in Port Moody, and on to Belcarra Regional Park and Deep Cove in North Vancouver, and
  9. Use of the Swinging Rail Bridge on the Fraser River just east of the Oak Street Bridge to link the Arbutus corridor to Richmond’s Shell Road Trail.
- 36 km of the Trans Canada Trail route through Vancouver and Burnaby.
- easy access to the greenway system for the majority of BPRS residents. Over 80% of the greenways are located within walking distance (0.5 km) of their homes.

### **3.0 Implementation - Next Steps**

In order to implement the proposed recreational greenway plan for the Burrard Peninsula/Richmond sector, participating agencies must define actions and responsibilities that they will take to make the greenway plan a reality. Actions include acquiring strategic properties necessary to complete greenway corridors, purchasing staging areas to support greenways at specific locations, trail construction, and interpretation and education signage and programs. The Plan itself must be formally endorsed by each of the participating agencies, and each agency must agree on a division of responsibilities.

The intention is to implement the plan through regular planning and development practices such as municipal Official Community Plan reviews, Regional Context Statements, and Parks and Recreation Plans, as staff time, funding, and planning procedures allow. An implementation matrix was developed as part of the BPRS Plan to identify possible actions for each of the greenway routes, and agencies involved in each action (Appendices D and E). This matrix is simply a blueprint, and does not commit agencies to specific budgets or timelines. The intention is to provide a planning tool to strengthen existing planning processes.

## Appendix A: Individual BPRS Greenway Profiles











The Burrard Peninsula / Richmond Sector Recreational Greenway Plan identifies 16 greenways, and several connectors and loops. Each of the subsequent individual profiles provides the following information:

- a stylized map defining the greenway and related staging areas;
- a description and photographs of the corridor and key features;
- the current status of the greenway;
- a list of existing and potential staging areas;
- actions required for implementation and completion;
- identification of agencies responsible for actions;
- a list of 'Greenway Features' (hiking/walking trails, cycling trails, and nature study opportunities); and
- identification of 'Key Staging Area Features' (parking capacity, picnicking facilities, and washroom/kiosk).

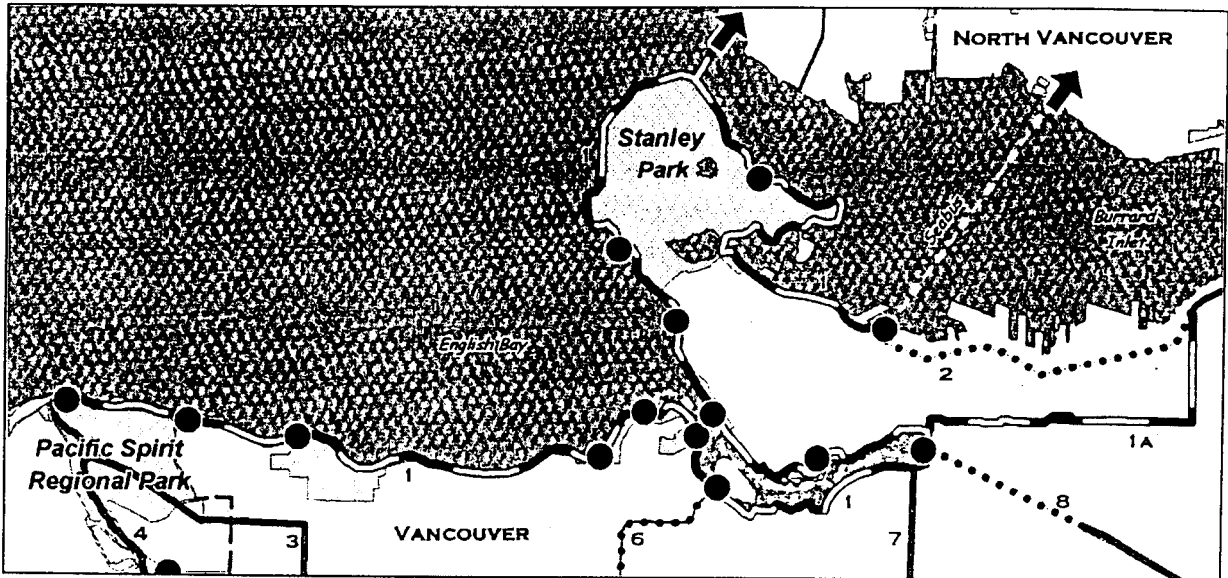
The individual greenway maps are for illustrative purposes only. A more accurate version of greenway locations and routes is outlined in the overall BPRS Greenways map (page 10). In reviewing the current "status" of individual greenways, several terms have been adopted:

- Formally in place = already completed on the ground, and formally designated;
- Informally in place = already on the ground, but not acknowledged formally (the trail may already be used informally) and may require upgrades;
- Planned = acknowledged as a planning goal (project) in either a municipal OCP or parks and recreation plan; and
- Proposed = logical and desirable extensions and/or links which would enhance the greenway network, but not in place or currently in any plans

In addition, the following symbols are used throughout the individual profile maps:

	Profiled Greenway		Primary Existing Staging Area
	Other Existing Greenways		Secondary Existing Staging Area
	Proposed Greenway		Area Under Review for Potential Staging Area
	Area Under Review for Potential Recreational Water Crossing		Parks and Green Zone Area
	Potential Future Connection		Water

# Seaside Greenway (1) (1a: TCT Connector)



**Description:** This greenway, for many, epitomizes the Vancouver urban recreational experience. It extends from Spanish Banks in Vancouver along the shores of English Bay past Jericho and Kitsilano beaches, Vanier Park, and around the perimeter of False Creek. It continues along the Seawall on the North side of English Bay past Sunset and English Bay Beaches, around Stanley Park to Coal Harbour, and all the way along the downtown waterfront to the Seabus terminal at the foot of Granville Street.

1.a :The Trans Canada Trail (TCT) overlaps with some of the Seaside Greenway, and continues from the eastern end of False Creek along the Adanac BikeWay to Lakewood, then continues north to link into the Burrard Inlet Greenway.

**Status:** Except for short segments between Jericho and Kitsilano Beaches, and on the southeast shore of False Creek between Cambie Street and Main Street, this greenway is in place and heavily used. Planning is underway to complete the gaps in the near future in correlation with the redevelopment of both southeast False Creek and temporary pathways in Coal Harbour.

**Key Features:** The Maritime Museum, Vancouver Museum, Pacific Space Centre, Science World, Plaza of Nations, GM Place, Roundhouse Community Centre, Canada Place, and the adjacent shopping areas of Denman Street and Granville Island all provide significant cultural context. This greenway also includes the animal and plant habitats of the foreshore, the forest in Stanley Park, and the marsh in Jericho Park. There are existing recreational and commuting water crossings in False Creek and from downtown to Lonsdale Quay in North Vancouver via the Seabus. The Greenway is used throughout the year by residents and visitors alike for walking, jogging, in-line skating, cycling, beachcombing, attending the numerous festivals (dragon boat racing, fireworks, music festivals, etc.), and enjoying the spectacular views of city, ocean, and mountains.

**Existing Staging Areas:** Major parks knit into the system with staging facilities are Spanish Banks, Locarno, Jericho, and Kitsilano Beaches, the Maritime Museum, Vanier Park, the Roundhouse Community Centre, Sunset and English Bay Beaches, Second Beach and the Water Park in Stanley Park, Devonian Harbour and Portside Parks, and future parks along False Creek and Coal Harbour.

**Potential Staging Areas:** None Identified.

**Actions Required:**

- Continue work to fill in gaps along the southeast side of False Creek and the temporary trail along Coal Harbour (Vancouver)



False Creek Seawall

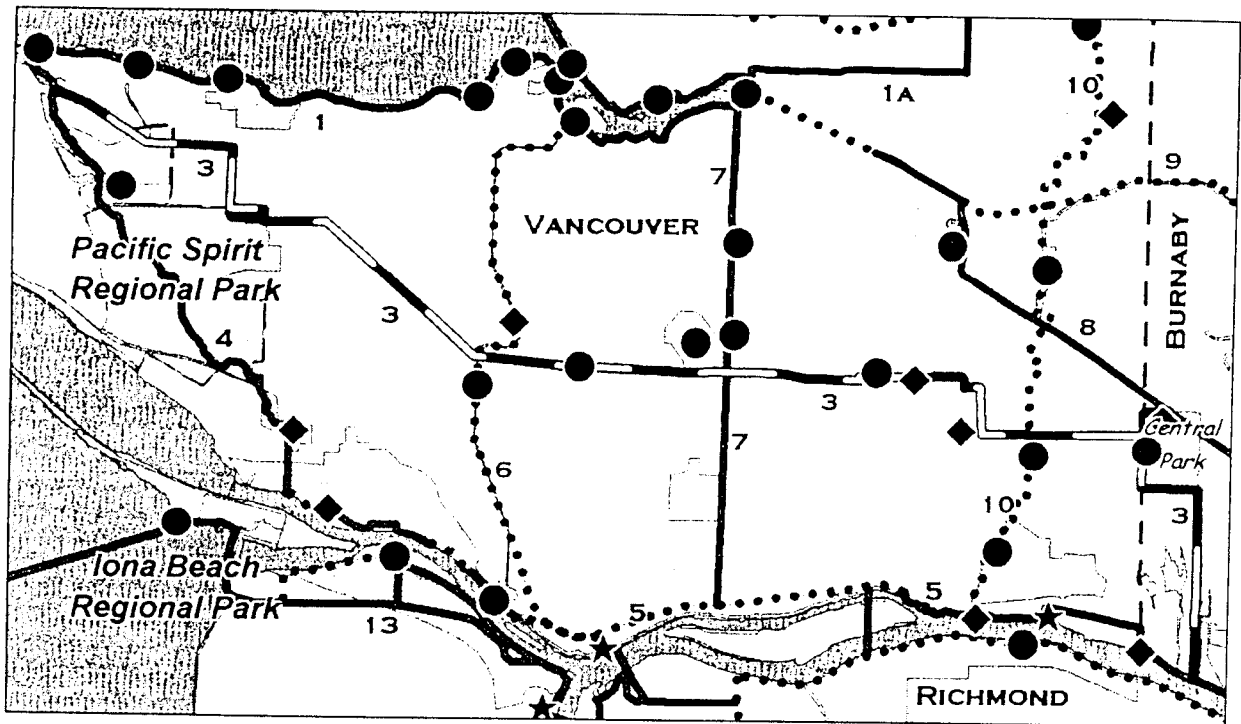


Locarno Beach

Staging Area	Feature	Parks Size (ha)	Parking Capacity	Picnicking	Washroom / Kiosk
Spanish Banks		9.31	775	No	Yes
Locarno Beach		9.08	133	Yes	Yes
Jericho Beach		0.47	600+	Yes	Yes
Kitsilano Beach		12.6	324	Yes	Yes
Vanier Park		15.4	124	No	Yes
Roundhouse Community Centre		n/a	n/a	Yes	Yes
Sunset Beach		1.57	77	No	Yes
English Bay Beach		15.5	17+	No	Yes
Second Beach – Stanley Park		404.7	129	No	Yes
Water Park – Stanley Park		404.7	55	Yes	Yes
Devonian Harbour Park		4.05	134	No	No
Portside Park		2.50	0	Yes	Yes

# Ridgeway / Patterson Greenway (3)

## (3a Central Park Connector)



**Description:** This Greenway stretches from Pacific Spirit Regional Park in Vancouver to the Fraser Foreshore Park in Burnaby. The route is primarily formed by local topography and stays on relatively high ground. It starts at Pacific Spirit Regional Park, runs east on 37<sup>th</sup> Ave., and then connects with Central Park in Burnaby. The route then follows the perimeter of Central Park, and continues south on Patterson Avenue to link up with the Fraser Foreshore Greenway at Fraser Foreshore Park.

3a – Existing trails in Central Park allow the Ridgeway / Patterson Greenway to connect with the BC Parkway.

**Status:** The Ridgeway segment of this greenway was the pilot project for Vancouver's Greenway Program. It is in place from Granville Street to Victoria Drive, and is currently being extended west to Alma, and east to Burnaby. The Patterson portion from Central Park to Marine Drive is proposed as a longer term goal connecting to the existing urban trail along Glen-Lyon Creek to Burnaby Fraser Foreshore Park.

The link from Vancouver to Burnaby requires upgrading for a smoother transition, as does the connection between Vancouver and UBC. There is opportunity for a partnership initiative between GVRD and the City of Vancouver from Discovery and 16<sup>th</sup> through Camosun Park to 18<sup>th</sup> Avenue.

**Key Natural Features:** Landscape features include the numerous recreational opportunities in both Pacific Spirit Regional Park and Central Park, the ridge above the “Flats” with views of the downtown skyline, and the highest point in Vancouver at Queen Elizabeth Park. It also connects Ravine and Quilchena Parks, VanDusen Botanical Gardens, Nanaimo, Kensington, Killarney, and Burnaby Fraser Foreshore Parks.

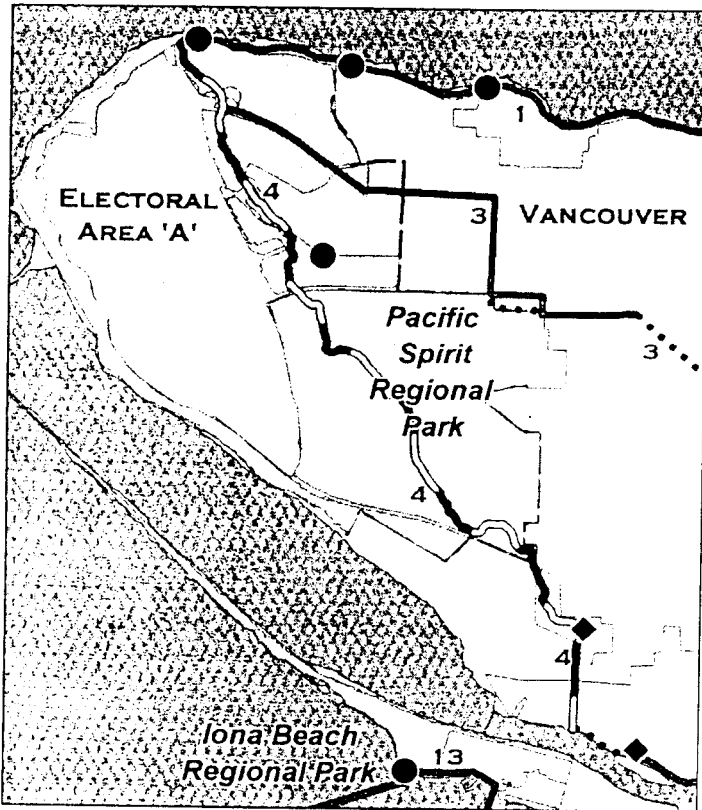
**Existing Staging Areas:** In Vancouver, staging areas exist at VanDusen Gardens, Queen Elizabeth Park, Riley Park, the Kensington Community Centre, Jones Park, and Killarney Park. In Burnaby, Central Park, and Burnaby Fraser Foreshore Park offer staging facilities.

