

# PITT RIVER REGIONAL GREENWAY

## Concept Plan



A Partnership Project between:  
GVRD • District of Pitt Meadows • District of Maple Ridge





# Pitt River Regional Greenway CONCEPT PLAN

## Table of Contents

<b>Summary</b>	<b>4</b>
<b>1.0 Introduction</b>	
1.1 What are Greenways?	5
1.2 Plan Purpose	6
1.3 Implementing the Greenway	6
• Planning Process	6
• Land Acquisitions	7
• Implementation Timeline	9
1.4 Regional Significance and Context for the Pitt River Greenway	9
1.5 Pitt River Greenway Objectives	12
• Recreation	
• Education	
• Partnerships	
• Ecosystem Management	
• Cultural Heritage	
<b>2.0 Pitt River Greenway Phase I</b>	
2.1 Overview	
• Context	13
• Existing Use and Conditions	13
• Phase I Issues and Actions	14
2.2 Development Sites	
• Sawyer's Landing and River Front Park	15
• Pitt Meadows Airport	15
• Ford Road Staging Area	16
• Ferry Slip Road Staging Area	16
• Connection to Golden Ears Bridge	17
2.3 Ecological Sites	18
<b>3.0 Pitt River Greenway Phase II</b>	
3.1 Overview	
• Context	19
• Existing Use and Conditions	19
• Phase II Issues and Actions	20
3.2 Development Sites	
• Pitt River Bridge	21
• Alouette River Greenway	21
• Quarry Connection	21
3.3 Ecological Sites	21

## **4.0 Pitt River Greenway Phase III**

### **4.1 Overview**

- Context 22
- Existing Use and Conditions 22
- Phase III Issues and Actions 23

### **4.2 Development Sites**

- Sturgeon Slough 23
- Grant Narrows Regional Park 23

### **4.3 Ecological Sites**

- Pitt Addington Wildlife Management Area 24

## **5.0 Operations and Management of the Pitt River Greenway**

24

## **References**

25

## **Appendices: Comprehensive Inventory**

### **Appendix 1 Regional and Local Setting**

- Regional setting map
- Pitt Meadows Maple Ridge Greenways Sector Plan map

### **Appendix 2 Community Connections**

- Pitt Meadows existing trail and dyke network map
- Maple Ridge - Pitt Meadows bike network map
- Pitt Meadows Equestrian routes

### **Appendix 3 Government and Land Management**

- District of Pitt Meadows
- Katzie First Nation
- Ministry of Water Land and Air Protection (MWLAP)
- Fraser River Estuary Management Program (FREMP)
- GVRD

### **Appendix 4 FREMP Habitat Inventory**

- Phase I map
- Phases II & III map





## EXECUTIVE SUMMARY

As the population of the GVRD grows, more and more people around the region are discovering the Pitt and Alouette River dyke systems as wonderful places for walking, cycling and horseback riding. These dyke systems are strategically located to provide regionally significant connections to the TransCanada Trail, the PoCo Trail, UBC Research Forest, Grant Narrows Regional Park and Pitt Lake, Golden Ears Provincial Park, and the future Golden Ears Bridge. In addition, the environmentally sensitive shoreline provides rich, biologically diverse habitat supporting the region's biodiversity strategy.

*The proposed greenway and adjacent foreshore contain:*

- *regionally important inter-tidal wetlands and foreshore habitats critical to resident and seasonal species at risk;*
- *riparian forests with large veteran trees remaining from the original Pitt River floodplain;*
- *exceptional wildlife viewing along the foreshore, on the river and in the adjacent Pitt Addington Wildlife Management Area;*
- *31 km of waterfront with excellent cycling, hiking, walking and equestrian potential connecting to the TransCanada Trail;*
- *waterfront access opportunities in non-environmentally sensitive areas;*
- *excellent opportunities to provide staging areas reached from the existing road network including parking, washrooms, picnicking, boat launch access, trailheads, and educational signs;*
- *magnificent vistas of the Coast Mountains, Pitt and Fraser Rivers, and working agricultural landscapes;*
- *opportunities to reclaim and restore industrial lands to improve access for water based recreation;*
- *unique features which support regional tourism; and*
- *opportunities for integrated management of the region's major waterways.*

A 31-kilometre greenway along the Pitt and Fraser River dykes known as the Pitt River Regional Greenway (PRG) was proposed in the 1996 Ridge-Meadows Greenway Sector Plan.

The PRG will connect the new community development of Sawyer's Landing in Pitt Meadows with Grant Narrows Regional Park by following the existing dykes wherever possible and using alternate routes where necessary. The implementation of this greenway will be in three phases taking a number of years. GVRD is currently assembling land for Phase I from Sawyer's Landing to Ferry Slip Road including recreational access sites and foreshore habitat areas.

The PRG provides an excellent opportunity to integrate provincial, regional and municipal sites and management regimes into a comprehensive waterfront recreation and conservation greenway strategy. The strategy will support tourism, economic development and biodiversity objectives in keeping with the Regional Sustainability Initiative.



## 1.0 INTRODUCTION

*The Pitt River Greenway (PRG) is poised to become an integral link in a regional network of recreational and ecological greenways in the GVRD. The PRG will be a showcase of sustainability by promoting alternative transportation, interpretive rehabilitation projects, recreational opportunities and healthy lifestyles, environmental conservation, education, community involvement and integrated management between various agencies.*

*The Pitt River Greenway has land designated for recreation, as well as sensitive riparian (waterfront) designated for preservation.*

### 1.1 What are Greenways?

Greenways are corridors of protected open space that typically follow natural land or water features and connect parks, nature reserves, cultural features and / or historic sites with each other and with populated areas. Greenways may be used for a variety of purposes including recreation; transportation; conservation / preservation / restoration; education; and promoting partnerships. Sections of a greenway may or may not have public access, and typically have overlapping uses.

Greenway planning is important in the development of prosperous communities as greenways provide many opportunities for economic renewal and growth including increased property values, attracting businesses, tourism, and recreation related spending. In fact a greenway can be a key point of a marketing strategy as it contributes to the image of a healthy, active, and environmentally friendly community. The attractions associated with greenways can be an effective tool to encourage tourists to stay overnight and include things to see, do and learn; concession and restaurant opportunities; and accommodation opportunities.





## 1.2 Plan Purpose

This interim plan defines the concept and role of the PRG within the context of the overall Regional Park and Greenways system. It outlines broad issues and interim actions required to implement the various phases of the greenway with a focus on Phase I.



A full greenway management plan will be completed once land acquisitions and agreements with various landowners are further developed. This document focuses on identifying early issues to be resolved; opportunities to be pursued; and illustrating interim preliminary actions that need to occur to make the greenway useable.

## 1.3 Implementing the Greenway

A greenway along the dykes of the Pitt and Fraser River was proposed in the 1996 Pitt Meadows and Maple Ridge Greenway Sector Plan as part of a system of interconnected pedestrian, cycling, and equestrian routes in Pitt Meadows and Maple Ridge (See Appendix 1 for supporting planning documents).

### Planning Process

In 2002 the GVRD Board approved a three phase implementation process to connect Grant Narrows Regional Park with Sawyer's Landing, a new development site on the Fraser River between Harris and Bonson Roads just east of the Pitt Meadows Airport.

#### *Key steps in the planning process:*

1. *Compilation of a resource atlas including orthophotography, cadastral information, regional setting, transportation systems, soils, vegetation, heritage sites, Agricultural Land Reserve and properties needed to complete Phase I of the greenway.*
2. *Analysis of the atlas information and features to be included in the greenway; review of supporting and related plans and documents, supplemented by frequent field reconnaissance.*
3. *Workshops and consultation with an advisory planning team including municipal and provincial agencies and various stakeholder groups.*
4. *Public input sought through a series of open houses in April and May 2003 and through presentations to user groups.*
5. *Review by agencies and public on a draft plan.*
6. *Park Committee and Board approval of concept plan.*

The Pitt River Greenway will evolve over several years of phased-in land acquisition culminating in a completed system around 2010. The strategy is to incrementally develop and manage various sections of the greenway in partnership with the District of Pitt Meadows and the Pitt Meadows - Maple Ridge Parks and Leisure Services Commission (See Appendix 2 for community trail and cycling access plans).

## Land Acquisitions

The PRG will include the surface of the existing dyke system (approximately 31 km) as well as foreshore areas for habitat protection and waterfront access. Additional sites on the dry side of the dyke will be sought for staging areas. Much of the dyke system is currently in public ownership with Pitt Meadows responsible for dyke maintenance. Public access along the dyke will be purchased over private lands where necessary or alternate routes will be designated. Land assembly will be implemented over time to take advantage of willing sellers or other agency actions. Acquisition work will concentrate on the portion south of the Lougheed Highway as Phase I, working north over the next five years towards Phase II from the Pitt River Bridge to Sturgeon Slough, and Phase III from Sturgeon Slough to Grant Narrows Regional Park.




