

6588 Royal Ave, West  
Vancouver, BC V7W 2B6

# \_Development Brief

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# Project Rationale

The site is at the edge of the Village Heart district on the corner of Royal Ave and Bruce St. It is bordered by the Village Heart District to the North, Village Townhouse District to the East and Rowhouse Designation to the South. Being at the intersection of these districts, the development mediates the transition between these different neighborhood types. The OCP has been thoroughly reviewed to ensure our design rationale satisfies all criteria.

It is our position that a residential project is the most appropriate to meet the needs of the area; to increase housing to the neighborhood for workers and families to thrive, and/or age in place. The Village Heart has a developed commercial presence, and this would bring further residents to the area.

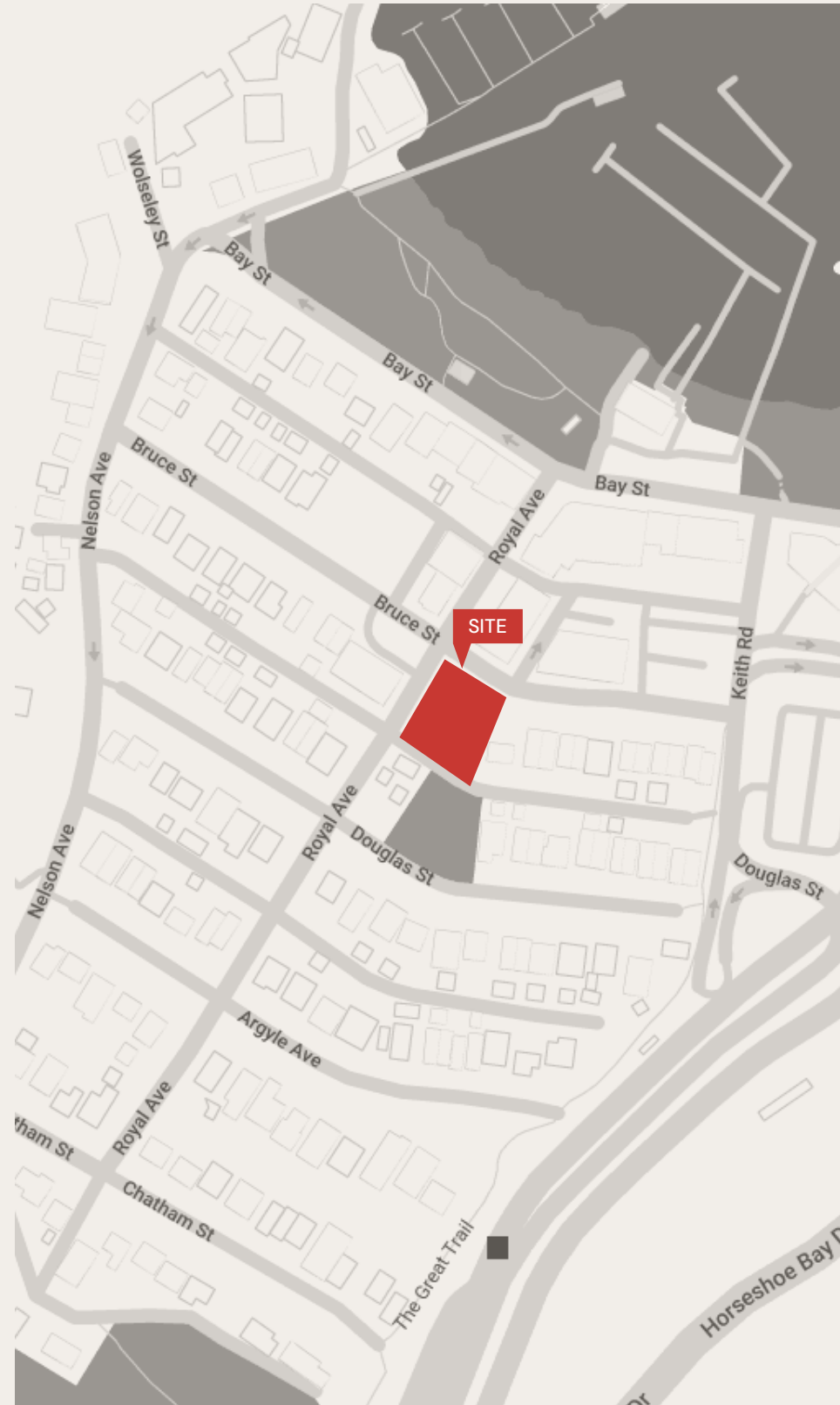
## Existing Use

Parcel ID	004-531-418
Lot Area	1184.2 Sqm
Lot Width	27.614 m
Lot Depth	37.162 m
Current Zoning	C-1
OCP Designation	Village Heart
Existing Building Height	2 storeys
Existing Parking	On grade
Existing Units	23 motel rooms

## Proposed Use

Proposed Zoning	CD
Proposed Lot Coverage	77%
Proposed FAR	2.2
Proposed Building Height	4 storeys
Proposed Parking	Underground, 25 Stalls
Proposed Bicycle Parking	38 Long-Term, 5 Short-Term
Proposed Units	27 Units

## Site Context



View of intersection between Royal Ave and Bruce St



View from Royal Ave

# Access to Transit + Bike Infrastructure

## Bus Routes

The 250 and 257 Express are a convenient route to the site, the current bus stop on the NE corner of our site is accessible from Vancouver and North Vancouver in 30 min-1 hour. These bus routes serve the Ferry Terminal as well as tourists visiting the town of Horseshoe Bay.

## Ferry Routes

The Horseshoe Bay Ferry Terminal has services to Bowen Island, the Sunshine Coast (Gibsons), and Vancouver Island (Nanaimo). BC Ferries served 13.1 Million Customers in 2021, a large portion come through Horseshoe Bay. This attracts many people to the town, and is the reason for further need to enhance Horseshoe Bay as a destination in itself.

## Accessibility from Vancouver

1.5 Hours from Central Vancouver by bicycle, Horseshoe Bay has become a destination for bicyclists in the area. Especially with the rise of E-Bikes, Horseshoe Bay, and the Ferry Terminal, are increasingly accessible destinations for cyclists.




