

## Roundhouse @ Bayview: RESPONSE TO STAFF COMMENTS

**Date:** April 14, 2021

**Project Number:** V24949

**Project Name:** Bayview Roundhouse

**Prepared By:** PC

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The following is a summary of preliminary Staff comments, received **March 31, 2021**. For brevity, Staff Comments are provided below. Applicant response to comments as follows:

Item	Comment	Applicant Response
<b>Planning:</b>		
<b>01.1</b>	<p>Please include a proposed Development Area site plan, including a data table (floor area, FSR, setbacks, etc) for each area. Indicate if future subdivision would follow the DA lines, otherwise please also include a proposed subdivision plan.</p> <ul style="list-style-type: none"> <li>The subdivision plan would help us understand potential servicing</li> <li>The DA plan is something we will need for ADP, since ADP will be asked to comment on if the proposed density in each DA is appropriate.</li> <li>The DA plan will also be used to craft the future zoning</li> </ul>	<p>A Development Area Plan will be provided as requested. It will indicate proposed Parcels, the corresponding development data for each parcel, as well as overall data.</p> <p>The Development Area Plan will also include an overlay indicating zoning criteria by parcel, including building setbacks, heights, gross building areas, site coverage, building massing, orientation and separations.</p> <p>The Development Area Plan will also serve as the basis for rezoning and subdivision documents and plans to follow.</p>
<b>01.2</b>	<p>Please clarify if the numbers used in calculating servicing are still relevant or if the updated site plan will require changes (e.g. calculations for sewage attenuation)</p>	<p>The numbers used in establishing the site servicing requirements are unchanged overall. The revised plan proposes minor redistribution of areas per parcel, so no change required to the previous servicing calculations.</p>
<b>01.3</b>	<p>Unless a Heritage Alteration Permit is being submitted, please revise materials to remove showing any updates to heritage buildings (Car Shop additions, raising the Back Shop, etc).</p>	<p>We acknowledge this comment, per more recent conversations we will be proceeding with indicating proposed interventions to the Car Shop and Back Shop, and will be providing additional supporting technical information, drawings, and visualization of these proposed changes.</p> <p>Furthermore, the Heritage Guidelines have been amended to specifically refer to the approach and guidelines for these proposed changes.</p>
<b>01.4</b>	<p>Updated materials including the shadow studies, view studies, and the Development Area plan will be needed prior to advancing to ADP/HAPL. This will likely result in a May ADP/HAPL date.</p>	<p>Updated materials as indicated in the comment have been included with the revised rezoning package submitted April 14, 2021 and will continue to be update along with updated technical drawings to follow.</p>

The following is a summary of preliminary Staff comments, received **JANUARY 6, 2021**. For brevity, Staff Comments are *summarized* below, for complete comments please see original document attached for detailed reference. Applicant response to comments as follows:

Item	Comment	Applicant Response
<b>Planning:</b>		
<b>01.1.</b>	<p>Surface approach, materials/pavers:</p> <ul style="list-style-type: none"> <li>• high quality natural materials</li> <li>• consider curb-less environment where appropriate, using bollards and other approaches to delineate pedestrian zone from roadway</li> <li>• incorporate universal and accessible design approaches throughout</li> </ul>	<p>The current Master Plan integrates a curb-less environment that uses bollards to delineate the pedestrian zone from the portion of the surface that guides vehicle traffic across all share surfaces. This approach is intended to increase pedestrian and cyclist safety by reducing vehicle speeds, and also elevates the pedestrian realm over that of vehicles.</p> <p>The Applicant is committed to achieving universal accessibility across the site, an ambition that is reflected in the current Master Plan.</p> <p>High quality, natural materials and pavers that complement, rather than compete with historic building aesthetics will be reflected across site and in building design. Material palettes will be detailed in development permit submissions.</p>
<b>01.2.</b>	Incorporate and feature innovative storm water approaches where appropriate	<p>Strategies that mitigate the negative impacts of stormwater runoff will be integrated across the site where possible. These may include the use of rain gardens, bioswales, green roofs, and/or infiltration chambers as well increased tree canopy.</p> <p>Additional detail the overall sitewide approach will be provided at resolution of the landscape design. Site-specific design strategies will be submitted at the development permit stage.</p>
<b>01.3.</b>	Maximize tree canopy within both hard surface and softscape environments	<p>The current Master Plan uses an innovative landscape design strategy to maximize tree canopy across the site and increase biodiversity, while maintaining the industrial character of Turntable Plaza and the Roundhouse historic complex.</p> <p><b>HARDSCAPE:</b> Street trees line the site’s perimeter, providing important shade for</p>