*Phase I Land acquired through 2004*





# PITT RIVER GREENWAY

 Greenway Corridor / Dyke

 Staging Area

 PHASE ONE


 Other GVRD Park Sites

Existing or Proposed:

 Information

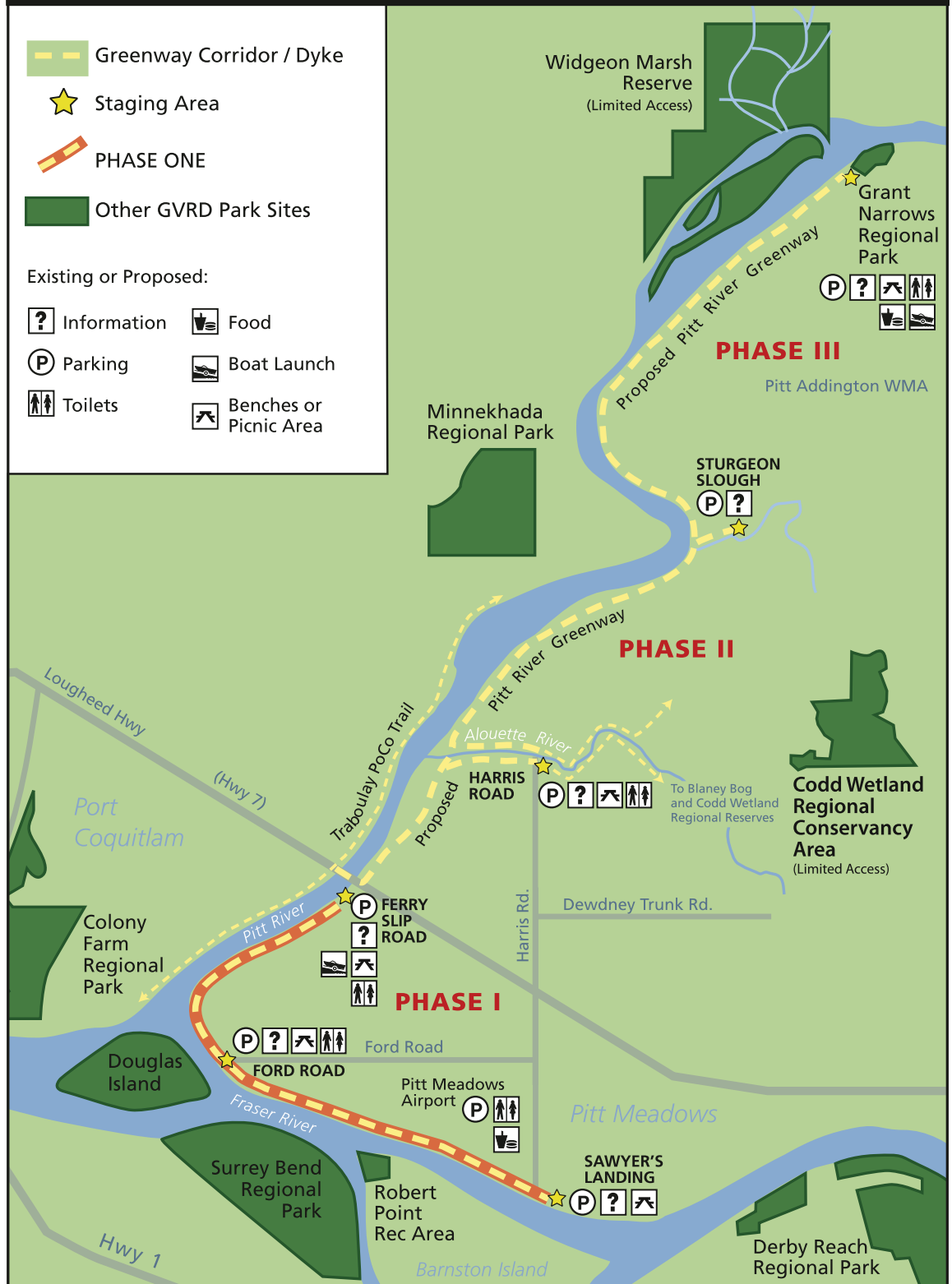
 Food

 Parking

 Boat Launch

 Toilets

 Benches or Picnic Area





## IMPLEMENTATION TIMELINE

November & December 2002

- Greenway Proposal approved by GVRD and Pitt Meadows Council
- Municipal and Agency working group established

April & May 2003

- Public Open Houses: Community invited to comment and view preliminary proposal in Pitt Meadows and Maple Ridge

2003 - 2004

- Phase I Land assembly south of Highway 7 - substantially complete

Winter 2004

- Public Comment Period – Draft Plan available for comment

Winter 2004 - 5

- Draft Plan presented to Park Committee and Councils

2006

- Phase I Official Opening

2006 - 2007

- Phase II Land Assembly: Highway 7 to Sturgeon Slough
- Opening of Phase II

2008 - 2010

- Phase III Land Assembly: Grant Narrows Regional Park to Sturgeon Slough
- Opening of Phase III





*Increasing use from  
both local and regional  
users increases  
the complexity of  
managing recreation*

## 1.4 Regional Significance and Context for the Pitt River Greenway

With a predicted regional population increase of at least 33% in the GVRD over the next 15 years, there will be increased demand on the PRG and other amenities in the area, particularly in light of the planned Golden Ears Bridge across the Fraser.

Increasing use from both local and regional users increases the complexity of managing recreation and protecting critical riparian areas. Recognizing regional use, and having the GVRD involved, ensures that funds are available from the whole region to assist in developing access and staging areas to manage regional recreational users while protecting the resource.

The proposed greenway and adjacent foreshore contain:

- regionally important inter-tidal wetlands and foreshore habitats critical to resident and seasonal species at risk;
- riparian forests with large veteran trees remaining from the original Pitt River floodplain;
- exceptional wildlife viewing along the foreshore, on the river and in the adjacent Pitt Addington Wildlife Management Area;
- 31 km of waterfront with excellent cycling, hiking, walking and equestrian potential;
- alternative connection for the Trans Canada Trail between new Golden Ears Bridge (when completed) and the Pitt River Bridge;
- waterfront access opportunities in non-environmentally sensitive areas;
- excellent opportunities to provide staging areas reached from the existing road network including parking, washrooms, picnicking, boat launch access, trailheads, and educational signs;
- magnificent vistas of the Coast Mountains, Pitt and Fraser Rivers, and working agricultural landscapes;
- opportunities to reclaim and restore industrial lands to improve access for water based recreation;
- unique features which support regional tourism; and
- opportunities for integrated management of the region's major waterways.

Recognizing the significant need to protect the assets of this area, a formalized greenway was proposed along the Pitt and Fraser Rivers in 1996. The GVRD has partnered with Pitt Meadows and Maple Ridge to create the PRG and each agency has planning documents supporting its creation. In addition, other groups and agencies have related interests including the Katzie First Nation, the Ministry of Water Land and Air Protection, and the Fraser River Estuary Management Program.

See Appendix 3 for an overview of other agencies and their interests.





## LOCAL AREA OUTDOOR AMENITIES INCLUDE:

- *Alouette Dyke System*
- *TransCanada Trail*
- *PoCo Trail*
- *UBC Research Forest*
- *Grant Narrows Regional Park*
- *Codd Island Reserve*
- *Pitt Lake and River*
- *Fraser River*
- *Golden Ears Provincial Park*
- *Pitt Addington Wildlife Management Area*
- *Widgeon Marsh Reserve*
- *Minnekhada Regional Park*
- *Blaney Bog Regional Park*
- *Kanaka Creek Regional Park*
- *Surrey Bend Regional Park*
- *Pitt Meadows/Maple Ridge Parks and Recreation Trails and Sites*





## 1.5 Pitt River Greenway Objectives

The PRG provides an excellent opportunity to integrate provincial, regional and municipal sites and management regimes into a comprehensive waterfront recreation and conservation greenway strategy. The strategy will support tourism, economic development and biodiversity objectives in keeping with the Regional Sustainability Initiative.

### Recreation

- Provide multi-user recreational opportunities wherever possible by allowing appropriate access for the public to experience this greenway in a safe, meaningful, and responsible manner;
- Construct and manage recreational amenities with minimal impact on the cultural and natural resources found along the greenway;
- Provide connections and links to other trail systems and transportation corridors.



### Education

- Increase the understanding of the PRG's resources and its importance to people's quality of life by providing experiential opportunities and interpretation;
- Minimize conflict between user groups and also between users and adjacent landowners.

### Partnerships

- Form partnerships with local municipal government, other government agencies, and non-governmental organizations;
- Provide economic development opportunities and form partnerships with private operators where feasible;
- Promote community development and stewardship opportunities.

### Ecosystem Management

- Identify and preserve the ecology of the natural areas on greenway lands;
- Restore and enhance the ecology of the natural areas where possible;
- Identify adjacent, contiguous lands with significant habitat that supports critical habitat or species within the existing greenway lands and work with land owners to manage for biodiversity;
- Identify and manage water resources.

