

HORSESHOE BAY STREETScape
DESIGN GUIDELINES



STUDY AREA

INTRODUCTION

The Horseshoe Bay Streetscape Design Guidelines was initiated to improve the quality of the public realm through the development of a cohesive and unified streetscape design strategy for Horseshoe Bay Village. The intention of the Streetscape Design Guidelines is to enhance livability, bolster economic activity and enable local businesses to compete with other retail centres, foster a unique and distinct sense of place, create public space for programming, prioritize pedestrian use, and exemplify the District of West Vancouver's commitment to sustainable development.

The intent of the Horseshoe Bay Streetscape Design Guidelines is in keeping with the Vision Statement identified by the community. Through a public engagement process, community members established that the identity of Horseshoe Bay Village was a key characteristic that they wished to preserve and enhance. Community members identified the Village's casual atmosphere, seaside location, surrounding landscape, history, community event programming, and its connection to the ferry terminal and destinations beyond as important aspects to address in the formulation of the Streetscape Design Guidelines.



GUIDING PRINCIPLES

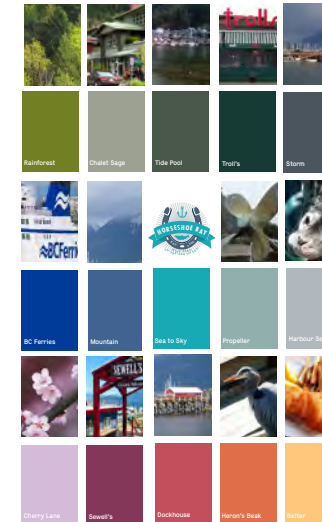
The six following guiding principles provide direction for creating the public realm design framework for Horseshoe Bay. The principles reflect the community's vision for the future of Horseshoe Bay.

1 CREATE A DESTINATION



An enhanced sense of place that captures the spirit of Horseshoe Bay has the potential to animate the public realm, ignite economic and social activity, and help to transform the Village from a gateway to a seaside destination. What changes are necessary to encourage people to visit and stay?

2 DEFINE VILLAGE CHARACTER



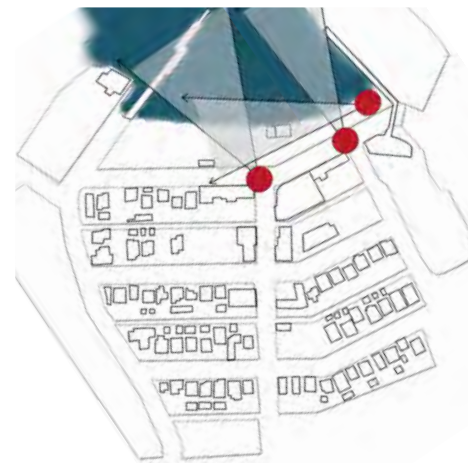
What defines the Village's character? The village character of Horseshoe Bay must be identified to strengthen its sense of place. This character can then be expressed through the appropriate selection of materials, site furnishing, landmarks, and public art. How will colour and materiality shape a unique identity for Horseshoe Bay?

3 IMPROVE CONNECTIVITY



Improvements to connectivity to the BC Ferries Terminal, the Sea to Sky Highway, and surrounding destinations would help drive visitors to Horseshoe Bay. Improvements to connectivity within the Village, legibility, landmarks, and encouraging activities in the public realm have the potential to further bolster economic activity. What landmarks or changes will be necessary to increase foot traffic and connectivity?

4 VIEWS



In order to truly harness Horseshoe Bay's stunning natural setting important views must be preserved and enhanced. What views are the most iconic to Horseshoe Bay and how can they be both protected and enhanced?

5 ESTABLISH CIRCULATION HIERARCHY



A hierarchy of roads, lanes, and breezeways between buildings must be established to provide improve both connectivity and legibility for pedestrians, motorists and cyclists. How can pedestrians use become a priority in Horseshoe Bay?

6 CONNECT TO THE WATERFRONT



Horseshoe Bay's has a critical relationship with its waterfront. Developing a consistent public realm that interfaces appropriately with the water's edge is paramount. How can expanding the project area to the waterfront benefit the public realm as a whole?

STAKEHOLDER WALKSHOP

KEY ISSUES & SIGNIFICANT FINDINGS

The following key issues were identified at the first stakeholders meeting lead by the consultant group and the District of West Vancouver:

- Need for quick wins & long term goals
- Address neighbourhood amenities (mix of retail uses) for everyday life in the village
- The heart of the village needs to be more well defined
- Identify potential economic and social activity drivers that can feed the public realm
- Improvements to lighting in the Village must be addressed
- Emphasis on village character as Gateway - Mile Zero of the Sea to Sky; embrace the "Odd Sock Drawer"
- Potential for a landmark at the end of the dock
- Connectivity needed between the Village, Park, Dock, and Ferry Terminal
- Potential for a continuous promenade from the Ferry Terminal to Tyee Point
- Need to address relevant focal points; potential for public art



Gateway to Adventure



Embrace the "Odd Sock Drawer"



Neighbourhood amenities for everyday life



Define the heart of the village

VISION STATEMENT

To create a **charming, inviting, casual, and authentic seaside village** that celebrates Horseshoe Bay's cultural and historic importance, which reinforces the **connection** between village, waterfront and ferries within a **majestic coastal landscape**, and supports flexible **inclusive** community-led events and activities that serve as the **'Gateway to Adventure'**.

VISION STATEMENT KEY WORDS

inviting authentic majestic
village cottage seaside
historic cultural quaint
charming inclusive

QUICK WINS

The interventions listed here are easy-to-execute and cost effective that have the potential to dramatically transform Horseshoe Bay Village and lay the groundwork for future investment. The intention of quick wins is to provide the Village with interventions that can be deployed quickly to instigate the streetscape guidelines implementation process. Quick wins allow residents, business owners, and visitors to experience, enjoy, and witness improvements to the streetscape. Quick wins range from easily executed design elements such as painted pedestrian crossings to provide venues for event and activity programming in the Village. The quick wins can lay the foundation for longer terms goals for the public realm in Horseshoe Bay.

Quick wins can include but are not limited to the following interventions:

- Painted pedestrian crossings
- Add stop signs to Bay Street westbound at Royal to slow vehicle traffic along Bay
- Add stop signs to Royal Avenue at Bruce Street northbound and southbound to make this intersection a four-way stop
- Prune overgrown planting on the north side of Bay Street to reveal views to the water and beyond
- Develop pruning or replanting strategies for overgrown planting obscuring businesses, parking access and views on Royal and Bay Streets
- Partner with local businesses to locate and build temporary pop up parks and patios at key locations in the Village
- Car free days at the “Heart of the Village” at Bay and Royal can provide venues and/ or spill out space for events such as the Craft Beer Festival, Taste of the Bay, block parties, farmers’/artisan markets etc.



Pop up parks and patio installations can be accommodated at key locations in Horseshoe Bay.



Pedestrian crossings can be painted at key intersections



Overgrown planting can be thinned to reveal views to the water



“Car Free Days” at the Heart of the Village at Bay and Royal can provide a venue and spill out space for special events



Add stop signs to key intersections to slow traffic



VILLAGE PATTERN LANGUAGE

Areas in Horseshoe Bay are delineated on this map with a cottage analogy in mind. Main arterial roads connecting to the Sea to Sky highway and roads leading in and out of the village are identified. The streetscape is further divided into local roads, laneways, flexible shared spaces for vehicles, cyclists and pedestrians, and potential breezeways between buildings.

Key areas of the Village are highlighted and take on cottage characteristics, which serve to guide area appropriate design strategies, streetscape elements, and programming. The cottage characterization defines Village identity and can help to strengthen legibility and sense of place. The purpose of delineating the Village into smaller areas allows development of these areas to be approached incrementally and phased appropriately given the needs of the Village and the availability of capital.

The landscape design strategies and materials proposed reflect the vision statement crafted by stakeholders in Horseshoe Bay. The character of a charming, inviting, casual and authentic seaside village within a majestic coastal landscape is illustrated in the strategies and materiality of the public realm.



PROGRAMMING OPPORTUNITIES

Key areas in the Village provide programming opportunities. Street festivals and events are accommodated throughout the Village. The streetscape supports activities from temporary pop up patios and parklets to permanent promenades.

- THE FRONT YARD**
 Views to Howe Sound
 Picnicking
 Children's Play
 Sunning
- "THE HEART OF THE VILLAGE"**
THE LIVING ROOM
 Views to Howe Sound
 Street Festivals
 Pop up patios/parklets
 Eating
 Shopping
 Strolling/Jogging/Biking
- HALLWAYS**
 Shopping
 Strolling
 Servicing
- THE SIDE DOOR**
 Parking
 Ferrying
- BREEZEWAYS**
 Connecting
 Strolling



PEDESTRIAN ZONE

SHARED SPACES

The identity of Horseshoe Bay will be formed through its public spaces. Accommodating and encouraging pedestrian facilities and accessibility throughout is a primary guiding principle. Shared spaces that provide vehicular movement and services to the Village, will also act as pedestrian spaces. These shared spaces will be created through a common ground plane and interwoven paving materials that transition and interlock the two uses. Throughout, there will be a necessity to ensure that all materials are highly durable to accommodate vehicular traffic as well as the enjoyment of pedestrians in the space.

PEDESTRIAN ZONES

Dedicated pedestrian Zones are comprised of sidewalks in the Village and the promenade located on the north side of Bay Street connecting the Ferry Terminal, Horseshoe Bay Park, Sewell's Marina and extending to Tyee Point.

PRIMARY FLEX SPACE

The Primary Flex Space is located on Bay Street from Keith Road to mid block west of Royal Avenue and Royal Avenue north of Bruce Street at the Heart of the Village. This area could be closed to vehicular traffic and open to pedestrians

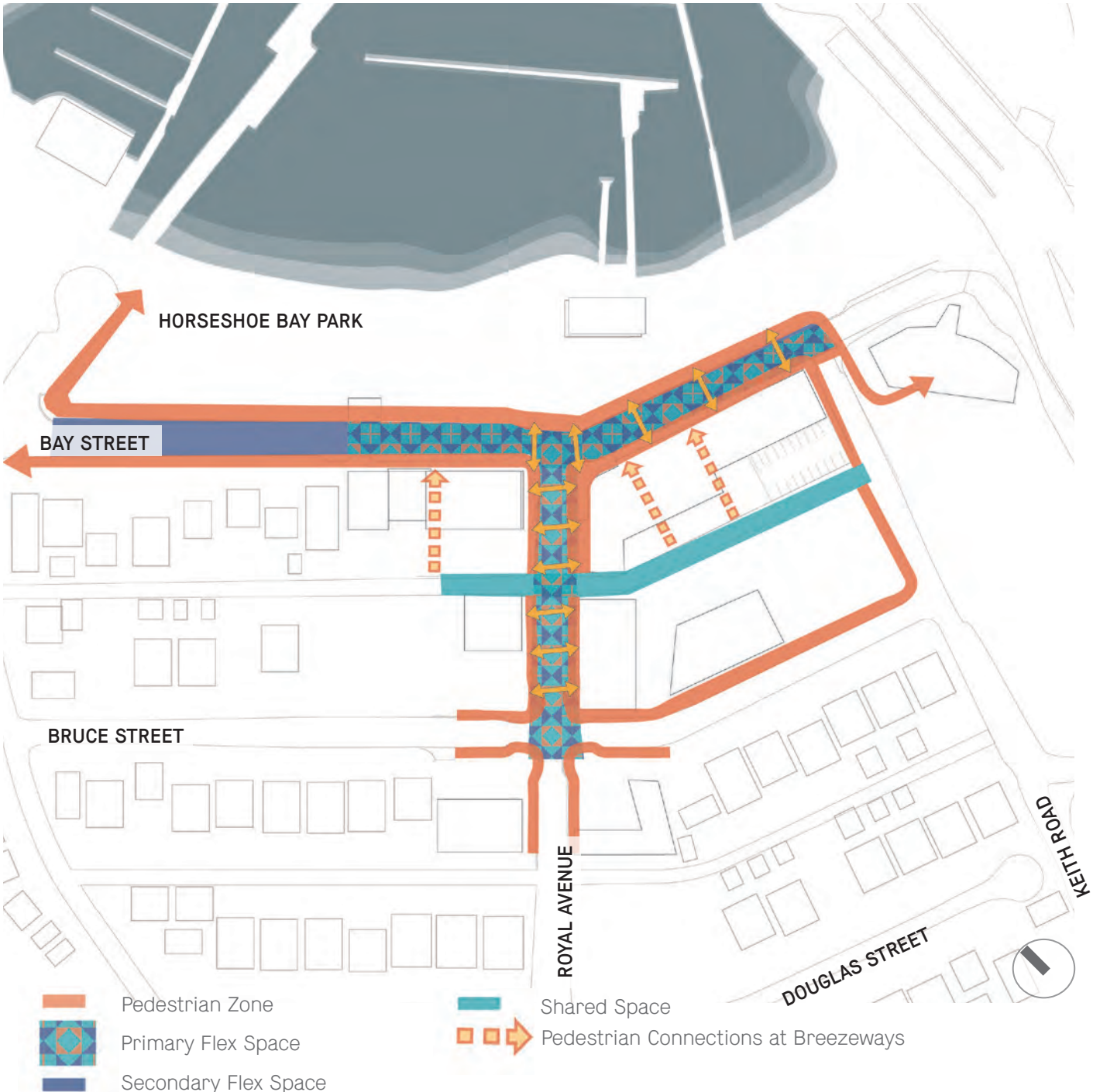
for special events, block parties, and festivals. The primary flex space will consist of a singular paving pattern using concrete unit pavers in the roadway and on sidewalks to clearly delineate that this space is shared with pedestrians, cyclists and motorists. The contrast in paving type and texture and narrowing of the road will indicate to the motorists that a change in speed and traffic patterns is occurring. Walkability and pedestrian permeability is encouraged in this area.

SECONDARY FLEX SPACE

The Secondary Flex Space is located on Bay Street between Royal and Nelson Avenues and extends western portion of Bay connecting to the Sewell's development. This area could be closed for larger festivals and events. The Secondary Flex Space can be used in conjunction with the Primary Flex Space to create a Village-wide celebration space or used separately.

SHARED SPACE

Shared Space is indicated on Little Bay. The Shared Space is comparable to a woonerf in its privileging of pedestrian activity and use vehicular traffic calming measures. The ground plane and paving treatments selected for the Shared Space will be distinct to signal that vehicular traffic must be limited and reduce in speed and pedestrian use will be encouraged.



