



Proposed Regional Park at Cape Roger Curtis

Summary of Approaches to Implementation, Visitation, Operations and Access

March, 2023

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INTRODUCTION

Metro Vancouver has an agreement to purchase 24 parcels of land on the southwest tip of Bowen Island at Cape Roger Curtis, totalling 97 hectares that Metro Vancouver aspires to turn into a new regional park. The proposed park would preserve a large area of ecologically important and sensitive ecosystems and provide opportunities for residents of the region, including the Bowen Island community, to connect with nature.

The proposed park will include conservation areas, habitat creation and restoration, along with day-use and overnight uses with opportunities for tent camping, picnic areas, trails, viewpoints, and waterfront access. The report outlines a proposed approach to phased implementation, visitation estimates and access to the proposed regional park.

This report was prepared as part of the park planning process and as a requirement of the Bowen Island Municipality rezoning and OCP amendment application process.

IMPLEMENTATION

Guiding Principles

The guiding principles from [Metro Vancouver Regional Parks Plan](#) represents the fundamental values that guide the concept planning process for the proposed regional park at Cape Roger Curtis.

- Nature-focused – Nature has inherent value and its protection for future generations is the foundation of what we do.
- Interconnected – Our work nurtures the essential connection between people and nature, recognizing the vital role nature plays in human health and well-being.
- Inclusive – Equity is integral to what we do, as we create an inclusive environment for all.
- Reconciliation-focused – Relationships with Indigenous Peoples are strengthened as we make the journey together along the pathway of truth and reconciliation.
- Collaborative – By working with others, we collectively care for the land to improve the region's livability and ecological health.
- Knowledge-based – Decision-making is informed by data and science, and incorporates Indigenous Knowledge. We learn from others and share our knowledge generously.
- Adaptive – We sustain a culture of adaptive management, through learning, innovation, and evaluation

Metro Vancouver Regional Parks' role to protect natural areas and connect people to nature requires approaches that balance these two objectives: provide a diversity of experiences for visitors while protecting nature from the range of associated impacts.



Park Concept Planning and Rezoning Process

The concept planning process for a proposed regional park at Cape Roger Curtis includes research, analysis, and engagement with the public, stakeholders, agencies, and First Nations. Planning for the proposed regional park will run concurrently with an application to Bowen Island Municipality to rezone and amend the municipalities Official Community Plan (OCP).

The rezoning and OCP amendment are for the proposed low-impact camping program. Other aspects of the park, including the development of day-use facilities, conservation and land management, are permitted within existing municipal zoning and land-use bylaws.

A concept plan for the proposed regional park will represent the **complete vision**, which will be implemented in phases.

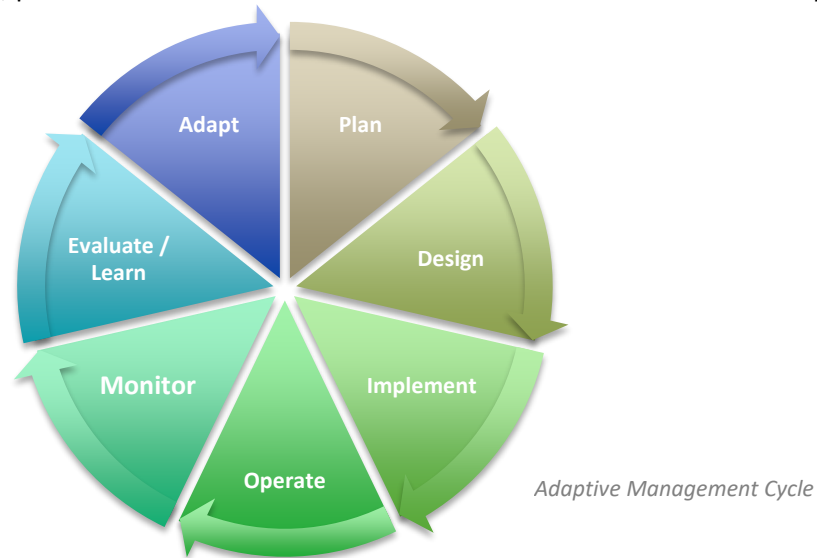
Overview of Park Concept Planning and Rezoning Process

| Listen and Learn | Concept | Final Concept Plan |
|--|--|---|
| <ul style="list-style-type: none"> - Understand priorities, concerns and vision for the project - Deepen understanding of this unique landscape - Input will inform the development of guiding principles and concept options | <ul style="list-style-type: none"> - Share guiding principles - Identify different concept option(s) Opportunities for feedback on the proposed concepts | <ul style="list-style-type: none"> - Share the final concept plan and next steps |
| Phase One Engagement | Phase Two Engagement | Phase Three Engagement |
| Winter/Spring 2023 | Summer 2023 | Fall/Winter 2023 |



Adaptive Management

Adaptive management is a systematic process for continually improving management policies and practices by learning from the outcomes of operational programs. It provides guidance in fine-tuning management actions in response to monitoring and assessment, advances in science and technology, changing regulatory regimes, public values and evaluations of effectiveness to reduce uncertainty over time.



Metro Vancouver will take an adaptive approach to detailed planning, design, implementation and operation, learning and evaluating before adjusting and proceeding with the next phase.

Phasing and Adaptive Management Cycle

The phasing below represents a **complete cycle** of adaptive management. It is anticipated that park development will occur in two-three distinct phases, each taking 2-3 years. Full park development would happen over five to seven years. Programs such as the shuttle bus and visitor reservation system will also take an adaptive approach.