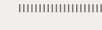
- Main routes according to online forums follows Marine Drive as far as the Lions Gate Bridge

## 6.3 Connectivity



### Multi-modal Network

**6.3.1** Integrate infrastructure to create a multi-modal network supporting the full range of transportation modes (pedestrian, cycling, transit, marine and vehicle).

**6.3.2** Improve the existing connections to local and regional destinations, and identify additional opportunities to enhance the network.

-  257 Express Bus Route
-  250 Bus Route
-  Ferry Terminal and Routes
-  Walking Radius

### Legend

-  OCP requirement
-  Our response



# Designation Compliance

## Village Heart Designation

Extending out from the intersection of Bay Street and Royal Avenue, this designation is the mixed-use building form that defines the Village. Active retail at the ground floor supports the vibrancy and livability of Horseshoe Bay. New buildings within lands designated Village Heart should be commercial and multifamily residential use with a **density of 1.75-2.0 FAR and a height of 3-4 storeys** with commercial use at street level and residential above.

By proposing FAR at 2.0 and 4-storey building height, our development satisfies these criteria.

### Legend

- OCP requirement
- Our response



# Design Overview

The design of this building began in its West-Coast context. Drawing on the well-known motifs in the area, cascading roof lines, overhangs, use of wood and natural materials, and connection to nature.

To fit into the quaint context of Horseshoe Bay, the building had to conform to these principles and more. Situated in the Village Heart, the building defines a prominent corner between commercial and residential uses, and thus must bridge the gap between the two, while activating the street. Following strategies laid out in the Horseshoe Bay Regional OCP.



# Site Design

## Landscaping

4.3.2 Delineate public from semi-public and private space with landscaping and finishes, and, with the exception of commercial uses, maximize landscaping along the street right-of-way

Each unit has an outdoor space, utilizing the outdoor deck spaces along Royal and Bruce as buffers to the private spaces beyond, while activating the street and softening the building's edges (4.3.1, 4.3.2, 4.3.5).

