ROUNDHOUSE AT BAYVIEW PLACE

DESIGN GUIDELINES

September 12, 2023 in support of REZ00729

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MASTER PLAN COMMUNITY

Roundhouse at Bayview Place

Design Guidelines

Project Team

DEVELOPER

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Focus Equities, a Canadian corporation, provides the full range of development, investment, financing, construction and operation of complex real estate, energy and infrastructure projects. Founded over 50-years ago by Canadian entrepreneur and visionary Kenneth Wm. Mariash, Sr., Focus Equities has an extraordinary track record of success.

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GENERAL NOTES

Document is formatted for double-sided, 9x12 sheets.

Drawings and illustrations included in this document demonstrate the principles and objectives of the proposal for the Roundhouse at Bayview Place. They are not intended to be definitive or prescriptive. Details and other qualified and quantified aspects of the project proposed in this design guidelines are expected to be refined and updated during future architectural and engineering design development. It is also possible that Zoning regulations will specify dimensions such as building heights and separation.

Submitted by
Focus Equities

Submission Date
September 12, 2023 (in support of Final Rezoning Submission)

Previous Submissions
Rezoning Application: September 2020
Full Rezoning Application: May 12, 2021
Revised Rezoning Application: Dec 12, 2021
Rezoning Resubmission Update: June 9, 2022
Rezoning Submission: September 9, 2022

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1. Introduction

1. Development Overview

The Bayview Place site is situated at the heart of Victoria West and provides the unique and exceptional opportunity to become the vibrant and distinctive centre of the community. Perched atop 20-acres overlooking Victoria's inner harbour, the vision for Bayview Place has always been to build a diverse and resilient community unique to Victoria West.

Roundhouse at Bayview Place picks up where Bayview Place Hillside left off, and represents the cultural heart of the community, it is the widely anticipated hub for Victoria West residents. The 9.18-acre site is bounded by Esquimalt Road to the north, Catherine Street to the west, Kimta Road to the south, and Saghalie Road/Sitkum Road to the east; it is also adjcent to Victoria West Park to the north, and Lime Bay Park, as well as the waterfront Songhees Trail, to the southeast.

The central element of the development is an extensive system of public space comprised of plazas, parks, mews, and major pedestrian and bicycle pathways and trails. The proposed program of uses includes:

- 2 publicly accessible plazas
- 4 publicly accessible parks /green spaces
- 1 publicly accessible urban greenway and rail trail, including space for future rail use
- 2 publicly accessible mews with activated street fronts
- A Floor Space Ratio (FSR) of 4.58
- Approximately 1,655 condo units ranging from studios to townhomes, including 245 rental units
- Approximately 215 affordable housing units
- Approximately 4% of the floor area will be commercial use

2. Purpose of This Document

This document presents a set of design guidelines that will shape the form of development and quality anticipated in the redevelopment of the Roundhouse site.

The *Roundhouse Design Guidelines* have been developed in consultation with the City of Victoria and project stakeholders, and will have application at the Development Permit stage for individual parcels within the site. They are intended to reflect design preferences pertaining to architectural typology, massing, scale, and heritage rehabilitation while allowing enough latitude for architectural creativity as well as flexibility to respond to changing local development conditions over time. The contents of this document are neither exclusive nor exhaustive. Additional provisions, such as the Roundhouse at Bayview Places Heritage Guidelines and Strategy, are intended to help guide the design proposals to ensure compatibility with the overall site development concept, while encouraging for creativity and flexibility in the design process.

How to Use the Design Guidelines

Design guidelines are meant to "guide" the development team, the City of Victoria, and the general public interested in ensuring that a qualitative approach is taken to the redevelopment of the site. Another important feature of guidelines is that they are not hard and fast rules. They are intended to have a degree of flexibility to allow for design interpretation on the part of all those involved in the development process. The terms "design principle" and "design intent" are used throughout this document but in all cases provide only guidance and are not to be read as prescriptive requirements.

Companion Documents

These guidelines shall also be used in conjunction with the following City of Victoria policy documents and others as determined by the City of Victoria:

- City of Victoria Official Community Plan
- Victoria West Neighbourhood Plan
- City of Victoria Zoning Regulation Bylaw
- Standards and Guidelines for the Conservation of Historic Places in Canada
- Roundhouse Master Development Agreement
- Roundhouse at Bayview Place Heritage Guidelines and Strategy
- Crime Prevention Through Environmental Design Guidelines

In addition, the document entitled "Interpretive Program Report", March 2014 will be referenced for guidance when considering heritage interpretive elements; however, the contents of the document will not be mandatory guidelines.

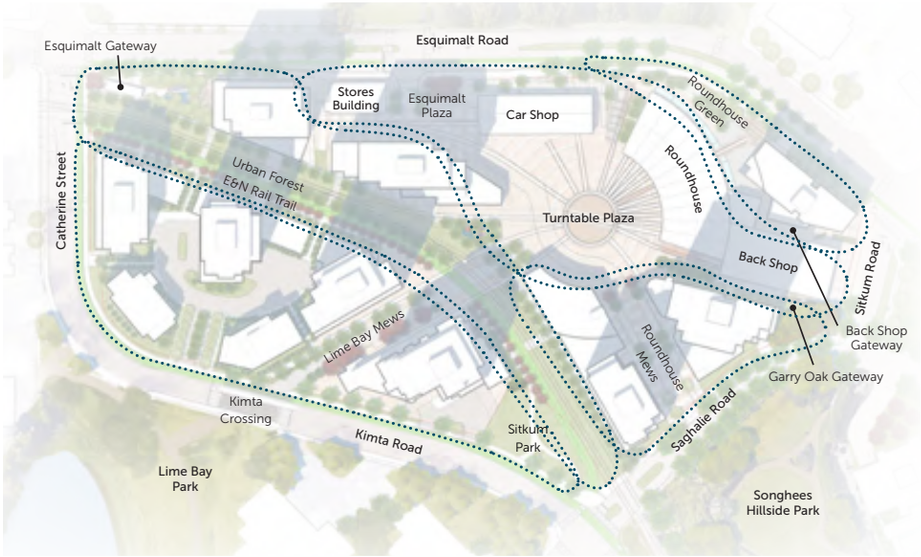
Figures and Illustrations

A number of illustrative figures and diagrams have been used in the Roundhouse Design Guidelines as a means of conveying design principles and main concepts. These visuals are not intended to be comprehensive, prescriptive, or definitive. It is expected that details, dimensions and other qualified and quantified aspects of the proposed project appearing in this manual will be addressed in full detail at the Development Permit Application stage in the process.

