In presenting this thesis in partial fulfilment of the requirements for an advanced degree at the University of British Columbia, I agree that the Library shall make it freely available for reference and study. I further agree that permission for extensive copying of this thesis for scholarly purposes may be granted by the head of my department or by his or her representatives. It is understood that copying or publication of this thesis for financial gain shall not be allowed without my written permission.

Department of Agriculture, Master of Landscape Architecture Program
The University of British Columbia
Vancouver, Canada

Date April 27, 2001
Abstract

Horseshoe Bay, British Columbia is: 1) a geographically constricted waterfront neighbourhood of the Municipality of West Vancouver, 2) a north facing deep water ocean bay with a history of marine access and activities, 3) the site of one of the busiest terminals on the British Columbia Ferry Corporation system with 2.6 million vehicles and 7 million passengers per year.

The ferry corporation is planning to expand the vehicle holding lots and administration facilities in 2001 and there are public concerns about possible degradation of the character and environment of the community. The Municipality of West Vancouver has expressed a desire to rebuild the foreshore embankment of the waterfront in Horseshoe Bay Park and upgrade the various amenities. Merchants of Horseshoe Bay are concerned that changes to the pedestrian access from the ferry terminal lots may negatively affect their business. The federal government is in the midst of divesting itself of ownership and responsibility for the public wharf.

These are the issues and factors that were considered in a project where several different landscape locations with different functions within the Horseshoe Bay community were the subject of a redesign program. The proposed interventions range from environmental graphics to intertidal infill and wetland construction. Each of the various proposals has a different focus, use or function but all share the common theme of landscape connectivity, linking the community to the environment in a mutually beneficial way.
Table of Contents

Abstract .................................................. ii
Table of Contents ....................................... iii
Acknowledgements ....................................... iv
Thesis .................................................. 01
Introduction ............................................ 01
Methodology ............................................ 02
Project Limits and Goals ............................... 03
Frame of Reference .................................... 04
History of BC Ferries ................................. 06
BCFC Terminal Expansion ............................. 08
Site Survey and Inventory ............................. 10
Analysis and Issues .................................... 12
Concept Plan ........................................... 14
Proposed Interventions ............................... 16
1  Extend the trail system leading to the bay ........... 18
2  Give priority to foot passenger access ............. 20
3  Add social spaces and activities to the boathouse 22
4  Reconfigure marina and boat launch facilities ..... 24
5  Layer the park with traces of local history ..... 26
6  Horseshoe Bay plaza celebrates the landscape.. 30
7  Stormwater detainment to remove pollutants...... 32
8  Constructed wetland to diversify shore habitat.... 34
9  Shore edge planting and access upgrades.......... 38
10 Formalize trail link to Whytecliff park & area.... 40
11 Highlight islet and the beauty of Arbutus ...... 42
12 Reposition the service station near the user...... 44
13 Create the town centre for people not cars ...... 46
14 Use the government wharf as a stage ............ 48
15 Create view windows to other activity .......... 49
Project overview map .................................. 50
Summary ............................................... 51
Bibliography .......................................... 52
HORSESHOE BAY — WEST VANCOUVER

Acknowledgements

Many thanks to my advisors, Karen Kristensen of West Vancouver Parks and Community Services and Don Luymes of the Landscape Architecture program at the University of British Columbia, for their insight and assistance in making this project possible.
Major transportation conduits can fragment and destabilize the communities they traverse because of their large scale infrastructure and singular purpose. The overscale and dominant structures are difficult to reconcile visually and functionally. The large ferry terminal at Horseshoe Bay is one such example. The presence of the BCFC terminal heavily influences the economy, social structure and visual character of Horseshoe Bay.

Despite this, Horseshoe Bay remains a community of residents and businesses that form a unique neighbourhood that is part of a larger district municipality. This community must work to retain internal and external connectivity in order to retain an identity beyond that assigned by the terminal.

Any landscape planning must acknowledge this need, and weigh the options in light of the social, environmental and economic viability of the community. Landscape units may be distinct but not isolated, each supporting the common themes of connectivity and environmental sustainability. Good design unifies the disparate units into the whole through subtle cues and traces. Rather than reconstructing the whole site, attention and resources can be directed to these smaller units in a systematic program of incremental and synergistic interventions.

Horseshoe Bay is a constricted cove on the western limit of the suburban north shore of Burrard Inlet. It is also a small community with its own particular history, structure, linkages and resources. The bay foreshore is the most convenient access point to the waters of Howe Sound. For more than a century this has been an embarkation point for recreation and travel to the many and various islands and destinations along the coast. This attribute is the bay's great attraction and the source of its greatest discord.

'Horseshoe Bay' is synonymous with 'ferry terminal' to many regional residents. The terminal at the eastern edge of the bay has grown over 50 years to accommodate some 7 million users annually. It is the most dominant man-made feature and its presence permeates all aspects of the bay.

Horseshoe Bay was chosen for this project because of the multitude of issues present. As a case study it is a discrete geographic unit with a mix of existing landscape characteristics ranging from the negative to the positive. The bay is isolated from the greater community in geography and perception. The structure of the shoreline and park amenities are due for renovation, and expansion of the ferry terminal is imminent.
Key Philosophical Guideline

Apply the aggregate concepts of landscape architecture as the tool and process for facilitating greater connectivity and sustainability within and amongst diverse ecological and social communities and their shared environment.

General Project Itinerary

JANUARY - APRIL, 2001
• Short-list and select site
• Contact community representatives
• Set intentions and limits on project
• Review existing recorded data
• Personal site reconnaissance, repeated
• Gather record facts, impressions, inputs
• Analysis of existing site issues
• Map opportunities, constraints, objectives
• Visualize alternatives, options, uses
• Reconnaissance of precedents and parallels
• Preliminary conceptual design articulation
• Feedback, truthing, concept/test
• Synthesis, assimilation and rationalization
• Rendering of intentions and interventions
• Public presentation

Methodology

To apply intuitive phenomenology after the methodology of Christopher Girot's theory of trace concepts to a design study of the structural and environmental connections with intent to mitigate fragmentation within the Horseshoe Bay community.

Design process

Christopher Girot’s theory of trace concepts allows a project to unfold as layers of phenomenological response are formed by direct site experience. These then direct the intuitive and creative process. Site issues here are multi-layered and there are several areas where environmental, economic and societal factors overlap. The intent is to become familiar with practical application of the methodology, allowing the process to identify areas of the site where intervention can best be applied. The methodology will be used to identify and assess the suitability of any change, then support for design will be sought through rational analysis and testing of conceptual ideas.

Without an element of systematic and qualitative analysis, individual perceptions can overshadow reality as all becomes a construct. To maintain objective distance, peer review and interviews with local experts and other parties familiar with the site will be necessary. Rational processes will further inform the design and incorporate a balanced application of the trace theory.

Trace Theory - a phenomenological approach

1 LANDING – the first act of site acknowledgement
• Personal site interaction and overview
• Unprepared and uninformed, to allow experience without anticipation
• First impressions are recorded
• Cognisant of sensory reaction to spatial and visual cues and environmental phenomenon
• Note differences between the reality and any inherent preconceptions of the place.