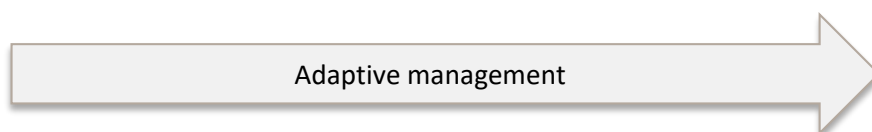
| Action | Description |
|----------------|---|
| Plan | Develop phase of delivery |
| Design | Undertake detailed design for phase |
| Implement | Implement phase and establish indicators |
| Operate | Operate Regional Parks and programs |
| Monitor | Collect data (ecosystems, wildlife and visitor use) |
| Evaluate/Learn | Evaluate management and planning decisions |
| Adapt | Adjust management and planning decisions |

Adaptive Management Actions

Preliminary Phasing Summary

Overview of park development phases

| | Phase 1 | Phase 2 | Phase 3 |
|--|--|--|--|
| | 2025 | 2027 | 2029 |
| Day-use Program | <ul style="list-style-type: none"> - Basic trails and access - Fencing/signage - Pit toilets | <ul style="list-style-type: none"> - Trails - Boardwalks - Interpretive signage | <ul style="list-style-type: none"> - Viewpoints - Flush washroom facility |
| Land Management and Restoration | <ul style="list-style-type: none"> - Priority restoration projects - Research and monitoring - Community Stewardship | <ul style="list-style-type: none"> - Restoration - Adaptive management - Research and monitoring - Community stewardship | <ul style="list-style-type: none"> - Restoration - Adaptive management - Research and monitoring - Community stewardship |
| Overnight program | <ul style="list-style-type: none"> - 1 Group camp - 14 Vehicular - 17 walk/bike-in | <ul style="list-style-type: none"> - 2 Group camp - 14 Vehicular - 16 walk/bike-in | <ul style="list-style-type: none"> - 2 Group camp - 7 Vehicular - 17 walk/bike-in - 10 tent cabins |
| Staffing and Operations | <ul style="list-style-type: none"> - Full-time park operator - Seasonal staff - Metro Vancouver System Resources (fire suppression, rangers, interpretation, resource management) | | |
| Access | <ul style="list-style-type: none"> - Seasonal park shuttle - Investment Cross-island MUP | | |



VISITATION

Estimating Visitation in Metro Vancouver Regional Parks

Metro Vancouver estimates existing visitation in all regional parks through the Visitor Use Program. The system-wide program has been in place since 1985. It has over 200 counting devices that assist in understanding park visitation to improve the planning and management of the regional parks system.

Counting locations are placed strategically around the perimeter of a park in locations such as parking lots and trailheads. When visitors pass by these sites, they are detected by a sensor that triggers a count. The program counts the number of people entering a park, regardless of whether they are new or repeat visitor. The program only estimates park visits, not the number of visitors.

Several different factors can influence visitation at regional parks;

- Park Facilities – facility type and size influence visitation. Facilities such as baseball fields, event spaces and venues generate higher visitation. Facility size also influences visitation; a large parking lot generates more visitation than a smaller lot.
- Public events – festivals and public programs also generate visitation.
- Park location – proximity to population influences visitation. Parks closer to a population or a community centre typically experience higher visitation.
- Unanticipated event/s – parks sometimes close due to significant weather events; additionally, the COVID-19 global pandemic influenced regional park visitation.
- Time of year – Some parks experience steady visitation year-round, while others see peaks during summer
- Visitor demand management strategies – implementation of reservations, pay parking, and real-time parking capacity can be applied and will affect park visitation.

The regional parks system has experienced an increase in visitation since the visitor use program began; this peaked during the pandemic when international travel was restricted, with approximately 16.34M visits in 2021. In 2022 the system saw 14.28M visits.

Visitation Estimate at Crippen Regional Park

Crippen Regional Park was established in 1985 and is approximately 220ha in size with many different landscapes, natural features and amenities. The park has a number of facilities, including a memorial garden, baseball field, bookable picnic shelters, a dog off-leash area, an equestrian ring, a fish hatchery, festival field and short-term rental cottages at Davies Orchard. Additionally, the park hosts several significant community events, including Bowfest and baseball tournaments.

Table 1 summarises visitor estimates at Crippen Regional Park; unlike the rest of the regional parks system, visitation at Crippen Regional Park doesn't show a noticeable trend and has fluctuated for the last ten years.

Table 1 Crippen Regional Park Estimated Visits (2013-2022)

| | Jan/Dec (Low) Av. daily | Aug (High) Av. daily | Total Annual |
|-------------|--|-------------------------------------|-------------------------|
| 2013 | 458 | 1,291 | 284,605 |
| 2014 | 490 | 1,235 | 269,931 |
| 2015 | 488 | 1,080 | 281,156 |
| 2016 | 460 | 1,172 | 289,043 |
| 2017 | 459 | 1,208 | 277,151 |
| 2018 | 513 | 1,241 | 281,856 |
| 2019 | 505 | 1,193 | 285,730 |
| 2020 | 513 | 1,241 | 281,856 |
| 2021 | 554 | 1,332 | 303,541 |
| 2022 | 504 | 1,583 | 355,565 |

Proportion of Visitation from Bowen Island

Metro Vancouver conducted visitor surveys in 2013 and 2019 to understand specific information on park visitation, including visitor origin, visitation frequency, activities, and satisfaction with service and experience. These surveys are summarized in table 2 below:

Table 2 Visitor Origin and Visit Frequency at Crippen Regional Park (2013 and 2019)

| | Number of survey responses | Frequency of Visits | | | | | Less often | Proportion of Visitors from Bowen Island |
|----------------|---|--|----------------------------------|----------------------------------|-----------------------------------|--|-------------------|---|
| | | More than once a week | About once a week | 2-3 times a month | About once a month | About once every 2 months | | |
| 2013 survey | 137* | 47% | 11% | 5% | 2% | 5% | 30% | 55% |
| 2019 survey | 57** | 40% | 7% | 5% | 7% | 9% | 32% | 48% |

* The 2013 survey results are accurate +/-8.37%, 95 times out of 100;

**The 2019 survey results are accurate +/-13%, 95 times out of 100. As this is the low sample size, these results are included for comparison purposes only.

