



# TRAIL NETWORK PLAN

2016

Prepared by: Parks Operations



# Executive Summary

The City of Chilliwack's Trail Network Plan (TNP) has been developed to be a comprehensive strategy for the provision of a citywide, non-motorized, off-road network of trails to connect people, places and public amenities within City boundaries and to other regional trail systems. This document will be reviewed annually to ensure it remains current and properly integrated with other relevant planning and financial documents such as the 2040 Official Community Plan, the CMP, and the Greenspace Plan.

Trails are an essential part of the recreation services that contribute to enhance the quality of life and recreational opportunities for the citizens of Chilliwack. As the City's population increases, so does the demand for trails and access to greenspace. A comprehensive trail network provides for public recreation, fitness and exercise, the circulation of non-motorized transportation as well as regional and local linkages. According to the National Parks and Recreation Association (NPRA) recent monitoring shows that trails are the second most used and most supported recreational amenity for public funding and use, with parks being the most supported.

The TNP is a supplement to the 2015 Green Space Plan (GSP) which was developed as part of the strategies identified in the 2040 Official Community Plan with a vision of a greener community, with green connections throughout the City boundaries. The OCP vision states:

“Through detailed park and trail plans, ensure the park and green space provision reflects appropriate standards that reference the City's vision, population distribution, demographics and other socio-economic characteristics, and site planning/engineering criteria”.

Developing a comprehensive yet flexible guide for the provision of a citywide, off-road network of trails is a key component to realizing the vision. After a consultation process that received input from interdepartmental staff, community groups, trail user groups and intergovernmental agencies, the TNP document was developed to guide the planning, development and management of the trail network in the City of Chilliwack.

This document will continue to be reviewed and updated regularly to incorporate new information to ensure its goals, objectives and strategies remain consistent with the GSP, the OCP and other related City plans, planning guidelines and policy documents.

Trails are classified under recreational and off-road cycling trail types. Established planning, design, construction and maintenance principles and guidelines ensure implementation and continuity of consistent standards. The City of Chilliwack's Trail Construction and Management Manual guides are on on-going construction, care, maintenance of trail systems and they also address quality, liability and safety issues.

The TNP describes concepts for future major trail connections within the context of existing local and regional trail networks, as well as on-road routes (bike routes, city greenways). The TNP includes approximately 85 km of existing maintained trails and pathways in the City and many proposed, future major trails. The network of off-road trails is intended to be complementary to the network of on-road travel connections for pedestrians and cyclists guided by the Bicycle Network Transportation Plan.

The TNP schedule of proposed trail additions will be prioritized for implementation according to set criteria based on neighbourhood and community needs. Implementation of the TNP will be achieved through the utilization of various mechanisms, strategies, planning tools, policies, programs and partnerships.

The implementation of the TNP requires additional land which may be secured through:

- Land title transfers through the land development process
- Securing Statutory Rights of Way through the land development process
- Land Acquisitions (Park DCC's)
- Utilizing unused portions of existing municipal road allowances
- Donations of Land

The construction of new trails may be achieved through:

- Land development process
- Partnerships with community groups
- Partnerships with non-profit organizations and societies
- Trail funding through park capital, operating and DCC budgets.

The timing for the completion of some future additions to the trail network is somewhat speculative and will be dependent on emerging opportunities and partnerships with public and private groups. Local and neighbourhood trail section additions will be accomplished primarily through the land development process and according to approved neighbourhood or development area plans.

The estimated costs to implement (land purchase and trail construction costs) the TNP's program of proposed trail sections have been included in the City's financial plan and Development Cost Charge Bylaw. This estimated funding will be reviewed and updated regularly to reflect the progress of trail development and future opportunities which may emerge. Part of the TNP implementation strategy will also include seeking out local, regional, provincial and national grant, partnerships and funding opportunities.



Trails, greenways and blueways provide a variety of benefits that ultimately affect the sustainability of a Chilliwack's economic, environmental, and social health. These benefits include:

- Creating Value and Generating Economic Activity
- Improving Bicycle and Pedestrian Transportation
- Improving Health through Active Living
- Clear Skies, Clean Rivers, and Protected Wildlife
- Protecting People and Property from Flood Damage

# Contents

## SECTION 1 Introduction

1. Introduction .....	1
2. Vision, Goals and Objectives.....	2
3. The History of our Trails .....	3

## SECTION 2 Trail Analysis

4. Components of the Network.....	12
Off Road Components .....	12
On-Road Components.....	13
5. Network Routes and Trails.....	15
6. Primary Network Routes.....	17
a. Experience the Fraser (ETF).....	17
b. Vedder Greenway .....	21
c. B.C. Rail Corridor – Southern Railway Rail Trail.....	31
d. Promontory to Eastern Hillside Routes.....	33
7. Neighbourhood Trails.....	34
a. Fairfield Island .....	34
b. Downtown Chilliwack.....	38
c. Mount Shannon (Little Mountain).....	43
d. Sardis – Vedder.....	44
e. Promontory.....	46
f. Mount Thom Park – Ryder Lake.....	55
g. Eastern Hillside.....	59
8. Destination Trails and Links to Regional Trails .....	66

## SECTION 3 Appendices

**Appendix “A” - Implementation Plan & Schedule (2015 – 2017)**

**Appendix “B” – Trail Guide 2015**

**Appendix “C” – Website and on-line Trail Mapping**

**Appendix “D”– Maps and Drawings**

## 1. Introduction

Over the years, parks and trails have become part of our urban and rural landscape and they are an expected amenity associated with municipal service provision and the development process.

Outdoor recreation, walking in particular, is the most common form of exercise and provides many health benefits including mental relaxation. Recent years have seen a major increase in linear, nature based recreation activities including walking, hiking, trail running and cycling.

Chilliwack's trails are the most frequented recreational facilities in the City and have become a popular part of both our urban and rural landscape. The Vedder Rotary Trail (north) alone sees over 200,000 trail users per year.

The **Trail Network Plan (TNP)** sets out Chilliwack's vision, goals and objectives to meet the needs of a growing population, which places an ever increasing value on fitness, recreation and energy conservation.

The TNP provides the framework to achieve two specific objectives contained within the **City of Chilliwack Greenspace Plan: accessibility** and **connectivity**.

Trails, walkways and greenways provide **accessibility** to parks and greenspace. Trails also interconnect parks and other greenspaces, providing **connectivity** to our overall greenspace network and between neighborhoods, communities and regional facilities.

While the primary focus of the plan is the enhancement of recreational opportunities, many of the components of the trail network, particularly those relating to cycling, also serve a transportation function providing opportunity for non-motorized "active" transportation to and from work, school, shopping and other destinations.

The **Trail Network Plan** provides not only for the development of additional trails, but for a network of interconnecting trails consisting of existing and proposed trails, as well as routes and corridors that need to be acquired, protected and constructed as part of the land development process.

The City of Chilliwack has over 80km of developed trails in a variety of locations:

- urban parks;
- riparian corridors and linear greenways;
- rural or hillside parks and natural areas;
- road rights of way;
- statutory rights-of-way over private lands; and in
- Crown lands

If the trails upon the City's dyke infrastructure as well as unimproved trails are also taken into account, the total is over 100km.



## 2. Vision, Goals and Objectives

A comprehensive trail and greenspace network that provides for linear recreation, connects neighborhoods, encourages a healthier community and facilitates non-motorized transportation.

### Vision

- Provide a framework for the development of a trail network consisting of both linear and loop trails to meet the present and future recreational and “active” (non-motorized) transportation needs of a growing population.
- Make Chilliwack a more walkable, bikeable and livable city.
- Make Chilliwack an outdoor recreation destination.
- Provide access to segments of the trail network by all non-motorized user groups including:
  - Walkers / runners / hikers
  - Cyclists
  - Equestrians
  - Handicapped persons with wheelchairs or scooters
  - Other specialized or seasonal users
- Facilitate connectivity between the City’s trail network and neighboring Regional trail networks
- Encourage, through the provision of recreational opportunities, a healthier community.

### Goals and Objectives

1. Develop a trail network plan in consultation with the community trail user groups, other government organizations and the community as a whole.
2. Develop a primary network of linear trails with diversity in both terrain and length, linking areas both within the community and to Regional trail networks.
3. Develop interconnecting trails to form hiking, walking or cycling loop routes to interconnect neighborhoods, public recreational facilities and greenspace.
4. Construct a high quality trail network to attract users.
5. Acquire, protect and construct components of the trail network as part of the land development process.
6. Provide access to the trail network from every urban neighborhood.
7. Provide a variety of trails to satisfy the needs of all trail user groups.

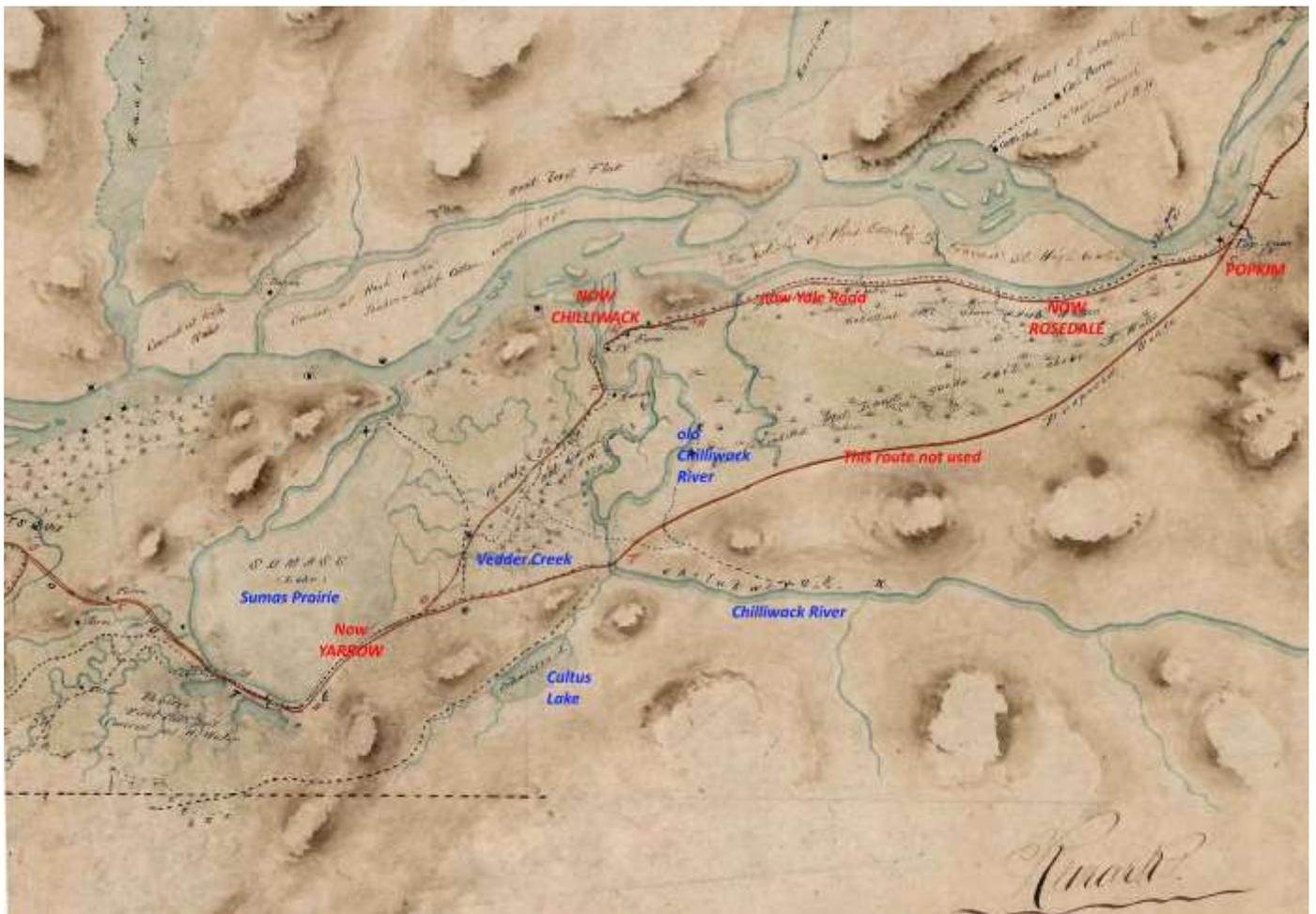


### 3. The History of our Trails

Trails were the original “highways” for the movement of people. Walking trails interconnected First Nations settlements and provided access to hunting and fishing areas.

Prior to the initial “subdivision” of Canadian land into one square mile “sections” and the introduction of the automobile, the transportation network consisted of trails and wagon roads interconnecting towns and settlements.

#### Trails and Wagon Roads - Late 1800s



*A transportation map of the late 1800s shows a network of wagon roads and pack horse trails.*

While most of these original wagon roads and trails have either been abandoned or replaced by roads, several segments remain today. A few of these historic trails offer opportunities to become components of today’s trail network.

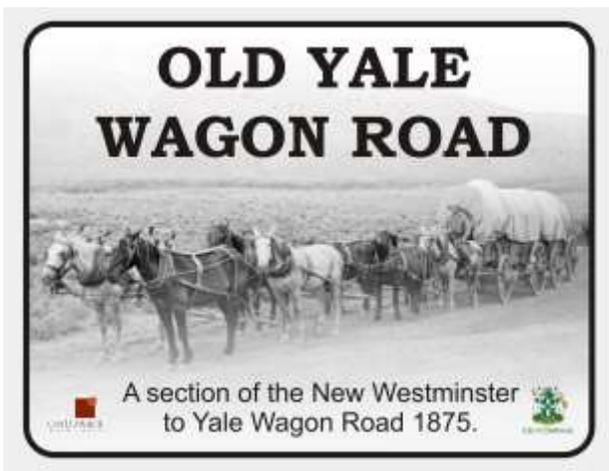
## Old Yale Wagon Road

Prior to the 1920s, the New Westminster to Yale Wagon Road (Old Yale Wagon Road) passed south of Sumas Lake along the slopes of Vedder Mountain on what is now Majuba Hill Road. The road then turned north crossing Vedder Creek and along what is now Unsworth Road to pass through the small settlement of “Centerville” (now Chilliwack) and along the Hope Slough to Pop cam (now Popkum).

The eastern section of the road to Yale became Yale Road.



*Old Yale Wagon Road  
(from Vedder Mountain Road)*



The only segment of the original road which remains close to original condition extends east from Wilson Road to Vedder Mountain Road.



*Vedder Bridge 1896*  
(Chilliwack Museum and Archives)



*Remaining Abutments 2012*

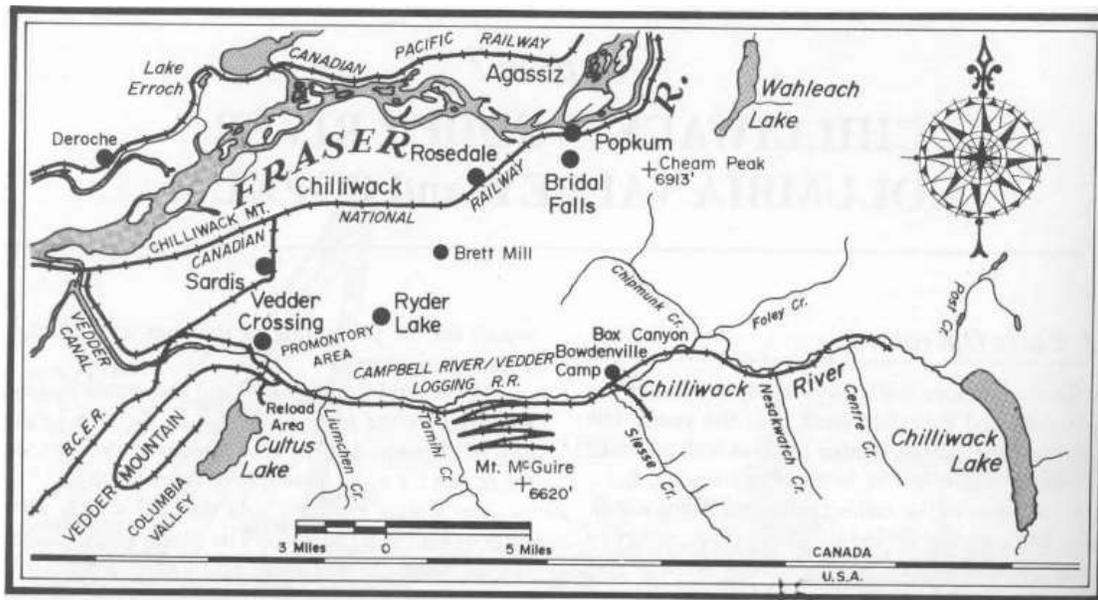
Following the diversion of much of the flow of the Chilliwack River into “Vedder Creek” in the late 1800s, a new route was developed along what is now Vedder Mountain Road. This route required a bridge to cross the new “Vedder River”. Bridge abutments are still standing about 200m downstream of the present Vedder Crossing Bridge.

The remains of the old road bed cross private lands on the south side of the river and are then obscured by the more recent Vedder Mountain Road.

## Vedder Mountain Logging Railway

The Vedder Mountain Logging Railway originally extended from north of the Vedder River, crossing the river slightly downstream of the present Vedder Crossing Bridge, then upstream along Sweltzer Creek, through the Soowahlie Reserve, back across Cultus Lake Road and up Vedder Mountain.

The only remaining segments are a section owned by Canada Lands, occupied by the road to the Soowahlie Reserve, a short section of the Trans Canada Trail and the section across private land. The longest section, across Crown land, was “decommissioned” to a narrow rough trail after landslides in January 2009.

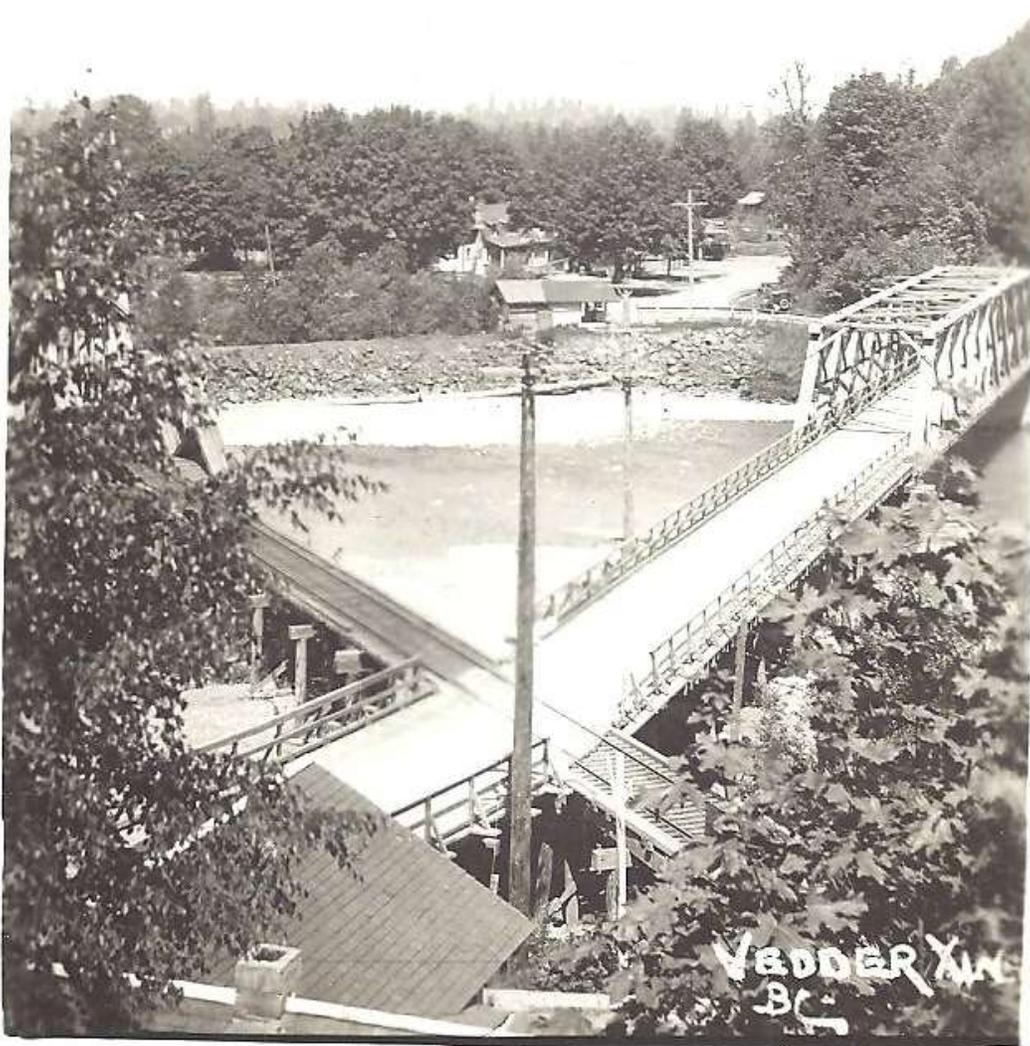
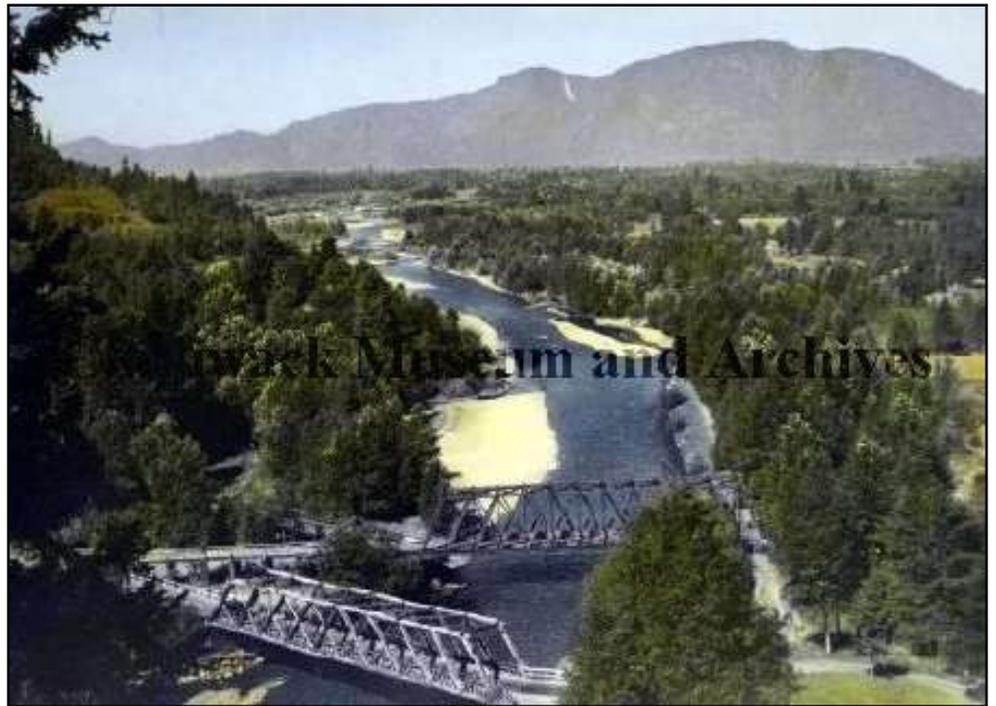


*Railroad Network Map - 1800's*



*Current Vedder Mountain Logging Railway Grade (on private land)*

*Road Bridge with Railway  
Bridge behind (1940)*  
(Chilliwack Museum and  
Archives)



*Road Bridge with  
Railway Bridge behind  
(1938)*  
(Chilliwack Museum and  
Archives)

## **Brownlee Wagon Road**

The Brownlee Wagon Road connected Ryder Lake to the Eastern Hillside to move horses and wagons, used as transportation, to the gold fields.



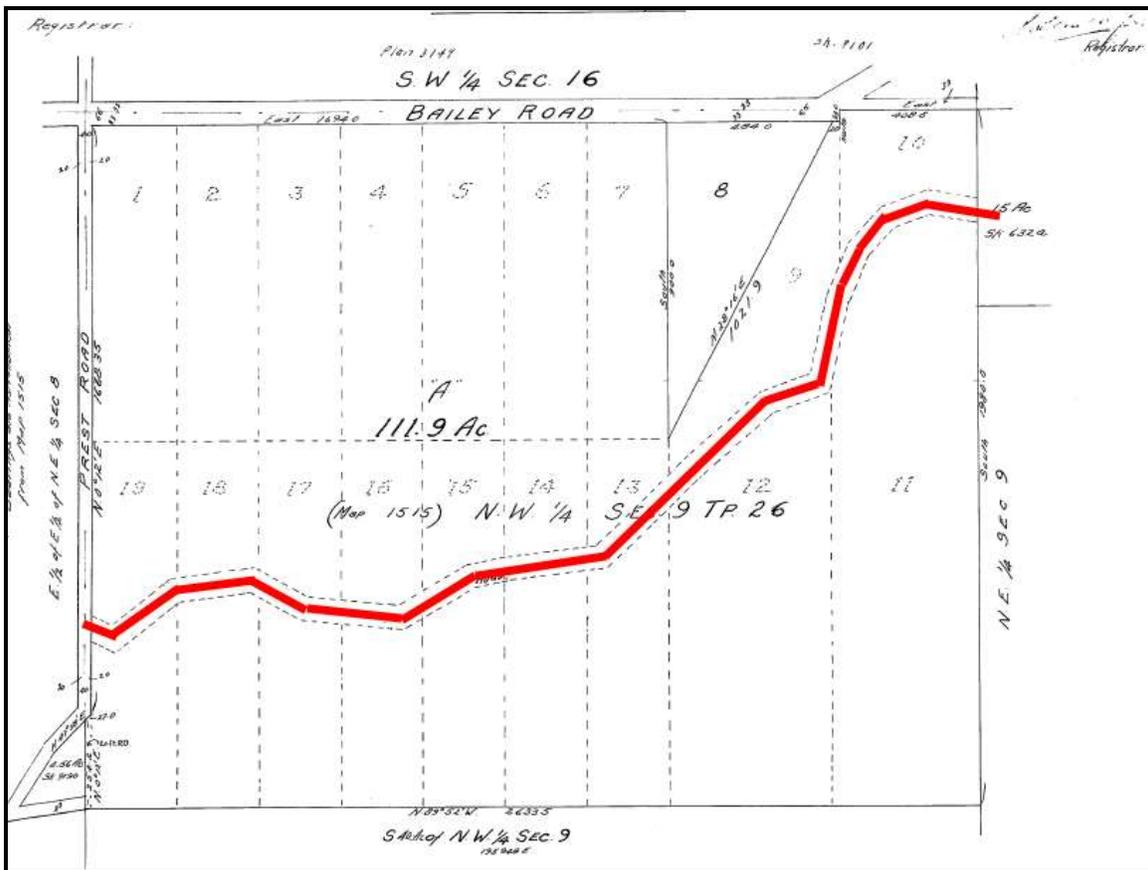
*Brownlee Wagon Road 2012*

While it remained passable into the 1970s, some of the route has been obscured by recent logging. The section on the city road ROW of Brownlee Road remains as an excellent example of early road building.

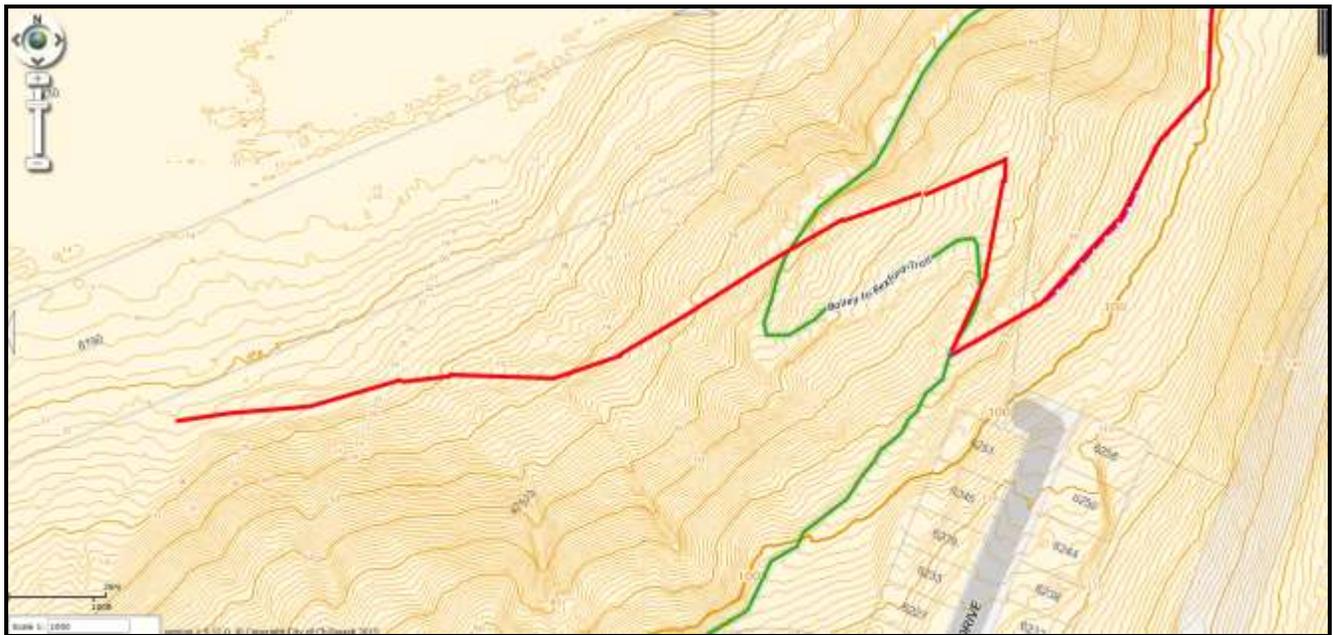
## **Parsons Hill Road**

Parsons Hill Road was the original road to Ryder Lake, predating both Elkview Road and Ryder Lake Road. It originally started in the lower Promontory area, connecting to Jinkerson Road then paralleled Parsons Brook, crossing what are now Ross Road and Ryder Lake Road to the height of land.

