

Ambleside Boat Launch Closure

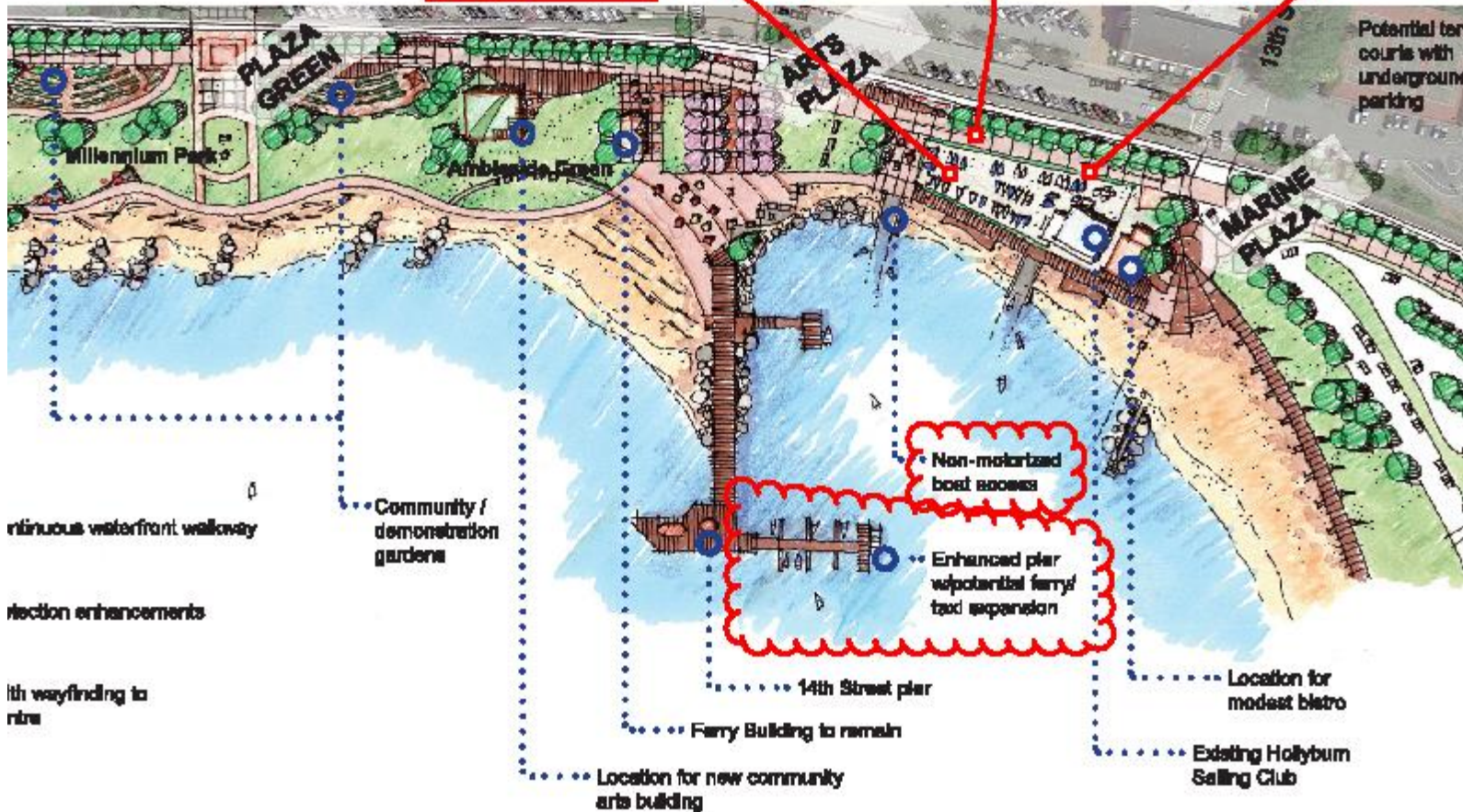
Ramp to Close by December 31, 2016

- District of West Vancouver approved the Ambleside Waterfront Concept Plan June 13 2016.
- The motion approved directs staff to: “Close vehicular traffic to the boat launch and *explore* alternative vehicle accessible boat ramp locations” by December 31, 2016