PEDESTRIAN ZONE IMPROVEMENTS

PEDESTRIAN CROSSINGS

Areas of focus for pedestrian zone improvements are indicated on this map. The main pedestrian crossings are identified at the following intersections:

- Bay Street at Keith Road
- Bay Street at Royal Avenue
- Royal Avenue at Bruce Street
- Keith Road at Little Bay

Secondary pedestrian crossings are identified at the following intersections:

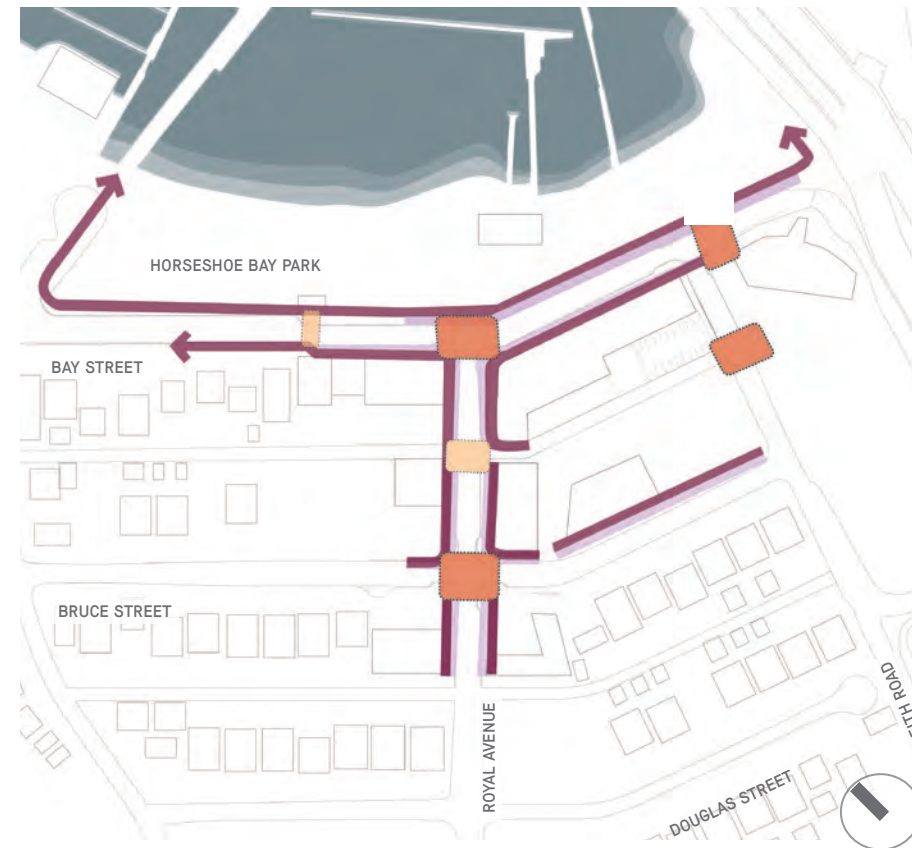
- Royal Avenue at Little Bay
- Bay Street west of Royal Avenue at midblock





SIDEWALK RENOVATION

The potential locations for sidewalk renovation are indicated in the map on the left. The sidewalk improvements are concentrated at the heart of the Village, but are intended to extend out to the eastern and western most parts of the Village to improve connectivity and walkability.

CURB SIDE STRIP

Curbside strips are located on Bay Street, Royal Street and Bruce Street within the study area. The purpose of the curbside strip is to house street tree planting, lighting poles, street furniture, newspaper boxes, trash and recycling receptacles, utilities etc. Curbside strips consist of linear concrete unit pavers that can easily and economically be replaced should the need arise. For example, street trees can be removed and restored and pavers can easily be replaced or repositioned. The aesthetic of wood is also suited to Horseshoe Bay's seaside village character.

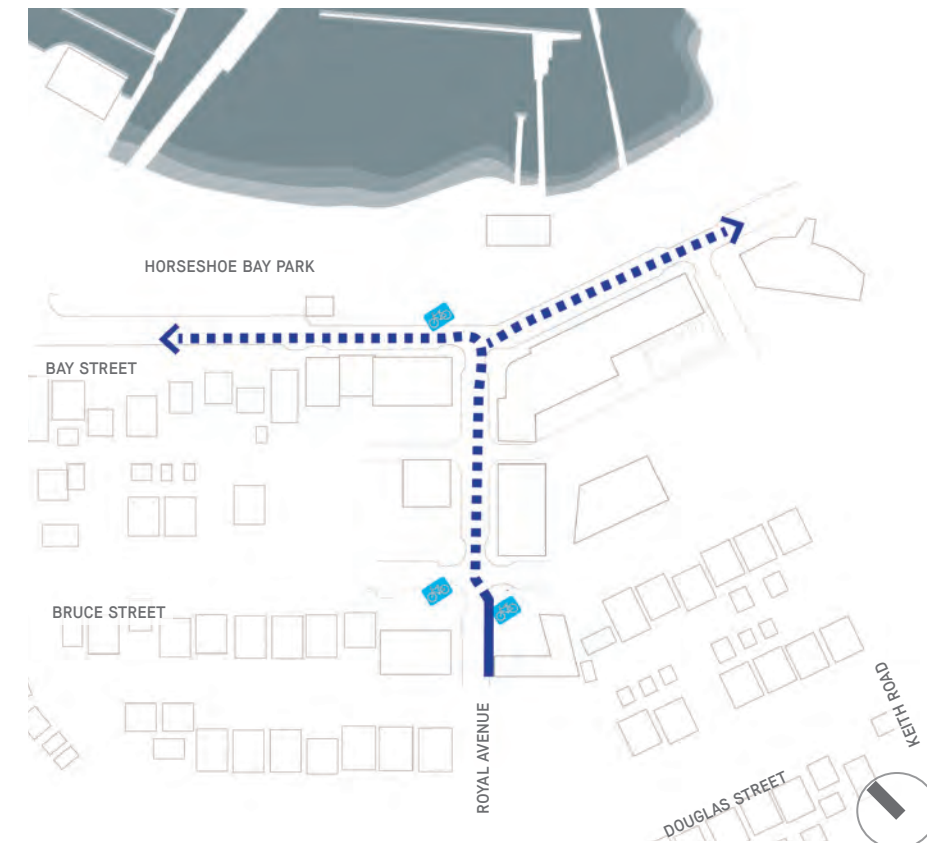





-  Main pedestrian crossings
-  Secondary pedestrian crossings
-  Sidewalk renovation
-  Curbside strip

CYCLING CIRCULATION & FACILITIES

Royal Avenue is the main entry point for cyclists entering Horseshoe Bay Village. As part of the completion of Spirit Trail, a two-way bike path along Royal Avenue north to Bruce Street will allow create a seamless corridor for those biking and walking between Horseshoe Bay to Eagle Harbour, and eventually beyond. Once cyclists have entered the pedestrian zone at Bruce Street, they will share the road with slow moving vehicles.

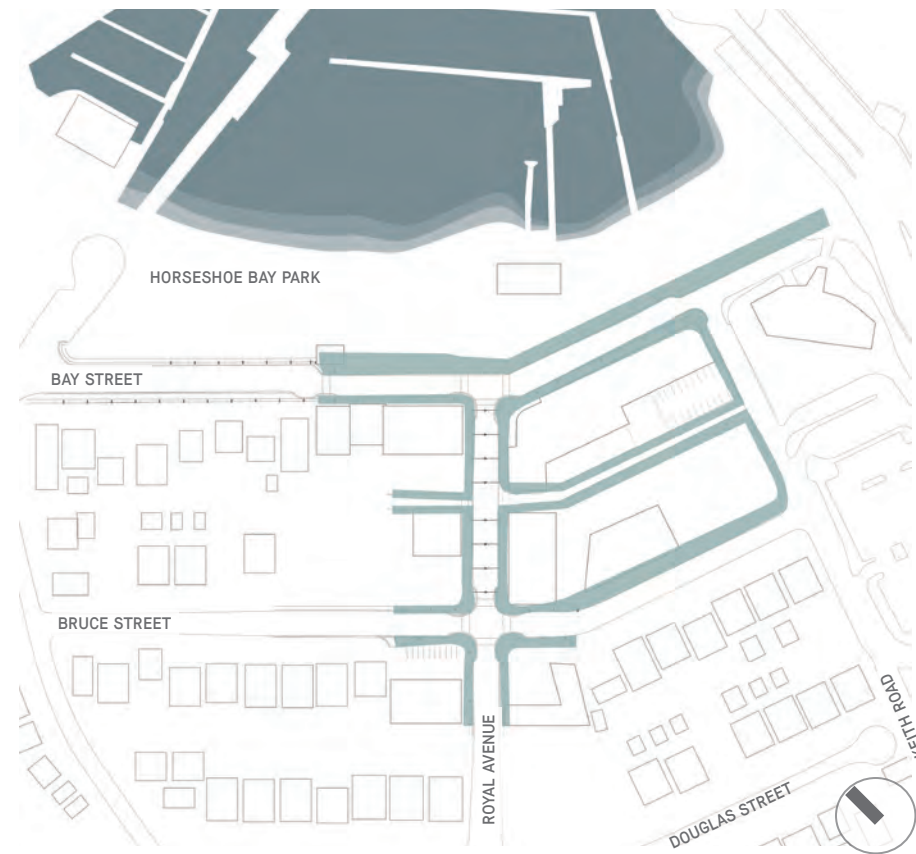
The street treatment, road width, and landscaping will all encourage motorists to move slowly, creating a safe space for biking along Royal Avenue and Bay Street. The curbside condition will allow easy access for cyclists to bike racks located in the curb strip alongside the sidewalk. Additional bike parking will be located at the key intersections of Bruce St and Royal Avenue and Royal Avenue and Bay Street. Connectivity and safety between the BC Ferries terminal, the waterfront, Sewell's Marina, and the heart of the village will be greatly improved.



-  Bike Parking
-  Dedicated Two-way Bike Lane
-  Shared route with vehicle traffic

SITE FURNISHINGS

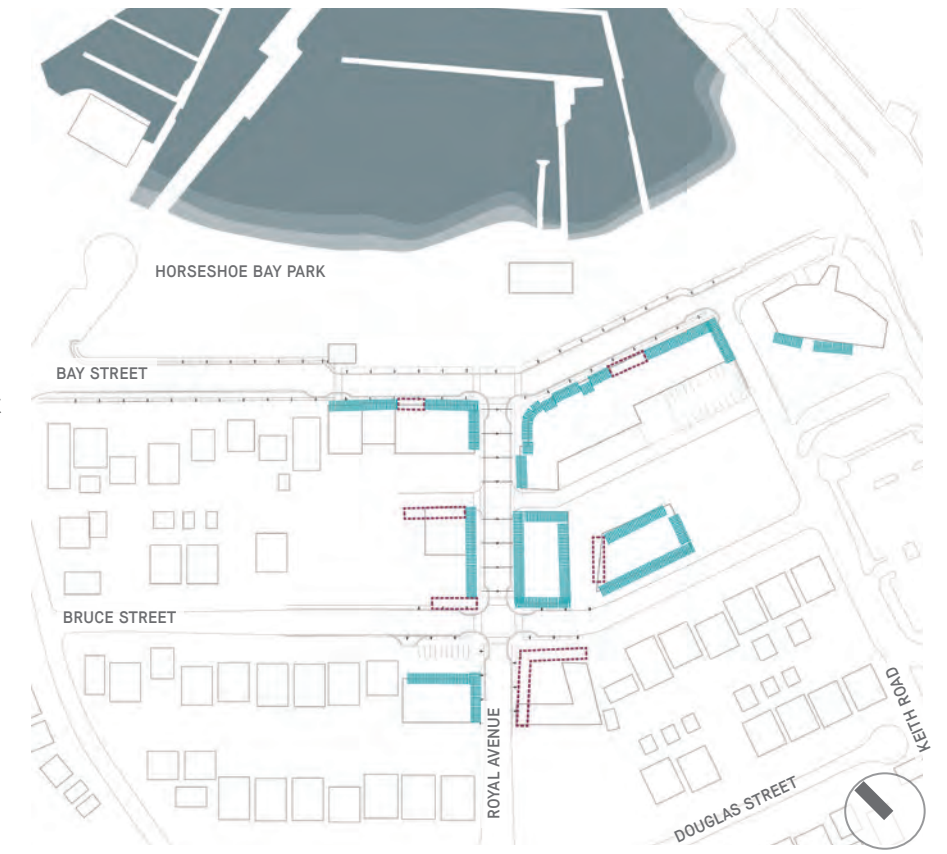
A suite of site furnishings has been developed and will be featured throughout Horseshoe Bay. The existing lighting standards will be utilized and paired with custom wood benches, illuminated wood bollards, new bike racks and trash and recycling receptacles. Much of the site furnishing will be located in curb side strips as previously discussed.



