

# Part VI

## 7.0 City-Wide Links

### *A Trail and Greenway Implementation Plan*

This section of the Trails Strategy focuses on the city-wide trails. City-wide trails are considered the major trails that traverse the City providing cross-town routes for commuters and recreational users.

The Implementation Plan is divided into either trails within an area (e.g. Hamilton Area Trails) or a significant trail route (e.g. Shell Road Greenway). The goal of the Plan is to identify routes and the critical missing links, and to provide a series of recommendations and implementation priorities.

Each section of the Implementation Plan includes:

- a vision statement with key principles
- location description
- important links and key destinations along the trail and in the area
- other City and external plans that may impact trail development
- a series of recommendations and proposed phasing
- a map showing the proposed trail and Cycling Network routes with cross-references to the recommendations.

The Trails Strategy has been identified as a strategy that will be reviewed and updated in 2010. For purposes of identifying priorities and a relative time frame for implementation the following time frames have been used:

Short Term = immediately to 3 years

Medium Term = 3 to 5 years

Long Term = 5+ years

Ongoing = immediately to 5+ years

### *City-wide Trails include:*

- 7.1 Steveston Area Trails
- 7.2 West Dyke / Terra Nova / Middle Arm Area Trails
- 7.3 Railway Avenue/McCallan Road Greenway
- 7.4 Garden City Greenway
- 7.5 City Centre/West Cambie Area Trails
- 7.6 Bridgeport Area Trails
- 7.7 No.7 Road Trail
- 7.8 East Richmond North Fraser River Greenway
- 7.9 Hamilton Area Trails
- 7.10 East Richmond/Fraser Lands/Riverport Area Trails
- 7.11 Shell Road Greenway / Horseshoe Slough Trail
- 7.12 Gilmore Area Trails
- 7.13 Sea Island Area Trails

For the purposes of this Strategy, the term 'area' refers to a general community area and not the Official Community Plan planning areas.

## 7.1 Steveston Area Trails

### *Vision*

The Steveston area trails will provide opportunities for residents and visitors to experience and enjoy the active village centre, commercial and historic waterfront, and the natural scenery along the river. The key focus is the waterfront greenways with a series of trails linking to the waterfront and other greenways in the area. The key principles will be ensuring a strong integration of the visions for land and water uses, the development of a blueways program for the waterfront, provision of further interpretation, and respecting the environmental sensitivity of the foreshore.

### *Location*

Steveston Highway south to the river, West Dyke Trail to No.3 Road

### *Important Links and Destinations*

West Dyke Trail; Garry Point Park; Steveston Village; Steveston Park and Community Centre; the Steveston Waterfront Greenways including historic sites such as Gulf of Georgia Cannery (National historic site); Britannia Heritage Shipyard and London Farm; the South Dyke Trail; 50 acre City owned land (Tree Nursery); T. Homma Elementary School/Park; No. 3 Road Sports Fishing Pier; Railway Avenue designated bike route and future greenway.

### *Other City and External Plans*

The Waterfront Development Strategy is reviewing opportunities for blueways that include programming recreational activities on the water, marinas and other potential active uses of the water, as well as ensuring that this is integrated with upland development (such as the 50 acre City owned site at the foot of No.3 Road). Numerous programs and events for the public are hosted at Britannia Heritage Shipyards and Gulf of Georgia Cannery throughout the year. The City is upgrading Moncton Street in front of Steveston Park with traffic calming measures to reflect the work completed on the south side of the street (Imperial Landing) as part of the original 1994 Greenways Plan. Transportation Planning is reviewing the condition and need for upgrades of No.2 Road south of Steveston Highway due to the proposed redevelopment of the London-Princess and Trites Industrial areas to residential use. A new commercial development in the Village adjacent to Steveston Landing will include improved public access along the waterfront. A proposed townhouse development on 7th Ave across from Garry Point Park will provide trail access and interpretation on Ferry Lane. Gulf of Georgia has requested potential use of the lane behind 3rd Avenue as a trail with memorial tree planting. The City is considering different route options for the Interurban Tram. TransLink has proposals to develop a bus loop on Chatham Street on Steveston Harbour Authority lands and will provide sidewalk improvements as part of their development.



Garry Point Park



Steveston view from Garry Point Park



Imperial Landing

## Recommendations:

### *Short Term*

1. Review the park plan for Garry Point Park and consider developing a tree planting plan to provide shade and to be able to respond more efficiently to community requests for e.g. cherry tree planting and memorial trees.
2. Develop Ferry Lane as a trail link between Chatham Road and Moncton Street and provide historic interpretation.
3. Work with Gulf of Georgia on the design and potential use of the lane behind 3rd Avenue as a trail link as per the 1994 Steveston Greenways Plan.
4. Continue to work with the Steveston Harbour Authority on the potential design and development of the Tin Shed Site at 3rd Avenue and Moncton Street as a bookend for Steveston Village as per the Greenways Plan.
5. Coordinate with the Waterfront Development Strategy committee as different options for water use and support facilities are considered.
6. Work with the developers in the London-Princess area to ensure that the appropriate trail links are made to the waterfront and along the City owned former CNR right-of-way.
7. Develop a master plan for the City owned land between Gilbert and No.3 Road.
8. Coordinate with Transportation Planning to ensure a trail connection along the east side of No.2 Road is incorporated in any redevelopment of the road right-of-way south of Steveston Highway.
9. Continue dialogue with the GVRD on the most appropriate location for a potential pedestrian and cycling ferry link to Ladner.
10. Determine the best route and location for the Interurban Tram and barn.
11. Coordinate with other City staff and the Advisory Committee on the Environment as they negotiate with the appropriate agencies on the potential public use and access to Shady Island (Steveston Island).

### *Medium*

12. Redesign the lane from Steveston Park to No.1 Road and the Chatham Street to create a strong pedestrian corridor that connects Railway Avenue to No. 1 Road.
13. Work with the Provincial Government to provide public access on the north side of Scotch Pond with the potential of creating a water crossing to access the land west of Garry Point Park.
14. Construct an off-road trail along Gilbert Road from Steveston Highway to Dyke Road.
15. Work with Transportation Planning on traffic calming measures for No. 3 Road south of Steveston Highway.



Britannia Heritage Shipyard



Paramount Pond area



No. 2 Road Fishing Pier



South Dyke Trail, near London's Landing



London - Princess area



South Dyke - Gilbert Beach

16. Consider pedestrian and cyclist ferry 'transit stops' along the waterfront with the goal of connecting the trail users to key destinations e.g. Britannia Heritage Shipyard, Steveston Village, Garry Point Park, No. 3 Road Fishing Pier, and Riverport.
17. Develop a plan for the triangular green space on Railway Avenue south of Moncton Street.

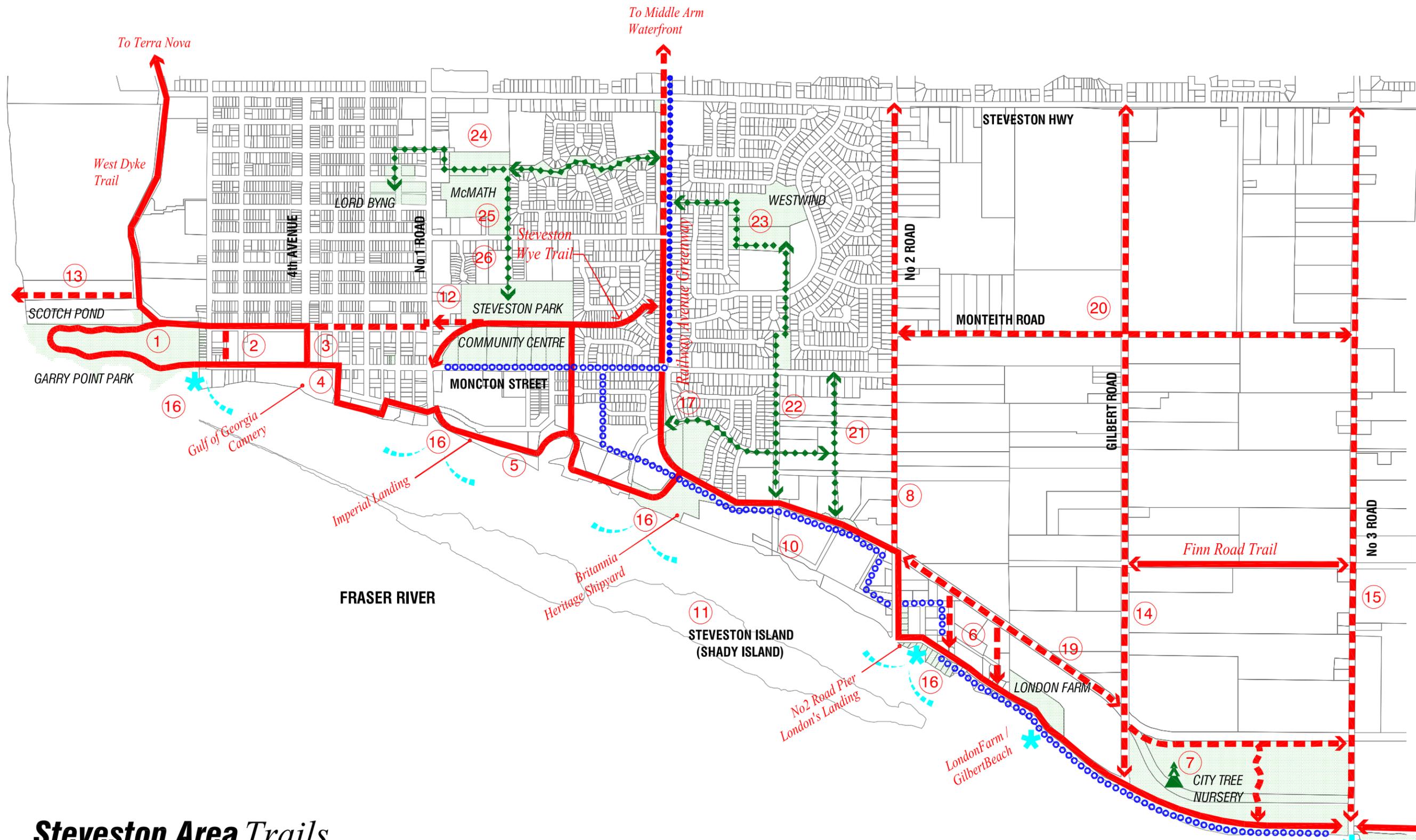
***Ongoing / Long Term***

18. Ensure ongoing coordination and intergration of the upland development and water based uses.
19. Consider continuing the trail along the former CNR right-of-way from No.2 Road to Gilbert Road and onto the 50 acre City owned lands following due process with the Farmers Institute or appointed Agricultural Advisory Committee.
20. Consider developing a trail along Monteith Road from No.2 Road to Gilbert Road following due process with the Farmers Institute or appointed Agricultural Advisory Committee.

***Proposed Neighbourhood Green Links***

Although the focus here is on the major city-wide trails, there are a number of key neighbourhood links that eventually lead to the waterfront. To ensure that opportunities are not missed while more detailed work on the neighbourhoods routes is undertaken in the future, a few suggestions have been made here.

21. As the Trites Industrial area undergoes redevelopment, ensure north-south links connecting to the public walkways in Southcove and to the Steveston Waterfront Greenways, and create east-west connections to link the proposed new neighbourhood to T.Homma School/Park site.
22. Construct a Neighbourhood Green Link along Trites Road with wider grass boulevards and a 2.0 meter wide path to link the Steveston Greenways to Moncton Street, through the Austin Harris site, and onto Westwind Elementary School/Park site.
23. Construct trails in Westwind School/Park that link to the surrounding neighbourhood.
24. Formalize and construct the necessary paths to connect users on Railway Avenue to the McMath linear green space, through the school/park site to No.1 Road, and into Lord Byng School/Park.
25. Develop a path along the eastern edge of McMath School/Park to connect to Fentimen Place and Steveston Park.
26. Design and reconstruct Fentimen Place road right-of-way as redevelopment occurs to provide a strong pedestrian connection into Steveston Park from McMath School/Park.



# Steveston Area Trails

- |  |                             |  |                                    |
|--|-----------------------------|--|------------------------------------|
|  | EXISTING TRAILS / GREENWAYS |  | EXISTING CYCLE ROUTES              |
|  | PROPOSED TRAILS / GREENWAYS |  | PROPOSED CYCLE ROUTES              |
|  | RECOMMENDATIONS             |  | PROPOSED NEIGHBOURHOOD GREEN LINKS |
|  | PROPOSED STAGING AREAS      |  |                                    |



No 3 Road Sports Fishing Pier

## 7.2 Terra Nova Area/West Dyke/Middle Arm Trails

### *Vision*

The Terra Nova/West Dyke/Middle Arm trails will continue to provide public access to this regionally significant landscape with awe inspiring open vistas of distant mountains, water, marsh ,and a variety of wildlife habitats. The key principles will include maintaining the tranquil and natural experience of these trails by ensuring sensitive and appropriate development that focuses on enriching the public's awareness and appreciation of the environmental value and richness of the area.

### *Location*

Along the Middle Arm of the Fraser River from No.2 Road to the River Road road end at the entrance onto the West Dyke Trail and south to Garry Point Park.

### *Key Links and Destinations*

Steveston Village and Steveston Waterfront Greenways; Garry Point Park; Sturgeon Banks; Terra Nova Natural Area; Terra Nova North West Quadrant (TNWQ) future park development; Terra Nova, Thompson and Dover residential areas; the No.2 Road Bridge and Sea Island; the City Centre Middle Arm waterfront and the Downtown District of the City Centre.

### *Other City and External Plans*

The vast estuary along the West Dyke Trail beyond the toe of the dyke is under the jurisdiction of the Provincial Government who published the Sturgeon Bank Wildlife Management Area Management Plan in 1994. Their goal is conservation with a recognition of the high recreational use of the adjacent trail. Plans for boardwalks or piers that may extend out into the marsh area would need to be negotiated with the provincial government as well as FREMP. In 1995, the Parks Section developed a West Dyke Trail Design Plan as a guide for developing the trails and amenities. Improvements were implemented in 1996 and 1997. This plan provides a number of conceptual designs for trail amenities such as an interpretation plan and observation platforms that are still valid. The recent Terra Nova North West Quadrant(TNWQ) Inventory and Analysis was presented to Council in 2002. The immense ecological, historical and recreational value of this site is due to its location adjacent to the river, estuary and trail system. The next phase will be developing a design and management plan for the area. Public Works has ongoing dyke and pump station improvements along the West Dyke that provide opportunities to upgrade staging areas at the same time.