**Potential Staging Areas:** None Identified

- Actions Required:**
- Work on a smoother transition between Central Park (Patterson section) to Vancouver’s Ridgeway Greenway (Burnaby, Vancouver)
  - Upgrade Patterson Street to include an urban greenway (pedestrian) to link to Burnaby's Fraser Foreshore Park (Burnaby)
  - Investigate the potential for a partnership between GVRD Parks and Vancouver on the northeast corner of the Ridgeway Greenway where the route dips into Pacific Spirit Regional Park (Vancouver, GVRD Parks)

Staging Area	Feature	Park Size (ha)	Parking Capacity	Picnicking	Washroom / Kiosk
<b>VanDusen Gardens</b>		22.5	154	No	Yes
<b>Queen Elizabeth Park</b>		52.8	688	Yes	Yes
<b>Riley Park</b>		2.70	n/a	No	Yes
<b>Kensington Community Centre</b>		n/a	70+	No	Yes
<b>Jones Park</b>		1.42	0	No	Yes
<b>Killarney Park</b>		13.4	n/a	No	Yes
<b>Central Park</b>		87.8	652	Yes	Yes
<b>Burnaby Fraser Foreshore Park</b>		55.3	50	Yes	Yes

# Salish Greenway (4)



**Description:** This greenway provides a north / south connection from English Bay to the Fraser River. It extends from Acadia Beach just west of Spanish Banks through Pacific Spirit Regional Park to 41<sup>st</sup> Ave. and Camosun St. A trail continues southeast to the Fraser River.

**Status:** The majority of this greenway is in place through Pacific Spirit Regional Park. There is opportunity to develop a water crossing from the southern end of the greenway to Sea Island, thus connecting this greenway with Richmond's greenways.

**Key Natural Features:**

Water access at either end of the greenway, the adjacent marsh at Jericho Beach, the fragile ecosystem of Camosun Bog, and the wooded ravine of Musqueam Park are all significant natural features. Pacific Spirit Regional Park, at 809 hectares, with 65 km of trails (45 km multi-purpose, and 20 km walking/ hiking only), continues to attract close to a million visitors each year. Its spectacular natural features provide ample recreational, and nature and heritage appreciation opportunities.

**Existing Staging Areas:**

Spanish Banks West offers parking, washrooms, and picnic facilities. Transit is accessible at several points along the greenway, and washrooms, information, and telephone facilities are available at the GVRD West Area Parks Centre. Musqueam Park also offers some staging facilities, and there is a secondary staging area near the entrance to Deering Island in Southlands.

**Potential Staging Areas:**

At the southern end of the greenway a staging area should be considered to service both this greenway and the North Fraser Greenway (5)

**Actions Required:**

- Maintain existing trail standards within Pacific Spirit Regional Park (GVRD Parks)
- Examine the potential of a staging area at the foot of the Salish Greenway to provide better access to both the North Fraser and Salish Greenways (GVRD Parks, Vancouver)



Staging Area	Feature	Park Size (ha)	Parking Capacity	Picnicking	Washroom / Kiosk
	<b>Spanish Banks Beach</b>	9.3	775	Yes	Yes
	<b>GVRD West Area Office – Pacific Spirit Regional Park</b>	809	20	No	Yes
	<b>Musqueam Park</b>	24.0	10	No	No
	<b>Entrance to Deering Island</b>	0.6	4	No	No

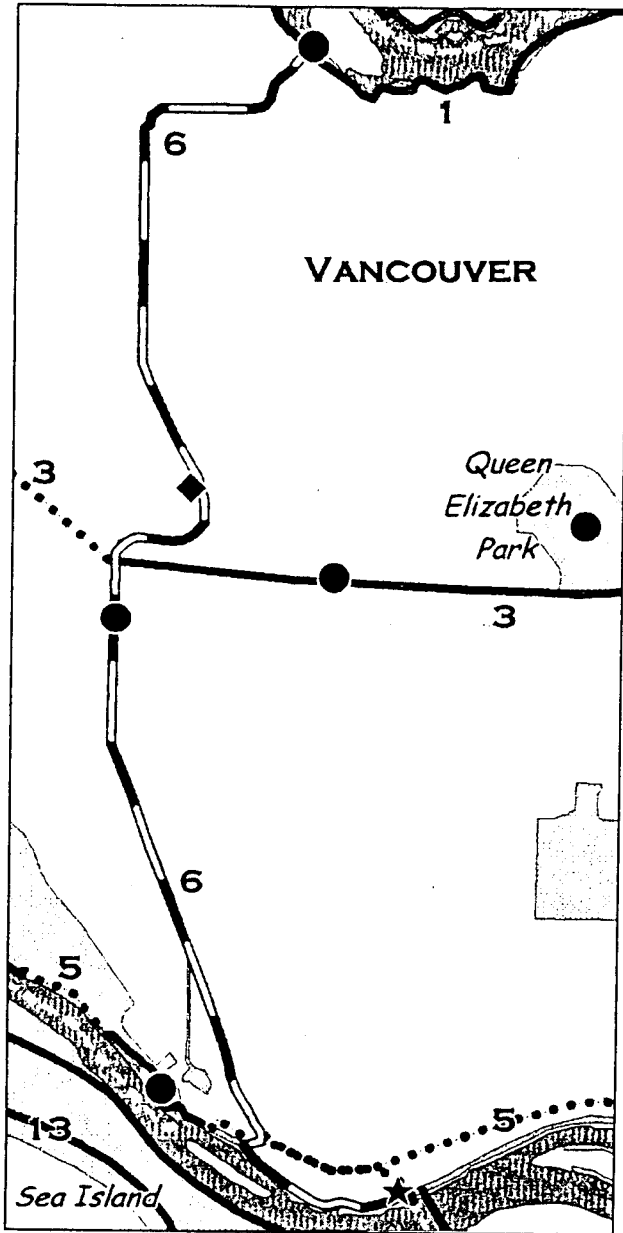


The Salish Trail in Pacific Spirit Regional Park



Cyclists along the Salish Trail in Pacific Spirit Regional Park

# Arbutus Greenway (6)



**Description:** The Arbutus Greenway is a north-south route on an active rail right of way that has few street crossings and low grade changes. It extends from English Bay to the Fraser River.

**Status:** The active rail right of way is owned by Canadian Pacific Railway, however, the corridor is used informally as an urban trail by pedestrians and cyclists. The corridor is designated as part of the Green Zone, and as a possible transit route to Richmond. Therefore, possibilities exist to share transit and greenway use when the rail line is redeveloped. The Rail bridge (swinging) at the Fraser River end of the proposed greenway (just east of the Oak Street bridge), owned by CNR, could provide a key recreational water crossing to the Richmond Greenway (Middle Arm Trail and Shell Rail Trail) with high heritage and interpretive value.

**Key Natural Features:** In the City of Vancouver's Greenway Plan public process, this corridor was identified as the most desirable next to the waterfront routes, and as such is seen as a "keystone" of the

Greenways system. The corridor occupies the historic inter-urban trolley route into Richmond, and therefore has potential connections onto Sea Island. The corridor has abundant vegetation and spectacular views of the North Shore and ocean. It passes through Kitsilano and Shaughnessey, neighbourhoods with numerous heritage homes and mature tree stands.

**Existing Staging Areas:**

Facilities are in place at Granville Island (parking, washrooms, phone, various retail services, and festival functions), Quilchena Park, and the Kerrisdale Community Centre. A staging facility at the Fraser River end of the greenway would be desirable to service the potential water crossing at the CNR Swing Rail Bridge.

**Potential Staging Areas:**

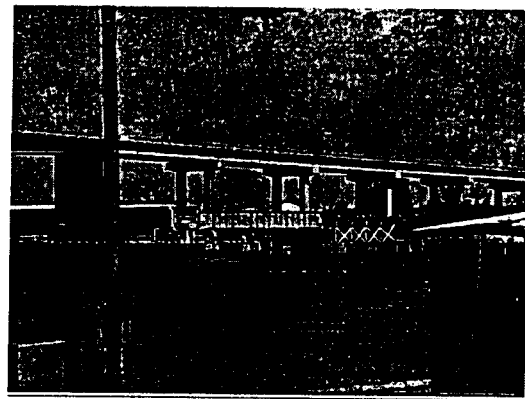
At the south end of the greenway, near the Fraser River, a staging area should be considered as a part of the feasibility study for a water crossing to Richmond.

**Actions Required:**

- Keep long term options open for the potential acquisition of the Arbutus corridor if it becomes available (Vancouver)
- Investigate the use of the CNR swinging rail bridge as a recreational water crossing for future Arbutus corridor development (GVRD Parks, Vancouver)
- Investigate the possibility of a staging area on the Fraser River at the end of the Arbutus corridor if developed as a greenway (GVRD Parks, Vancouver)



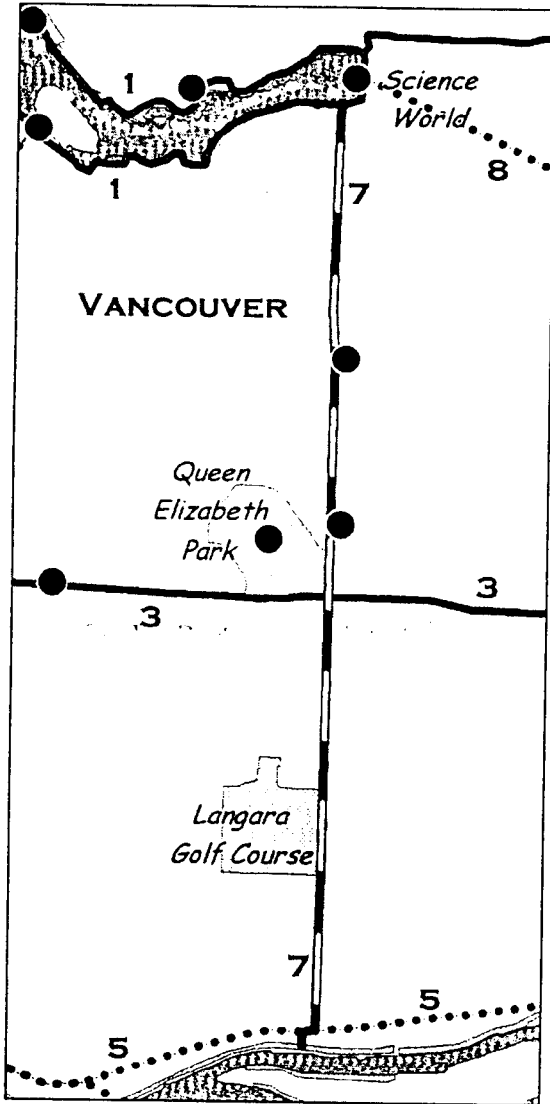
Arbutus Corridor at 33<sup>rd</sup> Ave.



Swinging Rail Bridge at foot of Arbutus corridor – potential recreational water crossing

Feature Staging Area	Park Size (ha)	Parking Capacity	Picnicking	Washroom / Kiosk
Granville Island	n/a	n/a	No	Yes
Quilchena Park	7.8	n/a	No	No
Kerrisdale Community Centre	n/a	n/a	No	Yes

# Ontario Greenway (7)



**Description:**

The Ontario Greenway is the central axis of the Vancouver Greenway system. It runs on Ontario Street, forming a north-south connection between False Creek and the Fraser River. It connects three east-west greenways, and links two major pieces of the Green Zone (Queen Elizabeth Park and the Langara Golf Course) and several other smaller open spaces (Hillcrest and Riley Parks).

**Status:**

This "bikeway" is completed from False Creek to Marine Drive with industrial uses at the north and south ends. Upgrading the status to "greenway" is a longer term goal of the City of Vancouver.

**Key Features:**

Recreation facilities include Nat Bailey Stadium, the Mount Pleasant and Riley Park Community Centres, and the Langara Campus of the Vancouver Community College.

**Existing Staging Areas:**

Science World, Mount Pleasant and Riley Park Community Centres, and Queen Elizabeth Park offer staging facilities.

**Potential Staging Areas:**

None Identified.

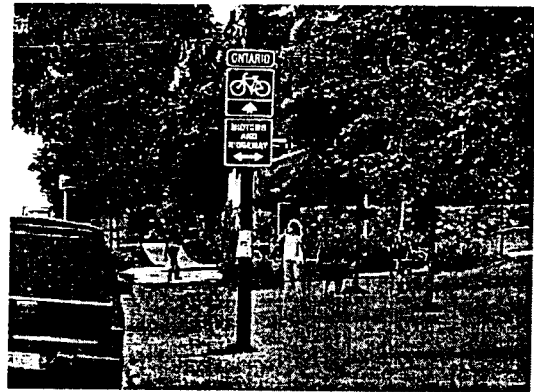
**Actions Required:**

- Upgrade existing bikeway to greenway status (Vancouver)

Staging Area	Feature	Park Size (ha)	Parking Capacity	Picnicking	Washroom / Kiosk
Science World		n/a	208	No	No
Mount Pleasant Community Centre		n/a	60+	No	Yes
Riley Park Community Centre		n/a	n/a	No	Yes
Queen Elizabeth Park		52.8	688	Yes	Yes

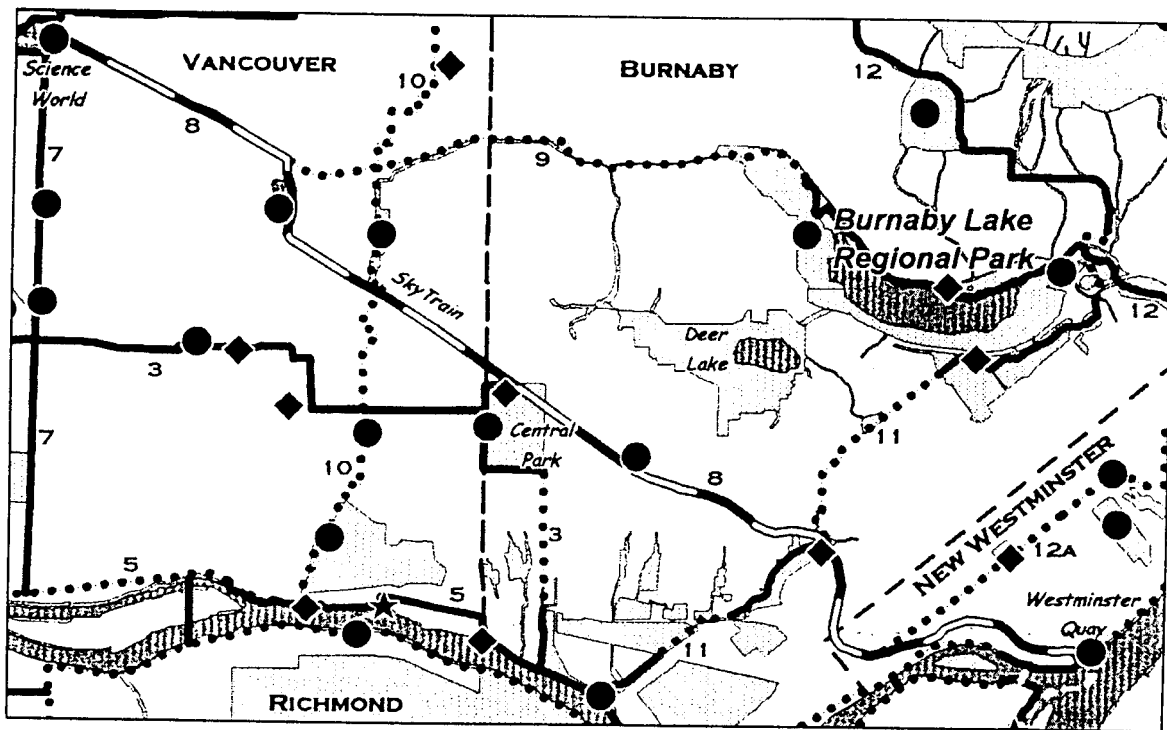


Ontario Greenway adjacent to Fraserview Golf Course



Ontario Greenway adjacent to Queen Elizabeth Park

## BC Parkway (8)



**Description:** The BC Parkway runs the length of the existing SkyTrain line from Main Street/Science World station in Vancouver to Columbia Station in New Westminster. It connects False Creek to John Hendry, Renfrew Ravine, Central, Bonsor, Ron McLean, Byrne Creek Ravine, and Taylor Parks, and continues on to Westminister Quay in New Westminster. It was built after the existing SkyTrain line was in place.