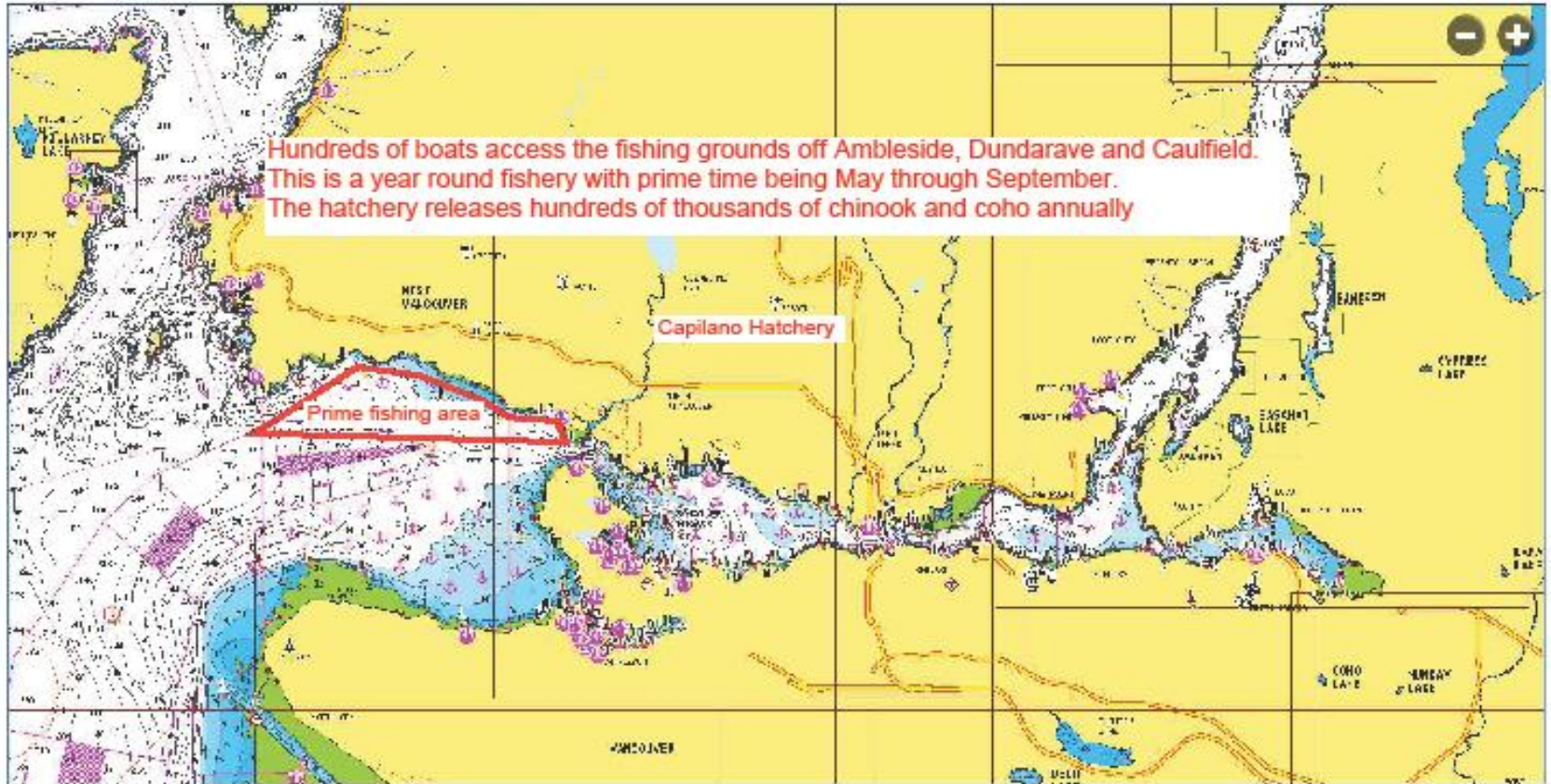
HSC boats moved from east side to west side