Great Blue heron



West Dyke Trail - north end



Terra Nova Natural Area



Adopt-a-Garden on West Dyke Trail



Terra Nova walkway



Sturgeon Banks



West Dyke Trail - near Garry Point Park



View of Sea Island and Vancouver International Airport from Middle Arm Trail

## Recommendations

### *Short Term*

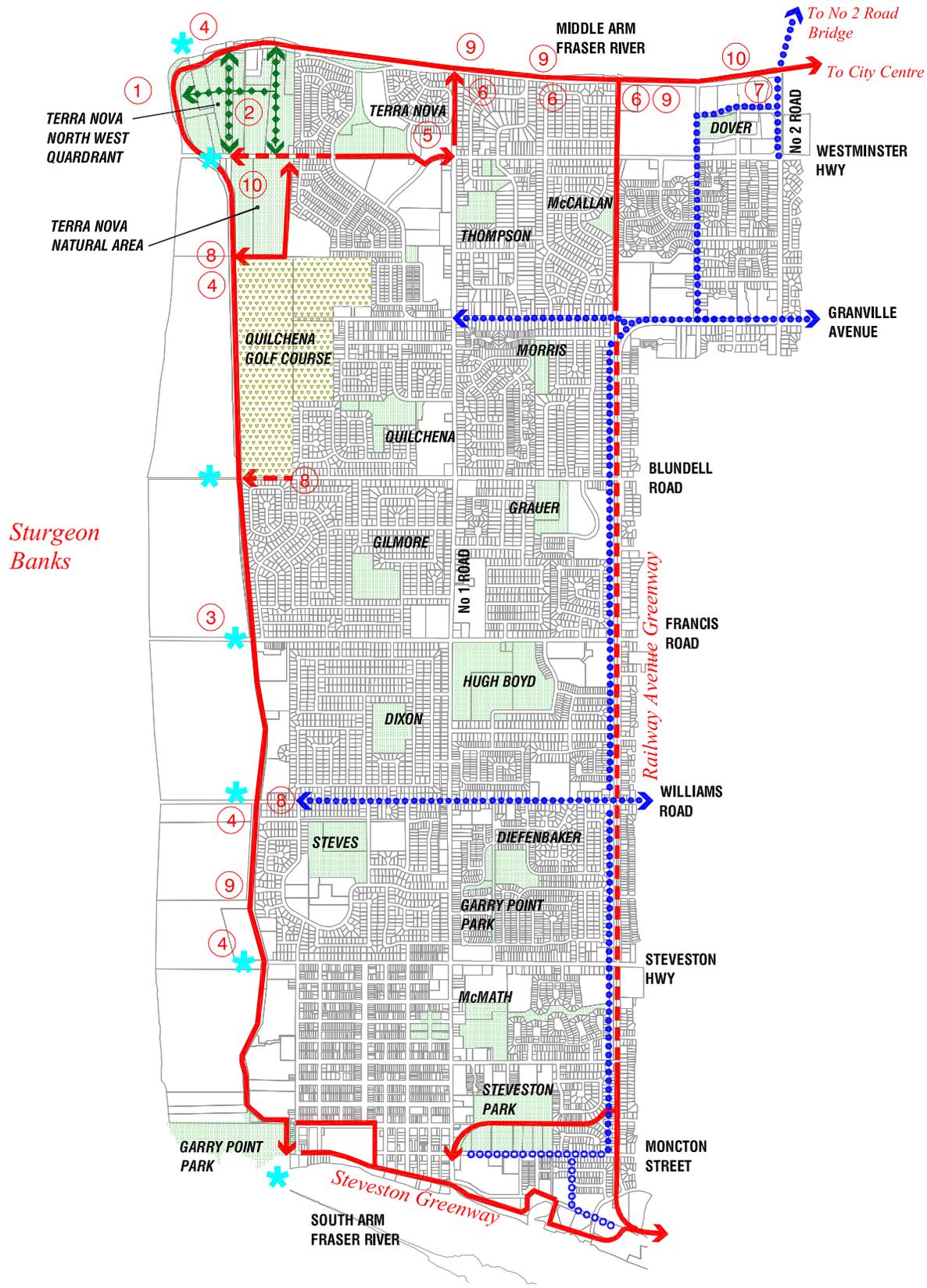
1. Include the existing waterfront dyke trails and River Road into the planning and design process for the Terra Nova North West Quadrant (TNWQ) site and develop the whole area in a comprehensive manner.
2. Develop a series of trails throughout TNWQ site that connects with the waterfront and Terra Nova Natural Area.
3. Coordinate with Public Works on the design of new pump stations and their surroundings to ensure the overall improvement of the associated trail staging area (e.g. Francis Road pump station).
4. Continue with the interpretation program along the dyke and minor trail amenity improvements.
5. Improve neighbourhood Green Links by providing signage from No.1 Road and Westminster Hwy. directing people to Terra Nova Natural Area, the West Dyke, and to Spulc'wuck School/ Park.
6. Develop design plans for the Middle Arm entrance points onto the dyke trails to improve accessibility and safety.
7. Provide directional signage and an orientation map at the No. 2 Road pedestrian/cycling ramp and dyke trail intersection.

### *Medium Term*

8. Improve the road end parking conditions at Blundell Road and Williams Road.
9. Implement the improvements to the Middle Arm access points.
10. Improve the waterfront open space immediately to the east of the No. 2 Road Bridge.

### *Ongoing / Long Term*

11. Work with FREMP and the Ministry of Water, Land and Air Protection on the potential of providing controlled access into the marsh with boardwalks and observation platforms specifically at Terra Nova and the Francis Road staging area.
12. Consider the acquisition of privately owned lands outside the dyke.
13. Negotiate with the Canadian Broadcasting Corporation on the potential of adding onto their pier structure in the future while respecting their concern for security.
14. Consider the closure of Westminster Highway to vehicular traffic west of Parkes Drive if all private properties have been acquired in the future. Maintain pedestrian and cycling access and integrate the road into the park to create one seamless site that would include Terra Nova Natural Area and the TNWQ site.



## West Dyke / Terra Nova / Middle Arm Area Trails

N. T. S.

	EXISTING TRAILS / GREENWAYS		EXISTING CYCLE ROUTES
	PROPOSED TRAILS / GREENWAYS		PROPOSED CYCLE ROUTES
	RECOMMENDATIONS		PROPOSED NEIGHBOURHOOD GREEN LINKS
	PROPOSED STAGING AREAS		



## 7.3 Railway Avenue/McCallan Road Greenway

### *Vision*

This West Richmond corridor will be a critical north-south greenway that links the west side of Richmond from Steveston Village to the gateway bridges along the Middle Arm of the Fraser River and ultimately to the City Centre. Notwithstanding the unknown future use of the CPR lands adjacent to Railway Avenue, this will be developed as a major natural and recreational greenway with public open spaces along the route. Key principles will be respecting and building upon the fact that this is a major historic and present day transportation route in the City, creating multiple connections to the surrounding neighbourhoods, introducing nature, and respecting its strong linear character and view corridors.

### *Location*

Railway Avenue and McCallan Road from the Middle Arm of the Fraser River (west of No.2 Road Bridge) to Dyke Road in Steveston.

### *Important Links and Destinations*

This Greenway should be viewed as an integral part of the larger system. Links include the Steveston Waterfront Greenways, Steveston Park, Steveston Village, Britannia Heritage Shipyard and other historic sites; T. Homma School Park site; McCallan Park; Thompson Community Centre and Park, Burnett High School and Blair Elementary School; Railway Avenue and Granville Avenue designated cycling lanes leading to Garden City Greenway, the City Centre, and Bridgeport (Oak Street Bridge); Middle Arm Dyke Trail; No.2 Road and Dinsmore Bridges; and a large residential population in the bordering neighbourhoods.

### *Other City and External Plans*

The City presently has no plan to widen either Railway Avenue or the McCallan Road right-of-way. The largest unknown factor is the future use of the 20 meter rail corridor owned by Canadian Pacific Railway (CPR) sandwiched between the two road right-of-ways (Railway Avenue and McCallan Road). The City purchased the rail corridor north of Granville Avenue in 1994 and integrated it with the McCallan Road right-of-way trail. In 1995, CPR removed the rails and provides minimal maintenance from south of Granville Avenue to just north of the Steveston Wye. In 1990, CPR Rail provided the City with a Study that showed a number of options for developing their lands together with City owned lands. These options focussed on residential development similar to the Steveston Wye. The proposal was not pursued further by CPR and they have not approached the City in recent years.



North end access onto the Middle Arm Trail



McCallan Road (Westminster Hwy to River Road)



Thompson Community Centre



McCallan Road r.o.w. trail (Granville Avenue to Westminster Hwy.)



Entrance off Railway Avenue to the Steveston Wye Trail

## Recommendations:

### *Short Term*

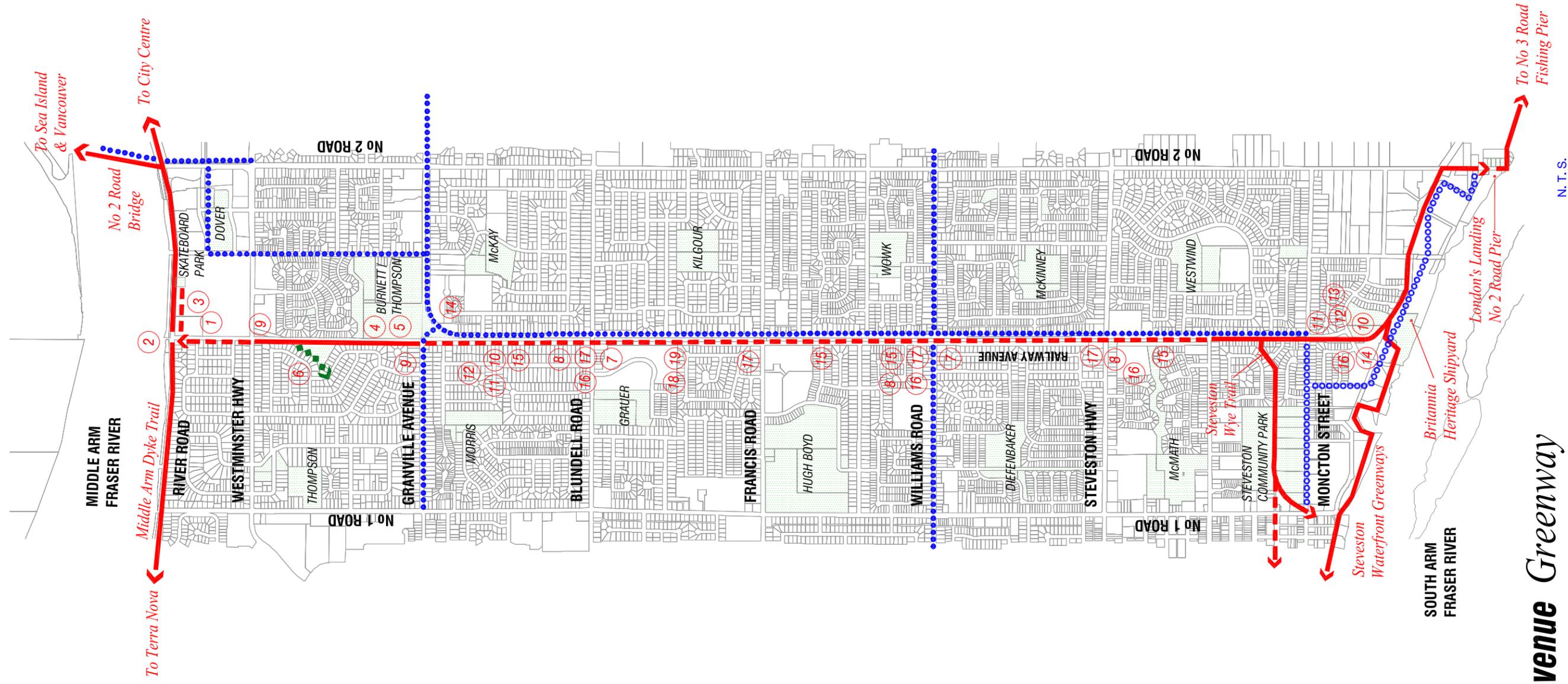
1. Connect Westminster Hwy. to River Road and the Middle Arm Trail by constructing an asphalt trail along the east side of McCallan Road.
2. Improve the safety of the access onto the Middle Arm Trail with a crosswalk and improved ramps.
3. Construct an asphalt trail along the south side of River Road to connect McCallan Road to Skateboard Park.
4. Introduce nature and plant trees along the existing trail between Westminster Highway and Granville Avenue.
5. Work with the local schools to plant the trees and adopt the corridor through the Partners for Beautification Program.
6. Connect into McCallan Park and the adjacent neighbourhood by constructing a pathway along the north edge of the park.
7. Provide a safe pedestrian trail to complement the cycling lanes by constructing a 3.0 meter off-road pathway from Granville Avenue to Garry Street within the McCallan Road right-of-way. This is a simple temporary solution that will provide the residents of the area with an important link until the future use of the CPR rail corridor is determined.
8. Negotiate with CPR to formalize through a Memorandum of Understanding, the existing crossings (from the neighbourhoods on the west side) to the Railway Avenue cycling lanes and transit stops.
9. Install directional signage and orientation maps throughout the system.
10. Formalize and improve the trail south of Moncton Street through to T. Homma School Park site and Britannia Heritage Shipyard.
11. Develop and install a consistent and recognizable directional signage system for the trails and the heritage sites at the corner of Moncton Street and Railway Avenue.

### *Medium Term*

12. Develop a park plan for the City owned triangle of land south of Moncton Street that acts as a gateway to Britannia Heritage Shipyard and the Steveston Waterfront Greenways.
13. Involve the adjacent neighbours in the planning process and encourage their adoption of the site through Partners for Beautification Program.
14. Determine a use for the City owned at Granville Avenue and Railway Avenue..
15. Improve the rail crossings to ensure safety, accessibility and their visibility.
16. Consider adding public art at each crossing building upon a theme of transportation.
17. Improve pedestrian safety at major arterial intersections (e.g. Williams Road) by building sidewalks with curb and gutter at the south-west and north-west corners.

*Ongoing / Long Term*

18. Negotiate with CPR on the future use of the land. Options may include acquisition of part or all of the CPR lands; partnerships in developing portions or all of the City owned and CPR lands while ensuring the appropriate setbacks, development standards and design to maintain the Railway Avenue corridor as a strong recreational greenway with public open space at appropriate locations, and possibly future tramway.
19. Encourage local residents to become involved with Partners for Beautification and adopt the corridor.



# Railway Avenue Greenway

**EXISTING TRAILS / GREENWAYS**  
**PROPOSED TRAILS / GREENWAYS**  
**RECOMMENDATIONS**  
**PROPOSED STAGING AREAS**

**EXISTING CYCLE ROUTES**  
**PROPOSED CYCLE ROUTES**  
**PROPOSED NEIGHBOURHOOD GREEN LINKS**

**17**

N. T. S.

North

## 7.4 Garden City Greenway

### *Vision*

This greenway will form a key link in the ‘necklace’ of green spaces that define and strengthen the perimeter edge and entrances into the City Centre. It will provide direct access along a north-south corridor linking numerous neighbourhoods to the City Centre and Bridgeport area as key destinations. The key principles will be promoting the ‘Garden City’ theme; ensuring the integration and coordination of the greenway into new developments and road construction along Garden City Road; a higher quality in materials and design reflecting the City Centre urban design standards; a greening of this urban corridor with rows of significant trees; and establishing strong links to the surrounding neighbourhoods.