**Status:** For some stretches, such as south of the Nanaimo Station, or in the vicinity of Royal Oak, the trail is successful, safe, and well used. However, because the route is discontinuous in places, crosses numerous busy roads, and was built after the rest of the SkyTrain infrastructure, in other places it is inconvenient and potentially dangerous for any more than local use. Although the majority of the route is in place, some fairly substantial upgrading is required. There is a BC Parkway Improvement Committee working toward this end. In addition, the section from Broadway station at Commercial Drive to Main Street Station at Science World, is not yet developed. This link is key for both this greenway and the Central Valley Greenway and development is contingent upon SkyTrain construction and funding.

**Key Natural Features:** Science World, the Grandview Cut, Central Park, and Westminister Quay are some of the more notable features of this greenway. Fantastic views of downtown Vancouver are afforded from the route.

**Existing Staging Areas:**

This trail is unique in its connectivity to transit as each SkyTrain station provides an additional function as a greenway access point. In addition to these connections, Vancouver offers staging facilities at John Hendry Park (Trout Lake) including parking, washrooms, picnic facilities, and a concession stand. In Burnaby, staging areas are located at Central, Bonsor, and Ron McLean parks, while Westminster Quay provides the primary staging facility in New Westminster.

**Potential Staging Areas:**

None Identified.

**Actions Required:**

- SkyTrain opportunities: Upgrade the existing BC Parkway for safety and continuity, and develop greenway opportunities along the new line (GVRD Parks, Vancouver, Burnaby, New Westminster)

Staging Area	Feature	Park Size (ha)	Parking Capacity	Picnicking	Washroom / Kiosk
John Hendry Park		27.4	250+	Yes	Yes
Central Park		87.3	652	Yes	Yes
Bonsor Park		5.7	95	No	Yes
Ron McLean Park		5.5	10	No	Yes
Westminster Quay		n/a	n/a	No	Yes

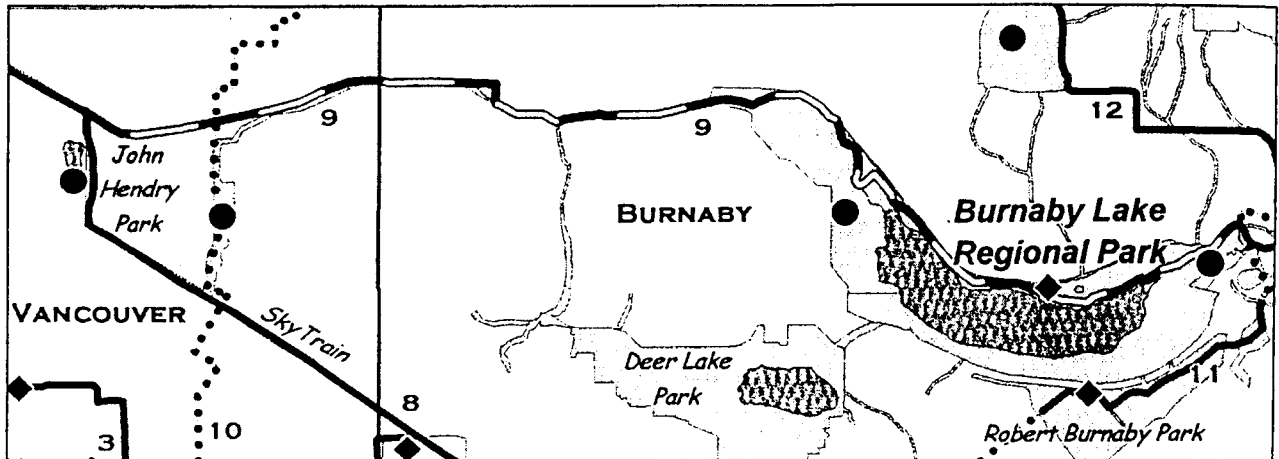


BC Parkway Trail under existing SkyTrain



BC Parkway Trail under existing SkyTrain

# Central Valley Greenway (9)



**Description:** Both Vancouver and Burnaby have a long standing goal to complete this important east/west intermunicipal commuter and recreational connector extending from Broadway and Commercial Drive along the Grandview Cut (roughly adjacent to Grandview Highway), along the Still Creek corridor into Burnaby, and finally into Burnaby Lake Regional Park.

**Status:** The Rail right of way, owned by Burlington Northern, through the Grandview Cut, is currently actively used. The sides of the Grandview Cut are municipally owned, and a greenway is slated to run along Grandview North adjacent to the cut. Construction of the SkyTrain will fund development of the greenway along much of this corridor. The connection at the Burnaby / Vancouver border is not yet decided. In Burnaby, the sections between Gilmore and Still Creek Drive and Willingdon and Kensington Avenues are not yet developed. Although some segments are City owned, several key parcels are privately owned, making this route a longer term project.

**Key Natural Features:** The main natural features of this greenway Still Creek and Burnaby Lake. The former attribute illustrates the potential for restorative ecological work in an urban setting. Burnaby Lake Regional Park offers the Nature House and the Wildlife Rescue Association as well as spectacular birding, walking, equestrian, and nature appreciation opportunities. In addition, the route, taking advantage of a topographical depression, has minimal elevation changes, creating a significant opportunity for an east / west commuter cycling corridor. Burnaby Lake Regional Park is not suitable for a cycling corridor due to the lack of land space and suitable ground conditions (soft peat soils). The City of Burnaby has identified Winston Street as an alternative future east / west corridor for a designated cycling route. This endeavour will require some road upgrades.

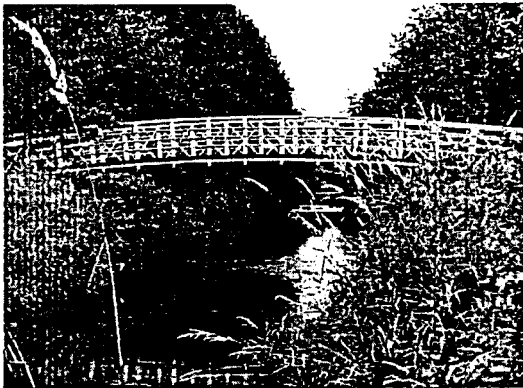
**Existing Staging Areas:** Vancouver's staging areas servicing this greenway are Science World and John Hendry Park (offers parking, washrooms, concession stand, and picnic facilities). Burnaby Lake Regional Park, the anchor at the eastern end of this greenway has three staging areas (the Sports Complex, Piper Avenue, and Avalon Ave.). The adjacent Burnaby Lake Sports Complex offers parking, washrooms, food



concessions, sports fields, ice arenas, a rowing pavilion, and an indoor pool facility.

Potential Staging Areas: None Identified.

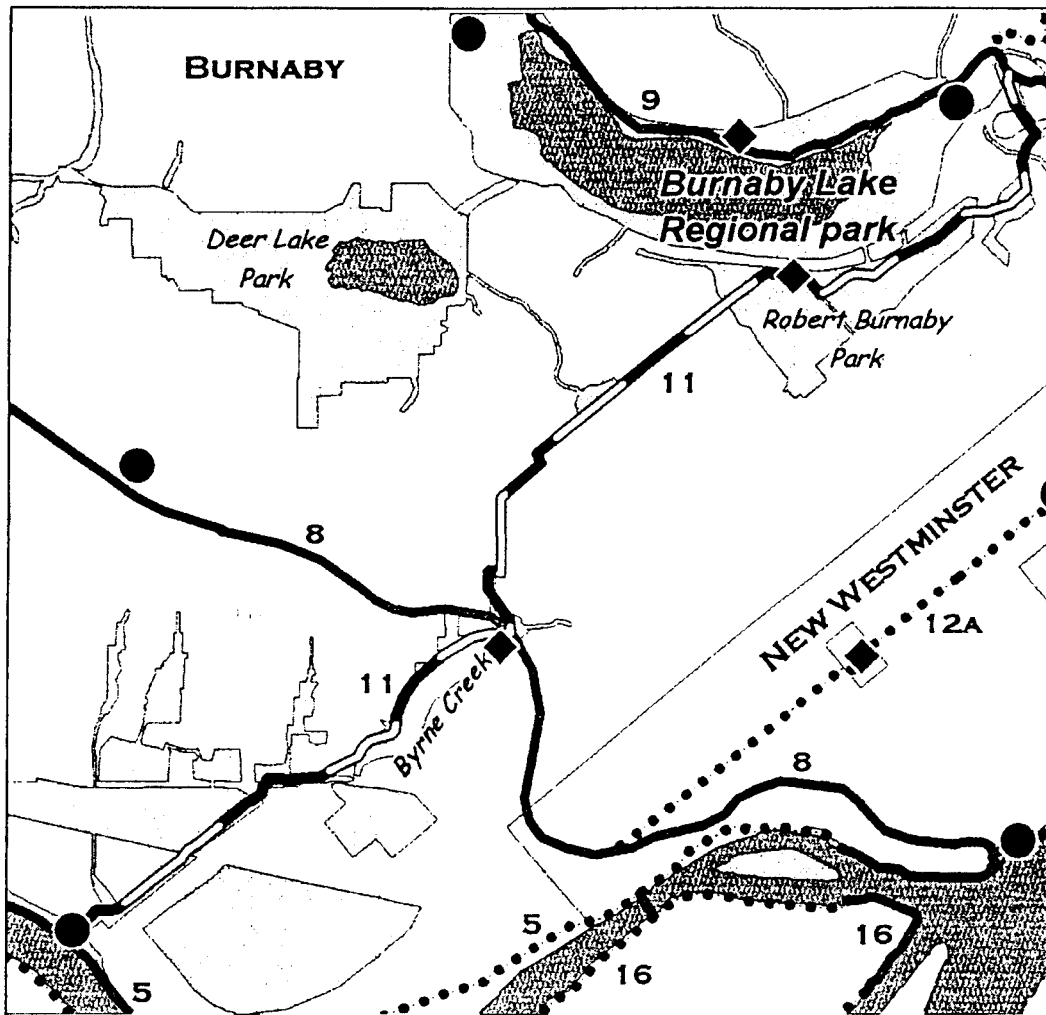
- Actions Required:
- Finalize a corridor / route alignment and preserve long term development options for the proposed Central Valley Greenway along the Grandview Cut and Still Creek corridor to Burnaby Lake Regional Park (Vancouver, Burnaby, GVRD Parks)



Bridge over Still Creek near access along Still Creek Avenue in Burnaby

Staging Area	Feature	Park Size (ha)	Parking Capacity	Picnicking	Washroom / Kiosk
John Hendry Park		27.4	250+	Yes	Yes
Burnaby Sports Complex		43.7	988	Yes	Yes
B.L.R.P. – Piper Avenue Entrance		311	21	Yes	Yes
B.L.R.P. – Avalon Ave. Entrance		311	45	Yes	Yes

# Byrne Creek – Burnaby Lake Greenway (11)



**Description:** This greenway extends from Burnaby Lake Regional Park, through the George Derby Conservation Area and Robert Burnaby Park, and along the BC Hydro ROW north of Imperial Avenue. At Walker Avenue, the route drops southwest along the Urban Trail and Sample's Pathway and intersects with the BC Parkway. It then continues along existing trails within Byrne Creek Ravine, and along Byrne Road to the Burnaby Fraser Foreshore Park.

**Status:** The majority of this greenway is proposed as a longer term vision to create a northeast / southwest connection from Burnaby Lake to the Fraser River. A short segment is in place from Kingsway through Byrne Creek Ravine Park to Marine Drive at Stride Avenue.

**Key Natural Features:** Robert Burnaby Park, Byrne Creek Ravine Park, several local parks, and other key pieces of the Green Zone are linked within the context of this greenway.

Existing Staging Areas:

The Avalon Avenue staging area at Burnaby Lake Regional Park offers parking, with a planned upgrade including washrooms. Robert Burnaby Park offers parking, washrooms, picnicking and a ball diamond. A secondary staging area at the foot of Byrne Road within Burnaby Fraser Foreshore Park offers parking, picnic facilities, and washrooms.

Potential Staging Areas:

None Identified.

Actions Required:

- Finalize a corridor / route alignment and preserve long term development options to meet with existing trails through Byrne Creek Ravine (Burnaby)
- Develop a northwest / southeast connection into New Westminister in conjunction with New Westminister's new trail plan between Canada Way and Cumberland St (Burnaby, New Westminister)



Stairway along Byrne Creek Ravine Trails

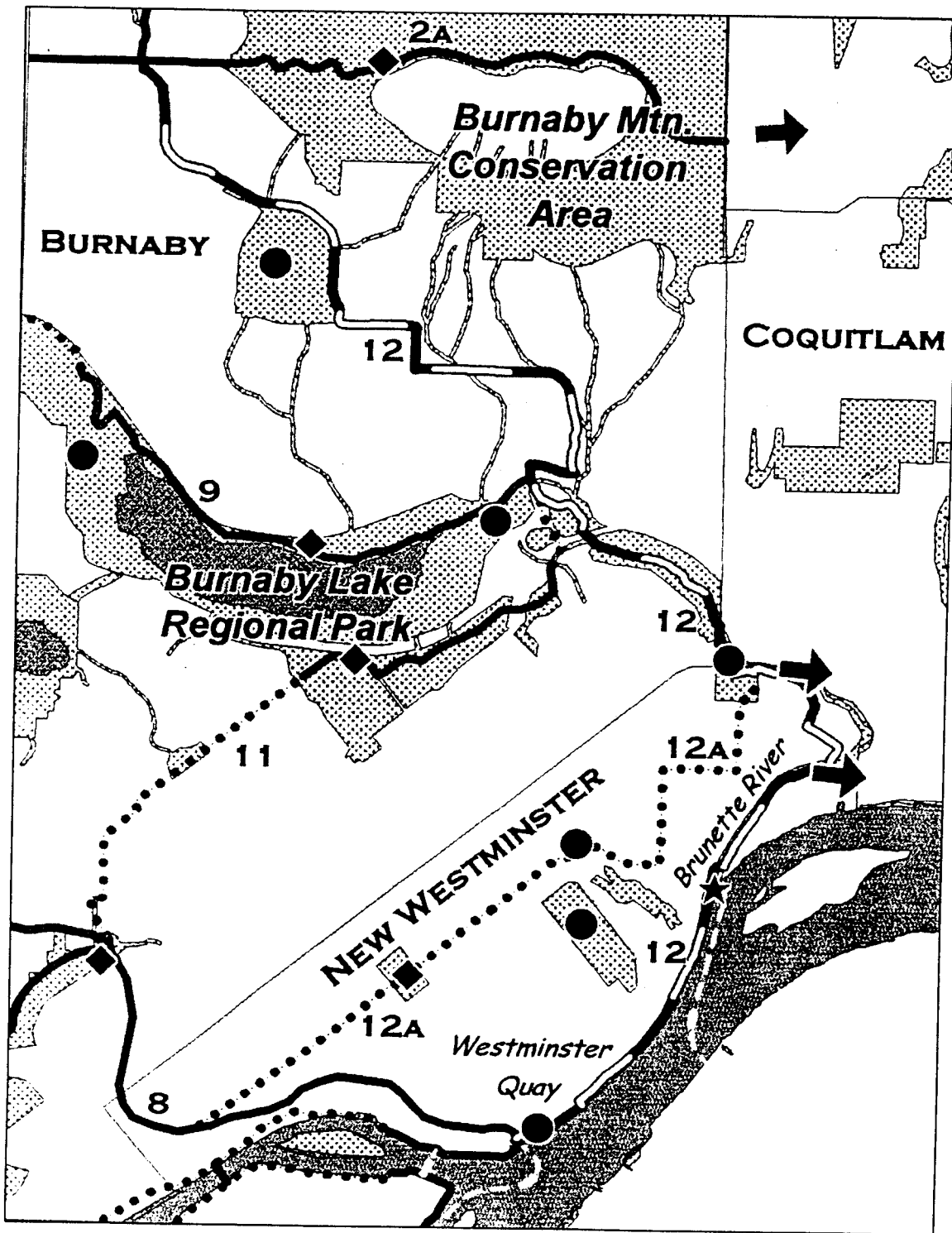


Bridge over Byrne Creek along Byrne Creek Ravine Trails

Staging Area	Feature	Park Size (ha)	Parking Capacity	Picnicking	Washroom / Kiosk
<b>B.L.R.P. – Avalon Ave. Entrance</b>		311	45	Yes	Yes
<b>Robert Burnaby Park</b>		48.3	153	Yes	Yes
<b>Byrne Creek Ravine Park</b>		35.5	n/a	No	No
<b>Burnaby Fraser Foreshore Park</b>		55.3	50	Yes	Yes