### Cultural Heritage

- Identify and preserve cultural heritage resources where appropriate.



## 2.0 PITT RIVER GREENWAY PHASE I

### 2.1 Overview

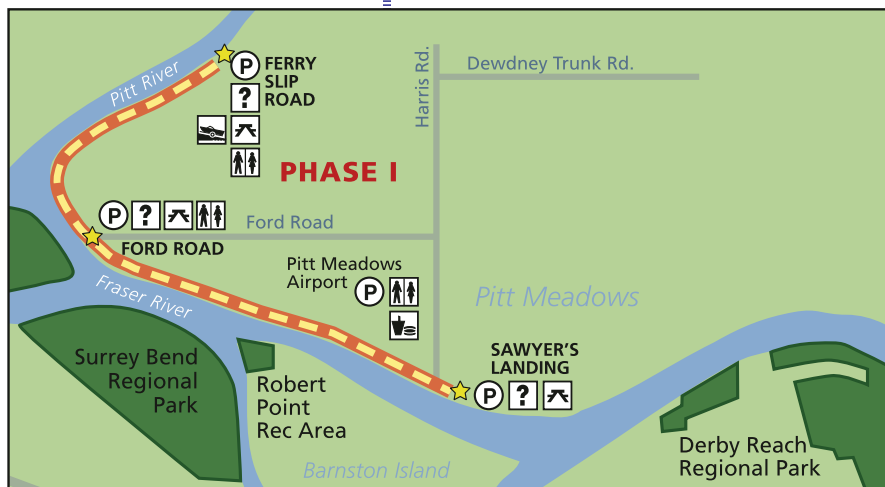
#### Context

The Phase I portion of the Pitt River Greenway lies south of Lougheed Highway (Hwy 7), stretching along the waterfront for approximately 10 kilometres from the future Sawyer's Landing site, east of the Pitt River Airport, to Ferry Slip Road. This section of the greenway is targeted for land acquisitions, development and operations first. Specialized sites along the greenway will provide opportunities for preservation of critical foreshore wildlife habitat, waterfront access, and site programming and development opportunities.

Phase I will provide a strategically important corridor for cycling and walking between the new Golden Ears Bridge to the east (when completed) and the existing Pitt River Bridge. The Pitt River Bridge is currently under review for possible realignment and construction which will create potential opportunities for Phase II of the greenway.

#### Existing Use and Conditions

The Phase I dyke route is currently used mostly by pedestrians. Some cyclists also use it but are hampered by the awkward passage around locked gates and in certain places it is necessary to lift the bike over the gate. Equestrians are not currently allowed but will be accommodated in the future where safety permits and Pitt Meadows Council agrees. Road shoulder parking at dyke access points along the Phase I route occurs at Woolridge Road, Ford Road, Baynes Road and Harris Road.



*Phase I: Sawyer's Landing to Ferry Slip Road*

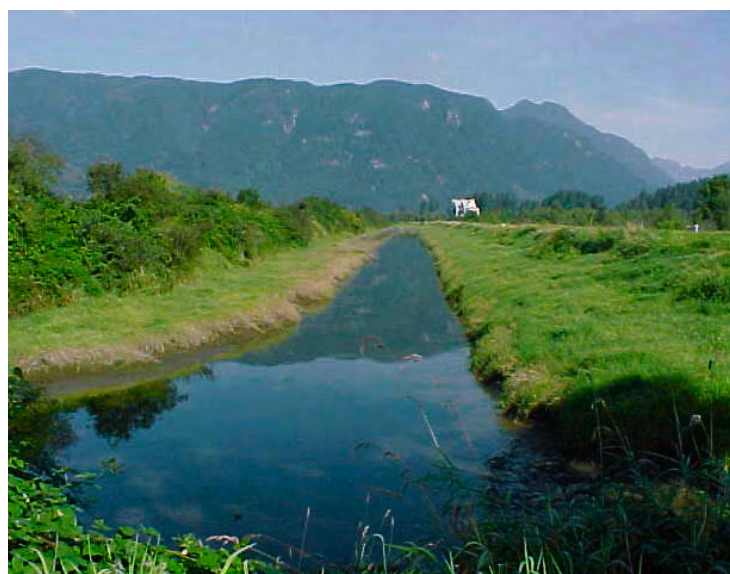
A new tunnel has been completed within the Pitt Meadows Airport boundaries allowing users to travel through airport property along the dyke to 176 Street. From the access point at 176 Street, users then continue west along the dyke to the proposed Ferry Slip Road staging area. This proposed staging area is located just south of the Lougheed Highway (Hwy 7) and the Pitt River Bridge and serves as one end of Phase I.

Phase II will begin at this point. Users presently can continue north along the dyke by traveling under the Pitt River Bridge and up a staircase to Lougheed Highway. From an access point north of the highway, users can then access the dyke and follow it north (this portion of the dyke is also part of the current TransCanada Trail route).



## PHASE I ISSUES AND ACTIONS

ISSUES FOR PHASE 1	ACTIONS FOR PHASE 1
Land acquisitions for Phase 1	Purchases are substantially complete. Ongoing contact with landowners for remaining targeted parcels.
FREMP red coded sensitive foreshore habitats to be managed for conservation	Determine appropriately designated wildlife only areas with interim management guidelines for sensitive habitat sites
Need for organized parking and information delivery	Develop 50 - 70 parking spaces, garbage receptacles, washroom facilities, & information signage at Ferry Slip Rd  Develop 10 parking spaces, garbage receptacles and signage at the Ford Road site when needed  Coordinate with Pitt Meadows around parking and services at the new Sawyer's Landing development
Vehicle gates along the dyke do not allow easy passage for cyclists, equestrians, wheelchairs, or baby strollers	The issue of gates and access needs examination  Some gates need to be replaced with alternative openings to allow for easy cycling, pedestrian and equestrian passage, while still blocking motorized vehicle use
Safe equestrian passage along the greenway	Evaluate route and obstacles with equestrian community representatives and the District of Pitt Meadows
Katzie First nations opinion and concerns	Meeting to be arranged and issues brought forward by the Katzie to be addressed
Connection to the future Golden Ears Bridge	Cycling and pedestrian routes to be integrated during construction of the bridge and connecting roads.
Completion of the 23 acre River Front Park	Scheduled for development in 2006
Integration with Sawyer's Landing development	Liaison with Pitt Meadows





## 2.2 Phase I Development Sites

### SAWYER'S LANDING AND RIVER FRONT PARK

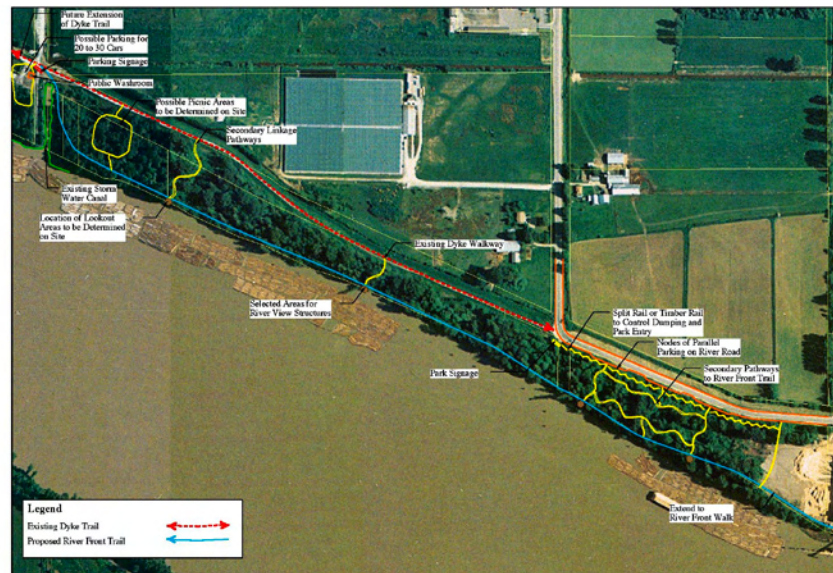
**Objective:** Sawyer's Landing and River Front Park will act as the southern terminus of the Pitt River Greenway providing opportunities for parking and information delivery.

**Proposed Development :** Sawyer's Landing is a new development site on the Fraser River between Harris and Bonson Roads. It will serve as the southern anchor of the Pitt River Greenway and is slated to be a community node of 456 homes (single-family and mixed single / multi-family residential), commercial space (a mixed use village), a civic center, a church, and open space including the Waterfront Commons and park. The park will be an addition to the existing 56.8 hectare (23 acre) River Front Park site located west of Sawyer's Landing between Baynes Road and the Sawyer's Landing site.