### *Location*

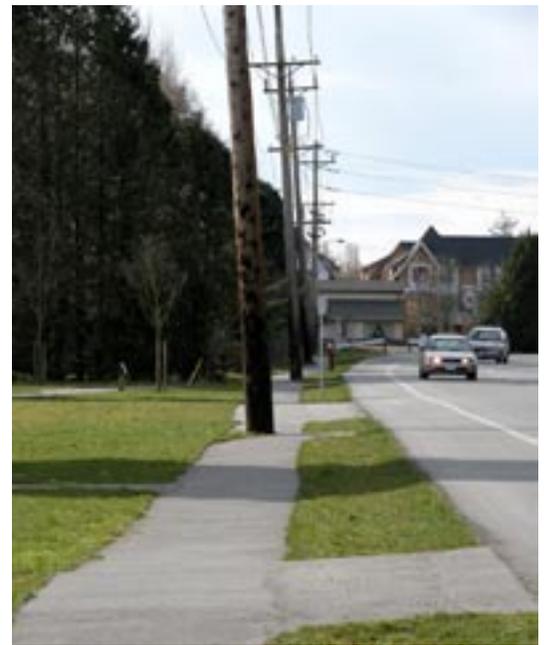
Garden City Way from Steveston Highway to River Road

### *Important Links and Destinations*

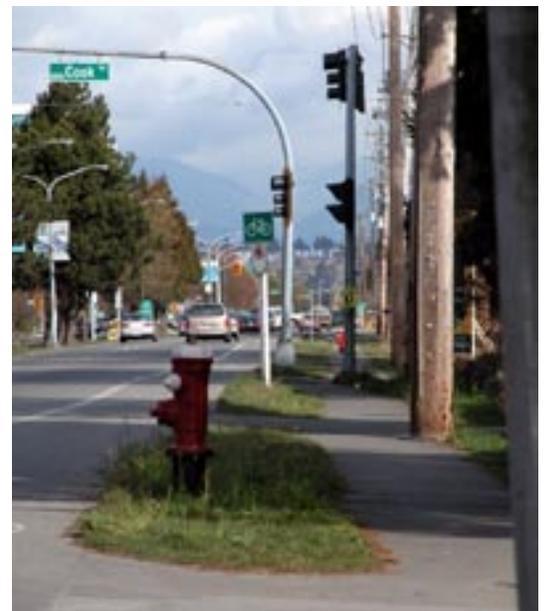
South Arm Community Centre and Park; McRoberts and Whiteside Schools; Williams Road designated cycling lanes; Granville Avenue Greenway and designated cycling lanes; McLennan Park and Arboreteum; Richmond City Hall; City Centre commercial district; Kwantlen College; Department of Fisheries and Oceans (DFO) lands; Westminster Hwy. and Alderbridge Way cycling routes and proposed greenways; Palmer/ Garden City School/Park; Garden City Mall; Moray Channel, Bridgeport and Oak Street Bridges; and the North Arm of the Fraser River

### *Other City and External Plans*

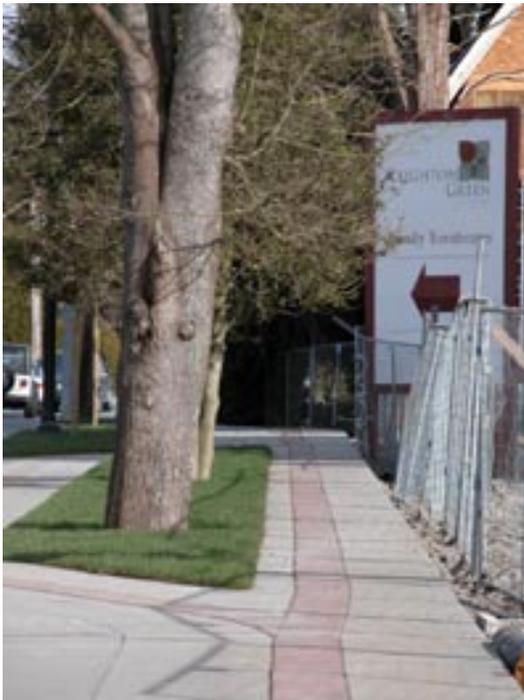
The Kit of Parts, established through the Beautification Strategic Team, has identified different greenway links and associated design criteria for Garden City Road. A number of large residential redevelopments are occurring along Garden City Road in the McLennan areas that will be responsible for constructing sections of this greenway as per the McLennan North Sub-area Plan and Kit of Parts. The potential ownership and land use designation of the DFO lands (also referred to as MoT lands) is under review. Alderbridge Way is a proposed cycling route and greenways that will connect to the Shell Road Greenway and the Nature Park. Garden City Road is presently being constructed north of Sea Island Way with the intention of extending it to River Road. Public art at the intersection of Garden City Road and Sea Island Way will reinforce this area as a ‘gateway’ into Richmond. Pedestrian and cycling links to Oak Street Bridge are being considered for the north side of Sea Island Way. The former Bridgeport Market site is being redeveloped with public waterfront access along the North Arm of the Fraser River.



Garden City at Cook Road (looking south)



Garden City at Cook Road (looking north)



New sidewalk treatment on Garden City, looking north from General Currie Road



Cycling path on Garden City (south of Francis Road)



South Arm Park

## Recommendations:

### *Short Term*

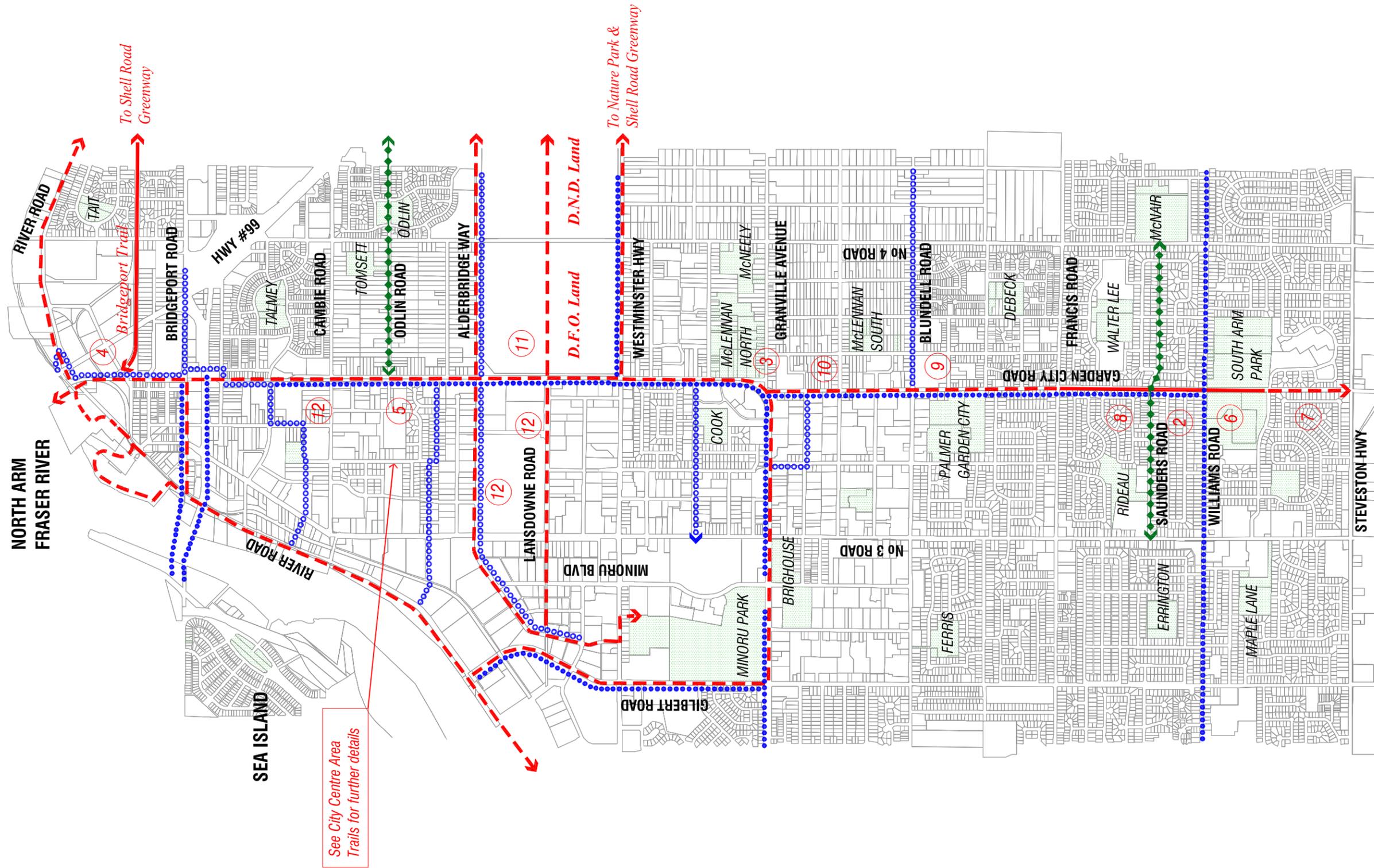
1. Adopt the name “Garden City Greenway” for this section of the trail system and design a logo for directional and information signs.
2. Promote the ‘Garden City’ concept by massive planting of naturalizing spring flowers on the existing off-road cycling and pedestrian corridor between Francis Road and Williams Road. Achieve this through an Adopt-a-Trail partnership potentially with Whiteside and Mc Roberts Schools.
3. Construct the Greenway path and boulevard standard (as per the Kit of Parts) along the edge of McLennan Park/Arboretum as part of the park redevelopment.
4. Link the Bridgeport Trail to Garden City Road when the road is extended north by constructing a trail connection along the west side of the road to link to River Road and the waterfront.
5. Develop design standards for the Greenway between Alderbridge and River Road.

### *Medium Term*

6. Strengthen the link between the existing Garden City Road bike/ pedestrian shared path and South Arm Community Park by redesigning the entrance area into the park and developing a continuous north-south trail to Ryan Road.
7. Construct a trail south of Ryan Road to Steveston Highway in the undeveloped Garden City Road right-of-way.
8. Designate and review opportunities to develop Saunders Road as an east-west neighbourhood Green Link that connects No.3 , Rideau Park, Garden City Greenway, No. 4 Road, and McNair High School.

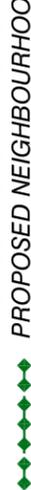
### *Ongoing / Long Term*

9. Between Francis and Blundell Road seek opportunities to improve the pedestrian environment as redevelopment occurs.
10. On the east side between Blundell Road and Westminster Highway (McLennan South) consider developing a minimum 5.5 meter corridor with a 2.5 meter grass/tree boulevard and a 3.0 meter concrete decorative sidewalk. Refer to the Kit of Parts for design details.
11. When the DFO site redevelops create a distinct greenway/ linear park that is a minimum of 10 meters to 20 meters in width including two double rows of significant trees (as space allows) and a 3.0 to 5.0 meter path with seating areas along Garden City Road, Alderbridge Road and Westminster Highway.
12. Develop pedestrian links to the City Centre on the Lansdowne and Alderbridge Greenways.



See City Centre Area Trails for further details

# Garden City Greenway

-  EXISTING TRAILS / GREENWAYS
-  PROPOSED TRAILS / GREENWAYS
-  RECOMMENDATIONS
-  PROPOSED STAGING AREAS
-  EXISTING CYCLE ROUTES
-  PROPOSED CYCLE ROUTES
-  PROPOSED NEIGHBOURHOOD GREEN LINKS

## 7.5 City Centre/West Cambie Area Trails

### *Vision*

The City Centre is a special urban centre that builds upon the “Garden City” concept to ensure a high quality pedestrian and cycling environment. This will be achieved through a network of “green” links between the residential neighbourhoods, commercial centres, recreational facilities, and the waterfront. The perimeter urban trails will form a ‘necklace’ of green spaces that define and strengthen the perimeter edge and entrances into the Downtown District of the City Centre. The City Centre waterfront will be developed as a premier urban riverfront and a key focus for downtown recreation and celebration both on the water and along the river’s edge. The key principles will be ensuring a high quality of urban design; making the development of a ‘walkable’ community becomes a high priority; ensuring links to the adjacent West Cambie residential area; the introduction of special features; emphasis on greening of the City Centre; and strengthening the connections and relationship of the City Centre to the waterfront.

### *Location*

Includes the City Centre and West Cambie Planning Areas. The City Centre area is approximately from No.2 Road to No.4 Road and Blundell Road to Sea Island Way. The West Cambie area is between Westminster Highway and Bridgeport Road and Garden City and Highway 99.

### *Key Links And Destinations*

The City Centre, as a highly developed multi-use area with a strong commercial, institutional, transit and residential focus, has many City wide destinations including retail malls, hospitals, high density residential developments, City Hall, city-wide recreational and cultural facilities (at Minoru Park) that include a central library, museum, art gallery, aquatic centre, ice area, track and field facilities. Other destinations are the waterfront dyke trail system ( Fraser River Middle Arm); Brighthouse Park; McLennan Community Park and Botanical Arboretum; Department of Fisheries and Oceans (DFO) lands (previously referred to as MoT.); Nature Park; the No.2 Road; Dinsmore, and Moray Channel Bridges to Sea Island and the Vancouver International Airport; Nature Park; Shell Road Greenway; Hwy. 99; and the residential areas and neighbourhood parks in the West Cambie and Dover areas.

### *Other City and External Plans*

The Waterfront Development Strategy will focus on the economic, recreational, and aesthetic importance of the City Centre waterfront and development strategy to create a significant urban waterfront. Planning for a major Rapid Transit Project (RAV) connecting Richmond, Vancouver and the Airport is underway. Large areas that may be undergoing significant land use change include Department of Fisheries and Oceans lands (135 acres), the West Bridgeport area to the north, and sections of the West Cambie’s residential area.



Middle Arm Trail (near Cambie Road road end)



Future site of UBC Rowing Club on Middle Arm



No. 3 Road Translink B-Line station



Lang Park



City Hall water feature (Westminster Hwy. side)



The City is negotiating with the UBC Rowing Club to provide a home base for the Club, community programs, and a racing course along the Middle Arm. A City Centre Transportation Plan has been established that outlines long term pedestrian facility improvements. The future use of the City owned lands at 6080 River Road will provide an opportunity to increase and improve the open space along the waterfront.

**Recommendations:**

*Short Term*

1. Adopt the Greenway routes as shown on the City Centre/West Cambie Area Trails map.
2. Determine high priority neighbourhood areas within City Centre and West Cambie and develop Neighbourhood Green Links plans for them.
3. Develop further design standards for the Greenways and Green Links within the City Centre and adopt the existing City Centre Kit of Parts. (See example Appendix 2)
4. Construct the portion of the Garden City Greenway from Cook Road to Granville Avenue as part of the McLennan Community Park development.
5. Develop a plan for the City Centre waterfront through the Waterfront Development Strategy.
6. Work with other interested parties such as the UBC Rowing Club to develop the potential of the Middle Arm as a water based recreational and festival area with appropriate upland support amenities.
7. Coordinate and place high-priority on establishing pedestrian links with the future rapid transit stations.
8. Develop a park master plan for Minoru Park and strengthen the pedestrian connections in the park to the adjacent areas, incorporating the new Community Safety Building and firehall.

*Ongoing / Long Term*

9. When the DFO lands redevelop create a significant greenway/ linear park along Garden City Road, Westminster Hwy, and Alderbridge Road (see Garden City Greenway for more details).
10. Develop Green Links plans for all the neighbourhoods within the City Centre and West Cambie area.
11. Consider developing a Pedestrian Master Plan (a long term strategy to improve the pedestrian environment) for the City Centre that focuses on the whole pedestrian realm (in addition to the trail routes) and includes standards for surface design, sidewalk widths and building setbacks, placement of site furnishings and special features such as public art, scale and relationship of building façade and use to pedestrians; and the type and quantity of landscape.
12. Continue to work with Transportation Planning to coordinate the pedestrian requirements with other transportation needs in the City Centre and West Cambie areas.

13. Develop Hollybridge Way as a significant greenway connection to the waterfront and include redeveloping the drainage canal into a major water feature.
14. Seek opportunities to create links to the waterfront and develop a waterfront park when options for the City-owned lands (6080 River Road) are being reviewed in the future.