# Brunette – Fraser Greenway (12)

(12a Crosstown Connector)



Description:

The greenway commences at Burnaby Mountain Conservation Area and uses existing pedestrian trails to connect Burnaby's parkway along Broadway-Underhill and East Lake Drive and the Trans-Canada Trail. Several corridor options are under review to link the existing trail along Eastlake Drive to the Brunette River corridor. The GVS&DD access road along the Brunette River forms the greenway to Hume Park in New Westminster. A new greenway section will then follow the top of the Brunette River ravine to the Brunette interchange, where it passes through a working industrial area along Braid and Canfor Avenue sidewalks. It rejoins the Brunette River and meanders along the south bank taking advantage of existing easements to its outflow into the Fraser River.

Located along the Fraser shoreline, the greenway makes use of New Westminster's foreshore lands and the SkyTrain extension corridor utilizing the BNR railway track to the intersection of Front Street and Columbia Avenue. The greenway would then connect to New Westminster's eastward extension of the Esplanade being constructed through their waterfront redevelopment program. A boardwalk extending beyond the foreshore into the river will be necessary for about 660 meters under the CPR rail and Pattullo bridges. In the short term, the greenway will take a more inland route, along city streets and municipal parks to rejoin the waterfront, and existing boardwalk, at Westminster Quay.

A secondary connector route (12a - the Crosstown Connector) links Hume Park to the BC Parkway at 22<sup>nd</sup> Street Station via 7<sup>th</sup> Avenue in New Westminster.

Status:

The Brunette – Fraser Greenway (BFG) is regionally significant as it crosses municipal boundaries, connects several Green Zone areas, includes significant regional features, in addition to receiving and encouraging region wide use. This 14.5 km corridor extends from Burnaby Mountain Conservation Area linking Stoney Creek and Burnaby 2000 Conservation Areas, Burnaby Lake Regional Park, the Brunette River Conservation Area, Hume Park, and the Fraser River foreshore to Westminster Quay.

Approximately 50% of the greenway is already in place (primarily the northern section, from its connection with the Trans-Canada Trail to Hume Park) while other segments are more informal, require upgrades, land acquisition, and formal development in cooperation with the cities of Burnaby and New Westminster, and other relevant agencies (segments through New Westminster's industrial lands and the Fraser foreshore). There is potential to investigate the feasibility of recreational water crossings from the proposed destination park at the mouth of the Brunette River to Brownsville Bar in Surrey, and from Westminster Quay to Queensborough.

Key Features:

This greenway was selected by a GVRD taskforce as a pilot recreation greenway because of its unique features and the opportunities to partner with the SkyTrain expansion and planned GVS&DD sewer line upgrades. The BFG is key in providing linkages among existing or planned greenways in several municipalities including: Burnaby, New Westminster, Coquitlam, Delta, Vancouver, and Surrey. It extends along tree lined streets, ravines and stream corridors, the Fraser River foreshore, and through an active industrial area.

This integrated greenway planning initiative offers opportunities to:

- Connect and enhance linear recreation opportunities,
- Provide a key route for alternative transportation choices,
- Protect ecologically sensitive areas and habitat,
- Utilize GVRD rights of way corridors for multi-use where feasible,
- Develop an off-road parkway through New Westminister's industrial area to connect to the Fraser foreshore,
- Engage in environmental restoration of the lower reaches of the Brunette River,
- Create a destination waterfront park at the mouth of the Brunette River and develop foreshore greenway along Fraserview area with observation pier, and
- Conduct shoreline restoration and fisheries' enhancement, and engage in GVRD conservation, recreation and education objectives laid out in the Livable Region Strategic Plan, and actions with other regional initiatives such as the Brunette Basin Stormwater Management Program.

Existing Staging Areas:

In Burnaby, staging areas exist at Squint Lake Park and Burnaby Lake Regional Park. In New Westminister, Hume Park and Westminister Quay offer staging facilities. A further staging area is proposed at the mouth of the Brunette River.

Potential Staging Areas:

The proposed destination waterfront park at the mouth of the Brunette River

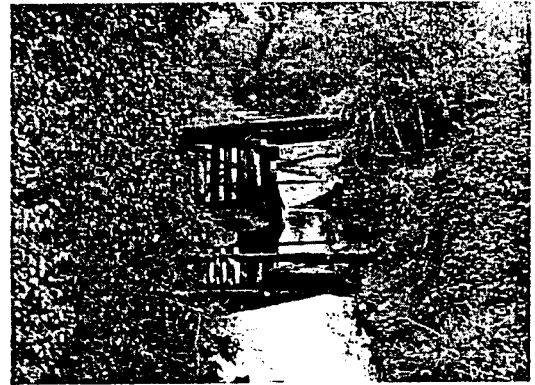
Actions Required:

- Continue interagency partnerships for the implementation of the Brunette – Fraser Greenway (Burnaby, New Westminister, GVRD Parks, GVS&DD)
- Extend Quayside promenade to the Patullo bridge, thus linking up with the proposed Brunette - Fraser Greenway (New Westminister)
- Examine feasibility of recreational water crossing from Westminister Quay to Queensborough (GVRD Parks, New Westminister)
- Develop destination park and staging area at the mouth of the Brunette River in partnership with SkyTrain (GVRD Parks, New Westminister)
- Examine feasibility of recreational water crossing from the proposed park and staging area at the mouth of the Brunette River to Brownsville Bar in Surrey (GVRD Parks, New Westminister)

Staging Area	Feature	Park Size (ha)	Parking Capacity	Picnicking	Washroom / Kiosk
	<b>Squint Lake Park</b>	10.7	50	No	Yes
	<b>B.L.R.P. – Avalon Ave. Entrance</b>	310.8	45	Yes	Yes
	<b>Hume Park</b>	11.1	75	Yes	Yes
	<b>Westminster Quay – Waterfront Esplanade</b>	3.1	Not available	No	Yes
	<b>Moody Park</b>	11.1	85	No	Yes
	<b>Queen’s Park</b>	30.4	575	Yes	Yes



Trail along GVS&DD access road paralleling the Brunette River



Lower reaches of the Brunette River

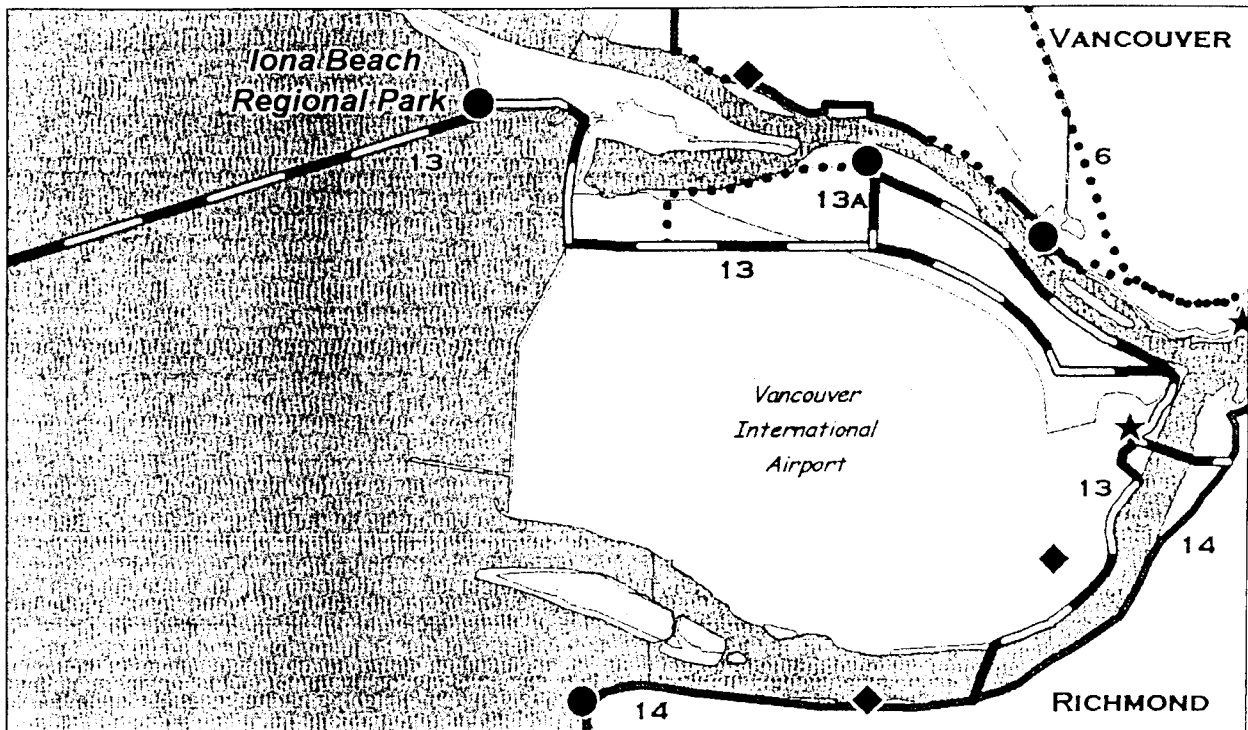


Abandoned rail corridor adjacent to the Fraser River



Burnaby Lake Regional Park – Avalon Avenue entrance

# Iona Greenway (13) (13a MacDonald Beach Connector)



**Description:** This greenway extends from Iona Beach Regional Park on Iona Island to the Moray and No. 2 Rd. Bridges on Sea Island.

13a - A secondary connector route extends out to MacDonald Beach Park and Boat Launch and along the Sea Island Dyke trails to meet up with the primary route again at Grauer Road. A portion of this connector is proposed west of MacDonald Beach Park.

**Status:** The majority of this greenway is already in place along scenic roadways. The 4.5 km jetty at Iona Beach Regional Park, and the trail system at MacDonald Beach are formally in place as well. There is potential to develop a recreational and commuter water crossing from the North Fraser shoreline near Oak Street bridge to Sea Island.

The road / trail system will change fairly significantly in the next year and a half with planned Vancouver International Airport developments. Construction of the new Moray Channel Bridge will result in the closure of vehicle access to Grauer at the bridge. Vehicle traffic will be directed to a new extension of Templeton Road to access Grauer Road. Pedestrians and bicycles will be able to continue to use the perimeter dyke trails from the bridge. These changes will improve the recreational use of the greenway by removing vehicles from a large section of Grauer Road.

**Key Natural Features:** A boat launch, fishing, trails, ample nature study opportunities, sand dune ecology, tug and fishing boat activity, a 4.5 km jetty for cycling and walking, a



viewing tower, and equestrian trail are some of the key features of this greenway. The Sea Island Conservation Area, 140 hectares managed by the Canadian Wildlife Service, provides significant habitat for raptors and herons, as well as adjacent trails for recreational use. Flight Path Park is also on the route offering spectacular views of airplanes landing and taking off.

**Existing Staging Areas:**

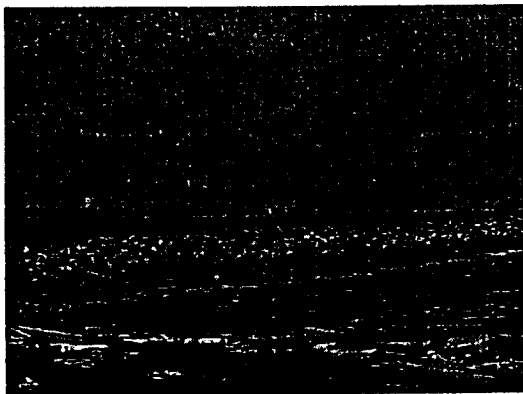
Iona Beach Regional Park offers parking, washrooms, telephone, picnicking, the Iona Jetty trail, and a viewing tower. MacDonald Beach Park offers a boat launch, parking, washrooms, and picnicking facilities. A secondary staging area exists at Flight Path Park.