Furthermore, landscaping and planting space is given to all units above at the balcony level activating the facade with greenery and ensuring the building is an activated green space in the Village Heart.

## Vehicular Access

4.2.5 Minimize disruption of the public realm due to vehicle access by:

- c) locating parking to minimize driveway length and designing parkade ramps to limit site impact;
- d) maximizing the distance between a driveway and intersection on corner lots;
- e) providing the minimum acceptable driveway widths and garage entrances.

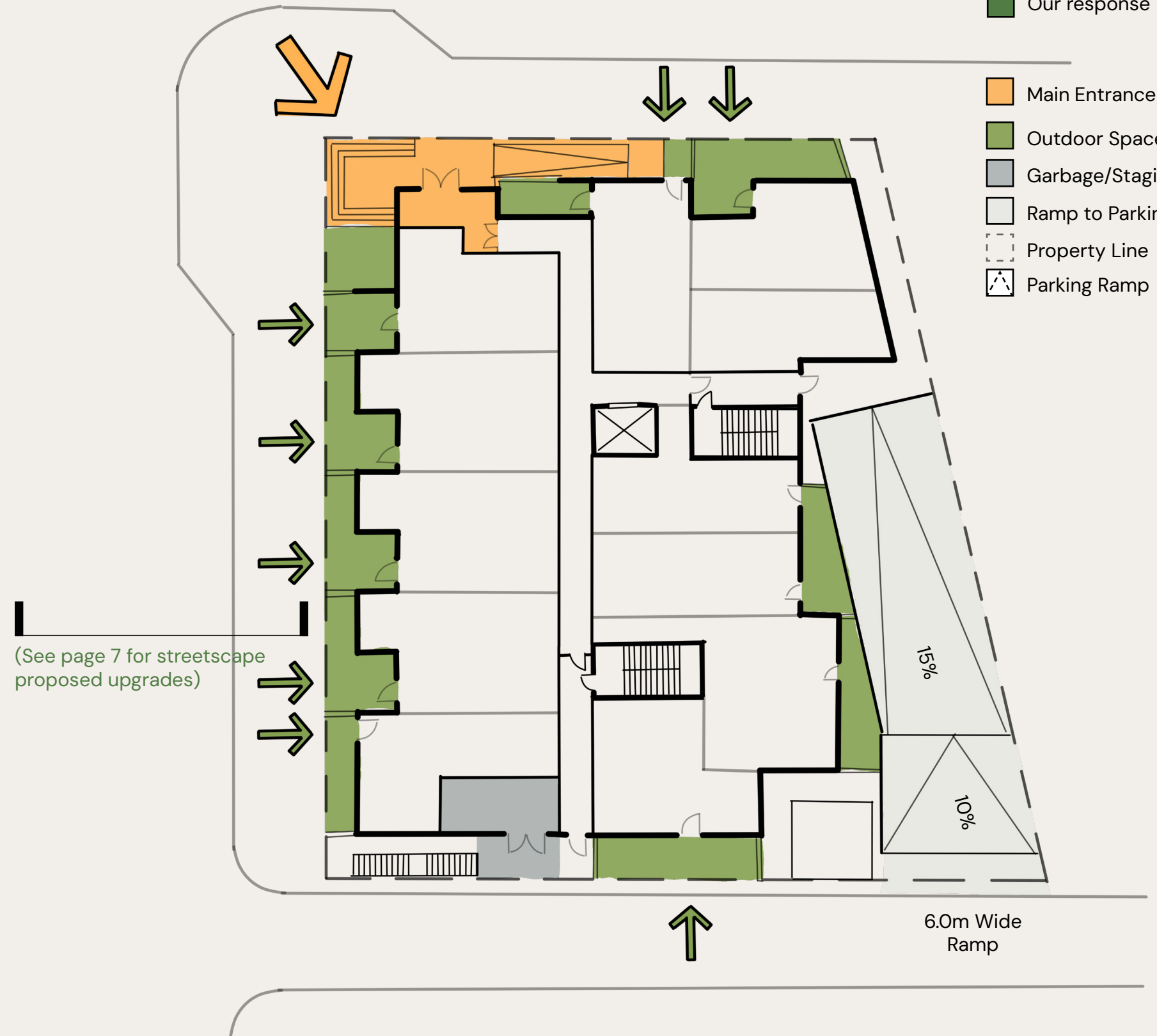
The parking entrance and loading is accessible from the lane. These vehicle entrances are deliberately placed at the furthest corner of the lot and on a less busy road to minimize traffic impacts on the site. Parking is choicely hidden from view to enliven the pedestrian presence of the building.