Areas with updated site furnishings

WEATHER PROTECTION

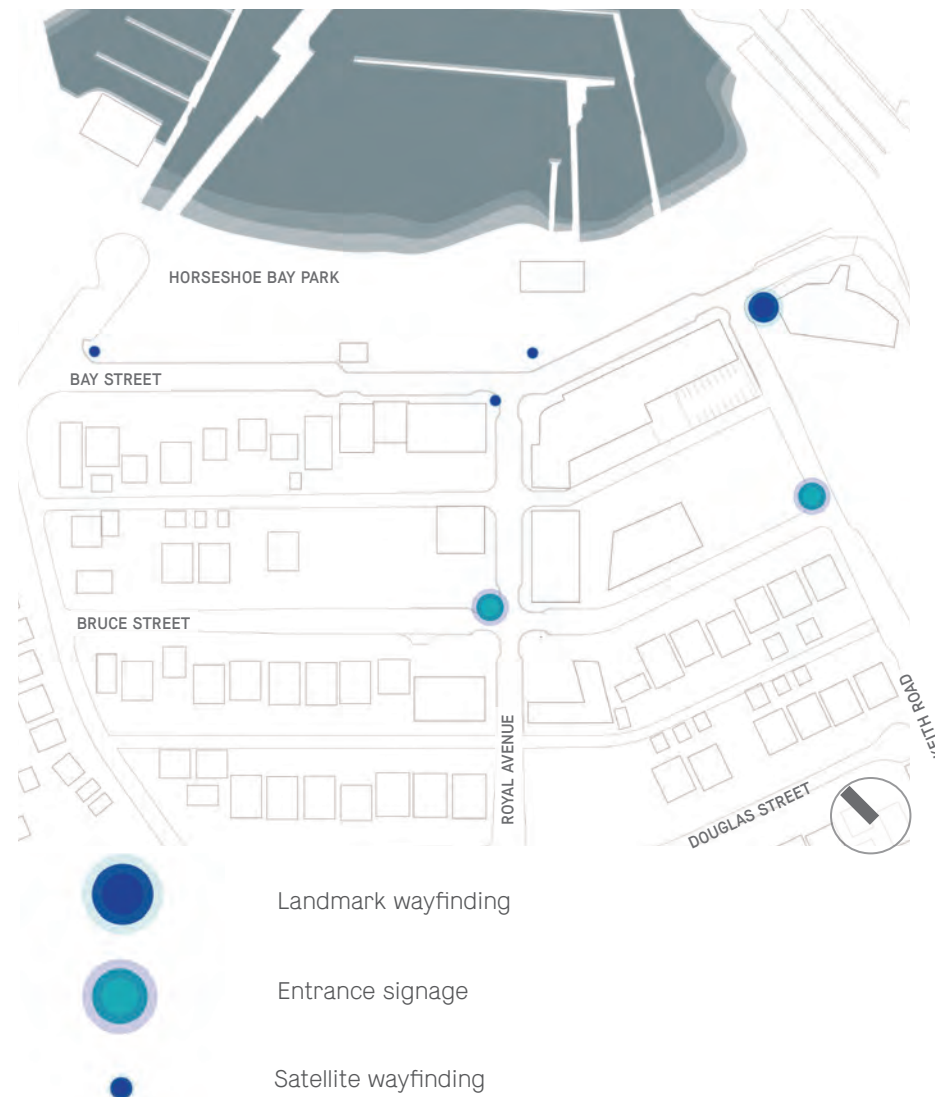
Weather and climate play an important role in Horseshoe Bay. Moderating the effects of weather by providing shelter will be crucial for the enjoyment of outdoor spaces. Canopies can provide shelter and protection from the elements and extend into the public realm. Allowing sections of the boardwalk to step down to a lower level provides the opportunity to reconnect with the water. This will make a better connection to the level of high tide and provide seating and viewing space. This viewing space will also function as an event and learning space providing a miniature amphitheater in the boardwalk system. Creating spaces that jut out from the boardwalk will allow for users to take in a more expansive view of the surrounding landscape as well as provide views back to the site.



Existing Canopy
Future Canopy

WAYFINDING & SIGNAGE

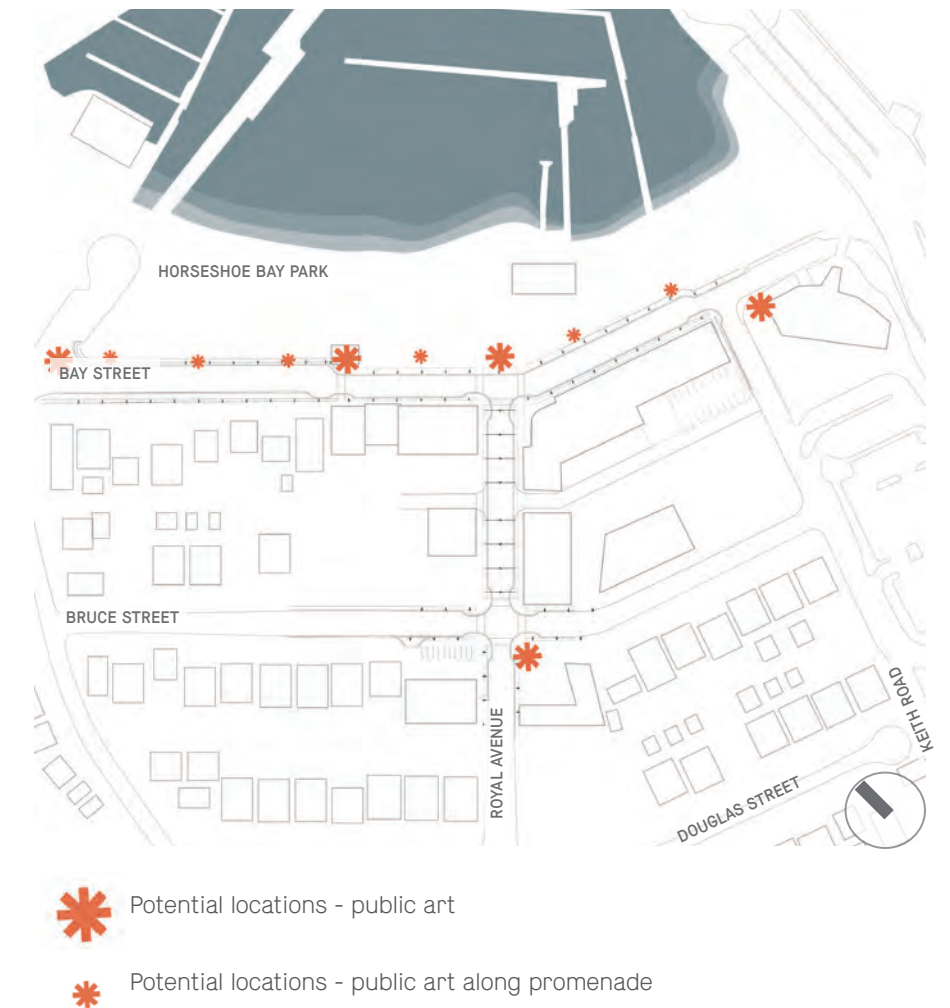
Improvements to wayfinding and signage throughout Horseshoe Bay will make the streets more legible while enhancing village character, enable visitors to orient themselves with attractions and services in the Village, and stimulate business. A set of two types of wayfinding markers are proposed, maps and key information about Horseshoe Bay will be visualized on the markers. The larger signs serves as a landmarks and can be seen by both motorists and pedestrians and are located at key intersections, entrances, and exits. The smaller signs echo the information on the larger signs and serve pedestrians wishing to orient themselves and locate destinations and attractions.



PUBLIC ART

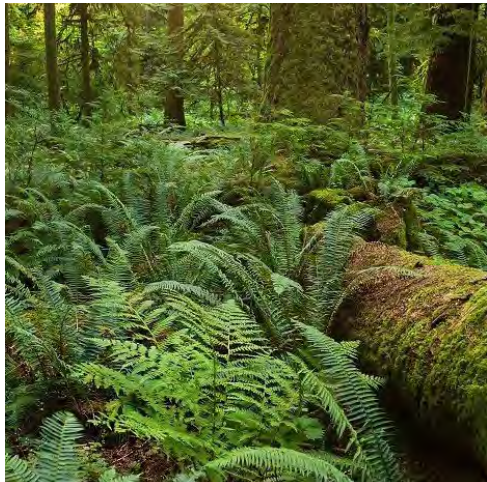
The introduction of more public art to Horseshoe Bay can help to strengthen sense of place in the Village. Site specific public art projects can be undertaken to ensure the artwork is well integrated to the site provides an outlet to express the history, culture, and character of the Village.

Potential public artworks can be located in areas that receive significant walk by traffic or in areas marking the entrance to the Village. Potential locations for public art initiatives include the park promenade on the north side of Bay Street, at the corner of Royal and Bruce Street and at the corner of Keith Road and Bay Street adjacent to the BC Ferry Terminal.



PLANTING CHARACTER

The character of the planting palette in Horseshoe Bay will feature an interplay between rugged west coast native plantings and a cottage garden aesthetic. The rugged, west coast plant palette will include salt tolerant, seaside, native local plants located in the park at the edges of the Village. While the cultivated cottage garden aesthetic located in the centre of the Village will include flowering plants, broadleaf evergreen shrubs, and deciduous and flowering trees with seasonal interest. Planting should include a mix of both coniferous and deciduous, but should be dominated by coniferous and broadleaf evergreens to give the area a mixture of seasonal plantings and plantings that can be enjoyed year round.



SEASIDE GARDEN MEETS RUGGED, WEST COAST PLANT PALETTE:

Native evergreen woody plants that retain their leaves each fall in combination with deciduous woody plants. Native plants provide a pleasant verdant aesthetic and may transpire stormwater longer than their deciduous counterparts. While the deciduous plants provide shade and screening in the summer, openness in the darker winter months, and seasonal interest and colour in the spring and summer. Evergreen cool season growers can actively uptake and transpire water in the cool weather when our region receives the vast majority of its rain.



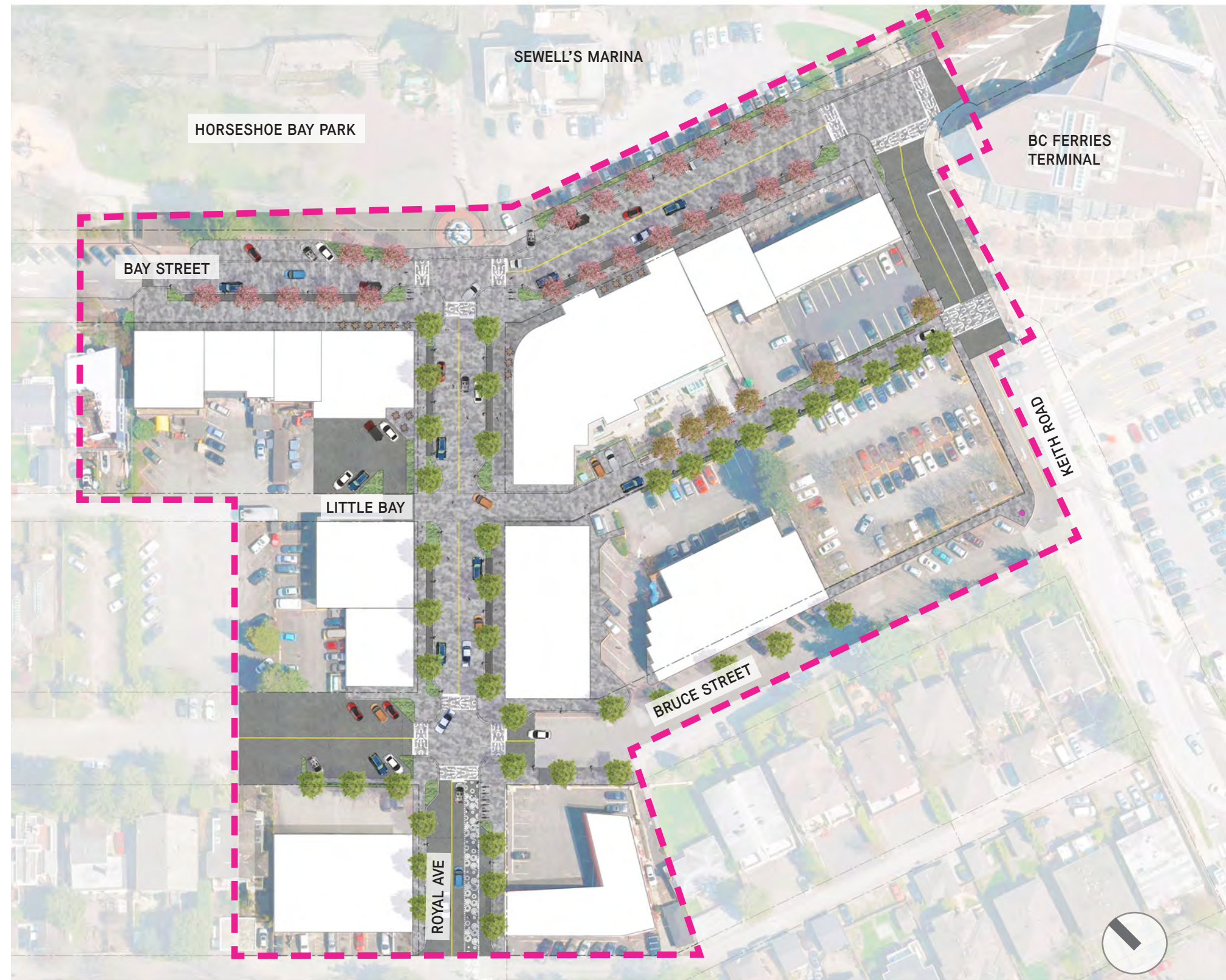
STREETSCAPE DESIGN CONCEPT

THE LIVING ROOM “THE HEART OF THE VILLAGE”
Royal Avenue from Bay Street to Bruce Street

THE BACK PORCH
Bay Street from Keith Road to Nelson Avenue

THE FRONT DOOR
Royal Avenue at Bruce Street

THE SIDE DOOR
Keith Road at Bruce to Bay Street



PHASING IMPROVEMENTS

PHASE 1

Bay Street west of Royal Avenue, one vehicular lane is removed and pedestrian space is added on the south side.

Royal Avenue south of Bruce is narrowed and pedestrian space is added to both sides of the street.

PHASE 2

Bay Street west of Royal Avenue is renovated to a curbless condition using concrete unit pavers in a single pattern on the sidewalk and in the roadway. Street improvements are to include all proposed street furnishings, materials and planting.

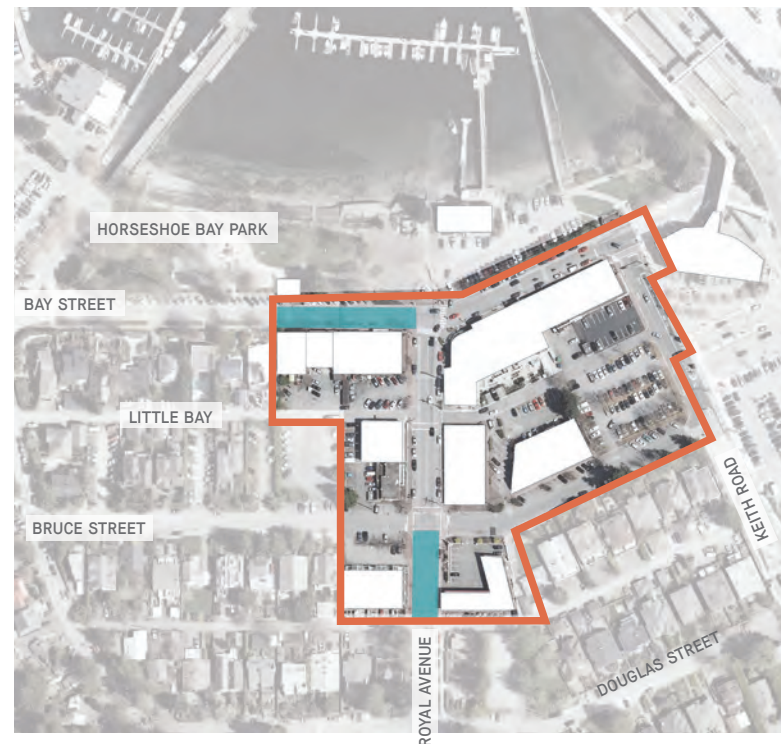
Royal Avenue north of Bruce Street is renovated to a curbless condition using concrete unit pavers in a single pattern on the sidewalk and in the roadway. Street improvements are to include all proposed street furnishings, materials and planting.