**Potential Staging Areas:**

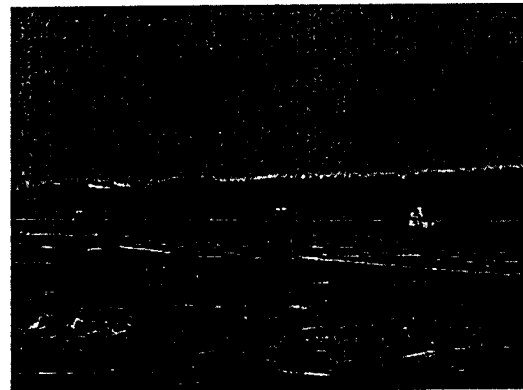
On the west side of the Moray Bridge as part of the bridge upgrades- to service the Grauer Road portion of the greenway

**Actions Required:**

- Investigate feasibility of a recreational water crossing from Iona Beach Regional Park to the foot of the Salish Greenway in Vancouver (GVRD Parks, Vancouver)
- Investigate feasibility of extending existing trails from McDonald Beach Park to Iona Beach Regional Park along the Fraser River. (Vancouver International Airport Authority, GVRD Parks, Canadian Wildlife Service)
- Investigate the feasibility of developing a staging area on the west side of the Moray Bridge in correlation with planned upgrades (Richmond)



Iona Beach Regional Park – Iona jetty

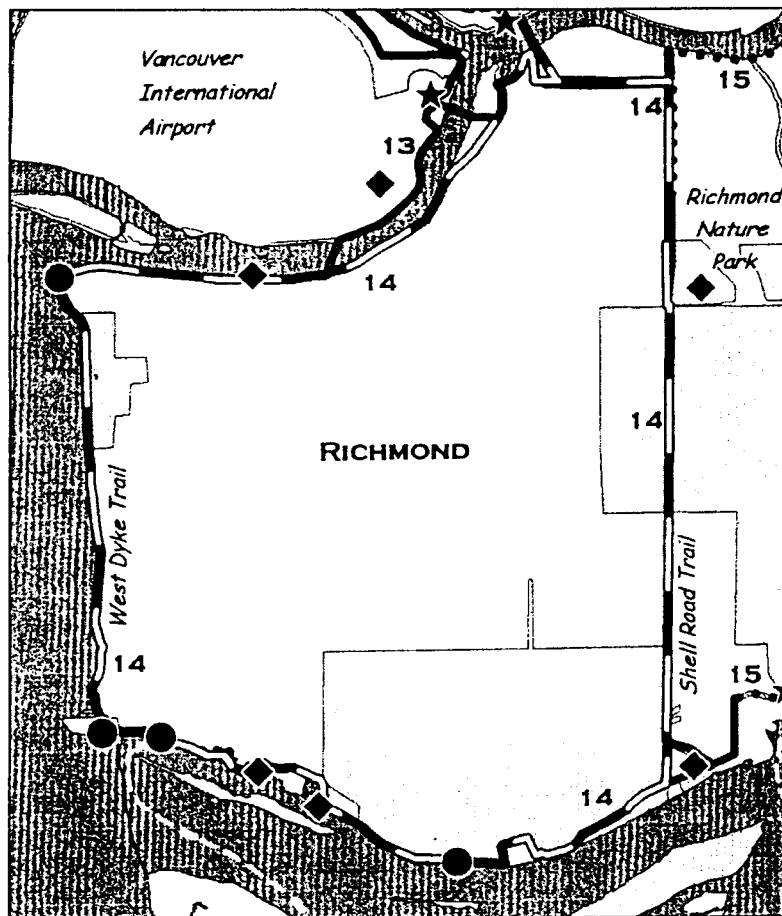


View of the North Arm of the Fraser

Staging Area	Feature	Park Size (ha)	Parking Capacity	Picnicking	Washroom / Kiosk
Iona Beach Regional Park		114	85	Yes	Yes
MacDonald Beach Park		57.5	80	Yes	Yes
Flight Path Park		13.4	10	No	No

# West and Mid Richmond Greenway (14)

(including Middle Arm, West, and South Dyke Trails, and Shell Rd. Trail)



## Description:

The Middle Arm Trail segment of this greenway is a 5.5 km dyke path, which runs from the Sea Island Bridge to Terra Nova along the North Arm of the Fraser River. The popular West Dyke system provides 6 kilometers of trails overlooking tidal flats extending 1.6 km into Georgia Strait. The Steveston portion of this greenway links public park space with industrial, commercial, and historical points of interest. It runs from Garry Point Park to the foot of No. 2 Road. The South Dyke Trail provides 6 kilometers of scenic pathways and roadways along the South Arm of the Fraser River to Horseshoe Slough. The Shell Road Trail brings this greenway full circle connecting Horseshoe Slough, the Richmond Nature Park and River Road to the Middle Arm Trail.

## Status:

This greenway is virtually complete, and is undoubtedly a unique regional asset. Some sections move onto residential and village streets with a long-term vision of a completed waterfront route. There is potential to develop recreational water crossings from Steveston to Reifel Island, and from South Richmond to Ladner Harbour Park. In addition, the CNR Rail bridge (swinging) just east of the Oak Street bridge at Bridgepoint could provide a key recreational water crossing to Vancouver greenways (Fraser and Arbutus Greenways) with high heritage and interpretive value.

## Key Natural Features:

Significant features include: views of the North Shore mountains, Fraser River access, the tidal flats along the West Dyke, Vancouver International Airport - views and activities, abundant nature study and appreciation opportunities, the historic fishing and net-mending docks at Garry Point Park, Steveston Historical Fishing Village, the Britannia Heritage Shipyard, London's Landing and Farm, and the Interpretive Centre at the Richmond Nature Park.

Existing Staging  
Areas:

- Dover Beach offers parking, and a viewing pier;
- Terra Nova has parking, washrooms, picnicking, interpretive signage, and an observation deck;
- Garry Point Park (85.2 ha) is a large waterfront Park with parking, washrooms, picnicking, and a Japanese garden;
- Britannia Heritage Shipyard is a National Historic site with a wooden boatworks, historic buildings, and a waterfront park;
- Steveston Village is a historic and working fishing village including a National Historic Site, the Gulf of Georgia Cannery, and the Steveston Post Office/Museum. Easy access to the greenway is available, as are parking, washrooms, and picnic facilities;
- London's Landing has parking, woodlot, picnicking, and a fishing and viewing pier;
- The Sports Fishing Pier offers fishing, parking, washrooms, and picnicking facilities;
- Horseshoe Slough is a secondary staging area with parking and trail access; and
- The Richmond Nature Park provides parking, washrooms, picnic area, and a nature interpretive centre

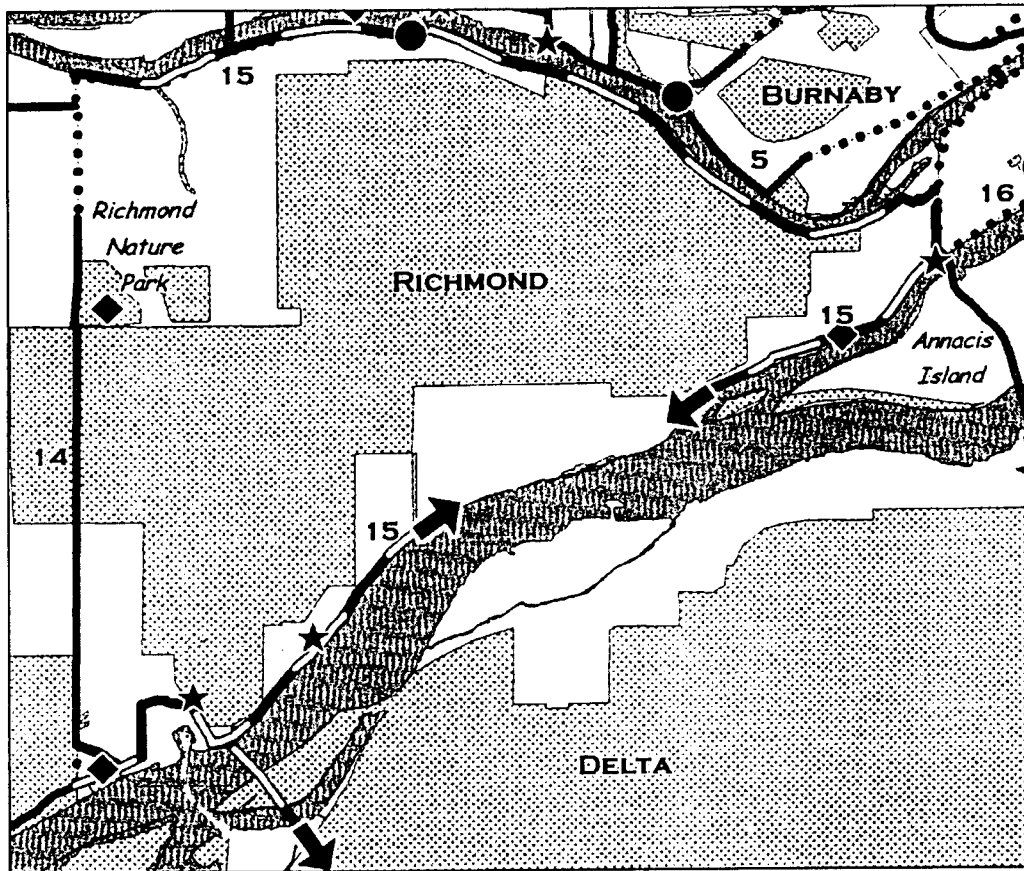
Potential Staging  
Areas:

If any water crossings are deemed feasible, staging facilities to service them would require investigation – e.g. Bridgepoint at the swinging rail bridge west of the Oak Street Bridge.

Actions Required:

- Continue with regular planning to fill in remaining gaps along this regionally significant corridor (Richmond)
- Investigate feasibility of a recreational water crossing from South Richmond to Ladner Harbour Park in Ladner (GVRD Parks)
- Investigate feasibility of a recreational water crossing from Steveston to Reifel Island (GVRD Parks)
- Investigate feasibility of recreational water crossings from Annacis Island under the Alex Fraser bridge to River Road in Delta, and from Steveston to Reifel Island (GVRD Parks)
- Examine feasibility of using the CNR swinging rail bridge on the Fraser River east of Oak St. Bridge to link Richmond's greenways to Vancouver's Arbutus corridor (GVRD Parks, Vancouver)
- Investigate the development of a staging area on the Vancouver side of the CNR swinging rail bridge to facilitate access if developed as a recreational water crossing (GVRD Parks, Vancouver)

## East Richmond Greenway (15)



**Description:** This greenway extends from Horseshoe Slough up No. 5 Road, east along Steveston Highway over Highway #99 to No. 6 Road, and continues north to Westminster Highway. Running eastward along Westminster Highway to Nelson Road, the route then turns south toward the Fraser River where it continues past Graybar Road to Boundary Road (meeting with the Queensborough Perimeter Greenway). The route then runs north to River Road and eastward to meet up with the Richmond Greenway (Middle Arm and Shell Road Trails). It is a long term planning goal to develop a route paralleling the riverfront from the mouth of Horseshoe Slough to the Queensborough border.

**Status:** The North Arm segment of this greenway along River Road (10 km) is in place in terms of a connecting corridor. However, the road is narrow, and cannot be called a greenway at this time. The North Arm connection is a desirable one, but at this point, is a long-term vision. In addition, portions of the southern section have yet to be developed. There are several short segments in place, and completion of this link is a long term planning goal for Richmond. The completion of the riverfront segment from No. 6 to No. 7 Road is expected by the end of 2000. In addition, as redevelopment of Queensborough and East Richmond continues, the transition between the two areas will be made smoother. There is also potential to investigate the feasibility of recreational

Status (con't.)

water crossings from the No. 7 Rd. Pier to the foot of Kerr Street (Jellicoe Park) in Vancouver, and from Annacis Island just east of the Alex Fraser Bridge to River Road in Delta.

Both the City of Richmond and the City of New Westminster expressed that although recreational water links would be an attractive amenity, they would most likely be seasonal, and may divert attention away from needed improvements on existing bridges and connections. Therefore, the improvement of existing fixed bridge links should have a high priority in planning activities.

Key Natural Features:

Active industrial areas are juxtaposed with views of river activities and marinas. The No. 7 Road Pier is an old CN Barge loading pier which has been restored for fishing and viewing.

Existing Staging Areas:

The No. 7 Rd. Pier offers parking, washrooms, picnic area, and pier. The Graybar Marina Area has some parking and picnic facilities. A staging area is proposed near the Richmond Ice Centre to further service this greenway.

Potential Staging Areas:

- The east end near Queensborough at Boundary Road
- The end of Triangle Road on City of Richmond property
- The foot of Rice Mill Road or at the Model Airplane Park

Actions Required:

- Investigate feasibility of a recreational water crossing from the No. 7 Rd. Pier in Richmond to the North Fraser Greenway in Vancouver (GVRD Parks)
- Continue with long-term goal of making a lower levels connection along the south arm of the Fraser in East Richmond - from the landfill site to Graybar Road (Richmond)
- Develop a more comprehensive staging area in east Richmond along the South Arm of the Fraser (perhaps at Graybar Marina area or the Richmond Ice Centre) (Richmond)
- Investigate the feasibility of a staging area near Boundary Road (Richmond, Queensborough)

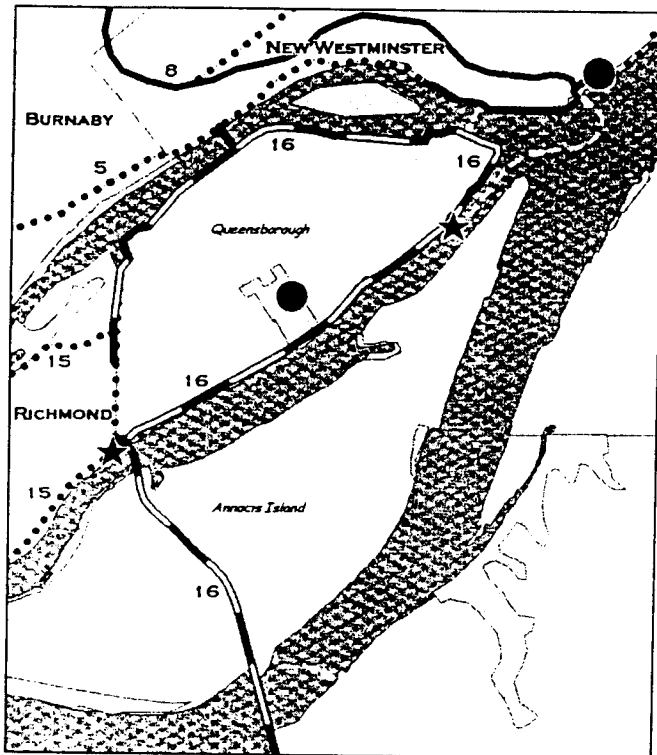


Finn Slough



The No. 7 Road Pier staging area

# Queensborough Perimeter Greenway (16)



## Description:

The 1994 Queensborough Community Plan acknowledges the importance of this proposed 7.5 km trail which provides key linkages to both Richmond and New Westminster's Greenway systems. The proposed route essentially hugs the shoreline (perimeter) of Queensborough.

## Status:

As Queensborough undergoes redevelopment, greenway development is expected to occur. A two kilometer segment at the Phase I development of Port Royal on the northeast tip of Queensborough is complete, and acts as a benchmark for future greenway development in the area. It boasts a viewing pier, pocket beach, "soft" river edge, perimeter planting, and access to nearby residential area, park, and community garden.

## Status (con't.):

There is also potential to develop a water crossing between Queensborough and Westminster Quay via the existing swinging rail bridge.

Both the City of New Westminster and the City of Richmond expressed that although recreational water links would be an attractive amenity, they would most likely be seasonal, and may divert attention away from needed improvements on existing bridges and connections. Therefore, the improvement of existing fixed bridge links should have a high priority in planning activities.

The north and south bridgeheads of the Queensborough Bridge play a crucial role in linking the Queensborough, East Richmond, BC Parkway, North Fraser, and Brunette Fraser Greenways. While the current bridge approaches present considerable design and jurisdictional problems, this link is important enough to sector greenway connectivity that a vision should be developed.

## Key Natural Features:

The greenway will connect to Queensborough's Ryall Park, and provide linkages to the waterfront area at Westminster Quay, Poplar Island, and hence other regionally significant greenways. It also will offer spectacular views of the Fraser River and foreshore, and various points of access to the river. There is potential to develop a recreational and commuter water crossing from Queensborough to Westminster Quay.