Proportions of visitors from Bowen Island based on Metro Vancouver survey data have been applied to Statistics Canada Census of population (2021) results for Bowen Island Municipality population (4,256)

and 2022 visitor estimates for Crippen Regional Park to estimate the numbers of visits from Bowen Island. This interpretation gives a range of visitation from Bowen Island residents:

~195,561 visits are from Bowen Island Residents. Just over half of 2022 visits to Crippen Regional Park - calculated based on the proportion of visitors from Bowen Island

~206,228 visits made by repeat visits from 2,359 Bowen Residents – assuming that those who visit the park weekly or more are Bowen Island Residents.

Visitation Estimate at the Proposed Regional Park

The unique geographical location and park program will influence visitation at the proposed regional park. Data from the Phase One Feedback form show that the area has reasonable informal use from people currently recreating on the site; however, there is no existing data on visitor use at this site.

Projected Day-Use Visitation

To estimate the number of day-use visits at the proposed regional park, consideration has been given to regional parks with a similar geographical location, size and program. Metro Vancouver applied two methods to estimate day-use visitation.

Methodology

Crippen Regional Park (scenario 1) has been considered due to its comparable geographical location. Visitor estimates for 2022 have been considered based on trail counters at Killarney Lake Picnic Area, Killarney Lake Loop Trail, and Killarney Creek Trail. Other trail counters were excluded due to location and likelihood of capturing major public events and pedestrian traffic within Snug Cove commercial centre. Additionally, an 82% factor has been applied based on reduced accessibility by foot and bike at the proposed regional park and the lower density of lots surrounding the Cape Roger Curtis. (This part of Crippen has 609 lots within an 800m buffer, and the proposed park has 223 lots.)

The methodology has been cross-referenced against visitation estimates from Minnekhada Regional Park (scenario 2). Minnekhada was selected as this park provides a similar landscape and potential day-use program with trails, viewpoints and picnic opportunities with some challenging and steep terrain. Visitation at the proposed regional park was adjusted by 43% to allow for differences in park size. This was applied to an average estimated visitation over the last five years based on 2018 to 2022 but excluded October to December 2022 due to park closures.

The day-use visitation estimate for the proposed park does not consider phased implementation or the application of visitor demand management tools such as a reservation system or parking management. Additionally, estimates do not distinguish between Bowen Island Residents and off-island visitors. Based on Metro Vancouver visitor survey data and factoring in the location of the proposed regional park (8km from the Snug Cove ferry terminal), it could be assumed that island residents will generate at least 60% of visitation.

Table 3. Proposed Regional Park Visitor Estimate - Day-Use

| | Dec (av. Daily) | Jul (av. Daily) | Total Annual |
|------------------------------------|------------------------|------------------------|---------------------|
| 1. Scenario 1 (<i>Crippen</i>) | 112 | 285 | 73,291 |
| 2. Scenario 2 (<i>Minnehada</i>) | 126 | 233 | 77,248 |

At full build-out, day-use visitation for the proposed park is expected to be about 131-134 in January and about 220-282 in August, with a total approximate annual day-use visitation ranging from 73,291 – 77,248.

Approximately 60% of park visitors are expected to be local residents, and 40% off-island visitors. Only a portion of off-island visitors will be coming to the Island for the sole purpose of visiting the proposed park – many will incorporate a visit to the proposed park as one part of their planned itinerary on the Island. It should also be noted that there may be some visitation transfer from Crippen Regional Park.

Projected Overnight Use

Overnight facilities at the proposed regional park will provide opportunities for overnight accommodation. The maximum capacity of any campsite is determined by calculating the maximum number of people the camping facilities can accommodate. This assumes that the camping facilities are fully used every night during the camping season (May to October). Maximum capacity is not typically reached as this figure does not consider the number of occupants at an individual campsite. The maximum also does not consider periods where facilities are unbooked and unoccupied or booked but not occupied. These eventualities occur due to operational closures of facilities, weather, individual preferences, or changing plans.

The quantities of overnight facilities, the maximum and average number of occupants, and the maximum capacity of facilities are in Table 4 below.

Table 4. Proposed Overnight-use facilities quantity and occupancy.

| Overnight facility | Quantity | Maximum # occupants | Average # occupants | Maximum Capacity |
|---------------------------|-----------------|----------------------------|----------------------------|-------------------------|
| Group | 5 | 20 | 12 | 100 |
| Vehicle | 35 | 4 | 2.5 | 140 |
| Walk-in | 50 | 4 | 2 | 200 |
| Tent Cabin | 10 | 4 | 2.5 | 40 |
| Totals | 100 | - | - | 480 |

An estimated number of camping nights assumes that not all camping sites will be fully booked and occupied throughout the operating season. The estimate factors in that each facility, such as a campsite, may or may not be booked and occupied and then applies an average number of visitors to that site.

The example illustrates that group camps are typically not booked during weekdays at the start and end of the season and that average numbers of occupants are also considered.

| Term | Definition | Example |
|---------------------------------|---|---|
| Maximum capacity: | Maximum capacity of a camping facility (maximum occupants * maximum nights) | i.e., the maximum capacity for one group camp in May 20 occupants x 31 nights = 620 |
| Estimated camping night: | The average number of people occupying a site per night. | Group camps have: average occupancy of 12 people 13% occupancy during the week and a 95% at the weekend Estimated camping nights for one group camp in May = 137 |

Table 5 summarizes assumptions and data that have been made on the average length of stay and also estimated occupancy of a facility depending on the time of year and facility type

Table 5. Proposed Regional Park- Average length of stay and estimated occupancy of camping site by type.