While a lot of the lower sections in Promontory and Ryder Lake have been lost to subsequent subdivisions, four segments remain: a now abandoned road bed on 47570 Bailey Road, now owned by the City, a section below Ross Road in use as a driveway and trail, a section above Ross Road in use as a private driveway and the upper section, still in use as a public road (Parsons Road).



Original Parsons Hill Road – lower section



Parsons Hill Road – Abandoned Section (in red)



*Parsons Hill Road*

## **Old Marble Hill Road**



*Marble Hill Trail*



*Marble Hill Trail – remaining segments*

Marble Hill Road was the original road into the Marble Hill Area. In the 1990s, a slide took out a section of the road. As it was not considered practical to rebuild, it was abandoned and replaced by Ramsay Place.

In the late 1990s, a logging company repaired the road and used it temporarily as a haul road. A portion of the now closed road has been converted to trail.



## 4. Components of the Network

The trail network is multi-level, with components forming segments and segments forming routes.

### Components

Components are the actual constructed elements. They can be grouped into three classes: off-road, on-road and other.

### Off Road Components

Off road components are those that offer a “trail like” experience

- **Trails** - Trails are the most obvious component of a greenway system. In the broad sense, the term trail may refer to a combination of components. In the narrower context, a trail is a purpose built gravel or paved pathway. Trails may be found in various locations: parks, riparian corridors, and in forested and natural areas.
- **Dykes** - In terms of length available as a component of the trail network, dykes rank highest, with over 50km of primary and setback dykes along the Fraser River, Vedder River, Vedder Canal and Hope River. While only about 15km have been upgraded to a full “trail” standard for recreational use, most of the dyke system is still available for public use and some sections will form part of the “*Experience the Fraser*” route.
- **Bridges** - While most bridges are located within the road system, more than 30 bridges are components of the trail network, where they provide passage over watercourses for pedestrians, cyclists and, in some cases, other non-motorized trail users.
- **Stairs** - Box Stairs are constructed from either wood timbers or composite materials forming a box step which is in-filled with gravel. They are used as an alternative to trails where the gradient is too steep for a standard trail.
- **Abandoned or unused roads** - More than one hundred years of road and railway building has left us with scattered segments of abandoned roads and rail beds. While many of these are now on private lands, some of those previously mentioned are available for use as part of our trail network system.
  - Old Marble Hill Road
  - Parsons Hill Road
  - Old Yale Wagon Road
  - Vedder Mountain Logging Railway
- **Utility Corridors** - While utilities such as water, sewer and storm drainage are generally located within the road right of way, topography or road patterns within a development sometimes require that they be located within statutory right-of-way or lane corridor. The surface of these corridors is often graveled and is suitable for trail or walkway development.

## On-Road Components

**ON-ROAD COMPONENTS are those within the road structure that serve as “links”.**

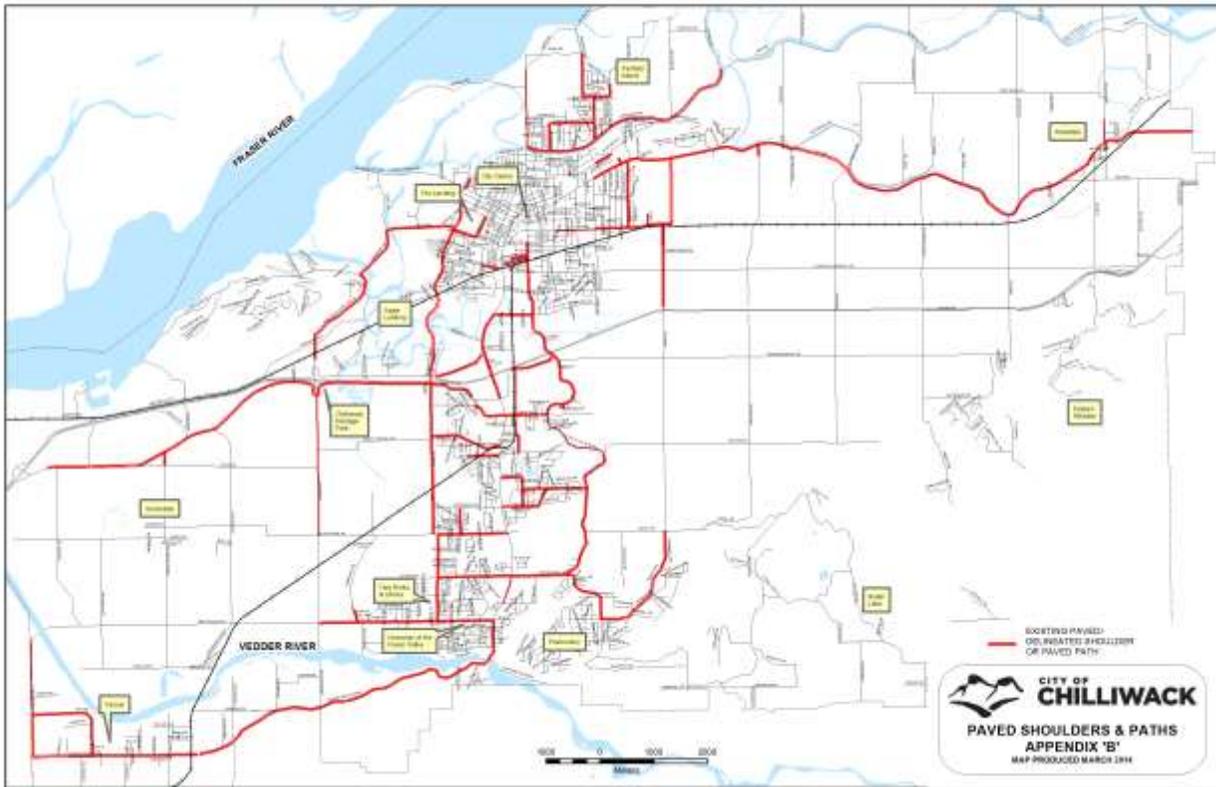
- **Sidewalks** - Sidewalks are a component of the road system, generally separated from vehicle lanes by a curb and in some cases a landscape strip. While primarily for pedestrian use, cycling is allowed on some sidewalk segments, where there is no other safe alternative.
- **Delineated Road Shoulders** - Delineated road shoulders are a component of the road structure much like an additional narrow traffic lane. Those designated for cycle use are generally 1.5m wide and are marked with a cycling symbol. Some may be shared by pedestrians, in the absence of sidewalks. Narrower delineated shoulders are generally unmarked.
- **Walkways** - Walkways are a component of the road system not shared by motor vehicles, providing connections between adjacent roads, or between roads and public space such as schools and parks. While some of these are only suitable for pedestrian use due to stairs, some may provide shortcuts for the cyclist, thus becoming a component of a “cycle route”.
- **Tunnels** - Tunnels provide for safe passage for pedestrians or cyclists under major transportation corridors.

**Other Components are those within other linear corridors**

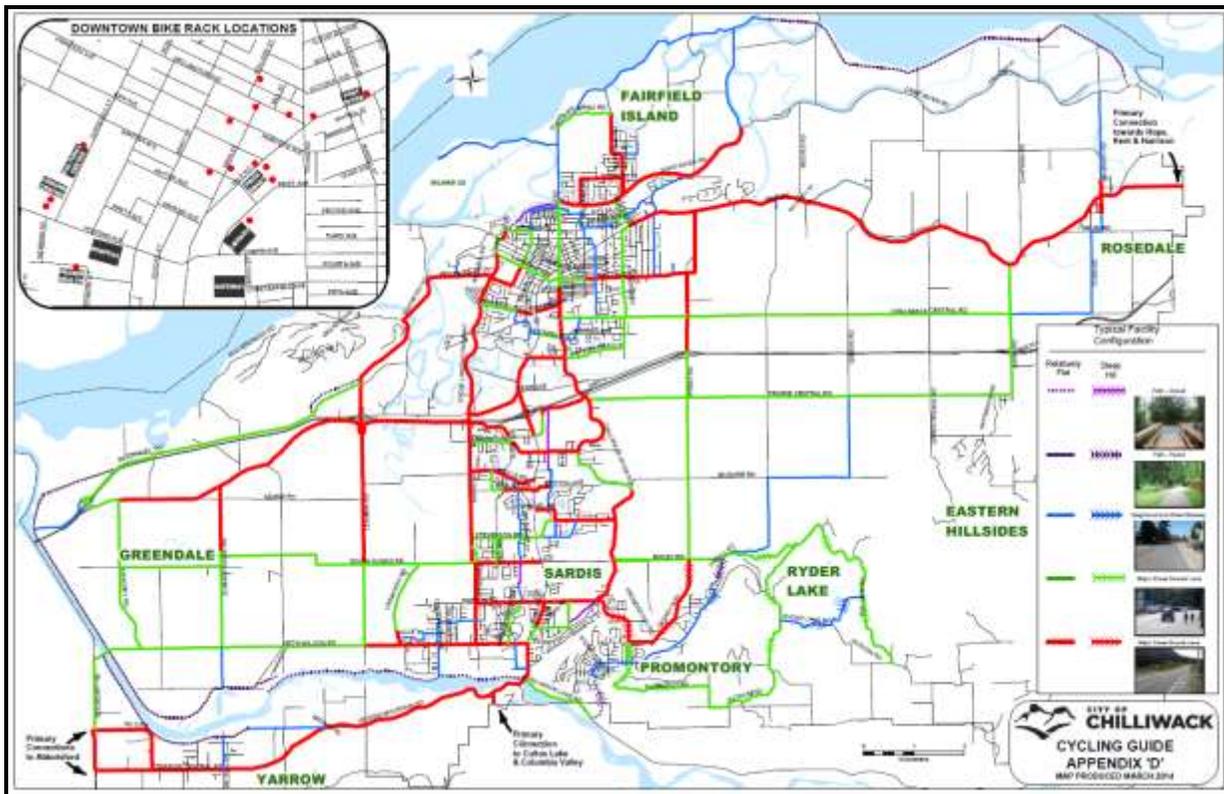
- **Railway Rights of Way** - Railway rights-of-way are generally much wider than required for the actual track bed. While some may also contain drainage works, there is generally adequate remaining width to accommodate a trail. One existing example is the “rail trail” walkway / cycle path, extending from Webb Avenue to Luckakuck Way, located within the B.C. Rail Corridor. A northward extension of the rail trail, over Luckakuck Way and Highway 1, and on towards Downtown Chilliwack is planned for 2015 - 2016.

Future extension of the rail trail south from Webb Avenue all the way to Yarrow is envisioned and a planning study will be undertaken in 2016 to provide a preliminary rail trail concept design.





*Delineated Road Shoulders 2014 (see Appendix "D" Plan 1)*



*Cycle Routes (See Appendix 'D' Plan 2)*

## 5. Network Routes and Trails

A major goal of the Trail Network Plan is to develop *a trail network consisting of both linear and loop trails*. These trails or routes may be a mixture of both off-road and on-road components and segments.

Those routes comprised primarily of off-road components are used predominantly for recreation, while those comprised primarily of on-road components serve for both transportation and recreational needs.

There are three categories of routes:

- Primary Network Routes – Relatively long linear N–S or E–W trail corridors
- Neighborhood Trails – Trails within a neighborhood or connecting neighborhoods
- Destination Trails – Trails leading to a destination such as a summit or lake.

For the purpose of the TNP, and to be consistent with the City’s web based “inmaps” database, three categories of trail are used:

- Existing Trails – trails or routes that are already constructed
- Planned Trails – trails or segments that are scheduled for construction
- Proposed Trails – trails or segments that are currently conceptual as to location, construction method and/or timescale for development.

Existing, planned and proposed trails or trail systems are discussed in more detail in the following sections.

**There are essentially two network building objectives:**

- **interconnect existing trail segments; and**
- **acquire new segments to expand the network or to “fill the gaps”.**

Trails and links can be inter-connected to form linear routes or loops of varying lengths.

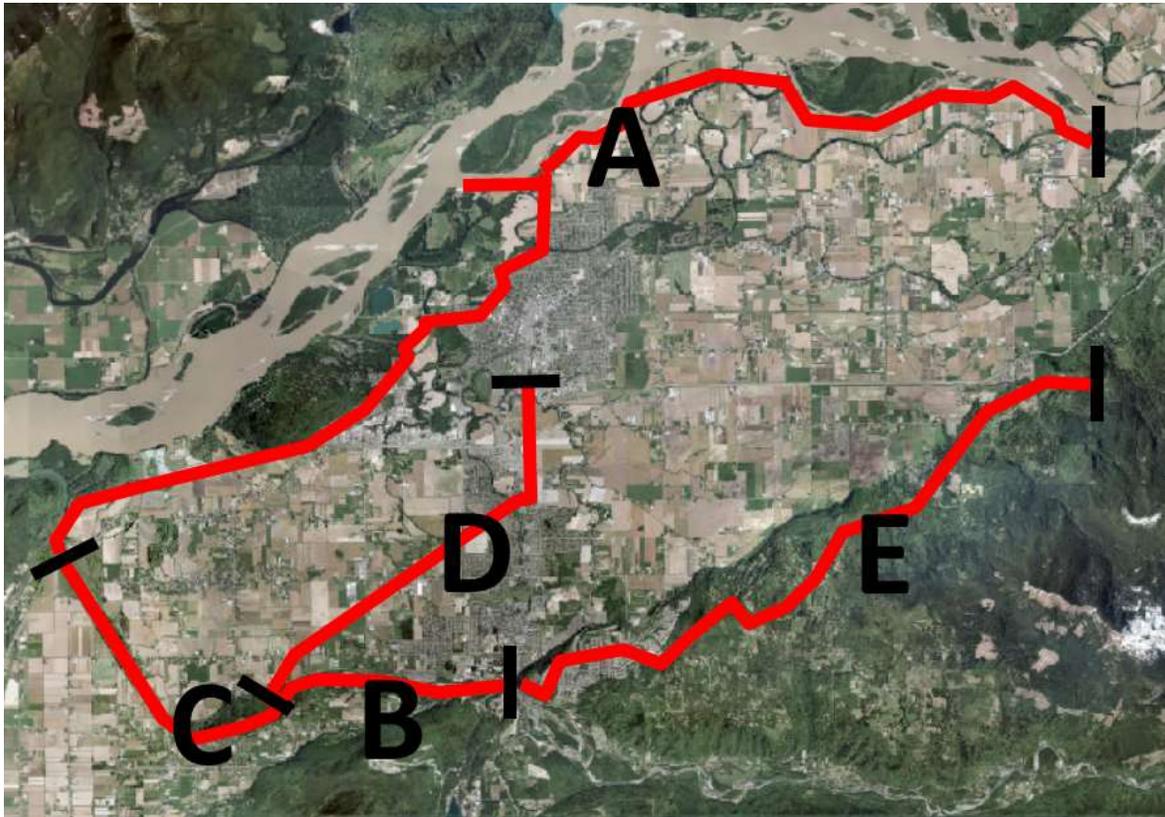
While some trails limit user groups by length, surface condition, steepness and competing users, a principal objective is to develop as many “multi-use” trails as possible. While many proposed trails remain as concepts only at this time, a few have been advanced as specific project proposals.

An approximate schedule of improvements is presented in Appendix “B” and for the purpose of forecasting building timing, all projects involving new trail construction or improvements are listed according to the following estimated time frames:

- *Short Term*            *Project initiation within 1 to 2 years*
- *Medium Term*        *Project initiation within 2 to 5 years*
- *Long Term*            *Project initiation likely 5 years +*



## 6. Primary Network Routes

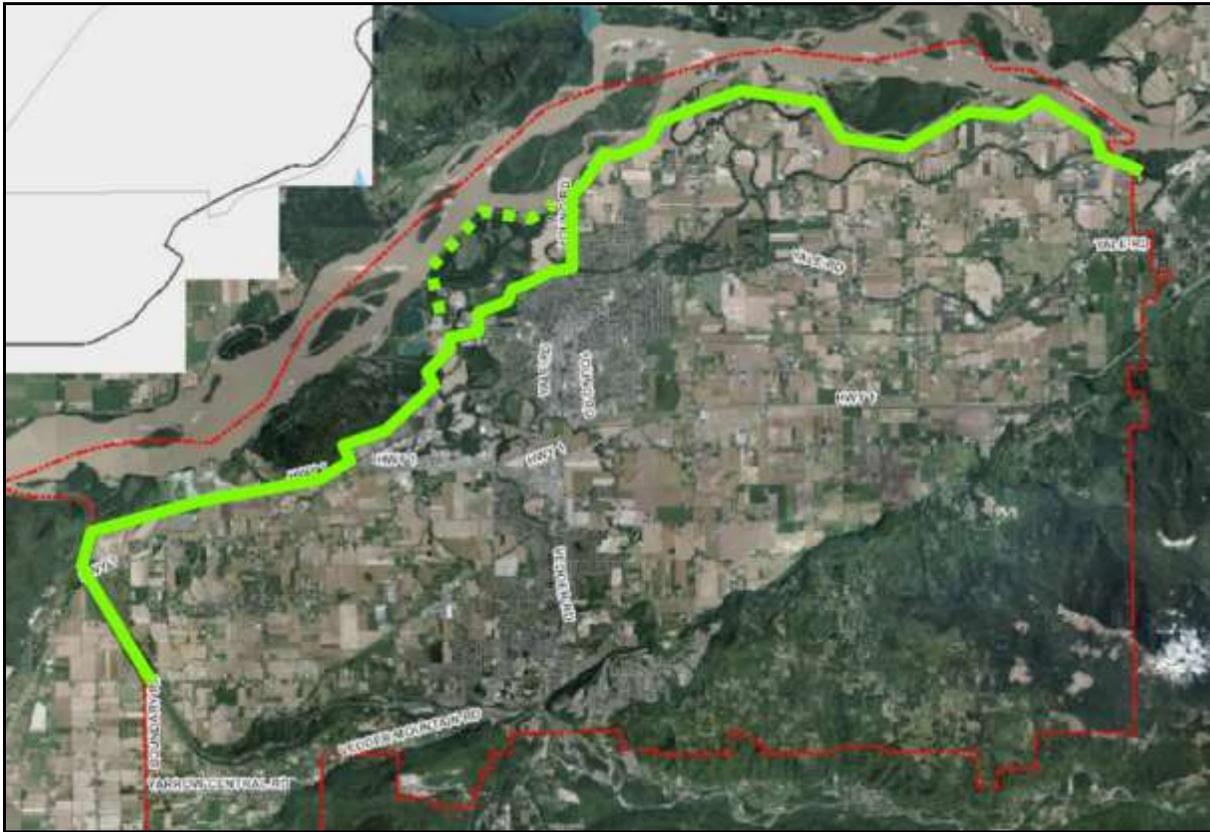


- Experience The Fraser (ETF) A
- Vedder Greenway B & C
- B.C. Rail Corridor (Rail Trail) D
- Promontory – Eastern Hillside Upland Trails E

### a. Experience the Fraser (ETF)

Experience the Fraser (ETF) is a proposed phased recreational, cultural and heritage project that extends along the Lower Fraser River Corridor connecting Hope to the Salish Sea. Over 550 km of trails (43% of which are already in place) and blueways will connect communities along the Fraser River. ETF will act as a catalyst to encourage and strengthen tourism and economic development initiatives

*“to lay out a system of inter-regional trails, land and water based outdoor recreation infrastructure and cultural heritage features on both sides of the Fraser River”*



*Experience The Fraser Route (See Appendix 'D' Plan 3)*

The plan, completed in 2012, identifies a series of community nodes and park complexes along both sides of the Fraser River from Richmond to Hope, connected by both a trail system and a water route.

Within the City of Chilliwack the route is nearly continuous for 26km from the Vedder Canal to the west and to the City's eastern boundary near Highway No. 9.

The initial ETF route would be as follows:

- Keith Wilson Bridge from Abbotsford
- Vedder Canal East Dyke and Fraser West Dyke to Industrial Way
- Road shoulder of Industrial Way to Progress Way
- Lickman Ponds Trail to Lickman Road
- Road Shoulder of Chilliwack Mountain Road, Schewey Road, Wolfe Road and Ashwell Road to Wellington Avenue
- Hope River Rotary Trail
- Road shoulder of Young Road to Brinx Road and McDonald Road
- Fraser East Dyke to eastern boundary.

The long term "vision" route could ultimately see a crossing of the Sumas River north

of Highway No 1, a connection through First Nations Lands and a bridge over Hope River to Island 22 to connect the Cartmell Road Wing Dyke to the Fraser East Dyke at Young Road.

### **Comments:**

With the exception of a few sections in use as public road or seasonal river access, the corridor is not shared by motor vehicles, making it ideal for a multi-use trail. As the dyke, roads and trail segments already exist, the route is essentially ready, needing only surface and access improvements.

The development of the Experience the Fraser will be a multi-year project. Improvements to the dyke surface, gates and signage are scheduled to start in 2015, following consultation with adjacent land owners.

The first sections for improvement will be eastward from McDonald Road toward Chilliwack's eastern boundary at Ferry Road.

The decision has been made at the regional level to focus on the "vision" route. While the long term improvements will make the trail more attractive and functional, an interim signed route would enable its use in the short term. This route could include:

- construction of a trail surface under the Highway 1 Bridge to facilitate usage during the summer high-water period
- use of local roads on Fairfield Island linking Gwynne Vaughan Park and Fairfield Park to McDonald Road where the dyke route would start. (*This would bypass the heavy truck traffic on Young Road and the privately owned section of the dyke*)

It is anticipated that the trail will see both regional use as a linear cycling route and local use as both a walking and cycling loop when linked with low traffic local roads.

### **Proposed Actions – ETF Project**

#### **Short Term**

- Consult with property owners adjacent to the East Dyke section of the route
- Resurface rough gravel sections.
- Sign interim route.
- Improve access at dyke gates.

#### **Medium Term**

- Remove or restrict motor vehicle usage of dyke sections.
- Complete delineated road shoulders or road side trails where route is within the road corridor.

#### **Long Term**

- Pursue a right-of-way through the one private property along the route



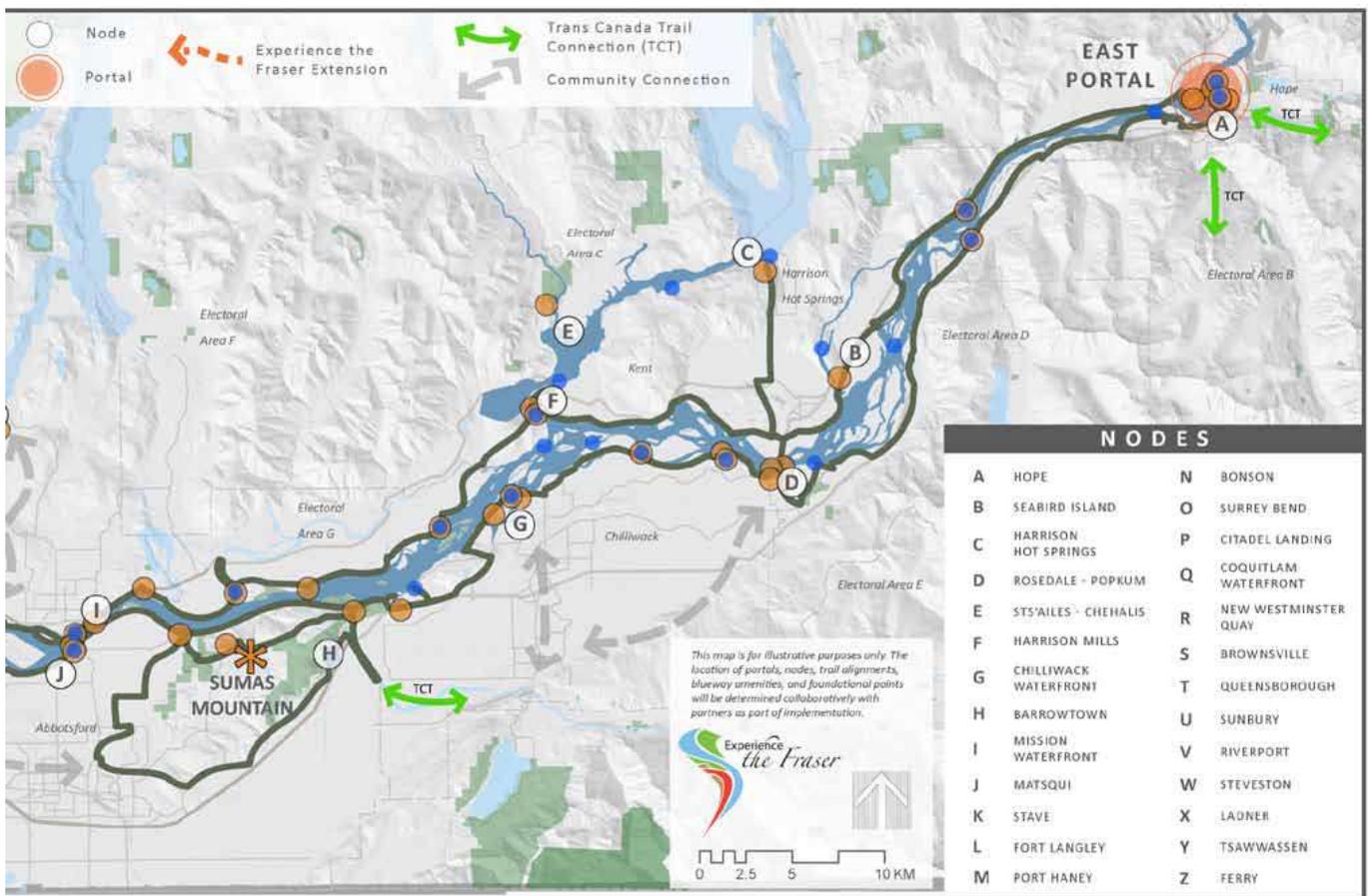
- Construct kiosks or other facilities at information nodes.
- Improve or develop access points at all road ends.
- Develop the “Vision” route



Fraser River looking west



Fraser River looking north



Experience the Fraser Concept Map



**b. Vedder Greenway**

The Vedder Greenway is the linear corridor extending from the Vedder Crossing Bridge to the Highway 1 Bridge over the Vedder Canal. The Greenway consists of land and water between the setback dykes and adjacent to the upper portion of the Vedder River. Within the corridor, there are 34km of developed trails: 20km on the north side and 14km on the south. The Vedder Rotary Trail on the north side alone sees over 200,000 users per year.

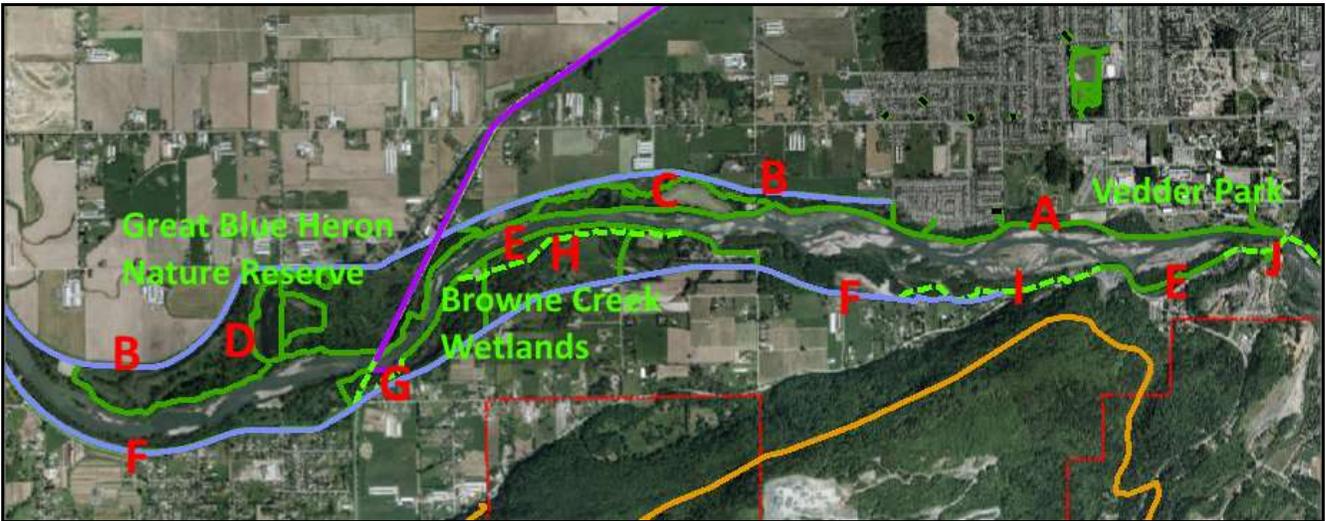


*Vedder Greenway East (See Appendix 'D' Plan 4)*



*Vedder Greenway West (See Appendix 'D' Plan 5)*

A major goal of the TNP is to provide for the development of a continuous loop trail system along the Vedder Greenway, on both sides of the Vedder River. The long term plan will eventually see three, north / south, cross-river, interconnections between the north and south side trails. These river crossings will likely be located at the Vedder Crossing Bridge, the B.C. Rail Bridge (near Hopedale Road) and the Keith Wilson Bbridge over the Vedder Canal.