pedestrians. With regard to plaza spaces, trees are sited along the edges of these hardscapes, with additional greening provided by “gathering groves,” patches of trees that add a natural element to these areas without compromising their historic rail character. A stand of Garry Oak trees is maintained adjacent to a pedestrian access point at the site’s eastern edge, preserving this increasingly uncommon deciduous tree.

**SOFTSCAPE:** A native forest typology is proposed along the E&N Rail Trail, which creates a “walk in the forest experience.” Additional native forest patches take root across the site, creating an interesting juxtaposition between this natural landscape and the site’s built industrial character. This typology also provides a host of biodiversity benefits.

<p><b>01.4.</b> Incorporate interpretative information and public art celebrating not only industrial heritage but other parts of site: history, ecology, function evolution (eg telling the story of transformation from industrial site to vibrant mixed use community, etc.)</p>	<p>A sitewide interpretive strategy that reflects the fulsome evolution of the site from traditional Indigenous territory to industrial rail site to a present-day mixed-use community, will be submitted to the City at a later stage in the rezoning process.</p>
<p><b>01.5.</b> Incorporate a cohesive palette of street furniture (benches, streetlights, bike racks, bins etc) that supports the broader public realm composition/expression</p>	<p>The final landscape and public realm package will provide the overall sitewide street furniture strategy. This strategy will ensure these elements support the broader public realm composition and expression, reflective of the site’s industrial character. Additional detail will be provided at the development application stage.</p>
<p><b>01.6.</b> City to specify materials and furnishings for City-owned/maintained public spaces</p>	<p>This comment is acknowledged and will be reflected where appropriate in detailed design schemes.</p>
<p><b>01.7.</b> Design site open spaces as a logical and cohesive extension of the City’s/Vic West public realm network</p>	<p>The Master Plan illustrates a design strategy that ensures on-site open spaces are integrated within the neighbourhood’s broader network. This is done by creating legible pathways between key parks such as Vic West Park, Lime Bay Park, and Songhees Hillside Park. Sightlines from the site’s interior are created to these community assets, which visually link the site to its</p>

surrounding context. Improvements to Lime Bay Park and Sitkum Park will further reinforce this connection, with both seen as an extension of the site.

Both the Esquimalt Road boardwalk and the east entry plaza adjacent to the Backshop reinforce the street's character as a major thoroughfare. However, the renewed public realm and retail condition will help establish Esquimalt Road as an active and pedestrian-friendly commercial corridor.

**01.8.** Please confirm with Island Corridor Foundation regarding the number of rail crossings. Staff want the site to be as permeable as possible and appreciate the number of crossings proposed, but we also note that previous discussions with ICF have placed limits on the number of active rail crossings

Additional discussions with ICF will ensure that the number of rail crossings is supportable by that group. The current Master Plan showing the final site condition reflects a single cross at Lime Bay Mews in keeping with ICF's consent to the previous application. However, until such time the rail line is activated, the plan is proposing additional connections of the multi-use trail to the site for great connectivity and amenity.

**Transportation:**

**Multi-use Pathway**

**02.1.** The planned two-way protected bike lane on the north side of Kimta Road is incorrectly characterized and is an 'interim' All Ages and Abilities (AAA) route with the long-term plan to provide the AAA connection adjacent the rail corridor. Please revise B-20 and other sheets accordingly

The current Master Plan reflects this comment. Where the Kimta Road cycle track is shown, it is noted as an interim condition only. The E&N Rail Trail is designed as an All Ages and Abilities (AAA) route.

**02.2.** The proposed pathway adjacent the rail corridor is to have sufficient width to operate safely as a multi-use pathway. A 7.0m pathway is recommended in the Greenways Plan and outlined in the MDA. A separate pathway for pedestrians (2m) and cyclists (4m) are the supported design widths. This responds to adjacent Land Uses, onsite destinations, and anticipated pedestrian and cycling activity. Providing opportunities for seating a variation in green verges between the pedestrian and cycling pathways but the design widths should be continuous across the site.