| Month | Average length of stay (days) | Estimated weekday occupancy* | Estimated weekend occupancy* |
|--|-------------------------------|------------------------------|------------------------------|
| Group Campsite | | | |
| <i>May</i> | 2.5 | 13% | 95% |
| <i>Jun</i> | 2.5 | 17% | 100% |
| <i>Jul</i> | 2.5 | 18% | 100% |
| <i>Aug</i> | 2.5 | 30% | 100% |
| <i>Sept</i> | 2.5 | 14% | 100% |
| <i>Oct</i> | 2.5 | 11% | 100% |
| Vehicle Accessible /Walk-in/Tent Cabins | | | |
| <i>May</i> | 2.5 | 50% | 75% |
| <i>Jun</i> | 3.0 | 75% | 85% |
| <i>Jul</i> | 5.0 | 95% | 95% |
| <i>Aug</i> | 5.0 | 95% | 95% |
| <i>Sept</i> | 3.0 | 50% | 75% |
| <i>Oct</i> | 2.5 | 25% | 50% |

* % of individual facilities or campsites occupied

An estimated number of camping nights is given in Table 6.

Table 6. Proposed Regional Park- Maximum capacity and estimated number of people camping per night by month

| | May | Jun | Jul | Aug | Sept | Oct |
|--------------------------------|-------|-------|-------|-------|-------|-------|
| Group Camp (5) | | | | | | |
| Estimated camping nights | 678 | 729 | 774 | 926 | 690 | 679 |
| Max. capacity | 3,100 | 3,000 | 3,100 | 3,100 | 3,000 | 3,100 |
| Vehicle Accessible (35) | | | | | | |
| Estimated camping nights | 1,550 | 2,044 | 2,577 | 2,577 | 1,500 | 872 |
| Max. capacity | 4,340 | 4,200 | 4,340 | 4,340 | 4,200 | 4,340 |
| Walk-in (50) | | | | | | |
| Estimated camping nights | 1,771 | 2,336 | 2,945 | 2,945 | 1,714 | 996 |
| Max. capacity | 6,200 | 6,000 | 6,200 | 6,200 | 6,000 | 6,200 |
| Tent Cabins (10) | | | | | | |
| Estimated camping nights | 443 | 605 | 736 | 736 | 471 | 304 |
| Max. capacity | 1,240 | 1,200 | 1,240 | 1,240 | 1,200 | 1,240 |

The estimated number of camping nights is not equivalent to an individual camper or an overnight visitor. A camper spends a period of time at a regional park, i.e., 3 camping nights, to estimate, assumptions regarding the length of stay have been applied.

Table 7. Proposed Regional Park- Total estimated overnight visitors by month

| | May | Jun | Jul | Aug | Sept | Oct |
|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Group Camp | 271 | 291 | 310 | 370 | 276 | 272 |
| Vehicle Accessible | 620 | 681 | 515 | 515 | 500 | 349 |
| Walk-in | 709 | 779 | 589 | 589 | 571 | 399 |
| Tent Cabins | 177 | 202 | 147 | 147 | 157 | 122 |
| | 1,777 | 1,953 | 1,561 | 1,621 | 1,504 | 1,142 |

Estimation of Visitation through Phased Implementation

To estimate visitation, it has been assumed that the park is opening in three equal phases, with two years between each phase (years 2-3 and 5-6) to collect data and evaluate before making any adjustments or adaptations to the program and implementing additional phases. All estimates are for the number of visits and do not distinguish between Bowen Island residents and other visitors. Table 8: Total estimated annual visitation for the Proposed Regional Park

Table 8. Proposed Regional Park- Total estimated visits years 1 – 7.

| Operating Year | Av. Daily Day –Use Dec | Av. Daily Day-use Jul | Total Annual Day Visits | Total Annual Overnight-Visits | Total Estimated Annual Visits |
|-----------------------|-------------------------------|------------------------------|--------------------------------|--------------------------------------|--------------------------------------|
| 1 | 37 | 95 | 24,430 | 3,372 | 27,802 |
| 2 | | | | | |
| 3 | | | | | |
| 4 | 75 | 190 | 48,861 | 6,744 | 55,605 |
| 5 | | | | | |
| 6 | | | | | |
| 7 | 112 | 285 | 73,291 | 10,116 | 83,407 |

OPERATIONAL STATEMENT

A dedicated team of full-time and seasonal uniformed staff responsible for the proposed park's maintenance, operations and bylaw enforcement will operate the proposed regional park.

This team will be supported by regional parks system resources, including park rangers, interpreters, biologists, engineers, signage and interpretation specialists, emergency management, site security, wildfire response, and other technical resources.

As a land manager, Metro Vancouver is responsible for the following within the park:

- Regional Park Bylaw enforcement
- Natural resource management
- Site safety and oversight
- Asset management of park infrastructure (roads, trails, boardwalk, etc.)
- The development and preparation of emergency plans for the park
- The safe provision of drinking water, access to washrooms, and waste management within the park

Site Supervision

The park will be overseen by dedicated, uniformed staff seven days a week. A camp host will provide oversight and support to campers overnight.

Wildfire Readiness & Response

Metro Vancouver has a comprehensive fire management system that includes nine fire weather stations around the region. A region-wide Fire Conditions Task Group meets regularly during the fire season to guide Metro Vancouver's wildfire preparedness and response. Fire danger ratings and advice from local officials, staff and public behaviour across the region during the fire season.

Regional Parks' fire response protocols follow the Provincial wildfire response model, and staff work closely with the Province in its planning and suppression efforts. Regional Parks staff also work closely with local fire departments to plan for, train and coordinate emergency response.

Each regional park has a Fire Preparedness and Response Plan that includes a description of access for fire vehicles, possible staging areas for fire trucks and command stations, location of fire hydrants, water standpipes and other water sources, and special circumstance areas.

Each park also has wildfire suppression equipment, an equipped fire trailer that can quickly be transported to any park site, and staff with S-100 Fire Suppression and Safety training. Regional Parks staff are training in wildfire suppression and safety.