2 GROUNDING – orientation and rootedness, uncovering successive layers of history, whether intangibles or visible remainders
• Literature survey, assemble information of interest
• Interviews and personal interpretations
• Review previous studies, reports, planning concepts
• Elements of typology – in looking for patterns, spatial analysis
• Uncovering of any traces and layers residual on site

3 FINDING – searching; activity and insight
• Second impressions
• Data collection with some analysis
• Elements of deconstruction, questioning existing, dislodge traditional assumptions and hierarchies.
• Conceptual design idea generation and testing by ground proofing, dialogue with external parties
• Some serendipity, some methodical quest for significant relics which identify this ‘place’

4 FOUNDING – synthesize all the above into an illustrative transformation of the site
• Analysis & synthesis of gathered experiences
• Design solutions expressed and rendered
• Testing of design against programming objectives
• Peer review, objective evaluation of interventions
• Elements of scientific/rational method – in assessing quantitative criteria, reproducability, suitability
• Process can be ephemeral or gradual, conservative (based on what is found to be inherent to the site) or innovative (that which is imported)
Project Limits
The physical limitation of the project is the core public area of Horseshoe Bay. This includes the BCFC edge, the municipal foreshore park and waterfront, commercial areas, and the paths that extend outward from the community.

Conceptually, the project is limited by a premise that the BCFC program will proceed essentially as outlined in the planning material viewed. The design process will not significantly change or eliminate the terminal expansion plans, but revisions or redesign to elements of the interface will be considered.

Project Goals:
- to produce a report which identifies landscape issues found within the Horseshoe Bay community
- to offer some design solutions which address circulation, connectivity and the environment
- to create interventions that are founded on practical applications of research and design principles basic to the profession of landscape architecture
- to contribute to the ongoing investigation and discussion from which a framework of policies and guidelines can be derived for the future of Horseshoe Bay
- to create and illustrate a vision of practical and esthetic changes for the community which attempt to incorporate facets of the diverse issues and interests
Horseshoe Bay is within the traditional territory of the Musqueum, Squamish and Tsleil-Waututh (Burrard) First Nations. There is record of a shell midden between the 'Lookout' and the BCFC Terminal. The natural bay is a north facing deep water cove carved by glacial action, with a shallow beach of sand over bedrock outcroppings on the south shore and steep, forested east and west flanks.

The bay opens upon Howe Sound which was surveyed in 1859 by Captain Richards of HMS Plumper. In 1858, a report to the Province of Canada suggested the new national railroad terminate in West Vancouver. Land was not deeded until railway rights-of-way were set in 1886, when a Mr. McClarin bought Horseshoe Bay. In 1907-09 the West Shore and Northern Land Company acquired lots 430, 1483, 1494 and 1495, and subdivision followed.

**The Neighbourhood**

Horseshoe Bay and adjacent Whytecliff communities have a combined population close to 2000. Community amenities include a small shopping area, elementary school, gas station, motel, marina, seniors hi-rise residence, a grocery store. There is a variety of smaller shops and services catering to both locals and tourists. Several restaurants and food outlets cater to park visitors and the ferry patrons.

Horseshoe Bay is a convenient access point to for a diverse range of marine activities. It is genuine waterfront community serving residential, recreational and commercial users. By historical and geographic circumstance, it finds itself functioning not as a themed oceanside attraction, but as a working harbour and transportation hub.

**Sewell's Marina**

Established in 1931, Sewell's is a fourth-generation recreational boating business involved in boat rentals, fishing, tourism, and community service. Sewell's presence rivals the ferry terminal as the bay's strongest identifier, and the marina contributes much to a rich sport fishing history. Increases in eco-tourism and a decrease in fishing are changing the focus, but the marina continues to diversify as a business with deep roots in the community.
Horseshoe Bay settlement is visible with several docks and summer cabins but few roads. Rail access to Whytecliff is prominent.

Street grid is now established and several docks add capacity as sports fishing activity increases. Power line appears on hillside.

Black Ball ferry vehicle parking lot terminates the new highway. Residential development expands and logging activity is evident.

Progress brings with it doubled ferry capacity, marina expansion, housing and an ambitious new highway and rail link to Squamish.

Infrastructure at the ferry terminal is now encroaching on the town site. Houses are removed for parking. Vegetation re-establishes.

Triple ferry capacity and the marina consume much of the water surface. Housing covers all but Tyee Point and Black Mountain.
History of BC Ferries

Independent 'Black Ball Lines' ferry service from Horseshoe Bay began in 1951 with routes to Langdale on the 'Sunshine Coast' of the mainland, and to Nanaimo on Vancouver Island in competition for the CP ferry which ran out of Vancouver harbour. In the late 1950s labour disputes threatened travel on these routes and the provincial government began a program of acquiring and amalgamating ferry services to ensure service continuity.

In 1961 BC Ferries assumed control of the Horseshoe Bay terminal. Through the 1960s and 1970s aggressive expansion created a larger fleet requiring substantial shore facilities. Several of the original ships were lengthened and extra decks were added, increasing capacity to several hundred vehicles. The Horseshoe Bay terminal expanded to the present three bays. A large holding lot and improved highway access was constructed to accommodate the increase in demand and traffic. In 1990 a route from Tsawwassen to Nanaimo removed some of the commercial and overload traffic from Horseshoe Bay and in 1993 upgrades at Horseshoe Bay were made to improve pedestrian loading and safety.

The BCFC operation now comprises some 40 vessels and 26 destinations, and 4500 employees at peak season. The Horseshoe Bay facility in 1999/2000 carried a full third of the system traffic, some 7 million passengers and 2.6 million vehicles, making it one of the busiest in the province, if not the world. This demand has created severe traffic congestion within the bay and safety is at risk when line-ups back up traffic along the 'Upper Levels' highway.

In 2000 BCFC announced plans for a major upgrade of the parking facilities at Horseshoe Bay. To alleviate highway congestion at peak times an increase in the vehicle holding area from 700 to 1250 vehicles and a 350 vehicle parkade is planned, with changes to access and egress routes. New passenger ticketing and administration facilities will be built, and the toll booths and maintenance facilities relocated.

BCFC Routes from Horseshoe Bay

---

UNIVERSITY OF BRITISH COLUMBIA
MLA Thesis — David B Thompson — April 2001
The ferry terminal occupies the entire length of the east edge of Horseshoe Bay. Vehicle holding lots extend south some 500-600m. Clearance to the face of the cliff is amazingly tight. The constant movement of these various vessels is considered a visual asset.

These graphs illustrate vehicular and pedestrian volumes at the Horseshoe Bay terminal. There are several trends to note. Passenger volumes are generally 2.5 times vehicle volumes. Although there is no separation of foot passenger and multi-occupant vehicle statistics, it stands to reason that a significant percentage of the passengers travel without cars. Vehicle occupants, at peak periods, often experience waits of several hours, and are prime users of the community amenities. Although wait times would be shorter for travellers on foot, the aggregate time spent in the Horseshoe Bay community is also significant.

The three docks are in constant use in a busy exchange of vessels with a variety of capacities and destinations. The busy Horseshoe Bay terminal accommodates some of the largest and smallest ferries in the BCFC fleet in a constant juggling act.