The proposed pathway adjacent to the rail corridor is intended to provide a safe, multi-use path that will accommodate pedestrians and cyclists of all ages. While the design is not yet final, the current scheme utilizes a 4m combined pathway with additional separate meandering pedestrian pathways that are intended to support the "walk in the forest" trail experience.

Significant native plantings are accommodated adjacent to the shared pathway, which provide a number of environmental benefits including increased biodiversity and increased tree canopy, the latter of which provides



natural rainwater management, additional habitat for local fauna, and natural cooling.

Provision of a combined pedestrian and cyclist pathway further supports the goal of accommodating cyclists of all ages and abilities. Shared pathways typically result in decreased cyclist speeds, increasing the perception of safety necessary to encourage a range of cyclists. The provision of a separated bike path along Esquimalt Rd. will provide an option for those wishing to travel at higher speeds to destinations such as downtown Victoria.

**02.3** The materials proposed and illustrated in the precedent image on B-34 are not an accessible surface. Please ensure accessibility objectives are met. For further information, please see the City’s Accessibility Framework and Subdivision and Development Servicing Bylaw, and BC’s Active Design Guidelines.

The final landscape and public realm package will include an overall, sitewide surface palette that meets the City’s accessibility objectives. Final material selections will be confirmed and specified at the Development Permit stage.

**Esquimalt Frontage**

**02.4.** A number of alignment and crosswalk changes are proposed on Esquimalt Road (B-32) that are not supportable, including:

- The addition of parking bays and removal of boulevard and street trees.
- Increased crosswalk distances, relocation of a crosswalk to a location with limited stopping sight distance and misalignment with existing pathways within Vic West Park
- The introduction of a new off ramp to the site.

This comment is acknowledged, and the removal of the unsupportable crosswalks and alignments and is reflected in the current Master Plan.

**02.5.** At the meeting on Dec 15<sup>th</sup>, the team outlined further design revisions underway that will address above in the hopes of meeting transit, cycling, and pedestrian objectives along the corridor. We look forward to reviewing and providing guidance as the design progresses.

In the current Master Plan, Esquimalt Road has been reconfigured to include a separated cycle path that will help encourage low-carbon methods of travel. The corridor also features an expanded public realm with a boardwalk condition that facilitates pedestrian travel while accommodating spill from adjacent uses. “Gathering groves”

	<p>further diversify this area by providing places to linger. Activated through additional retail and residential lobby and amenity spaces, the corridor has been designed to generate activity throughout the day.</p>
<p><b>02.6.</b> Lastly, please see previous comments provided for comments on the proposed rail realignment and transportation impact assessment and related design aspects proposed in the architecture and urban design package</p>	<p>A Rail Realignment Study is currently under development and will be submitted to the City for comment and review at a later in the rezoning application process.</p>
<p><b>Parks</b></p>	
<p><b>03.1.</b> General comments:</p> <ul style="list-style-type: none"> <li>• Parks would like to see a commitment and feasibility to provide the form and character of the greenspace that is conceptualized</li> <li>• The information regarding trees is exceptionally important and may be Tree Preservation Bylaw-related. The applicant will need to show what is currently there, what will remain, and what is being proposed; site servicing information is helpful for this.</li> <li>• The use of edible plantings was discussed, and that would be of specific interest to and welcomed by our Food Systems group in Parks.</li> </ul>	<p>The applicant will continue to work collaboratively with Parks to determine the form and character of the green space being conceptualized.</p> <p>A tree survey and planting plan that provides information on existing trees, those to be removed, preserved, and replaced will be submitted at a later stage in the rezoning process. The Applicant is familiar with the Tree Preservation Bylaw and has committed to preserving the stand of Garry Oak trees protected under that regulation. Overall, the current Master Plan represents a significant increase in tree canopy with a preference for species native to this area.</p> <p>The comment regarding edible plantings is acknowledged. The design team will explore opportunities to include these in planting plans where possible. Detailed planting plans will be submitted at the development permit stage.</p>
<p><b>03.2.</b> Parks would encourage the applicant to provide the following for a fullsome review:</p> <ol style="list-style-type: none"> <li>1. Tree survey in CAD. A BCLS can pick up the locations and this can be a layer added to a legal survey with existing site plan.</li> <li>2. Arborist Report for development and tree management plan, as applicable.</li> <li>3. Conceptual Site Servicing Plan to ensure there are no conflicts with proposed tree locations.</li> </ol>	<p>The comment is acknowledged and the Applicant can confirm that the following will be provided with the Rezoning submission:</p> <ul style="list-style-type: none"> <li>- Tree survey in CAD</li> <li>- Arborist Report</li> <li>- Conceptual Site Servicing Plan</li> <li>- Landscape typology</li> <li>- Conceptual Landscape Plan</li> </ul> <p>The following additional requested items will be provided at the Development Permit stage:</p>