During EXTREME wildfire conditions, Metro Vancouver Regional Parks dramatically increases its staff patrols and monitoring of all parks, greenways and conservation areas. Increased signage informing members of the public about fire danger is also posted.

In the case of an emergency, trained park staff are first to respond and immediately notify the local fire departments with authority over fire incidents unless the Province assumes command. Metro Vancouver has a specialized Watershed Fire Protection Program with a highly trained staff that is on-call 24 hours a day during fire season. Initial attack crews are available all season to respond to fires in parks. The Province stands ready to support local response.

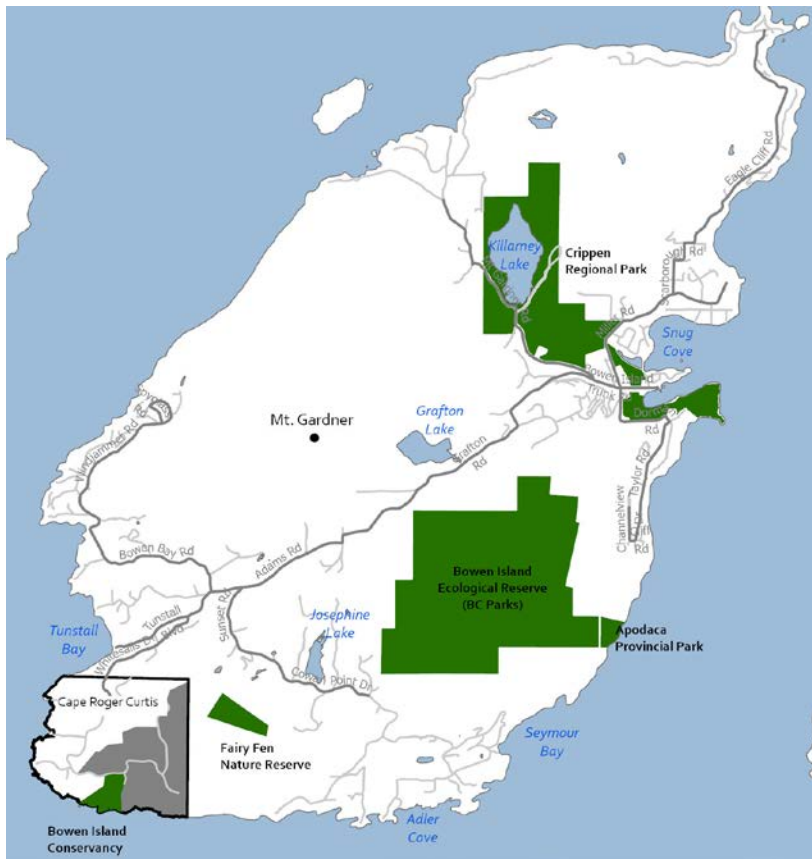
During the fire season, all residents and park visitors are urged to use caution in outdoor spaces, to be aware of all spark sources and immediately report all fires to 911. Park visitors are asked to obey posted signs and fire danger guidelines. Under EXTREME fire risk, briquette barbeques are prohibited everywhere.

There will be no open fires or smoking in the proposed regional park. The Regional Parks Regulation Bylaw includes prohibitions for starting fires, smoking, and unauthorized cooking devices. Fines for each offence are \$500 to \$1000.

ACCESS

Site Context

The project area is 8 kilometres southwest of Snug Cove Ferry terminal. Grafton Road travels southeast from Snug Cove from the Ferry Terminal before merging into Adams Road halfway along the route. Adams Road continues southeast towards Tunstall Bay and connects several local roads near the site, including Whitesails Drive. Whitesails Drive is a residential road that connects Tunstall Boulevard and Cape Drive to the south.



Site Context

Policy Context

Bowen Islands Strategic Transportation Plan 2018-2038 was adopted by Bowen Island Municipal (BIM) Council in 2018. The Transportation Plan is built on a community vision of "simple, seamless, sustainable transportation options for every Bowen Islander." This vision encompasses the three main goals of the Plan to have better transportation connections, choices, and health.

Over the next 20 years, priority projects will be a cross-island multi-use path, pedestrian improvements to Cardena Drive, and coordinated schedules between BC Ferries, TransLink, and other service providers.

The Plan also includes many elements to build pedestrian and cycling networks, improve road safety, optimize and expand transit service, encourage alternative mobility options, streamline access to regional destinations, and advocate for better accessibility on- and off-island.

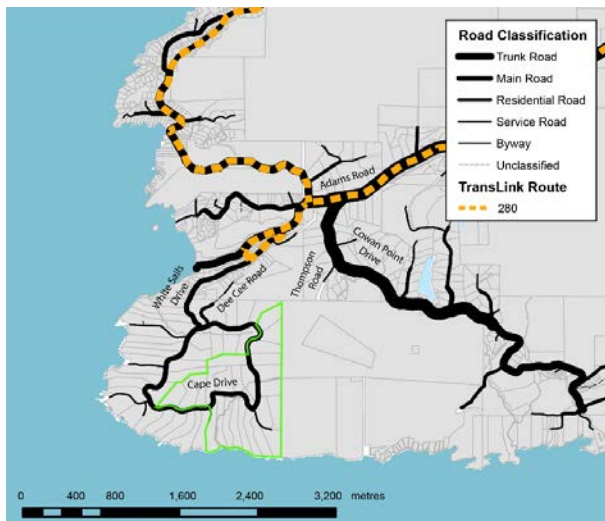
Several actions identified in the Transportation Plan may help mitigate some of this impact and facilitate alternate modes of getting to the park. These include:

- A cross-island multi-use path that accommodates pedestrians, cyclists and equestrians. This path is part of the North Shore Spirit Trail (p. 19). It is a multi-phase project, and construction has begun and will be completed by 2038 (funding dependent).
- Investigating transit service expansion to growing demand areas such as Cowan Point, Queen Charlotte Heights, Cates Hill, and future developments (p. 21).
- Coordinating schedules between BC Ferries, TransLink and the water taxis (p. 21).