### Horseshoe Bay Passenger Volumes
From BCFC statistics

The greatest seasonal fluctuations are to Nanaimo (presumably because of increased tourist traffic) and the least to Bowen Island (serving local residents). Nanaimo vehicles numbers show a decline while total passenger volumes are relatively constant, which may indicate a trend to more walk-on users.

### BCFC Horseshoe Bay Terminal Year 2000 Traffic Statistics

<table>
<thead>
<tr>
<th>Month</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
</tr>
</thead>
<tbody>
<tr>
<td>Veh.</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>300</td>
<td>400</td>
<td>500</td>
<td>600</td>
<td>700</td>
<td>800</td>
<td>900</td>
<td>1000</td>
<td>1100</td>
</tr>
<tr>
<td>Pss.</td>
<td>0</td>
<td>50</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>250</td>
<td>300</td>
<td>350</td>
<td>400</td>
<td>450</td>
<td>500</td>
<td>550</td>
</tr>
</tbody>
</table>

Bar indicates total passenger counts. White diamond indicates vehicle counts.

### BCFC Horseshoe Bay Terminal Fiscal Year Traffic Statistics

<table>
<thead>
<tr>
<th>Year</th>
<th>94/95</th>
<th>95/96</th>
<th>96/97</th>
<th>97/98</th>
<th>98/99</th>
<th>99/00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Veh.</td>
<td>1000</td>
<td>1500</td>
<td>2000</td>
<td>2500</td>
<td>3000</td>
<td>3500</td>
</tr>
<tr>
<td>Pss.</td>
<td>0</td>
<td>500</td>
<td>1000</td>
<td>1500</td>
<td>2000</td>
<td>2500</td>
</tr>
</tbody>
</table>

Bar indicates total passenger counts. White diamond indicates vehicle counts.

Horseshoe Bay - Nanaimo
Horseshoe Bay - Langdale
Horseshoe Bay - Bowen Island
HORSESHOE BAY — WEST VANCOUVER

BCFC Terminal Expansion

Over the past 50 years Horseshoe Bay and the ferry terminal have become synonymous. It is generally acknowledged however that eventually some of the routes will have to be moved as demand exceeds the capacity of the Bay. A 1973 report that suggested relocation met resistance when a survey indicated that most residents want terminal to stay, it was good for the local economy.

A this point in time (Spring 2001) groundbreaking has begun for some of the preparatory staging work for construction of an expanded parking facility. This growth has been challenged by the citizens of the immediate area and the West Vancouver council. One major concern is the health issue anticipated by the influx of vehicular traffic on air quality, especially in the vicinity of Gleneagles elementary school at the entry to the bay. A second concern is the lack of adequate environmental and geological impact studies. A court decision was sought on legal action brought about by the local citizens group to stop construction. Ruling as of April 5, 2001 was in BCFC’s favour.

Extensive blasting and excavation of the hillside was initially planned but this work has been reduced because of the public backlash. The additional height and visual impact of the parking structures along the eastern boundary of the residential community also present a problem. As well, the new passenger terminal building will change pedestrian traffic patterns and there is concern that free access to the community will be made difficult. This will impact the viability of the local businesses that rely on ferry patrons for a good deal of their trade. As a result West Vancouver has restricted the retail facilities permitted within the terminal structure. This was done to encourage the free flow of ferry patrons from the holding area to the community with access unimpeded by the new structure.

Whatever the outcome, all parties must coexist despite the fact that one solution will never be found that satisfies all.
BCFC plans of existing conditions and proposed changes taken from public information material.

The shoreline as seen from the government wharf. The Horseshoe Bay waterfront embankment is structurally sound with some weaker areas noted with wave undermining and old repairs. It does lack visual appeal and provides little in the way of an environmental asset.
Figure/ground map of Horseshoe Bay shows the amount of land dedicated to roads and parking increases with proximity to the waterfront. The large open space around the gas station is visible, as are the various parking lots in the commercial area.

What is Horseshoe Bay?

To the out of town vacationer:
- a mini cruise ship terminal?
- a beautiful west coast village and landscape?

To BCFC:
- a waiting room with too many exits?
- a tight squeeze?

To north shore residents:
- memories of summers past and present?
- a polluted and congested shame?

To the local residents:
- A sleepy, picturesque oceanside community?
- A traffic and noise nightmare to live with?

To the island commuter:
- The threshold point for travel and recreation?
- A necessary, annoying obstacle enroute?

To the Sea-to-Sky Highway driver to Whistler:
- Where?

Landscape Architecture is concerned with reconfiguring the interface between people and nature in a controlled, thoughtful and responsible manner. It is about appreciating that decisions made not only affect the immediate site, but may have repercussions on the greater environment. It is about directing changes towards improving appreciation, perception and use of the land. To this end, it is imperative to gain some understanding of the existing site.

Each intervention should satisfy environmental, social and economic requirements. Landscape changes may be radical or incremental, but all have a significance to the whole. Supporting sustainability through good landscape architecture requires working to gain support of all stakeholders and working with what the site inherently offers. By using connectivity as a theme, intent, and philosophy, society is encouraged to respect the landscape. Each intervention can support community connections, both internal and external, promote sustainability either overtly or subtlety, and be economically prudent.

Site plan showing the existing waterfront functional areas and relative layout of existing amenities. All significant trees are identified for inclusion in the final plan.

Chart shows a deep, flushing bay.
Photo of Horseshoe Bay with overlay summarizing key observations, impressions, and findings recorded during several site visits.
Analysis and Issues

The following lists, although perhaps not extensive and totally encompassing, represent the broader picture that should be considered. Many people will be affected by any proposed changes, and each may have different expectations and needs regarding the landscape. Opportunities and constraints influence the parameters of the project, and are essential to the analysis.

**Stakeholders**
- West Vancouver district municipality
- Local residents of Horseshoe Bay
- First Nations heritage and history
- Local businesses and investors
- Marine business services and operators
- Marine recreational users/boaters
- Regular commuters/islanders
- Transient tourists/ferry patrons
- DFO, MELP and other environmental agencies
- Local, provincial and federal agencies

**Opportunities:**
- Spectacular setting, views, visual appeal
- Proximity to Howe Sound and coastal recreation
- Political and commercial will to improve community
- Good clear shoreline access, owned by community
- Relatively healthy water quality, no critical pollution
- High pedestrian traffic, good access for tourists
- Possible divesture of federal wharf to local control

**Constraints:**
- Proximity of large ferry terminal and holding lots
- Tight topographic constraints, limits to expansion
- Fluctuating commercial climate
- High percentage of transient visitors
- High traffic congestion, limited road access
- Public shoreline access, view and control issues

Over the course of several visits, many observed opportunities and constraints of the site became apparent. Girot’s **landing** phase, where first-hand impressions direct the process quickly became the starting point for analysis. Investigation proceeded on several fronts simultaneously, with **grounding** being more identified with the literature review and conversations with key people who had knowledge of the local issues. Analysis of existing reports and other researched information along with direct site observation regarding structure, programming, usage and existing conditions exposed several key issues.