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| <ol style="list-style-type: none"> <li>4. Candidate plant list to describe the form and character of the landscape typologies.</li> <li>5. Landscape Plan to describe the landscape on- and off-site. Show trees that are to remain and proposed new trees. Include information that applies to the Landscape Design Guideline for native planting, pollinator species, and edible options.</li> <li>6. A conceptual grading plan is desirable.</li> <li>7. Soil volumes are an area of concern to grow healthy trees. Describe available soil volumes with site sections or details. Provide innovative ways to achieve soil volumes in hardscape environments (ie: soil cells).</li> <li>8. Consider how to integrate tree planting and stormwater management details. Coordinate with Engineering on this as well as Parks.</li> </ol> | <p>at a later stage in the rezoning process with accompanying suggested detail:</p> <ul style="list-style-type: none"> <li>- Candidate Plant List</li> <li>- Detailed Landscape Plan</li> <li>- Confirmation soil volumes over below grade structures</li> </ul> <p>A conceptual grading plan has been included with the updated submission package, an important part of meeting the existing grades as historic buildings and the grading of the rail line in the easement and connecting to the perimeter grades at the site boundary.</p> <p>Trees are an important component of the on-site stormwater strategy and will be considered alongside any proposed mitigation methods. The Applicant looks forward to collaborating with Engineering on this strategy and will provide additional details at a later stage in the rezoning process.</p> |
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<p><b>03.3.</b> Staff mentioned at the last meeting that a Geotechnical Report would be required. That report would be of interest to Parks as well.</p>	<p>A Geotechnical Report will be provided at a later stage of the rezoning process.</p>
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The following is a summary and response to Staff Comments to Rezoning Submission, received **NOVEMBER 6, 2020**. For brevity, Staff Comments are *summarized* below, for complete comments please see original document attached for detailed reference. Applicant response to comments as follows:

Item	Comment	Applicant Response
<b>Development Services Division Comments:</b>		
01.1.	<b>DESIGN GUIDELINES:</b> Design guidelines required for public and private open space design	Roundhouse at Bayview Place Design Guidelines are currently under development and will be submitted to the City for comment at a later stage in the rezoning application process.
01.2.	<b>MASTER PLAN:</b> Master plan coordinated with Design Guidelines to include site materials, details and site furnishings, and site elements, lighting, landscape wayfinding and public art.	Development of the master plan is being coordinated with the design guidelines and will include site materials, details and site furnishings, and site elements, lighting, landscape, wayfinding, and public art.
<b>Engineering and Public Works Department Comments:</b>		
01.3.	<b>CONCEPTUAL CIVIL PLAN:</b> Off-site Civil Plan for all frontages, including all relevant components of the public realm design; underground servicing, connections, coordinated with existing trees and infrastructure	Off-site Civil Plan, frontage design is included in the submission
01.4.	<b>EXISTING N-S STORM AND SROW:</b> Existing storm line and stat right of way to be indicated on plan along with details of any re-routing, replacement or removal	On-site Civil servicing plan included in the current submission
01.5.	<b>PMT LOCATION PLAN AND DETAILS:</b> Master Plan and On-site Servicing Plan to indicate PMT locations and details coordinated with public realm design	PMT locations will be provided at time of Development Permit application.
01.6.	<b>BELOW GRADE PARKING:</b> Indicate extent of all underground parking structures on Master Plan and provide plans for below grade parking	Conceptual level parking plans have been included as part of the Architectural Drawing Set. Detailed design plans will be provided at each Development Permit stage.