From General to Specific Guidelines

The Roundhouse Design Guidelines serve to capture the intended development vision for the overall site. Design of buildings and open spaces will be guided by the directions of the Roundhouse Design Guidelines and advanced at the Development Permit Application stage.

The Urban Design Guidelines pertain to built form and open spaces across the entire site, and District-Specific Design Guidelines provide further directions on each of the five districts in more details.



3. Relationship and Alignment with Other City Documents and Regulations

Roundhouse at Bayview Place strives to address community priorities and strategic directions of the City of Victoria, as outlined in the Official Community Plan and other policy documents.

All of the existing plans and strategies identify the Roundhouse at Bayview Place site as a node for growth and the project presents a vision for how the growth can be accommodated to create a diverse, amenity-rich, livable, connected and sustainable urban neighbourhood. These master plan objectives speak directly to the requirements and goals of the below City of Victoria policies:

Statutory Plans & Regulations:
Regional Growth Strategy – Capital Region District (January 2018)
City of Victoria, Official Community Plan (July 2012, updated April 17, 2019)
City of Victoria Zoning Regulation Bylaw (No. 80-159)
Roundhouse Design Guidelines (Revised 2015)
Roundhouse Master Development Agreement (2008, amended in 2014 & 2018)

Non-Statutory Plans & Regulations:
City of Victoria 2019-2022 Strategic Plan
Inclusionary Housing and Community Amenity Policy (2019)
Victoria Housing Strategy (2018-2025)
City of Victoria Accessibility Framework (2020)
Victoria West Neighbourhood Plan (May 2018)
Victoria Sustainability Framework (2017)
Climate Leadership Plan (2019)
Open Spaces Master Plan (2017)
Urban Forest Master Plan (2013)
Go Victoria Draft Mobility Strategy (2020)
Pedestrian Master Plan (2013)
Bicycle Master Plan (2015)
Bicycle Parking Strategy (2011)

Roundhouse at Bayview Place aligns with the City of Victoria's aspirational vision and city-building goals. Victoria is a growing city, with pressing housing affordability and sustainability challenges. Roundhouse at Bayview Place provides an opportunity to address this situation through thoughtful, focused urban densification within its strategic Urban Core location—a place where growth is targeted.

Deliver Diverse Housing and Increase Overall Affordability

In support of more housing choices and access to affordable housing, the plan includes a substantial number of units offering alternatives to ownership housing.

Roundhouse at Bayview Place supports this vision by adding to Victoria's supply of purpose-built rental housing and affordable below-market rental housing.

These choices will encourage greater generational and household diversity and support community wellbeing, vibrancy, and liveability.

Establish a Transportation and Mobility Hub

Creating wellbeing infrastructure that encourages active transportation is a priority for Roundhouse at Bayview Place. This shift will not only reduce greenhouse gas emissions associated with high-carbon vehicles, but will support improved public health outcomes.

Located at the intersection of several key transportation corridors, the neighbourhood will become a transportation hub for all ages, abilities, and modes of transit. Bay Street and Esquimalt Road will be activated, delivering a spirited pedestrian experience that facilitates movement to the downtown core. Completion of the Bayview Place component of the E&N Rail Corridor will also provide key local and regional infrastructure, including an opportunity for new public transportation.

Remediate Contaminated Lands

A former industrial site, development of Roundhouse at Bayview Place is a complex process. Site-wide remediation requires a scientifically-sound strategy to resolve geotechnical and contamination issues and ensure the land can support a healthy and active community.

By creating a compact, mixed-use neighbourhood above a remediated brownfield, Roundhouse at Bayview Place will provide Victoria a truly innovative example of contemporary development. Undertaken at significant expense to the developer, this type of sustainable community building is exactly in line with Victoria's bold history of climate action.

Action for Climate Change and Resilience

For Victoria, climate action is rooted in bold GHG reduction targets, an ambitious renewable energy transition strategy, and a commitment to smart development.

Roundhouse at Bayview Place is a valuable development opportunity both for its proximity to downtown and its prominent gateway location. By creating a resilient and livable community built above a remediated brownfield, the neighbourhood will not only be deserving of its unique Victoria West location, but it will be a highly-visible demonstration of what climate leadership looks like in built form.

Enhance Human Experience, Health, and Community Wellbeing

For Victoria, community wellbeing is more than a goal, it is the driving force behind many of the City's programs and policies.

The new plan for Roundhouse at Bayview Place similarly centers wellbeing by prioritizing diverse and good quality and affordable housing options; childcare and family-supporting amenities; accessible all ages and abilities transportation infrastructure; employment opportunities; and public benefits, such as cultural assets, parks and open spaces that promote social inclusion. Together, the vision promises to create not simply a neighbourhood, but a community.

Establish a Robust Financial Strategy to Support Municipal Objectives

Roundhouse at Bayview Place prioritizes smart urban development by remediating former industrial lands and strategically densifying an area proximate to Victoria's downtown core. This type of development will ensure municipal services are optimized by making use of what's already there.