Further, garbage staging and storage are also on the lane side.

### Legend

- OCP requirement
- Our response

- Main Entrance
- Outdoor Space
- Garbage/Staging
- Ramp to Parking
- - - Property Line
- ▴ Parking Ramp



# Massing Strategy

4.4.1 Create architectural interest through building articulation, with particular attention to street-facing facades and corner lots.

## Facade Articulation

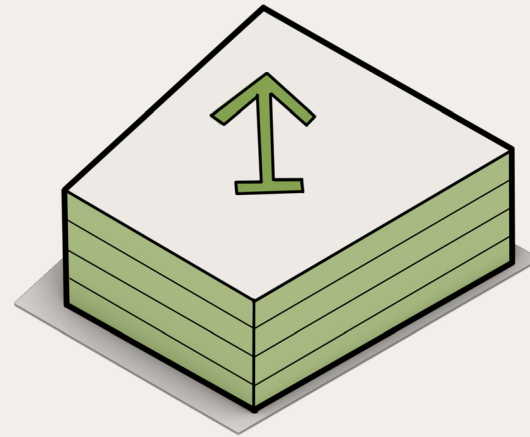
The facade is articulated at the lower 2 storeys, utilizing brick or stone projecting volumes to signal unit identity, and activate the street front in the Village Heart. Furthermore, the corner entry utilizes a wood and curtain-wall combination to differentiate from the rest and create clear wayfinding for residents and the public.

## Corner Art Activation

This corner of Royal and Bruce was called out within the OCP as an important position for public art, and by activating the corner, the project activates the corner and creates a point of interest.

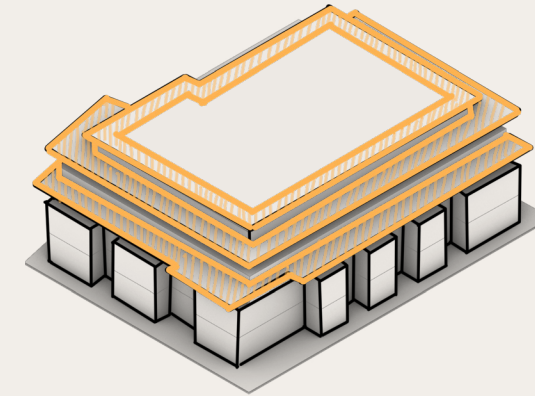
## Legend

- OCP requirement
- Our response



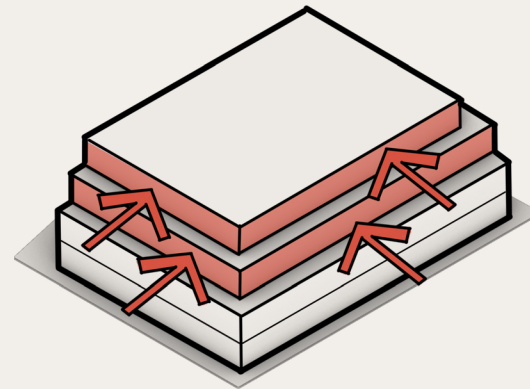
## Massing

- Extrude from setbacks
- Implications of higher density in low-density fabric of Horseshoe Bay