01.7.	<p><b>WASTE HANDLING:</b> Indicate waste handling locations pick-up routes and movement on-site</p>	<p>In Progress - to be developed to conceptual level only; detailed design to be provided at each Development Permit stage.</p> <p>In principle all garbage and recycling storage will be located within buildings and at the parking level, with a designated on-site pad location for day-of-pick-up.</p>
01.8.	<p><b>PUBLIC ENCROACHMENTS:</b> Indicate any proposed encroachments into public realm, including canopies and decorative features.</p>	<p>Proposed public realm encroachments are indicated in the master plan at a conceptual level. Detailed design plans will be provided at each DP stage.</p>
01.9.	<p><b>GRADING PLAN:</b> Provide detailed grading plan indicating existing and proposed grades on site and in public right of way.</p>	<p>A conceptual grading plan has been included for City review. Detailed design plans will be provided at each DP stage.</p>
01.10.	<p><b>SANITARY SEWAGE:</b> Provide a review of capacity, flow rates, pre-and post-development, determine attenuation requirements, covenant for commitment to attenuation may be required</p>	<p>In Progress</p>
01.11.	<p><b>GREEN STORMWATER INFRASTRUCTURE (GSI):</b> Review and consider design approaches and incentives with respect to stormwater management, quality control strategies and design</p>	<p>In Progress To be developed to conceptual level only; detailed design to be provided at each DP stage. Consider adding some new language into the new Design Guidelines.</p>
<p><b>Transportation Division Comments:</b></p>		
01.12.	<p><b>REALIGNMENT STUDY:</b> Provide a Rail Realignment Study indicating the proposed rail realignment in detail, including compliance with MOTI <i>South Island Transportation Strategy, (Sept 2020)</i> and compliance with expansion of inter-community multi-use pathways, and potential future commuter rail, and the following:</p> <ul style="list-style-type: none"> <li>• Impact on multi-use pathway plan</li> <li>• Compliance with design standards (CRD, TAC, BC AT Infrastructure Design Guidelines)</li> <li>• Design treatment of all pathways</li> </ul>	<p>A Rail Realignment Study has been completed and is included in the current submission. This report confirms the rail alignment, grading, and engineering for the required design speeds for active rail.</p> <p>Detailed plans and sections for interim and future uses for the rail and trail in the current submission.</p>

- Compatibility of design of buildings and open space with future rail operations, potential infrastructure upgrades, design mitigation measures and land agreements

01.13.	<b>TRANSPORTATION IMPACT ASSESSMENT and MANAGEMENT STUDY:</b> Provide the completed TIA per the terms of reference provided February 2020	An updated Traffic Impact Assessment is provided with the current submission.
01.14.	<b>TRANSPORATION AND MOBILITY:</b> Provide a parking and circulation plan, and integrated bike and pedestrian movement on-site and connecting to context	A parking and circulation plan will be submitted to the City at a later stage in the rezoning application process.
01.15.	<b>INTERSECTION UPGRADES:</b> Confirm and establish concept for upgrade of Esquimalt & Sitkum intersection	Concept for ultimate layout for the intersection of Esquimalt and Kimta is provided in the current submission.
<b>Parks Division Comments:</b>		
01.16.	<b>ARBORIST REPORT:</b>	An Arborist Report is submitted at a later stage in the rezoning application process.
01.17.	<b>TREE SURVEY:</b>	A Tree Survey is included in this submission.
01.18.	<b>TREE MANAGEMENT PLAN:</b>	A conceptual Tree Management Plan will be submitted at a later stage in the rezoning application process. Detailed design plans will be submitted at each DP stage.
01.19.	<b>LANDSCAPE PLAN:</b>	A conceptual landscape plan has been included. Detailed design plans will be provided at each Development Permit stage.
01.20.	<b>PRELIMINARY SITE SERVICING PLAN:</b>	A preliminary Site Servicing Plan has been included as part of this package.
01.21.	<b>GENERAL PARKS COMMENTS:</b> The submission requirements for items noted above to consider:	The submission requirements are acknowledged and are reflected in the conceptual Landscape Plan.
	<ul style="list-style-type: none"> <li>• Coordination of landscape with civil design, location of services, etc.</li> <li>• Consideration and compliance with Urban Forest Master Plan</li> </ul>	Further iterations of this and related plans at the Development Permit stage, will be compliant with these requirements.