Building additional housing, including in-demand, affordable and purpose-built rental units, will also help address Victoria's housing shortage and increase the local tax base, all while feeding the city's downtown economic engine.

2. Development Vision and Design Strategies

1. Development Vision

Perched atop 20-acres overlooking Victoria's inner harbour, the vision for Bayview Place has always been to build a diverse and resilient community unique to Victoria West. The final phase of development, Roundhouse at Bayview Place picks up where Bayview Place Hillside left off. Representing the cultural heart of the community, it is the last stage in creating the vibrant, mixed-use neighbourhood hub widely anticipated by Victoria West residents.

Building on the legacy of the Esquimalt &Nanaimo Railway, historic buildings are activated and become the character defining elements of Victoria's next great neighbourhood. A vibrant mix of retail and residential uses, including rental and affordable housing, are connected with publicly accessible open space and amenities.

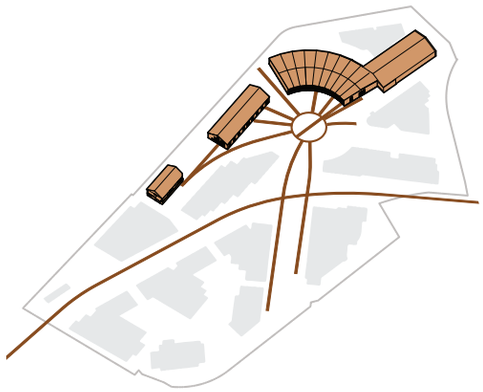
Roundhouse at Bayview Place represents a renewed vision to respond to a broader range of needs of our changing world - a more complete neighbourhood with a mix of uses that activate historic buildings and create a diverse, and resilient community unique to Victoria West

Hudson Development
Save-On-Foods Memorial Centre
McPherson Playhouse
Innovation District
BLANSHARD ST
DOUGLAS ST
BAY ST
PANDORA AVE
FORT ST
WHARF ST
ESQUIMALT RD
Pioneer Square
Fairmont Empress
Beacon Hill Park
South Park Elementary School
Rock Bay
Tyee Housing Co-op
Johnson St Bridge
Roundhouse at Bayview Place
Dockside Green
Bay St Bridge
Songhees Point
Inner Harbour
Legislative Assembly of British Columbia
Westside Village
James Bay Community School
MacDonald Park
Lime Bay
Bayview Place Hillside
Songhees Hilltop Dog Park
Lime Bay Park
Sitkum Park
Victoria West Park
West Bay
Spinnakers Gastro Brewpub & GuestHouses
Fisherman's Wharf Park
N
Legend
Songhees Trail
Bike Paths
Bus Routes
Major Roads
Water Taxi
Schools
Parks
Hotels

diagrams need adjustment

2. Design Strategies

The following strategies are intended to guide the development of Roundhouse at Bayview Place and inform the design guidelines that follow this section.



Engage, Integrate, and Activate Heritage

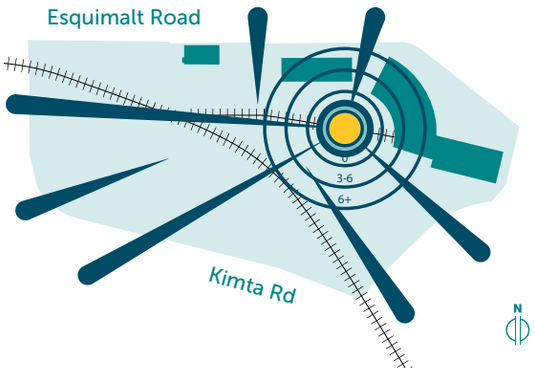
- Highlight and respect the historic buildings on site, stepping back new buildings to ensure they remain prominent.
- Use climate-friendly principles of adaptive reuse to activate historic structures.
- Use the Roundhouse as the historic centerpiece, radiating pathways and sightlines from Turntable Plaza.
- Adjust the rail alignment to maintain the usability of rail lines through the site.
- Conform to the Standards & Guidelines for the Conservation of Historic Places in Canada.

Connect Movement Network

- Connect Roundhouse at Bayview Place to the rest of Victoria using multi-modal transportation infrastructure.
- Improve connections to existing trails to increase site permeability and provide active and low-carbon transportation options.

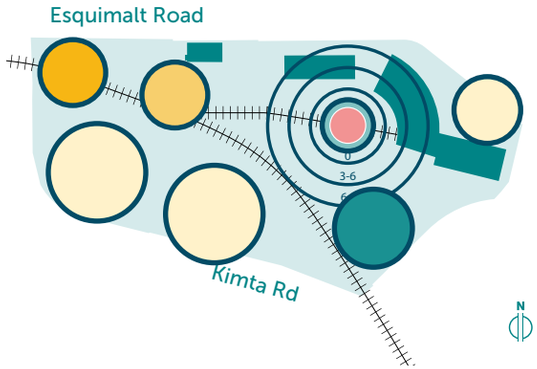
Enhance Public Realm

- Activate heritage buildings with new public spaces that provide seating areas, green spaces, pedestrian connections, programmable areas, and other public benefits.
- Define a green spine through the site to connect unique public space nodes to residents and visitors.
- Ensure the public realm is complemented by a lush urban tree canopy to reduce urban heat island effects and reduce stormwater runoff.



Maintain Views through Site

- Maintain views to Lime Bay and through the Roundhouse Mews that signal the importance of Turnable Plaza.
- Create sightlines throughout the site that accentuate the relationship between historic buildings, provide visual interest, and create a sense of place.
- Maintain views from gateway points and entryways to historic buildings.
- Create a built form that enhances the Victoria West Skyline, emphasizes the topography of the peninsula, and steps away from the harbour.