Spirit Trail precludes access to ramp for vehicles

HSC Fence moved northward



- The Ambleside boat launch has traditionally been used by smaller vessels to access the fishing grounds at Ambleside and Dundarave.
- Vessels range in size from small dinghies with portable motors to car top boats to trailered vessels up to approximately 21-23 feet.
- The Capilano hatchery has fostered an extremely successful fishery, drawing anglers from the entire Lower Mainland



Hundreds of boats access the fishing grounds off Ambleside, Dundarave and Caulfield. This is a year round fishery with prime time being May through September. The hatchery releases hundreds of thousands of chinook and coho annually

Capilano Hatchery

Prime fishing area

Although there is no formal stakeholder status defined in West Vancouver, we as the “Ambleside Boating Group” have been recognized by the Parks Department of the District of West Vancouver as having an interest in access to the water and as Stakeholders.

- A petition was started May 18, 2016. By June 5, 2016 we had 750 respondents. To date we have 815 responses in support of retaining a ramp in the immediate area.
- Responses indicate users from the entire Lower Mainland and Squamish
- Most of the comments could be categorized as follows:
 1. Concerns re not being able to access the fishing grounds with a small vessel
 2. Safety issues with respect to coming through First Narrows, possibly Second Narrows, and around Point Atkinson in a small boat.
 3. Lack of easy access for recreational activities, mainly fishing and the historical family aspects of fishing and boating activities.

- We also did a two question survey to try and get an idea of the usage of the ramp and the amount of money spent when coming to West Van to use the ramp.
- With 100 respondents, we determined a usage rate of 956 times in a year.
- Further research in this area would likely show a usage rate of 3000-5000, similar to Cates Park.

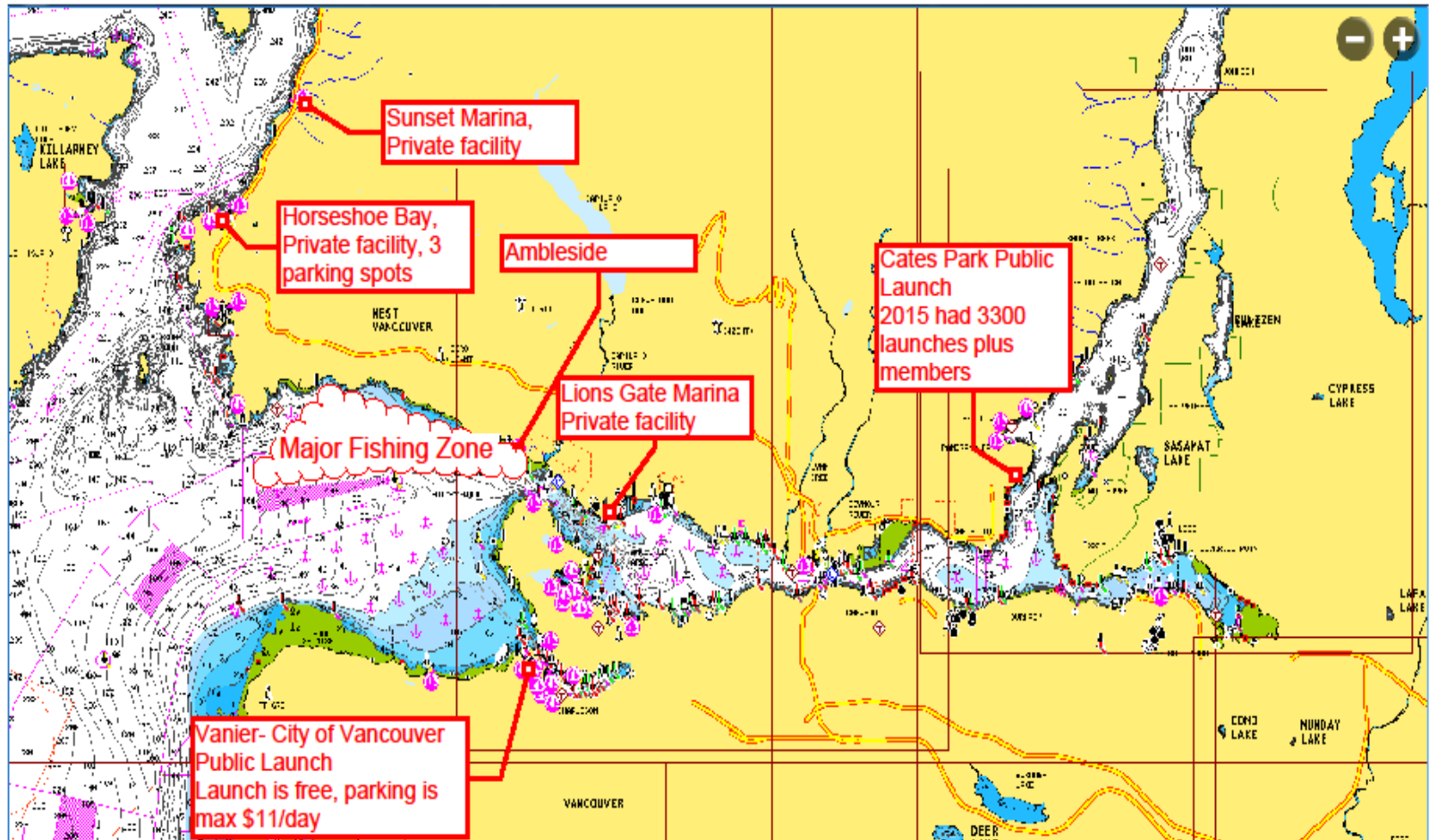
Survey Question: How many times per year do you estimate that you use the Ambleside boat launch?