- Review and compliance with Tree Preservation Bylaw
  - Compliance with City of Victoria minimum required 30% native, adaptive and edible planting
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The following is a summary of preliminary Staff comments, received February 11, 2020, based on a previous iteration of the current Master Plan. For brevity, Staff Comments are *summarized* below, for complete comments please see original document attached for detailed reference. Applicant response to comments as follows:

Item	Comment	Applicant Response
<b>Sustainable Planning and Community Development Comments:</b>		
0.1.1.	The introduction of rental housing is a positive move and would address City objectives around increased affordability. As the proposal advances, consideration should be given to some level of deepened affordability.	<p>Much needed Rental Housing accounts for the majority of proposed revisions to the plan. As stated in the comment, broadening the range of housing options provided is of significant public benefit and addresses the City’s housing needs. Affordability is recognized as an additional benefit, achieved in two ways:</p> <ol style="list-style-type: none"> <li data-bbox="938 709 1421 1066">1. MARKET HOUSING: Buildings have been designed with specific though given to the unique requirements of purpose-built rental. This includes consideration of building form, massing, floor-plate sizes, building scales, efficiencies and managing design complexity and its associated costs, which can negatively impact affordability</li> <li data-bbox="938 1108 1421 1890">2. NON-MARKET HOUSING: Deepened levels of affordability are achieved with the voluntary addition of a small-scale, mid-rise, non-market housing building adjacent to the Stores Building. This is subject to partnership with housing agencies, non-profit housing operators, and the ability to take advantage of funding and contributions that are required to deliver below-market housing on this site. The Applicant is committed to pursuing the deepened levels of affordability noted and looks forward to further discussion and collaboration with the City to deliver this component of the plan. The location of the proposed building is noted in the current Master Plan for the open space to the west of the Stores Building.</li> </ol>



This consideration is subject to further negotiations establishing partnerships with non-profit housing operators, securing required public funding from senior levels of government, and further incentives that may be contributed by the City of Victoria

**0.1.2.** The collection of heritage buildings are of local, provincial and national significance. The conservation strategy for the buildings and landscape should preserve visual and functional links in an historically accurate way and demonstrate a high level of “compatibility” commensurate with the great significance of the site.

Although changes to the approved conservation strategy will be considered, new buildings and additions should not subordinate the historic buildings or appear to push them towards the margins of the site.

A new Heritage Strategy and Guidelines is included in this current submission

The proposed Master Plan acknowledges the significance of historic buildings and pursues a conservation strategy that retains them as a *collection* of buildings that are connected visually as well as with *active rail* links within the site and to the broader rail corridor beyond. The site design seeks to integrate existing and new buildings in a comprehensive plan that results in a more complete community with a wider range of uses. This approach better supports the conservation and successful adaptive re-use of the buildings and site, defining historic buildings as the centrepiece of a Roundhouse neighbourhood that is functional, viable and vibrant.

The existing buildings retain their collective presence with new buildings located at the site’s east and west ends, carving out the area around the historic buildings. Turntable Plaza, a circular public plaza with the turntable at its centre, serves as the linking element that connects the historic buildings to one another while creating a public open space that continues to feature active rail as the site’s historic use.

New buildings will follow established guidelines and practices in terms of compatible integration with existing buildings. These buildings will be located and oriented as a *backdrop* to the existing structures, creating a series of framed public open spaces that

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ensures the entire site is publicly accessible and connected.

A detailed Heritage Strategy and response is included in the current re-submission. This Strategy will include refinements to the proposed conservation strategy and guidelines pertinent to an integrated design of new and old buildings that support the conservation strategy, standards and guidelines, to ensure the legibility of historic buildings.

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**0.1.3.** The proposal presented on January 21, 2020, increasing the number of towers on site from 5 to 11, and the density from approximately 2.0:1 to 5.9:1, reads as quite aggressive, particularly on the north side of the site. Staff are open to exploring opportunities to achieve increased densities particularly to enable affordable housing on this site; however, it may not be possible to achieve the level of density as proposed.