Bowen Island's 2011 Official Community Plan (OCP) is a document that provides a long-range vision for the development of Bowen Island. Section 4 of the Plan relates to Transportation & Mobility; this section outlines objectives to reduce car travel on Island by encouraging alternate transportation, including cycling, transit and passenger ferry and emphasizes the importance of minimizing transportation impacts on the Island. Objective 107: encourage public transit, including the future option for a passenger ferry to the mainland from Seymour Bay (the southeast end of the Island)

Existing Conditions

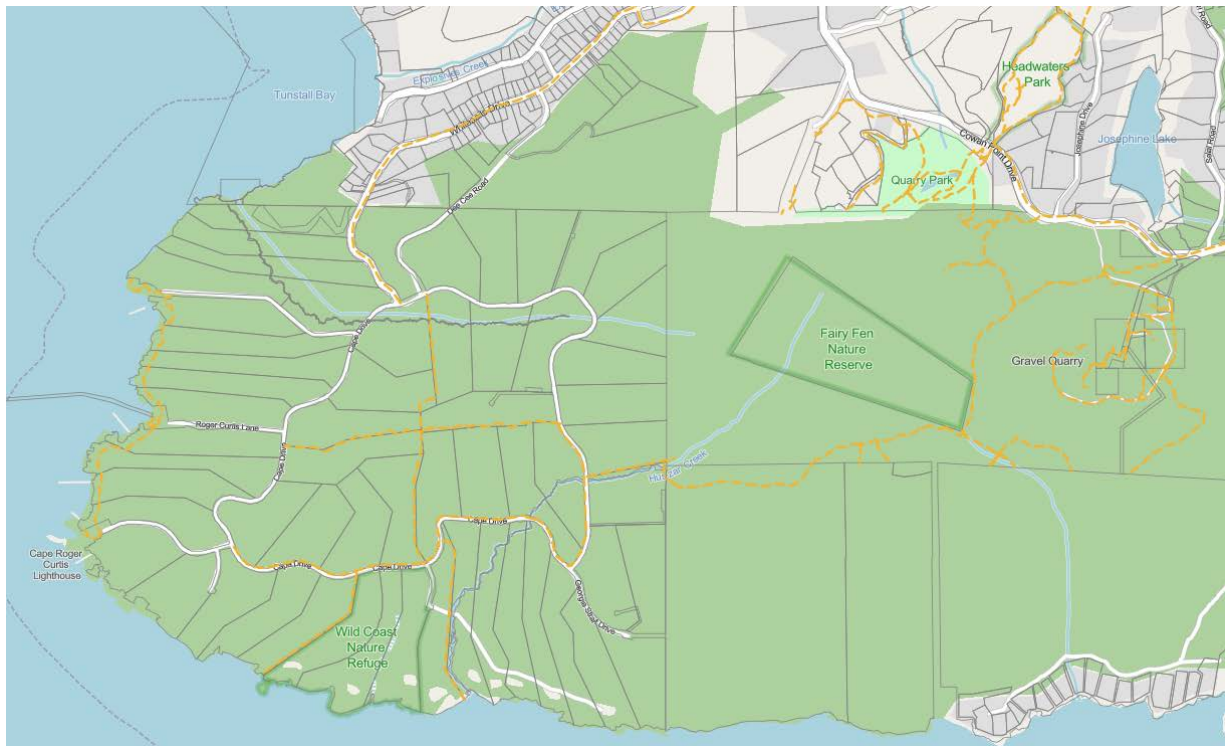
Vehicle Access



Whitesails Drive is the current vehicle access to the subject properties. A municipal road – Cape Drive, forms a whole loop around the Cape Roger Curtis Development Area. Other municipal roads include; Georgia Strait Drive, which connects east and Huszar Creek Drive, which connects to the shared driveway easement south of the project area. At the time of the subdivision, Dee Cee Road was proposed as secondary emergency access; however, the mid-section of this access remains undedicated and gated.

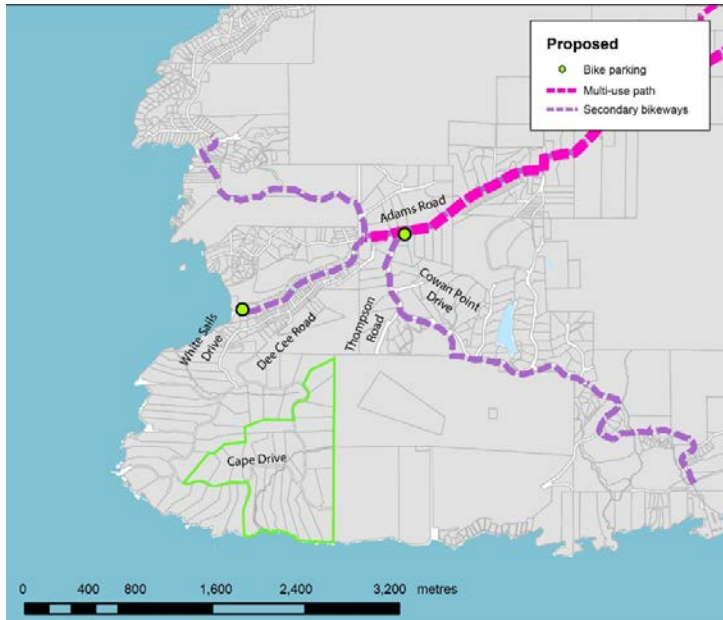
Trails

A series of municipal trails bisect the project area. Whitesails Trail, a municipal trail, crosses the Cape, north-south, and Roger Curtis Trail bisects the area east-west. Roger Curtis Trail connects east to Huszar Creek Trail, linking into Fairy Fen and Quarry Park. It then links west to the shoreline beaches of Pebble Beach and Cape Roger Curtis Beach. The Seawalk Trail connects these western beaches and was built as part of the subdivision of the area. The Waterfall trail is a scenic trail that tracks the south reaches of Huszar creek from Huszar Creek Drive to a coastal viewpoint where it flows into the George Strait.