Bruce Street west of Royal Avenue is converted to angle parking and a sidewalk is added to the south side.

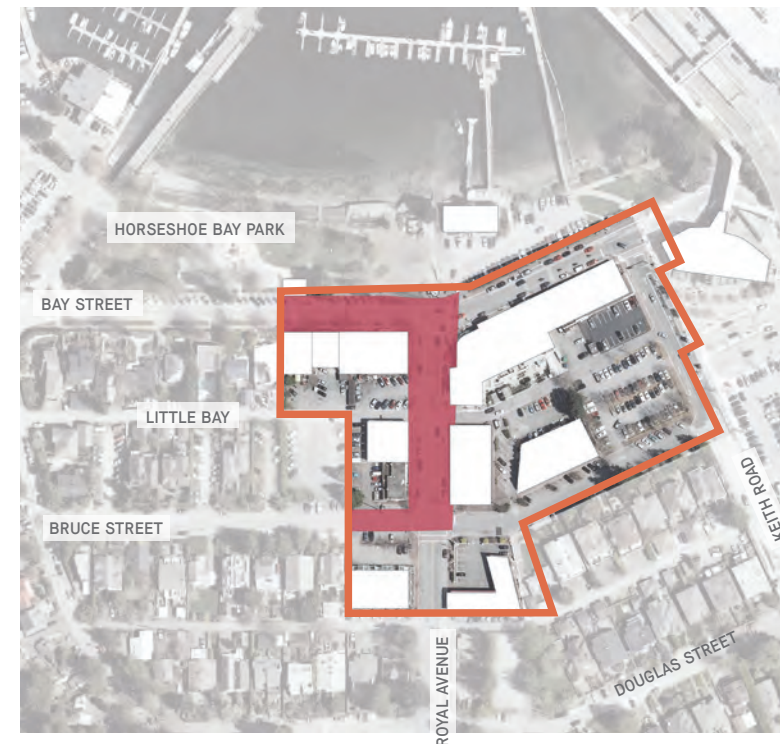
PHASE 3

Bay Street east of Royal Avenue to Keith Road shifts north and is renovated to a curbless condition using concrete unit pavers in a single pattern on the sidewalk and in the roadway. A pedestrian promenade added to the north side. Street improvements are to include all proposed street furnishings, materials and planting.

“Little Bruce” laneway is converted to a pedestrian and bike friendly space, concrete unit pavers in the same design are introduced. Laneway improvements include all proposed street furnishings, materials, and planting.



Phase 1



Phase 2

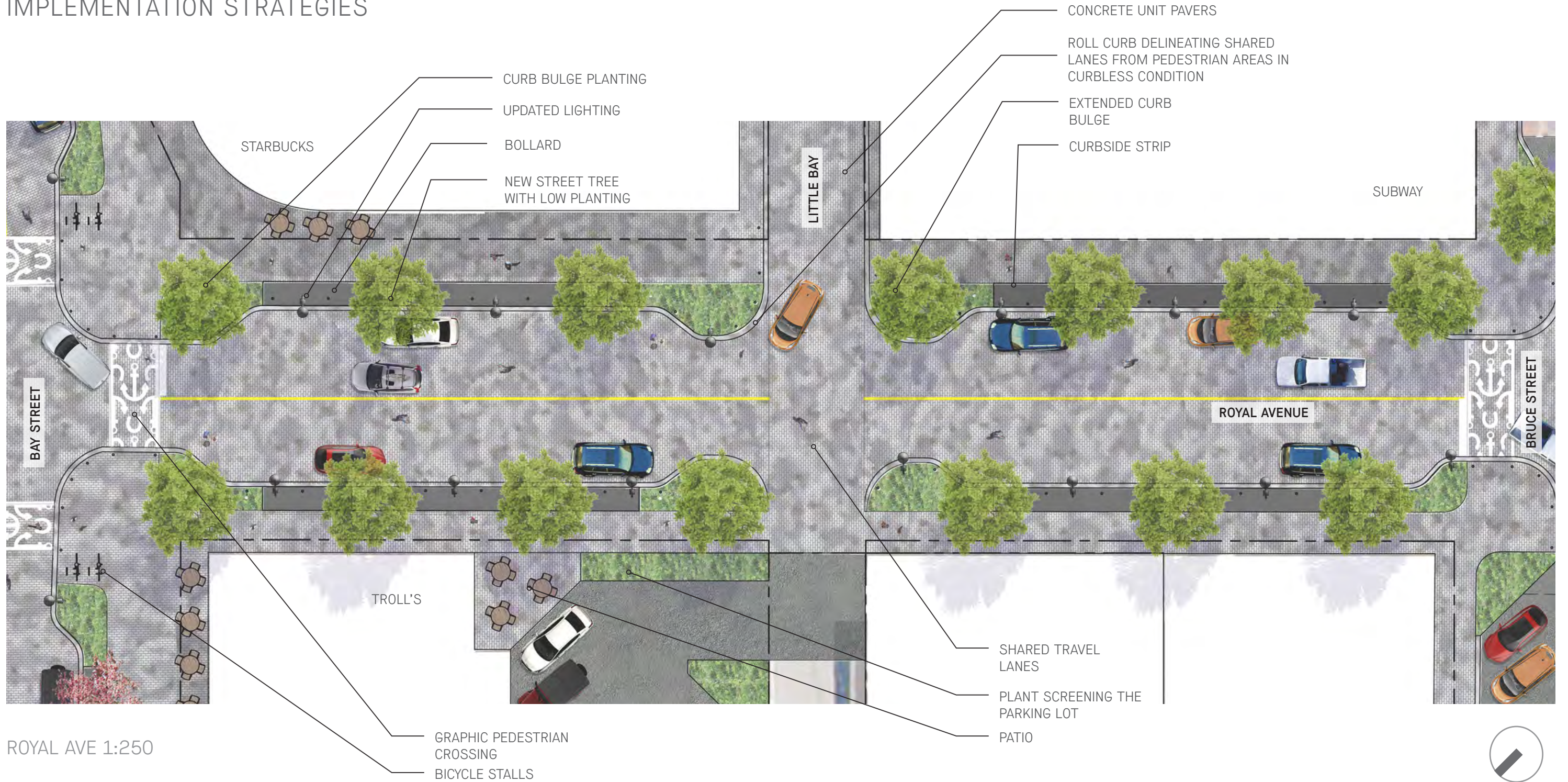


Phase 3



THE HEART OF THE VILLAGE

IMPLEMENTATION STRATEGIES



ROYAL AVE 1:250



THE HEART OF THE VILLAGE

EXISTING CONDITIONS



ROYAL AVENUE LOOKING NORTH TOWARDS BAY STREET - EXISTING CONDITIONS

THE HEART OF THE VILLAGE

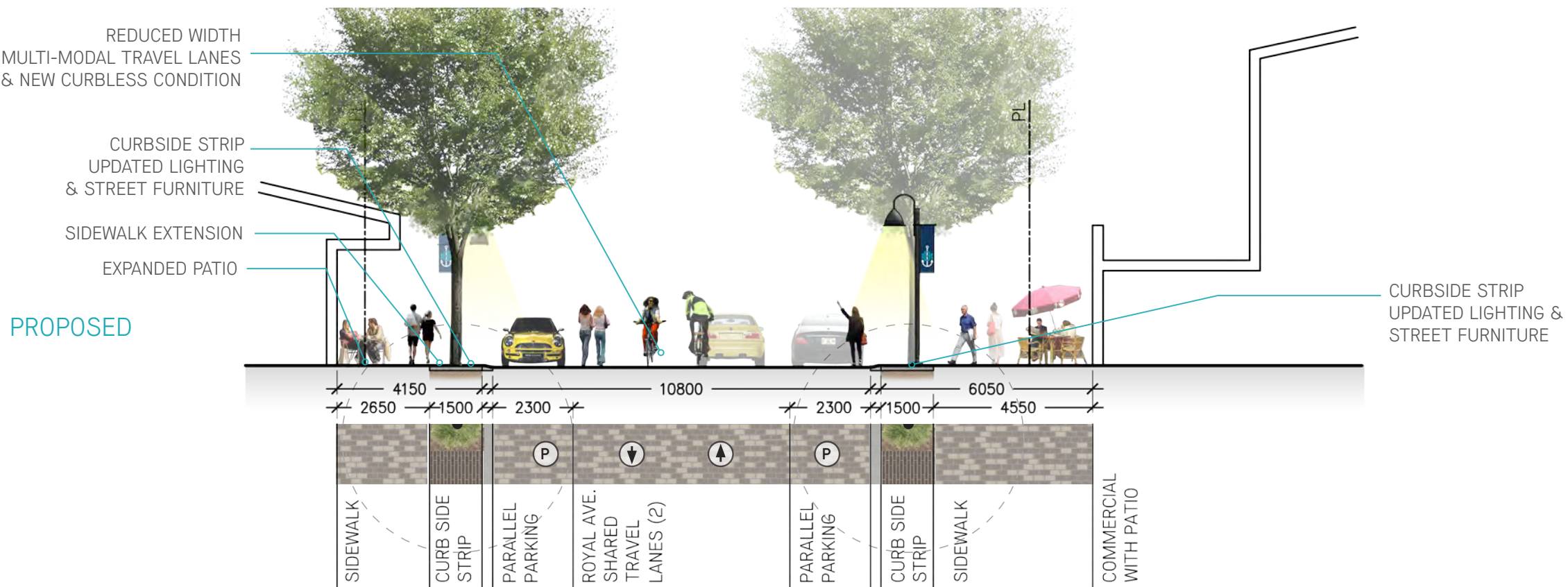
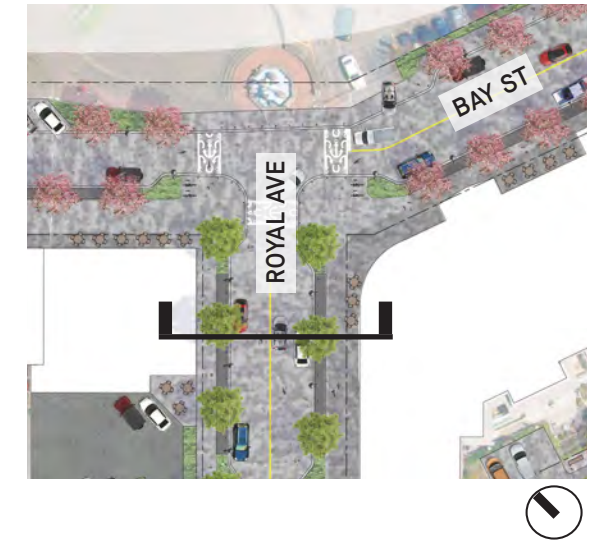
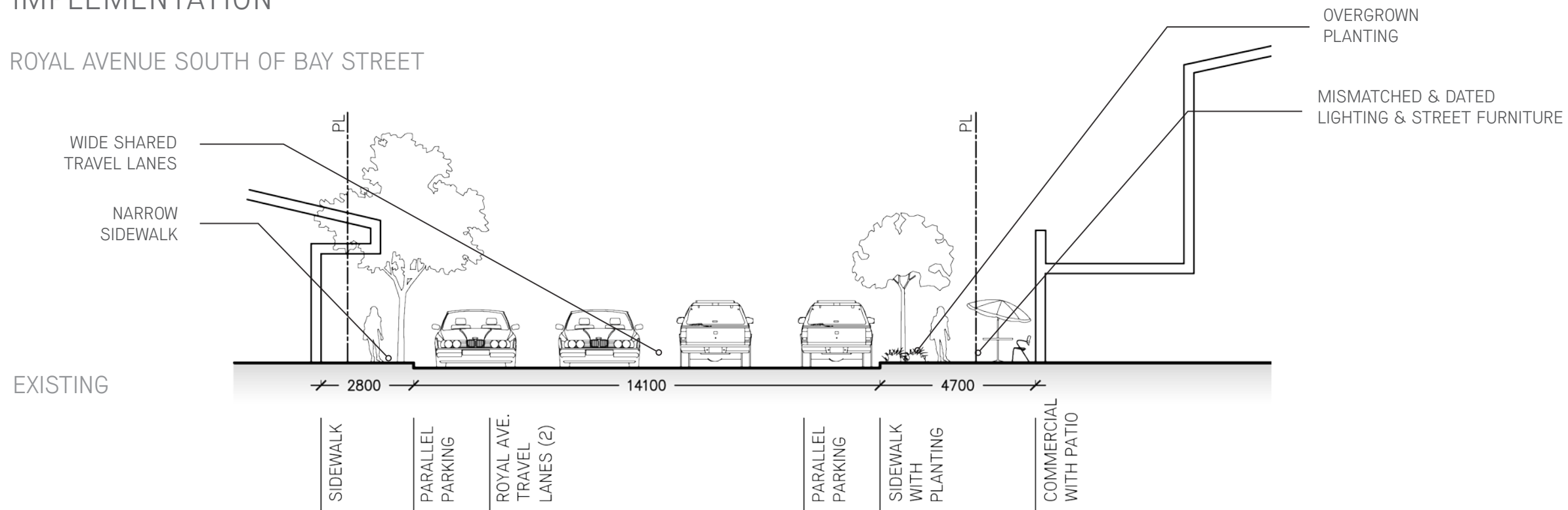
DESIGN CONCEPT