Broaden Residential and Commercial Mix

- Provide a mix of uses that respond to the needs of residents, both within the site and in Victoria as a whole, and create a vibrant and diverse community.
- Establish Roundhouse at Bayview Place as Victoria West's cultural heart by creating an architecturally distinct cultural centre and revitalizing historic buildings.
- Prioritize creation of a low-carbon, walkable community by ensuring residents can meet their daily needs on-site.
- Limit the impact on surrounding areas and enhance the Victoria West skyline with towers which have sufficient spacing and optimal floorplates with slender forms.

Remediate the Brown Site

- Sustainably remediate the site by excavating and reburying contaminated soil in an environmentally-responsible "dig and bury" site. Dispose of excess hazardous materials off-site in a licensed facility.
- Provide adequate parking and access points on-site for residents, hotel guests, and visitors.
- Provide Electric Vehicle charging stations, and short and long term bicycle parking stalls to encourage and support low-carbon travel.

Wildly Delicious
SPECIALTY FOOD MERCHANT
W Café
DAILY SPECIALS

3. Urban Design Guidelines

This section provides design principles, concepts and guidelines applicable to the site as a whole and organized by key topic areas, generally organized from large to small in scale.

1. Site Planning, Building Placement, Massing, and Height
Provides guidance related to form, scale, views, shadow, and ground-level experience.

2. Relationship of New and Existing Structures
Provides guidance related to the integration of new development with existing buildings and elements.

3. Mobility, Site Circulation and Service
Discusses pedestrian, cyclist, and vehicular circulation and neighbourhood connectivity.

4. Public Realm and Landscape
Discusses design of on-site public spaces, landscape, and integration with adjacent parks and trails.

5. Public Realm and Building Interface
Provides guidance related to ow buildings interact and connect with public spaces.

6. Architectural Expression
Guidelines to provide inspiration for ways in which building designs can eflect the site's history, and achieve functional and aesthetic excellence.

7. Residential Livability
Provides guidance related to privacy, noise abatement, as well as residential amenities and overall community livability.

8. Commercial Character
Provides guidance to facilitate commerce, innovation and ground-level activation.

9. Electrical and Mechanical Servicing
Provides guidance on minimizing visual, physical, and auditory impact of electrical and mechanical equipment.

10. Signage and Wayfinding
Provides guidance related to site and building wayfinding systems that use familiar design and signage cues to signal information to visitors.

3.1 Site Planning, Tower Placement, Building Massing and Height

Provides guidance related to form, scale, view, shadow, and ground level experience.

Design Intent
Create a Pedestrian-Scale Environment

Building massing and articulation can be modulated to create facades that relate to a pedestrian scale and allow for a transition between buildings of different scale and height. Roundhouse at Bayview Place should embrace design strategies that reduce the perceived mass of taller buildings. By anchoring buildings at the ground level and breaking vertical repetition, a pedestrian-scale environment can be created.

Guidelines

3.1.1 Buildings should generally employ a podium expression that anchors them to the ground plane and provides a transition to adjacent buildings and open space. This approach creates an 'outdoor' room within which public life can unfold.

3.1.2 Consider a range of strategies to articulate the podium expressions across the site, such as podiums as plinth elements at the base of the building or undercuts of the building to create pedestrian arcades.

3.1.3 Distinguish building massing and elevations by defining the base, podium, and tower conditions as three elements of design that impact pedestrian experience and perception of scale and massing.

3.1.3.1 Base 1-2 floors - should be articulated with features such as colonnades and arcades, awnings and pedestrian shelters, heavier and more solid framing with deeper recess for windows and entries or with stoops and raised courtyards for residential entries.

3.1.3.2 Podium 2-8 floor zone - should be a design extension of the base, forming the portion of the building that defines streets and spaces, relates to heritage buildings, is more evident and visible to pedestrians, and architecturally consider the use of frames, pilasters, recesses, and the heavier materials of the overall building. The podium height may vary across the facade to achieve architectural diversity.

3.1.3.3 Tower - While architecturally integrated with the podium, the higher floors of buildings should express a visual distinction from the podium with changes in materials, setbacks, varying use of balconies and articulation, more transparent, to achieve a lighter weight and visibility / less noticeable overall.

3.1.4 Towers will be slender, utilizing more compact floorplates. Guidance for tower floorplate sizes is provided on page 16.

3.1.5 Consider breaking long building frontages to relieve and modulate their scale to create visual interest for pedestrians at ground level.

3.1.6 Consider the relative scale and articulation of collections of adjacent buildings to create a profile with a variety of forms.

3.1.7 Use the height and alignment of building facades to define streets, public space, and pedestrian spaces.

3.1.8 Provide sufficient height at the ground floors to provide flexibility for commercial uses and residential entrance lobbies.

Precedent: Pedestrian-scale environment.

Precedent: Podium expression reduces perception of building mass.

Tower Siting Envelopes:
Diagram 1 demonstrates envelopes where towers (massing above 10 floors) may be located, maximum number of floors, and maximum floorplate sizes for each tower.

Tower placement will align with required setbacks from property lines, and with a minimum spacing of 20.0m between towers. Placement of towers, to maintain a minimum 20m spacing, needs to be coordinated between DA-4/DA-5/DA-6, and between DA-7/DA-8.