Hollybridge Way drainage canal

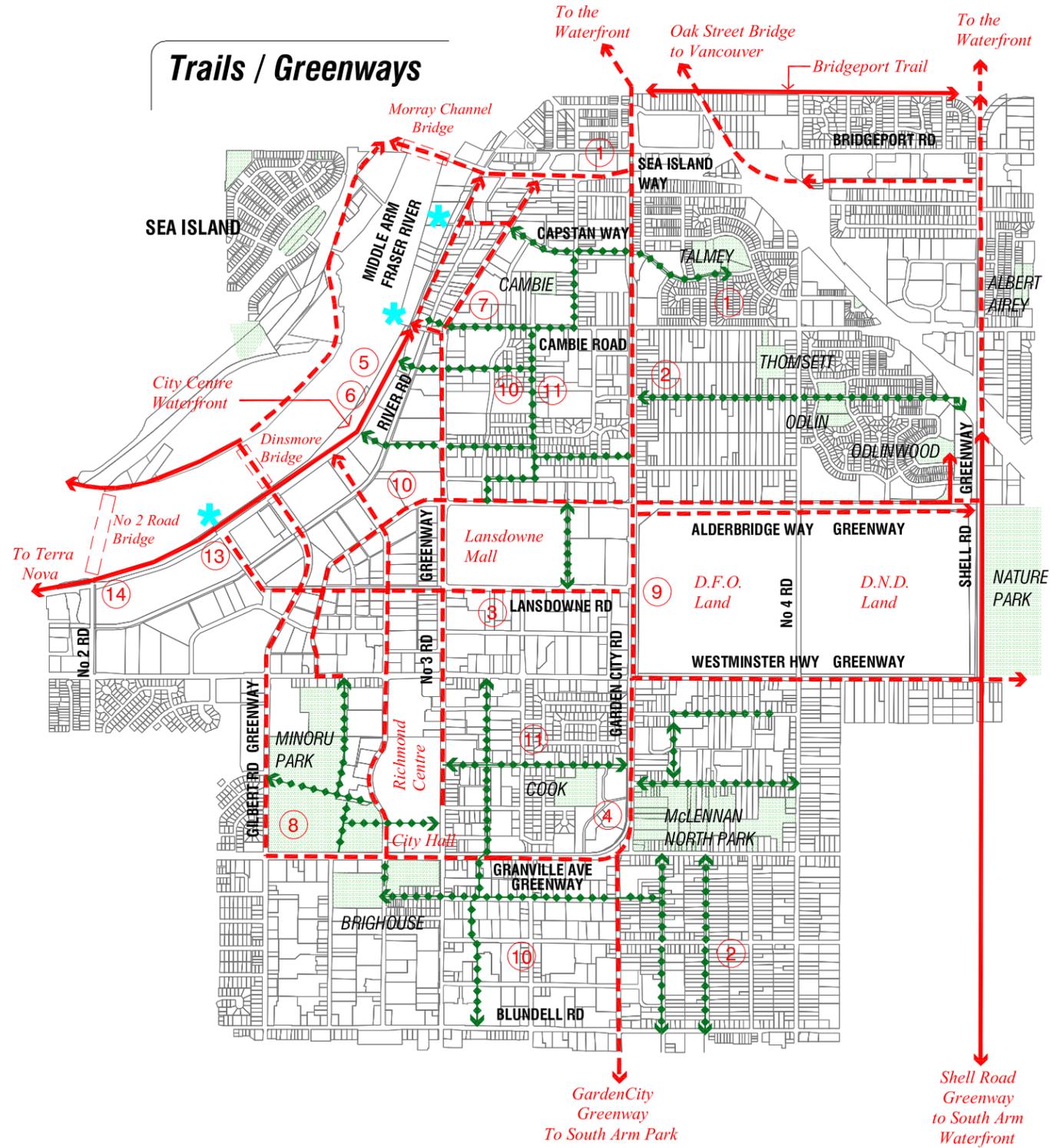


Hollybridge Way pump station

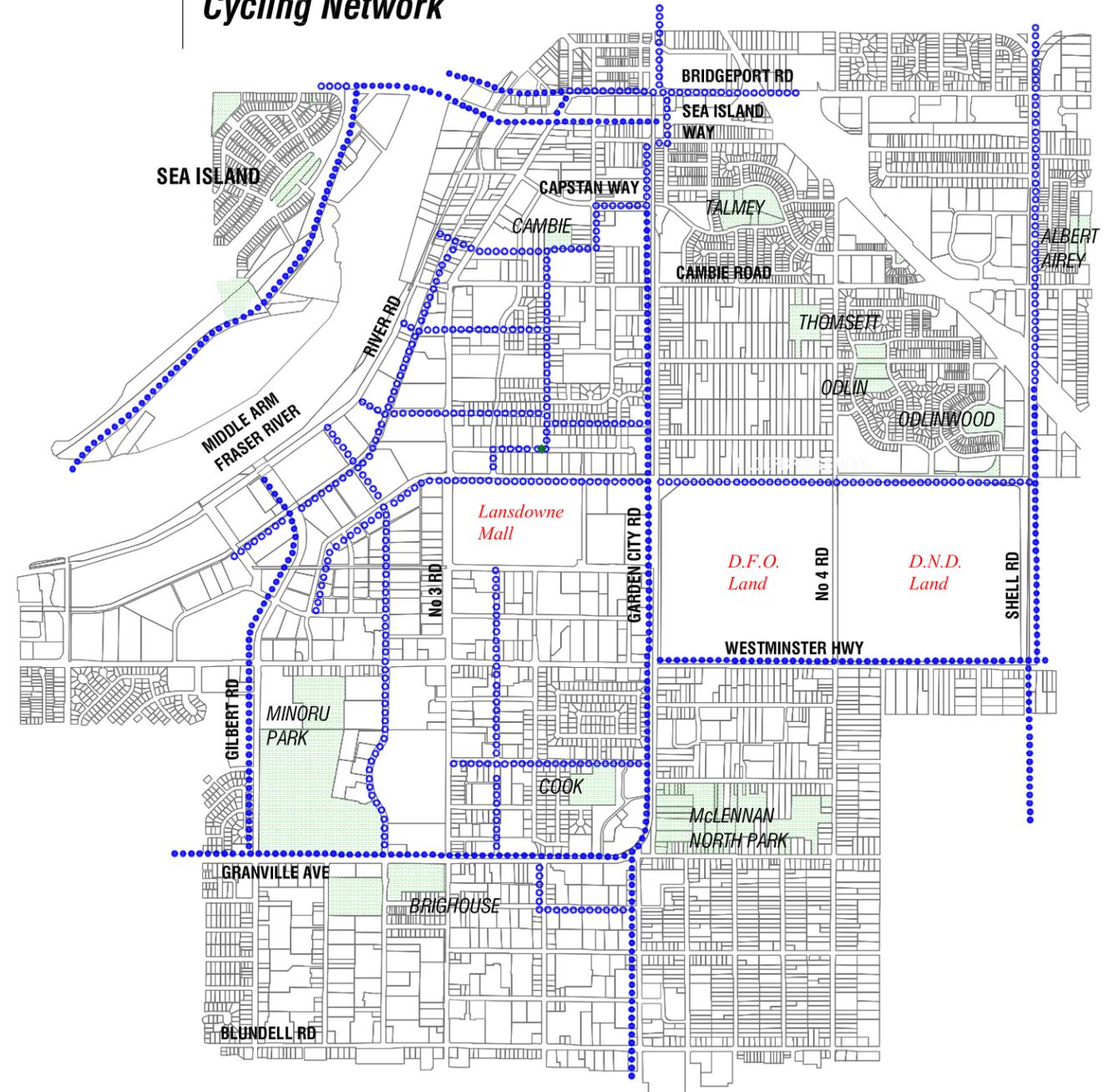


Functional and aesthetic

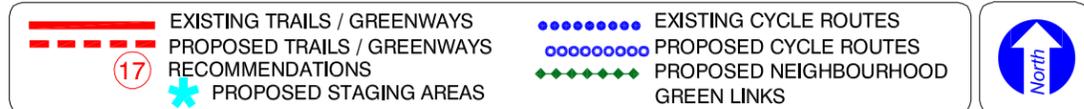
## Trails / Greenways



## Cycling Network



## City Centre / West Cambie Area Trails



## 7.6 Bridgeport Area Trails

### *Vision*

The trails in Bridgeport will be developed to provide a series of trail loops to integrate this diverse community of industrial, residential and commercial areas and to provide maximum access to the North Arm of the Fraser River. The trails along the river will form part of a major waterfront parkway system that includes expanded park amenities accomodating local residents and employees.

### *Location*

No.6 Road to the Moray Channel Bridges, Bridgeport Road to the waterfront.

### *Key Links*

City Centre, Sea Island, the Vancouver International Airport, Tait School/ Park site, Bridgeport Trail (former CN rail right-of-way); future Shell Road Greenway and designated cycling route, Bath Slough Trail , East Richmond trails

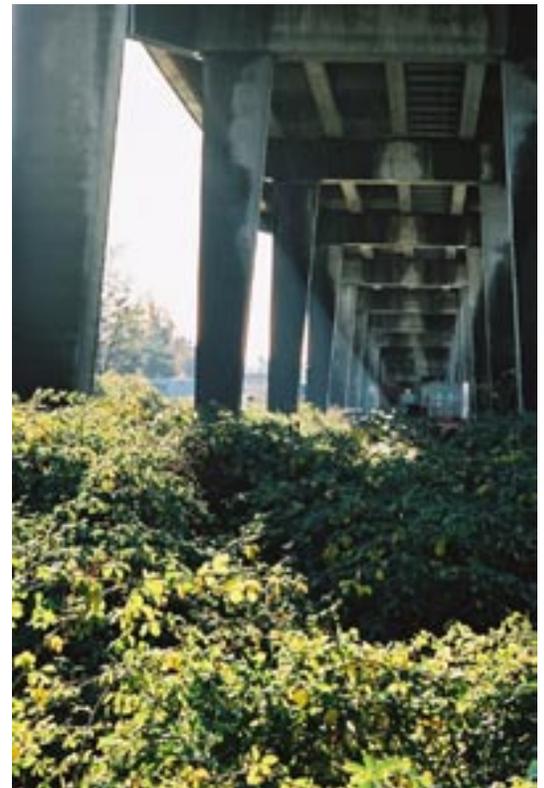
### *Other City and External Plans*

This is a diverse area with the potential to undergo major changes in the future. The City anticipates a future time when the heavy industrial uses in the East Bridgeport area will change and the West Bridgeport area will become more urban and commercial/ tourist oriented. Redevelopment will provide the best opportunities to provide trails and waterfront access and amenities. The Bridgeport Area Plan calls for a waterfront park north of River Road and immediately east of No.4 Road. Further waterfront land acquisition in this area has been included as part of the City's DCC Acquisition Program. The Bridgeport Trail will be upgraded to form part of the designated cycling network in the City. This will connect directly to the Shell Road Greenway. There is also the potential that Light Rapid Transit from Vancouver to the International Airport may travel through this area. Future road construction includes the extension of Garden City Way to River Road.

### **Recommendations**

#### *Short Term*

1. Improve public awareness of the designated route through the Richmond Plywood Industry site at No.6 Road (see East Richmond North Fraser Greenway).
2. Improve public awareness of trail opportunities by installing directional signage at the appropriate locations.
3. Investigate the potential use of the Knight Street Bridge r.o.w. as a trail.
4. Provide benches at the north end of the Bath Slough Trail.
5. Create staging areas at No.5 , Shell and No. 4 Road ends.
6. Connect Tait School/ Park site and the residential area to the waterfront by constructing a trail from Finalyson Road along the



Knight Street bridge



Bath Slough trail links to King George Park



No. 4 Road near Tait School



Dyke between Shell and No. 4 Road



River Road waterfront industrial use



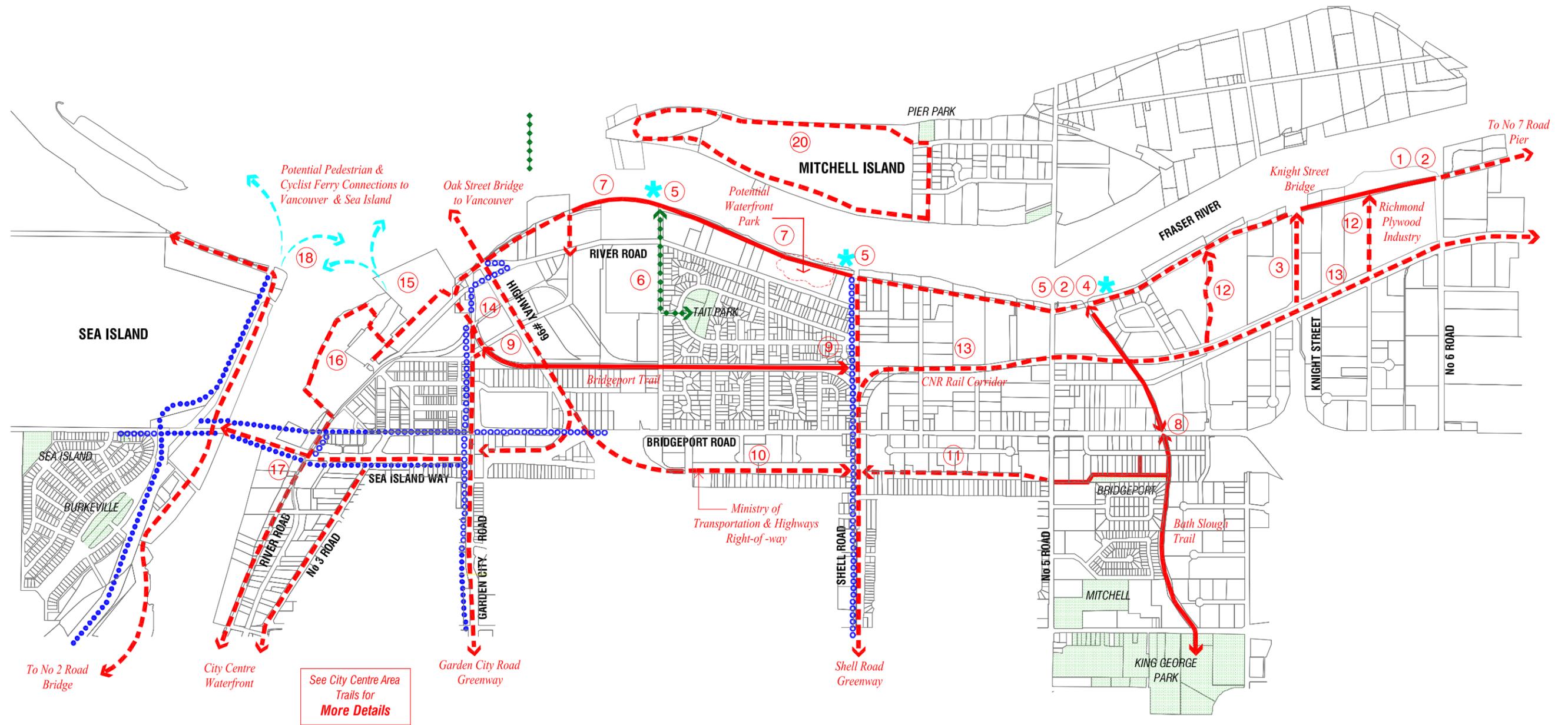
Bridgepoint Market

west side of No.4 Road.