Vedder Greenway Trail Network (See Appendix 'D' Plan 6)

## Vedder Greenway (North)

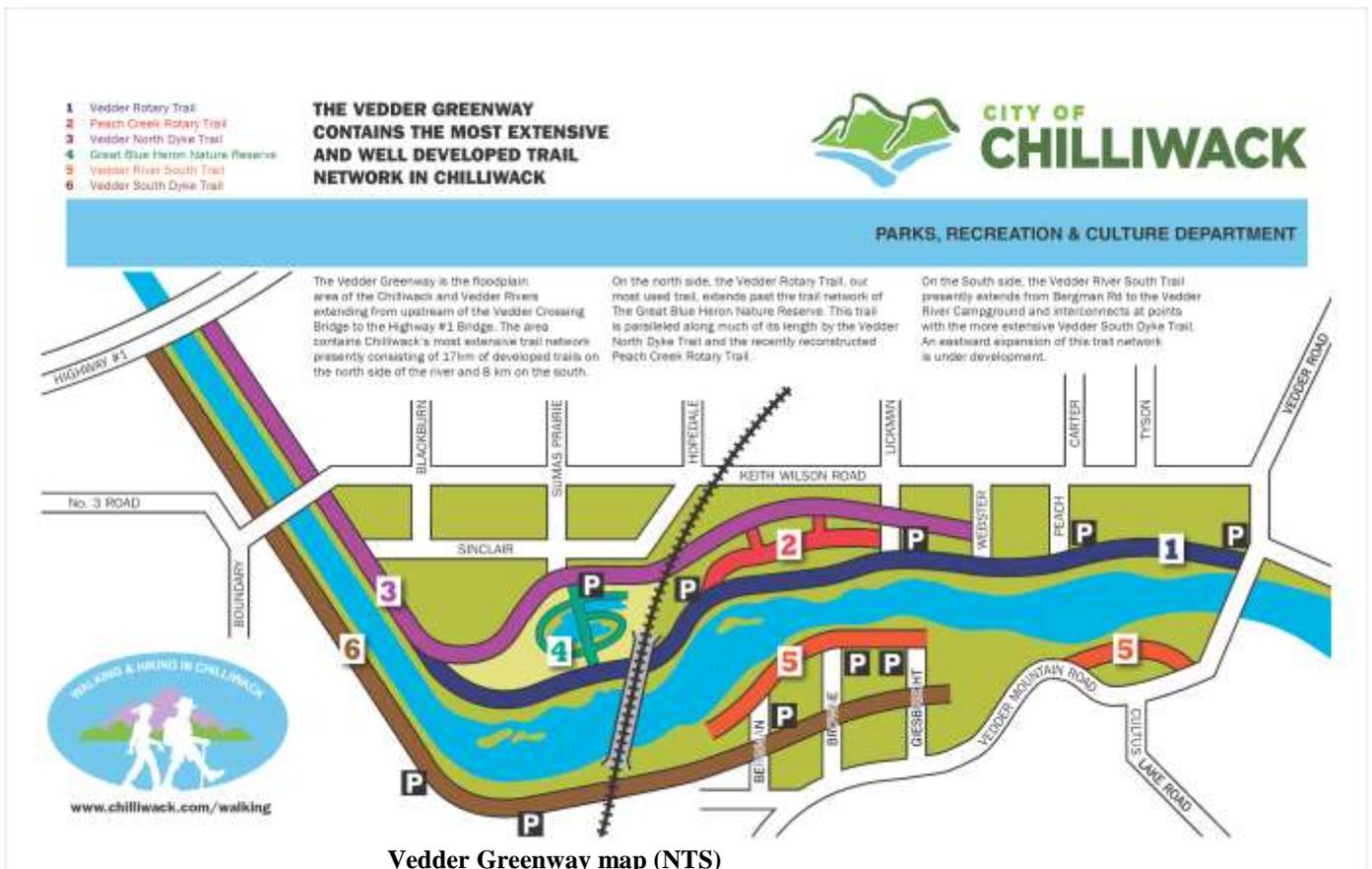
### Existing trails

- **A** - Vedder Rotary Trail 8.1km
- The Legacy Trail 0.8km
- **B** - Vedder North Dyke Trail 9.5km
- **C** - Peach Creek Rotary Trail 1.7km
- **D** - Great Blue Heron Nature Reserve
  - Centre Trail 0.5km
  - Heron Colony Loop 0.7km
  - Salwein Creek Trail 0.5km
  - Tower Loop 0.7km
  - Discovery Trail 0.4km



Vedder Rotary Trail west of Vedder Crossing





### Vedder Greenway (North) Link Trails and Access Points (East to West)

- Vedder Park – parking, portable toilet and dog off-leash area
- Legacy Trail
- Peach Park - parking and portable toilet
- McLaren Walkway
- Webster Trail - limited parking on road
- Lickman Road – parking, picnic tables and portable toilet
- Hopedale Road - parking
- Great Blue Heron Nature Reserve – parking, trails and facilities

### Comments:

The Vedder Rotary Trail and recently upgraded Peach Creek Rotary Trail are the most heavily used recreation facilities in Chilliwack. The Vedder Rotary Trail extends from Vedder Crossing to west of the Great Blue Heron Nature Reserve. The Peach Creek Rotary Trail parallels the Vedder Rotary Trail, from just east of Lickman Road to the outlet of Peach Creek.

Two major recreational nodes are planned along the Vedder Rotary Trail at Vedder Park and Peach Park. Facilities will include picnic areas, playgrounds, dog off-leash areas, drinking fountains and washrooms.

The Vedder North Dyke Trail parallels the Vedder Rotary Trail from Webster Road to past the Great Blue Heron Nature Reserve.



The Great Blue Heron Nature Reserve contains 2.8km of internal trails, linking to the north to the Vedder North Dyke Trail and to the south to the Vedder Rotary Trail.

## Proposed Actions – Vedder Greenway – North Side

### Short Term

- Construct a new trail section between Hooge Road and the Southern Rail Bridge to extend the Vedder Rotary Trail westward.
- Construct permanent washroom buildings and other park facilities at Peach Park, located at the south end of Peach Road. This project will be completed in partnership with the Canada Lands Company.
- Construct a new parking/trail head area at Hopedale Road West and provide washroom and garbage facilities.

### Medium Term

- Construct permanent washroom buildings and other park facilities including a dog off-leash park and new trail / park parking facilities. Vedder Park is located just west of the Vedder Crossing Bridge.
- Develop trails within the wooded area south of Keith Wilson Road, between Webster Road and Vedder Road.
- Develop trails within the wooded area north of the Vedder Rotary Trail, just east of Peach Park, to connect the trail northwards through to Keith Wilson Road and Watson Glen Park and beyond.
- Upgrade trail between existing west end of Vedder Rotary Trail (Hooge Stockpile), west towards the Southern Rail Bridge.
- Provide washrooms and picnic facilities at the Lickman Road access area.
- Construct a new pedestrian trail bridge across the Vedder River located adjacent to the existing Southern Rail Bridge

### Long Term

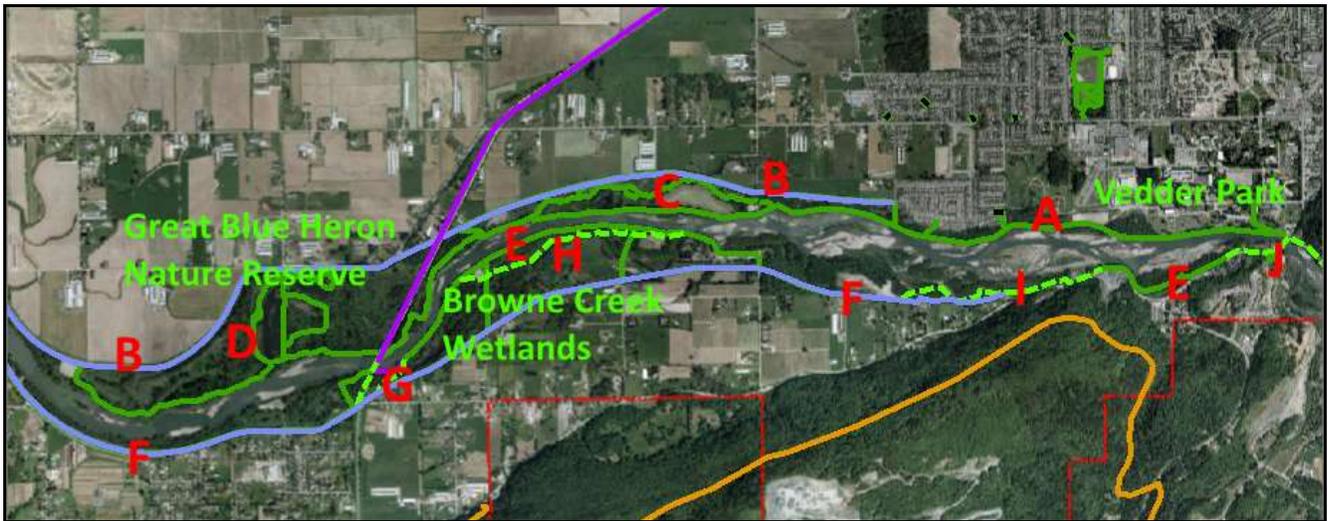
- Develop additional trails within the area east of the Great Blue Heron Nature Reserve.



Peach Creek Rotary Trail opening



Great Blue Heron Nature Reserve



Vedder Greenway Trail Network (See Appendix 'D' Plan 6)

## Vedder Greenway (South Side)

### Existing trails

- |                                       |       |
|---------------------------------------|-------|
| • <b>E</b> - Vedder River South Trail | 3.3km |
| • <b>F</b> - Vedder South Dyke Trail  | 7.0km |
| • <b>H</b> - Browne Creek Wetlands    |       |
| ○ Kingfisher Trail                    | 1.1km |
| ○ Beaver Loop Trail                   | 0.5km |
| ○ Bergman Road Access Trail           | 0.4km |
| ○ Browne Road Access Trail            | 0.3km |

### Vedder Greenway (South) Link Trails and Access Points (East to West)

- Vedder Bridge (Proposed Vedder Bridge Park) –
- Giesbrecht Road – limited parking
- Browne Road – parking, trail and portable toilet
- Bergman Road - parking and trail
- Wilson Road – limited parking
- Community Street – parking and washrooms at Community Centre
- No. 3 Road – parking



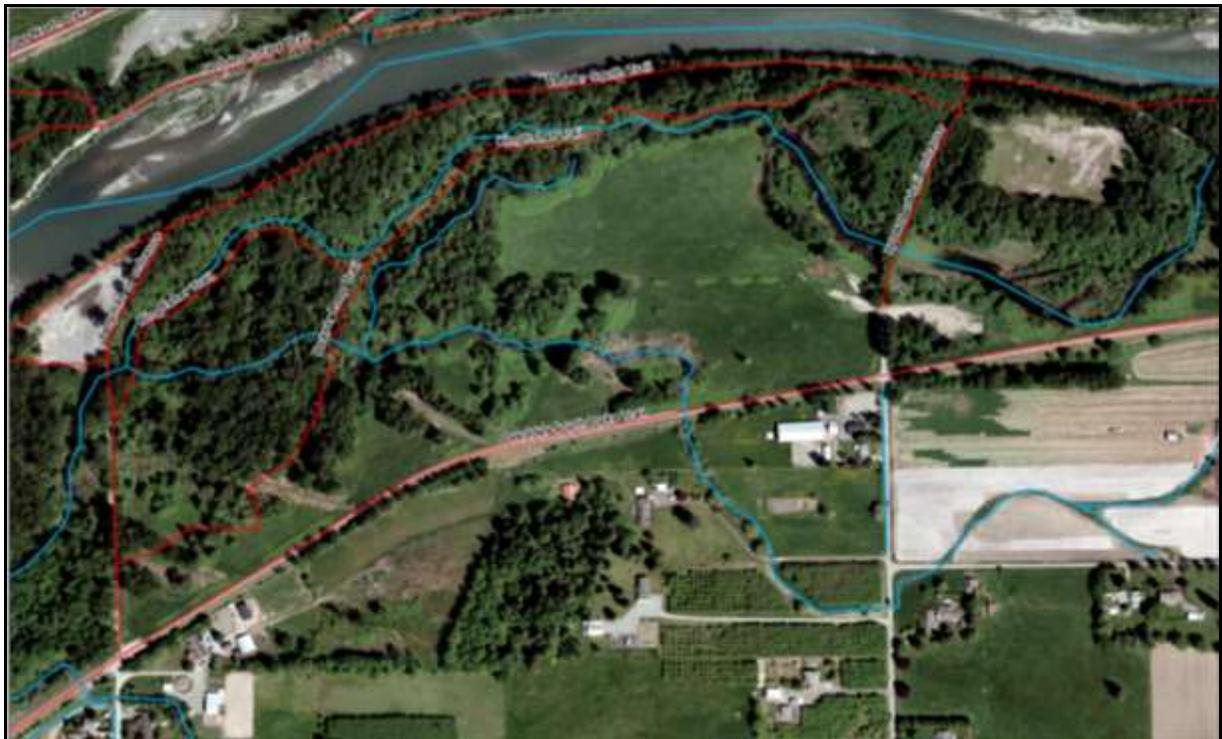
## Comments:

Trail development, to date, on the south side of the Vedder River has been less extensive than on the north side. Two ongoing projects will provide expansion to the trail network and over time completion of the overall Vedder Greenway Loop.

A network of spawning channels has been developed on the south side of the Vedder River between Giesbrecht Road and Vedder Canal as a joint DFO and Fraser Valley Watershed Coalition project. As part of this project, which is named the “Browne Creek Wetlands”, over 1.5km of new trails have been added and 3km of existing trails have been upgraded.

Trail construction and signage was a joint project between the City of Chilliwack, the Rotary Club of Chilliwack and the Fraser Valley Watershed’s Coalition.

Interpretive signage has been added both along the trails and at major observation and points of interest.



*Browne Creek Wetlands (See Appendix 'D' Plan 7)*



*Spawning Channel West of Browne Road*

Completion of the Vedder Greenway Loop will be achieved following the completion of two major projects. First would be the completion of the Vedder River South Trail, from east of the Vedder River Campground to the Vedder Crossing Bridge. The second project involves the completion of a river crossing which will be achieved with the construction of a pedestrian bridge, either adjacent to or attached to, the Southern Rail Bridge to the west.



*Vedder River South Trail - East Entrance*



*Vedder River South Trail – Middle Section*



*Existing Southern Railway Bridge*



*Potential Bridge Underpass Location*

## **Proposed Actions – Vedder Greenway – South Side**

### **Short Term**

- Vedder River South Trail
  - East end – Improve road shoulder from Vedder Bridge to east end of trail.
  - East end – Negotiate SRW over 2 private properties to connect along river bank from Vedder Crossing Bridge to present east end of trail.
  - Middle section – construct trail from shoulder of Vedder Mountain Road to Giesbrecht Road. / Negotiate SRW over 4 private properties to connect from rock quarry to Provincial and City land.
  - West end – complete westbound connection from Street Creek Bridge to dyke.
- Access – Upgrade Bergman Bridge with railings.
- Upgrade parking facilities at the north end of Wilson, Bergman and Geisbrech Roads

### **Medium Term**

- Pedestrian / Cycle Bridge – construct trail bridge (suitable for non-motorized transport only) adjacent or attached to B.C. Rail Bridge, to provide interconnection between Vedder Greenway north side and south side trails.
- Vedder River South Trail

- West end – upgrade existing trail from Street Creek outlet to under B.C. Rail Bridge + stairs and short trail to connect with west section of trail. *This will eliminate the use of the track bed.*
- Vedder South Dyke Trail – Improve railway crossing at Lumsden Road
- Browne Creek Wetlands - Develop additional trails within the spawning channel area between the Vedder River Campground and B.C. Rail Bridge.
- Vedder River South Trail (east end) - Develop a trail connection from the proposed Vedder Crossing Bridge replacement project.
- Develop Vedder Bridge South Park with picnic and parking facilities.



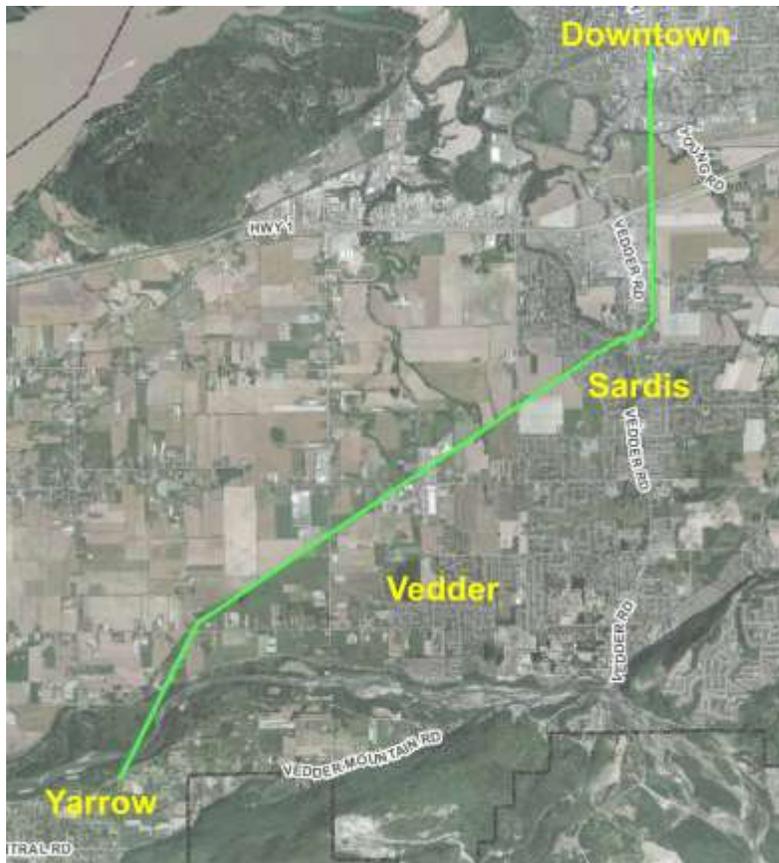
### c. B.C. Rail Corridor – Southern Railway Rail Trail

The Southern Railway Corridor extends 16km from the City’s western boundary with Abbotsford to its interconnection with the CNR in Downtown Chilliwack.

The proposed Southern Railway Rail Trail, when completed would interconnect Yarrow, Greendale and Sardis with Downtown Chilliwack, providing a direct, safe and efficient non-motorized recreational and commuter route.

The overall route would generally follow the Southern Railway, utilizing:

- The Railway Right-of-Way
- B.C Rail Bridge over the Vedder River
- City lands adjacent to the railway
- City road rights of way
- Existing trails



*Rail Trail - Overall Route Concept*

## Proposed Actions – Southern Rail Trail

### Short Term

- Extend the Rail Trail northward over Luckakuck Way, Hwy 1 and Semiault Creek to Airport Road.
- Green / improve trail aesthetics of the existing 1.2km section from Webb Avenue in Sardis to Luckakuck Way.
- Engage a consultant to produce a concept plan and high level cost estimates for completion of the entire, north / south, future rail trail route



*Rail Trail - Alder to Knight Road*

### Mid Term

- Extend the Rail Trail southward into the Sardis residential area to provide connectivity for residents living south of the railroad tracks.
- Extend the Rail Trail northwards from Airport Road to Hocking Avenue.
- Obtain approval for portions of route in Agricultural Land Reserve and adjacent to watercourses.

### Long Term

- Extend the Rail Trail southwards to Yarrow and northwards into downtown.



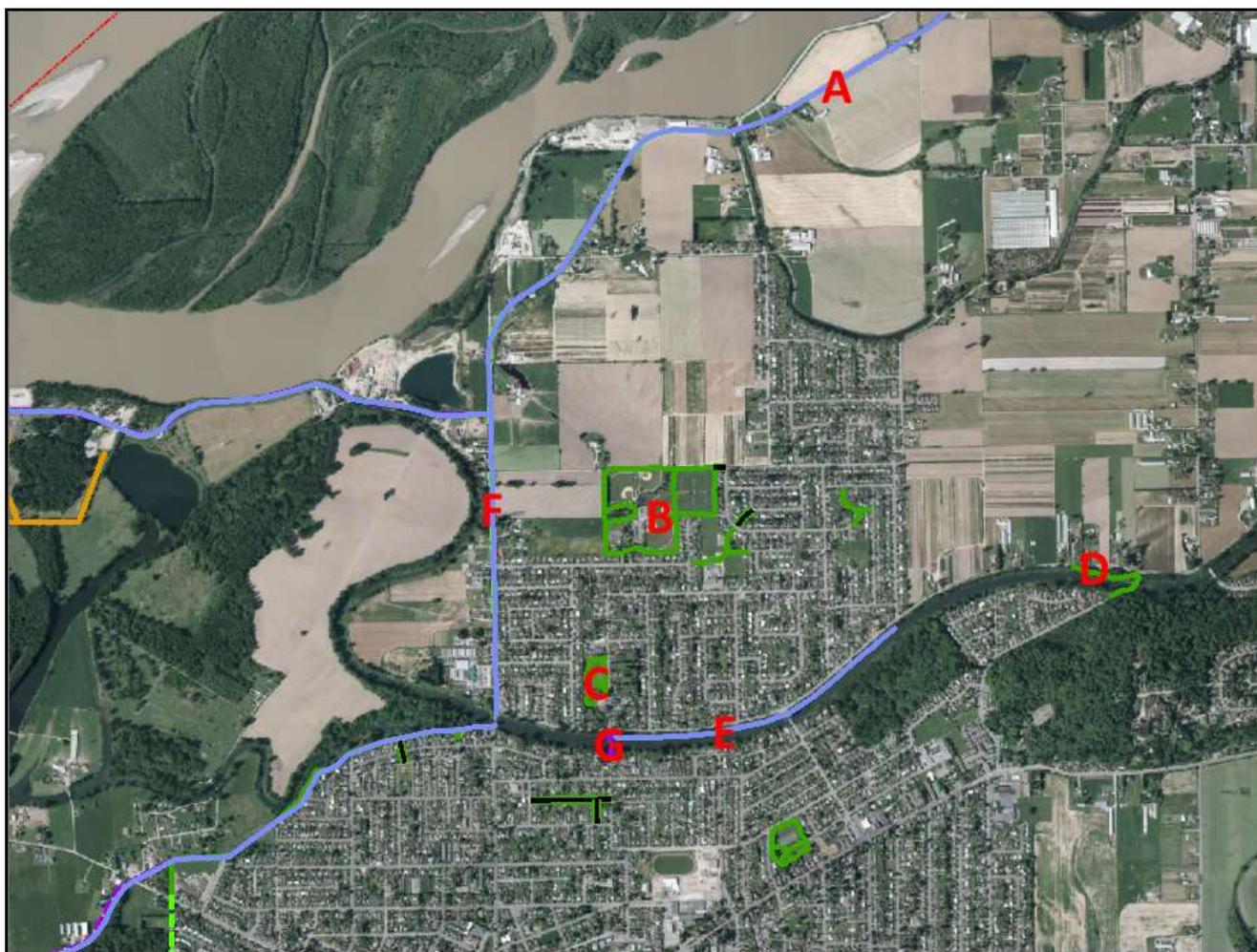
## 7. Neighbourhood Trails

There are two classes of neighborhood trails:

- Inter-neighborhood trails provide access between contiguous neighborhoods.
- Intra-neighborhood trails provide internal access within the neighborhood.

Some of the most popular walking routes consist of inter-connected neighborhood trails linked by roads, stairs and walkways.

### a. Fairfield Island



*Fairfield Island Trails (See Appendix 'D' Plan 8)*

Fairfield Island has more parks than any other neighborhood in Chilliwack. While several of the larger parks contain internal trails, the only continuous, linear trail is the Fraser East Dyke, extending eastward from McDonald Road to Ferry Road.

Despite the apparent lack of connectivity in the trail network, trail segments can be linked by low traffic local roads to form loop routes.

## Existing Trails

- **A** - Fraser River East Dyke (See Experience the Fraser route)
- **B** – Fairfield Park – Strathcona Park 2.7km
- **C** - Gwynne Vaughan Park 0.5km
- **D** - Hope River Rotary Trail / Kinsmen Park / Quarry Road Bridge 0.4km

## Proposed Actions – Fairfield Island

### Short Term

- **B** – Improve non-vehicle access to NE corner of Fairfield Park.
- Improve route signage and interconnections between parks by establishing and signing a bicycle/ pedestrian route along low traffic roads.

### Medium Term

- **B** – Develop additional parking areas within Fairfield Park.
- **E** – Develop a rivers edge “Hope River Rotary Trail” from Young Road to Kinsmen Park and Chartwell Drive.
- **F** – Construct a trail on or adjacent to the Young Road segment of the Fraser East Dyke, as part of the ETF route.

### Long Term

- **G** – Construct a pedestrian / cycle bridge over Hope River to interconnect Williams Street with Williams Road, Hope River Road and proposed Hope River Rotary Trail.



Fairfield Island Park

# Project Details

## Fairfield Park Access & Parking

Parking Proposal

### Fairfield Park

Details

- A Existing paved entrance
- B Original parking lot (107 stalls)
- C Expanded to an additional 54 stalls with two H/C
- D Proposed 1st phase of the next expansion for parking to add **59 stalls**. To be completed with playground relocation in 2018

Estimate cost;  
+ 59 stalls paved with Curb and gutter, drainage, lighting **\$165k - \$185k**

- E Proposed 2nd phase of expansion for parking **68 stalls**. Only possible if the Safety Village is relocated.

Estimated cost;  
+ 68 stalls paved with Curb and gutter, drainage, lighting **\$200k - \$210k**

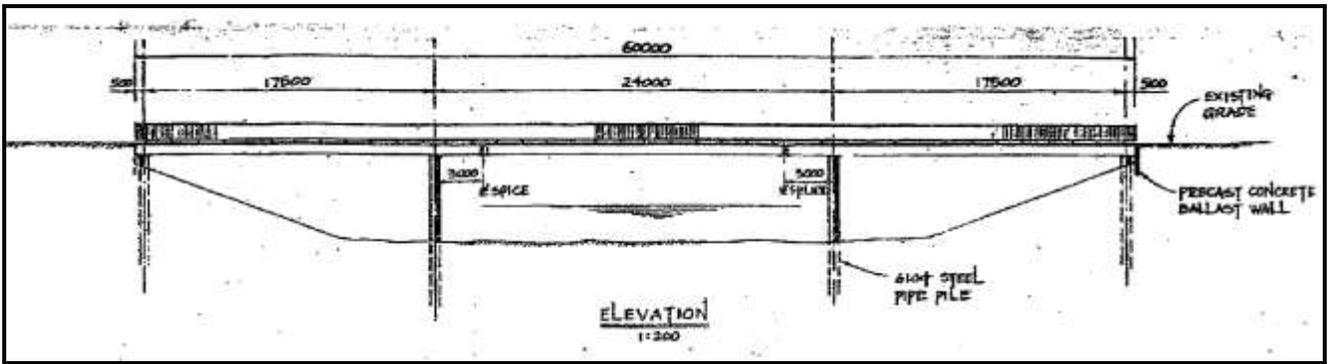
- F Proposed location for new 5-12 years playground in 2018 to replace existing.
- G Alternate Location for playground if the Safety Village is relocated
- H Existing washroom and concession
- I Existing Safety Village
- J Existing point
- K Sports Field

DRAFT

## Williams Bridge



*Williams Bridge pre 1950  
(Chilliwack Museum and Archives)*



*New Williams St Bridge Concept*

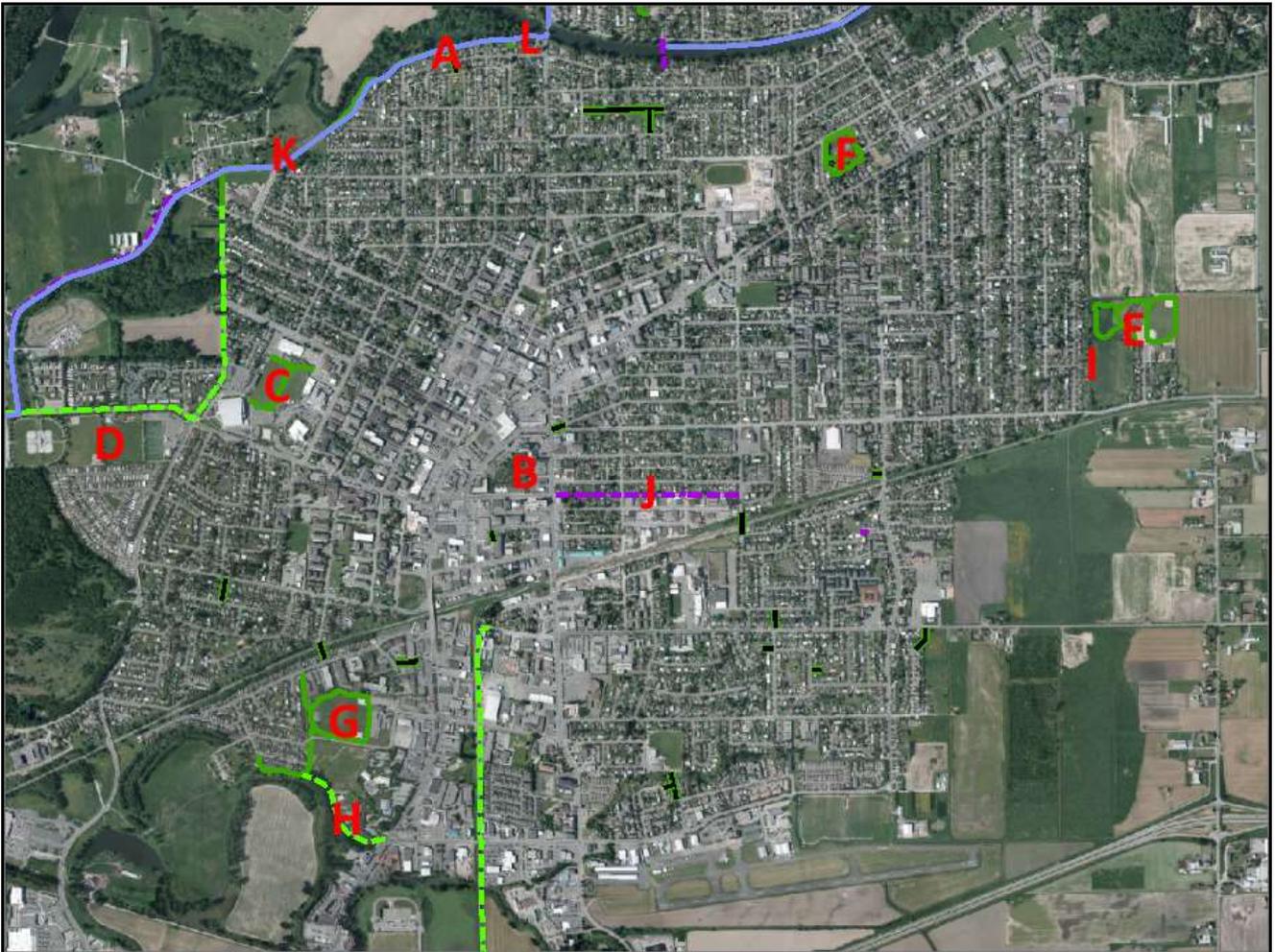


Potential Future Bridge Location



Arch Bridge examples

## b. Downtown Chilliwack



*Downtown Trails (See Appendix 'D' Plan 9)*

The urban area referred to as Downtown Chilliwack has relatively few actual trails.