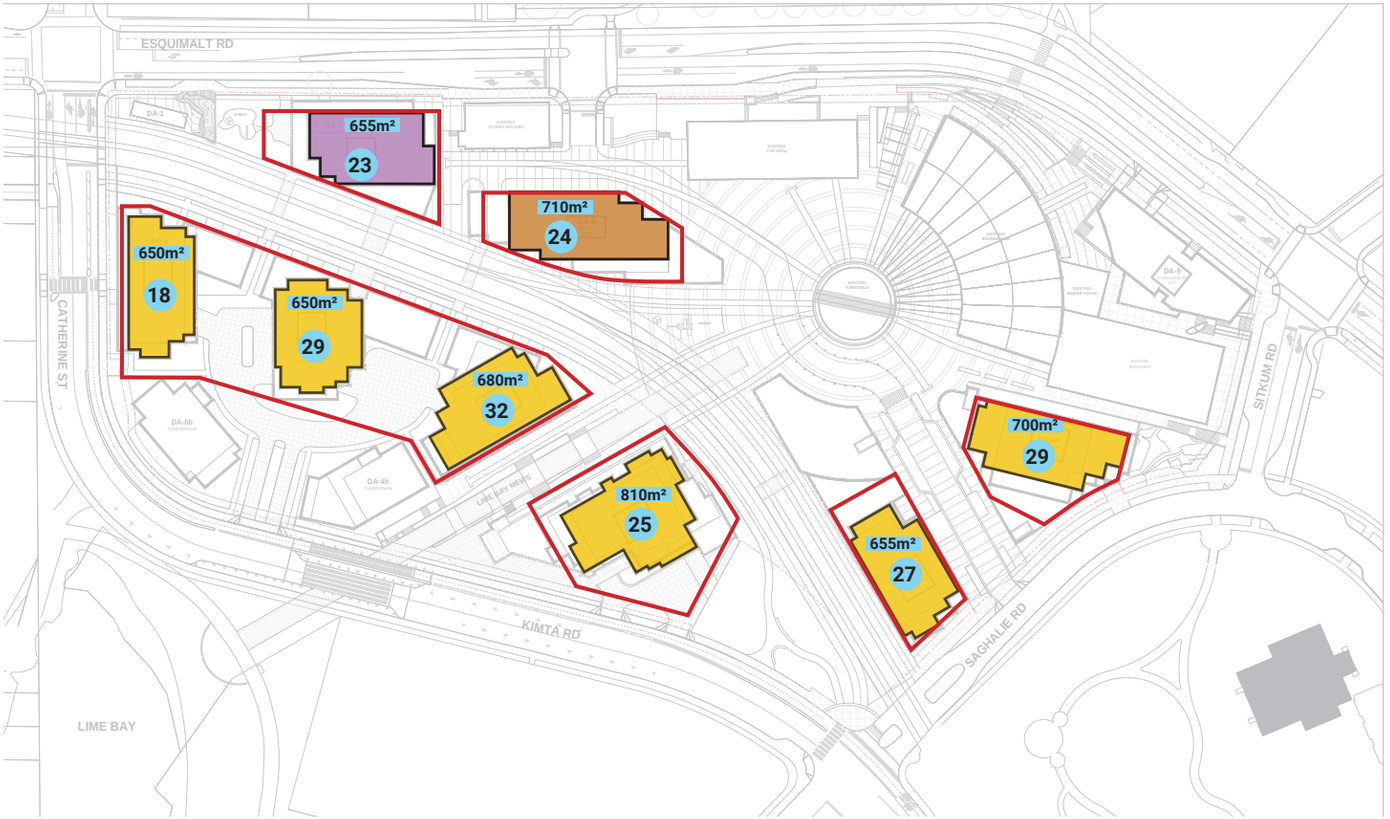


Diagram 1 Tower Siting and Floorplates

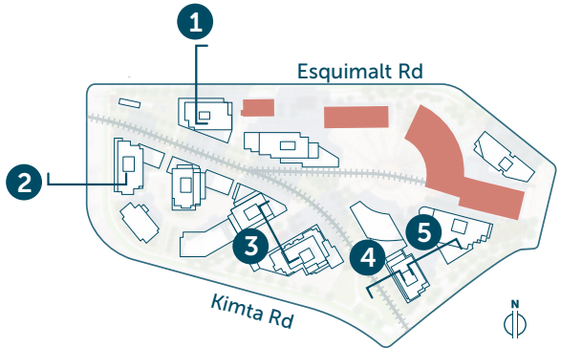
LEGEND

25	Maximum Tower Heights^
650m²	Maximum Tower Floorplate* (Above 10th Floor)
	Tower Siting Zone

* Building outlines and tower footprints are representative of the concept plan, as illustrated to demonstrate a potential outcome of the Zoning and Design Guidelines. The Maximum Tower Height and Floorplate Size are the proposed Zoning maximums.

^ Maximum tower heights (represented as number of floors) shown are representative of the concept plan. See Zoning and Master Development Agreement for additional details.