Number of uses of the ramp per year	Number of people responding	Total number of uses per year for 100 respondents
2	8	16
4	18	72
6	11	66
8	8	64
10	17	170
12	7	84
14	6	84
16	2	32
over 16	23	368
	100	
Total number of uses for 100 respondents		956

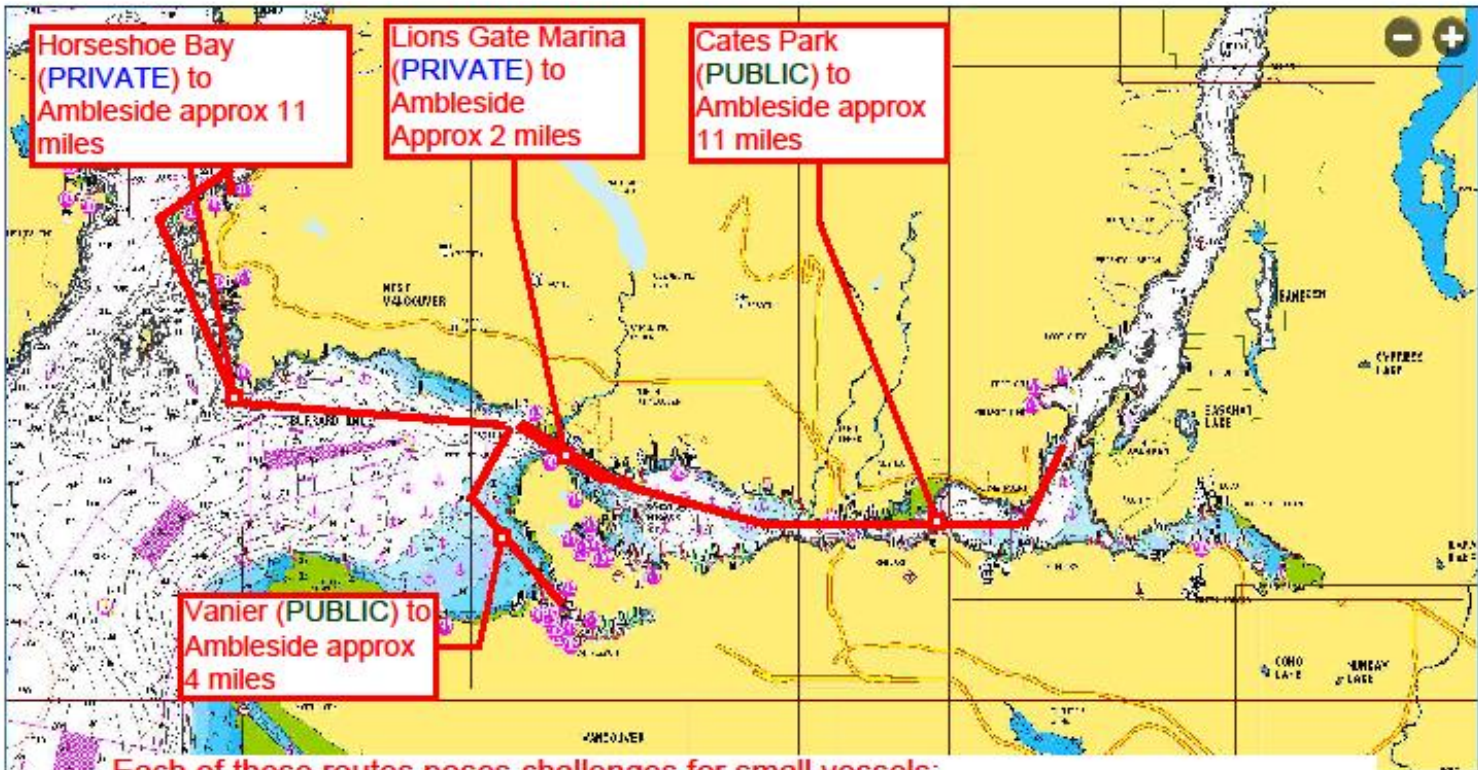
Survey Question: How much would you typically spend IN West Vancouver on a day when you use the boat launch at Ambleside?