7. Create a recreational trail on top of the dyke from Shell Road to west of No.4 Road by adding amenities such as benches and signage.
8. Work with Transportation Planning to investigate the potential of a constructing crosswalk at the intersection of Bridgeport Road and the Bath Slough Trail.
9. Add the directional signage and maps as part of the Bridgeport Trail and designated cycling route upgrade.
10. Work with Transportation Planning to investigate the potential construction of a trail on the Ministry of Transportation and Highways (MoTH) right-of-way between Shell Road and St. Edwards Drive as a direct connection to the Oak Street Bridge and as a potential eco-corridor.

### *Ongoing / Long Term*

11. Develop a trail on City owned property behind the residential area on Bird Street when redevelopment occurs. Connect this trail with the potential trail on the MoTH r.o.w. on the west side, Shell Road Greenway and on the east side, and connect it with the existing Bridgeport Industrial Park trail.
12. Allow for trail connections to the waterfront if the larger parcels in the East Richmond industrial area undergo redevelopment.
13. Consider opportunities to create a significant 'rail to trail' corridor to connect with the future Shell Road Greenway and the existing Bridgeport Trail (former CNR right-of-way) if the railway company discontinues services in the future.
14. Continue and connect the Bridgeport Trail at Van Horne Way to the waterfront via the Garden City Road extension.
15. Ensure continued public access along the waterfront in front of the former Bridgepoint Market site.
16. If redevelopment occurs west of Bridgepoint Market site, ensure maximum waterfront access and connections to No.3 Road, the Moray Channel Bridges, and to the City Centre waterfront.
17. Investigate the feasibility of a floating trail under the Moray Channel Bridge
18. As part of the waterfront and blueways program, consider pedestrian and cyclist ferries to Sea Island and Vancouver.
19. Ensure coordination with the Waterfront Development Strategy Master Plan for the waterfront areas.
20. As Mitchell Island redevelops, seek opportunities to maximize waterfront access.



## Bridgeport Area Trails



## 7.7 No.7 Road Trail

### *Vision*

The No.7 Road Greenway will form an important north-south route in East Richmond connecting the South Arm to the North Arm of the Fraser River and to destinations such as the No.7 Road Pier/Park and the developing Fraser Port Industrial lands. Key principles are that the No.7 Road right-of-way will form an integral part of a network of trails and cycling routes within the Fraser Port lands to ensure recreational opportunities for the Hamilton residents, the local employees, and other visitors; and that the industrial needs of the Port and the agricultural land owners will be respected.

### *Description*

No. 7 Road is a narrow developed rural road from River Road to south of Westminster Highway with an overpass at Highway 91 and a signalled intersection at Westminster Highway. It is a low volume route that travels past agricultural farms and residential homes until it dead ends at the Granville Avenue right-of-way. A major drainage canal dominates the undeveloped No.7 Road r.o.w. with no further public access at this point. Views from the south looking north up the canal are quite spectacular. On the east side of the canal are large trees that have been designated an environmentally sensitive area on private property framing the canal. Major land owners on either side of the canal are Ecowaste Industries and the Fraser River Port Authority. At the south end of the canal the City owns undeveloped waterfront land and the dyke.

### *Important Links and Destinations*

City owned park land at the No. 7 Road Pier Park, Westminster Highway cycling lane, the developing Fraser Port Industrial Park, the future Blundell Road cycling lanes and pedestrian walkways, the City owned waterfront park land and future connections to Riverport.

### *Other City or External Plans*

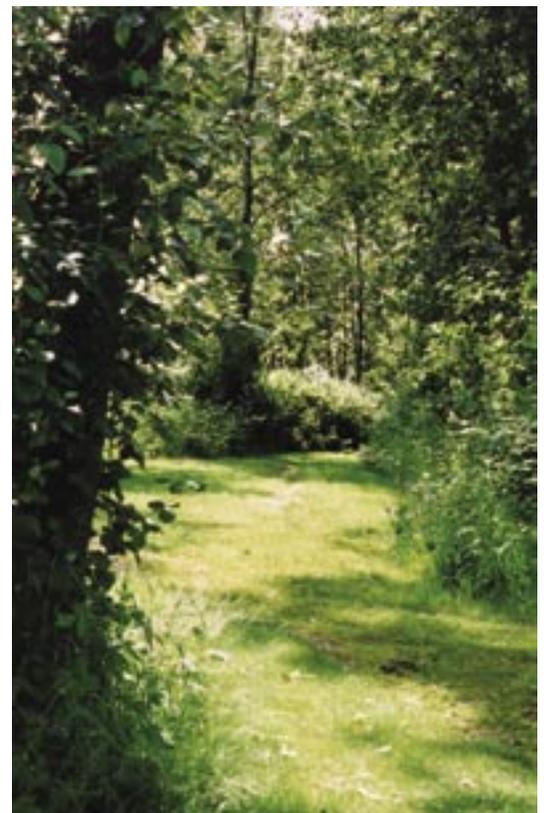
The Fraser River Port Authority is presently working with the City on the servicing agreements to allow for development of 600 acres of Federal lands into an industrial park. This will provide a significant link in the trails system that is presently missing. Ecowaste Industries has expressed different ideas over the years for the future use of their lands. To date nothing definitive has been decided. There are great opportunities to develop the waterfront at the south end of the No.7 Road canal into a park and link this to the Legacy Lands and Riverport area.



North Arm of Fraser River



Westminster Hwy. designated cycling route



No. 7 Road Pier/Park



No 7. Road Canal - Fraser Port



No. 7 Road Pier (former CNR barge loading pier)

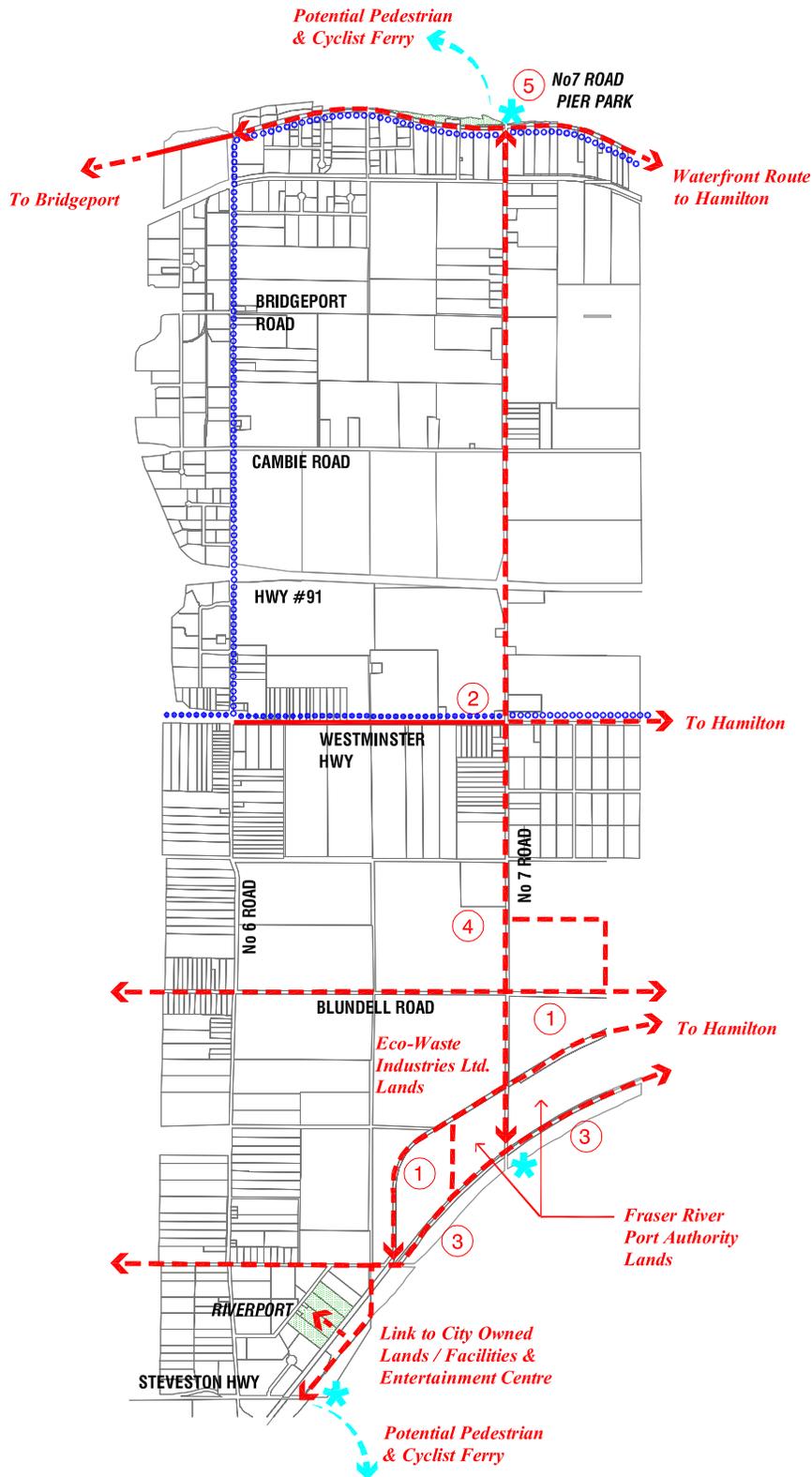
## Recommendations

### *Short Term*

1. Continue to work with the Fraser River Port Authority to ensure that trail connections are planned for and constructed that will be part of the city-wide trails network and serve to provide more direct and safe access for residents in the Hamilton area to Riverport and the west side of Richmond. Refer to Fraser Lands Amenity Zone - Open Space Amenity Guidelines prepared by the Parks Department for more details.
2. Provide signage on the designated cycling path at the intersection of No.7 Road and Westminster Hwy. directing people to the No.7 Road Pier/ Park as a destination.
3. Develop park and trail plans for the waterfront land at the south end of No.7 Road.

### *Ongoing / Long Term*

4. Negotiate for trail access along the No.7 Road canal as other major land owners potentially redevelop in the area.
5. As part of the waterfront and blueways program, investigate the potential of a pedestrian and cyclist ferry to Vancouver from the No. 7 Road Pier.
6. Ensure that all waterfront developments and plans are coordinated with the Waterfront Development Strategy.



## No 7 Road Trail

N. T. S.



- |  |                             |  |                                    |
|--|-----------------------------|--|------------------------------------|
|  | EXISTING TRAILS / GREENWAYS |  | EXISTING CYCLE ROUTES              |
|  | PROPOSED TRAILS / GREENWAYS |  | PROPOSED CYCLE ROUTES              |
|  | RECOMMENDATIONS             |  | PROPOSED NEIGHBOURHOOD GREEN LINKS |
|  | STAGING AREAS               |  |                                    |

17

## 7.8 East Richmond North Fraser River Greenway

### *Vision*

The trails along the North Arm of the Fraser will eventually form a part of a major riverfront greenway linking the Hamilton community to the Bridgeport area. The key principles will be promoting safe public waterfront access, protecting environmentally sensitive areas, and increasing awareness of the working river while balancing the needs of industry, agriculture, recreation, and flood protection.

### *Location*

Approximately 5 kilometers from No.6 Road to the River Road turnoff.

### *Important Links and Key Destinations*

The No.7 Road Pier/Park; future No.7 Road Trail; North East Bog Forest, Hamilton area trails, the Ministry of Transportation and Highways Regional bicycle routes to the east; the No.9 Road fishing bar; the open river vistas as well as mature tree stands along River Road itself; and trails within the Bridgeport area.

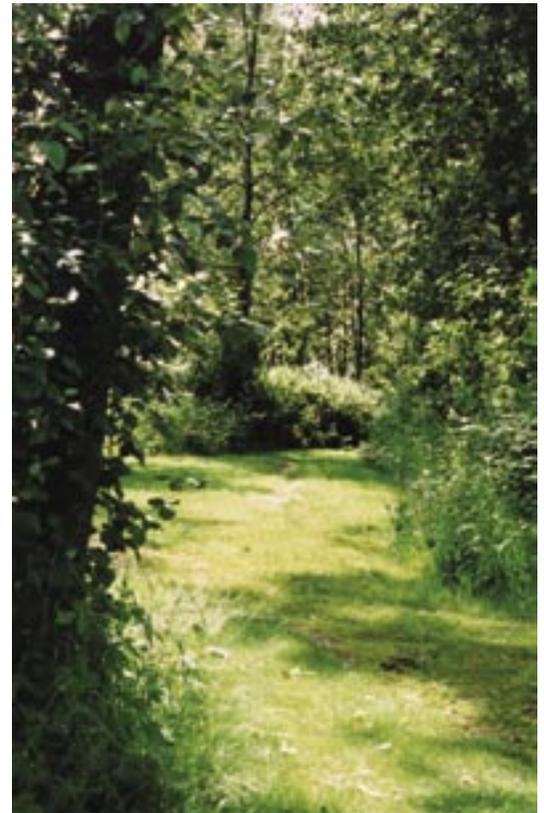
### *Other City and External Plans*

River Road and No. 6 Road north of Westminster Highway are part of the approved Richmond Cycling Network. Upgrades are considered long term. The City is undertaking a Flood Protection and Management Strategy for the island. The results of this strategy may impact the width and elevation of the dykes which in turn could impact the trails and amenities along the waterfront. While the City owns much of the upland property and riparian rights along this stretch, the North Fraser Port Authority administers the water lots including those that are filled in. The Port mandate is to generate revenue from these properties. Richmond City Council has requested that staff work with the North Fraser Port Authority to develop a co-operative and integrated plan that balances the needs of agriculture, recreation and industry along the river in the short and long term.

## Recommendations

### *Short Term*

1. Provide waterfront pedestrian access close to the Hamilton residential area by constructing a 250 meter trail along the north edge of River Road from the Queen's Canal pump station/staging area to Westminster Hwy (see Hamilton trails).
2. Investigate the potential to construct small pullouts and rest areas at the pump stations and road ends.
3. Provide a walking loop for employees at the industrial park by constructing a trail on the south side of River Road between Patrick Street and Savage Road.