Existing Staging Areas:

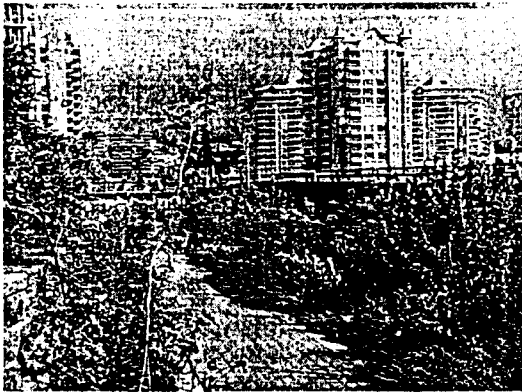
Ryall Park offers parking, washrooms and picnic facilities.

Potential Staging Areas:

The docking area of the potential water crossing connection to Westminster Quay (on the southeast corner of Queensborough).

Actions Required:

- Continue work on Queensborough's Perimeter Greenway as redevelopment occurs as delineated in OCP - keep long term development options open (New Westminster)
- Investigate the feasibility of a staging area at Boundary Road (Richmond, Queensborough)
- Investigate potential upgrades to both the north and south bridgeheads of the Queensborough Bridge for better recreational and commuter cyclist access (New Westminster)



Queensborough Perimeter Greenway in place at Port Royal



Pier along Queensborough Perimeter Greenway in place at Port Royal

Staging Area	Feature	Park Size (ha)	Parking Capacity	Picnicking	Washroom / Kiosk
Ryall Park		8.9	95	Yes	Yes
Port Royal		4.8	5	No	No

## **Appendix B: Public Review of the BPRS Recreational Greenway Plan**

At three public open houses in February 2000, people were asked to comment on the proposed BPRS Greenways and agency staff were on hand to answer questions. The public was also encouraged to fill out a questionnaire regarding the proposed greenway options. Between 30 and 40 people attended the three open houses (Vancouver, Burnaby, and Richmond), and there were 25 written responses to the questionnaire. Several salient comments and suggestions were incorporated into the BPRS Plan. All of the respondents supported the concept of linking trail and park plans into an overall recreation greenway network in the BPRS.

### **Highlights from the Public Consultation Process**

- Priorities for early implementation identified in the responses were:
  - ⇒ 1<sup>st</sup>: Brunette - Fraser Greenway (12)
  - ⇒ 2<sup>nd</sup>: Central Valley Greenway (9)
  - ⇒ 3<sup>rd</sup>: BC Parkway (8) , North Fraser (5), Byrne Creek (11), and East Richmond (15) Greenways
- There was some concern that greenways through more environmentally sensitive areas should be reserved for pedestrian only [suggestions included Central Valley (9), MacDonald Beach Connector (3a), and Byrne Creek – Burnaby Lake (11)].
- Priorities for improving greenways for commuter cycling use were:
  - ⇒ 1<sup>st</sup>: BC Parkway (8)
  - ⇒ 2<sup>nd</sup>: Burrard Inlet Greenway (2)
  - ⇒ 3<sup>rd</sup>: Brunette – Fraser Greenway (12)
- Staging Area Priorities for new staging area development identified in the responses:
  - ⇒ Queensborough to facilitate potential water crossing to Westminster Quay and support the Queensborough Perimeter Greenway
  - ⇒ Staging area at the mouth of the Brunette River to support the Brunette – Fraser Greenway
  - ⇒ Staging area at the south end of Boundary Road in Richmond (near the the west end of Lulu Island to support the East Richmond and Queensborough Greenways
- The majority of respondents agreed that providing and improving water crossings (e.g. footbridges and pedestrian/cycle ferries at key locations along a greenway would greatly improve access to other greenways in the region.



- Water Crossing Priorities for early action identified in the responses:
  - ⇒ Barnet Marine Park to Belcarra and Deep Cove
  - ⇒ South Richmond to Ladner
  - ⇒ Queensborough to Westminster Quay
  - ⇒ Steveston to Westham Island
  
- The majority of respondents felt that greenways should be developed jointly between the municipalities and the GVRD, with GVRD coordinating the planning and developing potential recreational water crossings.
  
- The majority of respondents expressed the view that the plan was a great vision, and that it is extremely important to keep environmental considerations in mind when developing the greenways.

## **Appendix C: Greenway Selection Criteria and Matrix**

A greenway is, in simplest terms, a linear open space. It is often a corridor that connects natural areas to facilitate and encourage both recreational opportunities and ecological functions such as wildlife movement and habitat conservation. Recreation oriented greenways allow people to more directly access natural areas and enjoy passive outdoor activities such as birding, nature interpretation, and walking in a natural environment. Greenways will be different in size and form depending on their biophysical values and land use contexts.

Regionally significant recreation greenways will fill one or several of the following criteria:

1. Connects major parks and recreation sites (provincial, regional and/or local)
2. Connects to other regionally significant greenways (creates a loop)
3. Has sufficient assets and values to attract regional use
4. Has adequate staging capacity to provide access and accommodate use
5. Provides intermunicipal connectivity
6. Protects or enhances ecological functions (wildlife movement, habitat protection, unique species)
7. Provides access to public recreation waterway (stream, lake, river, ocean, or foreshore)
8. Provides an existing or potential water crossing
9. Has significant heritage, interpretive, or educational value
10. Provides a green link through urban areas (i.e., the Ontario Greenway)

The following matrix was used to assess the various greenways in the Burrard Peninsula - Richmond Sector according to the above criteria. It is from this evaluation that the sub-regional (sector) recreational greenways for the Burrard Peninsula - Richmond Sector were differentiated from local pathways and trails.

**Matrix for Inclusion in the  
Burrard Peninsula Sector  
Regional Greenway Plan**

Connects Major Parks  
Connects Regional Greenways  
Attracts Regional Use  
Staging Areas  
Intermunicipal Connectivity  
Protects Ecological Functions  
Access to Waterway  
Water Crossing  
Heritage or Educational Value  
Urban Green Link

#	Greenway Name	lgth km	1	2	3	4	5	6	7	8	9	10
1	Seaside Greenway	28.2	✓	✓	✓	✓			✓	✓	✓	✓
1a	TCT Connector		✓	✓	✓	✓	✓		✓			✓
2	Portside / Burrard Inlet Greenway	19.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2a	Burnaby Mtn. and TCT Connector	5.7		✓		✓	✓	✓			✓	
3	Ridgeway / Patterson Greenway	25.0	✓	✓	✓	✓	✓					✓
3a	Central Park Connector	0.7		✓		✓	✓					✓
4	Salish Greenway	9.2	✓	✓	✓	✓		✓	✓	✓	✓	✓
5	North Fraser Greenway	22.8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
6	Arbutus Greenway	10.6	✓	✓	✓	✓		✓	✓	✓	✓	✓
7	Ontario Greenway	7.6	✓	✓		✓			✓			✓
8	BC Parkway	18.7	✓	✓	✓	✓	✓				✓	✓
9	Central Valley Greenway	13.5	✓	✓		✓	✓	✓	✓		✓	✓
10	East Side Cross Cut Greenway	11.3	✓	✓		✓			✓			✓
11	Byrne Creek / Burnaby Lake Greenway	10.7	✓	✓	✓	✓		✓	✓			✓
12	Brunette - Fraser Greenway	15.5	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
12a	Crosstown Connector	7.2	✓	✓		✓	✓					✓
13	Iona Greenway	15.2	✓	✓	✓	✓		✓	✓	✓		
13a	MacDonald Beach Connector	4.7		✓		✓			✓	✓	✓	
14	West Richmond Greenway	32.1	✓	✓	✓	✓		✓	✓	✓	✓	✓
15	East Richmond Greenway	29.7		✓	✓	✓			✓		✓	✓
16	Queensborough Perimeter Greenway	7.8		✓		✓		✓	✓	✓		✓

### Appendix D: Suggested Agency Roles for Implementing the BPRS Recreational Greenway Plan

GVRD = Greater Vancouver Regional District  
 GVS&DD = Greater Vancouver Sewerage and Drainage District  
 TCT = Trans Canada Trail  
 VPA = Vancouver Port Authority  
 NFPA = North Fraser Port Authority  
 FPA = Fraser Port Authority

L = Lead Agency initiates the identified action  
 C = Contributing agency will provide some form of resources, whether land, funding and / or structures etc.  
 S = Supporting agency will offer staff time, support in principle for planning, and/or organization

Agency	Role	Greenway Name	Implementation Plan
Burnaby	L	2 Burrard Inlet Greenway	Continue work on transition of TCT route between Vancouver and Burnaby
Burnaby	L	2 Burrard Inlet Greenway	Investigate possibilities of links to Coquitlam's greenways north of the Bamel Highway
Burnaby	C	2 Burrard Inlet Greenway	Investigate feasibility of a recreational water crossing from Bamel Marine Park in Burnaby to Belcarra Regional Park and on to Deep Cove
Burnaby	L	2 Burrard Inlet Greenway	Strive for a continuous off road corridor along the length of Burnaby's portion of the Burrard Inlet Greenway
Burnaby	L	3 Ridgeway / Patterson Greenway	Consideration of a smoother transition from Central Park (Patterson section) to Vancouver's Ridgeway Greenway
Burnaby	L	3 Ridgeway / Patterson Greenway	Upgrade Patterson Avenue to include an urban greenway (pedestrian) to link to Burnaby's Fraser Foreshore Park
Burnaby	L	5 North Fraser Greenway	Continue to work on Fraser Foreshore connections into New Westminster, perhaps along the CNR line adjacent to Thorn Avenue
Burnaby	C	8 BC Parkway	Upgrade the existing BC Parkway for safety and continuity, and develop greenway opportunities along the new SkyTrain line
Burnaby	L	9 Central Valley Greenway	Finalize a route alignment and preserve long term development options for the proposed Central Valley Greenway along the Still Creek corridor
Burnaby	L	11 Byrne Creek / Burnaby Lake	Finalize a corridor / route alignment and preserve long term development options
Burnaby	L	11 Byrne Creek / Burnaby Lake	Develop a northwest / southeast connection into New Westminster in conjunction with the implementation of the Brunette - Fraser Greenway
Burnaby	C	12 Brunette Fraser Greenway	Collaborate with GVRD Parks and New Westminster on the implementation of the Brunette - Fraser Greenway
New Westminster	L	5 North Fraser Greenway	Improve transition along the Fraser River foreshore from New Westminster into Burnaby through extension of trails west from Quayside Promenade
New Westminster	C	8 BC Parkway	Upgrade the existing BC Parkway for safety and continuity, and develop greenway opportunities along the new SkyTrain line
New Westminster	L	11 Byrne Creek / Burnaby Lake	Develop a northwest / southeast connection into Burnaby in conjunction with New Westminster's new trail plan between Canada Way and Cumberland St.
New Westminster	C	12 Brunette Fraser Greenway	Collaboration with GVRD Parks and Burnaby for planning and implementation of the Brunette - Fraser Greenway
New Westminster	L	12 Brunette Fraser Greenway	Extend Quayside promenade to the Patullo bridge, linking up with the Brunette - Fraser Greenway
New Westminster	C	12,16 Brunette Fraser Greenway	Examine feasibility of recreational water crossing from Westminister Quay to Queensborough
New Westminster	C	12 Brunette Fraser Greenway	Develop park and staging area at the mouth of the Brunette River in partnership with GVRD Parks
New Westminster	C	12 Brunette Fraser Greenway	Examine feasibility of recreational water crossing from the proposed park and staging area at the mouth of the Brunette River to Brownsville Bar in Surrey
New Westminster	L	12a Crosstown Connector	Continue with planning and development of this connector from 22 St. Station to Hume Park
New Westminster	L	16 Queensborough Perimeter Grwy.	Continue work on Queensborough's Perimeter Greenway as redevelopment occurs as delineated in OCP - keep long term development options open
New Westminster	L	16 Queensborough Perimeter Grwy.	Investigate potential upgrades to the north and south bridgeheads of the Queensborough Bridge for better recreational and commuter cyclist access
Richmond	L	13 Iona Greenway	Investigate the feasibility of developing a staging area on the west side of the Moray Bridge in correlation with planned upgrades
Richmond	L	14 West and Mid Richmond Greenway	Continue with regular planning to fill in remaining gaps along this regionally significant corridor
Richmond	L	15 East Richmond Greenway	Continue with long term goal of making a connection along the south arm of the Fraser in East Richmond (from the landfill site to Graybar Rd.)
Richmond	L	15 East Richmond Greenway	Investigate feasibility of a primary staging area in east Richmond along the South Arm of the Fraser (near Graybar Marina area or the Richmond Ice Centre)
Richmond	L	15 East Richmond Greenway	Investigate feasibility of a staging area in east Richmond at Boundary Road to service greenways 15 and 16
Vancouver	L	- General	Continue with municipal Greenway Plan implementation (specifically East Side Crosscut, completion of the Ridgeway, and TCT routes)
Vancouver	L	1 Seaside Greenway	Continue work on the Seaside Greenway to fill in gaps along the southeast side of False Creek and temporary trails along Coal Harbour
Vancouver	L	1 Seaside Greenway	Complete the TCT Connector
Vancouver	L	2 Burrard Inlet Greenway	Continue work on the long term goal of a connection paralleling the waterfront from the Seabus terminal eastward to Burnaby's border
Vancouver	L	2 Burrard Inlet Greenway	Continue work on transition of TCT route between Vancouver and Burnaby