ROYAL AVENUE LOOKING NORTH TOWARDS BAY STREET

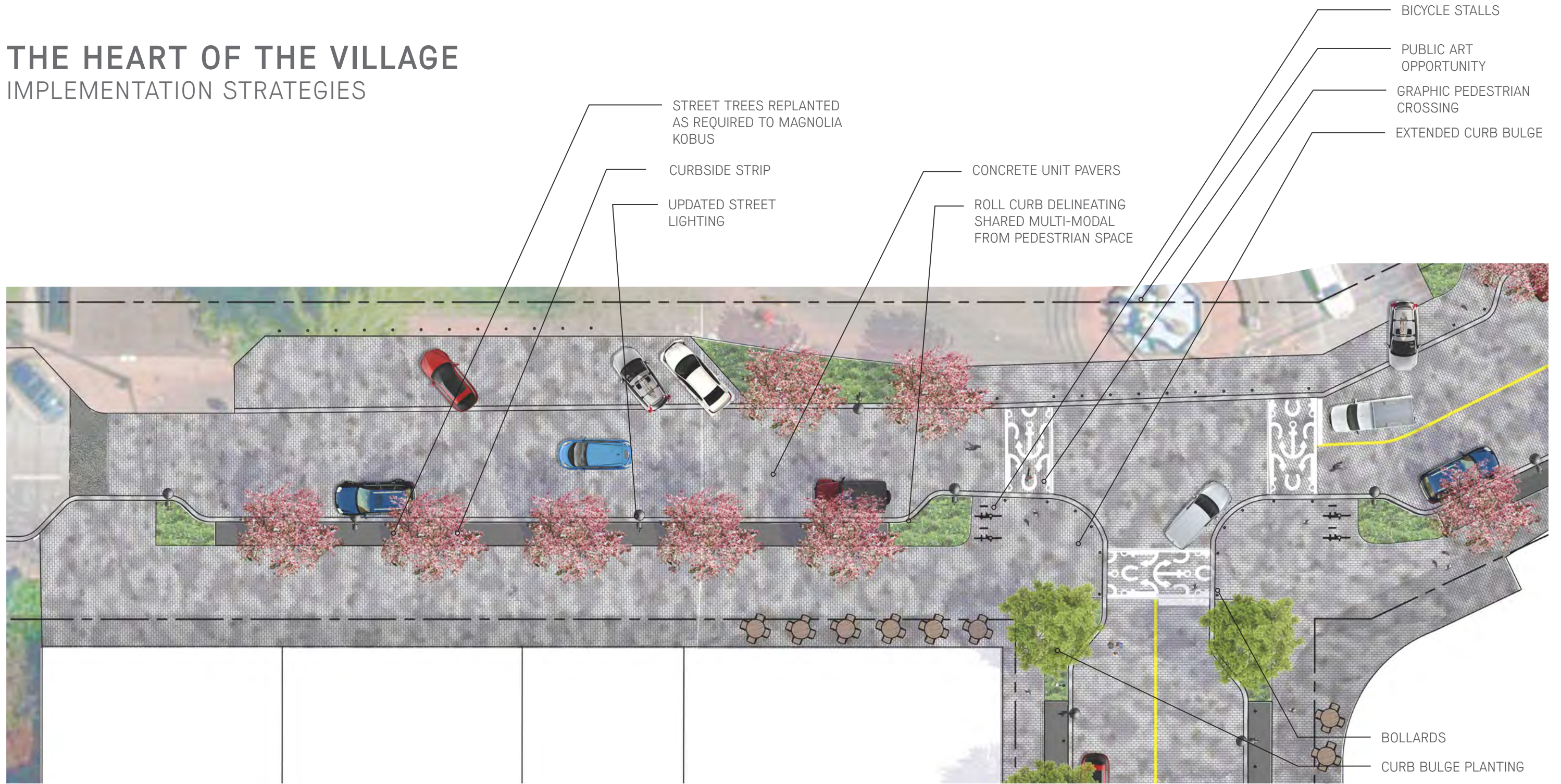
THE HEART OF THE VILLAGE IMPLEMENTATION

ROYAL AVENUE SOUTH OF BAY STREET



THE HEART OF THE VILLAGE

IMPLEMENTATION STRATEGIES



BAY STREET 1:250



THE HEART OF THE VILLAGE

EXISTING CONDITIONS



BAY STREET LOOKING WEST TOWARDS NELSON AVENUE

THE HEART OF THE VILLAGE

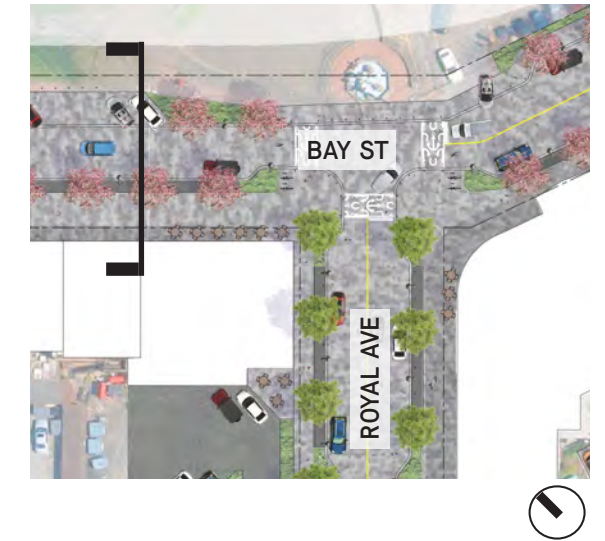
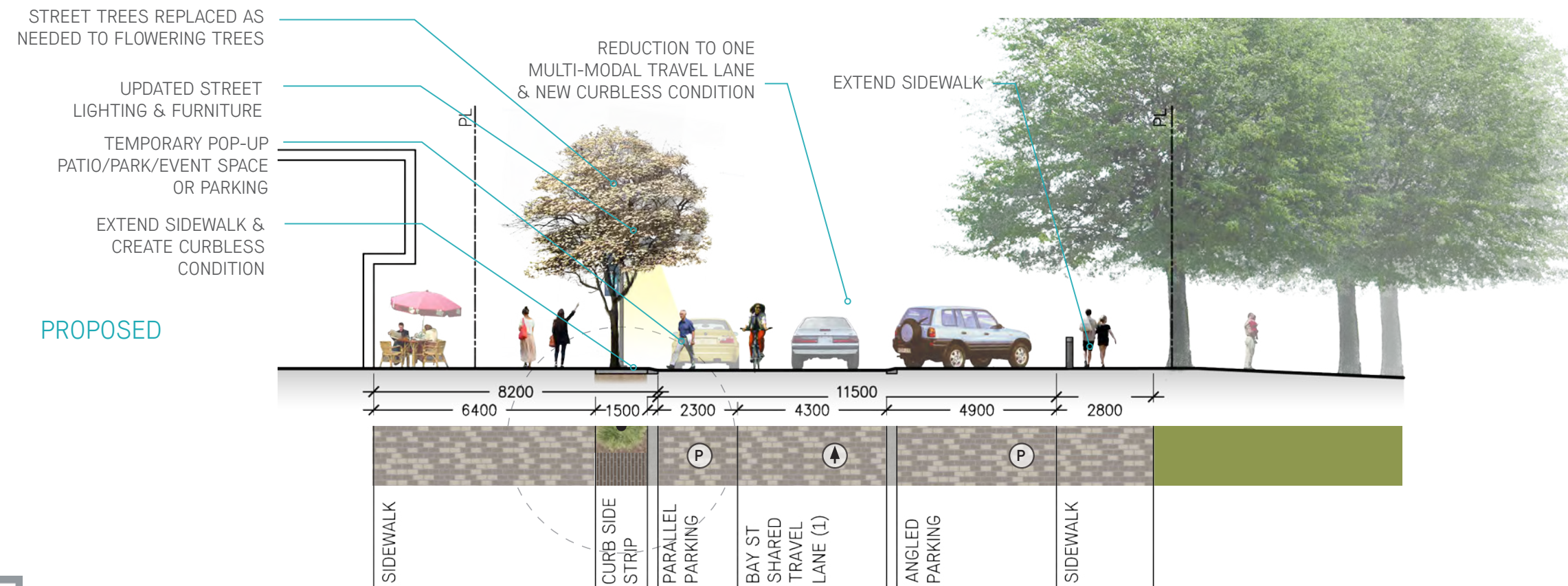
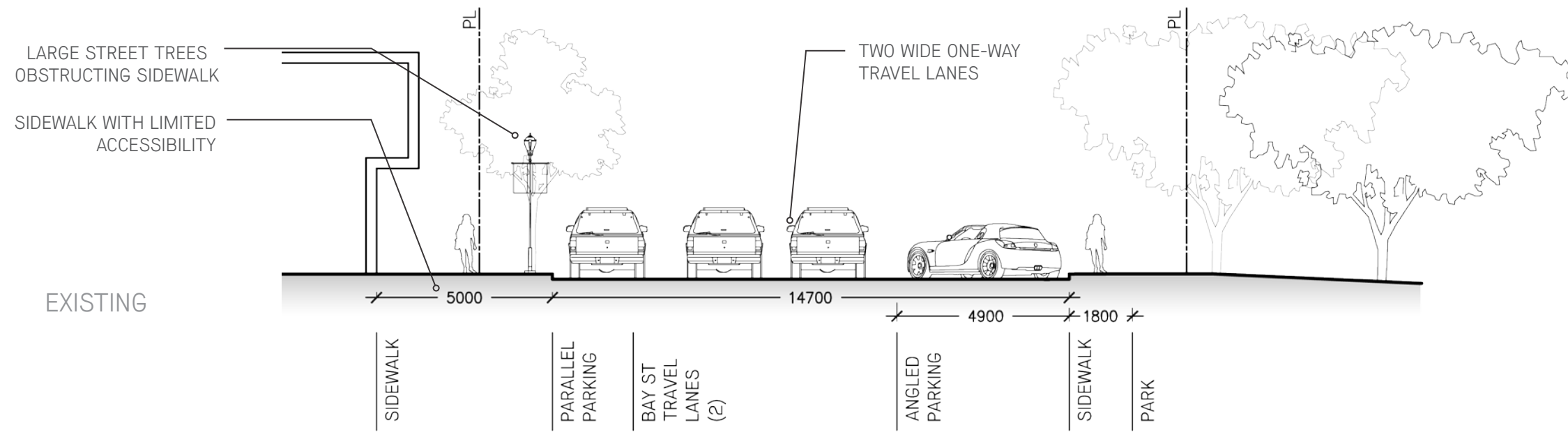
DESIGN CONCEPT