No. 7 Road Pier / Park



North Arm Fraser River



No. 9 Road Fishing Bar



River Road industrial use



CNR swing bridge

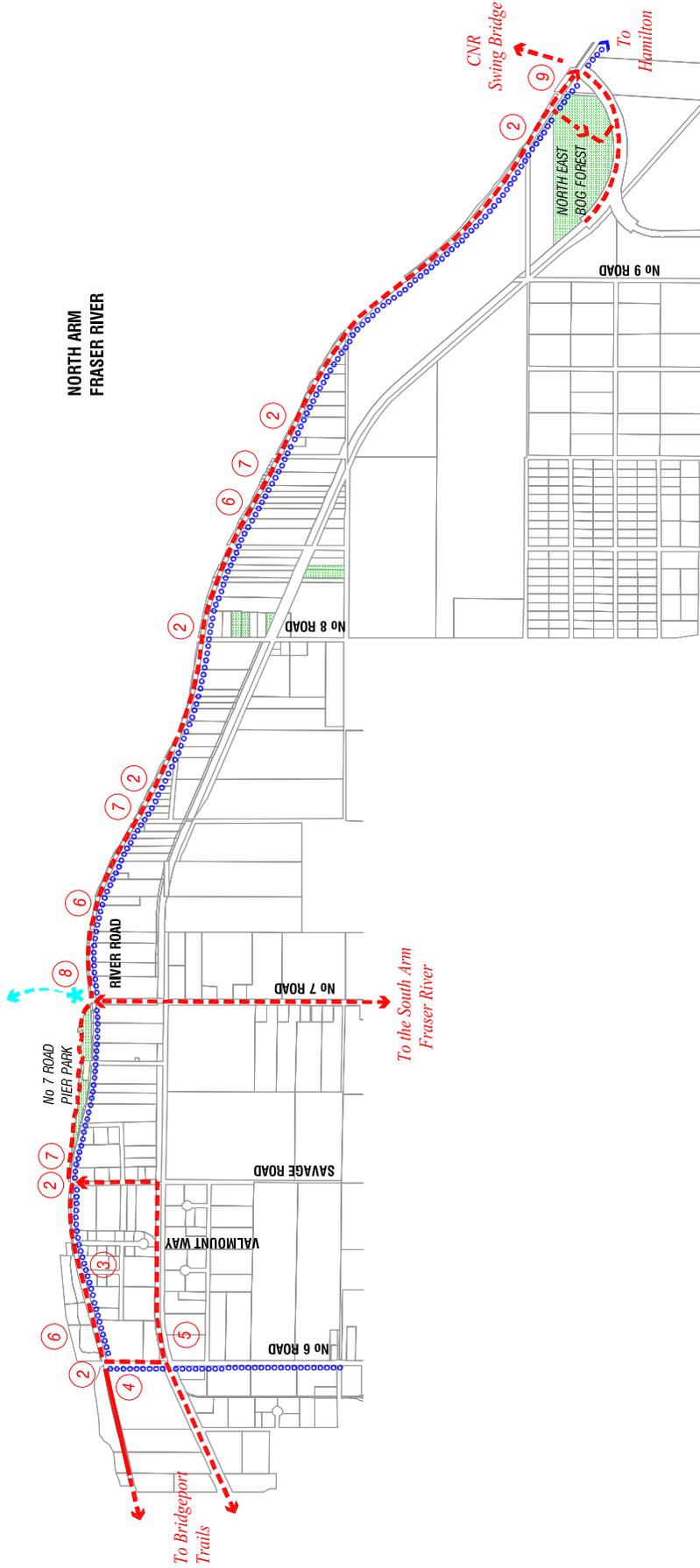


Public access through Richmond Plywood

4. Improve public awareness of the pedestrian and cycling right-of-way through the Richmond Plywood Industry site by redesigning the entrance at No.6 Road and working with the owner to improve ongoing safety and maintenance of the trail.
5. Investigate the potential of using the Vulcan Way undeveloped r.o.w. east of No.6 Road as a trail to connect with Savage Road and back up to River Road.

#### *Ongoing / Long Term*

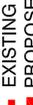
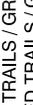
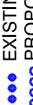
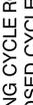
6. Establish a short and long term land use plan in conjunction with the Port North Fraser to ensure the balance of recreational, industrial, environmental, and flood protection needs are met along the North Arm of the Fraser.
7. Once a land use plan for the North Arm has been developed, construct boardwalks and viewing piers where appropriate.
8. Investigate the potential of a pedestrian and cyclist water crossing to Vancouver from the No. 7 Road Pier.
9. Investigate the use of the CNR swing bridge as trail access to Burnaby.
10. Coordinate all work with the City's Waterfront Development Strategy.



# East Richmond / North Fraser River Greenway

N. T. S.



-  EXISTING TRAILS / GREENWAYS
-  PROPOSED TRAILS / GREENWAYS
-  RECOMMENDATIONS
-  PROPOSED STAGING AREAS
-  EXISTING CYCLE ROUTES
-  PROPOSED CYCLE ROUTES
-  PROPOSED NEIGHBOURHOOD GREEN LINKS

## 7.9 Hamilton Area Trails

### *Vision*

The trails will provide a series of continuous trail loops to integrate this small and vibrant community and provide safe access to the existing open spaces and community amenities, and the two river waterfronts. The key principles will be safety, clear delineation of the trails, and the creation of waterfront staging areas while respecting the active waterfront use along the south side of the Fraser River.

### *Location*

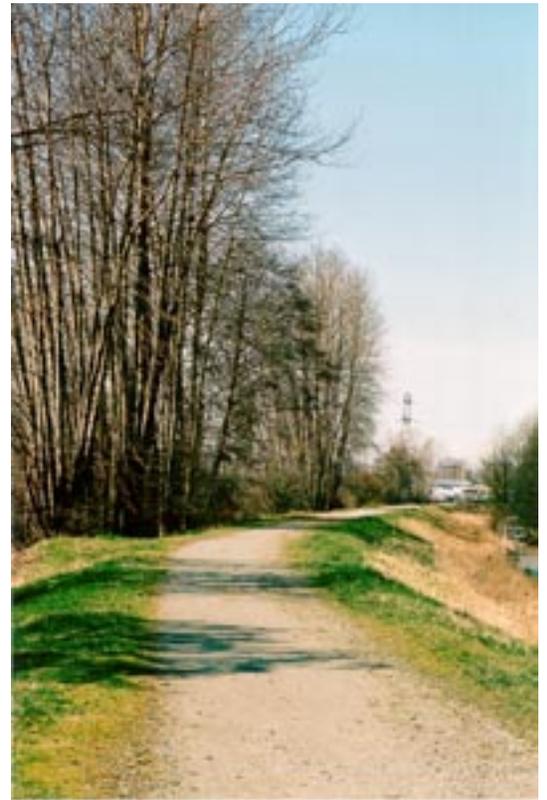
No.9 Road to Boundary Road along the south side, and River Road to approximately the North East Bog Forest along the north side of the Fraser River.

### *Important Links and Destinations*

McLean Park and Hamilton School/Park, Westminster Hwy. designated cycling route (under development); the Ministry of Transportation and Highways regional bicycle routes; Graybar marina area; the Fraser Port lands (under development); Riverport Entertainment Complex, Queensborough, New Westminster; North East Bog Forest (presently not accessible); the GVRD administered Don and Lion Islands; and the existing waterfront trails and roadways along the South and North Arms of the Fraser River.

### *Other City and External Plans*

Westminster Highway, Boundary Road and River Road are considered part of the Cycling Network that is being developed as budgets allow. Sidewalks are required for new developments along Westminster Highway which will make the neighbourhood more pedestrian friendly. TransLink considers this section of Westminster Hwy. part of the Major Regional Road Network and improvements will be cost-shared. If the residential area on the east side of the highway becomes redeveloped then walkways and sidewalks will be incorporated into this area. The Fraser Port lands are currently under development. The City is working with the Port to ensure that trails and roadways provide east-west connections and access to the waterfront. This will allow residents in the Hamilton area a safer and more direct access to Riverport and the west side of Richmond. The City has ongoing discussions about the need to flood proof the island which may impact the elevation of the dyke and the drainage system. This may provide opportunities for trails in the future. B.C. Packers (BCpl.1999) owns waterfront property along the South Arm which is presently under remediation and will be available for sale in the near future.



Hamilton Trails



Pocket Park Fraserwood Industrial Park



Dyke east of No. 9 Road Lafarge Concrete in plant in the background



River Road



Dyke ends at the Tree Island Ltd. site



Boundary Road / New Westminster

## Recommendations

### *Short Term*

1. Coordinate with Transportation Planning on the functional design of a multi-purpose cycling route and pedestrian pathway along Westminster Highway (south of Hwy. 91).
2. Investigate the construction of a 250 meter trail along the north edge of River Road creating a loop that connects the Queen's Canal trail and pump station staging area back to Westminster Highway.
3. Provide picnic tables at the Queen's Canal pump station staging area.
4. Provide trail identification and directional signage on all existing trails throughout the Hamilton area.
5. Replace the gates on the dyke east of No.9 Road and the Graybar area with trail bollards and identification signs.
6. Develop a small waterfront staging area at the Hamilton road end.
7. Construct a trail on the north side of Dyke Road on the boulevard constructed as a result of a ditch infill east of Queens Road.
8. Construct a trail in front of Sovereign Yacht parking lot to connect to the existing off-road dyke trail to Boundary Road.

### *Medium Term*

9. To create a north-south link along Boundary Road work with the City of New Westminster to potentially partner in developing a trail along the east side of the Boundary Road canal.
10. Coordinate with the City of New Westminster to create a staging area in their future park at the Boundary Road/Dyke Road intersection that will provide maps and information about both municipalities (in 3 to 5 years).
11. Work with the GVRD Parks Department to provide interpretation about the two conservation areas, Don and Lion Islands. The GVRD does not presently wish to promote public access to these islands. If in the future this changes, consider working with the GVRD and the Graybar Marina to provide canoe/kayak launching opportunities.
12. Investigate the potential of utilizing the Thompson Rd. r.o.w. and negotiate with Tree Island Steel to provide access to complete a trail loop.
13. Work with Ministry of Transportation and Highways to improve trail maintenance and signage to bridges.

### *Ongoing / Long Term*

14. Review the potential of providing public access within the North East Bog Forest and the creation of this as a key destination in the area.

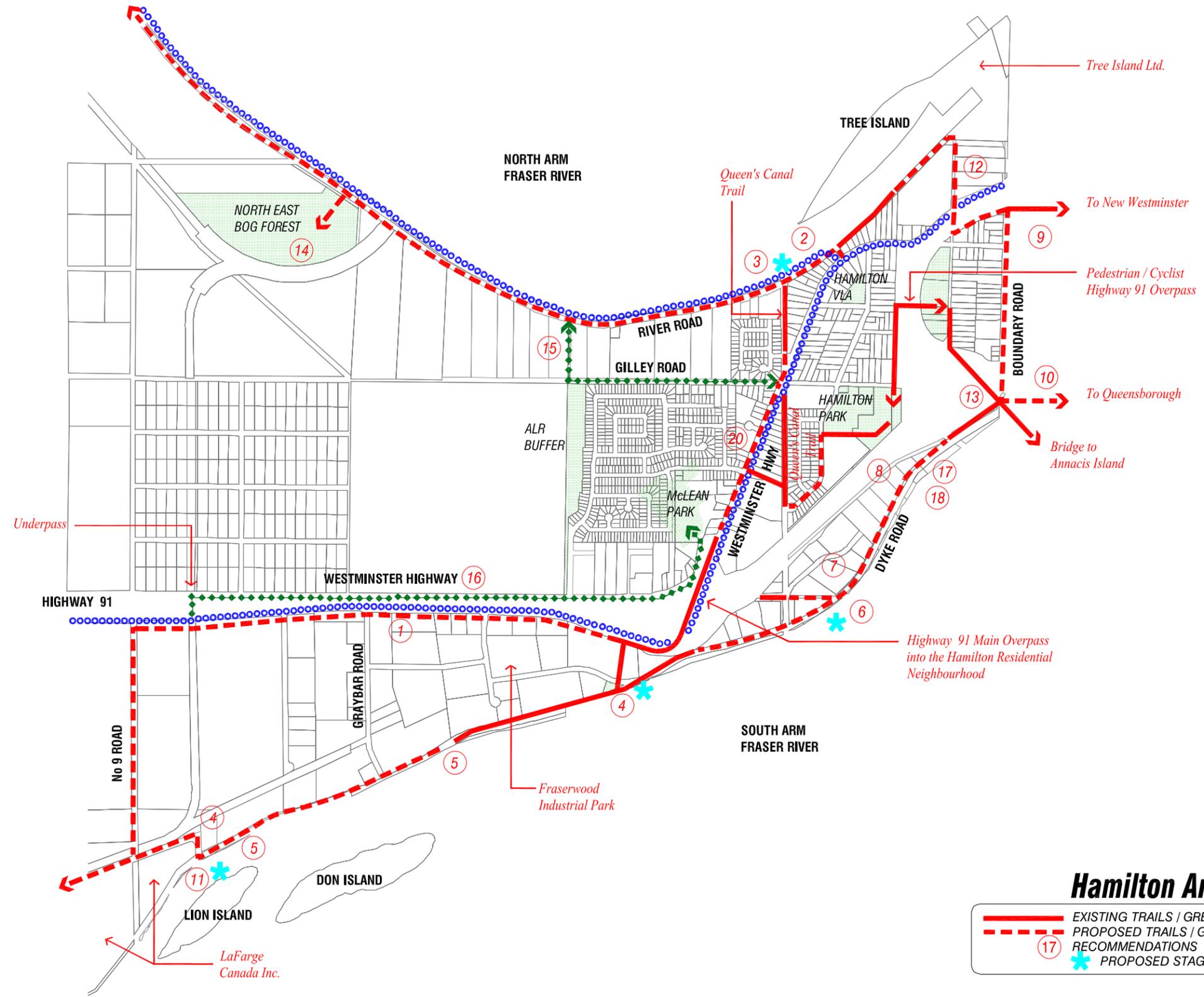
15. Consult with the Agricultural Advisory Committee for the potential use of the Gilley Road r.o.w. and other undeveloped right-of-ways as a trail.
16. Construct a trail along the south side of the old Westminster Highway (north of Hwy. 91) to link residents to the Hwy. 91 underpass.
17. Consider acquisition of waterfront property and environmentally sensitive areas along the south side and the north side as opportunities arise.
18. Negotiate with new developments to provide public waterfront amenities and upland trails to link to the waterfront.
19. Co-ordinate with other Engineering and Public Works to utilize opportunities provided by ditch infills to develop trails.
20. Work with Transportation Planning and TransLink as Westminster Hwy. is upgraded to include pedestrian improvements as part of the transportation network.



Shelter Island marina



Dyke Trail to Boundary Road



### Hamilton Area Trails

	EXISTING TRAILS / GREENWAYS		EXISTING CYCLE ROUTES
	PROPOSED TRAILS / GREENWAYS RECOMMENDATIONS		PROPOSED CYCLE ROUTES
	PROPOSED STAGING AREAS		PROPOSED NEIGHBOURHOOD GREEN LINKS



## 7.10 East Richmond/Fraser Lands/Riverport Area Trails

### *Vision*

The trails and greenways will become the critical links that provide access to and through Riverport, (a regional destination recreational/entertainment area), the future Fraser River Port industrial area, and a future waterfront linear park that will link the west and east sides of Highway 99. The key principles will be expanding the quality of design and development in the area ensuring connections to the Hamilton residential area, and balancing the needs of water-based industry, environmentally sensitive areas, agricultural uses, and the recreational access to the waterfront.

### *Location*

Number 5 Road to No.9 Road and south of Westminster Highway .

### *Key Links and Destinations*

Riverport Entertainment Complex, Ironwood Mall, numerous private golf courses, Richmond Tourism Centre, the future Fraser River Port industrial land development, the future waterfront Legacy Lands park, City owned undeveloped 20 acres site, the future No. 7 Road Trail, the future waterfront park and a dyke trail north of Williams Road end, the designated bike lane on Westminster Highway, the Hamilton residential area to the east, and the South Dyke trail system to the west.

### *Other City and External Plans*

This is a unique complex area that will be undergoing change in the future. The Fraser River Port Authority is developing their 600 acres with a deep sea port facility and large upland industrial sites; the City owned lands in the Riverport area are presently not programmed and developed; the recreational potential and attributes of the waterfront have yet to be realized; and Lafarge Concrete Ltd. has expanded their operations and will remain a major presence on the waterfront. Ecowaste Industries have shown interest in redevelopment but there are no definitive plans at this point. These are large parcels of land that have for many years created a block to providing a continuous trail system through the area, specifically along the waterfront.