Vancouver	L	3	Ridgeway / Patterson Greenway	Work on a smoother transition from Central Park (Patterson section) to Vancouver's Ridgeway Greenway
Vancouver	L	3	Ridgeway / Patterson Greenway	Investigate the potential for a partnership between GVRD Parks and Vancouver on the northeast corner of the Ridgeway Greenway where the route dips into Pacific Spirit Regional Park
Vancouver	L	5	North Fraser Greenway	Continue long term goal to fill in gaps through collaboration with the Point Grey and Fraserview Golf Courses and other landholders
Vancouver	C	5	North Fraser Greenway	Investigate feasibility of a recreational water crossing from No. 7 Rd. Pier in Richmond to the foot of Kerr Street (Jellicoe Park) in Vancouver
Vancouver	C	5	North Fraser Greenway	Investigate the feasibility of a recreational water crossing from Sea Island to east of Fraser River Park in Vancouver
Vancouver	L	6	Arbutus Greenway	Keep long term options open for the potential acquisition of the Arbutus corridor if it becomes available
Vancouver	C	6	Arbutus Greenway	Investigate the use of the CNR swinging rail bridge as a recreational water crossing to Richmond for future Arbutus corridor development
Vancouver	C	6	Arbutus Greenway	Investigate the possibility of a staging area on the Fraser River at the end of the Arbutus corridor if developed as a greenway;
Vancouver	L	7	Ontario Greenway	Upgrade existing bikeway to greenway status
Vancouver	C	8	BC Parkway	Upgrade the existing BC Parkway for safety and continuity, and develop greenway opportunities along the new SkyTrain line
Vancouver	L	9	Central Valley Greenway	Finalize a corridor / route alignment and preserve long term development options along the Grandview Cut and Still Creek corridor
Vancouver	L	10	East Side Crosscut	Finalize a corridor / route alignment and preserve long term development options
GVRD Parks	L	2	Burrard Inlet Greenway	Investigate feasibility of a recreational water crossing from Bernet Marine Park to Belcarra Regional Park and Deep Cove in North Vancouver
GVRD Parks	L	3	Ridgeway / Patterson Greenway	Investigate the potential for a partnership between GVRD Parks and Vancouver on the northeast corner of the Ridgeway Greenway where the route dips into Pacific Spirit Regional Park
GVRD Parks	L	4	Salish Greenway	Maintain existing trail standards within Pacific Spirit Regional Park
GVRD Parks	L	5	North Fraser Greenway	Investigate feasibility of using the swinging rail bridge east of the Oak St. bridge linking the Arbutus corridor to Richmond's Shell Road Trail
GVRD Parks	L	5	North Fraser Greenway	Investigate feasibility of a recreational water crossing from MacDonald Beach to South Vancouver across the North Arm of the Fraser
GVRD Parks	L	5,15	North Fraser Greenway	Investigate feasibility of a recreational water crossing from No. 7 Road Pier in Richmond to the foot of Kerr Street in Vancouver
GVRD Parks	L	6	Arbutus Greenway	Investigate the possibility of a staging area on the Fraser River at the end of the Arbutus corridor if developed as a greenway;
GVRD Parks	C	6	Arbutus Greenway	Keep long term options open for the potential acquisition of the Arbutus corridor if it becomes available
GVRD Parks	C	8	BC Parkway	Upgrade the existing BC Parkway for safety and continuity, and develop greenway opportunities along the new SkyTrain line
GVRD Parks	S	9	Central Valley Greenway	Finalize a corridor / route alignment and preserve long term development options along the Grandview Cut and Still Creek Corridor
GVRD Parks	L	12	Brunette - Fraser Greenway	Continue planning and development of the destination park at the mouth of the Brunette River
GVRD Parks	L	12	Brunette - Fraser Greenway	Investigate feasibility of a recreational water crossing from the proposed park at the mouth of the Brunette River to Brownsville Bar in Surrey
GVRD Parks	L	12	Brunette - Fraser Greenway	Continue planning and implementation in partnership with GVS&DD, Burnaby, New Westminster, BC Hydro, and other agencies
GVRD Parks	L	13	Iona Beach Greenway	Investigate feasibility of extending existing trails off road from MacDonald Beach Park to Iona Beach Regional Park
GVRD Parks	L	14	West and Mid Richmond Greenway	Investigate feasibility of a recreational water crossing from South Richmond to Ladner Harbour Park in Ladner
GVRD Parks	L	14	West and Mid Richmond Greenway	Investigate feasibility of recreational water crossings from Steveston to Reifel Island
GVRD Parks	C	14	West and Mid Richmond Greenway	Investigate the development of a staging area on the Vancouver side of the CNR swinging rail bridge to facilitate access if developed as a recreational water
BC Hydro	C	8	BC Parkway	Upgrade the existing BC Parkway for safety and continuity, and develop greenway opportunities along the new SkyTrain line
GVS&DD	C	12	Brunette - Fraser Greenway	Continue planning and implementation in partnership with GVRD Parks, Burnaby, New Westminster, BC Hydro, and other agencies
Vancouver Intertnl Airport Authority	C	13	Iona Beach Greenway	Investigate feasibility of extending existing trails off road from McDonald Beach Park to Iona Beach Regional Park
TransLink	C	6	Arbutus Greenway	Keep long term options open for the potential acquisition of the Arbutus corridor if it becomes available
TransLink	C	8	BC Parkway	Upgrade the existing BC Parkway for safety and continuity, and develop greenway opportunities along the new SkyTrain line

## Appendix E: Actions Required to Implement the BPRS Recreational Greenway Plan

GVRD = Greater Vancouver Regional District  
 GVS&DD = Greater Vancouver Sewerage and Drainage District  
 TCT = Trans Canada Trail  
 VPA = Vancouver Port Authority

L = Lead Agency initiates the identified action  
 C = Contributing agency will provide some form of resources, whether land, funding and / or structures etc.  
 S = Supporting agency will offer staff time, support in principle for planning and organization etc.

Greenway Name	Implementation Action	Agencies and Roles			
1 Seaside Greenway	Continue work on the Seaside Greenway to fill in gaps along the southeast side of False Creek and temporary trails along Coal Harbour	Vancouver (L)			
1 Seaside Greenway	Complete TCT connector				
2 Burrard Inlet Greenway	Continue work on transition of TCT route between Vancouver and Burnaby	Vancouver (L)			
2 Burrard Inlet Greenway	Investigate possibilities of links to Coquitlam's greenways north of the Barnet Highway	Vancouver (L)	Burnaby (L)		
2 Burrard Inlet Greenway	Investigate feasibility of a recreational water crossing from Barnet Marine Park in Burnaby to Belcarra Regional Park and on to Deep Cove	Burnaby (L)			
2 Burrard Inlet Greenway	Strive for a continuous off road corridor along the length of Burnaby's portion of the Burrard Inlet Greenway	GVRD Parks (L)	Burnaby (C)		
2 Burrard Inlet Greenway	Continue work on the long term goal of a connection paralleling the shoreline from the SeaBus terminal eastward to Burnaby's border	Burnaby (L)			
3 Ridgeway / Patterson	Consideration of a smoother link between Central Park (Patterson) and Vancouver's Ridgeway Greenway	Vancouver (L)			
3 Ridgeway / Patterson	Upgrade Patterson Avenue to include an urban greenway (pedestrian) to link to Burnaby's Fraser Foreshore Park	Burnaby (L)	Vancouver (L)		
3 Ridgeway / Patterson	Investigate the potential for a partnership between GVRD Parks and Vancouver on the northeast corner of the Ridgeway Greenway where the route dips into Pacific Spirit Regional Park	Burnaby (L)			
4 Salish Greenway	Maintain existing trail standards within Pacific Spirit Regional Park	Vancouver (L)	GVRD Parks (L)		
5 North Fraser Greenway	Continue to work on Fraser Foreshore connections into New Westminster, perhaps along the CNR line adjacent to Thom Avenue	GVRD Parks (L)			
5 North Fraser Greenway	Improve transition along the Fraser River foreshore from New Westminster into Burnaby and extend trail west from Quayside Promenade to Burnaby	Burnaby (L)			
5 North Fraser Greenway	Continue long term goal to fill in gaps through collaboration with the Point Grey and Fraserview Golf Courses and other landholders	New West. (L)			
5,15 North Fraser Greenway / East Richmond	Investigate feasibility of a recreational water crossing from No. 7 Rd. Pier in Richmond to the foot of Kerr Street (Jellicoe Park) in Vancouver	Vancouver (L)			
5,13 North Fraser Greenway / Iona Greenway	Investigate feasibility of a recreational water crossing from Sea Island to east of Fraser River Park in Vancouver	GVRD Parks (L)	Vancouver (C)		
6,14 Arbutus Greenway / West/ Mid Richmond	Investigate feasibility of using the swinging rail bridge east of the Oak St. bridge as a recreational water crossing linking the Arbutus corridor to Richmond's Shell Road Trail	GVRD Parks (L)	Vancouver (C)	Richmond (C)	
6 Arbutus Greenway	Investigate the possibility of a staging area on the Fraser River at the end of the Arbutus corridor if developed as a greenway - potentially east of Fraser River Park in Vancouver	GVRD Parks (L)	Vancouver (C)	Richmond (C)	
6 Arbutus Greenway	Keep long term options open for the potential acquisition of the Arbutus corridor if it becomes available	Vancouver (L)	GVRD Parks (C)		
7 Ontario Greenway	Upgrade existing bikeway to greenway status	Vancouver (L)	TransLink (L)	GVRD Parks (C)	
		Vancouver (L)			

#	Greenway Name	Implementation Action	Agencies and Roles				
			TransLink (L)	Vancouver (C)	Burnaby (C)	New West. (C)	GVRD Parks (C)
8	BC Parkway	Upgrade the existing BC Parkway for safety and continuity, and develop greenway opportunities along the new SkyTrain line	TransLink (L)	Vancouver (C)	Burnaby (C)	New West. (C)	GVRD Parks (C)
9	Central Valley Greenway	Finalize a route alignment and preserve long term development options for the proposed Central Valley Greenway along the Grandview Cut and Still Creek corridor	Vancouver (L)	Burnaby (L)			
10	Eastside Crosscut	Finalize a corridor / route alignment and preserve long term development options	Vancouver (L)				
11	Byrne Creek Burnaby Lake	Finalize a corridor / route alignment and preserve long term development options	Burnaby (L)				
11	Byrne Creek Burnaby Lake	Develop a northwest / southeast connection into New Westminster in conjunction with New Westminster's new trail plan between Canada Way and Cumberland St	Burnaby (L)	New West. (S)			
12	Brunette Fraser	Collaborate on the implementation of the Brunette - Fraser Greenway	GVRD Parks (L)	Burnaby (C)	New West. (C)	GVS&DD (C)	BC Hydro (C)
12,16	Brunette Fraser / Queensborough	Investigate feasibility of using the rail bridge from Westminster Quay to Queensborough as a recreational water crossing	GVRD Parks (L)	New West. (C+E11)			
12	Brunette Fraser	Continue planning and development of the destination park at the mouth of the Brunette River	GVRD Parks (L)	New West. (C)			
12	Brunette Fraser	Investigate feasibility of a recreational water crossing from the proposed park at the mouth of the Brunette River to Brownsville Bar in Surrey	GVRD Parks (L)	New West. (S)			
12	Brunette Fraser	Extend Quayside promenade to the Patullo bridge, linking up with the Brunette - Fraser Greenway	New West. (L)				
12a	Crosstown Connector	Continue with planning and development of this connector from 22 St. Station to Hume Park	New West. (L)				
13	Iona Greenway	Investigate feasibility of extending existing trails off road from MacDonald Beach Park to Iona Beach Regional Park	GVRD Parks (L)	YVR (L)	CWS (C)		
13	Iona Greenway	Investigate the feasibility of developing a staging area on the west side of the Moray Bridge in correlation with planned upgrades	Richmond (L)				
14	West and Mid Richmond	Continue with regular planning to fill in remaining gaps along the corridor (e.g. north Shell Road)	Richmond (L)				
14	West and Mid Richmond	Investigate feasibility of a recreational water crossing from South Richmond to Ladner Harbour Park in Ladner	GVRD Parks (L)				
14	West and Mid Richmond	Investigate feasibility of a recreational water crossing from Steveston to Reifel Island	GVRD Parks (L)				
14	West and Mid Richmond	Investigate feasibility of recreational water crossings from Annacis Island under the Alex Fraser bridge to River Road in Delta	GVRD Parks (L)				
14	West and Mid Richmond	Investigate the development of a staging area on the Vancouver side of the CNR swinging rail bridge to facilitate access if developed as a recreational water crossing	GVRD Parks (L)				
15	East Richmond Grwy	Investigate feasibility of a primary staging area in east Richmond along the South Arm of the Fraser (potentially near Graybar Marina area or the Richmond Ice Centre)	Richmond (L)				
15	East Richmond Grwy	Investigate feasibility of a staging area in east Richmond at Boundary Road to service greenways 15 and 16	Richmond (L)	New West. (L)			
16	Queensborough Grwy	Continue work on Queensborough's Perimeter Greenway as redevelopment occurs as delineated in OCP - keep long term development options open	New West. (L)				

## Appendix F: Burrard-Richmond Sector Recreational Greenways - Planning Team

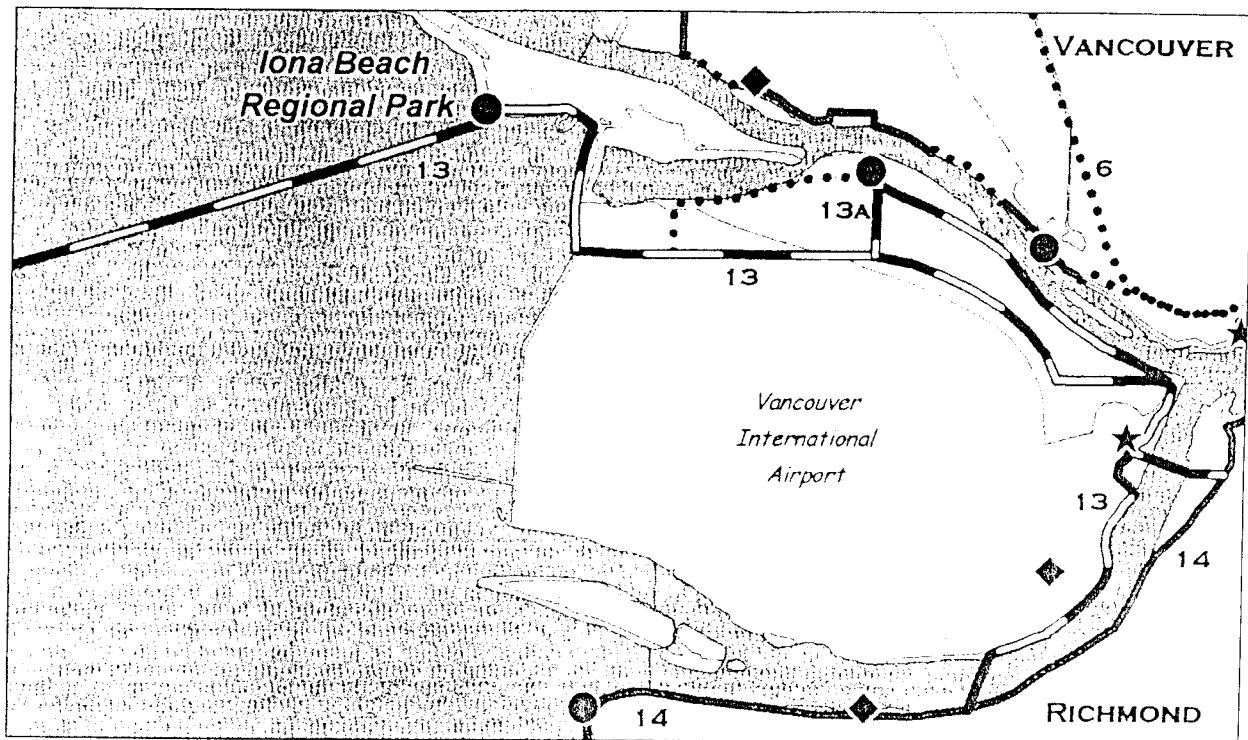
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## Appendix F: Burrard-Richmond Sector Recreational Greenways - Planning Team

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## Iona Greenway (13) (13a MacDonald Beach Connector)



**Description:** This greenway extends from Iona Beach Regional Park on Iona Island to the Moray and No. 2 Rd. Bridges on Sea Island.

13a - A secondary connector route extends out to MacDonald Beach Park and Boat Launch and along the Sea Island Dyke trails to meet up with the primary route again at Grauer Road. A portion of this connector is proposed west of MacDonald Beach Park.

**Status:** The majority of this greenway is already in place along scenic roadways. The 4.5 km jetty at Iona Beach Regional Park, and the trail system at MacDonald Beach are formally in place as well. There is potential to develop a recreational and commuter water crossing from the North Fraser shoreline near Oak Street bridge to Sea Island.

The road / trail system will change fairly significantly in the next year and a half with planned Vancouver International Airport developments. Construction of the new Moray Channel Bridge will result in the closure of vehicle access to Grauer at the bridge. Vehicle traffic will be directed to a new extension of Templeton Road to access Grauer Road. Pedestrians and bicycles will be able to continue to use the perimeter dyke trails from the bridge. These changes will improve the recreational use of the greenway by removing vehicles from a large section of Grauer Road.