Key Map

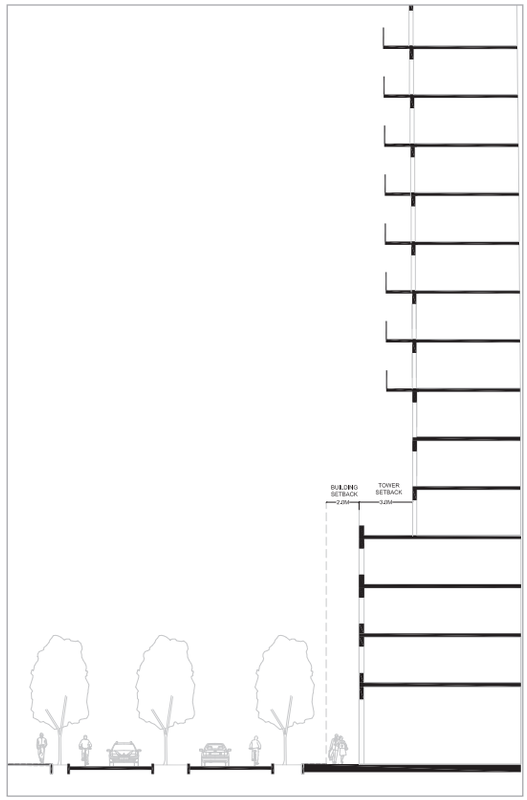


Streetwall Setbacks

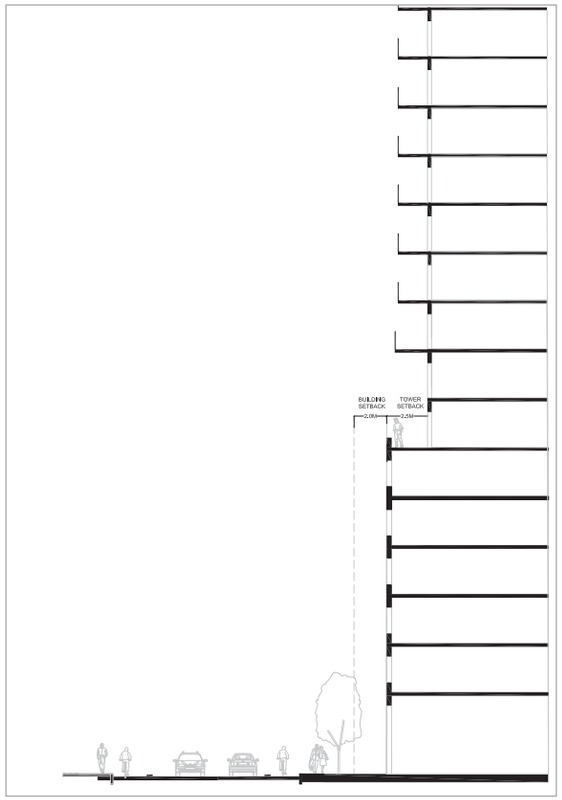
In specific instances where there is an intent to define scale, public spaces, and architectural delineation, setbacks of the tower above the podium are defined.

The following diagrams illustrate the intended setbacks in key locations based on the concept plan as illustrated.

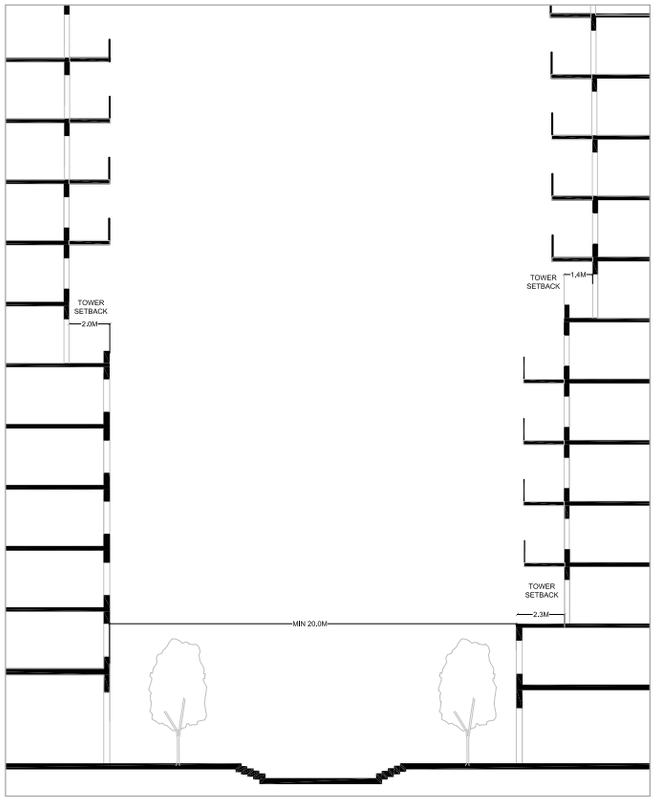
The artist rendering illustrates how these setbacks might be represented in the overall built form, where there is a clear delineation of the towers setback from the podium below.



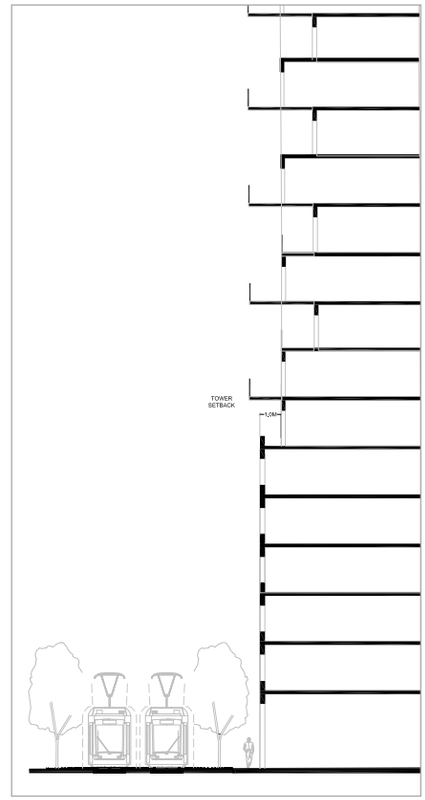
1: ESQUIMALT ROAD



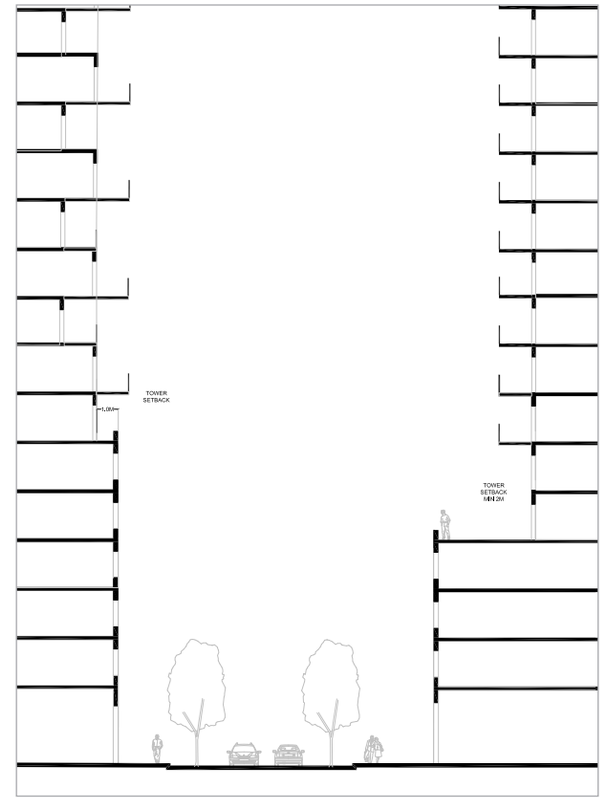
2: CATHERINE STREET



3: LIME BAY MEWS



4: RAIL CORRIDOR EDGE (SE CORNER)



5: ROUNDHOUSE MEWS

Design Intent
Achieve a Variety of Building Forms

Providing a variety of building typologies and heights can stimulate interest in the built environment and create a more visually appealing urban neighbourhood.