The Sawyer's Landing development is being built in four phases, with the first phase commencing construction ahead of schedule in the spring of 2004. The park portion of the second phase is estimated to be completed in 2006 and includes a 30.48 metres (100 ft.), wide corridor along the water's edge with a boardwalk and pier. This new park will be added to the existing River Front Park. The entire development should be completed within three to five years.

The existing 9.3 hectare (23 acre) River Front Park is very wet in the winter and is crisscrossed by multiple trails. The foreshore is all FREMP red coded, sensitive habitat. The site should be rehabilitated over time to include selected areas for river viewing and trail rehabilitation. The Pitt River Greenway will travel along the dyke north of the park.

*Early concept plan  
for District of Pitt  
Meadows, River Front  
Park next to a  
planned development at  
Sawyer's Landing.*

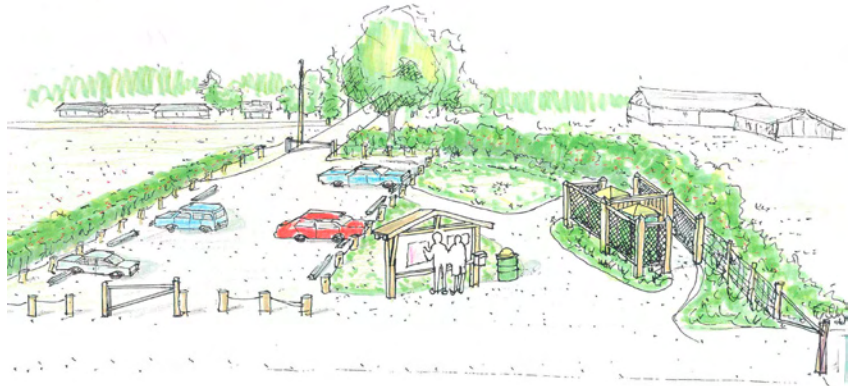




## FORD ROAD STAGING AREA

**Objective:** The short-term objective for this site is to provide waterfront access and a site for a secondary staging area. In the long term, the site may provide a land base for a more programmed use.

**Proposed Development:** Unlike most of the waterfront land along the Pitt River Greenway, this site has a large open grassy meadow covering approximately 12 acres. Access to the waterfront is provided on a former log sort site. Possible future uses of the site may include an interpretive facility that explores the Fraser River, a day use picnic area and potentially pier / docking facilities.



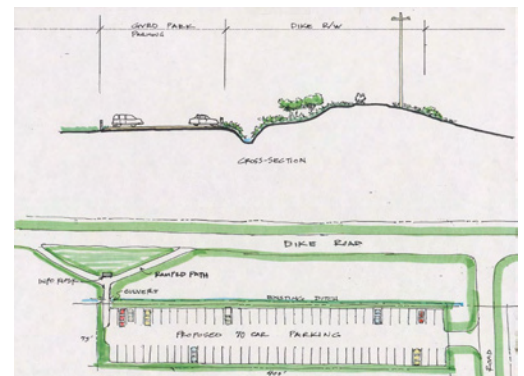
In the interim, the Ford Road site would be used as a secondary staging area if the need arises. Parking for 10 cars, signage, and garbage receptacles could be provided with picnic tables in the meadow area. The design and placement of the gates will need to be changed to accommodate parking while preventing unauthorized vehicle access to the dyke.

## FERRY SLIP ROAD STAGING AREA

**Objective:** The objective at the Ferry Slip Road site is to provide a staging area at one end of Phase I.

### **Proposed Development:**

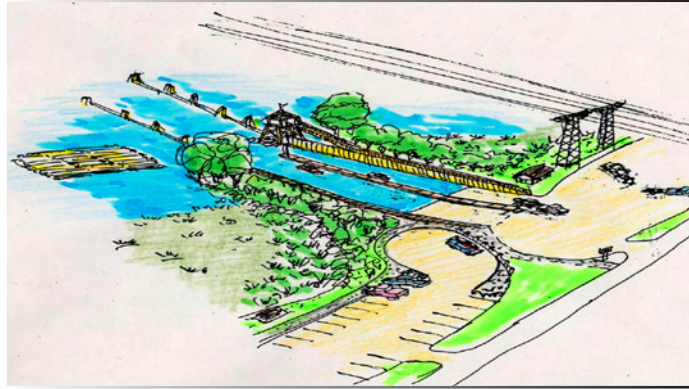
A parking area for 50 - 70 cars will be developed on the dry side of the dyke near the end of Ferry Slip Road. Road access is available from the Lougheed Highway via Kennedy Road to Ferry Slip Road. A wheelchair appropriate pedestrian ramp will be needed to cross from the parking lot over the drainage ditch to the dyke. The site is to include a kiosk with greenway information signage, garbage receptacles and washrooms.



*Parking at Ferry Slip Road: Concept dwg.*



*Artist's concept: Future Ferry Slip Road reclamation project including boat launch possibility on the wetted side of the dyke.*



The GVRD would eventually like to acquire the parcel on the wetted side of the dyke at the foot of Ferry Slip Road for a showcase reclamation project. Currently the site is private property.



*CP Rail Bridge and underpass*

CP Rail has constructed an underpass below their rail-bridge just south of this proposed staging area. The underpass was critical to the continuity of the greenway but may need some minor alterations should horses be permitted in the future.

### **CONNECTION TO THE GOLDEN EARS BRIDGE**

**Objective:** A connection to the new Golden Ears Bridge is important to furthering inter-municipal and regional connectivity.

**Proposed Development:** The new crossing of the Fraser River, the Golden Ears Bridge, is scheduled for construction in 2005 - 2007 with a late 2008 opening and will accommodate cyclists and pedestrians. The crossing will connect the Pitt Meadows / Maple Ridge communities directly with the South Fraser communities of Surrey and Langley. The new greenway and the connection to the new bridge will become an important link in the Trans Canada Trail with the decommissioning of the Albion Ferry.



*Conceptual photo rendering of the planned Golden Ears Bridge across the Fraser River looking southwest from Wharf Street in Maple Ridge.*



## 2.3 Phase I Ecological Sites

Wildlife corridors and connections between habitats that are protected as part of a greenway are crucial to genetic diversity. This diversity, which is created by the interbreeding among populations, is critical as it improves disease resistance and provides species resilience.

Approximately 23 hectares of waterfront property has been acquired in Phase I of the greenway as of December, 2004. The intention is to manage the sensitive foreshore ecosystem for its riparian values and biodiversity. An inventory of plant communities is outlined in Appendix 4 which will form the basis for developing management actions.

The Fraser River Estuary Management Program (FREMP) is currently working on a reach overview for the Pitt River using a 'features and functions' approach. This approach is an ecosystem-based, collaborative and flexible approach to management which includes estuary and upland features, while taking into account the biological, economic and social characteristics of the area. The approach attempts to reveal and protect the underlying needs within a reach given its various economic, social, biological and cultural attributes. This tool will be useful for the management of the Pitt River Greenway because it provides a vehicle for consolidating the existing site conditions and future management considerations within an integrated land use decision making process between private, municipal, regional and other interests.

Site guidelines are being developed by FREMP for management of the Pitt River Reach.



## 3.0 PITT RIVER GREENWAY PHASE II

### 3.1 Overview

#### Context

Phase II of the PRG will include the dyke between Ferry Slip Road and Sturgeon Slough.

#### Existing Use and Conditions

One staging area already exists at Harris Road, developed and managed by Pitt Meadows and Maple Ridge, providing access to the recreational dykes along the Alouette River. Two other existing access areas along the Pitt River Dyke include:

- Reichenbach Road with parking for approximately 8 cars and access to the TransCanada Trail;
- North end of Harris Road with parking for 6 - 10 cars. This area could potentially handle more vehicles.



Phase II: Pitt River Bridge to Sturgeon Slough





# PHASE II ISSUES AND ACTIONS

ISSUES FOR PHASE II	ACTIONS FOR PHASE II
Land Acquisitions for Phase II	Identify specific ROWs and access required for acquisition
Passage under the Pitt River Bridge	Work with the provincial Gateway program to partner on the pathway during Pitt River Bridge reconstruction
Potential conflict with traditional users of the shoreline under the Pitt River Bridge for boat launching	Alternative boat launching opportunities need to be pursued along the corridor particularly south of the Pitt River Bridge
The quarry (Warren Paving and materials Group) located on the Pitt River near Sheridan Hill is actively mined. Access to the dyke in this area is not permitted	Rerouting away from the dyke to bypass the quarry is currently required. An alternate route will be designated and signed until quarrying is finished
FREMP red coded, sensitive foreshore habitats to be managed for conservation	Determine approximately designated wildlife only areas with interim management guidelines for sensitive habitat sites
Signage at Harris Road Staging Area needs to reflect both the Alouette recreation system and the Pitt River Greenway System	GVRD to assist with new signage at the Harris Road Staging area to reflect the addition of the Pitt River Greenway when Phase II opens



### 3.2 Phase II Development Sites

#### PITT RIVER BRIDGE

As part of the provincial 'Gateway' upgrading program for the Pitt River Bridge there is potential for a partnership with the Province when the Pitt River Bridge is rebuilt. A new underpass trail should be constructed to better accommodate all users.