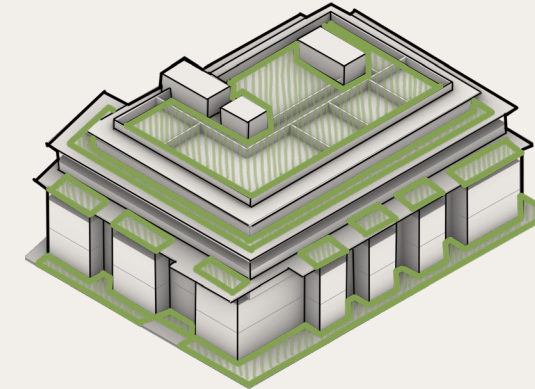
## Overhang

- Create outdoor space for every unit through consistent overhanging balconies
- Solidify West-Coast style
- Hidden roof deck for private and collective use



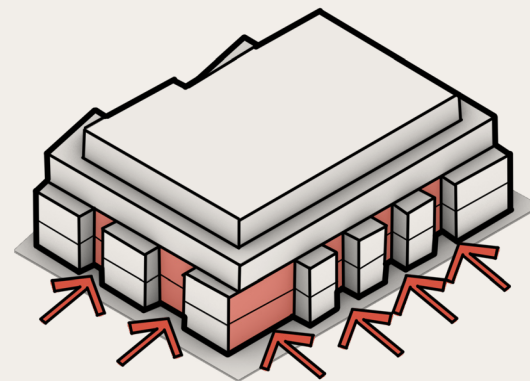
## Cut Back

- Reduce scale of top levels, obscure from pedestrian view
- Urban condition remains at human scale



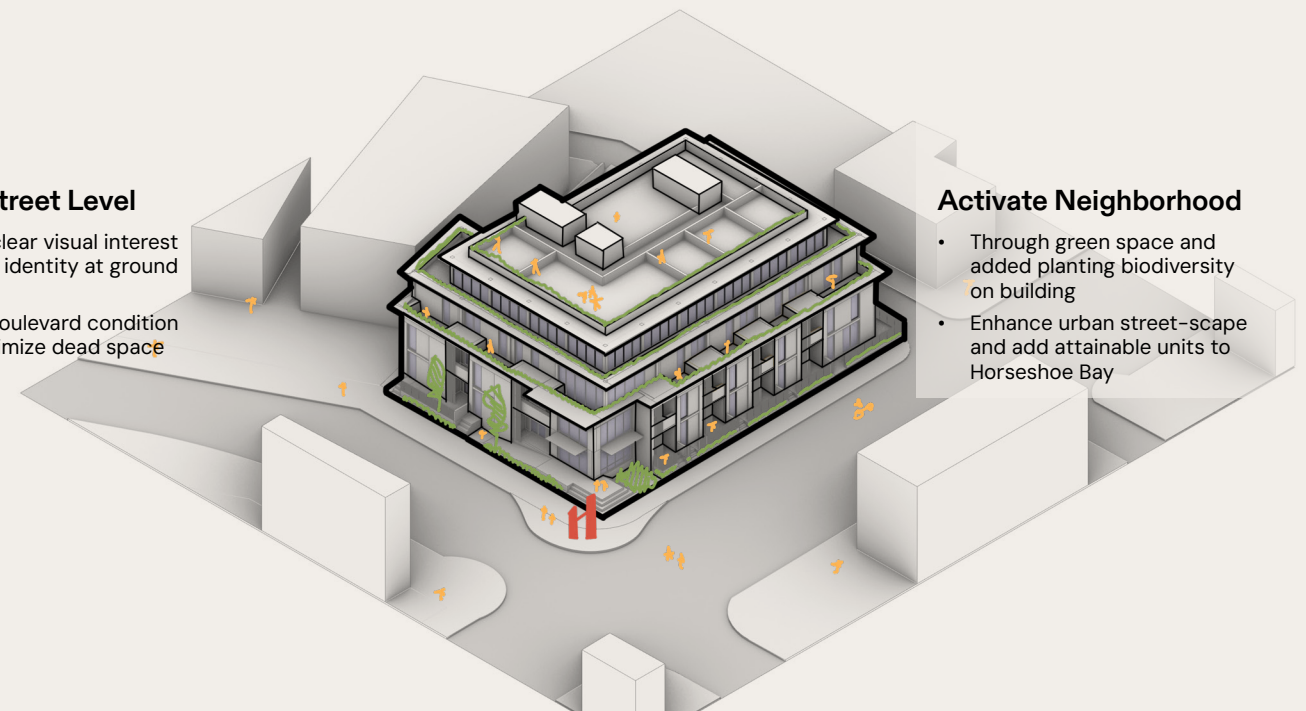
## Green Space

- Activate facade and units through green space amenity
- Entry space at corner to activate public space in village heart