- The imminent expansion of the already imposing ferry terminal
- The necessity to promote pedestrian connections between the ferry terminal and the community
- The importance of continued and unimpeded access to the shoreline for all marine users
- The derelict condition and appearance of the built shoreline and related infrastructure
- The environmental capacity of the bay as marine foreshore habitat and hydrological receptor
- Concerns over the flush of debris and pollutants from the large, heavily used parking lots
- The importance of the foreshore park as an essential contributor to the north shore amenities
- The urban structure, vitality, visual integrity and economic health of the business district
- The connections between Horseshoe Bay, the surrounding neighbourhoods and the community at large, from both a topographic and sociological perspective
- The physical character and experiential quality of the Horseshoe Bay village site in all aspects

The challenge then is to create design solutions that take into consideration all of the above and which explore the latitude of possibilities inherent in the professional application of Landscape Architecture.
Photo of Horseshoe Bay with overlay summarizing key issues and situations observed from analysis of existing conditions.
One overall theme of the project was to ensure connections are made and enhanced between all users and their environment. Observation of pedestrian movement in Horseshoe Bay shows the draw of the waterfront. Many visitors were observed moving from the ferry terminal along Bay Street and back again, their numbers and timing dependent on the ferry sailings. They linger in the vicinity of the central plaza, move east or west within the park pathways or stroll along the embankment. Even in early season and overcast weather the park is a popular destination with the ‘captive’ public. Many people bring dogs, especially to the east end lawn. People walk on the beach at low tide, and walk out the government wharf at all times. The shops and restaurants in the immediate area benefit from and cater to the constant walk-in trade.

**Movement is Constant**

Several key observations were noted during this reconnaissance.

- Royal Avenue forms the community axis, leading down to and visually extending across the plaza, down the boat ramp to the water
- Access to the intertidal zone and beach is important to many users
- Movement occurs constantly along the secondary axis created by the shoreline
- The ferries coming and going add much to the unique visual appeal of Horseshoe Bay
- Pedestrian paths are not well defined beyond the immediate park area and movement falters
- Waiting in Horseshoe Bay is part of the travel sequence

**Connectivity as a Guiding Principle**

The various principles of good landscape practice such as encouraging biodiversity, enhancing the social, economic and environmental sectors of a sustainable model, and utilizing ‘best’ management practices for storm water control all rely on obtaining continued support from diverse interests. To convince the public to buy into such a program, it is often necessary to show connections between their interests and those of the landscape and environment. Sometimes this is done through overt educational means and sometimes this can be achieved subconsciously through manipulating experiential exposure to the landscape through design. Any creative images offered here are merely one attempt to do this. They may not represent the best solution to all viewers, but are given as fresh and alternative ideas.
Photo of Horseshoe Bay with overlay indicating key ideas for strengthening connections or reconfiguring for beneficial outcome.
Proposed Interventions

Community Connections:
1. Extend the trail system leading to the bay
2. Give priority to foot passenger access
3. Add social spaces and activities to the boathouse
4. Reconfigure marina and boat launch facilities
5. Layer the park with traces of local history
6. Horseshoe Bay plaza celebrates the landscape

Environmental Connections:
7. Stormwater detainment to remove pollutants
8. Constructed wetland to diversify shore habitat
9. Shore edge planting and access upgrades
10. Formalize trail link to Whytecliff park & area
11. Highlight islet and the beauty of Arbutus

Economic Connections:
12. Reposition the service station near the user
13. Create the town centre for people not cars
14. Use the government wharf as a stage
15. Create view windows to other activity
Photo of Horseshoe Bay with overlay indicating location of design interventions. Numbers correspond to plan pages which follow.
Opportunities:
- Exercise, walk don't drive, community health.
- Interpretive signage, education.
- Runoff collection, permeable surfaces, swales.
- Wildlife habitat, bird nesting boxes.

HORSESHOE BAY — WEST VANCOUVER

1

Extend the trail system leading to the bay

With the possibility of realignment of Keith Road for the entry to the BCFC underground lot and the removal of the portable maintenance buildings at the corner of Douglas, there is an opportunity to create a small linear greenway as a buffer between the residential neighbourhood and the traffic. A pedestrian path with signage indicating 'Ron's Walk' exists along this alignment from Tantalus Park to the Argyle. Photos at left show this part of the walk.

The new greenway would run north from Argyle to Douglas. There are some unused lots in this area, and one could be developed if the parkade road was moved far enough to the east. Any proceeds could offset the cost of the new trail improvements. From Douglas to Bay Street the sidewalk runs alongside the street.

Benefits:
- Create thicker buffer planting alongside holding lot.
- Improved access to Tantalus Park and Gleneagles area.
- Continuity of access as part of the Trans Canada trail and Seaview Walk (unused PGE right-of-way at Gleneagles).
- More visible pedestrian collector for ferry foot traffic to Horseshoe Bay when holding lots are lengthened.

Issues:
- Upper part of existing walk is steep and includes a flight of stairs, difficult to make this accessible.
- Safety concerns and lack of lighting, open view lines.
- Increase in transient traffic near residential properties.
Map showing trail network and area enlarged to right.

View of existing walk alignment along Keith Road at approximate location of section line shown on plan.

Plan view showing where the pathway could be 'thickened'.

Cross-section A – A' through new section of walk showing drainage swale, 1m wide crushed rock pathway, planted berm and road.
Give priority to foot passenger access

Emphasize the terminal as a pedestrian priority zone with realignment of circulation around the proposed passenger drop-off which will remove conflict at the lane intersection. A raised intersection here would slow through traffic.

The west side of Keith receives exposure as the first impression of the community. Design guidelines for this site should emphasize a coastal style, intimate scale and programming that allows for flexible usage.
Illustration from BCFC proposal showing planned facade treatment of pedestrian terminal and parkade.

Detail plan of BCFC Passenger Terminal showing suggested revisions for routing alignments, including raised intersection.
The old boathouse, recently renovated with the addition of an octagonal 'Lookout' tower. In this photo the narrow concrete apron (1m at tower) and rough condition of the interface between land and water is apparent. During all visits there was never anyone in this rather bleak and uninviting area.

This sketch shows the addition wooden decking on pilings that would extend the area to become and occupiable space (an increase from 1m to 5m in width).

The addition of an awning to the lower structure would visually solidify and strengthen the base as well as provide some practical weather protection for the area. Possibilities for the soon to be vacated lower floor could include a workshop/club space for small wood boat (skif, dinghy, tender, etc.) construction.

Existing access to the boathouse is unattractive and unsafe.

Add social spaces and activities to the boathouse

The old boathouse is a long-time fixture on the waterfront at Horseshoe Bay and is part of Sewell's Marina. It has been recently renovated with the addition of the octagonal tower, seen in the photos, to give it a distinctive 'landmark' quality. A information booth occupies the tower and, at the present time, BCFC has administration offices in the lower floor. This area will become vacant when the new BCFC administration building is complete.

Improvements show in the plans here include:
• A new, safer access sidewalk from Bay street connecting to the building stairs and ramp.
• New wood decking is extended out over the intertidal zone at the north side of the building, creating a main pedestrian area away the street intersection and closer to the waterfront.
• The existing boat launch is reconfigured as a pedestrian-only area, with new paving leading from the fountain to a new deck. New walls, steps and planters are included.
• The GVRD pump area is treated as an elevated public plaza where the brightly painted access panels become part of the street furniture. When needing service, the pump area could be isolated by a temporary chain. This area is currently screened by vegetation.
• A new access pier to leading to the boat launch float is incorporated as integral to the design.
Plan of new wharf accessed by way of a pedestrian walkway which replaces the existing boat launch ramp.