In addition, this bridge provides an important connection to the northeast sector and communities beyond, including the POCO trail on the west side of the Pitt River.

*Artist's concept: passage under the Pitt River Bridge*

#### ALOUETTE RIVER GREENWAY

A staging area exists on Harris Road at the Alouette River where the TransCanada Trail passes through onto the North Alouette River Dyke system. This staging area is managed by Pitt Meadows and Maple Ridge Parks and Leisure Services Department and provides washrooms, parking for 50 - 60 cars, information kiosks, garbage receptacles, picnic tables and benches. A long term possibility is to connect the PRG with Codd Island and Blaney Bog along this route. This opportunity would have to be considered within the context of planning for controlled public access to these conservation sites.

#### QUARRY CONNECTION

The quarry will likely be in operation for approximately another 30 years. Currently, the quarry impedes access along the dyke and users must take a detour along McNeil to Rannie Road up to Sturgeon Slough.

### 3.3 Phase II Ecological Sites

Acquisition of ecologically sensitive areas in Phase II will proceed on a willing seller basis and will be managed under the objectives in section 1.5. Vegetative mapping can be found in Appendix 4 which will guide management until further biophysical inventory and research are completed.





## 4.0 PITT RIVER GREENWAY PHASE III

### 4.1 Overview

#### Context

Phase II will include the dyke along the Pitt River between Sturgeon Slough and Grant Narrows Regional Park. This section of the greenway is within the Pitt Addington Marsh Wildlife Management Area.

#### Existing Use and Conditions

In this section the dyke has a grassy surface unlike the graveled surface south of Sturgeon Slough. The effect is a more natural experience in comparison with the rest of the route. Retention of this style of dyke surface standard is desirable in this area. The wildlife viewing opportunities along this section of the PRG are exceptional.



*Phase III: Sturgeon Slough to Grant Narrows Regional Park*



## PHASE III ISSUES AND ACTIONS

ISSUES FOR PHASE III	ACTIONS FOR PHASE
Land acquisitions for Phase III	Investigate the need for further land acquisitions  Work with land owners regarding ROW for public access over the dyke
Review interface with Grant Narrows Regional Park	Conduct a review of the Park Plan for Grant Narrows Regional Park (1997) and target improvements needed to accommodate greenway users
Implementation of greenway at Grant Narrows Regional Park is tied to a Letter of Understanding with Katzie First Nation, requiring an overall plan for the Pitt before any major expansion	Consult with Katzie and the Province regarding upgrades at Grant Narrows Regional Park
Interface and management of PRG in Pitt Addington Wildlife Management Area	Coordinate with Katzie and provincial agencies  Promote awareness of Pitt Addington WMA & Widgeon Marsh Reserve
Potential disturbance to Sandhill Crane nesting sites and other wildlife habitat	Coordinate with provincial agencies and public stakeholders to determine a management regime best suited to this section; may involve periodic closures during nesting season

### 4.2 Development Sites

#### Sturgeon Slough

The north side of Sturgeon Slough can be approached from Rannie Road and could provide access back towards the dyke. Some of the land in this area is private and must be part of an acquisition program. Sturgeon Slough needs a more formalized staging area on Rannie Road as there is currently only shoulder parking for 3 - 4 cars.

#### Grant Narrows Regional Park

This GVRD park is a 6.45-hectare site located within the Pitt Addington Marsh Wildlife Management Area on the east shore of the Pitt River where it flows out from the south end of Pitt Lake. It serves as a gateway to Pitt Lake to the north as well as Widgeon Marsh Regional Park Reserve, situated across Pitt River from Grant Narrows. The site currently provides boat launch facilities, kayak and canoe rentals, food service, picnic facilities, walking trails, interpretation and outdoor education, and an on-site caretaker.





## 4.3 Ecological Sites

### Pitt Addington Wildlife Management Area (WMA)

This wildlife management area is 2,882 hectares of fish and wildlife habitat and is comprised of marsh, wetlands, forests and tidal freshwater mudflats.

It provides significant habitat for a wide range of wildlife including 29 species of mammals and over 225 species of birds. The Fraser River estuary contains the most important aquatic bird habitat in British Columbia and the wintering, migrating and breeding habitats within wildlife management areas are key components within the estuary. Recreational activities also occur including: walking, hiking, wildlife viewing, cycling, hunting and fishing.

Consultation is needed with the B.C. Ministry of Environment regarding what measures would be needed to fit with their goals and objectives for the WMA. GVRD wishes to manage the greenway to ensure conservation values are protected.

## 5.0 Operations and Management of the Pitt River Greenway



The Pitt River Greenway overlaps areas that are currently being managed for recreation through the Maple Ridge Pitt Meadows Parks and Leisure Services Commission. Pitt Meadows also manages the dyke for dyking purposes. Likewise, the greenway is located on the dyke in the Pitt Addington Wildlife Management Area which is managed by the Ministry of Water, Land & Air Protection. The GVRD will partner with these agencies to create a joint management regime recognizing the existing uses and drawing on

expertise of each agency. These agreements will form part of Memoranda of Understanding and Operating Agreements between the affected agencies.





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## **Appendices: Comprehensive Inventory**

### Appendix 1 Regional and Local Setting

- ⊙ Regional setting map
- ⊙ Pitt Meadows Maple Ridge Greenways Sector Plan map

### Appendix 2 Community Connections

- ⊙ Pitt Meadows existing trail and dyke network map
- ⊙ Maple Ridge – Pitt Meadows bike network map
- ⊙ Pitt Meadows Equestrian routes

### Appendix 3 Government and Land Management

- ⊙ District of Pitt Meadows
- ⊙ Katzie First Nation
- ⊙ Ministry of Water Land and Air Protection (MWLAP)
- ⊙ Fraser River Estuary Management Program (FREMP)
- ⊙ GVRD