## Sculpt Street Level

- Create clear visual interest and unit identity at ground levels
- Follow boulevard condition and minimize dead space



## Activate Neighborhood

- Through green space and added planting biodiversity on building
- Enhance urban street-scape and add attainable units to Horseshoe Bay

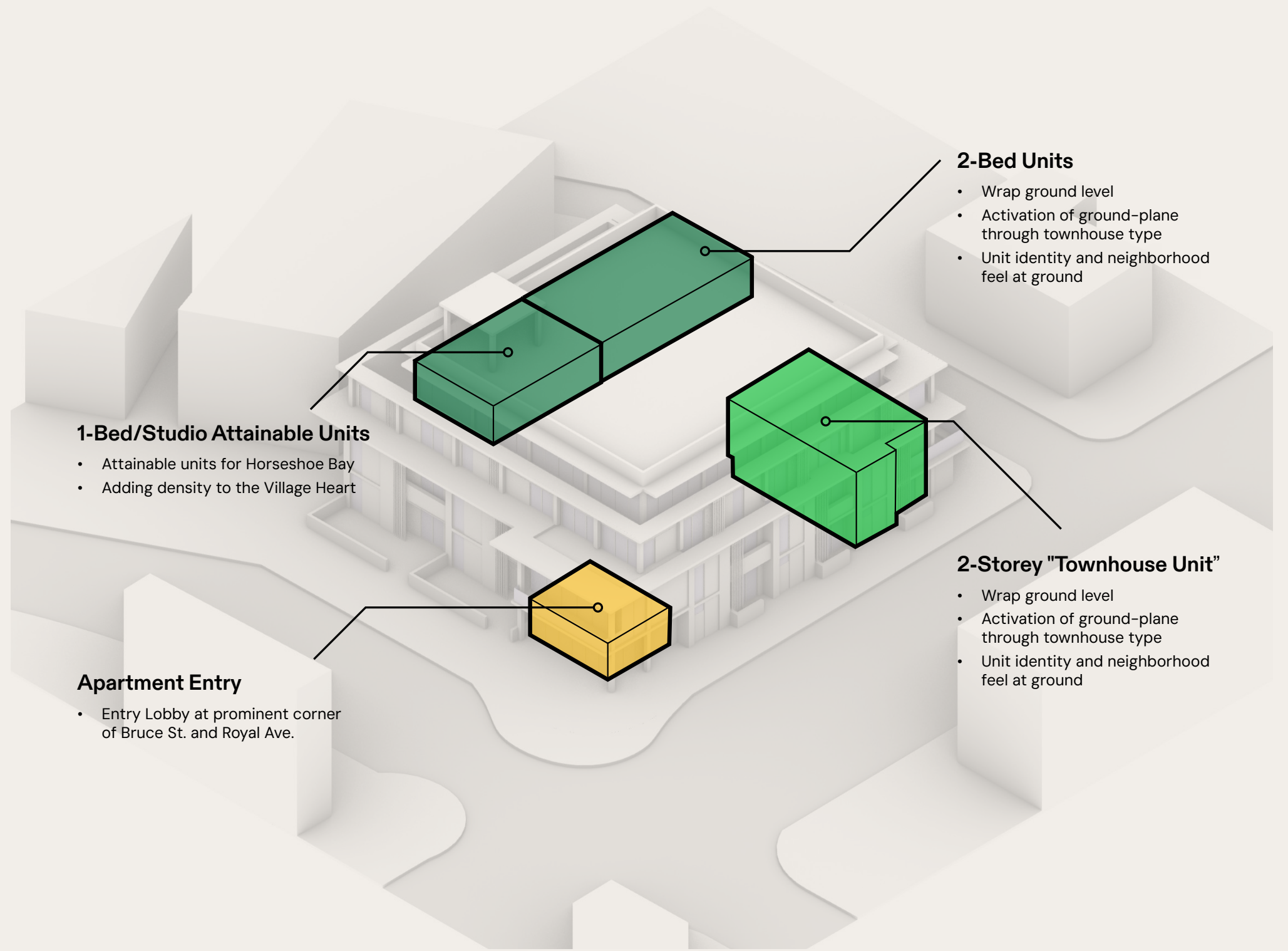
# Attainable Units and Project Statistics