Public Trails from BowMap

Active Transportation



Proposed Cycling Networks (extracted from BIM Transportation Plan 2018-2038)

Bowen Islands Municipality's proposed cross-island multi-use pathway (MUP) traverses the Island from Snug Cove to Tunstall Bay. The MUP is central to BIM's Transportation Plan, which showed high demand for active transportation infrastructure to make walking and cycling around the Island safer and easier. The cross-island MUP is also part of Metro Vancouver's Regional Greenway Network.

Public Transit



Translink Community Shuttle Service – Bowen Island.

The island has three TransLink community shuttle flagstop routes – 280, 281, 282, respectively. These routes connect major residential areas to Snug Cove, running at basic service levels and following the ferry schedule. The #280 Bluewater bus runs approximately every hour from the passenger exchange area on Cardena Drive in Snug Cove to the northwest corner of the Island via Grafton Road and Adams Road but does not continue onto Whitesails Road. In 2019 Translink piloted a 2-month Transit on-demand program. The pilot served the Cape development.

Potential Connections

Several additional connections to the subject areas have been considered. The potential of any alternative park access, either pedestrian, cycling or vehicular, would be subject to further feasibility testing and engagement with Bowen Island Municipality, the public, stakeholders and First Nations. These options are described below and illustrated in Figure 1 (Potential Connections)

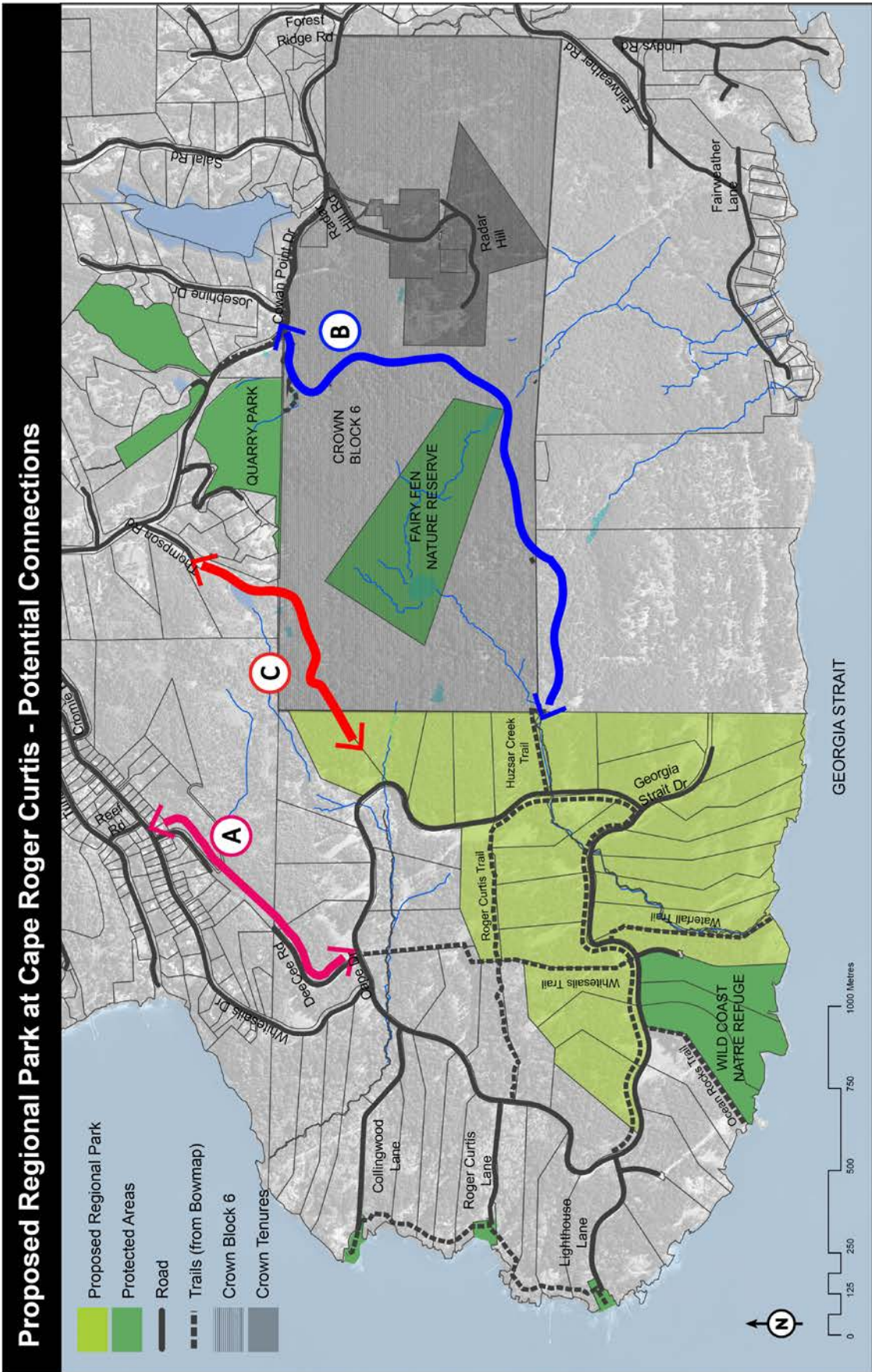
Dee Cee Road (A)

Dee Cee Road runs almost parallel to a section of Whitesails Drive. At the time of the subdivision of the Cape Lands, part of Dee Cee Road was constructed by the developer to function as a secondary emergency access to the site. The mid-section of this access remains undedicated and gated, with Whitesails Drive remaining the current legal road access to the subject area.

