

7.11 Shell Road Greenway / Horseshoe Slough Trail

Vision

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

Location

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

Important Links and Key Destinations

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

Other City and External Plans

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

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

Recommendations:

Short Term

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



Shell Road Trail between Westminster Hwy. and Athabasca Drive



Horseshoe Slough Trail



Link to Nature Park



North of Bridgeport Road



North of Cambie Road



North of Athabasca Drive



North of Steveston Hwy.

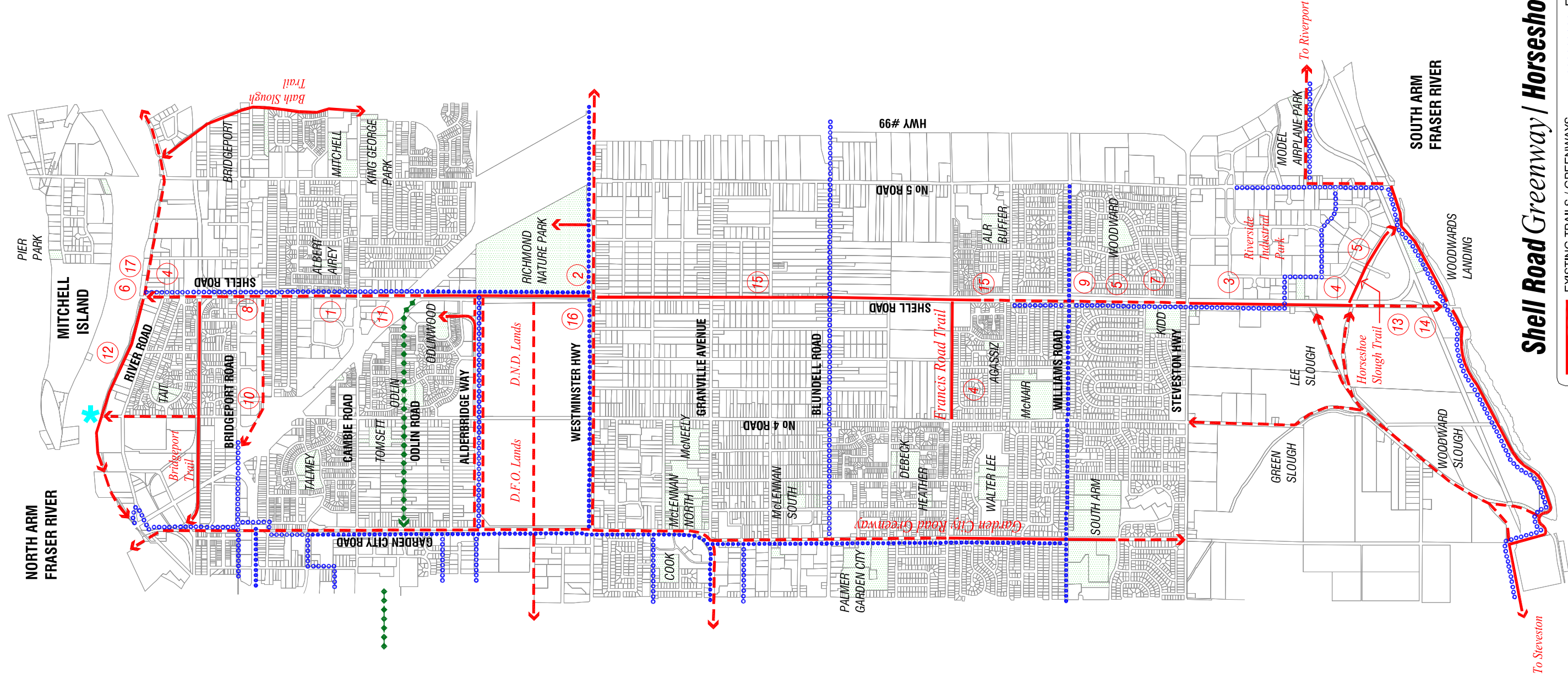
5. Co-ordinate with Engineering and Public Works on an overall integrated strategy for the drainage/storm water management, recreation and environmental needs of the area with specific attention to Horseshoe Slough.
6. Create a staging area on the dyke on the north end of Shell Road

Medium Term

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

Ongoing / Long Term

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



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

To Steveston

To Riverport

N.T.S.