The design adds a variety of attainable units to Horseshoe Bay's Village Heart. With a priority made for 2-storey units surrounding the ground condition, the building remains tied closely to the single family and duplex typologies in Horseshoe Bay. These units activate the pedestrian realm with greenery and a variety of entranceway activation.

Apartments above are focused on 1-bedrooms apartments which are feasibly attainable for local workers and residents looking to downsize.

Finally, to take advantage of views to the bay, the upper levels have larger units fronting the north side of the building.

Residential 4-Storey	Req.	Proposed	
Site Area	n/a	1184.2	sqm
GFA	n/a	2603	sqm
FAR Proposed	2.0	2.2	
Height	Req.	Proposed	
	3-4 Storeys	4-Storeys	
Setbacks	Req.	Proposed	
Front	n/a	2.0 m	
Side Exterior	n/a	1.5 m	
Side Interior	n/a	1.5 m	
Rear	n/a	4.9 m (center lane)	
Parking Stalls	Req.	Proposed	
Bike Parking	41	38	-3
Vehicle Parking	27	25	-2
Unit Split			
Unit Split		2-Storey 2 Bed	9
		2-Storey 3-Bed	2
		1 Bed	7
		1 Bed+Den	3
		2 Bed	3
		2 Bed+Den	2
		3 Bed	1
		<b>TOTAL</b>	<b>27</b>





# Facade Articulation

4.5.1 Reflect Horseshoe Bay's eclectic and historical identity both as a working waterfront and a recreational seaside cottage destination

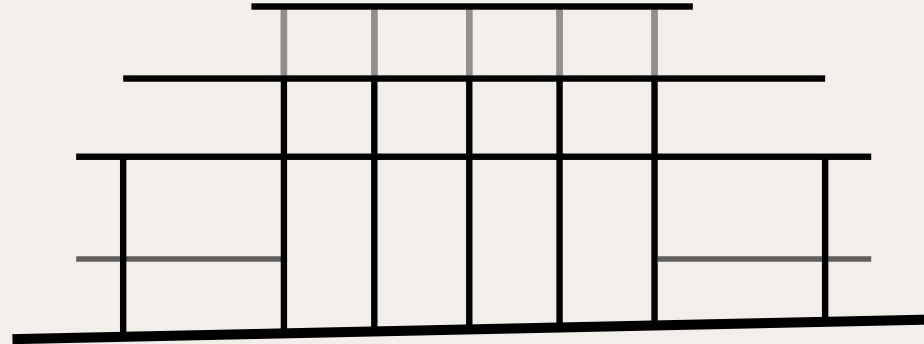
- a) demonstrating individuality while contributing to a harmonious streetscape;
  - b) creating visual interest through diverse styles and rooflines;
  - c) using materials and bright colours to create purposeful accents;
- 4.5.2 Increase access to light and ventilation, create visual interest and improve livability

## 4.5.1-4.5.2 Overhangs and Facade Design

The design also utilizes cascading roof lines on progressive setback levels above to obscure the 4th storey (see diagram below), and create visual interest in the wood soffits, warming the public space surround. These overhangs are a clear nod to West-Coast architectural motifs, responding directly to our wet climate.