Amount of money spent in West Vancouver per day when launch used to access the water	Number of people responding	Total spent per year for 98 respondents
\$ -	1	\$ -
\$ 20.00	9	\$ 180.00
\$ 40.00	16	\$ 640.00
\$ 60.00	10	\$ 600.00
\$ 80.00	13	\$ 1,040.00
\$ 100.00	18	\$ 1,440.00
More than \$100	31	\$ 3,100.00
	98	
Total \$ spent by 98 respondents in West Vancouver when Boating, per year		\$ 7,000.00

Boat Launches in the Burrard Inlet/Howe Sound/English Bay Area



Transit Route Alternatives



Each of these routes poses challenges for small vessels:

- Navigation through busy port
- Navigation through First and/or Second Narrows
- Navigation across major shipping lanes
- Navigation through potentially rough water over longer distances

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The removal of access for trailered vessels in West Vancouver will:

1. **Prevent** small vessels such as motorized dinghies, small motorized vessels and non powered trailered vessels from **accessing** West Vancouver shoreline.
2. **Create potentially unsafe** conditions for medium sized motorized trailered vessels attempting to reach the fishing grounds at Ambleside/Dundarave

- We have formally requested that the District of West Vancouver consider **linking the closure of access to the ramp to the reinstatement of a new ramp in the immediate vicinity**, as we speculate this could take a considerable length of time to implement.
- We have also formally requested **a timeline for the decision on the location of a new ramp**.
- The District has stated that they will be having an internal meeting regarding the boat launch issue in the coming weeks and will respond to us at that time.

Possible Alternate Locations

- The District commissioned a study in 2013 called “Preliminary Study of Public Boat Launch Opportunities in West Vancouver”
- This report was not made public
- We are trying to attain a copy of this report through FOI
- Possible locations discussed were apparently:
 1. At the welcoming figure groyne
 2. East of the current HSC location
 3. Under the Lions Gate Bridge at Sewer Bay