Development at Roundhouse at Bayview Place should embrace heterogeneity by infusing the site with a range of built forms that complement existing structures. This approach is intended to revitalize and enhance the area by diversifying building types and providing options for new on-site residential, cultural, and commercial uses.

Guidelines

3.1.9 Explore a variety of building heights as a way of increasing on-site diversity and avoiding architectural homogeneity.

3.1.10 Explore a range of building typologies to support new on-site uses and increase visual interest.

3.1.11 Taller buildings are intended to be located towards the centre of the site.

3.1.12 Consider the height impacts of buildings on areas outside of the site boundaries. The impacts to consider include effects from programming and intensification as well as from the building itself on the microclimate, including but not limited to daylighting reductions to public realm and wind tunnel creation.

3.1.13 Tall buildings should achieve sufficient tower separation of 20 meters at a minimum, with consideration for overlook and privacy in the orientation of the buildings and residential units. The concept plan demonstrates measures to limit direct face-to-face building walls by offsetting, rotating, and stepping towers to maximize separation. See **Diagram 2** for reference.

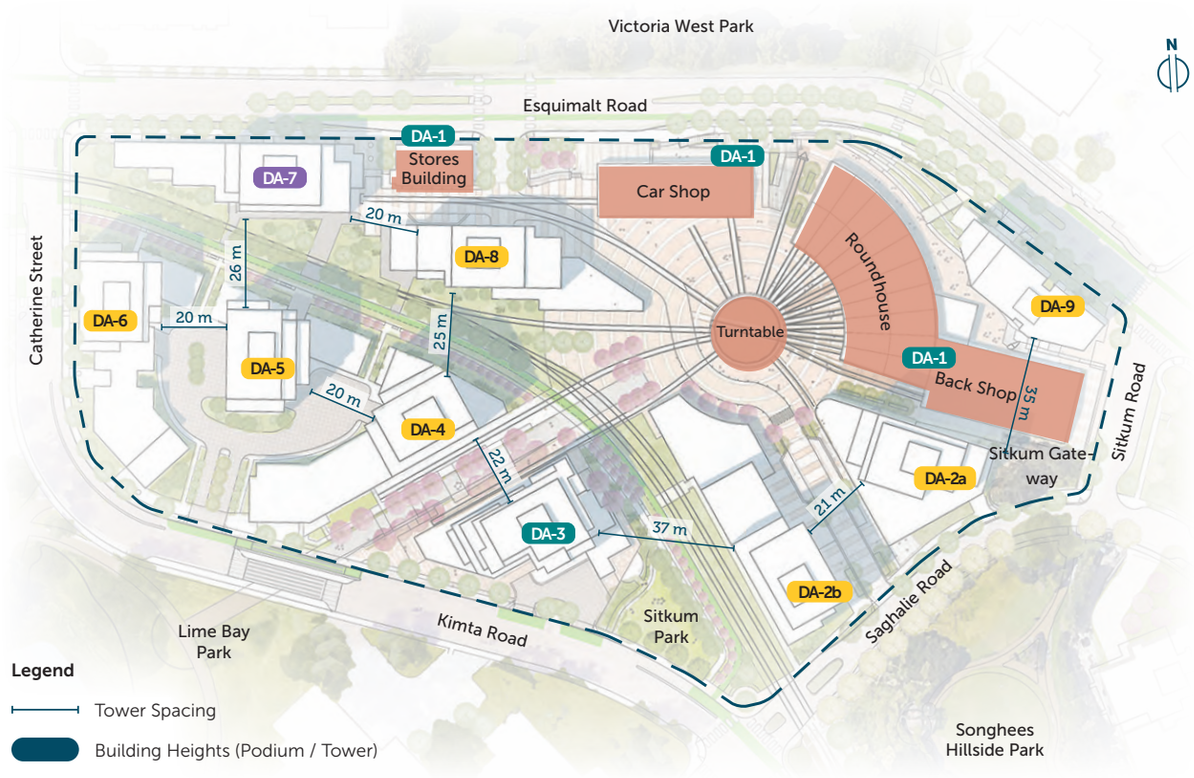


Diagram 2 Tower Spacing

3.1.14 The podium separation minimum is 10m where possible.

3.1.15 The distances specified in guideline 3.1.13 and 3.1.14 should be measured from the primary building face, excluding architectural elements such as overhangs, fins, public art, and balconies.

3.1.16 Use site planning and architectural design to mitigate potential intrusive views into existing properties and within the Roundhouse developments.

3.1.17 Integrate roof-top mechanical units, sustainability features, and other elements into the overall architectural design intent and development vision.

Precedent: Variety of building typologies and heights.

Design Intent
Connect the Site to its Surrounding Context

Views are essential in connecting people to their environment, providing for spatial orientation and wayfinding within the city context, and connecting with physical landmarks that assist in wayfinding. Sight lines within the site as well as views into and from the site are essential in creating inviting, safe, and vibrant public spaces.