As with Fairfield Island, several of the larger parks contain internal trails some of which can be linked by low traffic local roads to form loop routes.

### Existing Trails;

- **A** - Hope River Rotary Trail                    1.2km
- **B** - Salish Park                                        0.5km
- **C** - The Landing                                        0.45km
- **D** - Townsend Park                                    1.7km
- **E** - Walden Park                                        1.1km
- **F** - Kinsmen Park on Portage                    0.7km
- **G** – Meadowbrook / McCutcheon Park        1.3km

## Proposed Actions – Downtown Chilliwack

### Short Term

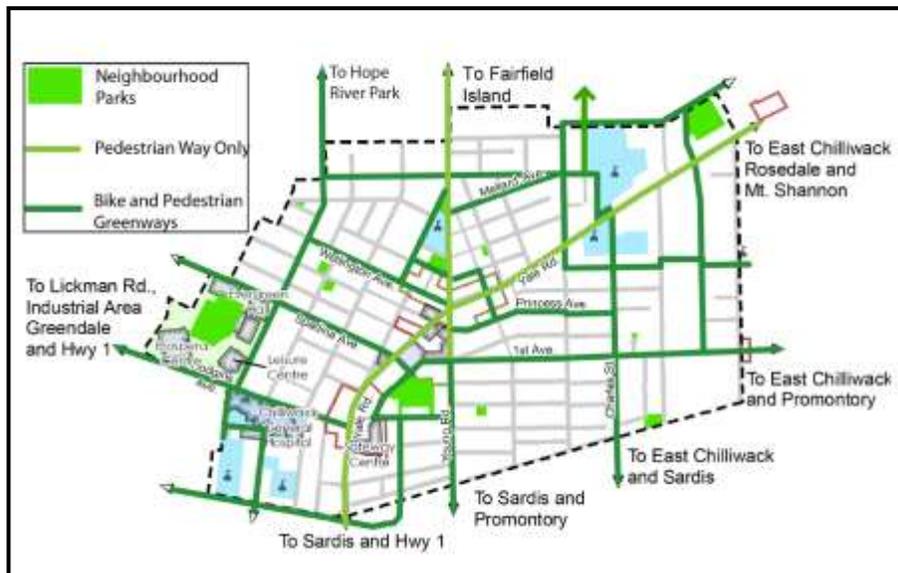
- **J** – Establish and sign a connector route along 3<sup>rd</sup> Avenue for pedestrian and cycle use, connecting Cheam Avenue, Salish Park and Third Avenue Park to the Charles St. pedestrian tunnel.
- Provide directional signage to parks and trails along downtown cycle routes.

### Medium Term

- **I** - Link 1st Avenue, James Street Park and Paula Park to Walden Park.
- **H** - Develop a trail corridor connecting Meadowbrook Park and McCutcheon Park with Airport Road, Yale Road and the Southern Rail Trail.

### Long Term

- **K** - Formalize the use of the segment of the Hope River Rotary Trail on First Nations land from Wellington Avenue to Marshall Avenue.
- **L** - Extend the Hope River Rotary Trail / ETF route eastward to Young Road
- Upgrade several city streets as “greenways” or pedestrian links in accordance with the Downtown Landuse and Development Plan (see below)



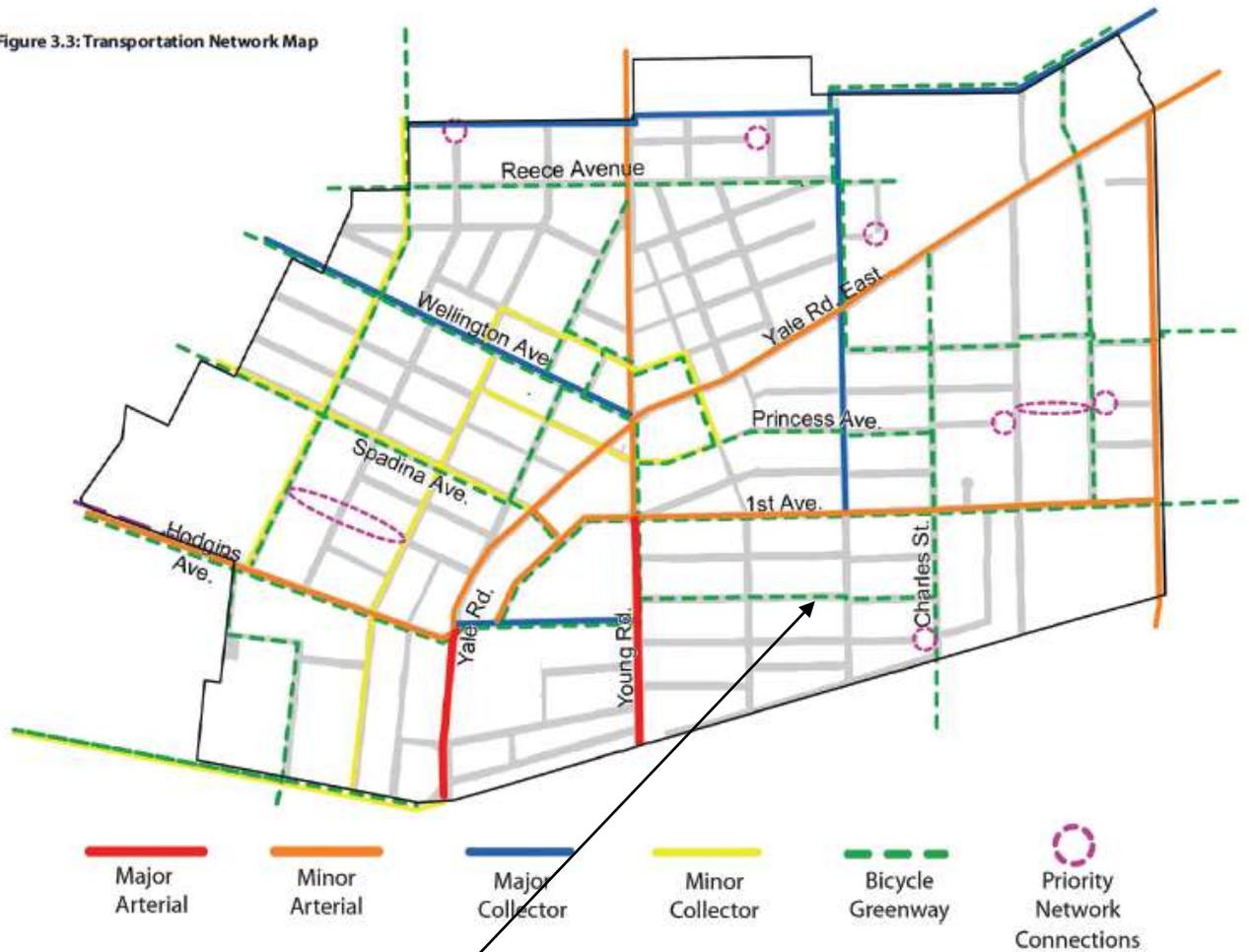
*Downtown Parks and Greenways*

*(Downtown Land Use and Development Plan)*

# Project Details

Figure 3.3: Transportation Network Map

Chilliwack Downtown Land Use and Development Plan



31

## Third Avenue Connector Route

Required Improvements include:

- Add route and caution signage.
- Add new pedestrian crossing on Nowell Street
- Greening / Streetscaping



## McCutcheon Trail – McCutcheon Park to Yale Road



The connection between McCutcheon Park, Meadowbrook Park and Yale Road via UFV essentially exists. The route would start at McCutcheon Park at the existing gate following the paved driveway behind buildings to join both Yale Road and the Yale / Airport intersection.

Required improvements include:

- Replace gate with a new pedestrian / cycle friendly gate.
- Provide directional signage
- Construct a ramp to join up with Yale Road sidewalk.

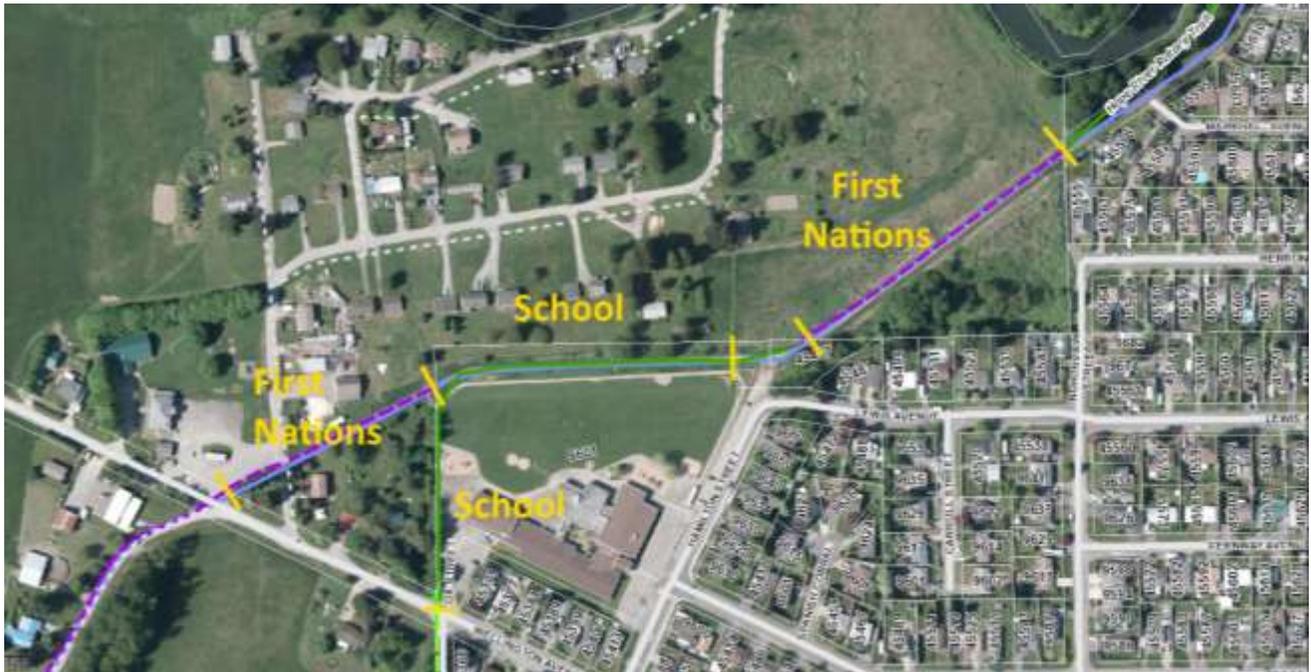


*Existing Gate and Driveway at McCutcheon Park*



*Proposed gate*

## Hope River Rotary Trail Extension



Required Improvements include:

- Resurfacing to trail standards when dyke elevation is raised.

### c. Mount Shannon (Little Mountain)



#### Existing Trails

- **A** - Hope River Rotary Trail / Quarry Road Bridge
- **B** – Little Mountain Park

### Proposed Actions – Mount Shannon (Little Mountain)

#### Short Term

- Obtain a SRW for trail over private land from west end of Swallow Crescent to City Reservoir property – will likely acquire through the land development process.

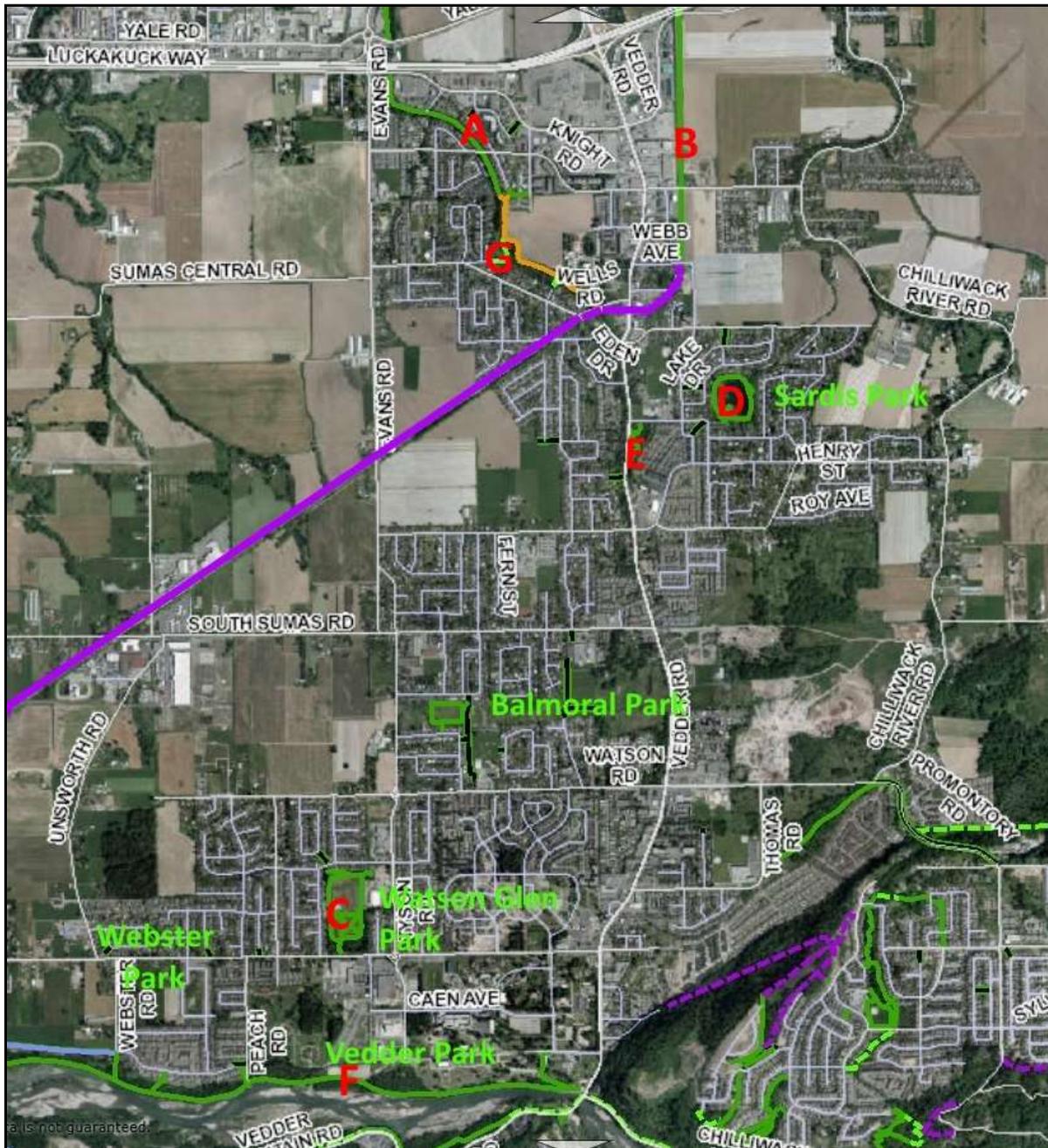
#### Mid Term

- **D** – Obtain a SRW for trail over private land from the Quarry Road Bridge to Chartwell Drive

#### Long Term

- **C** – Develop a trail from the Quarry Road Bridge through to City Reservoir and Swallow Crescent

d. Sardis – Vedder



Sardis/Vedder Trails (See Appendix 'D' Plan 10)

The Sardis – Vedder Area is bounded by Highway No. 1 on the north, the Vedder Greenway on the south and agricultural lands on the east and the west.

The area contains several short linear corridors, internal trails within larger parks and connections to the Vedder Greenway.

### Existing Trails:

- **A** - Luckakuck Creek Trail 1.2km
- **B** - B.C. Rail Trail 1.2km
- **C** - Watson Glen Park 1.5km
- **D** - Sardis Park 1.0km
- **E** - Manuel Park 0.25km
- **F** - Vedder Greenway 24km

## Proposed Actions – Sardis / Vedder

### Short Term

- **G** - Improve the connection between Haig Drive and the Coqualeetza Trail.
- Improve cycle route and directional signage Vedder Crossing to Downtown.
- Construct north / south trail connection to link Watson Glen Park to the Vedder Rotary Trail. Trail will pass through the Rivers Edge residential development.

### Medium Term

- Improve cycle route and directional signage Vedder Crossing to Downtown.
- Construct north / south trail connection to link Watson Glen Park to the Vedder Rotary Trail. Trail will pass through the River's Edge residential development.
- Establish a new trail to connect Weeden Park trails westwards, down the west slope of Promontory, to Morton Road and the Vedder Greenway beyond. Dependant upon property acquisition from Canada Land Company.

### Long Term

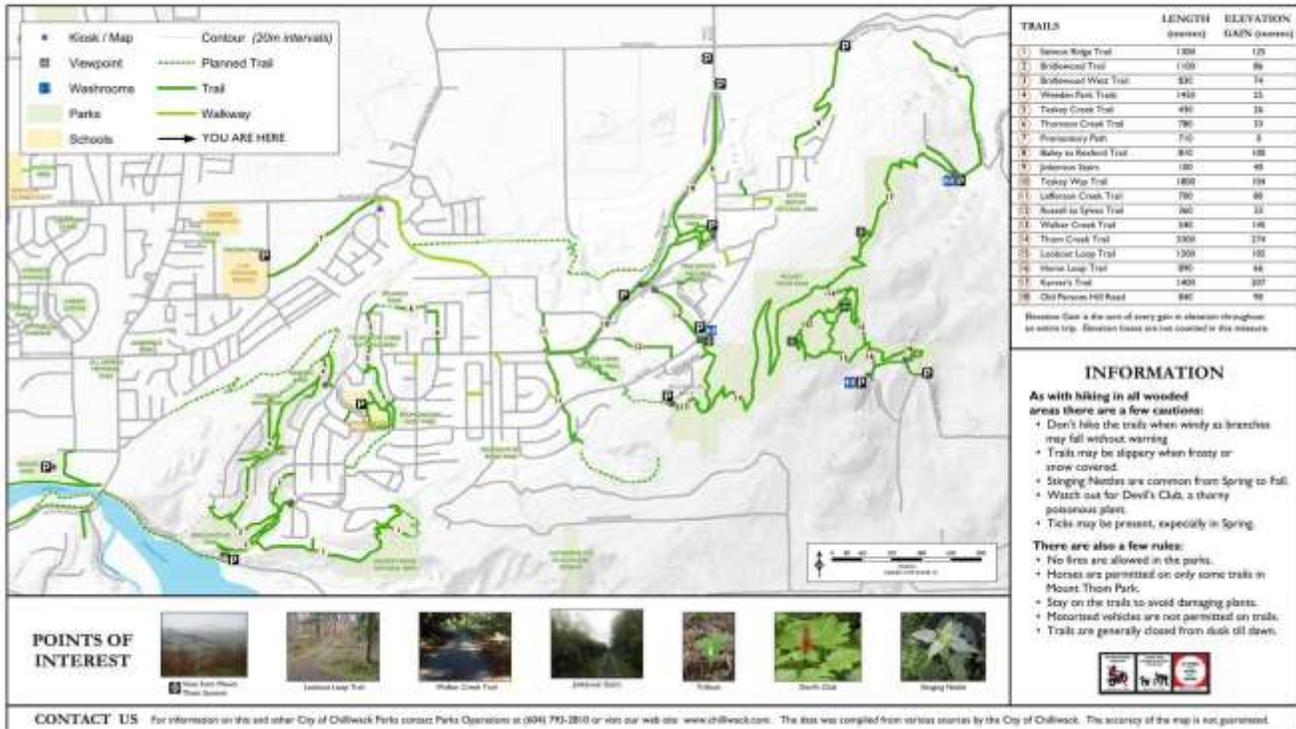
- Establish a pedestrian / cycle route to link the Vedder Greenway with the future Southern Rail Trail project.

e. Promontory

# PROMONTORY PARKS & TRAILS



## PARKS OPERATIONS



Promontory Area Trails (See Appendix 'D' Plan 11)

The Promontory Area offers an extensive network of neighborhood trails, which can be interconnected by road links to form loop opportunities giving a huge variety in length and elevation gain.

**Existing Trails:**

TRAILS	LENGTH (metres)	ELEVATION GAIN (metres)
1 Salmon Ridge Trail	1300	125
2 Bridlewood Trail	1100	86
3 Bridlewood West Trail	830	74
4 Weeden Park Trails	1450	25
5 Teskey Creek Trail	430	26
6 Thornton Creek Trail	780	33
7 Promontory Path	710	0
8 Bailey to Rexford Trail	810	100
9 Jinkerson Stairs	100	40
10 Teskey Way Trail	1800	104
11 Lefferson Creek Trail	700	80
12 Russell to Sylvan Trail	360	33
13 Walker Creek Trail	540	145
14 Thom Creek Trail	3300	274
15 Lookout Loop Trail	1500	105
16 Horse Loop Trail	890	66
17 Karver's Trail	1400	207
18 Old Parsons Hill Road	840	90



## Proposed Actions – Promontory

### Short Term

- **O** - Develop trails within the lands forming Weeden Park East.
- **U** - Construct Walker Creek Trail from Russell to MacLachlan

### Medium Term

- **S** - Connect the Thom Creek Trail to Karver's Trail in Ryder Lake at lower elevation
- **N** - Connect the Promontory trails to Vedder Crossing through developing properties or Canada Lands property.
- **R** - Connect the Lefferson Creek Trail to Mount Thom Park
- **T** - Connect the Bailey – Rexford to end of Parsons Hill Road
- **V** – Connect Crimson Ridge / Weeden Park to Promontory Road

### Long Term

- **P** - Connect the base of Promontory Hill to Hudson Road Park and Teskey Way (Bailey Trail)
- **Q** - Connect Salmon Ridge Trail to Promontory Road
- **N** - Connect the Promontory trails to Vedder Crossing
- Connect the Weeden Park East trails eastwards, following Teskey Creek, to Promontory Road and the Bailey trail beyond.
- Connect the Promontory trail network up into the Ryder Lake area as, if or when development of that area occurs.

### Proposed Project Details;

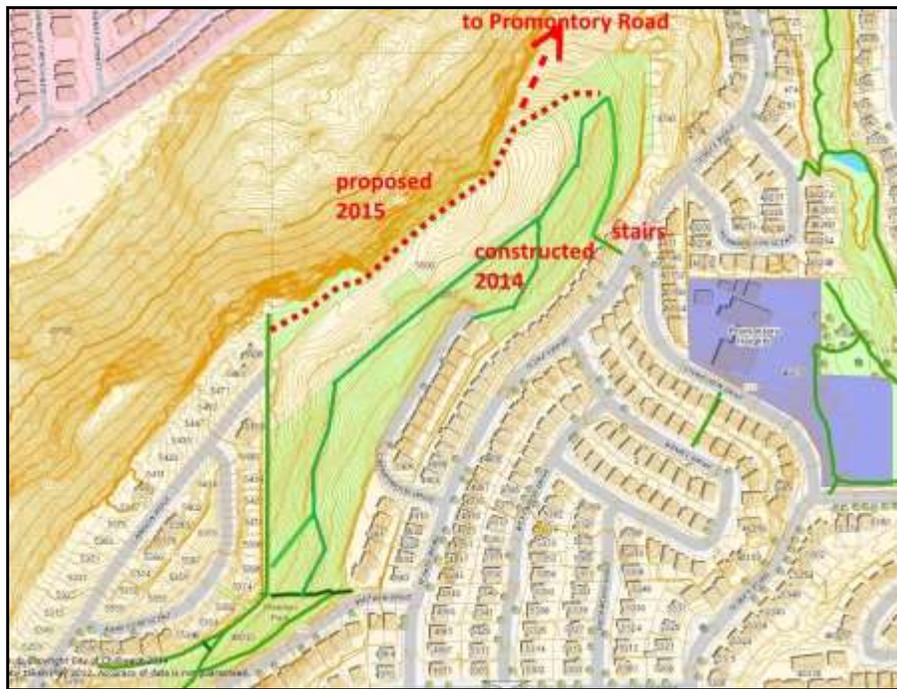
In order to establish east west routes, segments of existing trails must be linked by walkways and by utilizing the road network. In developing areas, new trails can parallel the eastward residential expansion.

Several potential segments are proposed.

### Weeden Park / Crimson Ridge Trails

The present trail network consists of approximately 700m of trails within and adjacent to Weeden Park. These are linked to the south to the Bridlewood Trail by way of a lane and to the north by a utility corridor to Crimson Ridge Lookout and the future Crimson Ridge Trail.

As development progresses the Crimson Ridge / Weeden Park trail system will be extended along the ridge line as other properties are developed.

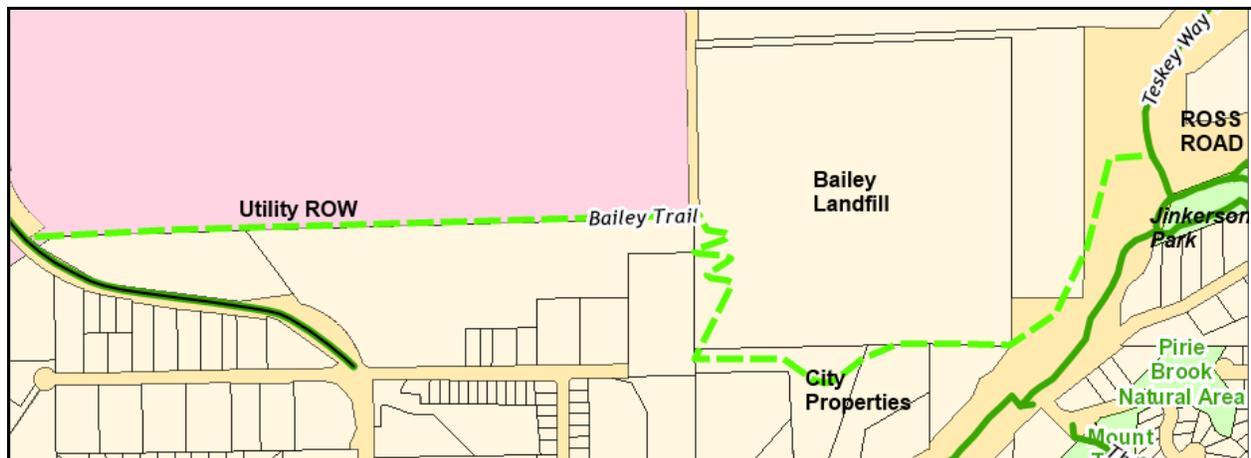


*Weeden Park Trail Development*

### **Bailey Trail**

The Weeden Park trails will connect the walkway from G.R. Graham School (Promontory Trail) to Teskey Way at the Thom Creek trailhead and Jinkerson Park.