Elevation view of wharf decking, showing proximity of boat ramp to left and the elevated viewing area to the right.

Left – Similar decking and railing shown at Steveston.
Below – Elevation and section through central axis, showing steps and grade.
The importance of visual access to open water is illustrated in this overlay of the new marina alignment. The eye and imagination continue the experiential movement from the upper lands to down to the shoreline and out onto the water. This imagination is interrupted by the current alignment of the floats and the bay becomes pinched and smaller as a result.

Reconfigure marina and boat launch facilities

The east set of floats are used by short term and seasonal craft. At their present location these floats pinch off the visual access to the water beyond. A slight modification to the positioning will double the apparent water surface of the bay and create a visual connection to the ocean. Some of the considerations are outlined here:

- Rotating the floats to the new alignment uses the same shore connection but repositions the outer extremity.
- Float length and moorage can be increased by six berths.
- Issues of ferry wake and floating debris should not present significant problems, as the clearances and entrance opening are similar to existing conditions.
- Walking distance to any berth remains unchanged.
Present view from water side of Lookout building.
Floats appear to close together leaving no unobstructed view opening to the water beyond.

Plan illustrating the repositioned boat launch to the east of the 'Lookout' building, with the mooring float alongside.

Section looking east through boat launch ramp - average grade 8%
Layer the park with traces of local history

Horseshoe Bay has an excellent photographic record of the shoreline activities of the past thanks to the Sewell’s photo collection. Throughout the park and the entire Horseshoe Bay area marker pylons could carry these images to the community and the visitor, linking the past and present. These structures also function as wayfinders and trail markers, presenting additional information, and as bollards preventing unwanted vehicle access to pedestrian areas. Pathway illumination could be incorporated into the base of the pylon, giving added functionality.

Traces of centuries of tides and seasons are represented in the sweeping curves terraced into the lawn, echoing the forms waves sculpt in the sand. These terraces are defined by short walls of indigenous rock that emerge and recede from the lawn in broken chains from end to end of the site. They are carefully aligned to provide impromptu seating surfaces and pathway definition.

The materials and forms for the buildings in the children’s play area and picnic shelter draw their inspiration and design from the beachfront cabins of summers past. Smooth and gnarled driftwood would be incorporated into the construction of each unique structure. Make believe workboats, log booms and canoes (but not pirate ships) ply the sandy inlet of the play ground.
Overview of Horseshoe Bay, always popular with boaters.

Boats for hire from Sewell's marina. Archive photos courtesy of West Vancouver Memorial Library; Sewell's collection.
Outdoor picnic shelters provide a gathering place for family and community feasting and are always a popular amenity in seaside parks.

Walls vary in height from 0.0 to 0.5 m

Swaths of lawn are cut in rotation or planted in various grasses to differentiate each one

Section A — A'

Section B — B'

Typical seating wall construction

Asphalt walk, 2 - 2.5m wide, with 1.5 - 2% cross slope

Stone facing and cap (sloped for drainage)

Concrete Footing

Drainage Rock

Compacted base

Sketch of the existing site conditions, showing location and species of the major trees and position of many structures found on-site
Photo looking east from west end of park near government dock ("C" on plan below), showing existing walk, bank, and lawn. Retouched image to right shows form and definition created by the curving walls traversing lawn, creating seating surfaces.

Retouching also shows the foreshore wall that curves back, leaving a sloped rip-rap bank planted with shore grasses. The promontory wall extends out to the foot of the existing embankment, improving the root zone of the large maples.

Sand formed by waves, the inspiration for the terraced curves traversing the site.
A revised plaza plan would connect the local resident and the visitor to the greater landscape of which Horseshoe Bay is the threshold. This plaza derives its form from Howe Sound and is oriented to the compass and created at a scale of 1m = 1km. The plaza slopes from the street at a 4 to 5% grade, and eventually connects to a ramp down to the beach. There are no steps in the area.

The major islands become planters containing native and ornamental species. The smaller islands are outlined in local stone set flush with the concrete pavers. Interpretive signage, located at ‘Horseshoe Bay’ location, explains the concept. A lamp standard indicates the location of Point Atkinson and Lighthouse Park.

This design simultaneously combines the following functions:
- Orient visitors to the local landscape.
- Provides a tribute to the stakeholders of Howe Sound.
- Allows for a record of the history of the area.
- Provides planting beds arranged in a formalised but irregular and natural pattern.
- Forms an articulated pathway which leads to the waterfront.

Conceptual sketch showing general configuration of different pedestrian areas, including Howe Sound plaza and the Lookout. Note that the wharf configuration has been altered from this early view.

This illustration shows an example of a typical commemorative paver, which would be installed in the Plaza at a location of choice. These could locate former or existing vacation homes, celebrate events (i.e., fish caught) or label any other area of special interest. The public opportunity to purchase a personalized paver would offset construction costs.
Howe Sound.

Ramp access ± 2.0 to beach ± 1.0

6%

existing birch

Smaller islands in stone set flush with pavers

Bowen and Gambier Island planters

Concrete unit pavers ± 5.0

Existing Japanese black pine ± 4.0

Step down 0.6m total

Interpretive signage at the location of Horseshoe Bay

The existing fountain, rebuilt into to a round form and finished in dressed stone

Section/elevation A — A’ through plaza showing 4.0% - 4.5% overall slope leading from the street to the shoreline, past the planted 'islands'.

Island planters ± 5.0
Stormwater detainment to remove pollutants

Surface run off from the ferry terminal holding lots and parkade structures presumably flows directly into the storm sewer system and out into Horseshoe Bay. Any intervention that slows this movement in order to improve water quality through filtration or sediment drop is beneficial, especially if there is little infrastructure cost involved. This plan proposes that water be directed into generous swales alongside the parkade, containing unmown grass and extensive shrub and tree plantings. The slowed water would release some of the suspended particles and petroleum pollutants as it collects and passes through these vegetated swales. Standpipes in the swale would direct the accumulated water into further oil and grit traps, and then into the bay by way of the constructed wetland described elsewhere in this document.

By locating the parkade two meters farther east from Keith than in the existing plans, and removing the curving pathway from this area allows for wider swales, heavily planted, would function as visual buffers between the residential community and the parking lots. They would also create green corridors to enhance the network of biodiversity zones in the area, adding support by providing additional wildlife habitat and cover.

Plant list (not exhaustive) of the species suggested for consideration the swale areas:
- western red cedar, Thuja plicata
- bitter cherry, Prunus emarginata
- red alder, Alnus rubra
- pacific crab apple, Malus fusca
- red bud, Cercis canadensis
- vine maple, Acer cinnatum
- Pacific willow, Salix lucida
- red osier dogwood, Cornus stolonifera
- yellow flag iris, Iris pseudacorus
- grasses, Pennisetum sp., Miscanthus sp.
- sedges, Carex sp.
Plan view of new parkade structure, showing proposed generalized stormwater flow into swales on either side. In this plan, the building has been moved 2m to the east to provide a larger area on the west side between the building and the street. This, and the placement of the sidewalk in a straight line along the road rather than weaving between the trees as in the BCFC plan, allows a 7.5m wide area for the swale to be created between the sidewalk and the building.
This plan depends on successful resolution of the following issues which impact directly on the feasibility of any proposed change.