BAY STREET LOOKING WEST TOWARDS NELSON AVENUE - AFTER DESIGN IMPLEMENTATION

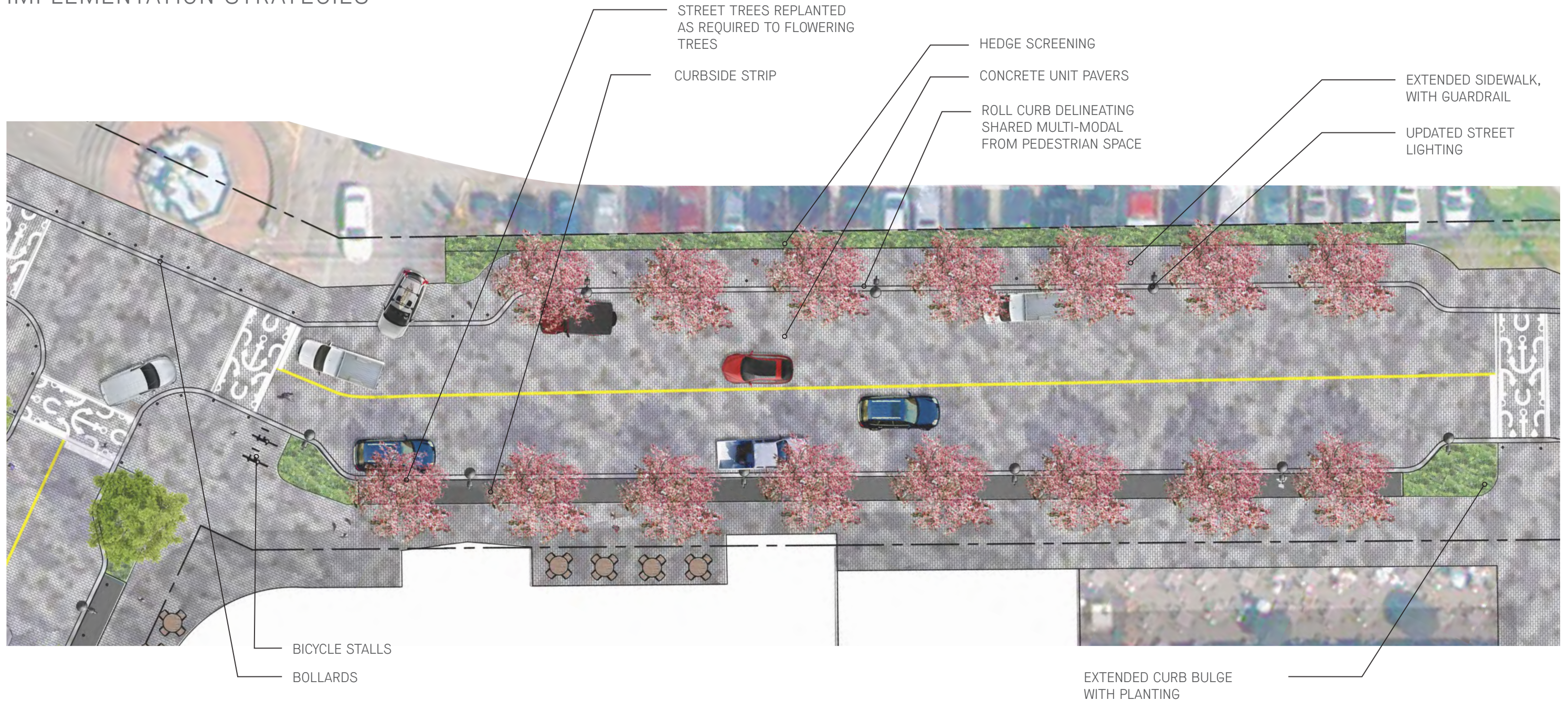
THE HEART OF THE VILLAGE IMPLEMENTATION

BAY STREET WEST OF ROYAL



THE HEART OF THE VILLAGE

IMPLEMENTATION STRATEGIES

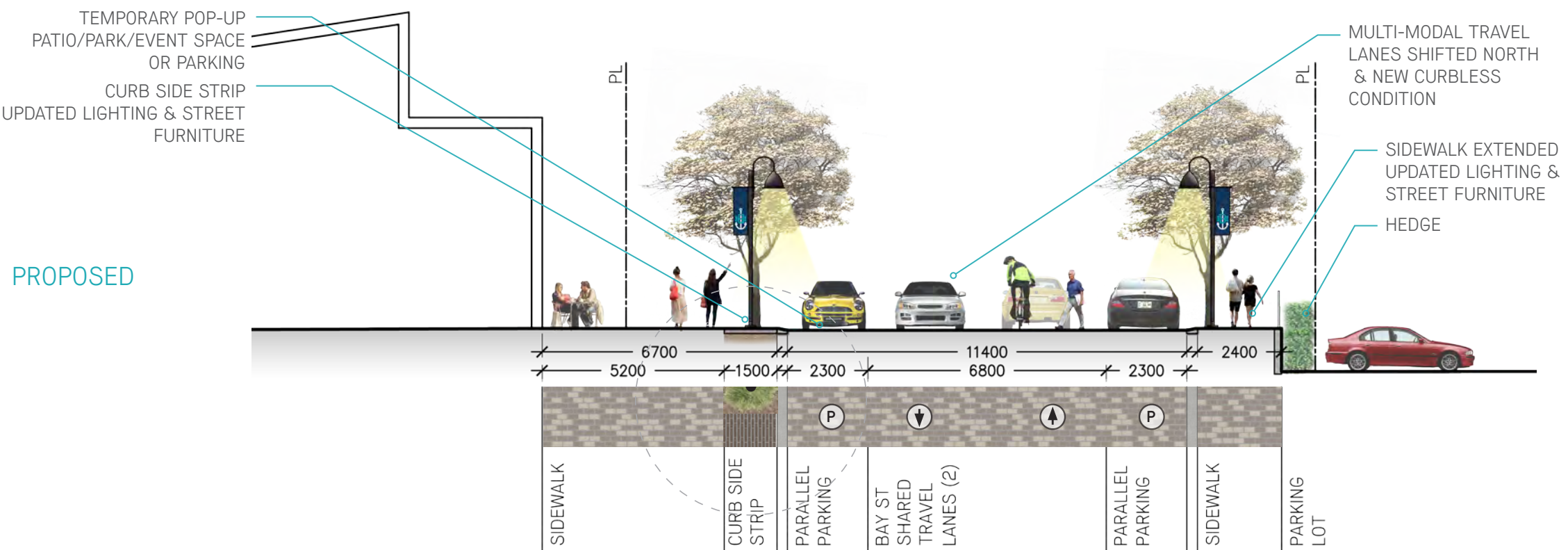
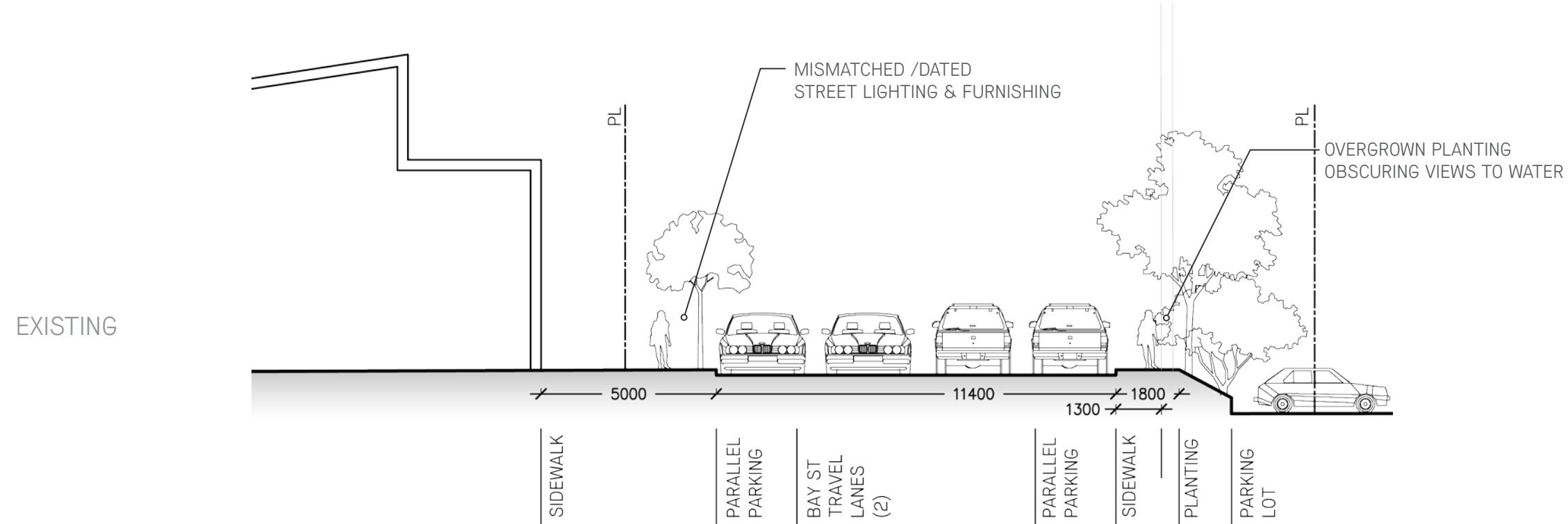


BAY STREET 1:250



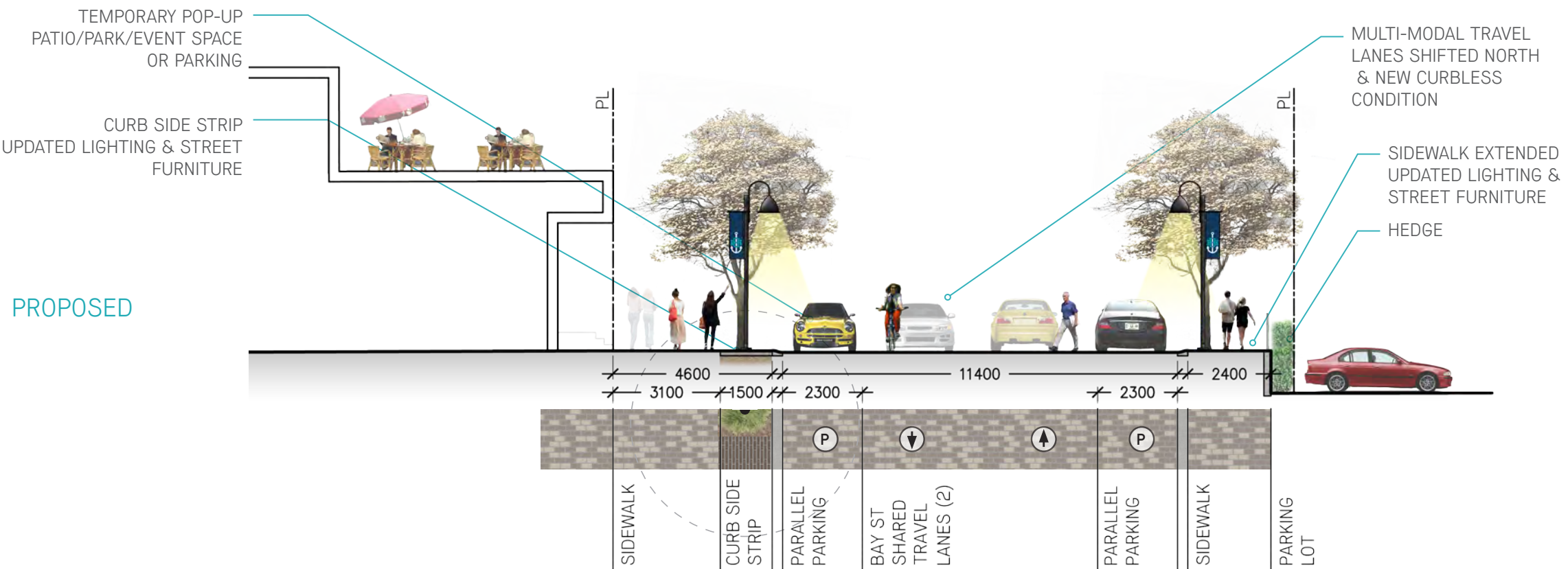
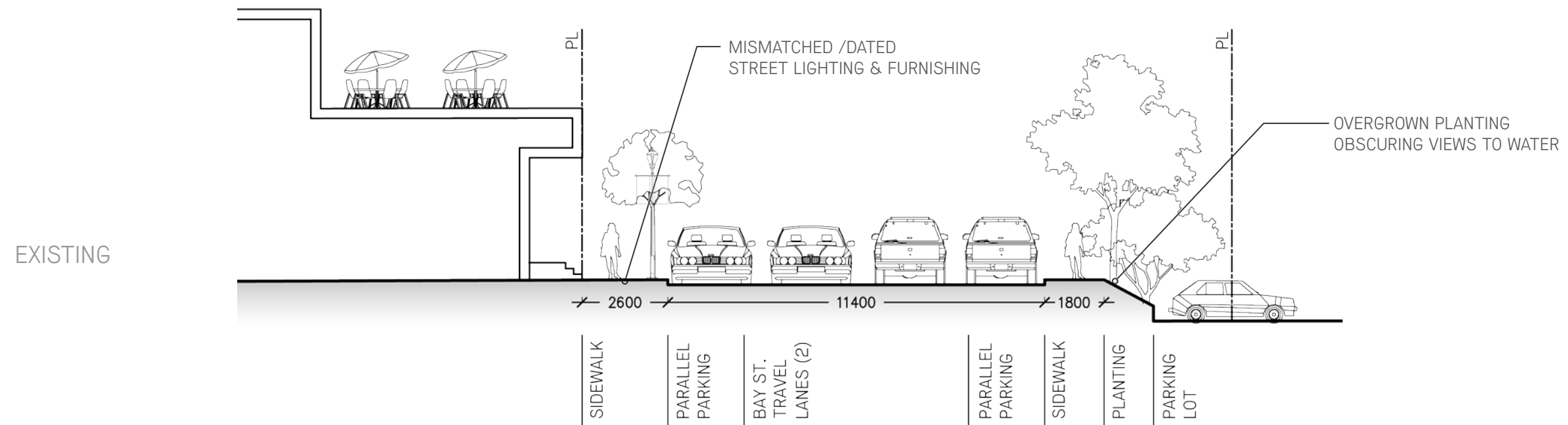
THE HEART OF THE VILLAGE IMPLEMENTATION

BAY STREET EAST OF ROYAL AVE - PARK PROMENADE



THE HEART OF THE VILLAGE IMPLEMENTATION

BAY STREET WEST OF KEITH ROAD - PARK PROMENADE



THE HEART OF THE VILLAGE

IMPLEMENTATION STRATEGIES



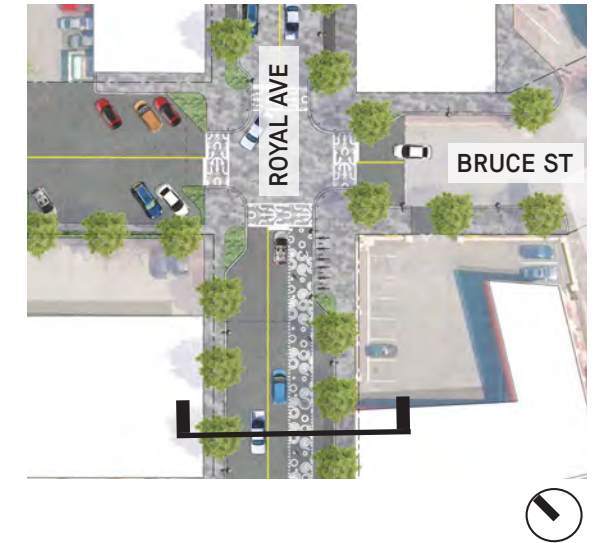
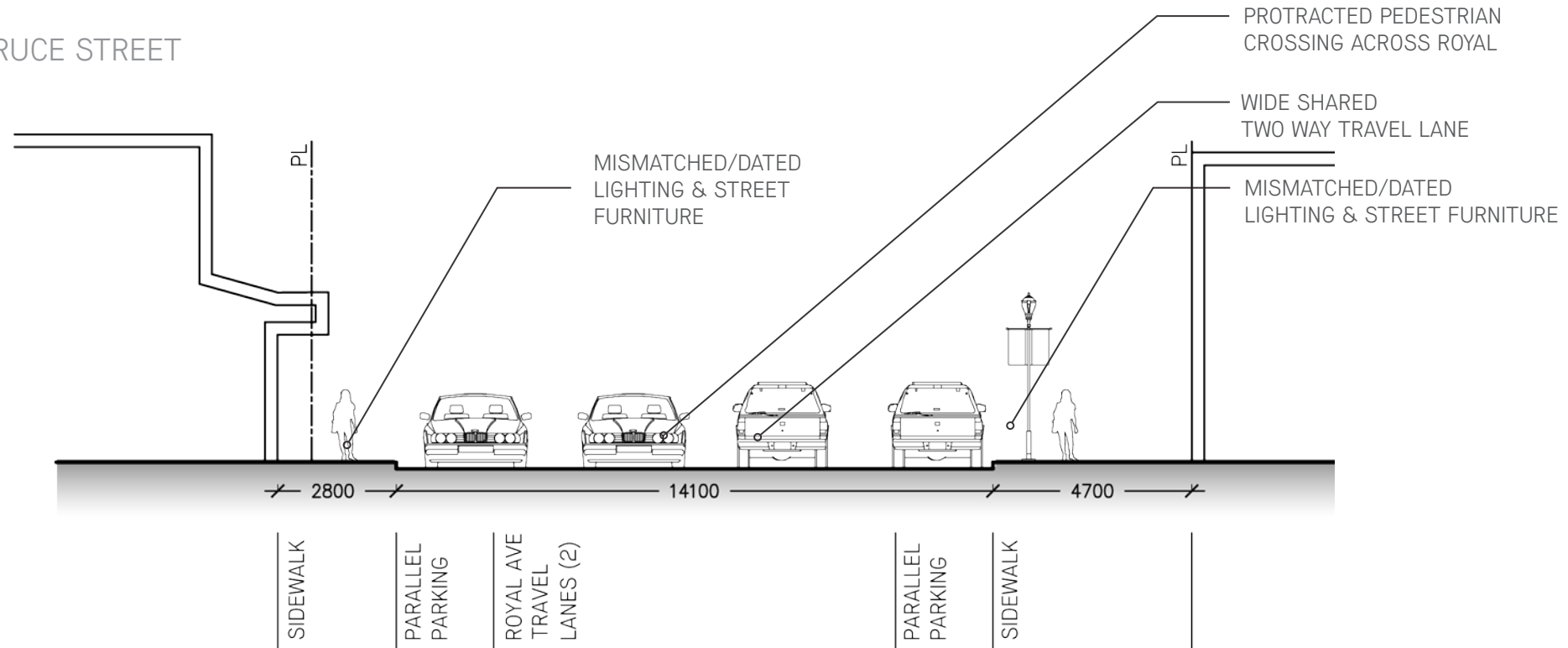
ROYAL AVE 1:250