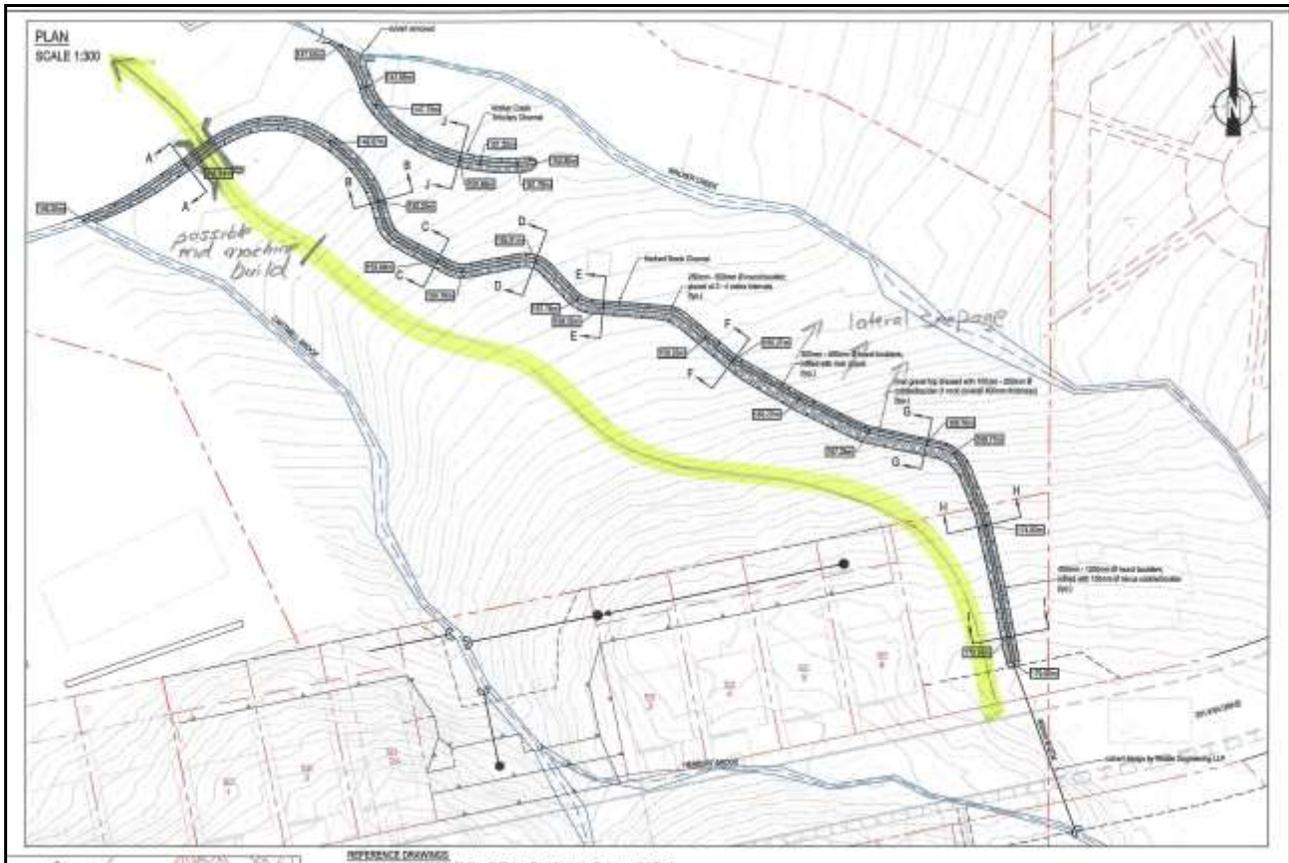
From Promontory Road, the route will occupy an existing utility corridor between 1<sup>st</sup> Nations land and Johnson Packers to the Bailey Landfill property; then on to the proposed Hudson Road Park and on to Teskey Way and Jinkerson Park and the Mount Thom trails beyond.



*Future Bailey Trail*

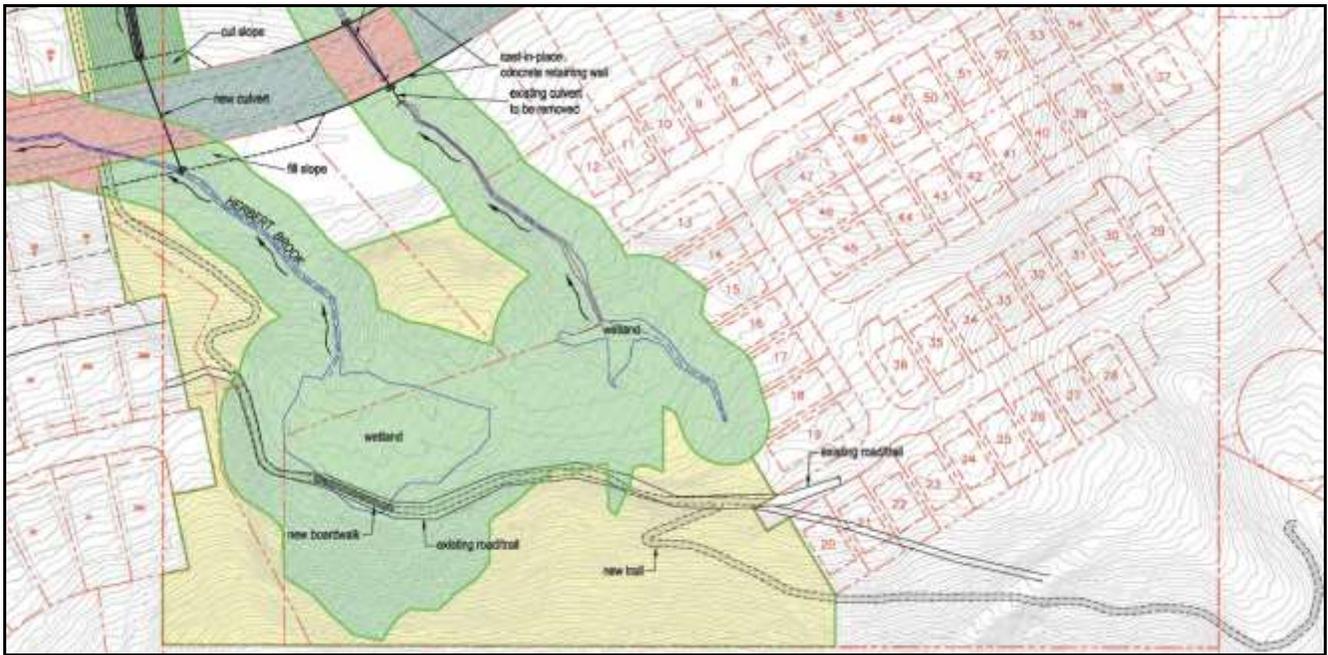
## Walker Creek Trail – Teskey Way to MacLachlan Place

The Walker Creek Trail presently extends from the cul-du-sac at the end of MacLachlan Place to its junction with the Thom Creek Trail in Mount Thom Park. The planned extension is in two segments: Russell Road to Sylvan Drive and Sylvan Drive to MacLachlan Place.



*Walker Creek Trail - Russell to Sylvan Section*

The first segment, constructed in 2015, leaves Russell Road midway between Walker Creek and Herbert Brook, then follows a recently constructed diversion channel to Sylvan Drive.



*Walker Creek Trail - Sylvan to MacLachlan Segment*

The upper segment will be more difficult to construct owing to the steep side hill sections, some of which will be inaccessible by machine. The segment will be constructed in late 2015 or 2016.

**Karver’s Trail to Thom Creek Trail (lower route)**

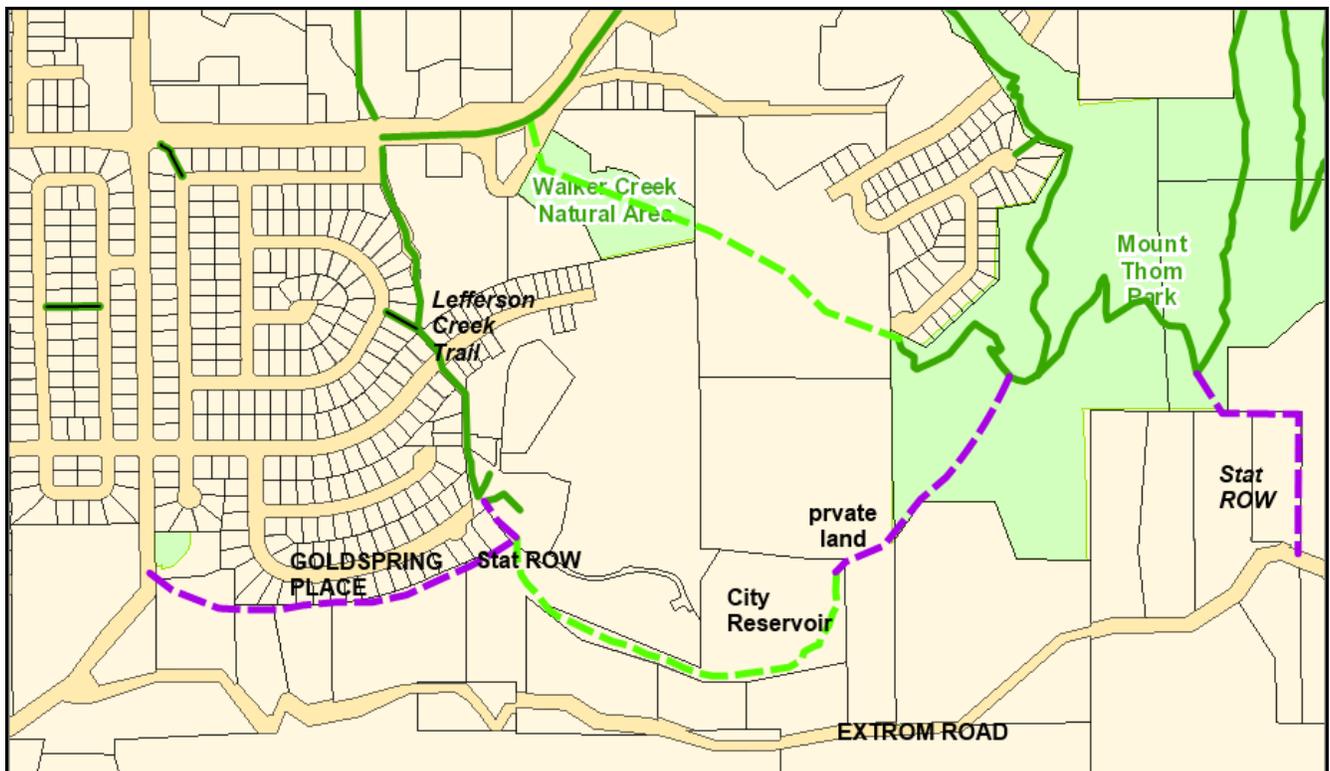
The proposed trail alignment will follow a natural ridgeline and sloping bench to the park boundary, and then traverses a section of fairly steep side slope to another sloping bench joining the Thom Creek Trail at the recently constructed switchback.





*Along the Route- Karvers Trail to Thom Creek Trail  
(at park boundary)*

## Lefferson Creek to Mount Thom Park



The Lefferson Creek Trail presently ends at Goldspring Place. From there, the City has a statutory right of way for a trail through to the City reservoir.

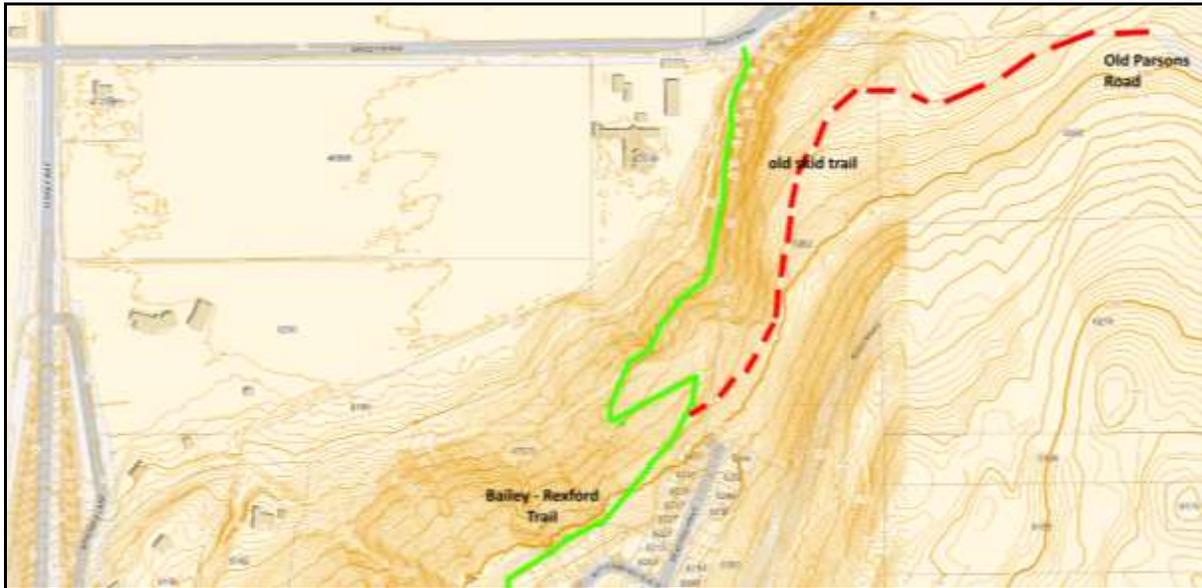
From the reservoir property, a short SRW will be required to cross one private property to link into Mount Thom Park. There is an existing road bed within the park extending



to near the junction of Walker Creek Trail and Thom Creek Trail.

The new trail will complete a loop route by returning on either the planned Walker Creek Trail or existing Thom Creek Trail.

### Bailey to Rexford Trail Connection to Parsons Hill Road



The Bailey to Rexford Trail has recently been constructed linking NE Promontory to Bailey Road at Elkview. An off-shoot from this trail will follow the original route of Parsons Hill Road, the original road to Ryder Lake, to connect to the existing road end. As much of road bed is still intact, it can easily be re-established as a trail. This link will be acquired through the development process. See *Mount Thom Park - Ryder Lake section for details*.

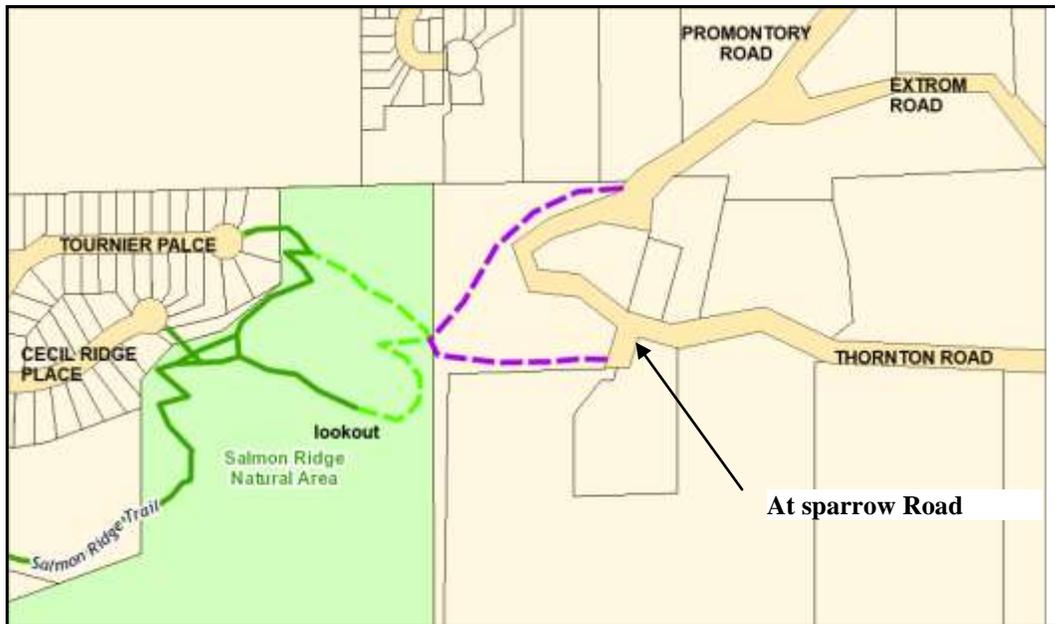
Parsons Hill Road (trail) will also eventually be extended westward, on the original road bed, primarily through City properties, to the Jinkerson Stairs.



## Salmon Ridge to Promontory Road

The Salmon Ridge Trail presently ends at both Cecil Ridge Place and Tournier Place. A short dirt path also extends along the ridgeline to near the park boundary.

Expansion will be in two phases. The first phase will be to extend the trail to the park boundary and loop back to Tournier Place, entirely within the park. The second phase will be to extend the trail on a statutory right-of-way across private land to connect with either Promontory Road or Sparrow Road.



Salmon Ridge Trail - East End

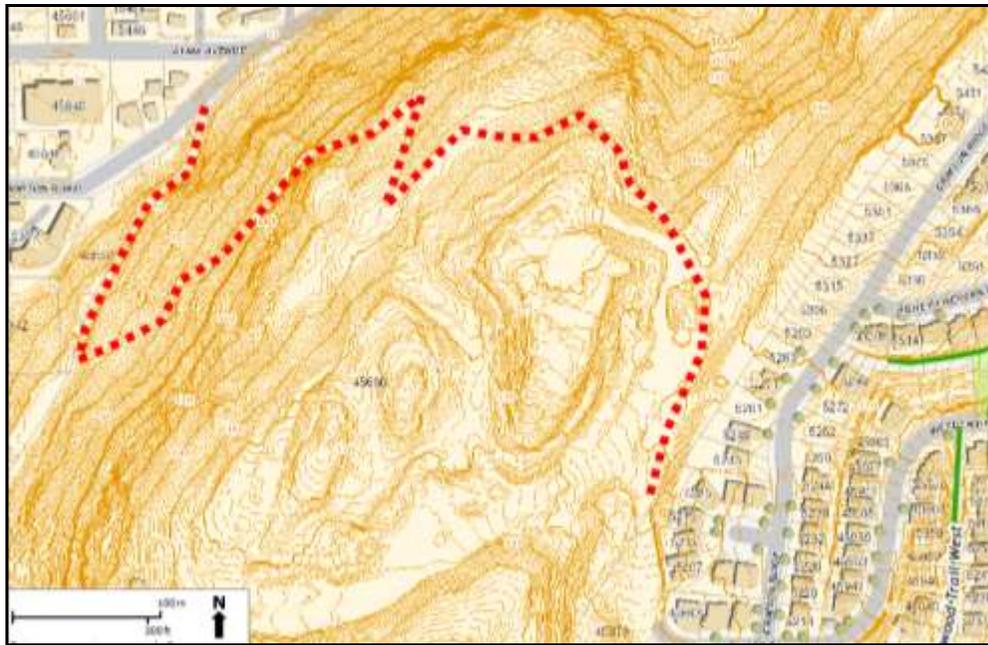


Salmon Ridge Trail - Existing Rough Trail to Lookout

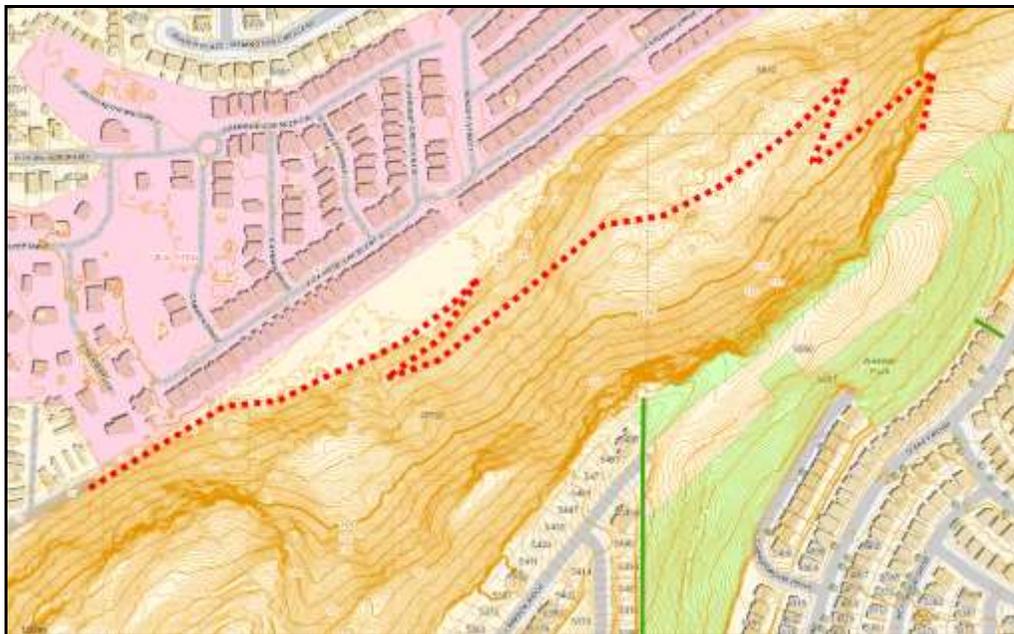
## Promontory to Vedder Crossing

There are two possible routes to connect the Crimson Ridge Area of Promontory with the Vedder Crossing Area:

1. At the time of future sub division of 45660 Weeden Drive; acquire trail right of way / routes to connect Weeden Drive with Morton Rd.
2. Construct a trail on Canada Lands property to connect one or two points on the ridge with Morton Road.



*Route Over Private Land- Future Development Area*

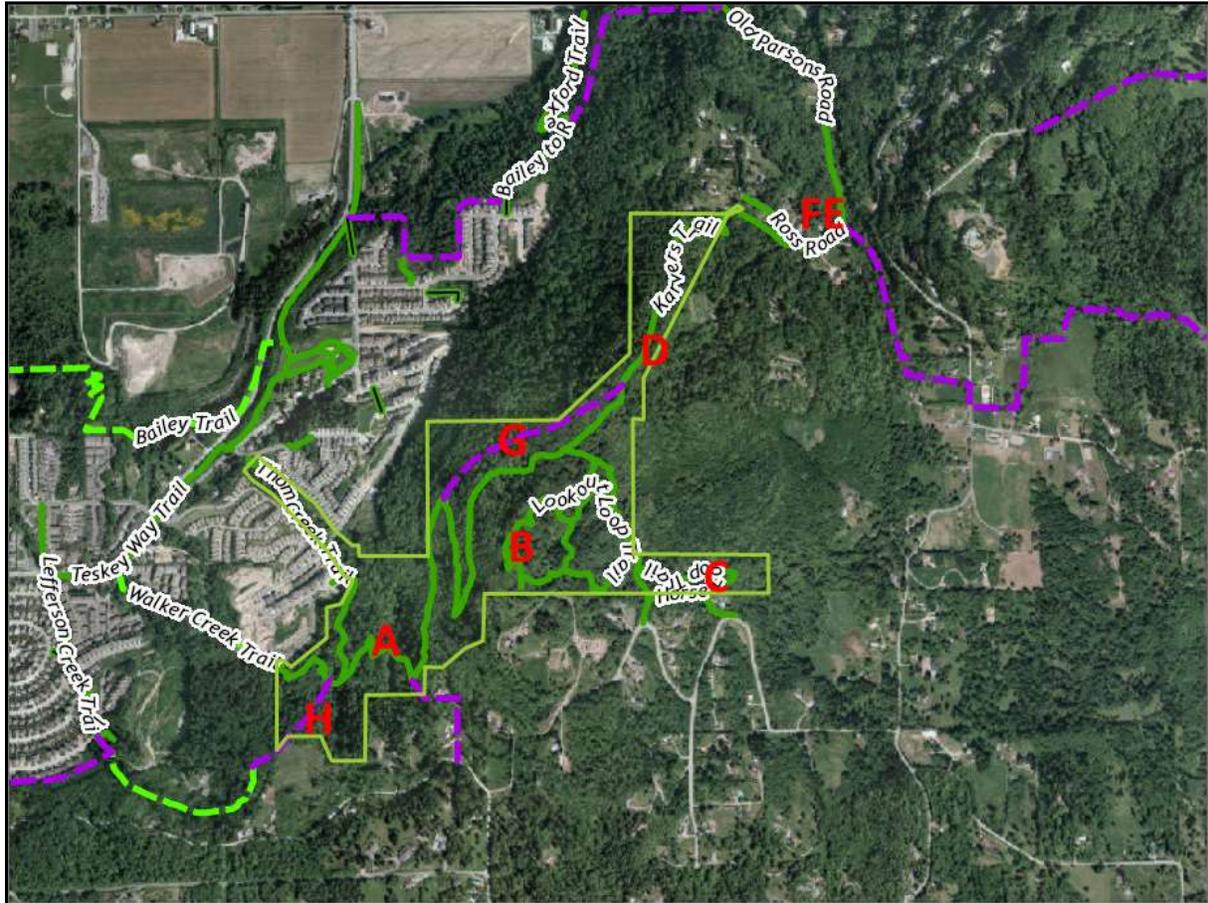


*Potential route Over Canada Lands Property*

The development of a private land route would be dependent on the progression of the residential development and amount of land transferred to the City as either parkland or undevelopable “natural area” remainder.

The second route over Canada Lands Property is dependent on a land transfer or blanket SRW from Canada Lands.

### f. Mount Thom Park – Ryder Lake



*Mount Thom Park Trails (See Appendix 'D' Plan 12)*

Karver's Trail now connects Mount Thom Park to Ross Road. This trail connects Mount Thom to Ross Road Park and will eventually extend along the Ross Road connector and Parsons Hill Road, offering return loops to Promontory.

A more extensive trail network through the Ryder Lake area and on to the Eastern Hillside will depend on the future development of the area.

### Existing Trails - Mount Thom Park

- **A** - Thom Creek Trail 3.1km
- **B** - Lookout Loop Trail 1.5km
- Ridgeline Trail 0.35km
- **C** - Horse Loop Trail 0.9km
- **D** - Karver's Trail 1.3km

### Proposed Actions – Mount Thom Park / Ryder Lake

#### Short Term

- **E** - Connect Parsons Hill Road to Karver's Trail by signage along Ross Road.

#### Medium Term

- **G** - Connect Midpoint of Thom Creek Trail to Karver's Trail (see Promontory)
- **H** - Connect Goldspring Place to Mount Thom Park. (see Promontory)

#### Long Term

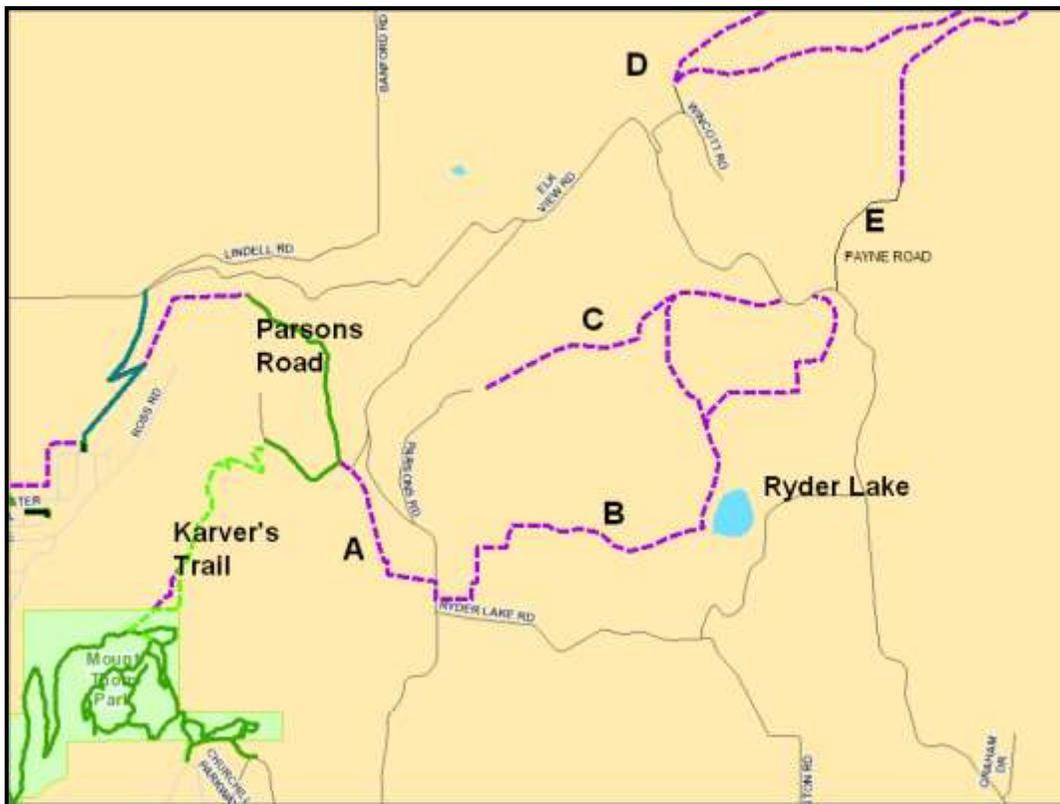
- Connect Mount Thom Park to existing SRW from Extrom Road.

There are presently no development plans for the Ryder Lake area.

When development does occur trail corridors may be acquired to provide not only neighborhood trails but also linear connections to the Eastern Hillside and to Regional trails above.

Essentially there are two feasible routes through the Ryder Lake area combining on-road and off-road segments.





- **A** – Parsons Hill Road – A short section of the road ROW is presently in use as a private driveway. As this ROW is no longer continuous through to Ryder Lake Road, a SRW would be required for the missing link.
- **B** – Rolling terrain to Ryder Lake itself before connecting to the east. This route is presently all private property.
- **C** – Parsons Road over rolling terrain to Elk View Road. This route is presently all private property.
- **D** – An unused city road extending off Wincott Road could provide a trail head for the trail to the Eastern Hillside.
- **E** – An alternate trailhead could be at the end of Payne Road.

### Parsons Hill Road

Parsons Hill Road was the original road to Ryder Lake, predating both Elkview Road and Ryder Lake Road. It originally started in the lower Promontory area, connecting to Jinkerson Road then paralleled Parsons Brook, crossing what are now Ross Road and Ryder Lake Road to the height of land.

While the lower section in Promontory and Ryder Lake has been lost to a subsequent subdivision, three segments remain: one on either side of Ross Road and one above Ryder Lake Road. The lower section is in use as a driveway and trail; the middle section as a private driveway; while the upper section is still in use as Parsons Road.