### Appendix 4 FREMP Habitat Inventory

- ⊙ Phase I map
- ⊙ Phases II & III map

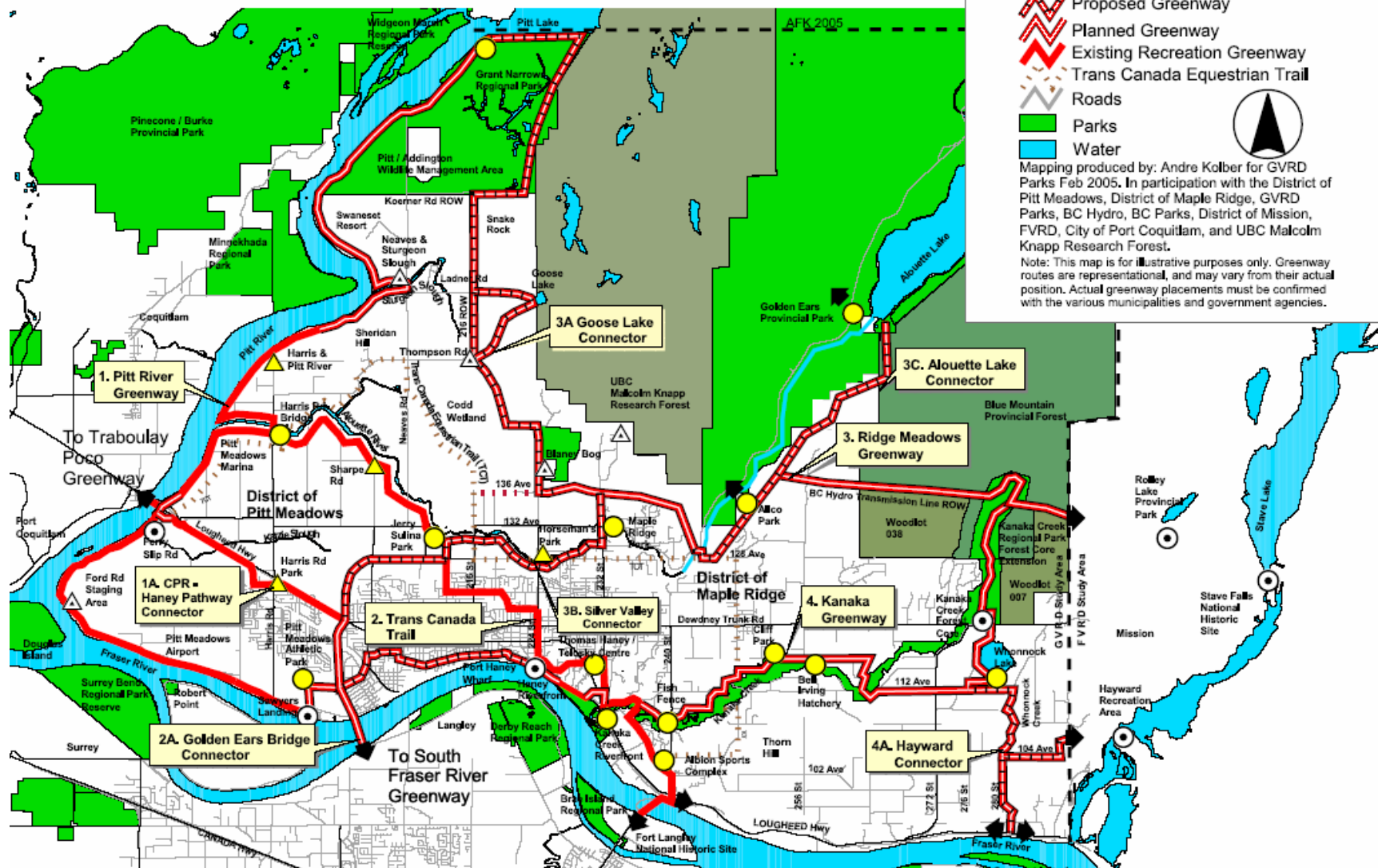




Appendix 1: Context  
Regional Setting



# Pitt Meadows & Maple Ridge Sector Recreational Regional Greenways Plan



Appendix 1: Context  
Pitt Meadows – Maple Ridge Greenways Sector Plan





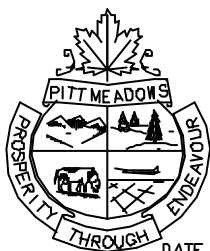
TO  
PITT LAKE &  
GRANT NARROWS  
REGIONAL PARK

7 Km to Grant Narrows Park  
from this intersection.



#### LEGEND

POTENTIAL TRAIL LOCATION ---  
ROADS ---



## DISTRICT OF PITT MEADOWS

Engineering Department

DESIGNED - ydb

DRAWN - ydb ✓

SCALE H- NTS  
V-

APPROVED -

MARCH 2002

### OVERVIEW OF PROPOSED, EXISTING TRAIL & DYKE NETWORK

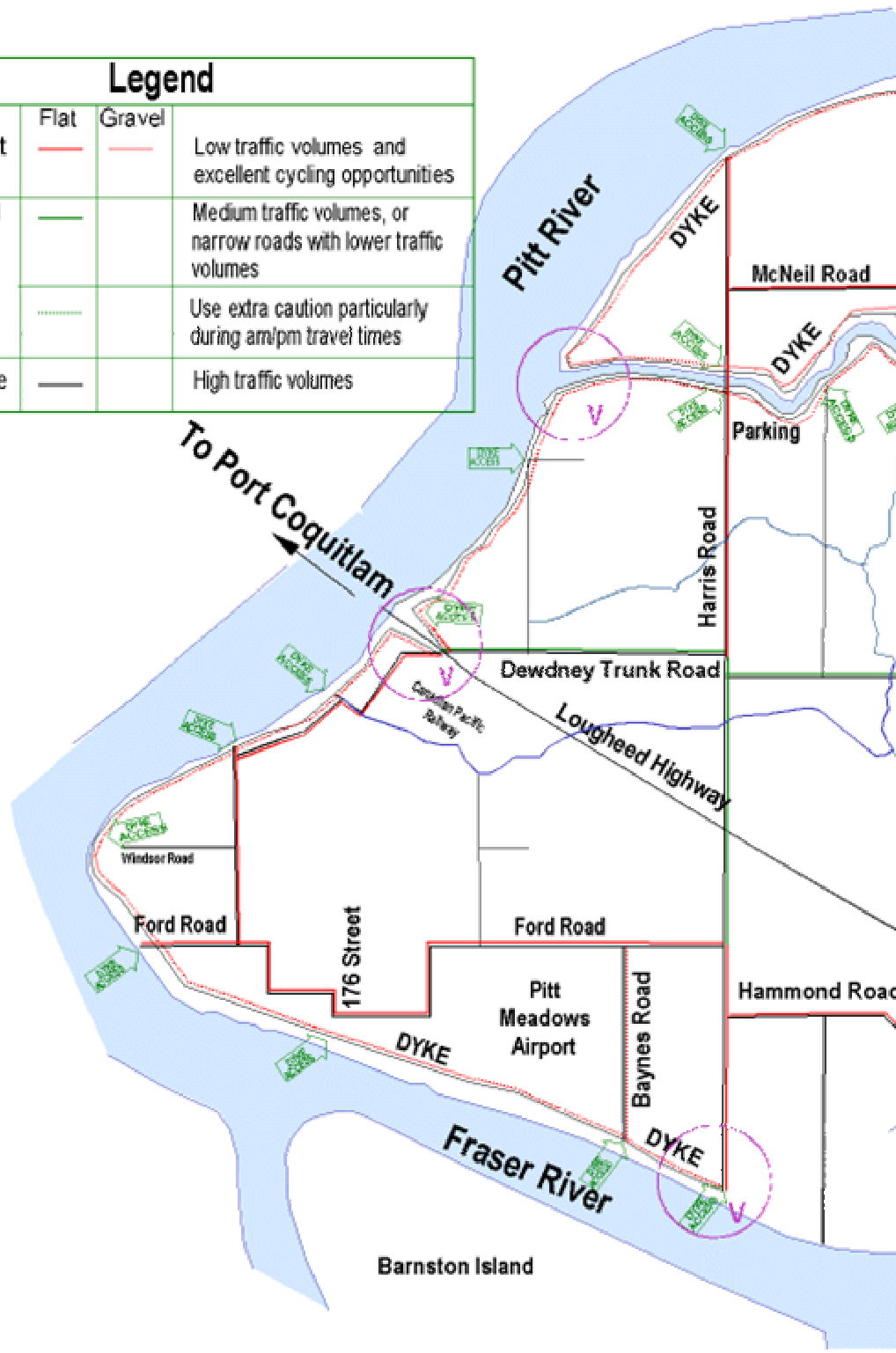
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Figure 2

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SHEET 1 of 1

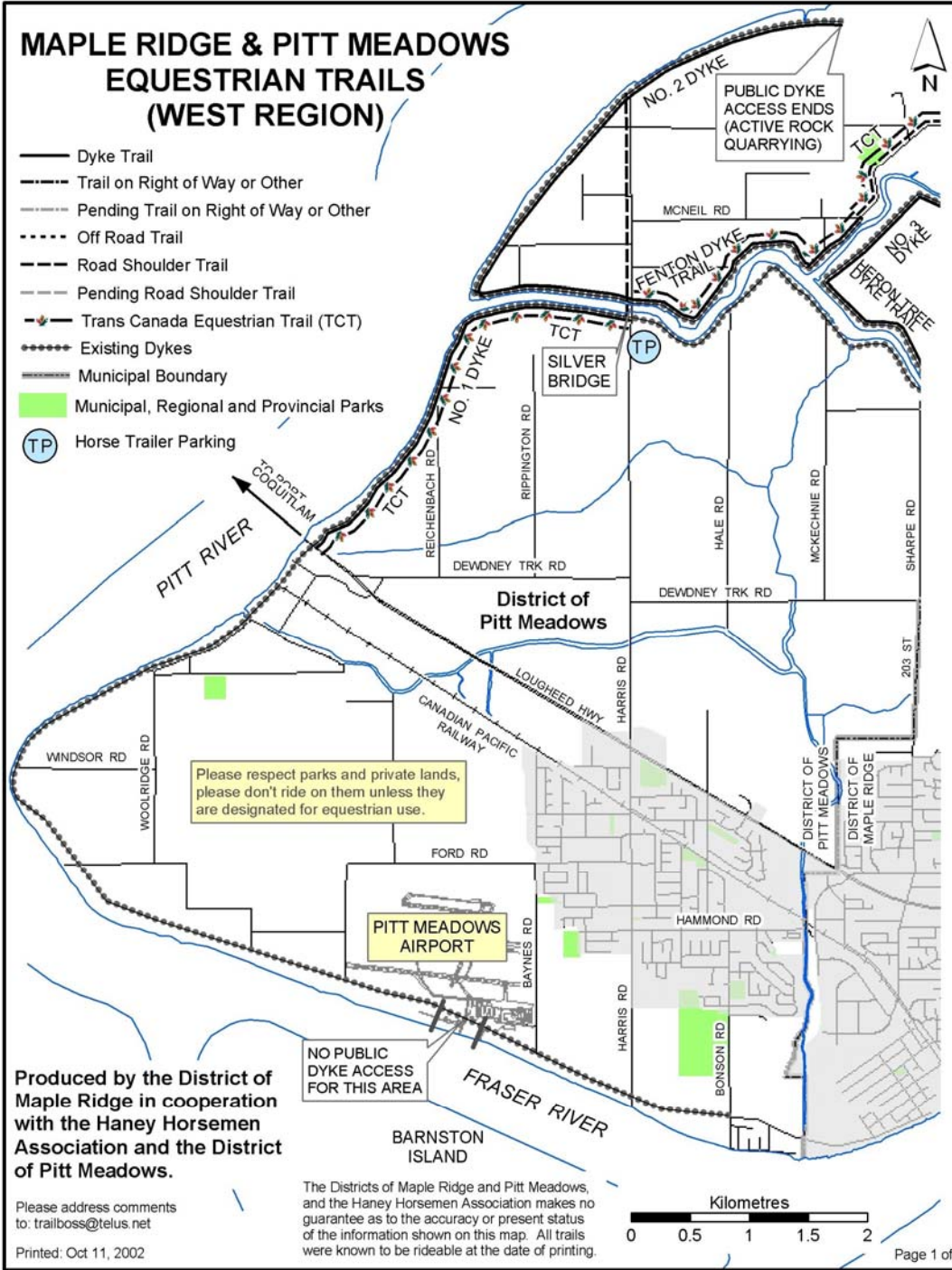
Legend			
Excellent	Flat	Gravel	Low traffic volumes and excellent cycling opportunities
Very good			Medium traffic volumes, or narrow roads with lower traffic volumes
			Use extra caution particularly during am/pm travel times
Acceptable			High traffic volumes