The current plan has evolved with fewer buildings, but most importantly is proposed as an integrated concept that balances a scale of development with its associated and desired benefits of heritage retention and adaptive re-use, remediation, financial viability, the provision market rental housing, activation of the public realm and surrounding streets, an open site that contributes a significant amount of high quality and publicly accessible open space, and a complete, vibrant and historic neighbourhood within the community of Vic West.

The current proposal is an integrated whole that requires all of the component parts, including density to be proceed, and to deliver the public amenities and public benefits proposed.

How a density 'reads' is more subjective and based on perception, and can be influenced by how it is design and integrated into the urban design. The proposed design approach, to be captured in the Design Guidelines, will ensure that all aspects of the design are focused on integrating density, new buildings, and infill development in ways that successfully contribute to the overall quality and experience of place. A detailed Design Rationale is provided under separate cover to illustrate the range of measures employed to achieve an integrated concept where buildings and open spaces are designed to

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successfully relate to one another and the context.

**LOCATION:** Buildings have been located primarily at the east and west ends of the site as way of framing the existing historic buildings, turntable and radial spur lines at the site's centre. These new buildings will serve as a backdrop to historic buildings, allowing those buildings to maintain their presence on the street. New buildings are located proximate and adjacent to existing buildings to create a variety of public spaces including short, internal shared streets and pedestrian mews that all lead to the central plaza

**ORIENTATION:** New buildings are oriented in three distinct ways:

- Rental Buildings 1, 2, 3 on the west end of the site are oriented in an east-west direction, stepping back progressively to relate to the E&N Rail Trail and pull away from the historic buildings and the street
- Residential Buildings 4 and 5, behind the roundhouse, are oriented to frame and flank the Backshop. This configuration maintains their relationship to the centre point of the turntable in both form and orientation.
- Building on the adjacent site of DA-2, is sited to create a short, shared street that serves as the primary eastern access to the site. The building's podium creates a street-like character.

**ARTICULATION:** Tower forms are use the following articulation strategies to mitigate their relative scale and proportions:

- A podium expression anchors the buildings at the ground plane.
  - Design cues from historic buildings are integrated into new buildings to
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create a compatible reference to the site's industrial history.

- Vertical repetition as a scale element is broken to reduce the apparent height of buildings.
- The uppermost building form is articulated to subdivide the apparent mass of buildings.

PROGRESSION: Building forms are developed and designed as a collection of buildings relative to one another using the following methods:

- Buildings use articulation and architectural elements to imply a progression of scale that integrates new and existing buildings.
- Materials and finishes are selected from a range that provides elements of continuity and distinction.
- Colours and textures are selected relative to historic buildings, ensuring materials, colours and textures are complimentary.

CONNECTION: The urban design of the site is all about connecting existing and new buildings as well as on-site public open space with the surrounding context. The proposed Master Plan will activate internal open spaces by creating inward focused activity derived in part from the intentional activation of all buildings and frontages at the ground level – a strategy that will positively impact the surrounding public realm and streetscape. All spaces between buildings serve as publicly accessible connections, linking the interior of the site with the surrounding neighbourhood and connecting adjacent public parks and open spaces. The internal E&N Rail Trail is proposed as a public park amenity within the site and as a link to Victoria's broader mobility network.

EXPRESSION: The architectural

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expression of buildings is proposed to be complimentary to the existing buildings, respectful of the character and history of the site. It will not seek to re-create or duplicate any of the historic element or materials, to allow those buildings to remain prominent as a collection of buildings. Rather, the detailed building designs will use contrasting elements and materials to distinguish old from new, enhanced with contrasting forms, levels of detail, opacity and transparency, and other design cues creating a cohesive overall design.

Additional information is included with this current re-submission. (February 2021)

**0.1.4.** To assist with the moving your proposal forward, it would be beneficial to see alternate massing models. Considerations may include:

- Reduction in the number of towers. As discussed in our meeting, the two towers directly adjacent to the Car Shop and the Stores Building present the greatest challenge in terms of adjacencies to those heritage buildings – eliminating these buildings or considering a design that is more compatible with the heritage buildings is strongly recommended. Mid rise building form, particularly on the north and west sides of the site to assist with transitions.
- Taller podium heights with corresponding changes to tower heights. Slender towers (6000sf) to improve light penetration throughout the site and to adjacent properties.