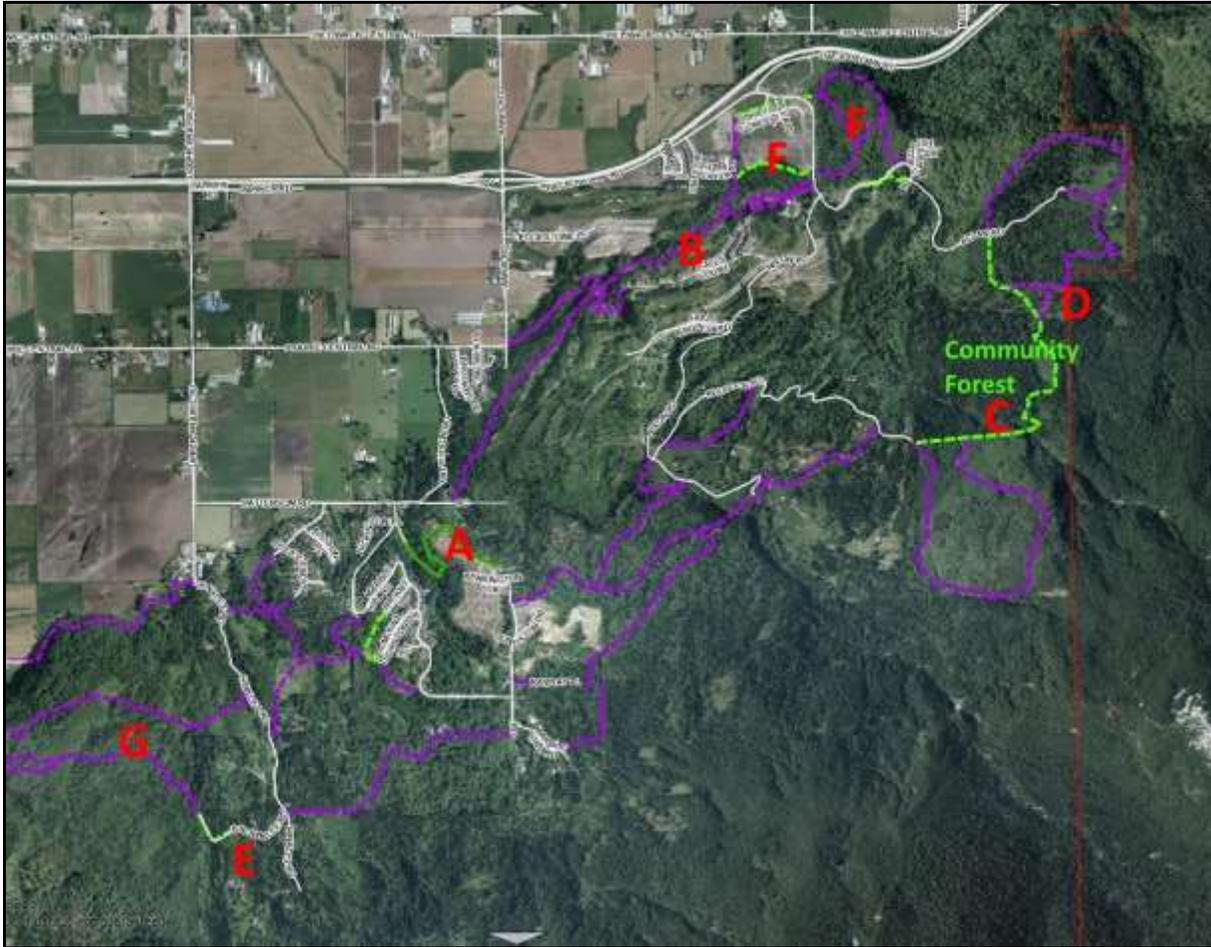


*Parsons Hill Road in winter above and summer below*



Parsons Hill Road in the summer

## g. Eastern Hillside



*Eastern Hillside Trails (See Appendix 'D' Plan 13)*

A network of parks and trails is proposed in the Eastern Hillside Land Use and Development Plan.

The plan proposes that park locations and trail segments will be acquired mainly through the land development process.

### **Existing Trails:**

- **A** - Marble Hill Trail. (A portion of Old Marble Hill Road has recently been converted to a trail, providing a connection between the valley bottom and the residential development along Ramsay Place.)

## Proposed Actions – Eastern Hillside

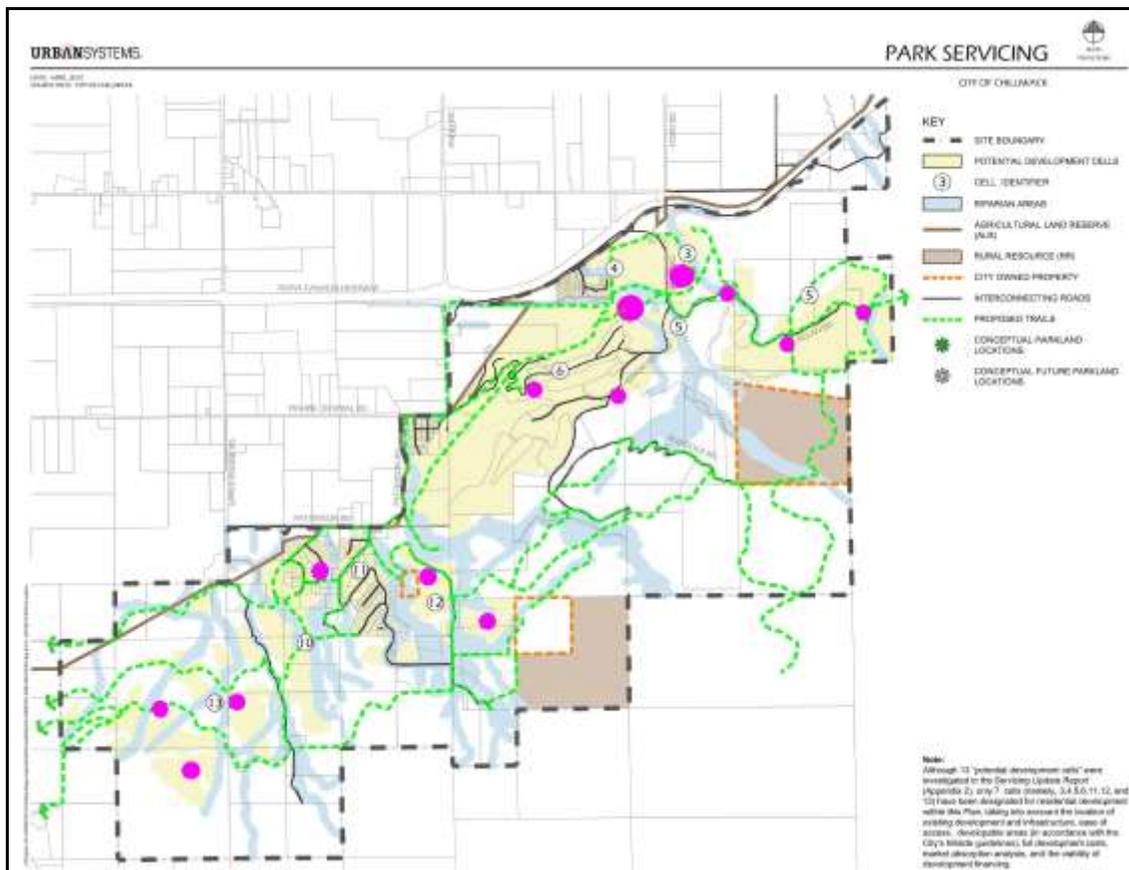
### Short Term

- **A** - Marble Hill Trail – resurface trail, add parking area, gates and signage.
- **B** - Formalize trail route through “The Falls” development.
- **C & D** - Develop trailhead parking and trails within the Community Forest to access Crown Lands within the Regional District.
- **E** – Preserve the Brownlee Wagon Road as a trail and historic site
- Extend Marble Hill Trail up to residential development on Ramsey Place

### Medium Term to Long Term

- **F** - Develop trails within development cells as development occurs consistent with the Eastern Hillside Landuse and Development Plan.
- **G** – Develop trail route connections to Ryder Lake area.

The Eastern Hillside Land Use and Development Plan (2013) indicates the location of proposed parks and trails for the area. (see below). As both park acquisition and trail construction are subject to future land development applications, most are not yet planned projects.





Community Forest-51475 Allan Road

The overall objective is to provide an upper and lower linear connection to Ryder Lake as well as developing neighborhood and inter-neighborhood trails within the Eastern Hillside Area.

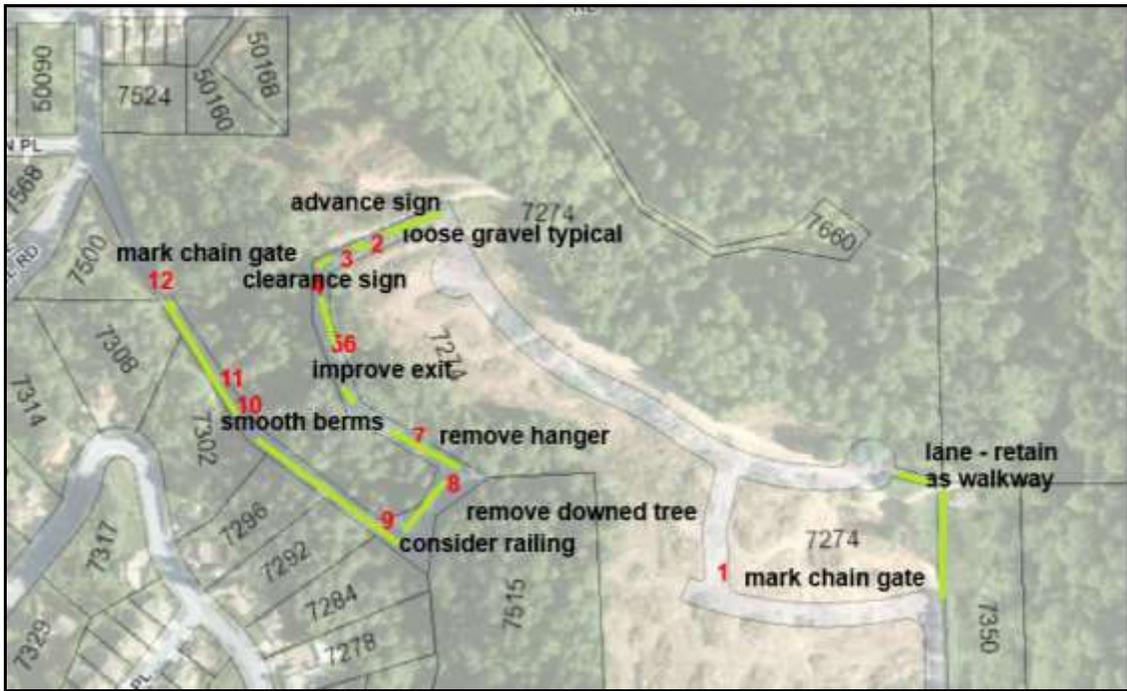
### Proposed Project Details;

#### **A - Marble Hill Trail (planned upgrade)**

Marble Hill Road was the original road into the Marble Hill Area. In the 1990s, a slide took out a section of the road. As it was not considered practical to rebuild, it was abandoned and replaced by Ramsay Place.

In the late 1990s, a logging company repaired the road and used it temporarily as a haul road. The now closed road has been recently converted to trail.

Although recently downgraded to a trail by the land developer, several improvements are planned to make it both safer and more suitable as a trail.



Marble Hill Trail



Existing Condition - Marble Hill Trail

## **B - The Falls Trail**

Since the 1990's, development plans for "The Falls" have included the concept for a public trail through the properties. This shows as the thin red line on the plan below.

As part of the rezoning and development agreement, a blanket statutory right of way was registered on the lands to allow for the development of the public trail. Although segments of trail exist, an overall contiguous route has not been formalized.



## **C & D – Community Forest Trails / Trailhead Development**

The Community Forest property was purchased by the City in the 1950's. The land consists of 132 acres of naturally forested hillside. The primary vehicle access is from Allan Road by way of a statutory right-of-way over private property at 51642 Allan Road.

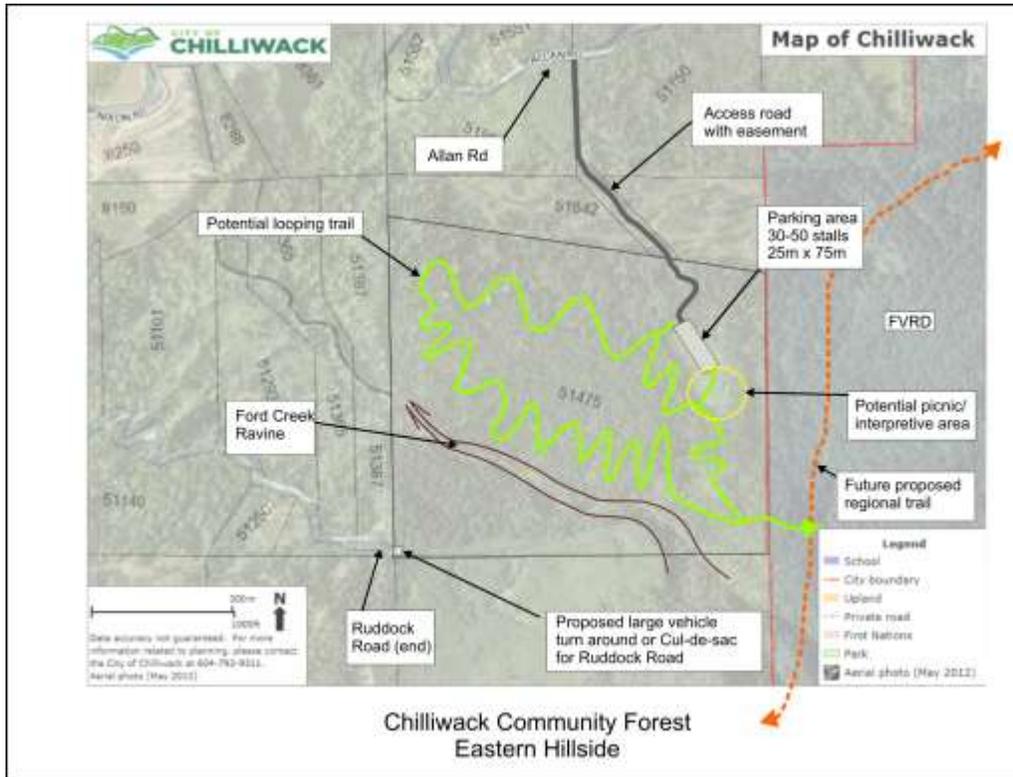
This land was sold by the City to facilitate a proposed ski hill development. The driveway from Allan Road leads to a clearing with a log building originally constructed as a forestry interpretive centre.

The Community forest project includes the resurfacing of the gravel access road from Allan Road up to the forestry interpretive centre building and the establishment of a public parking area. In partnership with local community groups the City will be facilitating the construction of a network of multi-use trails within the Community

Forest.

As the Community Forest property is contiguous with Crown land to the east the plan will be to eventually extend the public trails onto Crown Land and up to intersect with the regional Elk / Thurston / Cheam trails beyond.

Owing to the depth and width of the Ford Creek Canyon, any potential bridge crossing will likely be near the northern property line.



*Interpretive Forestry Log Building*



*Driveway from Allan Road – prior to improvements*

### **E - Brownlee Wagon Road**

The Brownlee Wagon Road historically connected Ryder Lake to the Eastern Hillside to move horses and wagons used as transportation to the gold fields.



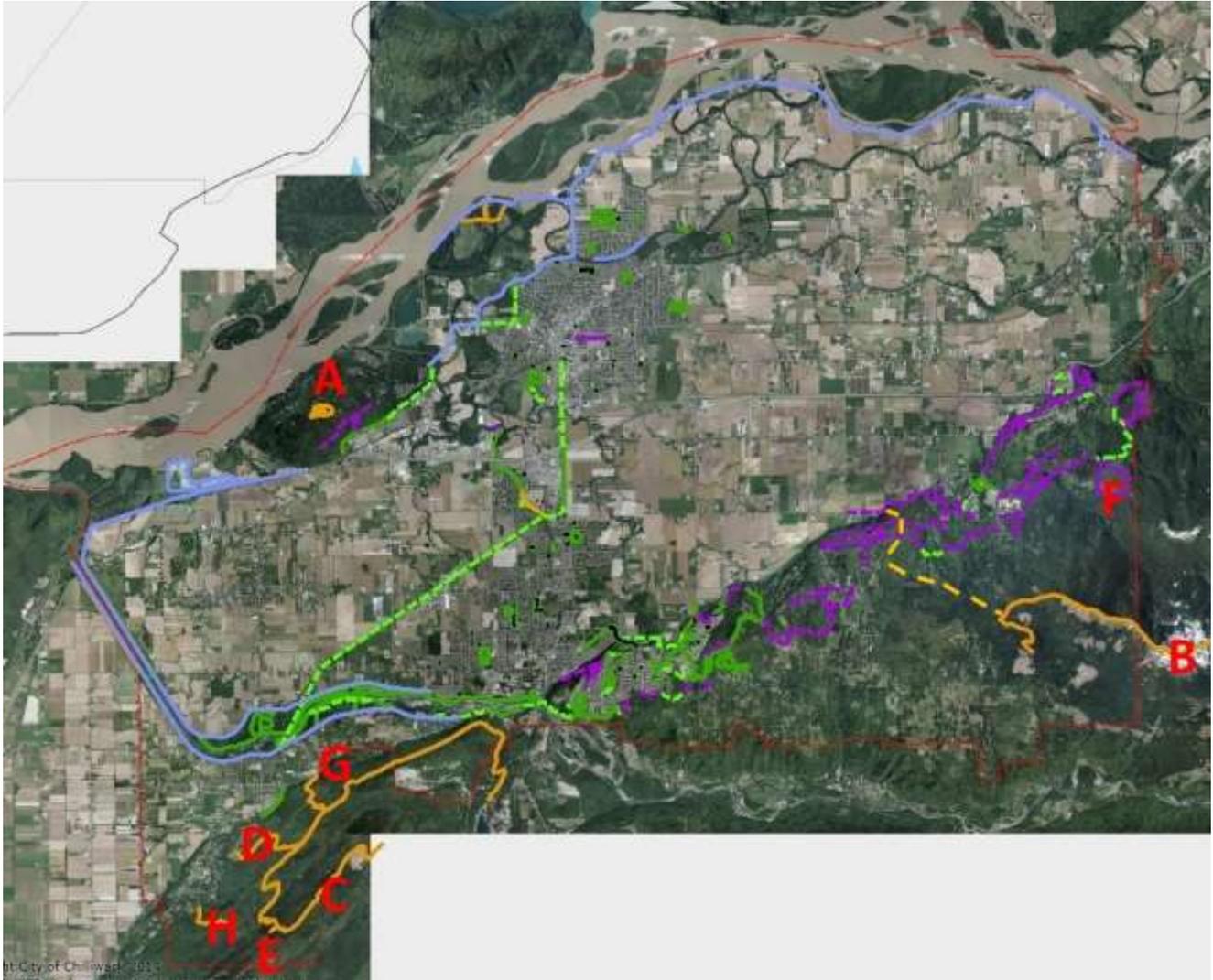
*Brownlee Wagon Road*

Although some of the route has been obscured by recent logging, portions remain as an excellent example of early road building.

The road will be retained as a segment of trail and preserved as an historic site.

## 8. Destination Trails and Links to Regional Trails

Some popular hiking trails are not part of the City Trail Network but are either within or accessed through City of Chilliwack lands.



*Destination Trails, Regional Trails and Links (See Appendix 'D' Plan 15)*

- **A** - Hillkeep Regional Park, on Chilliwack Mountain, has 2km of internal trails accessed from Hillkeep Place.
- **B** - Elk - Thurston Trail – From a trailhead on the upper Bench Road (an extension of Elk View Road) in Ryder Lake, the trail ascends the ridgeline to the summit of Elk Mountain (1430m) and continues to the summit of Mount Thurston (1600m)
- **C** - Vedder Mountain Ridge Trail – From a trailhead on Parmenter Road, above Cultus Lake, the trail ascends to the ridgeline and to the summit of Vedder Peak (920m). Near the summit is the junction with the Vedder Mountain West Trail.
- **D** - Vedder Mountain West Trail – From a trailhead on Highland Drive on Majuba

Hill, the trail follows road grades to a steep ascent to join the main hiking trail to the summit.

- **E** - Vedder Mountain Multi – Use Trail Network. An extensive network of trails has been developed by several user groups: hikers, mountain bikers, equestrians, motorcycles and ATVs.
- **G** – Duck Farm Loop Trail – The Duck Farm Loop Trail is accessed from two trailheads; one from City property on Vedder Mountain Road and the other from private land off the Old Yale Wagon Road. From both trailheads the trail continues on Crown land.

#### **Comments:**

- **A** - As the development of the south side of Chilliwack Mountain progresses, acquire a connection from the base of the mountain (Lickman Ponds Trail) to Hillkeep Regional Park.
- **F** - There is presently an informal trail access across private land to rough route to Elk Falls on Crown Land. A connection could be developed from either the Community Forest property or the adjacent private land.
- **D & G** - The City of Chilliwack facilitates access to the Vedder Mountain trail network for non-motorized users at two locations: Highland Drive and Vedder Mountain Road.
- **H** - The park site on Karson Road could be developed as a trailhead for parking and access to trails on Crown land.
- As part of the development process, the City will work with developers to safeguard segments of trail presently on private properties.

### **Proposed Actions – Destination Trails**

#### **Short Term**

- Develop a trailhead parking area for the Duck Farm Loop and Old Yale Wagon Road by acquiring a suitable property on Vedder Mountain Road.
- Establish a walking route from future parking area to the start of Duck Farm Loop Trail
- Install a sign at the entrance to the Duck Farm Loop.

#### **Medium Term to Long Term**

- Develop a trailhead parking area at the Karson Road Park site for Vedder Mountain trails on Crown land. Possible partnership with a local community group could bring this project into the short term window.
- Develop a trail linkage to connect the City's Community Forest property on Allan Road to the future trail (by others) to provide trail access up to Elk Falls and the Elk/Thruston Ridge Trail.







# Appendix “A” - Implementation Plan & Schedule

(2015 – 2017)

The tentative trail construction plans for the next three years are subject to available budget, resources, land / ROW acquisition and necessary approvals.

As the opportunity to acquire many proposed trails will come as a result of the development process, construction of these links cannot be scheduled in advance but will be incorporated into the network when the opportunities arise.

The Experience the Fraser route will depend on the progress made by Metro Vancouver and the Fraser Valley Regional District, as to both timing and funding.

Completion of the Vedder Greenway North - South Loop is dependent on Provincial approvals, acquisition of land or statutory rights-of-way, approvals from Southern Railway and cooperative funding.

Other major initiatives such as the western portion of the B.C. Rail Trail and Williams Bridge are not scheduled and are entirely dependent on approvals and funding and are not included within the three year implementation plan.

## 2015

### Eastern Hillside

- Improve Marble Hill Trail with signage and re-surface.
- Chilliwack Community Forest - Develop trailhead parking at Allan Road and develop trails to connect with Crown lands beyond. - completed

### ETF – Experience the Fraser

- Delineated road shoulders – Young Road – bridge to Cartmell Road  
Resurface rough gravel sections / planning

### Promontory

- Crimson Ridge / Weeden Park Trails – Connect Weeden Park to Teskey Road and Cherrywood Drive. - completed
- Bailey – Rexford Trail (constructed by developer) – upgrade and add signage
- Walker Creek Trail – extension (Russell Road to Sylvan) - completed
- Walker Creek Trail – extension (Sylvan to MacLachlan) – in progress

### Rail Trail

- Final Design trail and overpass – Luckakuck to downtown - completed
- Preliminary Design – bridge over Vedder River - completed

### Ryder Lake – Mount Thom Park

- Karver’s Trail (Mount Thom Park) – complete trail works and parking area. - completed

## **Vedder Greenway South**

- Browne Creek Wetlands Trails (Browne Road to Bergman Road)
  - Upgrade Street Creek Trail east from spawning channel intake to rejoin Vedder South Dyke Trail - completed.
  - Extend Trestle Channel Trail from Street Creek Bridge westbound over Trestle Spawning Channel to connect with Vedder North Dyke Trail. - completed
- Vedder River South Trail
  - Extend the trail west of Bergman Road to connect with Vedder North Dyke Trail. - completed

## **2016**

### **Downtown – Fairfield**

- Greenways. Identified low vehicular traffic routes

### **Eastern Hillsides**

- Community Forest - trail and access improvements.
- Develop N-S linear trail within new parks and ongoing development east of Nixon Road.
- Ford Creek Trail – on berm west of Nixon Road

### **ETF - Experience the Fraser**

- surface improvements & signage

### **Promontory**

- Bailey Trail (base of Promontory Road to Teskey Way at Jinkerson) – subject to SRW agreement.
- Further development of trail network in Crimson Ridge / Weeden Park.
- Connect western Promontory to Vedder Crossing - subject to land dedication or Stat ROW
- Salmon Ridge East trail extension
- Crimson Ridge to Morton Road – trail through Canada Lands property.

### **Rail Trail**

- Construct trail and overpass – Luckakuck to downtown
- Construct bridge over Vedder River

### **Sardis - Vedder**

- Upgrade connection between Haig Drive and Luckakuck Creek Trail

### **Vedder Greenway North**

- Develop a river side trail from Hopedale Parking Lot to end of road access.

### **Vedder Greenway South**

- Vedder River South Trail
- East End – road shoulder improvements Vedder Bridge to east end of existing trail (Engineering)
- Plan route from new Vedder Bridge to east end of existing trail

- Construct Middle Section - Giesbrecht Road to Vedder Mountain Road
- Obtain SRW over private lands to connect with existing trail
- Construct/improve riverside trail from Vedder Bridge west to Bridlewood
- Improve Vedder South Dyke Trail crossing of B.C. Rail (near Lumsden Road) - subject to railway approval.
- Vedder South Trail (West End) - extend west from Street Creek Bridge to possible B.C. Rail underpass to connect with existing trail from Vedder North Dyke Trail and Wilson Road.

### **Vedder Mountain**

- Upgrade parking area at Old Yale Wagon Road.
- Construct roadside trail from parking area to Duck Farm Loop Trail.
- Upgrade Duck Farm Loop Trail on City property.

### **2017**

#### **Downtown – Fairfield**

- Connect Fairfield Park to Brice Road.

#### **Eastern Hillsides**

- Construct trail from west side of Nixon Road to City property to north. – subject to development.
- Construct Waterworks Trail

#### **Experience the Fraser**

- ETF – route improvements

#### **Promontory**

- Extend Thornton Creek Trail (Apple Creek to Teskey Road) – subject to agreement
- Connect Salmon Ridge Trail to Promontory Road - subject to Stat ROW
- Connect Goldspring to Mount Thom Park – subject to Stat ROW

#### **Rail Trail**

- Further development

### **Vedder Greenway South**

- Design and construct walkway addition to B.C. Rail Bridge, subject to railway approval and budgeting.

## **(2018 to 2025)**

#### **Downtown – Fairfield**

- Connect Walden Park to James Park and Lynch Park.
- Develop trails on Mount Shannon.

#### **Eastern Hillsides**

- Construct trail on City property – Marble Hill.

- Develop trail in proposed Allan Road Park.
- Develop trail through the Falls
- Further Trail Development.

#### **Experience the Fraser**

- ETF – route improvements
- Highway No. 1 underpass
- Trail along road edge – end of dyke to railway crossing.

#### **Promontory**

- Teskey Way to Rexford – new trail.
- Rexford to Old Parsons Road – new trail.

#### **Rail Trail**

- Further development

#### **Ryder Lake – Mount Thom**

- Connect park to Extrom Road

#### **Sardis - Vedder**

- Additional trail development

#### **Vedder Greenway South**

- Additional Trail Development

## **Unfunded or Unscheduled Projects**

Unfunded and / or unscheduled projects may be beyond the 10 year planning period. If however funds become available, a specific project may be constructed at any time.

#### **Downtown – Fairfield**

- Design and construct pedestrian / bicycle bridge across Hope River at Williams.
- Construct Hope River Rotary Trail on north side of Hope River – Young to Kinsmen Park.

#### **Eastern Hillsides**

- Continued trail construction as development progresses.

#### **Experience the Fraser**

- Add delineated road shoulders Arnold Road to Lickman Ponds Trail.
- Add delineated road shoulders to Ashwell Road Amadis to Wellington.
- Relocate Hope River Rotary Trail along river from Cawley to Young.
- Relocate ETF through property on Tower Road.

#### **Promontory**

- Additional trail development

#### **Rail Trail**

- Connect Vedder River crossing in Yarrow to existing Rail Trail in Sardis.

## **Ryder Lake – Mount Thom**

- Connect end of Parsons Road to Payne Road.
- Connect Ryder Lake (Graham Road) to Eastern Hillside.
- Connect Valley Floor at Hinkley Road across Ryder Lake to connect with Elk/Thurston Trail.

## **Vedder Greenway**

- Expand Great Blue Heron Nature Reserve eastward to railway.
- Develop trails within the expanded area.