## Appendix 2: Community Connections Bike Network

# MAPLE RIDGE & PITT MEADOWS EQUESTRIAN TRAILS (WEST REGION)

- Dyke Trail
- - - Trail on Right of Way or Other
- - - Pending Trail on Right of Way or Other
- - - Off Road Trail
- - - Road Shoulder Trail
- - - Pending Road Shoulder Trail
- - - Trans Canada Equestrian Trail (TCT)
- - - Existing Dykes
- - - Municipal Boundary
- Municipal, Regional and Provincial Parks
- TP Horse Trailer Parking



## Appendix 2: Community Connections Equestrian

Various planning documents guiding human activity occurring on the Pitt and Fraser Rivers are mutually supportive. Each emphasizes the need to protect the natural features in the area. All plans support development and recreational activities provided they occur in a way that is consistent with the ecological significance of the region.

#### District of Pitt Meadows

The extensive shoreline habitat in Pitt Meadows is recognized in the 1999 Pitt Meadows Official Community Plan as an important asset to be preserved. Parks and a greenbelt are proposed for the lands east of the airport along the Fraser River where excellent mature habitat exists. Low density rural residential, agricultural, and open space uses are designated for the majority of remaining lands adjacent to the Fraser and Pitt Rivers.

Pitt Meadows and Maple Ridge cooperate under a joint parks and leisure services commission to deliver parks and recreation services to both communities. The development and management of the Pitt River Greenway will be a joint partnership with both communities through the Pitt Meadows Maple Ridge Parks and Leisure Services function.

#### Katzie First Nation

The earliest inhabitants of the Pitt Polder area were the Katzie people. The Katzie First Nation has identified the entire area around the Pitt River Greenway as their traditional territory.

A Katzie Reserve is located on the Fraser River at the south end of Bonson Road. The upland area adjacent to the downstream half of the Reserve shoreline is residential while heavily treed open space is present in the remaining upland area. Log storage leases front the shoreline. Another Reserve is located on the north side of the Pitt River across from Grant Narrows Regional Park at the mouth of Pitt Lake.

Grant Narrows Regional Park is located in the immediate vicinity to two ancestral villages. GVRD has a Letter of Understanding with Katzie First Nation which requires an overall plan for the Pitt before any major expansion at Grant Narrows can take place.

#### Ministry of Water Land and Air Protection (MWLAP)

MWLAP is responsible for the Pitt-Addington Marsh Wildlife Management Area (PAMWMA) where public recreation is an important element including walking, cycling, fishing and wildlife viewing. Grant Narrows Regional Park is within the PAMWMA. The PRG, Phase III, is proposed for the dyke along the wildlife management area. Recreational uses must be compatible with the maintenance of the wildlife resource.



## The Fraser River Estuary Management Program (FREMP)

The primary objectives of FREMP are to:

- conserve and enhance the environmental quality of the river and estuary to sustain healthy fish, wildlife, plants, and people;
- respect and further the estuary's role as the social, cultural, recreational and economic heart of the region; and
- encourage human activities and economic development that protect and enhance the environmental quality of the estuary.

FREMP's Estuary Management Plan sets out to create new greenways, parks and green spaces along the estuary and develop a water based recreation plan for the estuary.

Each of the reaches in the Fraser River Estuary is the subject of a FREMP Reach Overview. The Pitt River is reach #9 and is currently being compiled.

FREMP has classified the shorelines including intertidal and riparian areas by colour coding them based on the relative values of their habitat features. This coding is meant to guide prospective developers in selecting appropriate sites and design concepts. Much of the shoreline along the PRG is coded as 'red'. Some areas like the Pitt River Bridge, the airport and the Quarry have yellow and green codes. The FREMP website allows detailed review of the coding maps: [www.bieapfremf.org](http://www.bieapfremf.org). The coding is as follows:

### ***Red Coded Habitat (High Productivity):***

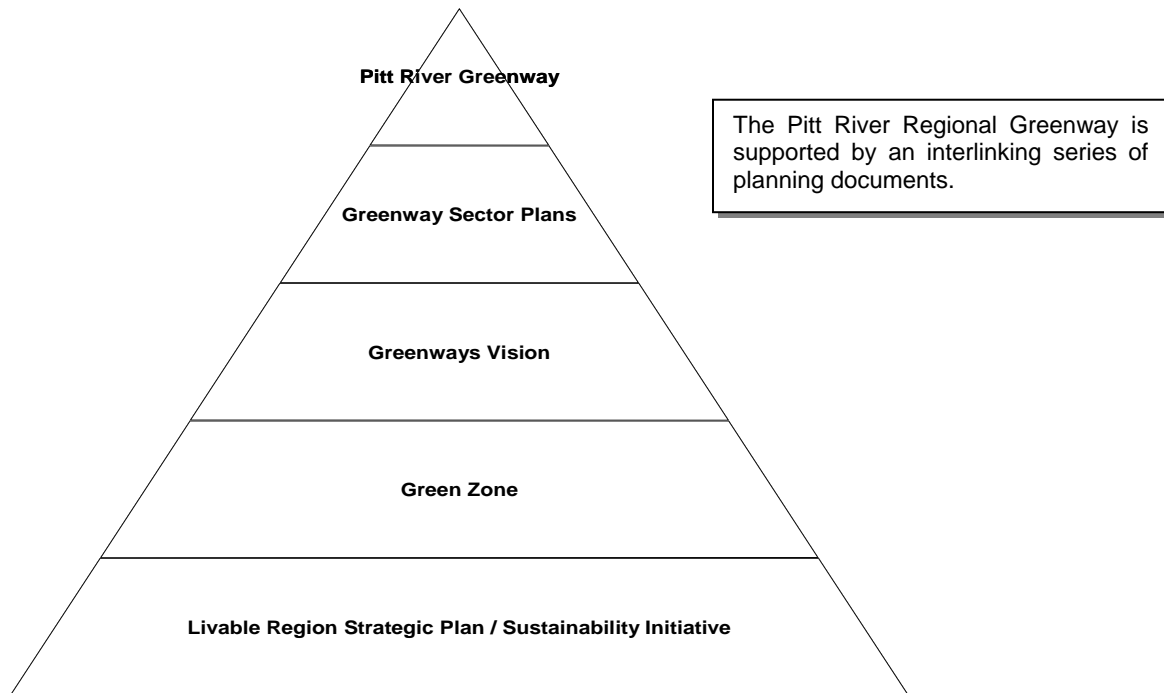
- includes productive and diverse habitat features that support critical fish and wildlife functions;
- development is restrictive but may occur with provisions.

### ***Yellow Coded Habitat (Moderate Productivity):***

- includes habitat features that are of moderate value in structure or diversity due to existing conditions (e.g. surrounding land uses or productivity) and support moderate fish and wildlife functions;
- development may occur provided that mitigation and / or compensation measures are incorporated.

### ***Green Coded Habitat (Low Productivity):***

- include areas where habitat features and functions are limited due to existing conditions (e.g. developed for port or other urbanized uses);
- development may occur provided that environmental impacts are mitigated.



#### *Livable Region Strategic Plan and the Sustainable Region Initiative*

The Livable Region Strategic Plan (LRSP) and the Sustainable Region Initiative are broad based frameworks to guide regional development in a manner that maintains and protects the environment, creates a high quality of community life in an economically sustainable manner. One of the main objectives of the LRSP is to protect the Green Zone.

#### *Green Zone Strategy*

Adopted in 1993, the Green Zone protects Greater Vancouver's natural assets, including major parks, watersheds, ecologically important areas and resource lands such as farmland. The Green Zone is meant to be a network of green lands with linkages that tie the various pieces together. Residents and visitors should be able to walk and cycle along corridors which lead to special places, the whole providing a diverse and rich experience of different natural and scenic environments. With the exception of a few small shoreline areas, the entire Pitt River shoreline has been included in the Green Zone.

