

COURTENAY BAY LINEAR PARK: ACCESS TODAY, CONNECTION TOMORROW

Property Details

Public School: N

Barrier-free access: Y

New development: Y

Lack of area recreational facilities: Y

Ongoing City support: Y

Description of ongoing support: This project will require a similar if lower amount of ongoing support from the City as Harbour Passage. 2-4 garbage cans, similar landscaping to Harbour Passage, annual maintenance for ~270m of crushed gravel trail. The intention of the project is to enhance Passage connectivity at lower cost.

Project Details

The Courtenay Bay Linear Park (the Linear Park) fits Saint John's existing Active Transportation plan as it will follow the proposed future path of Harbour Passage, and hopefully will be upgraded and incorporated into it later. The Linear Park will add some badly needed green space to the northeast Central Peninsula, which is relatively far from the existing green spaces in the broader community. The Linear Park will make use of completely neglected land with no value to the City in its current state. The land is strewn with garbage and has likely not seen maintenance in a decade. This is unsurprising as the land is totally inaccessible. It will move pedestrian and bicycle traffic off Crown Street through its fastest segment south of Union. We also propose adding pedestrian light-controlled crossings at the north (Leinster) and south (Duke) entrances to ease access. Interpretive lookouts in these locations also.

This will serve both commuters coming from the North End and Milledgeville via Crown Street, as well as residents and Harbour Passage users.

Courtenay Bay and the Marsh Creek forebay further inland have both been long term environmental concerns, and mitigation efforts led by groups like ACAP have done wonders. This ignored pair of water features would greatly benefit from increased public visibility- literally!

The Linear Park is expected to be Phase One of a three phase project.

Phase 2 will run south from Duke to Pitt St, where it will meet Harbour Passage in the near future.

Phase 3, to occur once the Union Street Substation is moved to Paradise Row, will run from Leinster St to Union Street, which will make ACAP's plan to improve Marsh Creek access possible. Once all phases are completed, the Linear Park can be upgraded to Harbour Passage standards. The Linear Park will feature a crushed gravel path, biome-appropriate landscaping, and no lighting at this stage.





**Courtenay Bay
Linear Park**



Future path connection



Top: view of Phase One area. Bottom: 2017 Harbour Passage extension approval

Please note the approved *Phase Three Harbour Passage* extension, from Sydney and Broad to Pitt and Crown, has been approved but is not yet funded

(<https://www.cbc.ca/news/canada/new-brunswick/harbour-passage-extension-to-carry-saint-john-walk-way-to-crown-street-1.4124415>). It is my understanding the Phase 2 extension, a leg from Broad and Sydney to Tin Can Beach, will be constructed in 2022, along with re-routing the Water Street section around Fundy Quay.

Challenges:

Steep terrain, especially at Leinster access point.

The excessive width of Crown from St James to Duke is an issue for Phase 2- Crown is 10 or more feet wider than Crown west of Phase 1.

Private land could impact Phase 3 if it runs along the edge of the rail line instead of along Crown St. Three residential properties directly abut the rail line, albeit through unused steep land unsuitable for construction.

As well, the cooperation (or hopefully, support) of the owners of PAN 01617884 (the propane heating business at the Broad-Crown-St James intersection) will be required to complete the Linear Park Phase 2-Harbour Passage Extension Phase 3 connection.

Thank you for considering this preliminary proposal. If this is something Saint John would benefit from, I will engage community and environmental groups for support.

Adam Pottle

CEO, Tidal Heritage Development