- DFO regulations prohibit any alterations that result in a net loss of existing marine habitat. There could be compensating factors in improved water quality and nutrient enhancement, and the increased in intertidal substrate.
- There is an unexcavated midden in the area, which is why the existing land area is relatively undisturbed. The wetland falls entirely within the reclaimed area.
Plan view showing extended shoreline, excavated storm water drainage inflow creating 'stream' and constructed wetland.

Cross section through constructed wetland showing position of existing shoreline and placement of rip-rap to create wetland areas.
Precedent for constructed wetland, Maplewood Flats, N. Van.

Constructed ponds at Hastings Park, Vancouver. Naturalized environments created to replace hard surfaced exhibition grounds with diversified planting and habitat linkages within the urban landscape. Boardwalk access is an important feature of these constructed areas, as opportunities for human interaction increases and strengthens the perceived necessity and value of this landscape type.

Constructed wetlands are being established throughout the lower mainland to create wildlife habitat nodes within the region. These areas are noted for their contribution to both biodiversity and species survival, and they effect they have on downstream water quality. They are created where there is an need to mitigate the effects of urbanization by establishing areas that will provide food and nesting opportunities.

There is also a need to reduce the harmful effects of stormwater flushing from paved areas that tend to collect road grit and petroleum residue. This material is detrimental to the health of streams and marine environments. Horseshoe Bay no longer receives inflow from a natural watershed. All the surface water is collected and discharged directly into the bay and the large parking lots increase the relative percentage of pollutants.

By directing the outflow through a wetland area as proposed, the water quality can be improved both by trapping the road debris and the addition of organic nutrients from the decaying marsh plants.
Conceptual sketch overlay to photo of eastern park area. Note that the constructed wetland is in the reclaimed intertidal zone and the existing lawn area is not excavated.

The photo/sketch above shows how the shoreline theme could be expressed with sweeping lines of boulders defining terraced edges, continuing the form established in the western end of the park. All the existing trees in this area are to be retained. The extension of the land surface along the ferry terminal wall allows the grove to be supplemented with newly planted trees. These would increase the canopy and vertical stratification of the grove, provide some additional shade for the ponds and provide habitat for birds and small animals. In time the trees would also provide additional screening of the terminal structure. The photos below show the visual effect that any additional planting would have on the massing of the structure.

View towards BCFC Terminal bulkhead shoring, showing existing condition at low tide.

Same view as above, retouched to illustrate proposed intervention to extend wetland vegetation into the area.
Existing sketch, inverted to correspond to drawings to left.

Conceptual sketch, showing various shoreline articulations and the tidal stepping theme carried through the parkland.

Plant list (not exhaustive) of the species suggested for consideration in the park and shoreline areas.

- twinberry, Lonicera ciliosa
- nootka rose, Rosa nutkana
- saskatoon berry, Amelanchier humulus
- red flowering current, Ribes sanguinium
- snowberry, Symphoricarpos albus
- red twig dogwood, Cornus stolonifera
- yarrow, Achillea millefolium
- thrift, Armeria maritima
- indian plum, Osmoronia cerasiformis
- salal, Gaultheria shallon
- grasses, Pennisetum sp., Miscanthus sp.
- sedges, Carex sp.

Precedent – this photo shows typical seawall construction as found in various Vancouver locations. This instance from Granville Island shows granite-capped rock wall above rip-rap in the intertidal zone. Similar wall construction is proposed in the plan.

Shore edge planting and access upgrades

The existing shoreline condition in the area of the waterfront park leaves much to be desired both esthetically and environmentally. The concrete-encased embankment, while not in exceptionally poor structural shape, calls for improvement. The plan presented here creates articulation and movement along the shoreline, with alternating promontory points, water and beach access and planted slopes.

The interventions are in part an attempt to reestablish a more gentle, natural slope in some areas which would supporting a native mixture of shrubs and grasses. There is also a desire to improve the conditions for the trees growing close to the shore by extending a wall on the water side to providing a larger root zone. This has the added benefit of providing a pedestrian promontory jutting out from the shoreline, where a semi-circular line of park benches would certainly find lots of use.

Opportunities:

- Re-establish a more gentle slope, make accessible grades to beach in some areas
- Vary edge conditions, with boardwalks, ramps, bays and promontories
- Remove concrete embankment, encourage naturalized planting in and amongst rip-rap bank
Existing condition at west end of park, showing concrete covered slope.

Existing condition for Acer macrophyllum at top of bank.

Plan showing revised foreshore with several variations of edge condition, including planted rip-rap and mortared rock promontory wall. Also shown is the ramped access route at the east end and retainment of existing steps at the west end. Dotted lines indicate approximate position of existing top and bottom of bank. Note that the interventions do not encroach on the intertidal zone, but extend the zone back up into the park.

Elevation view towards the shore, illustrating the various edge treatments used along the length of the park.

Cross sections of typical edge conditions in the plan above:

Section A – A' is through the access ramp, which has an average grade between 5 and 6 percent.

Section B – B' is through the promontory wall, and shows typical stone-clad concrete construction.

Section C – C' shows a section of typical sloped embankment, where native planting would soften the shoreline.
Above - Whytecliff Park, on the south-western side of Madrone Ridge. This could be either a destination or starting point for the hike to Horseshoe Bay. Popular with picnickers and divers, Whytecliff offers a different landscape type than found at Horseshoe Bay, with several cliff top viewpoints looking out over Queen Charlotte Channel to Bowen Island. It has a washroom and food concession, and several trails winding though undeveloped parkland.

Below - A precedent in North Vancouver at Pemberton Avenue. Other examples of stairways connecting community trails are found at Whiterock and Pacific Spirit Park at UBC.

Trail access to other parks and neighbourhoods in an area creates community links and activity corridors. While extending the Horseshoe Bay pedestrian walk up and over Madrone Ridge is not without inherent difficulties, it would connect two of the region's most used parks. Formalizing this route would provide the missing section of a challenging but easily approachable walking route through to the Whytecliff area. This project entails several factors for its completion:

- Construction of '1001 step' access staircase to upper neighbourhood.
- Once at top of hill, (Wellington Avenue), the trail follows the existing residential roads and established access routes (along utility easements) to join the Whytecliff park trail network.
- Trail signage would be at junction points to provide orientation and distance markers (as is done for the Ambleside/Dundarave walks).
- Total distance is approximately 1km with an elevation change of 70m.
- Streets and trails already established within the area connect to public waterfront access sites at Copper Cove, Whyte Island, and Batchelor Bay.
Madrone Ridge to the west of the bay, with trail route indicated.

Rising approximately 65m in 200m, this would be a fairly intimidating ascent in the steepest section. The plan is to construct a staircase in the section indicated, similar to those found locally in equal terrain. Care would be required to discourage off-trail use because of possible damage and degradation of the forested slope and the danger presented by the steep rock outcrops.

Above – Graphic representation of the approximate trail route from Nelson Avenue to up to Wellington, following the existing road right-of-way up the hill.