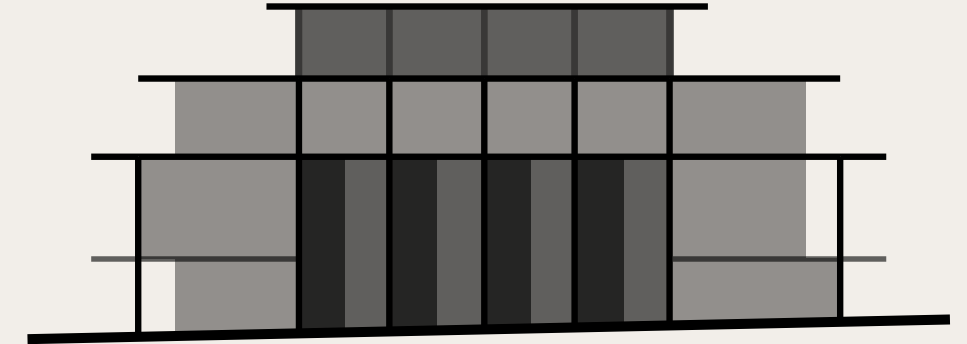
Finally, the use of screens for privacy and colour give a sense of depth to the facade along with the overhangs and setback language. This ensures strong visual interest.

## Articulated Grid



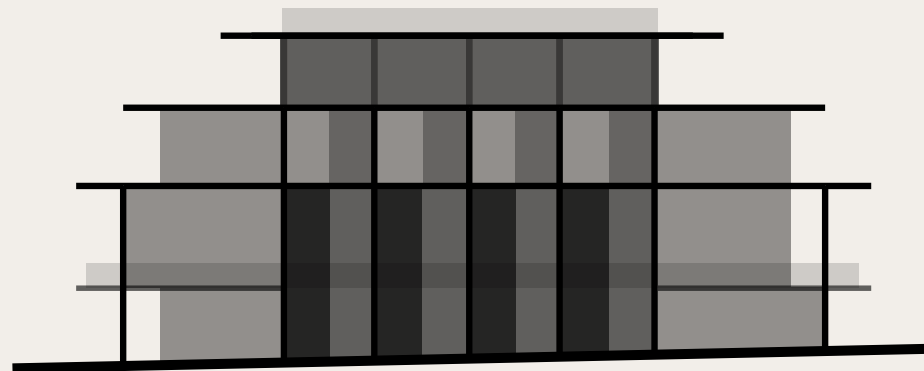
- To effectively create an articulated facade we must begin with an ordered, articulated grid
- This is a series of verticals and horizontals which create order in the overall facade

## Infill Massing



- Within this grid, we arrange and develop a language of shifting massing giving variety in the built form and opportunities for outdoor spaces

## Screens and Rails



- Add elements to articulate and give the building depth and variety
- Privacy screens used where necessary for privacy without sacrificing light

## Applied Sketch



# Local Material Selection



4.5.6 Specify a purposeful material palette that contributes to the overall design of the building

## Soffit - Wood or Composite

- For liveability in outdoor spaces and urban condition improvement

## Exterior Walls - Wood or Composite

- Responsive to local style
- Simplistic look to balance articulated facade and emphasize horizontal of overhangs



## Overhang - Aluminum

- Clean, bright aluminum protects from rain, and lightens the building in contemporary style

## Columns - Wood or Composite

- For feature corner, mass timber could be considered as strong tie to West-Coast Architectural language
- Composite alternatives available, and can be built up

## Upper Levels and Feature - Window-Wall

- To promote views and daylighting, the units on the corner have window-wall glass
- Upper 2 levels could be curtain-wall to lighten their aesthetic from afar



## Screen - Metal or Composite

- Colour can be leveraged in the screen to give the building life tastefully

## Base - Brick or Stone

- To ground the building and solidify the base, the ground level is treated in a heavier material

## Insert - Concrete Panel

- To ground the building and further solidify the base



# Perspective Corner of Bruce and Royal



# Perspective Royal Ave.



# Perspective Bruce St.



Perspective Detail Royal Ave.



Perspective Detail Bruce St.



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