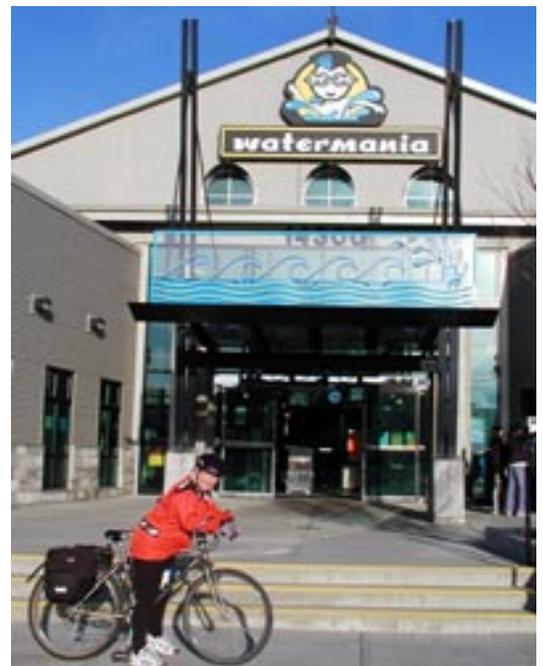
The City is presently working with the Fraser River Port Authority in developing road and servicing agreements. Blundell Road will have a designated bike lane. In addition the City produced a working document, “*Open Space Amenity Guidelines Fraser Lands Port Amenity Zone*”, to use for discussion with the Port about the trails and park needs for the area. Nelson Road is being upgraded in two phases. The second phase will allow for pedestrian trails. The GVRD Parks Department is working with the City on the concept of an aqua ferry at the end of No.5 Road to connect Ladner and Richmond. Translink operates a shuttle bus service through the tunnel for cyclists and pedestrians.



No. 7 Road Canal



Waterfront east of No. 7 Road



Entertainment Centre / Watermania



Canal and bridge at BC Ferries maintenance yard (No. 5 Road pump station)



No. 5 Road ditch in-fill



South Dyke at No. 5 Road

## Recommendations

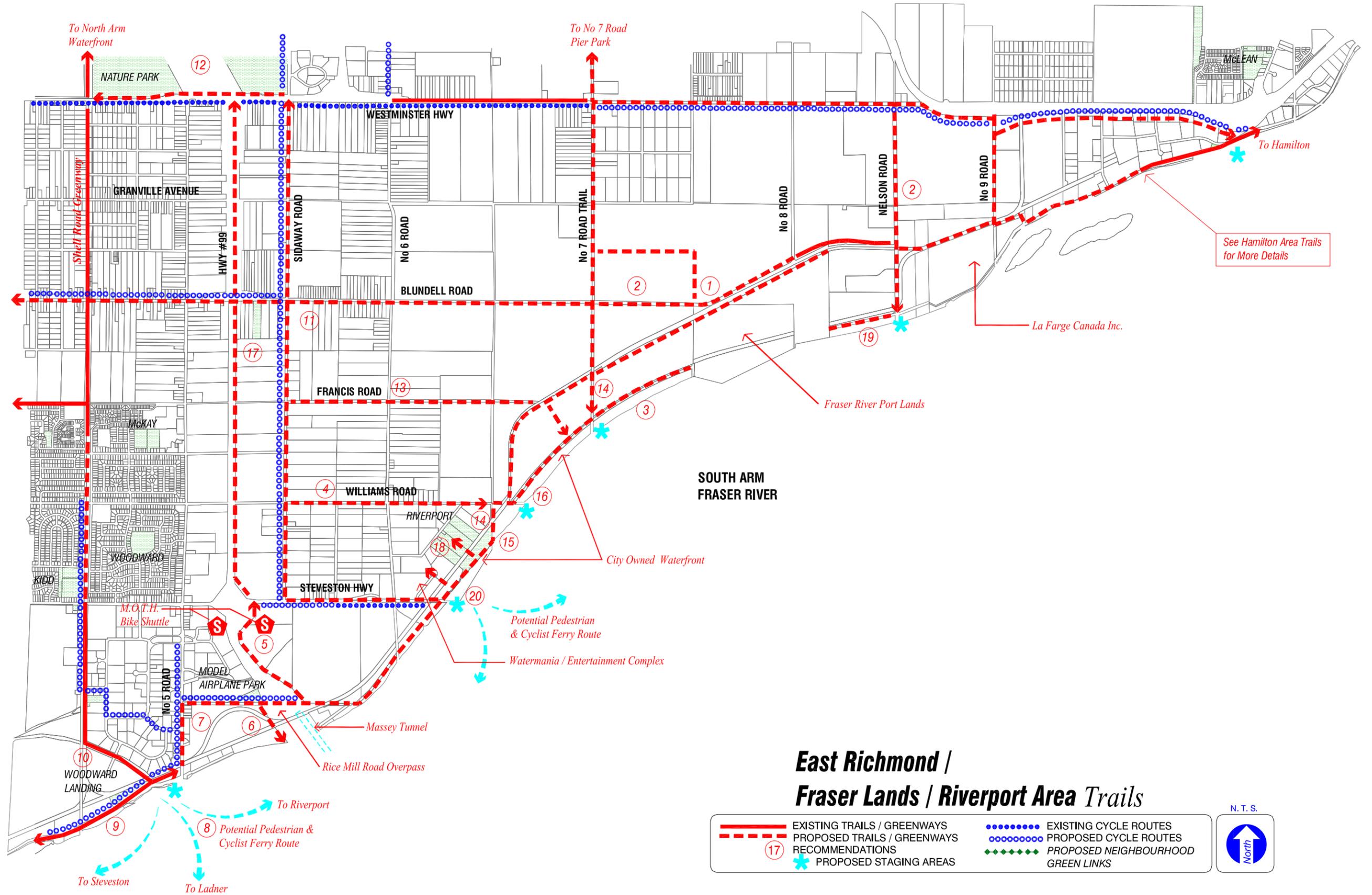
### *Short Term*

1. Continue working with the Fraser River Port Authority on the trail and open space plan for the Fraser Port lands.
2. Work with Transportation Planning and Engineering to design Nelson Road and Blundell Road to include attractive and safe pedestrian trails.
3. Begin the design process for the waterfront public lands east of the south end of No. 7 Road Canal. Design a series of boardwalks and lookouts as per the Open Space Amenity Guidelines Fraser Port Amenity Zone 2002.
4. Develop a trail along the Williams Road undeveloped r.o.w. between Sidaway Road and Triangle Road.
5. Negotiate with Transportation Planning and Ministry of Transportation and Highways to allow cycling access from Rice Mill Road through their property to Steveston Highway, thereby, passing the Steveston Highway interchange.
6. Negotiate with Crown Provincial BC Ferry Corp to allow public access along the City canal from Rice Mill Road to the waterfront.
7. Construct a trail on the east side of No. 5 Road connecting Dyke Road to Rice Mill Road.
8. Continue working with the GVRD to review the potential of a pedestrian and cyclist ferry service Ladner.
9. Upgrade the City owned waterfront lands with trail amenities, and formalize the trail and parking in front of Woodward's Landing.

### *Ongoing / Long Term*

10. Ensure that trail development is part of any proposed road development along the Shell Road r.o.w.
11. Work with Transportation Planning to review Sidaway Road, a designated cycling route, and determine if there is potential for pedestrian pathways.
12. Construct a cycling/pedestrian trail along the north side of Highway 91 to connect to the Nature Park.
13. If development of the larger parcels of land such as Ecowaste Industries occur in the future consider utilizing the existing road r.o.w.'s such as Francis Road and Granville Avenue for trail access.
14. Negotiate access across the CNR rail corridor to connect trails along the future waterfront Legacy Lands park to the future trail system in the Fraser Port Lands.
15. Prepare a plan and construct a park on the city owned waterfront Legacy Lands. Coordinate the design with the adjacent potential residential waterfront development at Steveston Hwy.
16. Construct a staging area and pier at the end of Williams Road.

17. Negotiate with the Ministry of Transportation and Highways for a trail in their right-of-way on the east side on Hwy. 99.
18. Ensure that there are trail connections to the waterfront when the City owned lands and privately held uplands are redeveloped.
19. Create a staging area at the end of Nelson Road and develop the waterfront area as appropriate, with boardwalks and lookout decks.
20. Construct a pier at the end of Steveston Hwy. Also a potential pedestrian and cyclist ferry stop in the future.



## 7.11 Shell Road Greenway / Horseshoe Slough Trail

### *Vision*

This mid-island greenway will be developed as a major natural and recreational green corridor building upon the existing canals and environmentally sensitive areas that the trail links to and travels through. Environmental protection and habitat enhancement while ensuring functional and creative surface water management will be the key principles for designing this greenways.

### *Location*

From Dyke Road along Horseshoe Slough approximately 8 kilometers to the North Arm of the Fraser River.

### *Important Links and Key Destinations*

Horseshoe Slough Trail, South Dyke Trail, Lee Slough Park, Ironwood Mall, Riverside Industrial Park, Thomas Kidd Elementary School, Williams Road designated bike lanes, Francis Road Trail, Nature Park, Bridgeport Trail, Fraser River North Arm.

### *Other City and External Plans*

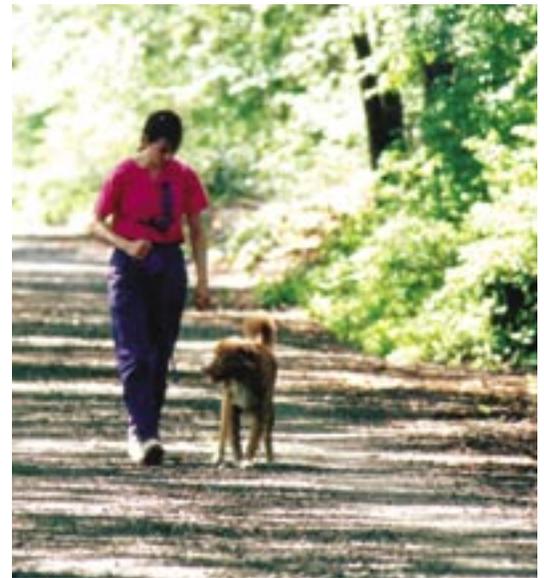
Shell Road is recognized as a major cycling route in the approved Richmond Cycling Network Plan and recommendations for implementation are within the Engineering 5 Year 2002-2006 Capital Plan. Shell Road carries a large capacity drainage canal that is presently open in many areas. Engineering and Public Works are investigating drainage concerns in the southern section and will be looking at options for improving upon the surface water management in the area. The Department of Fisheries and Oceans are also presently looking at regulatory issues dealing with fish habitat and the drainage canals in Richmond. The outcome of these different studies have the potential to impact the design and function of the canal/ drainage system along Shell Road.

In addition, Shell Road is adjacent to the CNR rail corridor. Discussions are ensuing about the medium to long term continued use of this corridor for rail transportation. This opens up interesting potential for land uses that include the 'rail to trail' concept. GVRD considers Shell Road part of the Regional Greenways Network.

### **Recommendations:**

#### *Short Term*

1. Work with Transportation Planning to co-ordinate the functional design of both a cycling route and a pedestrian trail within the Shell Road right-of-way.
2. Construct safe off-road connections into the Nature Park along the south edge of the park.
3. Asphalt the trail from Hammersmith Court to Steveston Highway along east side of road.
4. Improve public recognition and awareness of the trails by adding the appropriate signage and trail furnishings.



Shell Road Trail between Westminster Hwy. and Athabasca Drive



Horseshoe Slough Trail



Link to Nature Park



North of Bridgeport Road



North of Cambie Road



North of Athabasca Drive



North of Steveston Hwy.

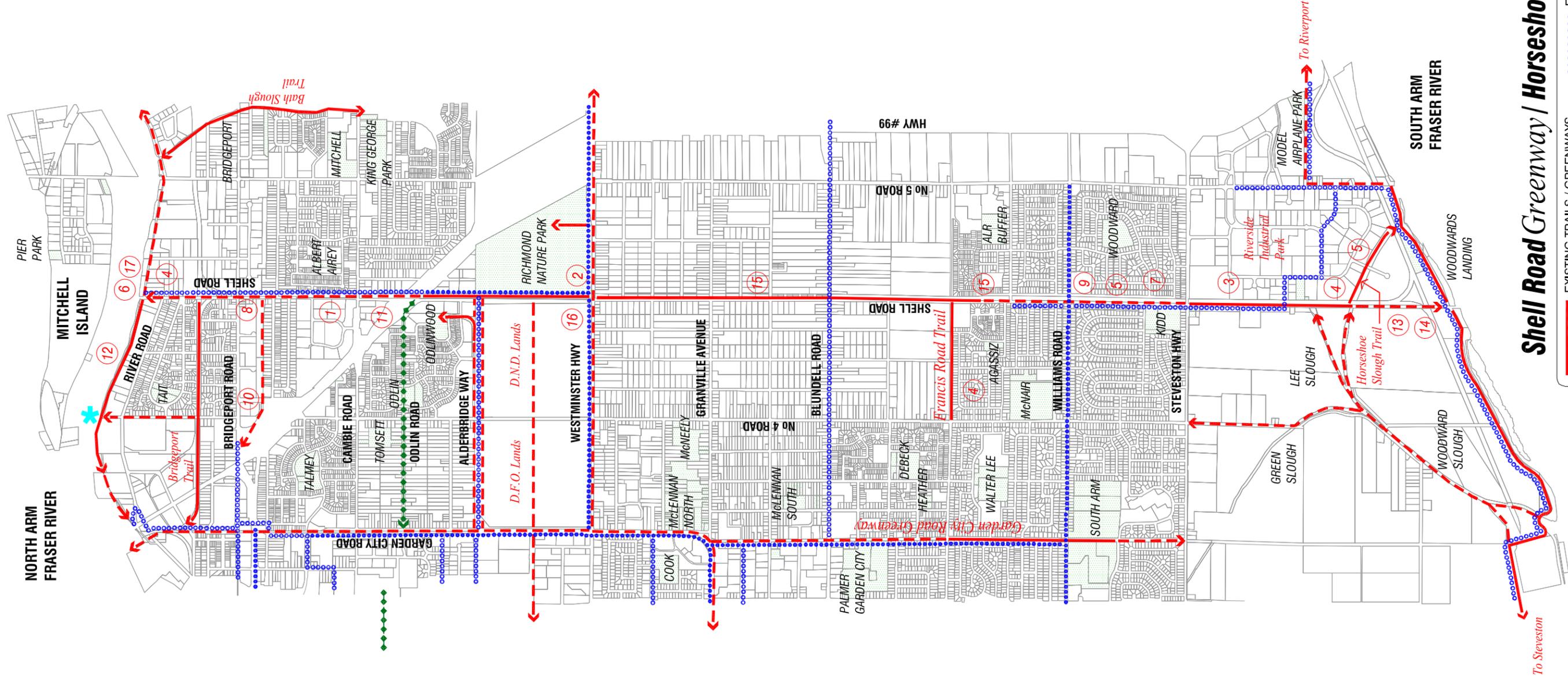
5. Co-ordinate with Engineering and Public Works on an overall integrated strategy for the drainage/storm water management, recreation and environmental needs of the area with specific attention to Horseshoe Slough.
6. Create a staging area on the dyke on the north end of Shell Road

### *Medium Term*

7. Construct a multi-use cycling/pedestrian trail with landscaping along the canal from Steveston Highway to Athabasca Drive to provide safe access for local use to Thomas Kidd Elementary School and as part of the city-wide trail network (anticipated construction 2005/2006).
8. Construct a multi-use cycling/pedestrian trail from Caithcart Road to Bridgeport Road and north linking to the existing east-west Bridgeport Trail (anticipated in 2007).
9. Develop an environmental strategy and guidelines for the greening of this major corridor.