Existing ramp- to be closed to trailers

Potential ramp location east of HSC

Potential ramp location at welcoming figure groyne

Google earth





Strategy and Policy Guideline in 2008

Part of the
Ambleside Village
Center Strategy
published 2008

5.4.6 Improve functionality of the Boat Ramp/Sailing Centre

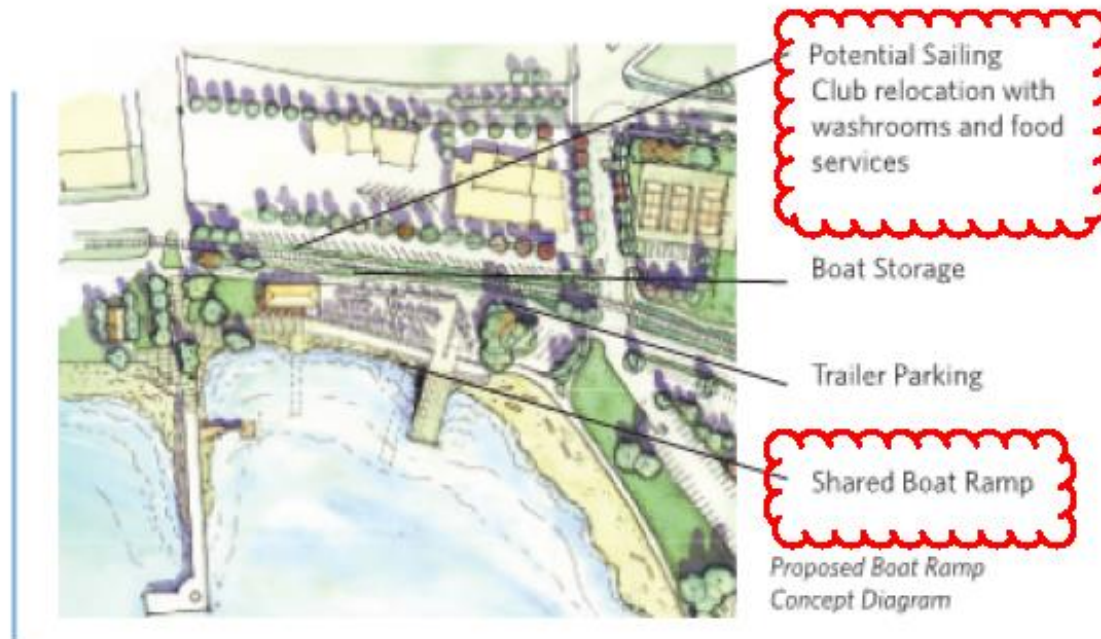
The uses along Argyle in the 1300 block produce challenges due to the proximity to the sole, and heavily travelled vehicle entrance to Ambleside Park near 13th and Bellevue. The Boat Ramp serves a need in the greater North Shore and regional community, with few viable relocation options. The Sailing Club provides youth and adult programs in the summer, and is accessible for functions in the winter.

One of the options under discussion is to flip the location of the Boat Ramp and Sailing Centre to create a more visible location for the Sailing Centre that could accommodate washroom facilities and small scale food services to complement and enhance the adjacent public square around the Ferry Building Gallery and pier area for those passing by and as a destination. If the Boat Ramp were moved further to the east, it would be closer to overflow parking areas in the park. However, boats would have less direct access to the pier docks. The concrete access ramps could be combined or remain as two separate ramps depending on the functionality of both schemes. In reviewing the options, the possibility of providing for the public to walk along the front of the Sailing Club is being explored, as is the need to ensure that the maximum amount of desirable beach access is secured.

These issues will continue to be examined in relation to both the Ambleside Park master plan process and planning for the expansion of the Ferry Building Gallery, as part of the Arts and Culture Strategy.

Ambleside Village Centre Strategy 2008 -Possible Ramp Location

(Now superseded by the Spirit Trail option of 2016)



- The Sewer Bay area previously had a ramp and from communications recently received, we understand that this would not be a viable option from the Port's perspective.

Summary

- The removal of access to the existing ramp for trailered vessels will **entirely preclude** small trailered vessels with limited power from accessing the area off West Vancouver Shoreline.
- The removal of access to the existing ramp for trailered vessels will present **potentially unsafe conditions** for medium sized vessels with power.