This illustration of elevation and plan views of the route shows the changing slope. Stairs would be need to be constructed in the area indicated. A small viewing platform near the lower end, readily accessible to the casual visitor to Horseshoe Bay, could be incorporated into the design.
HORSESHOE BAY — WEST VANCOUVER

 Highlight islet and the beauty of Arbutus

At the western end of the Horseshoe Bay shoreline and located within the Sewell's Marina property is the small islet known as Rock Island. Spared from development, this tiny, natural landform supports an exquisite grove of Arbutus menziesii, the Pacific madrone or arbutus tree. A difficult specimen for transplanting or cultivation, this tree thrives only with specific environmental conditions. The coastal area of southern British Columbia represents the northern extent of its range, which reaches south to California.

With red peeling bark exposing the smooth green underlayers, typically gnarled and tortured trunk forms and dark green glossy leaves, this species is very attractive and unique. It is native to and identifiable with the coastal landscape. The characteristic sight of these trees clinging to exposed outcrops is a memorable and photogenic image of the local scenery.

Closer viewing of Rock Island, but certainly without physical access, could be encouraged by making the path through Sewell's storage and shop area more visually accessible. This can be done by using environmental banners and signage rather than costly paving or structural upgrades. As the area is a working marina, encountering the boat yard clutter is part of the experience. Passing through the narrow works yard, one is rewarded upon arriving at the end point of the retaining wall by a spectacular close-up view of these trees in their natural setting. All that is required here is a very small public viewpoint with the whole of the bay forming the backdrop.

Arbutus menziesii, (Pacific madrone), the only broadleaf evergreen tree indigenous to coastal B.C.

Range: from Southern B.C. coast to California.

Establishes in well-drained mineral soils in full sun. Prefers gravelly, sloping, exposed coastal sites and moist spring air. Does not like summer rain or tolerate any shade. Difficult to transplant or propagate.

Signage describing this native species and other local flora and fauna could be distributed along the shoreline in appropriate areas.
Decorative banners such as the one illustrated here would continue the coastal theme, impart historical information and welcome the visitor to an otherwise inhospitable area.

Tiny Rock Island and the Arbutus grove, a photogenic reward at the end of the shoreline path.

Sewell's Marina and Boathouse Restaurant showing addition of decorative banners. Photo shows location and scale of Rock Island.

Before – a rather uninviting but essential service area. After – the addition of colourful signage welcomes the pedestrian.
Reposition the service station near the user

The service station is moved in this plan to a triangular site located between the ferry terminal holding lots and Keith Road at Douglas. This location is shown on the BCFC plan as the location of a holding pond. It is next to the entrance for the proposed underground parking structure located near the present overpass. The new entry road to Horseshoe Bay is shown on the BCFC plans as originating from a left turn lane into Douglas Street. This alignment is incorporated into the plan shown here.

The service station provides emergency towing services for the BCFC lots, removing trouble vehicles. This site makes the station visible to ferry traffic, increasing exposure and accessibility. Signage would alert ferry travellers to the proximity of the service station as a fuel and service depot. It is also freely accessible from the Horseshoe Bay community without requiring entry or exit from the terminal or highway, although easy access is possible.

The present gas station is of a fairly old type and likely slated for functional updating. Any new construction would hopefully support the village character of Horseshoe Bay and be scaled and finished to add to the local vernacular landscape. It is increasingly common for multinational organizations to relax their corporate design standard for individual franchises in acknowledgement of the local preferences.
This is an ideal location for installing Horseshoe Bay Community Gateway signage, similar to that for Kitsilano placed at the south end of the Burrard Bridge at Cornwall Avenue in Vancouver.

Above – Plan view of proposed relocation of the Horseshoe Bay service station.

Below – New location of Horseshoe Bay gas station illustrated from approximate viewpoint ‘A’ on plan view above.
Create the town centre for people not cars

The intersection of Royal and Bay Street forms the geographic crossroads of the community. It is an area of high pedestrian traffic, with retail shops, a pub and several restaurants in the area. It also is a hub for vehicular activity, with several parking lots and a gas station within a few metres of the intersection. While certainly needed, the gas station is not necessarily the highest or best use of this vital core location. It is a difficult and congested location to access, with several instances of vehicle and pedestrian routing conflicts.
The three photos above show the streetscape in Whiterock where residential and commercial uses exist directly across from the beach. Typical mixed-used development proposed for the intersection is illustrated in the above photos taken along the waterfront in Whiterock. Zoning allows shops and offices at ground level and strata-title or rental units on the second floor, bringing people to the streetscape. Retail and restaurant businesses extend trade beyond the tourist season through residential options on the upper floor.

Change of use in Horseshoe Bay could proceed only after site assessment and any required remediation of the gas station site.

Photo above shows Horseshoe Bay now with a gas station occupying the prime corner.

Photo-illustration above of proposed changes shows the same intersection with retail/residential buildings added. Trees have not been shown in this view to allow clarification of the architectural form. This location would make these desirable units with ocean views. Other uses for this location could include community meeting and recreational space, seasonal marketplace, temporary and short term stalls of limited floor area, or local artisan workshops and studios.

Photo below of existing shops along Bay Street shows the gas station offers little to support the pedestrian experience in Horseshoe Bay.
Fresh catch is commonly sold from the boat at Steveston in Richmond (shown here), and at Granville Island in Vancouver.

The government wharf at Horseshoe Bay, subject of a Port Divesture Study as to the future ownership and administration of the facility.

Some of the programmed activities that could continue the enrich the wharf as a north shore amenity are:

- Regularly schedule fresh fish sales in season as at Steveston and Granville Island. This would require some publicity and may take time to establish awareness.
- Allow a ‘farmer’s market’ for vegetable and fruit sales on the roadway at the head of the wharf. If kept to one or two merchants and aligned alongside the western edge of the park this would add to the outdoor market experience without impacting the parking lot.
- Establish an educational tie-in to the salmon rearing program undertaken at Sewell's dock. Signage should be mounted explaining the efforts being made and the importance of water quality on marine habitat.
- Renovate the underused storage building at the end of the wharf to allow a covered seating/waiting area. Make it an attractive destination visible from the shoreline.

There are a few commercial fishboats moored here, as is the houseboat residence of the (former) wharfinger. The wharf can accommodate emergency vehicle access, and amenities include a hydraulic winch and office/storage space. There is a need for a weather protected waiting area.

The ownership and control of the government wharf is under review and indications are that it will transfer to local control by the District Municipality of West Vancouver. The wharf is used widely for public marine access throughout the year, mainly for the movement of goods and people to the outlying islands.

Each summer many thousands of children transfer to vacation camps from here and, on weekends, over 600 people leave for island cabins. Three floats accommodate the regular water taxis, and on occasion seaplane services use the wharf. Tour buses frequently drop passengers who walk the wharf to experience the traditional west coast views and activities.

The government wharf is commonly sold from the boat at Steveston in Richmond (shown here), and at Granville Island in Vancouver.

Use the government wharf as a stage

The ownership and control of the government wharf is under review and indications are that it will transfer to local control by the District Municipality of West Vancouver. The wharf is used widely for public marine access throughout the year, mainly for the movement of goods and people to the outlying islands.