## Appendix “B” – Trail Guide 2015

### CHILLIWACK - FAIRFIELD ISLAND URBAN AREA

• Hope River Rotary Trail	1.5km	easy - paved trail
• Townsend Park	2.3km	easy - gravel park pathways
• The Landing	1.1km	easy - paved park pathways
• Kinsmen Park on Portage	0.7km	easy - paved park pathways
• Walden Park	0.6km	easy - gravel trail with bridges
• Little Mountain Park	0.3km	easy - gravel trail to viewpoint
• Fairfield Park	2.0km	easy - gravel park pathways
• Gwynne Vaughan Park	0.75km	easy - garden paths
• Fraser East Dyke	12.5km	easy - gravel dyke surface
• Island 22 Regional Park	2.4km	easy - gravel & dirt trails

### SARDIS – VEDDER

• Luckakuck Creek Trail	1.0km	easy - gravel path along creek
• Manuel Park	0.4km	easy – gravel park pathways
• Promontory Path	0.7km	easy – paved walkway
• Sardis Park	1.0km	easy - gravel path around pond
• Southern Rail Trail	1.2km	easy – paved walkway
• Watson Glen Park	2.0km	easy – gravel park pathways
• Webster Park	0.5km	easy – gravel park pathways

### PROMONTORY

• Bailey – Rexford Trail	0.9km	mod – gravel trail
• Bridlewood Trail	1.3km	mod – gravel trail with stairs & bridges
• Bridlewood West Trail	0.8km	mod – gravel trail
• Teskey Way Trail	2.1km	mod – gravel trail along road
• Jinkerson Stairs	240 stairs	mod – stairs & trail
• Jinkerson Park	0.6km	easy – park pathways
• Lefferson Creek Trail	0.7km	easy – gravel trail with stairs
• Thornton Creek Trail	0.8km	easy – gravel trail
• Teskey Trail	0.6km	easy – gravel walkway
• Salmon Ridge Trail	1.2km	mod – gravel trail with stairs
• Pirie Brook Trail	0.1km	easy – short trail with bridge
• Weeden Park Trails	2.5km	mod – gravel trail with stairs
• Walker Creek Trail (2 sections)	0.6km	mod – gravel trail

## MOUNT THOM PARK

- \*\* Thom Creek Trail 3.5km mod – gravel & dirt trail
- \*\* Walker Creek Trail 0.3km mod – gravel trail
- Horse Loop / Lookout Loop 2.3km mod – gravel & dirt trail
- Ridgeline Trail 0.3km easy – dirt trail
- Karver's Trail 1.4km mod – gravel & dirt trail

\*\* Primary access from Promontory

## VEDDER GREENWAY NORTH

- Vedder Rotary Trail 8.1km easy – gravel trail
- Vedder North Dyke Trail 6.9km easy – gravel dyke surface
- Peach Creek Rotary Trail 1.7km easy – gravel trail
- Great Blue Heron Nature Reserve
  - Center Trail 0.5km easy – wide gravel trail
  - Heron Colony Loop 1.2km easy – gravel trail
  - Tower Trail 0.7km easy – gravel, woodchip & boardwalk
  - Salwein Creek Trail 0.5km easy – gravel trail
  - Discovery Trail 0.4km easy – gravel trail

## VEDDER GREENWAY SOUTH

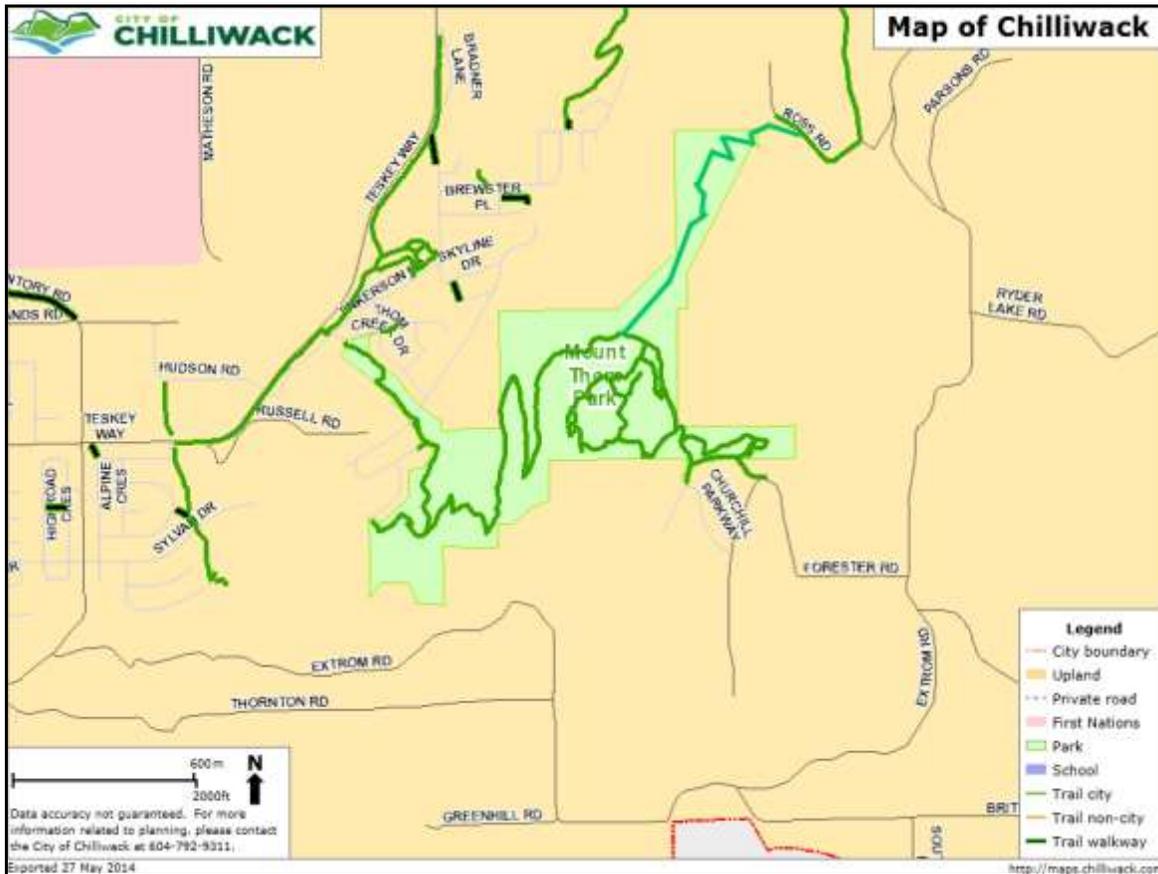
- Vedder South Trail (East) 0.9km easy – gravel trail
- Vedder South Trail (West) 2.4km easy – gravel trail with bridge
- Vedder South Dyke Trail 7.0km easy – gravel dyke surface
- Old Yale Wagon Road 1.0km easy – gravel road bed trail
- Browne Creek Wetlands
  - Kingfisher Trail 1.5km easy – gravel trail or road bed
  - Beaver Loop Trail 0.5km easy – gravel trail or road bed
  - Trestle Channel Trail 0.4km easy – gravel trail with bridge
  - Browne Road Access 0.3km easy – gravel road
  - Bergman Road Access 0.5km easy – gravel road with bridge
  - Street Creek Trail 0.5km easy – dirt and gravel trail

## RURAL AREAS

- Hillkeep Regional Park 2.0km mod – gravel & dirt loop trails
- Lickman Ponds Trail 1.0km easy – gravel trail
- Marble Hill Trail 0.8km mod – gravel trail and sidewalk

# Appendix “C” – Website and on-line Trail Mapping

The City of Chilliwack website has an interactive mapping system which can portray a variety of information. The “trails” layer within the mapping system has two levels of information: online maps, accessible to the general public and inmaps, available to city staff. The difference is the extent of information available.



Public Online Map

The online trails mapping indicates existing trail network information as follows:

- Trail - City
- Dyke (some may be in use as trail)
- Trail - walkway
- Trail - non – city

- Note – road links are not shown on the mapping system.



Staff Inmaps

The “inmaps” (used for planning purposes only) adds two more categories:

- Trail proposed (in concept only)
- Trail planned (planned for construction)

**NOTE:**

Proposed trails are either conceptual A to B links or trail corridors to be acquired through the development process. In some cases the location is generalized, including alternate locations.

Planned trails are those which will be constructed subject to budgeting and approvals. In most cases the location is portrayed accurately.

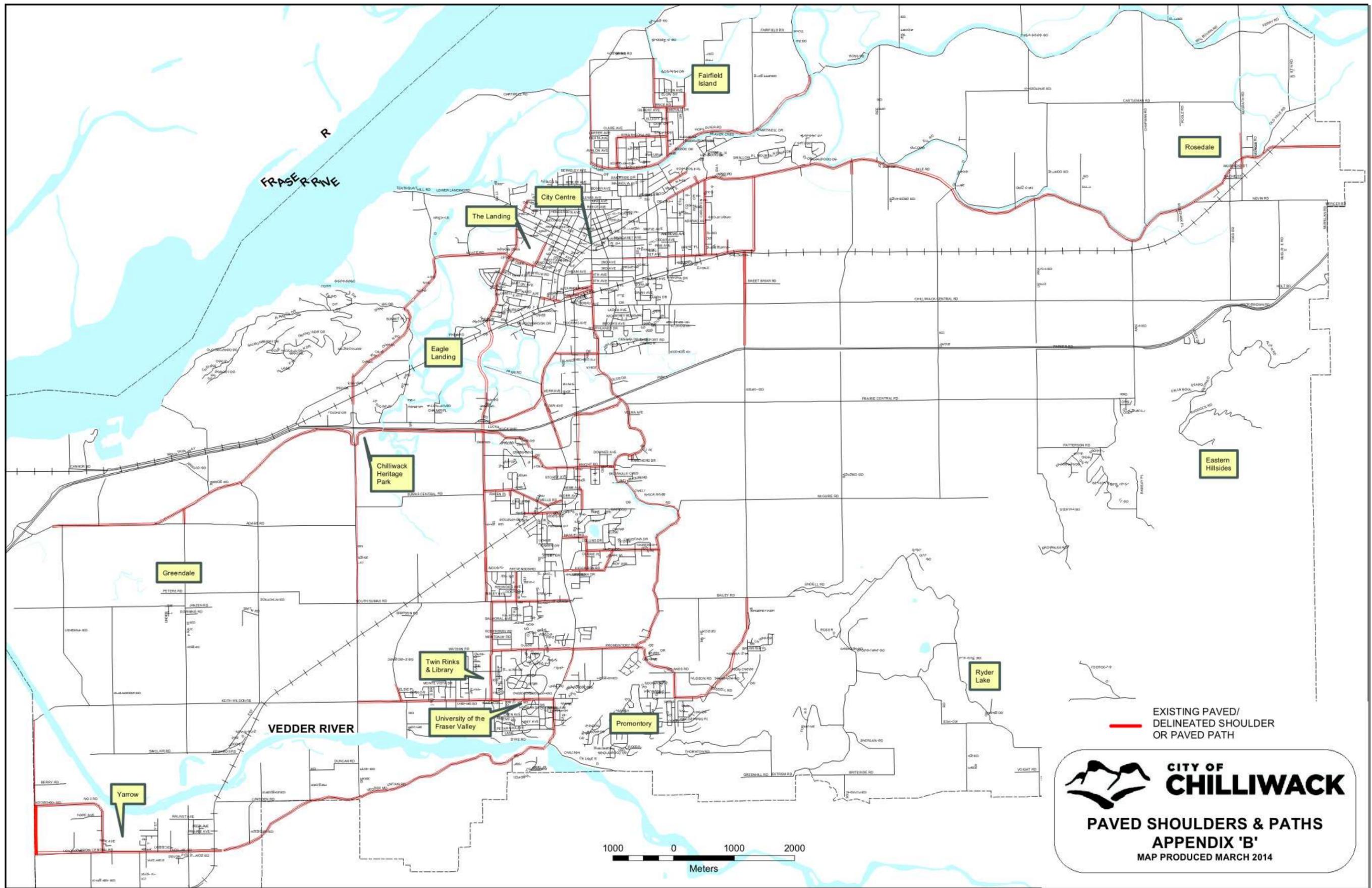
These categories are intended to provide an active planning tool allowing staff in other Departments to see where trails are planned or proposed.

As the system will remain active as opposed to a static paper plan, the information will change as areas develop, opportunities arise and trails are constructed.

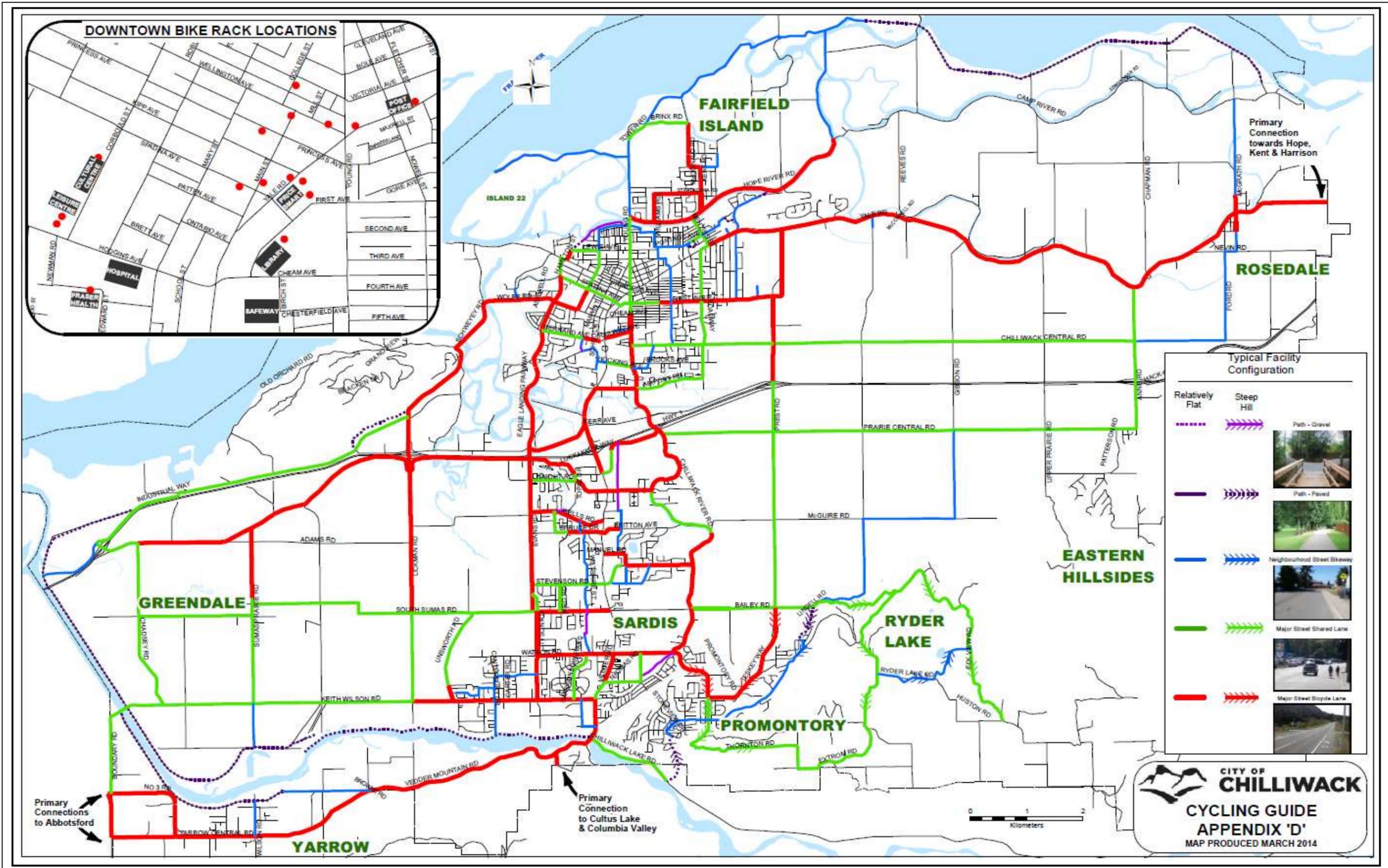
The combination of categories is intended to graphically reflect the overall Trail Network Plan.

On both sets of maps, the user can hover the cursor on the trail to get its name and approximate length.

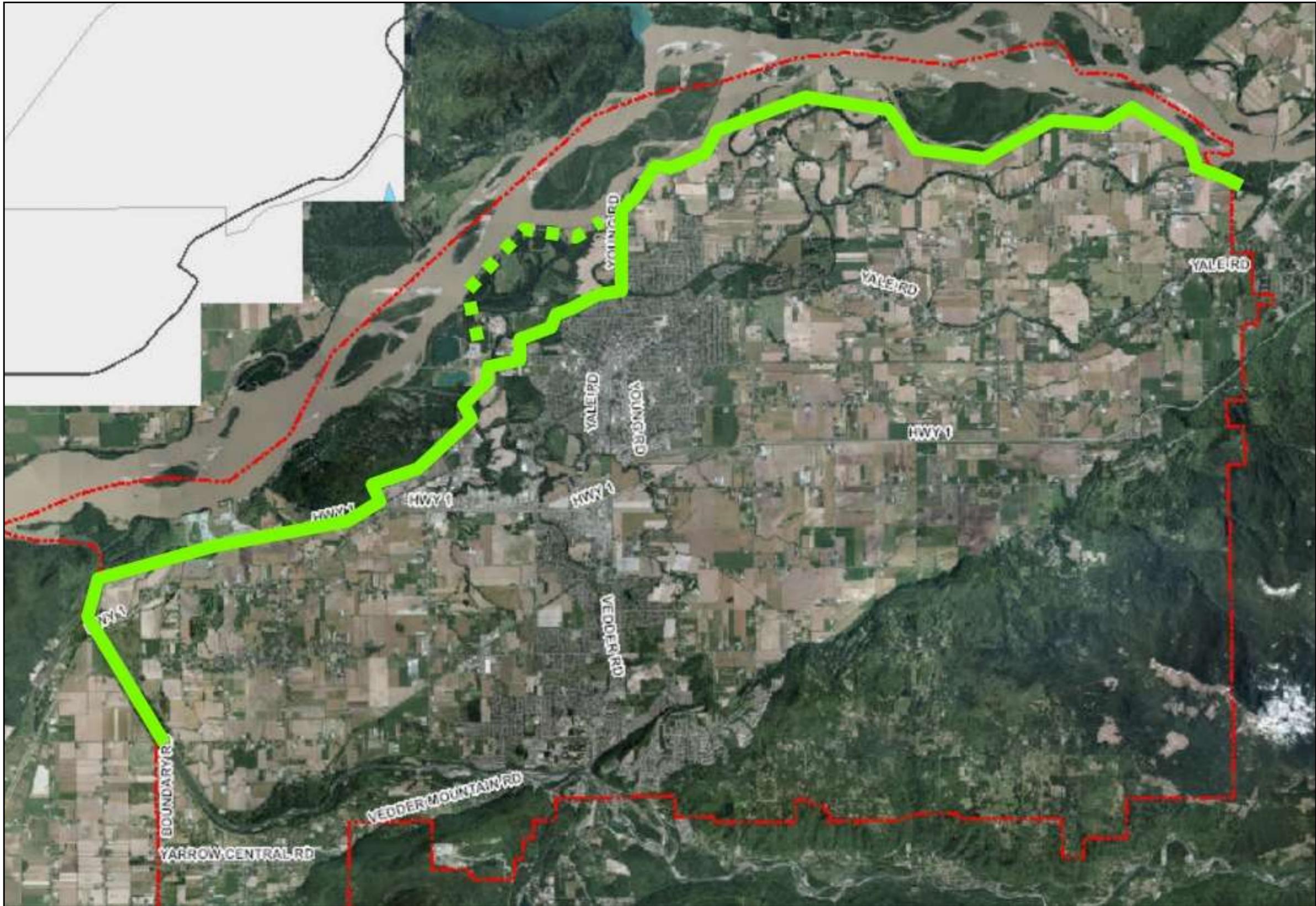
## **Appendix “D” – Maps and Drawings**



2014 Paved Shoulders and Paths ( Plan 1)



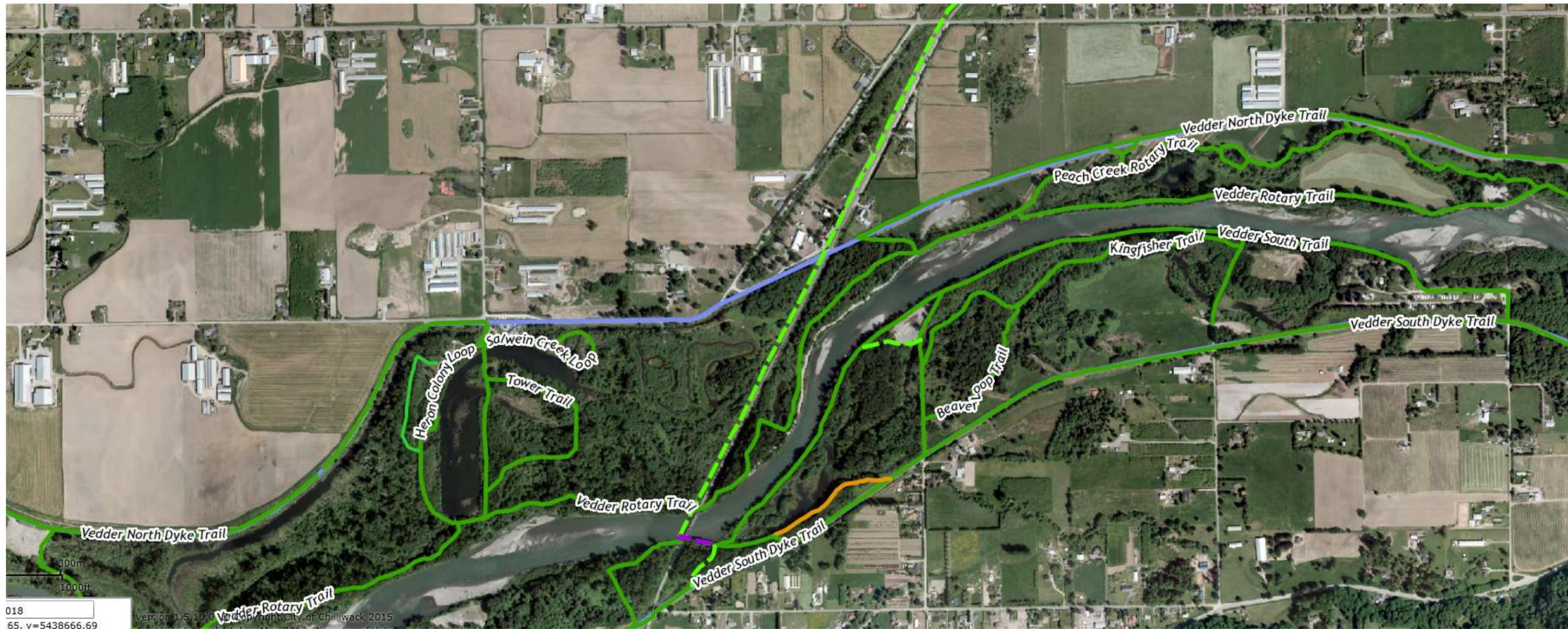
Cycling Guide (Plan 2)