Huzsar Creek Trail (B)

The Huzsar Creek trail starts within Cape Drive at the subject area and follows the north bank of Huzsar Creek east at Cape Drive before passing across private property and Crown Block 6, linking into Cowan Point Drive and Quarry Park. The trail has an existing Statutory Right of Way (SRW BT312290), which permits non-vehicular use of the trail for purposes of access, use, and maintenance by the municipality and the public.

The total route length from Cowan Point Drive to the subject area is approximately 2.4km long and undulating, with 120m of ascent and 200m of descent (east to west). The trail width varies from 1.5m to 3m. Use of the trail by bikes and efforts to exclude motorized vehicles are evident. Young mixed forest type with the land having been logged within the last 25-30 years ago. The route may offer potential as an enhanced cycling connection which connects to BIMs planned secondary bike network.



Thompson Road (C)

Thompson Road is a partially developed road allowance which starts at Sunset Road. The unused section of road allowance is developed as a pedestrian trail (Peter Drake Trail). The Peter Drake Trail was constructed in 2013 with approval from the Province. The trail connects Thompson Road to a loop trail around the Fairy Fen Nature Reserve, an ecologically sensitive wetland central to the Crown parcel. Additional trails spur from the Peter Drake Trail and connect into the subject area to the west and Quarry Park to the east.



Peter Drake Trail

From the end of Thompson Road to the subject area across the northeast corner of Crown Block 6 is approximately 1 kilometre with an elevation loss or descent of approximately 120m. Development of the proposed route from Thompson Road to the subject area would require municipal agreement and tenure over part of the Crown land parcel. Previous applications to secure Thompson Road as vehicular access as part of the Cape at Bowen development have been unsuccessful. The route may offer potential as an enhanced cycling connection which connects to BIMs planned secondary bike network. However, it is understood that Bowen Island Conservancy and Island Trust Conservancy do not support extending Thompson Road due to environmental concerns attached to Fairy Fen and the Huzsar Creek Watershed. It should also be noted that the Island Trust Conservancy does not wish to introduce more people to the Fairy Fen Nature Reserve.

White Sails Drive



Whitesails Drive (from Google Streetview)

Whitesails Drive is a thoroughfare for the approximately 220 houses on Whitesails Drive, Tunstall Boulevard, and adjoining side streets. The road is a paved two-lane residential road with some gravel shoulders used by residents for parking. The road does not currently have sidewalks.

Further studies will explore the existing baseline and more about existing traffic issues on Whitesails Drive to understand if resident concerns relate to traffic volume, speed or safety.

Alternative Water Access

Metro Vancouver is aware of future options for a passenger-only ferry to downtown Vancouver from Seymour Bay (at the southeast end of the Island) and will continue to monitor these initiatives as potential park connections.

PROPOSED PARK ACCESS AND VISITOR MANAGEMENT STRATEGY

Metro Vancouver will prioritize alternatives to private vehicular access to the park. Sustainable access will be a guiding principle, from the park's physical planning and design to managing capacity, access and communication-related to day and overnight use. Access strategies will include:

- Provision of a park shuttle;
- Improved multi-use pathway or greenway connections; and
- Limited vehicular access to support accessibility and day use.

Park Shuttle

Metro Vancouver will provide a dedicated park shuttle to the park. Initially, the shuttle would run daily from May to October, with service to expand to weekend service in the shoulder seasons and beyond as visitation and capacity management warrants.

The park shuttle will provide a dedicated service to the park from Snug Cove. Metro Vancouver will work with Bowen Island Municipality to optimize land use in Snug Cove for pedestrian and traffic flow. Shuttle pick-up will be located within Crippen Regional Park in Snug Cove, with ancillary facilities like washrooms for park visitors.

Shuttle service to the ferry terminal at Horseshoe Bay, including pick-up from transit or other regional park sites, will also be considered as part of an integrated park access strategy.



Electric bus at Iona Beach Regional Park

Bowen Island Cross Island Multi-Use Pathway

Metro Vancouver will collaborate with Bowen Island Municipality to provide a safe, dedicated trail connection from Snug Cove to the proposed regional park.

The Bowen Island Cross Island Multi-Use Pathway is a proposed connection that Metro Vancouver can partner with Bowen Island Municipality to realize.

Metro Vancouver will propose improving trail connectivity to the park by developing improved trail access along one of three alternate connections – Thompson Road, Dee Cee Road or Husziar Creek Trail. Metro Vancouver will work with Bowen Island Municipality to assess these options, seek public input and determine a preferred option.

Road Access

The legal road access to the proposed regional park is along Whitesails Drive. A trip generation study confirmed that road traffic associated with the proposed overnight camping program is less than what could be expected under the existing approved zoning and land use. Traffic volume associated with day-use visitation will be calculated and added to this assessment.

Considering the focus on non-private vehicle access to the park, relatively low traffic volumes compared to what could be expected under existing zoning and land use, along with the cost and impacts of a new secondary road connection, Whitesails Drive is proposed to continue as the primary road access to the site.

Metro Vancouver will work with Bowen Island Municipality to determine if any additional traffic calming improvements are required for Whitesails Drive and partner to realize those improvements.

Some limited day-use parking will be provided in the park to support accessibility and unplanned/informal access by local and regional residents. It is anticipated that 30-50 parking spots, phased in over time, will be sufficient.

Capacity Management

- Metro Vancouver will work collaboratively with Bowen Island Municipality to optimize land use and amenities in Snug Cove to facilitate shuttle and multi-use pathway access. Existing Crippen Regional Park facilities, such as Seaside Cottage II, Davies Orchard and Festival Field areas, could be improved to support visitor orientation, amenities, and a location for shuttle pick-up/drop-off for the proposed regional park.
- Phased implementation of park facilities and transportation solutions will allow for piloting and adaptive management.

- A summer season day-use reservation system will be considered to manage capacity. Closure of the park to vehicular access on weekends/high traffic times, with access only by reservation on the park shuttle or trail will also be considered.