Each summer many thousands of children transfer to vacation camps from here and, on weekends, over 600 people leave for island cabins. Three floats accommodate the regular water taxis, and on occasion seaplane services use the wharf. Tour buses frequently drop passengers who walk the wharf to experience the traditional west coast views and activities.

Some of the programmed activities that could continue the enrich the wharf as a north shore amenity are:

- Regularly schedule fresh fish sales in season as at Steveston and Granville Island. This would require some publicity and may take time to establish awareness.
- Allow a 'farmer's market' for vegetable and fruit sales on the roadway at the head of the wharf. If kept to one or two merchants and aligned alongside the western edge of the park this would add to the outdoor market experience without impacting the parking lot.
- Establish an educational tie-in to the salmon rearing program undertaken at Sewell's dock. Signage should be mounted explaining the efforts being made and the importance of water quality on marine habitat.
- Renovate the underused storage building at the end of the wharf to allow a covered seating/waiting area. Make it an attractive destination visible from the shoreline.

There are a few commercial fishboats moored here, as is the houseboat residence of the (former) wharfinger. The wharf can accommodate emergency vehicle access, and amenities include a hydraulic winch and office/storage space. There is a need for a weather protected waiting area.
Create view windows of other activity

The BC Rail mainline runs along the eastern edge of Horseshoe Bay at the 50m level. There is a 1.5 km tunnel between the bay and Eagle Harbour with the western portal approximately in line with the existing ferry toll booths. As well as freight traffic, there are several tourist and passenger operators using this route. The 'Royal Hudson' excursion runs one round trip daily in season, as does the evening 'Starlight Express Dinner Train'. There is also 'Budd car' service to Whistler and scheduled passenger service to northern communities. The railroad equipment seen on this route is quite diverse and of value as a collateral attraction in Horseshoe Bay. At present, the railway is screened visually by the forest cover of the slope, and with the exception of winter views, all that can be detected is the sound, or, in the case of the heritage locomotives, the smoke.

There are at least two issues here that would need resolving to create any change to the existing vegetation along the railway right-of-way, including limbing trees. The railway is seen as an additional source of noise not necessarily appreciated by Horseshoe Bay residents. The existing tree buffer is relatively thin and it is questionable how effective is is in reducing noise. The trains observed do not sound whistles in the immediate area, and when the locomotives enter the tunnel any sound lessens considerably.

Trees alongside the right-of-way are under the jurisdiction of the District of West Vancouver, and permission would be required for any tree thinning. The current policy is not to move any tree for reasons other that danger or disease. No tree removal from public land is considered for cosmetic purposes, including view enhancement.
Summary

Many issues factor into a project spread across landscape locations with potential as diverse as those found within the Horseshoe Bay community. The interventions proposed in this document range from environmental drainage swales, constructed wetlands and shore edge amenities to wayfinding markers and graphic banners. All are within the scope of landscape architecture and all share the common theme of linking the community to the environment.

The Municipality of West Vancouver has expressed a desire to rebuild the foreshore embankment along the waterfront in Horseshoe Bay Park and upgrade the various park amenities. At the same time, the federal government is likely transferring ownership and responsibility for the public wharf. The ferry terminal is about to expand. The time is right to find an overall philosophy that will knit these different elements into a healthy community with a unique identity.

Landscape planning in practice must acknowledge and answer to many diverse stakeholders while creating social, environmental and economic viability for the community. Christopher Girot’s theory of trace concepts was used as a framework, as direct site experience was filtered through the intuitive and creative design process. The resulting series of conceptual ideas was then rendered and subjected to review, critique, adjustment and articulation. This document contains the essence of this process.
Bibliography

Printed Material:

Alexander, Christopher. A pattern language: towns, buildings, construction
Christopher Alexander, Sara Ishikawa, Murray Silverstein, with Max Jacobson, Ingrid Fiksdahl-King, Shiomo Angel.

British Columbia Ferry Corporation. An assessment of impacts to vegetation, fish and wildlife resources: Horseshoe Bay Terminal improvements project / British Columbia Ferry Corporation
Envirowest Consultants Limited.

British Columbia Ferry Corporation. Drainage report to British Columbia Ferry Corporation for Horseshoe Bay Terminal improvements: projects C01053 and C01061 hold expansion and parkade
McElhanney Consulting Services Ltd.

British Columbia Ferry Corporation. Horseshoe Bay development plan review

Commercial area analysis & neighbourhood review: focus: Caulfeild & Horseshoe Bay

Foundation Group Designs. The District of West Vancouver heritage landscape inventory / prepared for the District of West Vancouver, Vancouver, B.C.

Fox, Margaret, 1936- Cha-hai (Horseshoe Bay): a look at the past
West Vancouver: Gleneagles P.T.A., [1971?]

Gottlieb-Tanaka, Dalia. Horseshoe Bay: analysis and design proposal

Horseshoe Bay Port Transfer Steering Committee. Horseshoe Bay port divestiture study / submitted to Horseshoe Bay Port Transfer Steering Committee; submitted by Planistics-Schmidt, Cochrane PBK Engineering Ltd

Justice, Clive L. Mr Menzies Garden Legacy, Plant Collecting on the Northwest Coast, Cavendish Books, Delta, B.C., 2000

Marine Drive Gleneagles Corridor land use study / prepared for the District of West Vancouver;


Ommundsen, Peter D. Bowen Island Passenger Ferries: The Sannie Transportation Company 1921-1956
(reference: West Vancouver Memorial Library)

Ramsey, Bruce. A place of excellence: a chronicle of West Vancouver, 1912-1987
The Corporation of the District of West Vancouver, B.C., c1986.

Spaxman, Ray Horseshoe Bay Ferry Terminal – Goals
Spaxman Consulting Group Limited, Vancouver, B.C., 1999

S.I.: s.n., 19??
(reference: West Vancouver Memorial Library)

Sewell, Tom. Tom Sewell interview on Horseshoe Bay history
S.I.: s.n., 19??
(reference: West Vancouver Memorial Library)

Walden, Phyllis Sarah. A history of West Vancouver
(reference: West Vancouver Memorial Library)

Weiser, David. Horseshoe Bay downtown revitalization program: a concept plan

West Vancouver (B.C.). Planning Dept. The Ambleside Boat Launch Survey
West Vancouver, B.C.: Planning Dept., 2000

West Vancouver (B.C.). Planning Dept. Horseshoe Bay planning study: review 1973
West Vancouver, B.C.: Planning Dept., 1973

West Vancouver, B.C.: Planning Dept., 1988

West Vancouver, B.C.: Planning Dept., 1973

West Vancouver (B.C.). Planning Dept. Zoning maps: part 10, Division 1 of Zoning bylaw no. 2200, 1968; Amendment bylaw no. 3760, 1992

Wolenski, Georg A Development Vision for Horseshoe Bay
Georg Koslowski, Architect: West Vancouver, B.C., 1999

Other Sources:
http://www.bcferries.com/corporate/history (March 2001)
http://www.bcrail.com/photogallery (April 2001)
http://globalairphotos.com (April 2001)
http://www.ncr.dfo.ca/habitat/c&pguide/englsh/ (March 2001)
West Vancouver Museum and Archives, West Vancouver, B.C.