**Key Natural Features:** A boat launch, fishing, trails, ample nature study opportunities, sand dune ecology, tug and fishing boat activity, a 4.5 km jetty for cycling and walking, a

viewing tower, and equestrian trail are some of the key features of this greenway. The Sea Island Conservation Area, 140 hectares managed by the Canadian Wildlife Service, provides significant habitat for raptors and herons, as well as adjacent trails for recreational use. Flight Path Park is also on the route offering spectacular views of airplanes landing and taking off.

**Existing Staging Areas:**

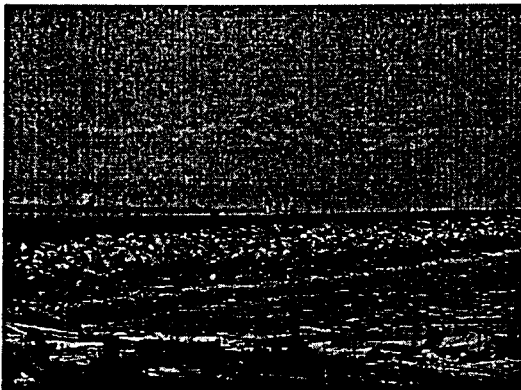
Iona Beach Regional Park offers parking, washrooms, telephone, picnicking, the Iona Jetty trail, and a viewing tower. MacDonald Beach Park offers a boat launch, parking, washrooms, and picnicking facilities. A secondary staging area exists at Flight Path Park.

**Potential Staging Areas:**

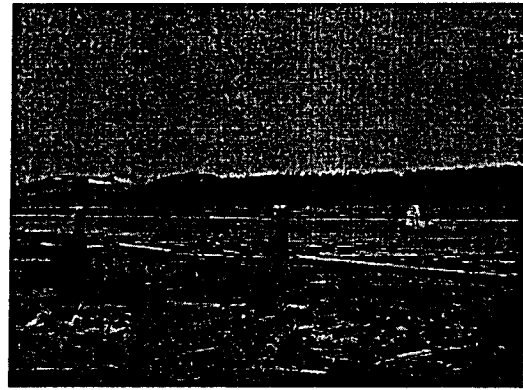
On the west side of the Moray Bridge as part of the bridge upgrades- to service the Grauer Road portion of the greenway

**Actions Required:**

- Investigate feasibility of a recreational water crossing from Iona Beach Regional Park to the foot of the Salish Greenway in Vancouver (GVRD Parks, Vancouver)
- Investigate feasibility of extending existing trails from McDonald Beach Park to Iona Beach Regional Park along the Fraser River. (Vancouver International Airport Authority, GVRD Parks, Canadian Wildlife Service)
- Investigate the feasibility of developing a staging area on the west side of the Moray Bridge in correlation with planned upgrades (Richmond)



Iona Beach Regional Park – Iona jetty

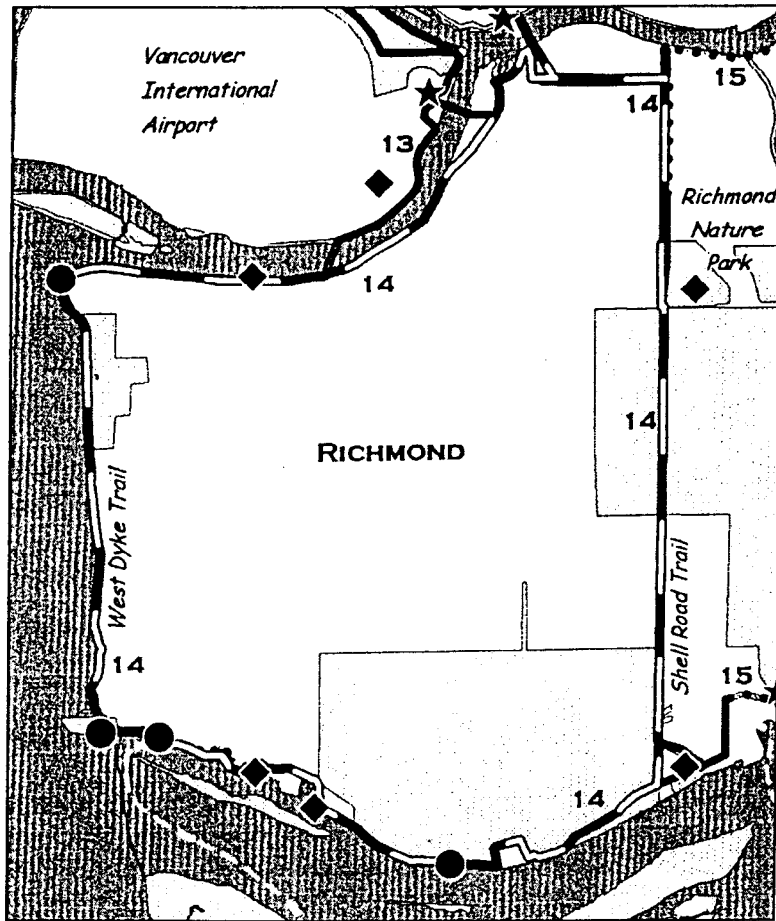


View of the North Arm of the Fraser

Staging Area	Feature	Park Size (ha)	Parking Capacity	Picnicking	Washroom / Kiosk
<b>Iona Beach Regional Park</b>		114	85	Yes	Yes
<b>MacDonald Beach Park</b>		57.5	80	Yes	Yes
<b>Flight Path Park</b>		13.4	10	No	No

# West and Mid Richmond Greenway (14)

(including Middle Arm, West, and South Dyke Trails, and Shell Rd. Trail)



## Description:

The Middle Arm Trail segment of this greenway is a 5.5 km dyke path, which runs from the Sea Island Bridge to Terra Nova along the North Arm of the Fraser River. The popular West Dyke system provides 6 kilometers of trails overlooking tidal flats extending 1.6 km into Georgia Strait. The Steveston portion of this greenway links public park space with industrial, commercial, and historical points of interest. It runs from Garry Point Park to the foot of No. 2 Road. The South Dyke Trail provides 6 kilometers of scenic pathways and roadways along the South Arm of the Fraser River to Horseshoe Slough. The Shell Road Trail brings this greenway full circle connecting Horseshoe Slough, the Richmond Nature Park and River Road to the Middle Arm Trail.

## Status:

This greenway is virtually complete, and is undoubtedly a unique regional asset. Some sections move onto residential and village streets with a long-term vision of a completed waterfront route. There is potential to develop recreational water crossings from Steveston to Reifel Island, and from South Richmond to Ladner Harbour Park. In addition, the CNR Rail bridge (swinging) just east of the Oak Street bridge at Bridgepoint could provide a key recreational water crossing to Vancouver greenways (Fraser and Arbutus Greenways) with high heritage and interpretive value.

## Key Natural Features:

Significant features include: views of the North Shore mountains, Fraser River access, the tidal flats along the West Dyke, Vancouver International Airport - views and activities, abundant nature study and appreciation opportunities, the historic fishing and net-mending docks at Garry Point Park, Steveston Historical Fishing Village, the Britannia Heritage Shipyard, London's Landing and Farm, and the Interpretive Centre at the Richmond Nature Park.

Existing Staging  
Areas:

- Dover Beach offers parking, and a viewing pier;
- Terra Nova has parking, washrooms, picnicking, interpretive signage, and an observation deck;
- Garry Point Park (85.2 ha) is a large waterfront Park with parking, washrooms, picnicking, and a Japanese garden;
- Britannia Heritage Shipyard is a National Historic site with a wooden boatworks, historic buildings, and a waterfront park;
- Steveston Village is a historic and working fishing village including a National Historic Site, the Gulf of Georgia Cannery, and the Steveston Post Office/Museum. Easy access to the greenway is available, as are parking, washrooms, and picnic facilities;
- London's Landing has parking, woodlot, picnicking, and a fishing and viewing pier;
- The Sports Fishing Pier offers fishing, parking, washrooms, and picnicking facilities;
- Horseshoe Slough is a secondary staging area with parking and trail access; and
- The Richmond Nature Park provides parking, washrooms, picnic area, and a nature interpretive centre

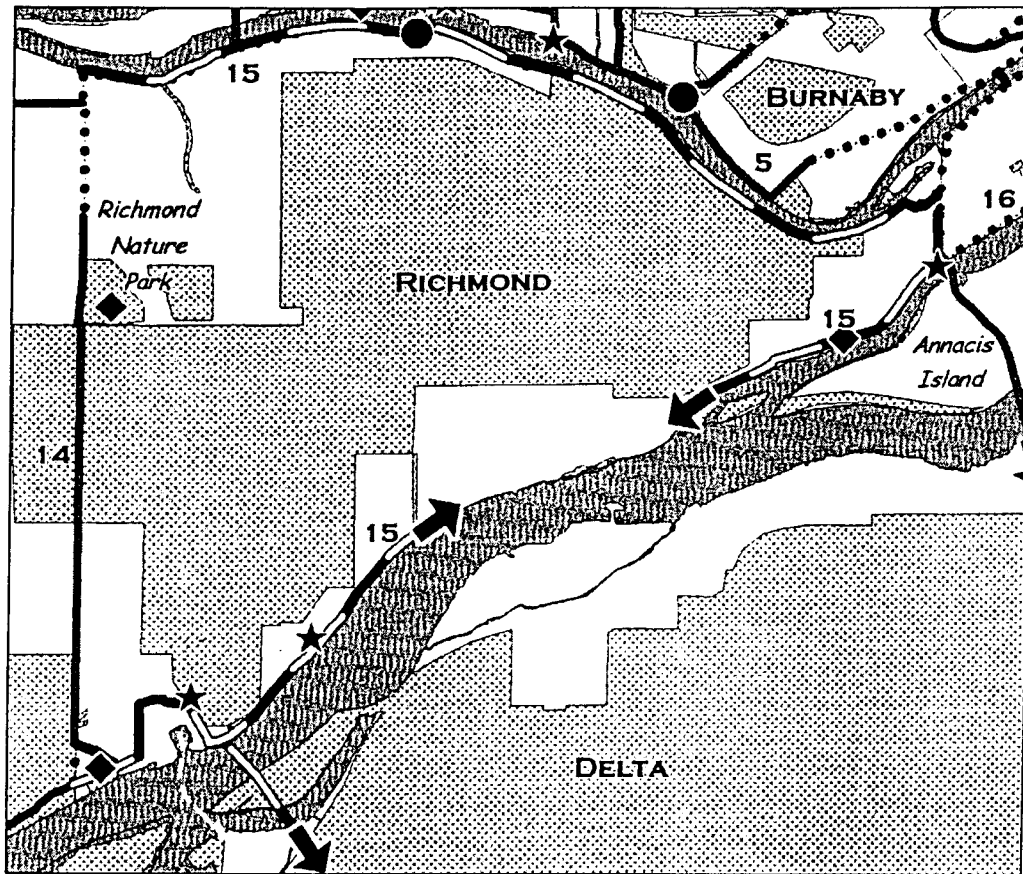
Potential Staging  
Areas:

If any water crossings are deemed feasible, staging facilities to service them would require investigation – e.g. Bridgepoint at the swinging rail bridge west of the Oak Street Bridge.

Actions Required:

- Continue with regular planning to fill in remaining gaps along this regionally significant corridor (Richmond)
- Investigate feasibility of a recreational water crossing from South Richmond to Ladner Harbour Park in Ladner (GVRD Parks)
- Investigate feasibility of a recreational water crossing from Steveston to Reifel Island (GVRD Parks)
- Investigate feasibility of recreational water crossings from Annacis Island under the Alex Fraser bridge to River Road in Delta, and from Steveston to Reifel Island (GVRD Parks)
- Examine feasibility of using the CNR swinging rail bridge on the Fraser River east of Oak St. Bridge to link Richmond's greenways to Vancouver's Arbutus corridor (GVRD Parks, Vancouver)
- Investigate the development of a staging area on the Vancouver side of the CNR swinging rail bridge to facilitate access if developed as a recreational water crossing (GVRD Parks, Vancouver)

# East Richmond Greenway (15)



## Description:

This greenway extends from Horseshoe Slough up No. 5 Road, east along Steveston Highway over Highway #99 to No. 6 Road, and continues north to Westminster Highway. Running eastward along Westminster Highway to Nelson Road, the route then turns south toward the Fraser River where it continues past Graybar Road to Boundary Road (meeting with the Queensborough Perimeter Greenway). The route then runs north to River Road and eastward to meet up with the Richmond Greenway (Middle Arm and Shell Road Trails). It is a long term planning goal to develop a route paralleling the riverfront from the mouth of Horseshoe Slough to the Queensborough border.

## Status:

The North Arm segment of this greenway along River Road (10 km) is in place in terms of a connecting corridor. However, the road is narrow, and cannot be called a greenway at this time. The North Arm connection is a desirable one, but at this point, is a long-term vision. In addition, portions of the southern section have yet to be developed. There are several short segments in place, and completion of this link is a long term planning goal for Richmond. The completion of the riverfront segment from No. 6 to No. 7 Road is expected by the end of 2000. In addition, as redevelopment of Queensborough and East Richmond continues, the transition between the two areas will be made smoother. There is also potential to investigate the feasibility of recreational

Status (con't.)

water crossings from the No. 7 Rd. Pier to the foot of Kerr Street (Jellicoe Park) in Vancouver, and from Annacis Island just east of the Alex Fraser Bridge to River Road in Delta.

Both the City of Richmond and the City of New Westminster expressed that although recreational water links would be an attractive amenity, they would most likely be seasonal, and may divert attention away from needed improvements on existing bridges and connections. Therefore, the improvement of existing fixed bridge links should have a high priority in planning activities.

Key Natural Features:

Active industrial areas are juxtaposed with views of river activities and marinas. The No. 7 Road Pier is an old CN Barge loading pier which has been restored for fishing and viewing.

Existing Staging Areas:

The No. 7 Rd. Pier offers parking, washrooms, picnic area, and pier. The Graybar Marina Area has some parking and picnic facilities. A staging area is proposed near the Richmond Ice Centre to further service this greenway.

Potential Staging Areas:

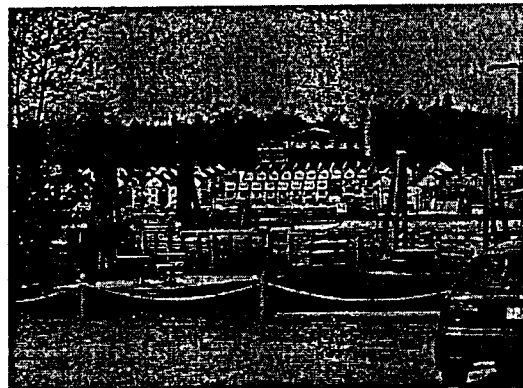
- The east end near Queensborough at Boundary Road
- The end of Triangle Road on City of Richmond property
- The foot of Rice Mill Road or at the Model Airplane Park

Actions Required:

- Investigate feasibility of a recreational water crossing from the No. 7 Rd. Pier in Richmond to the North Fraser Greenway in Vancouver (GVRD Parks)
- Continue with long-term goal of making a lower levels connection along the south arm of the Fraser in East Richmond - from the landfill site to Graybar Road (Richmond)
- Develop a more comprehensive staging area in east Richmond along the South Arm of the Fraser (perhaps at Graybar Marina area or the Richmond Ice Centre) (Richmond)
- Investigate the feasibility of a staging area near Boundary Road (Richmond, Queensborough)



Finn Slough



The No. 7 Road Pier staging area