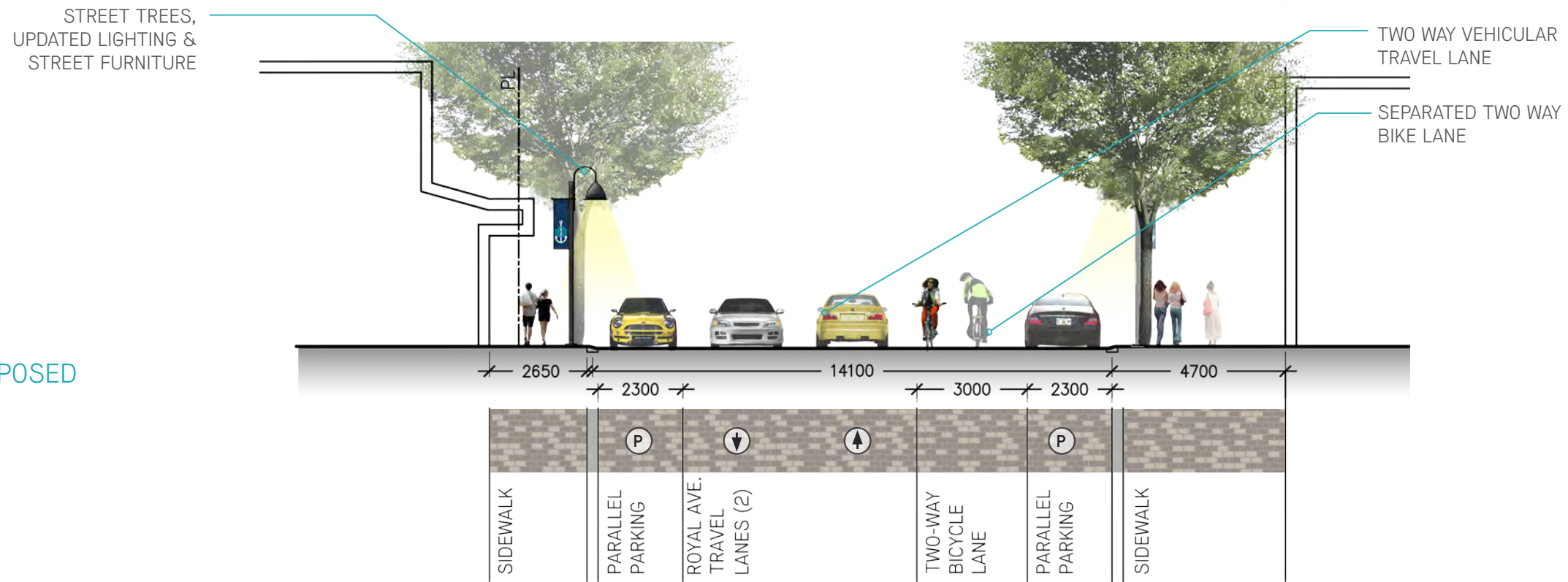
THE HEART OF THE VILLAGE IMPLEMENTATION

ROYAL AVE SOUTH OF BRUCE STREET

EXISTING



PROPOSED



THE HEART OF THE VILLAGE

IMPLEMENTATION STRATEGIES

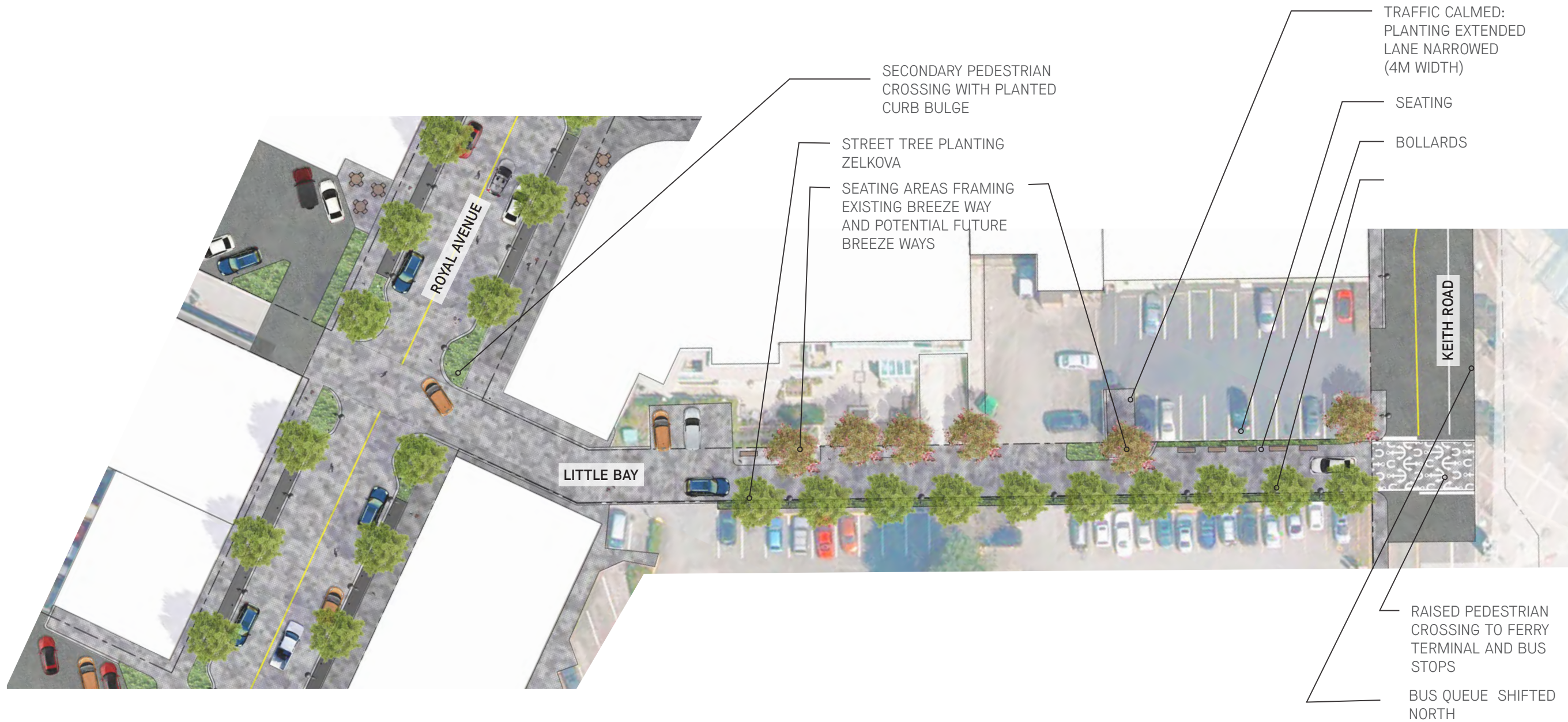


BRUCE ST. 1:500



HALLWAYS

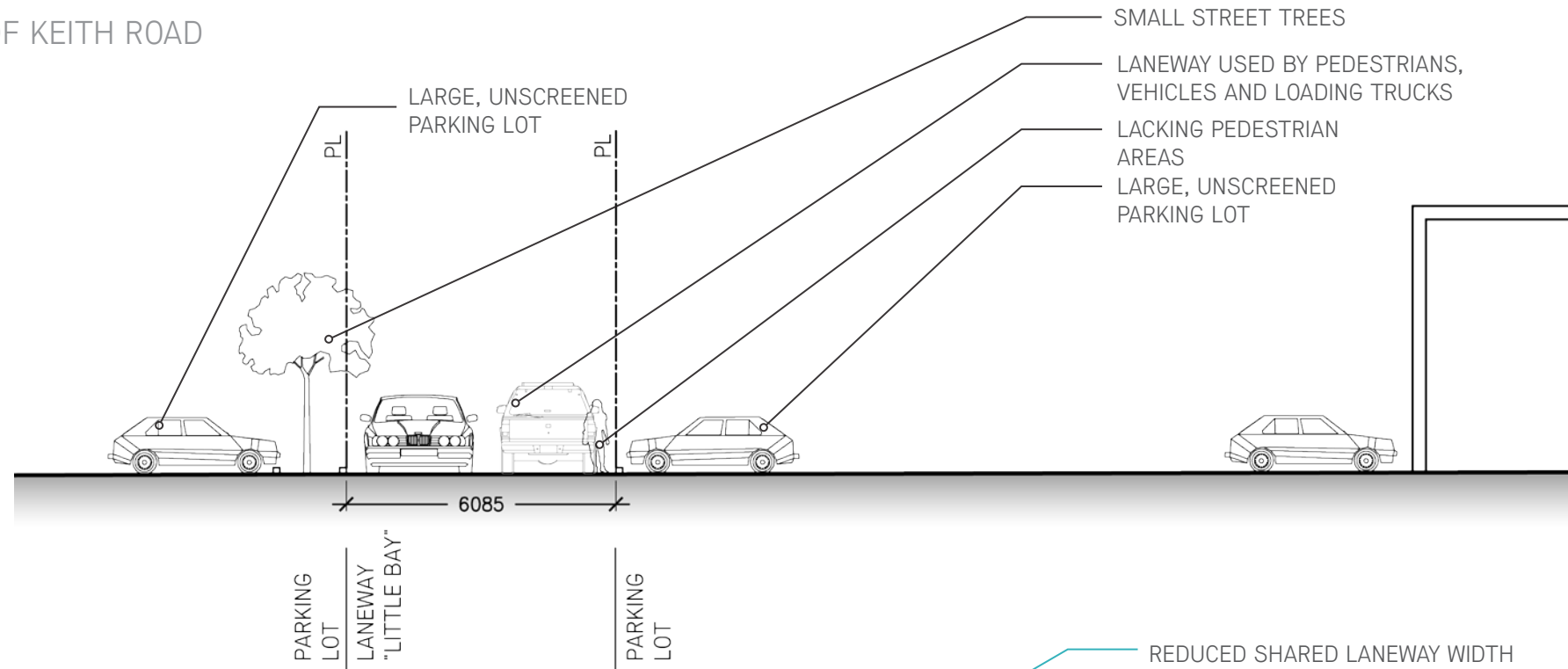
IMPLEMENTATION STRATEGIES



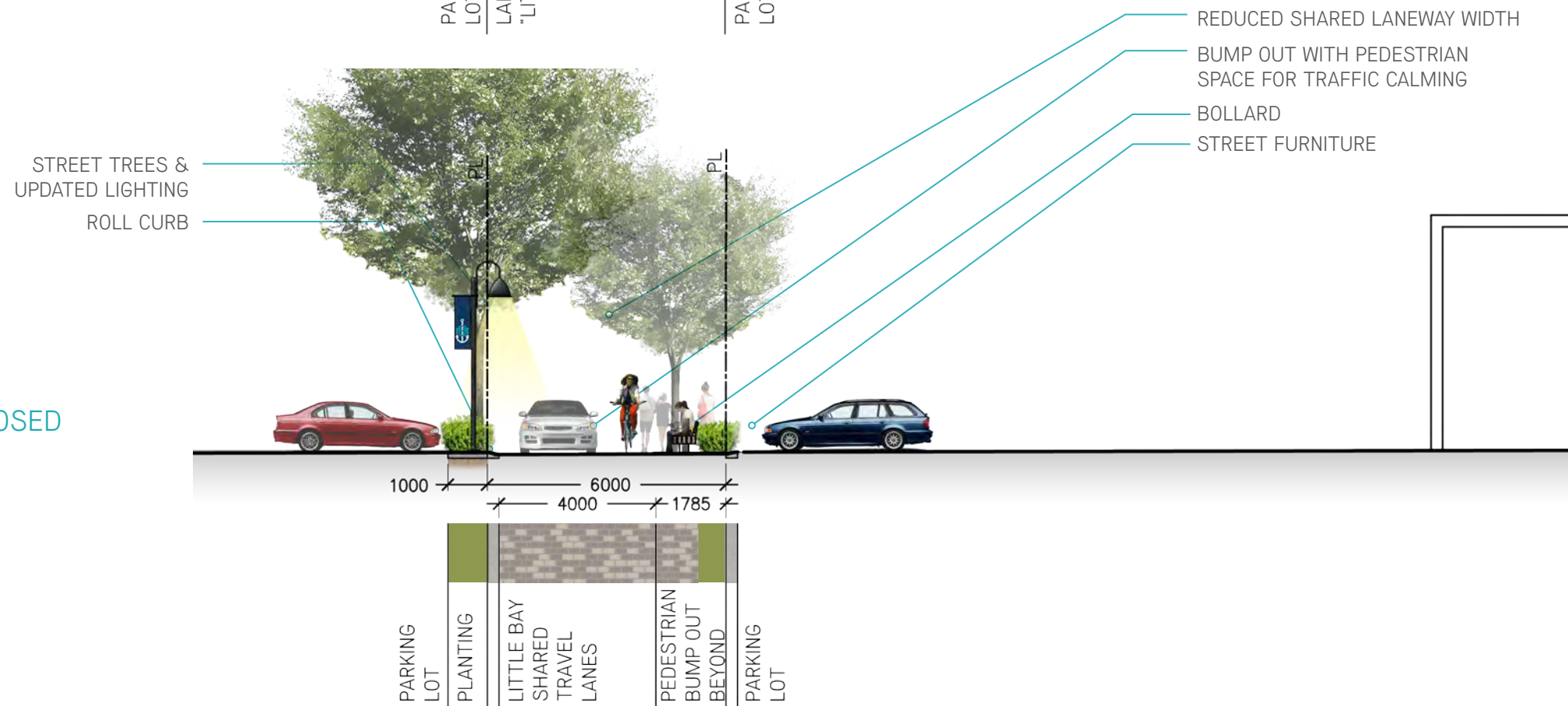
HALLWAYS IMPLEMENTATION

LITTLE BAY WEST OF KEITH ROAD

EXISTING



PROPOSED



HALLWAYS

EXISTING CONDITIONS



“LITTLE BAY” LANE SOUTH OF BAY STREET LOOKING NORTHWEST

HALLWAYS
DESIGN CONCEPT



“LITTLE BAY” LANE SOUTH OF BAY STREET LOOKING NORTHWEST - AFTER DESIGN IMPLEMENTATION

SIDE DOOR IMPLEMENTATION STRATEGIES

CONCRETE UNIT
PAVERS

UPDATED STREET
LIGHTING

CURB BULGE WITH
PLANTING

WAY FINDING SIGNAGE -
LANDMARK SIZE

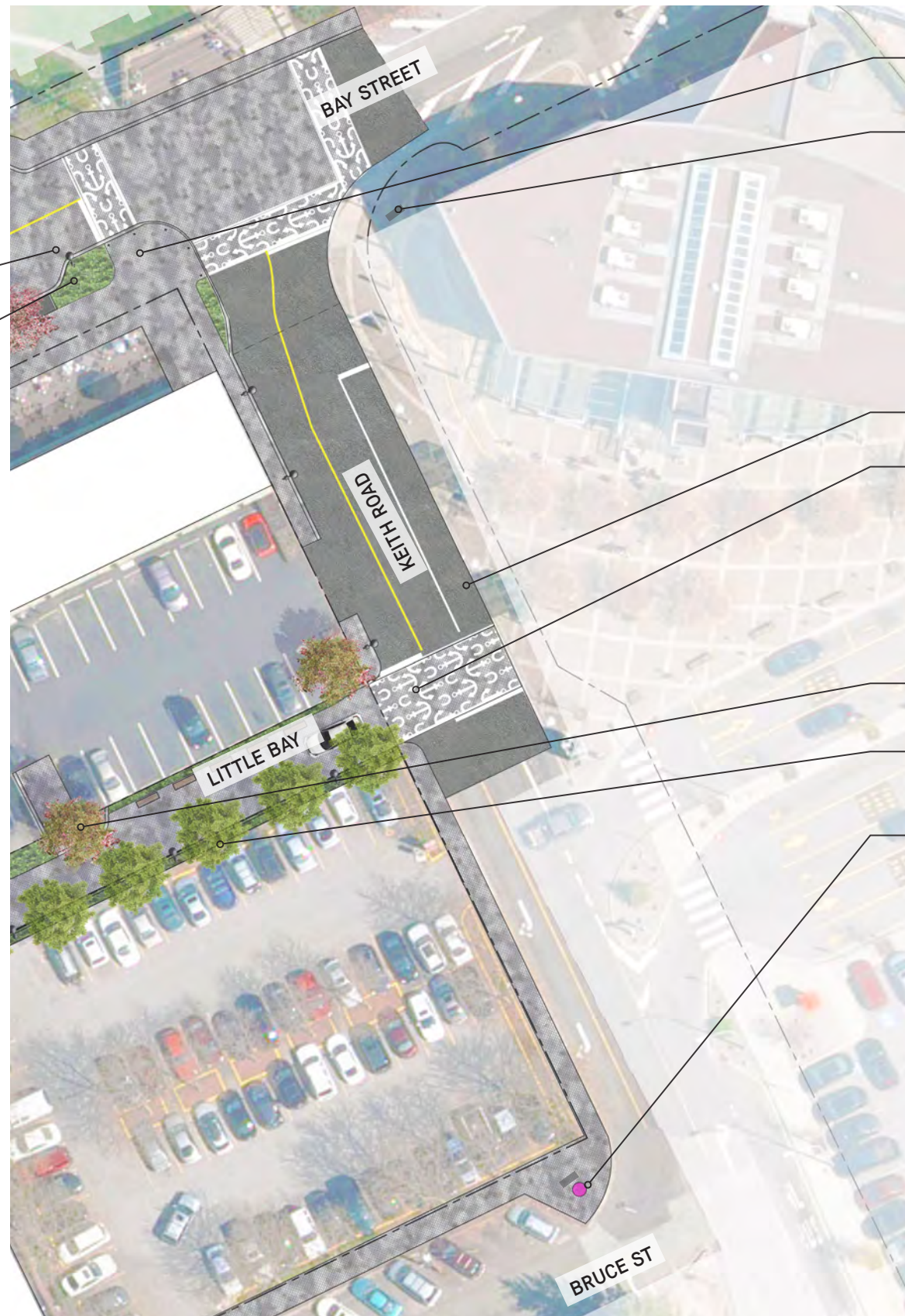
BUS QUEUE SHIFTED
NORTH

PEDESTRIAN CROSSING
TO FERRY TERMINAL
AND BUS STOPS

TREE PLANTING

TREE PLANTING
COMMON HORNBEAM

WAY FINDING
ENTRANCE SIGNAGE

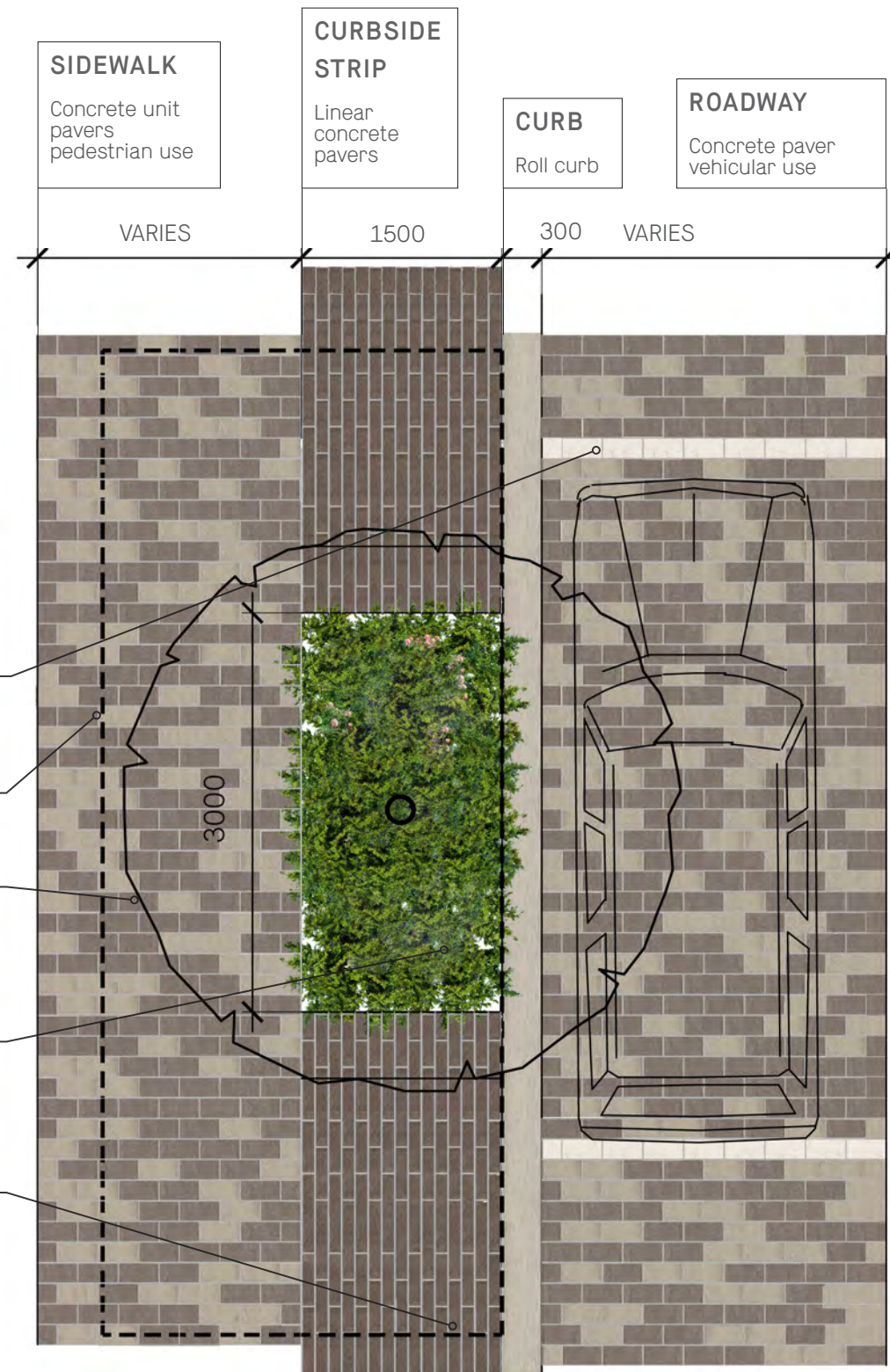


KEITH ROAD 1:500

PAVING TYPES & CURB SIDE STRIP

STREET TREE PLANTING DETAIL

The paving materials palette used in the streetscape consist of four main types. Concrete unit pavers for vehicular use in the roadway, linear concrete unit pavers in the curb side strip, and concrete unit pavers for pedestrian use on