### *Ongoing / Long Term*

10. Investigate the potential to construct a trail on the Ministry of Highways and Transportation right-of-way between Shell Road and St. Edwards Drive as a direct connection to the Oak Street Bridge.
11. Negotiate with the Ministry of Transportation and Highways to construct a trail in their r.o.w. from Odlin Road to Shell Road.
12. Ensure that the Shell Road north end staging area is developed as part of the larger Waterfront Development Strategy for this area.
13. Consider utilizing the undeveloped Shell Road right-of-way at the south end to construct a direct trail to Dyke Road.
14. Ensure that trail development is part of any new road development that may be proposed in the south end of the Shell Road r.o.w. to service industrial development in the area.
15. Consider opportunities to expand upon the Shell Road Greenways and to create a very significant environmental corridor running through the city when the Canadian National Railway discontinues rail services.
16. Consider trail connections from the Shell Road Greenway to the City Centre through the National Defense Canada lands when they are redeveloped.
17. Consider acquisition of portions of the dyke not presently owned by the City.



# Shell Road Greenway / Horseshoe Slough Trail

N.T.S.

- EXISTING TRAILS / GREENWAYS
- PROPOSED TRAILS / GREENWAYS
- RECOMMENDATIONS
- STAGING AREAS
- EXISTING CYCLE ROUTES
- PROPOSED CYCLE ROUTES
- PROPOSED NEIGHBOURHOOD GREEN LINKS

To Steveston

To Riverport

## 7.12 Gilmore Area Trails

### *Vision*

The trails in the Gilmore Area will allow people to experience the tranquil rural environment, the unique slough system, and provide continuous waterfront access. The key principles in this predominately agricultural area include ensuring a balance between the environmental sensitivity of the slough environments and the agricultural uses with public recreational use; maximizing the waterfront access; and providing a safe pedestrian environment along the roadways.

### *Location*

This area is from No.2 Road to Shell Road and Dyke Road to Steveston Highway.

### *Key Links and Destinations*

The Steveston Greenways, City owned 50 acre Tree Nursery site, Finn Road Trail, No.3 Road Sports Fishing Pier, Garden City Road e.s.a. and waterfront, Finn Slough, Woodward's Landing (Girl Guide site), Horseshoe Slough Trail, Shell Road Greenway, Riverside Industrial Park, South Dyke Trail.

### *Other City and External Plans*

The GVRD is considering a pedestrian/cyclist ferry connection from Woodward's Landing to Ladner as part of the Regional Greenways network. Engineering and Public Works is reviewing the storm water management in the Shellmont area to the north and the drainage function of Horseshoe Slough. Ownership of the Finn Slough area is under review. The City is developing an Agricultural Viability Strategy and establishing an Agricultural Advisory Committee.

## **Recommendations**

### *Short Term*

1. Clean up and enhance the former truck storage area and construct a staging area with parking in the City owned lands at the south foot of Garden City Road.
2. Work closely with the Engineering Department to balance the environmental, recreational, and storm water management of Horseshoe Slough.
3. Provide a vehicular turnaround and parking area at the west end of Dyke Road (west of No.4 Road).
4. Develop a Park Plan for the e.s.a and waterfront at the south foot of Garden City Road.



Views from Dyke Road



No. 4 Road and Dyke Road



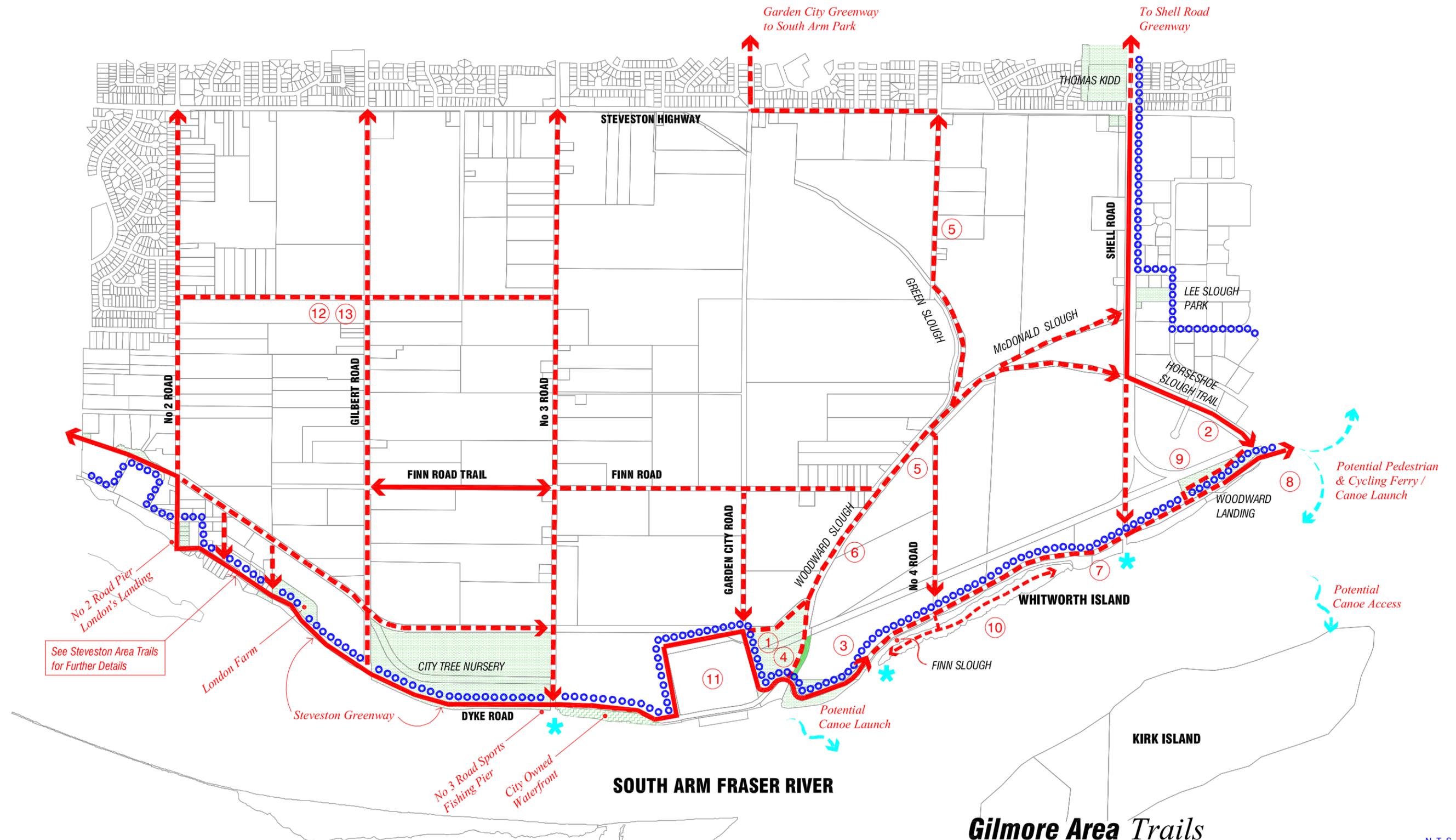
Dyke Road by Finn Slough

### *Medium Term*

5. Construct a path along No.4 Road from Steveston Highway to Dyke Road.
6. Investigate the recreational potential of the waterways in the sloughes.
7. Investigate different options for creating a pedestrian trail along the narrow stretches of Dyke Road.

### *Ongoing / Long Term*

8. Continue to work with the GVRD on the potential pedestrian and cyclist ferry crossing to Ladner.
9. Consider providing public access along the south edge of Woodward's Landing to link to Horseshoe Slough and the Dyke.
10. When issues over ownership of Finn Slough are resolved, consider providing access out to Whitworth Island.
11. If the industrial site at the foot of Garden City Road redevelops, re-establish public access on the dyke to maintain continuous waterfront access.
12. Utilize undeveloped road right-of-ways for trail access e.g. Montieth Road.
13. Consult with the Agricultural Advisory Committee when developing trails within the Agricultural Land Reserve.



### Gilmore Area Trails

- EXISTING TRAILS / GREENWAYS
- - - PROPOSED TRAILS / GREENWAYS
- EXISTING CYCLE ROUTES
- PROPOSED CYCLE ROUTES
- PROPOSED NEIGHBOURHOOD GREEN LINKS
- ★ PROPOSED STAGING AREAS
- 17



See Steveston Area Trails for Further Details

## 7.13 Sea Island Area Trails

### *Vision*

The Sea Island trails will provide recreational opportunities for the people living and working on Sea Island to access the waterfront, unique natural and airport resources, and will provide direct access to the many transportation corridors to Vancouver and Lulu Island. Key principles will include working in partnerships with the Vancouver International Airport Authority and other key agencies operating on the Island; co-ordinating the development and implementation of recreational plans between agencies; creating a continuous vibrant waterfront trail system; and balancing environmental sensitivities with recreational needs.

### *Location*

Sea Island from Richmond by the No.2 Road, Dinsmore and Moray Channel Bridges, and from Vancouver by the Arthur Laing Bridge.

### *Key Links and Destinations*

Burkeville residential community, the Vancouver International Airport, South Airport Terminal, McDonald Beach Park and Boat Launch (26.1 acres), Flight Path Park, North Fraser Port Authority head office, Sea Island Conservation Area, Iona Beach Regional Park and direct access via bridges to Vancouver, Richmond City Centre and the Middle Arm dyke trail system.

### *Other City and External Plans*

The majority of Sea Island is owned by the Federal Government and administered through Vancouver International Airport Authority who have developed a Parks and Recreation Plan for the Island. A number of cycling paths have recently been constructed that link with the new Moray Channel Bridges. The Authority is in the process of developing a new Land Use Plan. The North Fraser Port Authority developed a Port North Fraser Land Use Plan in 2000 that outlines policies and land use designations along the North and Middle Arm of the Fraser River. Environment Canada, through the Canadian Wildlife Services (CWS), administers the Sea Island Conservation Area (345 acres) at the north end of the Island. The GVRD administers Iona Island Park (319.8 acres) and is considering expanding its park holdings in the future. South of Sea Island, in the mouth of the Middle Arm, is a 72 acre island that is owned by the Nature Conservancy of Canada and protected as a nature reserve with limited access for research purposes.



Vancouver International Airport



Bike routes



Sea Island heritage



Mc Donald Beach



Iona Beach



Burkeville neighbourhood



Flight Path Park (Russ Baker Way)

## Recommendations

### *Short Term*

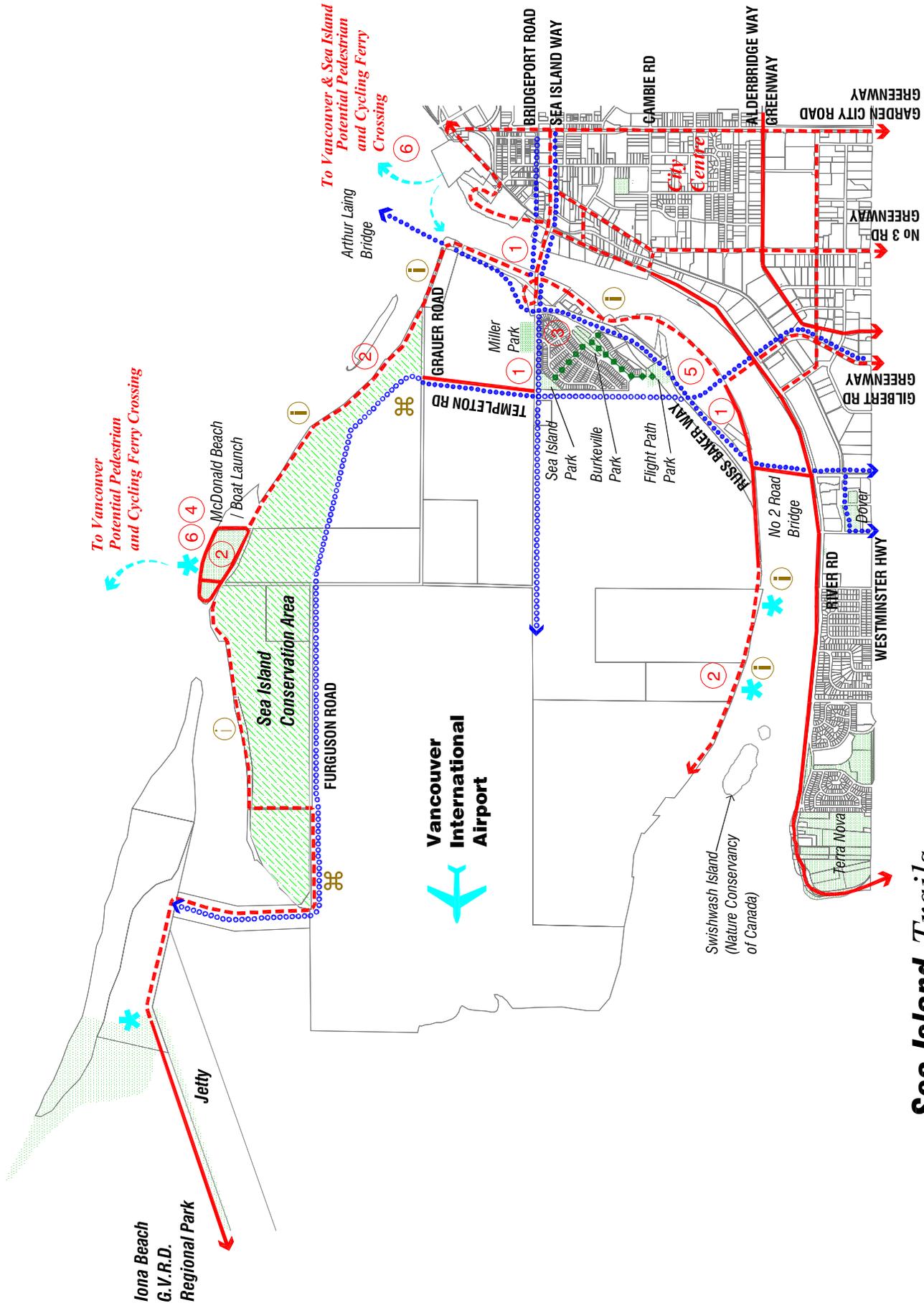
1. Work with the Airport Authority to develop a coordinated signage system that provides direction to the various key destinations on Sea Island, to Richmond City Centre and the Middle Arm Dyke Trails.
2. Work with the Airport Authority, the North Fraser Port Authority, and Canadian Wildlife Services to develop a coordinated interpretation program.
3. Develop a Neighbourhood Green Links Plan to link the Burkeville residential area to the waterfront and the trail system.

### *Medium Term*

4. Review and prepare a new McDonald Beach Park Plan.

### *Ongoing / Long Term*

5. Work with the Airport Authority on the development of their waterfront along the Middle Arm to seek opportunities that would complement the recreational programming of the river and the redevelopment of the City Centre waterfront.
6. Consider pedestrian and cycling ferry connections to Vancouver and to the West Bridgeport area in the future.



# Sea Island Trails

**EXISTING TRAILS / GREENWAYS**  
**PROPOSED TRAILS / GREENWAYS**  
**RECOMMENDATIONS**  
**STAGING AREAS**

**EXISTING CYCLE ROUTES**  
**PROPOSED CYCLE ROUTES**  
**PROPOSED NEIGHBOURHOOD GREEN LINKS**

**POTENTIAL INTERPRETATION AREAS**  
**POTENTIAL AIRCRAFT VIEWING PARK**

**As Per Sea Island Parks & Recreation Plan**

N. T. S.

North

(17)