The massing model submitted with the formal rezoning application (September 2020) and the updated submission package (December 2020) represents an evolution in design thinking and a departure from that presented in February 2020. The current Master Plan employs the following strategies:

- The number of tower forms has been reduced as suggested
- Strategic siting of Towers 1, 2, and 3 and use of a slender tower forms, pulled away from the Stores Building and Car Shop and anchored by a podium base that is compatible with existing buildings and internal shared streets, mews and open spaces. Mid-rise building forms are not viable within the framework of balancing the costs and benefits of the integrated Master Plan.
- Design of taller podium articulation that creates a pedestrian-scale element, activates the ground-level, and evokes historic industrial building typologies. Towers in the range of 7,500-8,000 sf are required for market rental efficiencies and affordability with slender proportions achieved in building



	<p>form, composition and articulation.</p> <ul style="list-style-type: none"> <li>- The forthcoming Roundhouse at Bayview Place Urban Design Guidelines contain guidance on additional interventions that can be used to create a vibrant ground-level.</li> </ul> <p>A series of 360 degree panoramic views of the 3 dimensional model will be provided with the current re-submission (February 2021).</p>
<p><b>0.1.5.</b> As part of this exploration, shadow studies should be provided showing how different heights impact the park, residences to the north and the internal round-table plaza – with the objective of reducing such impacts.</p>	<p>Shadow studies were provided in the formal Rezoning Submission (September 2020) and will be updated based on final refined building massing and design. Consideration has been given to reducing off-site shading impacts to the north through progressively stepping back Buildings 1, 2 and 3 from Esquimalt Road. Building 6 is currently proposed to similarly step back from Turntable Plaza to reduce shadow impacts. Detailed analysis is provided in the form of shadow studies, as well as consolidated study indicating the amount of available sunlight that is retained from March to September equinoxes, both included in the current re-submission (February 2021)</p>
<p><b>0.1.6.</b> Staff will pay particular attention to the ground plane and its interaction both within the site as well as to the surroundings streets. Consideration should be given to the transition to the lower densities found west of the site and the general datum level of existing buildings in the Songhees.</p>	<p>The submission (December 2020) included detailed ground plan planning and landscape design (see Public Realm and Open Space Design appendix). This proposed design creates an exemplary interior public realm while turning the project back out to the surrounding streets and creating a cohesive perimeter.</p> <p>The vibrant on-site public realm resolves grading, access and circulation, and delivers animated ground level uses, such as commercial, retail, cultural, residential, public, historic and rail. The result of this approach is the creation of a distinct character of place.</p> <p>The site is significant for a myriad of reasons:</p>

- It provides an opportunity to create a distinctive mixed-use neighbourhood in the heart of Vic West.
- The size and contiguous nature of the site offers a rare opportunity to generate a comprehensive design that intensifies use and density.
- The site provides an opportunity to deliver a significant amount of rental and affordable housing along with a variety of other public benefits.

The unique opportunities offered by the site warrant re-consideration of the additional on-site requirement to provide for contextual transitions relative to existing datums referenced in Songhees. Sensitivity and consideration will be given to this transition primarily in the design and articulation of buildings. Strategies that acknowledge this sensitivity will be detailed in the forthcoming design guidelines and reflected in the detailed design associated with future development permit submissions. This section has been updated and forms part of the current re-submission (February 2021)

**0.1.7.** Opportunities may exist to partner and collaborate with the Songhees and Esquimalt First Nation on placemaking strategies that acknowledge that the lands were once part of the Songhees Reserve and celebrate that they are part of their traditional territories.

The project team has begun initial consultations with the Songhees and Esquimalt First Nations to explore ways to acknowledge Indigenous connection to the site. This consultation has resulted in The Canoe Project, a regular event sponsored by Focus Equities, which brings First Nations members and Victoria West residents to Lime Bay Park in the spirit of cultural dialogue. The team looks forward to working with the Songhees and Esquimalt First Nations on additional placemaking, historical and cultural interpretation opportunities.

**END**

Attached files and drawings:

- ***Application Review Summary, City of Victoria, January 6, 2021***
- ***Application Review Summary, City of Victoria, November 6, 2020***
- ***Staff Comments, City of Victoria, February 11, 2020***