sidewalks are a special feature in the Heart of the Village. Concrete unit pavers for vehicular use are also featured on Little Bay. While standard asphalt and cast in place concrete curbs in the roadway and linear concrete unit pavers on sidewalks are used on Bruce Street, Keith Road, and Royal Avenue south of Bruce Street.



PARKING SPACE DELINEATED BY WHITE PAVEMENT STRIP

EXTENT OF STRUCTURAL SOIL (20m³) 3mX7.4mX0.9m

BELGARD VS-5 COMMERCIAL PAVEMENT 6"X12"X4.25" GREY, CHARCOAL, AND WHITE RUNNING BOND - OR APPROVED EQUAL

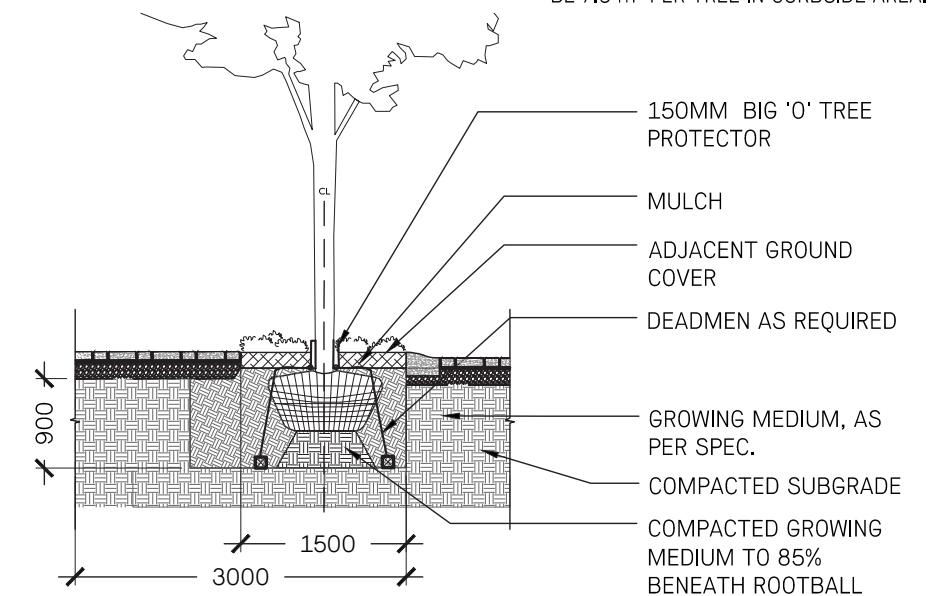
STREET TREES AND LOW GROUND COVER PLANTING FIT WITHIN THE BOUNDS OF THE CURB SIDE STRIP

BELGARD MODULINE UNIT PAVEMENT 4"X18" & 4"X24," GREY STACKED RUNNING BOND OR APPROVED EQUAL



STANDARD CONDITION ON BRUCE STREET & ROYAL AVENUE

NOTE: VOLUME OF GROWING MEDIUM TO BE 7.5 m³ PER TREE IN CURBSIDE AREA.



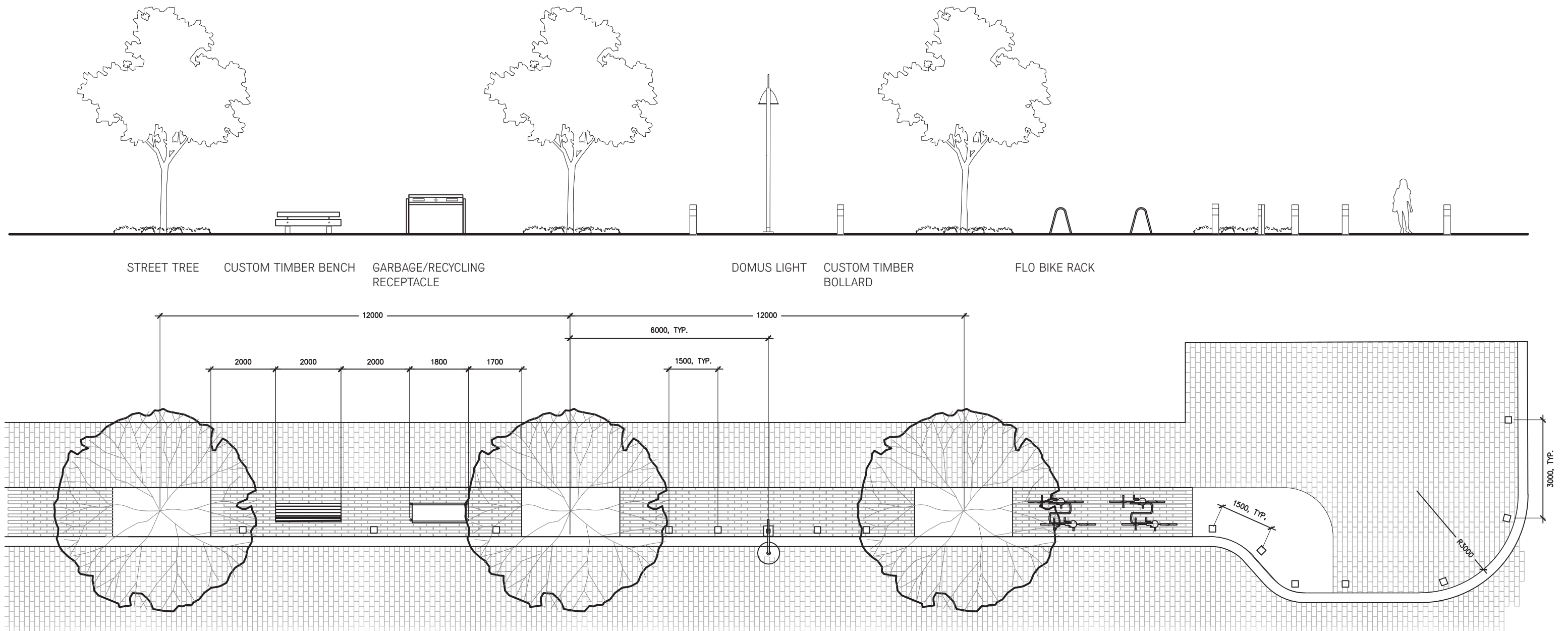
STREET TREE PLANTING DETAIL

CURBLESS CONDITION ON BAY STREET & ROYAL AVENUE



CURB SIDE STRIP

TYPICAL LAYOUT



STREETSCAPE COLOUR PALETTE

The use of a cohesive colour palette in the streetscape helps to reinforce Horseshoe Bay's Village identity. The colours chosen are representative of the Village landmarks, iconic emblems and the surrounding landscape. The colour palette can be used in signage, street furnishings and built form.