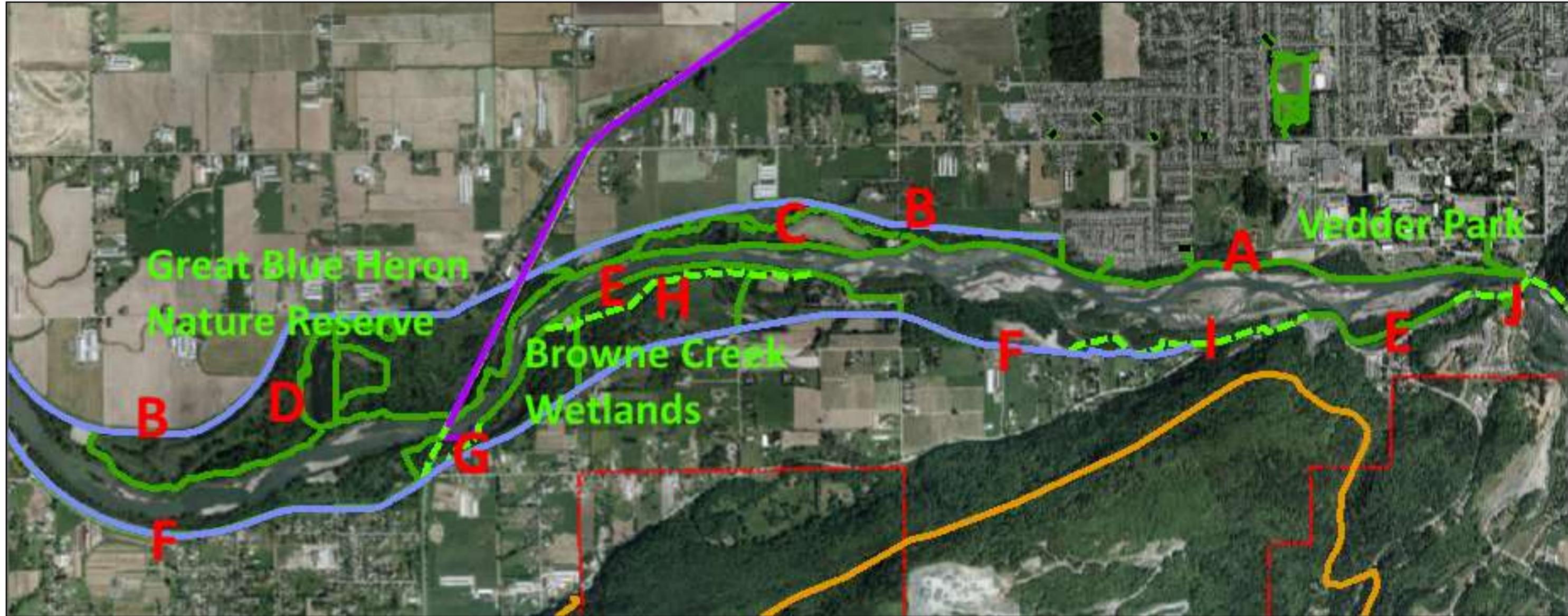
*Experience the Fraser (Plan 3)*



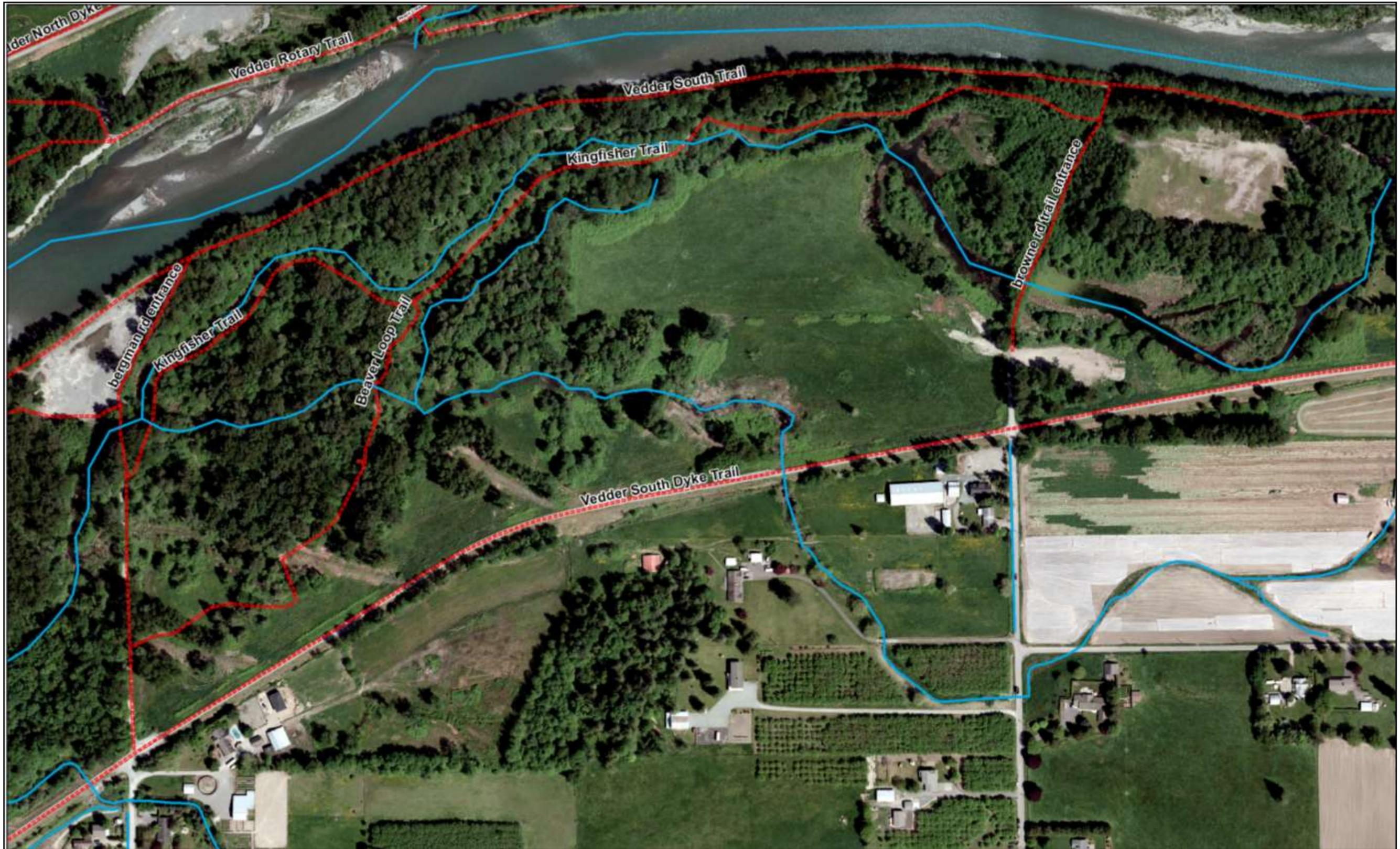
***Vedder Greenway East (Plan 4)***



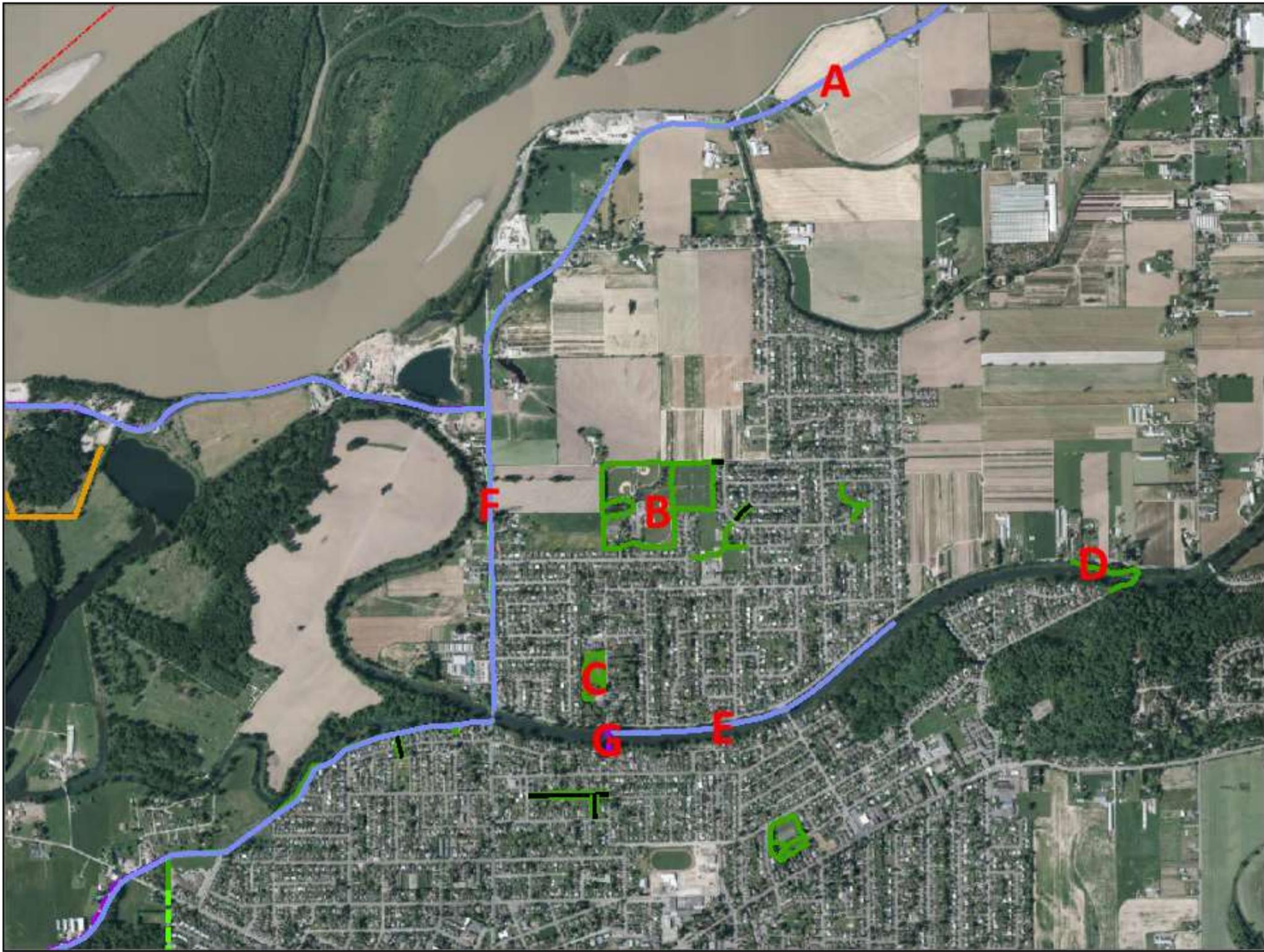
**Vedder Greenway West (Plan 5)**



*Vedder Greenway Trail Network (Plan 6)*

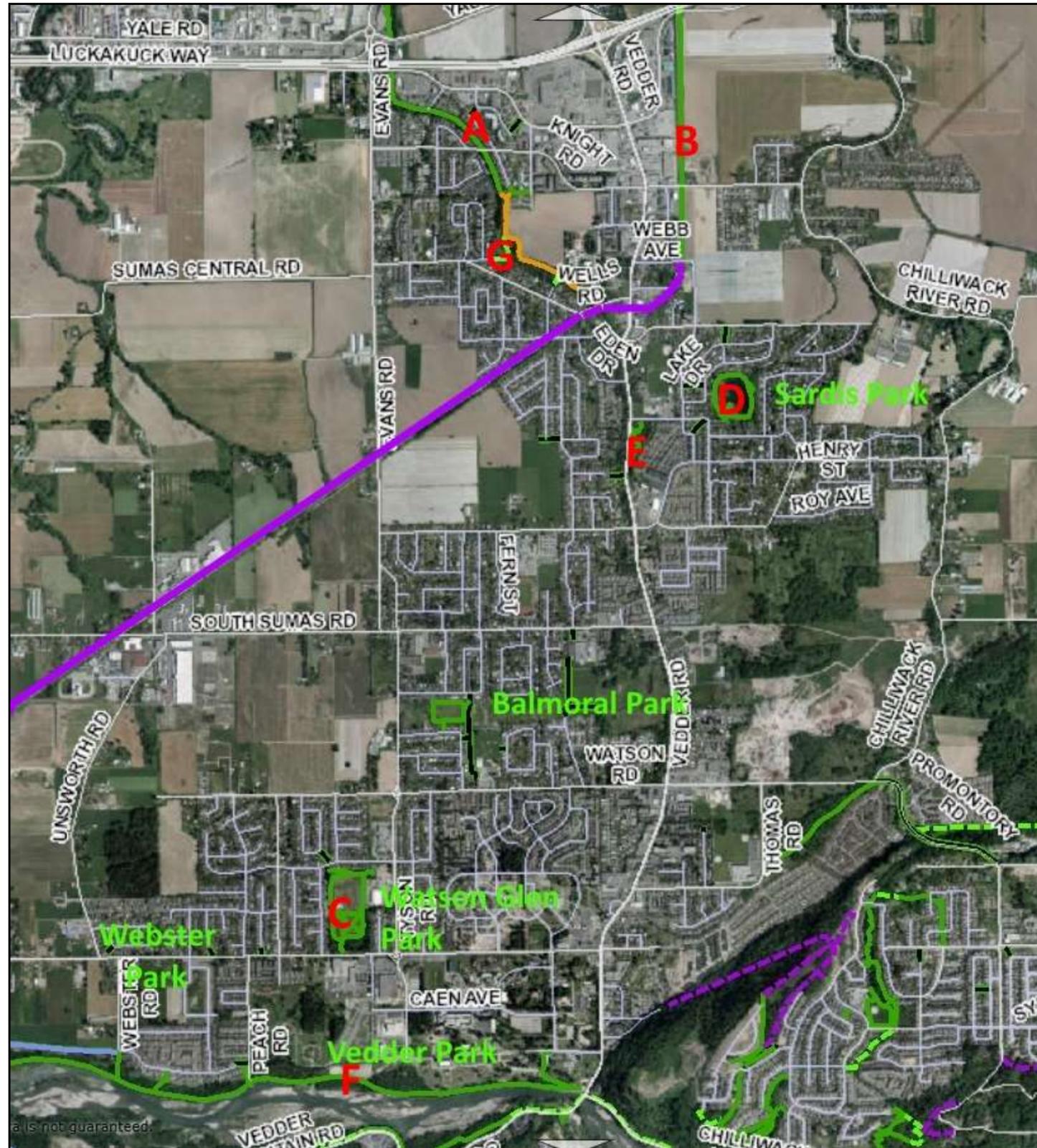


*Browne Creek Wetlands (Plan 7)*



*Fairfield Island (Plan 8)*



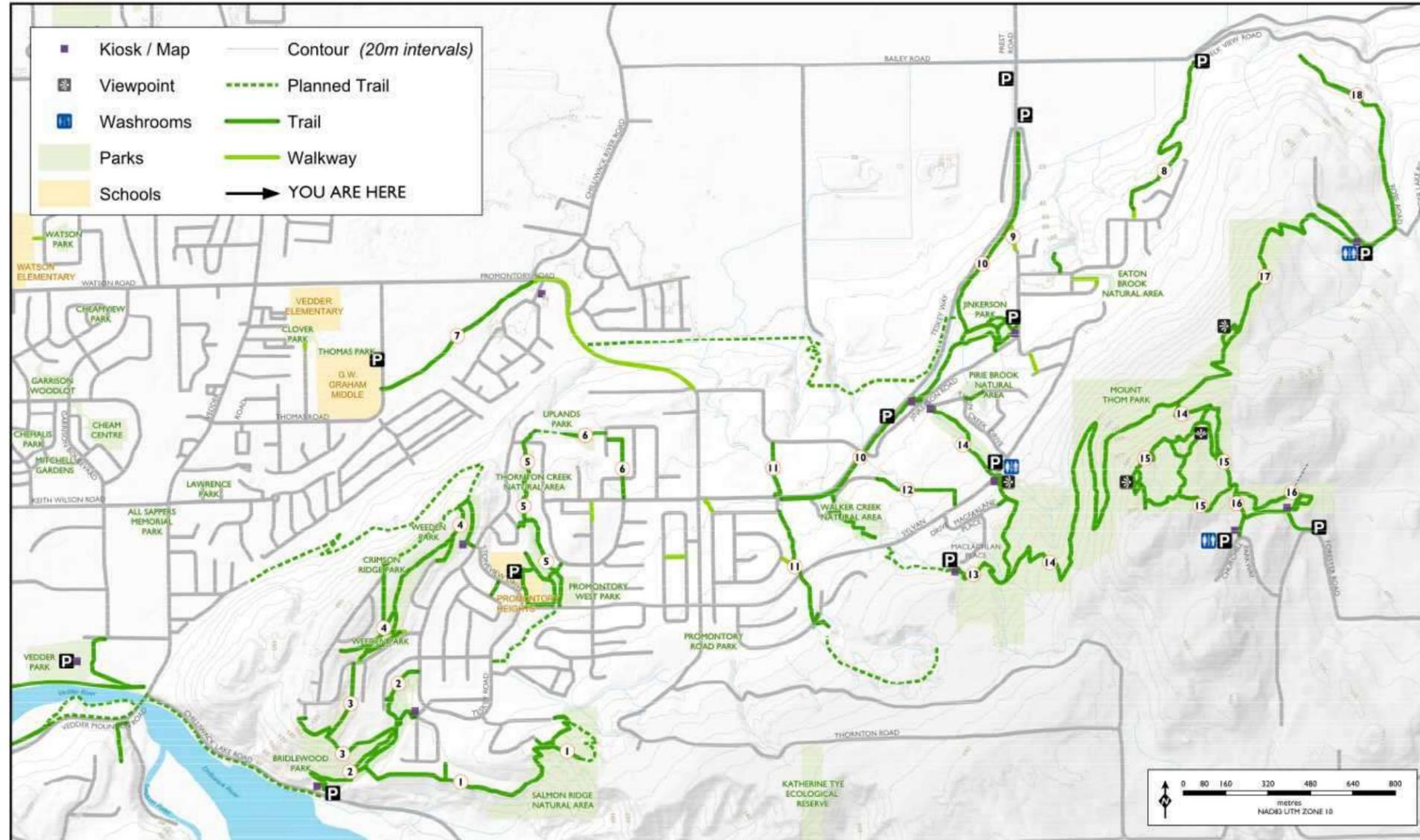


**Sardis/Vedder Trails (Plan 10)**

# PROMONTORY PARKS & TRAILS



## PARKS OPERATIONS



TRAILS	LENGTH (metres)	ELEVATION GAIN (metres)
1 Salmon Ridge Trail	1300	125
2 Bridlewood Trail	1100	86
3 Bridlewood West Trail	830	74
4 Weeden Park Trails	1450	25
5 Teskey Creek Trail	430	26
6 Thornton Creek Trail	780	33
7 Promontory Path	710	0
8 Bailey to Rexford Trail	810	100
9 Jinkerson Stairs	100	40
10 Teskey Way Trail	1800	104
11 Lefferson Creek Trail	700	80
12 Russell to Sylvan Trail	360	33
13 Walker Creek Trail	540	145
14 Thom Creek Trail	3300	274
15 Lookout Loop Trail	1500	105
16 Horse Loop Trail	890	66
17 Karver's Trail	1400	207
18 Old Parsons Hill Road	840	90

Elevation Gain is the sum of every gain in elevation throughout an entire trip. Elevation losses are not counted in this measure.

### INFORMATION

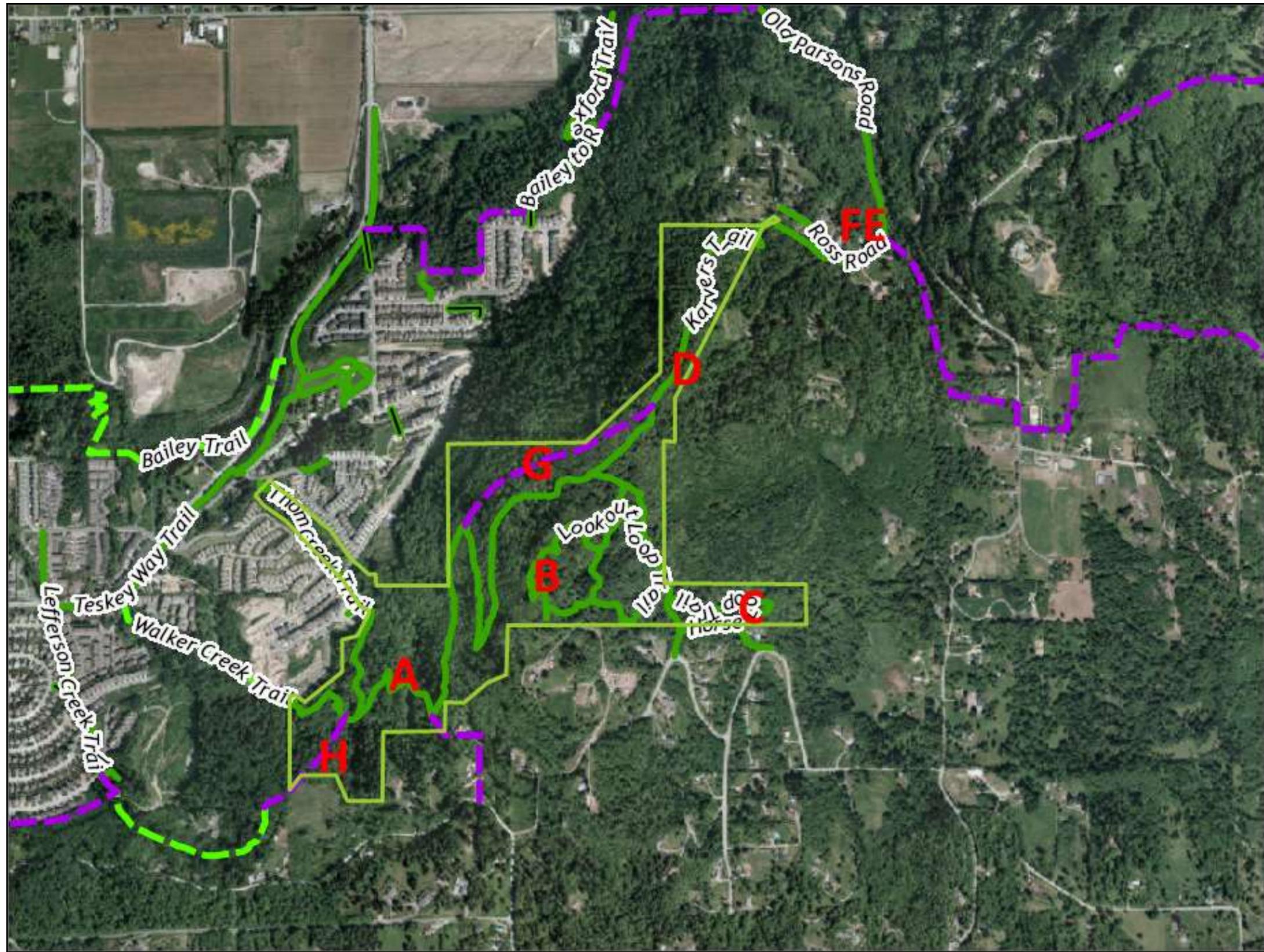
- As with hiking in all wooded areas there are a few cautions:**
- Don't hike the trails when windy as branches may fall without warning
  - Trails may be slippery when frosty or snow covered.
  - Stinging Nettles are common from Spring to Fall.
  - Watch out for Devil's Club, a thorny poisonous plant.
  - Ticks may be present, especially in Spring.

- There are also a few rules:**
- No fires are allowed in the parks.
  - Horses are permitted on only some trails in Mount Thom Park.
  - Stay on the trails to avoid damaging plants.
  - Motorized vehicles are not permitted on trails.
  - Trails are generally closed from dusk till dawn.

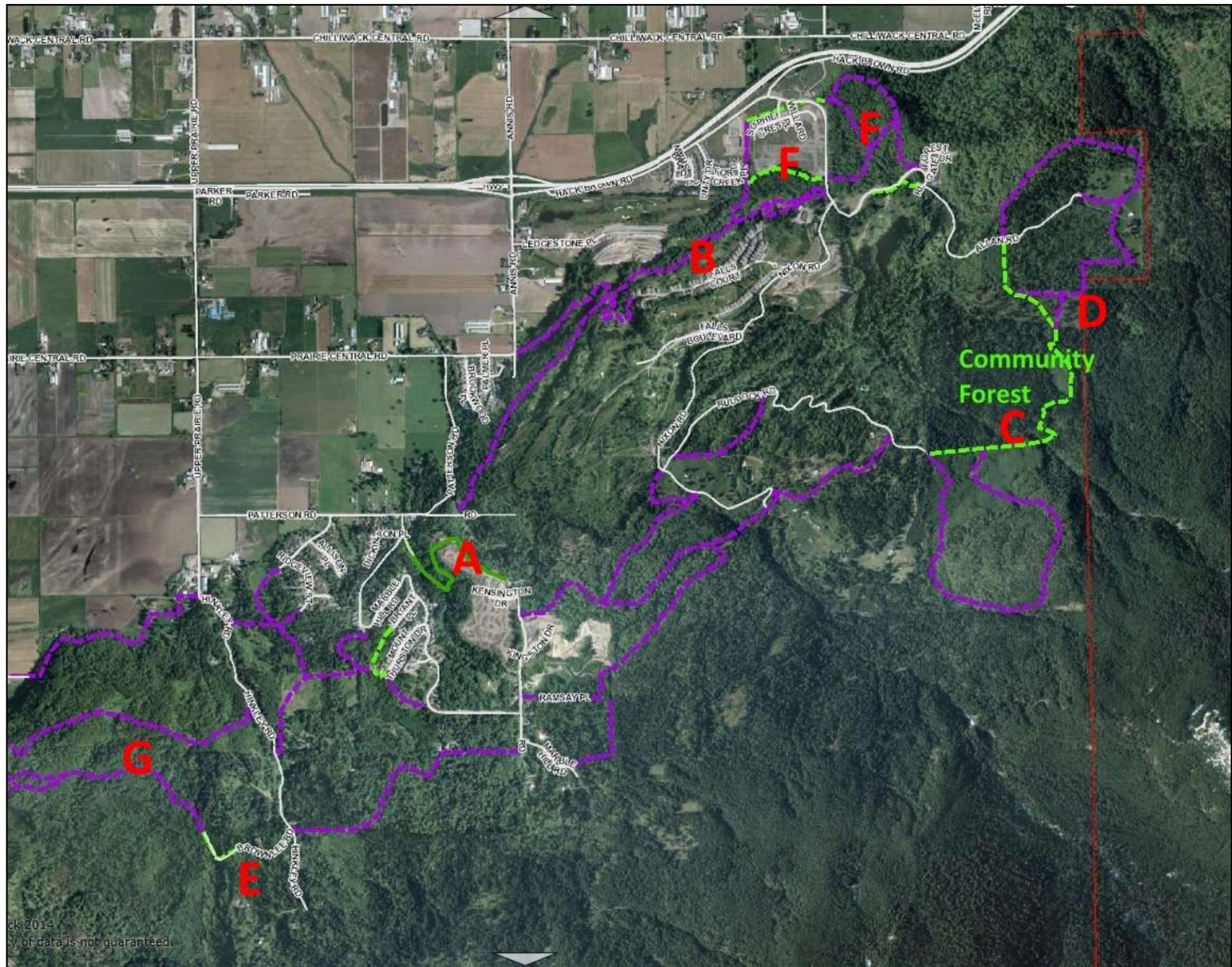
### POINTS OF INTEREST



**CONTACT US** For information on this and other City of Chilliwack Parks contact Parks Operations at (604) 793-2810 or visit our web site [www.chilliwack.com](http://www.chilliwack.com). The data was compiled from various sources by the City of Chilliwack. The accuracy of the map is not guaranteed.



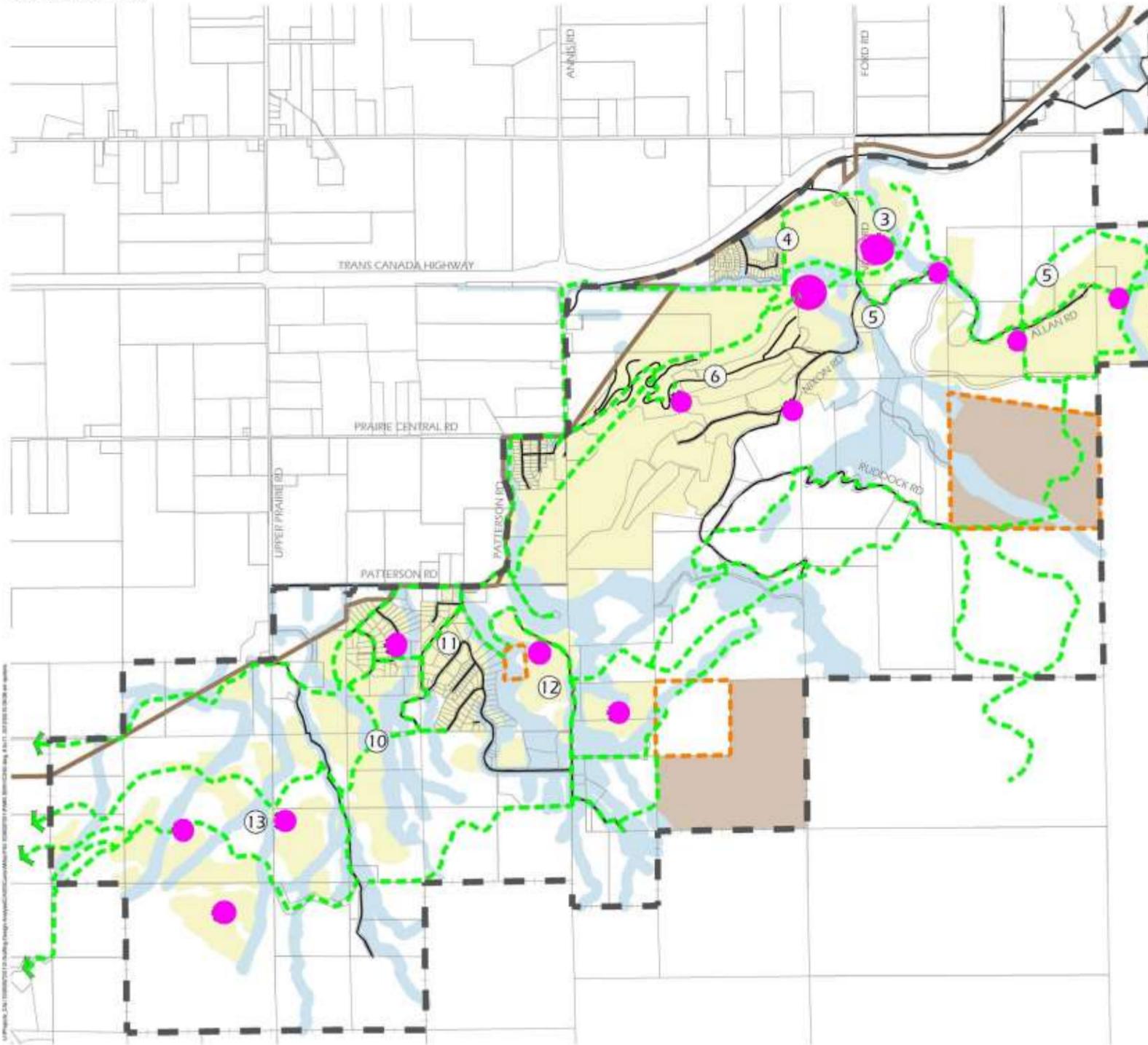
Mount Thom Park Trails (Plan 12)



**Eastern Hillside Trails (Plan 13)**



CITY OF CHILLIWACK

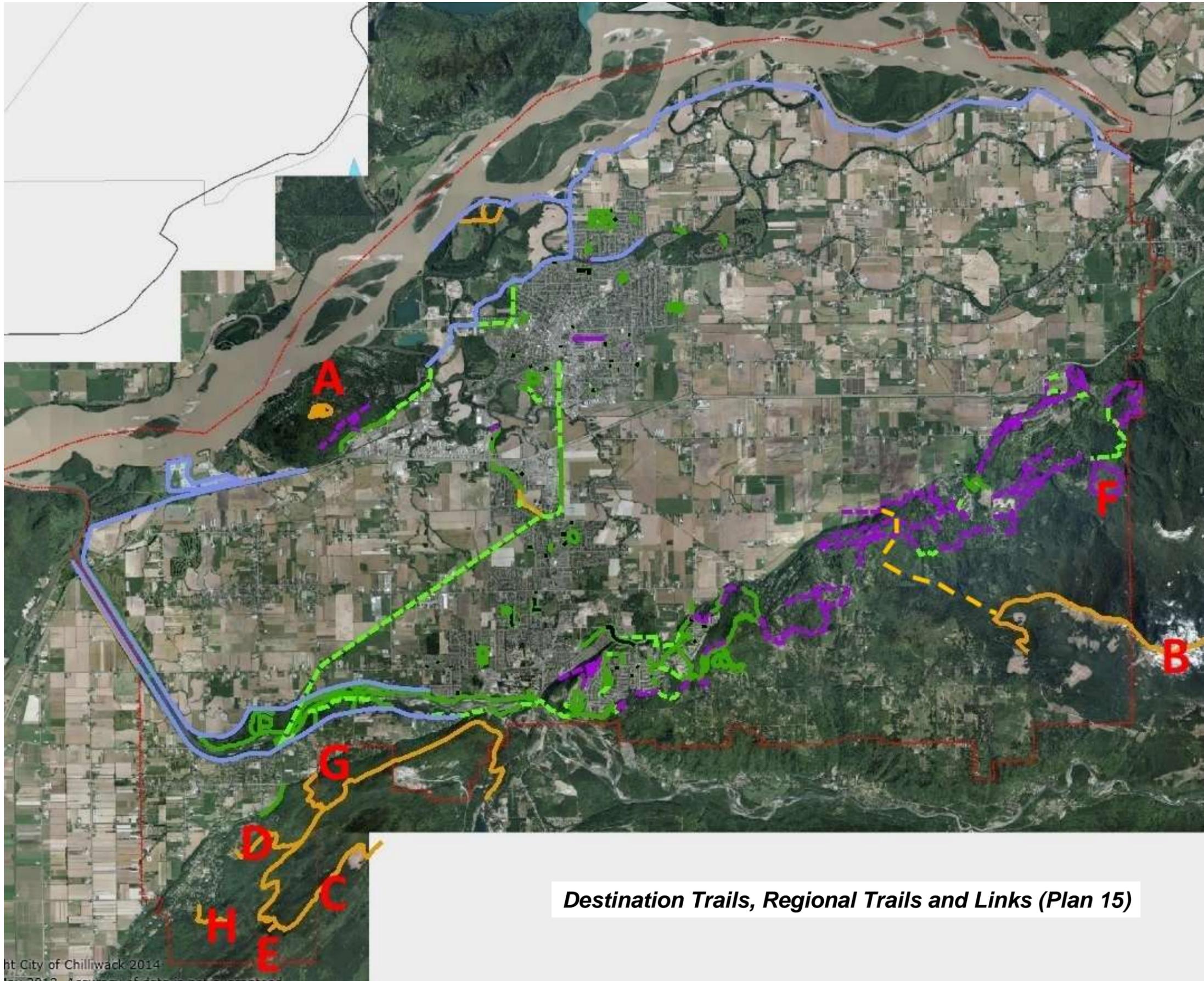


KEY

- SITE BOUNDARY
- POTENTIAL DEVELOPMENT CELLS
- ③ CELL IDENTIFIER
- RIPARIAN AREAS
- AGRICULTURAL LAND RESERVE (ALR)
- RURAL RESOURCE (RR)
- - - CITY OWNED PROPERTY
- INTERCONNECTING ROADS
- - - PROPOSED TRAILS
- ★ CONCEPTUAL PARKLAND LOCATIONS
- ★ CONCEPTUAL FUTURE PARKLAND LOCATIONS

**Note:**  
Although 13 "potential development cells" were investigated in the Servicing Update Report (Appendix 2), only 7 cells (namely, 3,4,5,6,11,12, and 13) have been designated for residential development within this Plan, taking into account the location of existing development and infrastructure, ease of access, developable areas (in accordance with the City's hillside guidelines), full development costs, market absorption analysis, and the viability of development financing.

**Eastern Hillside Parks & Trails Plan (Plan 14)**



**Destination Trails, Regional Trails and Links (Plan 15)**

ht City of Chilliwack 2014  
2013. Accuracy of data is not guaranteed

### Legends

-  DYKE
-  TRAIL
-  NON-CITY TRAIL
-  URBAN WALKWAYS
-  EXISTING TRAIL
-  PROPOSED TRAIL
-  EXISTING CITY PARK
-  RAIL LINE

### PRIMARY TRAIL PROJECT

-  1 Rail Trail
-  2 Vedder Greenway
-  3 ETF - Experience the Fraser Trail
-  4  Promontory to Eastern Hillside links

### NEIGHBORHOOD AND DESTINATION PROJECT

-  A Chilliwack Forest educational property
-  B Walker Creek / Mt. Thom connection
-  C Watson Glen Park connection to VRT
-  D Coqualeetza trail connection

VRT =Vedder Rotary Trail

## Trail Map 2015

The proposed trails include trails that are in the process of implementation and routes that remain conceptual. They do not necessarily represent the trails exact location. The City of Chilliwack assumes no responsibility for the accuracy of the information displayed.