#### *Regional Greenway Vision*

The Regional Greenway Vision was developed to accomplish some of the goals set out by the Green Zone Strategy. Regional Greenways are important because they have the potential to support natural systems and enrich community living by providing a region-wide network into which local greenway systems can connect.

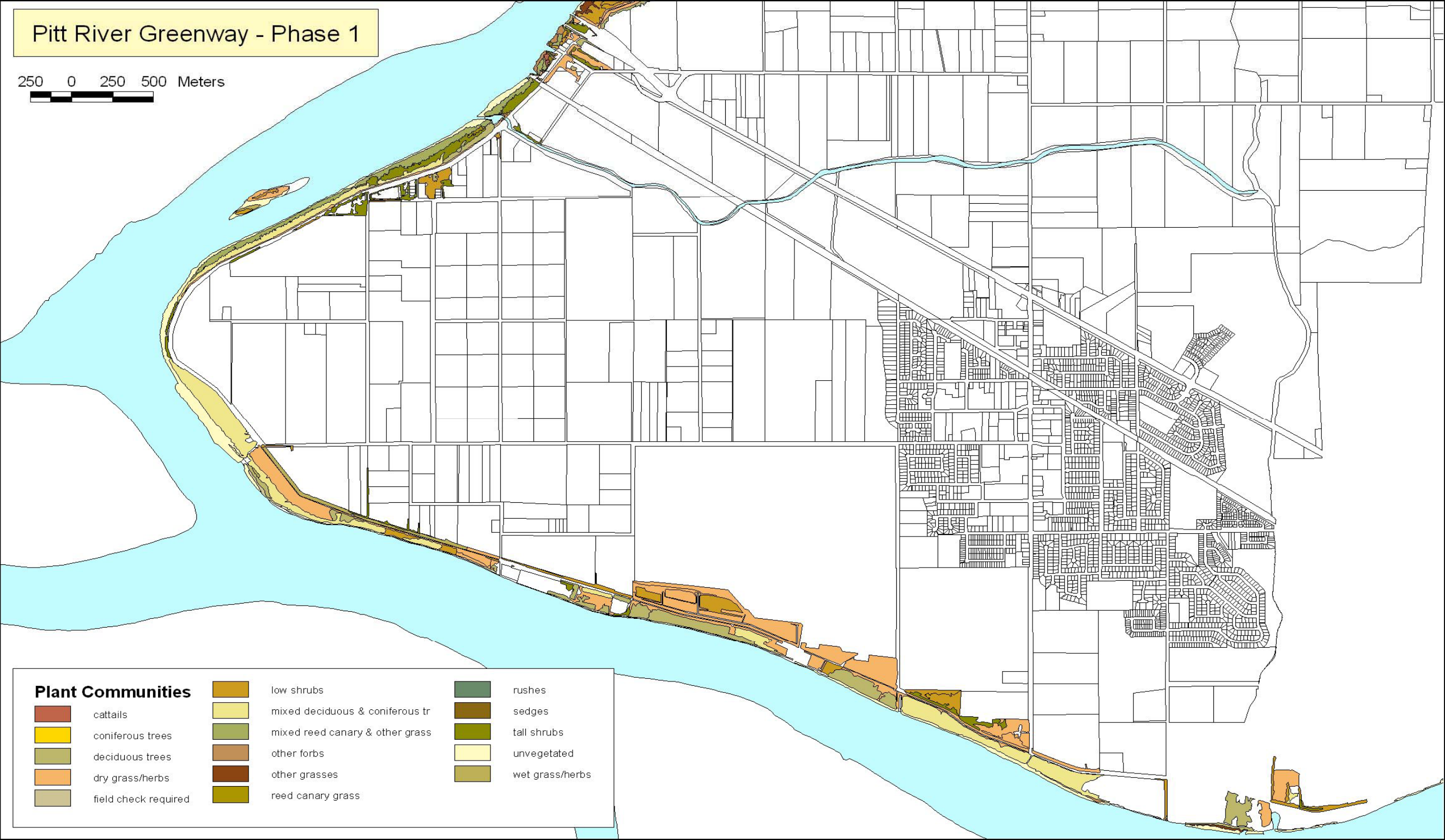
*Regional Greenways Sector Plans*

In order to implement the broad Regional Greenways Vision, the GVRD divided the region into 6 sectors and prepared Regional Greenways Sector Plans for each of the sectors:

- Pitt Meadows / Maple Ridge Sector;
- Burrard Peninsula / Richmond Sector;
- Northeast Sector;
- North Shore Sector;
- Fraser Valley Sector;
- South Shore Sector (in progress)

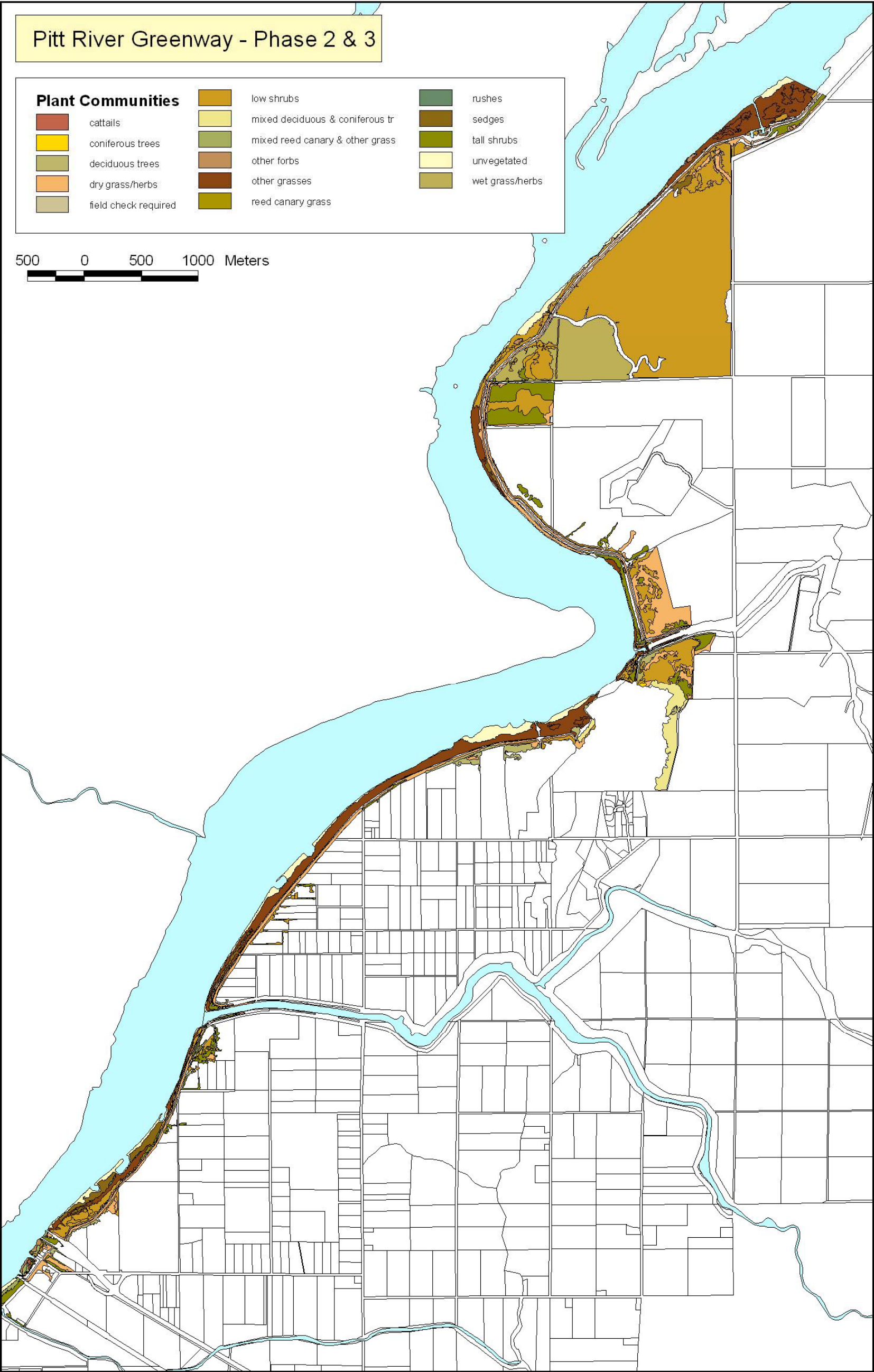
*Pitt Meadows and Maple Ridge Sector Plan*

The Pitt Meadows and Maple Ridge Sector Plan coordinates planning and integration of parks, outdoor recreation and conservation lands, and greenway corridors in the Maple Ridge / Pitt Meadows sector. The Pitt River Greenway is a major route identified in the 1996 and the 2005 Plan.



Appendix 4: FREMP Habitat Mapping  
Phase I





Appendix 4: FREMP Habitat Mapping  
Phases 2 & 3