For Roundhouse at Bayview Place, the integration of Lime Bay Mews and Roundhouse Gateway is intended to establish a strong visual connection between the Heritage Heart, Lime Bay, and Victoria West Park. This connection may help signal the importance of Turntable Plaza while linking it to other important open spaces.

Guidelines

3.1.18 Visually connect the turntable and plaza to Lime Bay, Hillside Park, and Vic West Park with clear view corridors and direct pedestrian connections.

3.1.19 Maintain sight lines to historic buildings to retain their legibility and prominence both individually and as a collection of buildings.

3.1.20 Consider axial view opportunities in the location and orientation of open spaces and structures. As an urban design element, axiel view systems create a hierarchy of elements and frames visual interest.

3.1.21 Locate residential towers along the rail corridor to further connect this plaza via the sight line created from the site's western gateway.

Design Intent
Create Interior Sight Lines

Interior sight lines can help create a sense of place and generate visual interest, while aiding with wayfinding. The creation of sight lines along internal pathways, the E&N rail corridor, and between buildings should be explored to achieve these objectives and accentuate the relationship between historic buildings.

Guidelines

3.1.22 Consider the creation of internal sight lines when determining building placement and location of pedestrian, cyclist, and vehicular pathways.

3.1.23 Explore the use of tower spacing and separation of residential towers from heritage buildings to create unobstructed views that link contemporary and historic development.

3.1.24 Consider providing views of Turntable Plaza when designing internal pathways to direct movement towards the heritage centre of the site.

3.1.25 Tall, slender building forms can be effective in creating interior sight lines.

View looking south to Lime Bay Park.

View looking south from Victoria West Park gateway.

Looking south to Lime Bay Park.

Looking east to Turntable Plaza.

Design Intent

Maximize Sun Penetration into Public Spaces and Adjacent Parks, and reduce negative microclimate impact

The Roundhouse site is envisioned to have a network of accessible open spaces. The Turntable Plaza will be at the top of the hierarchy of public spaces at the heart of the site's social, commercial and community uses. Site new buildings to minimize the shading of the plaza, sidewalks, and park spaces to extend the all season use of the public realm.

Guidelines

3.1.26 Consider the hierarchy of privately owned, but publicly accessible spaces on the site, prioritizing the retention of higher percentages of available daylight in primary spaces. Privately owned public spaces are best located to the south and west of the new building to ensure this maximization of daylight.

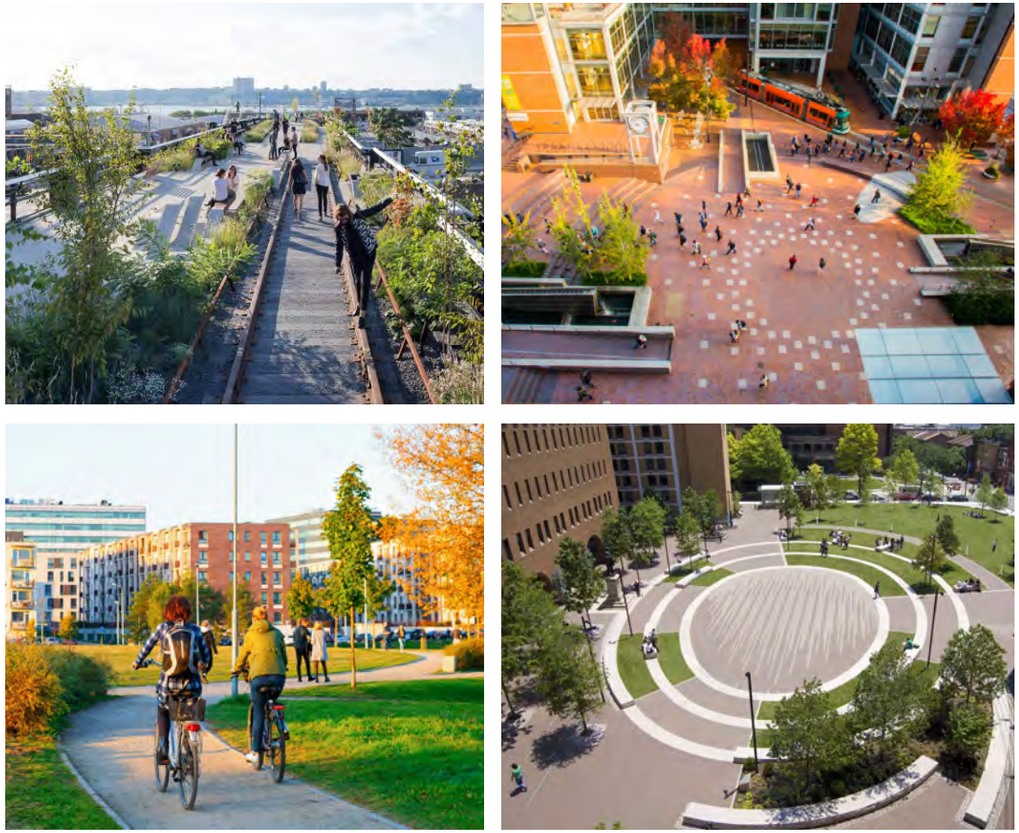
3.1.27 Maximize percentage of available daylight during peak times mid-day at and between the spring and fall equinoxes.

3.1.28 Consider locating outdoor uses such as retail, dining, recreational, public, social and gathering activities in areas with best access to daylight.

3.1.29 The siting and massing of buildings should address how Turntable Plaza has areas of sun exposure between the important spring and fall equinoxes during high use times at mid-day.

3.1.30 The siting and massing of buildings should consider strategies to mitigate potential shading on Victoria West Park to the north.

3.1.31 Reduce negative microclimate impacts of solar reflectance, glare and wind on people in the surrounding public spaces and nearby buildings.



Precedents: Positive impacts of sun exposure on public spaces.

3.2 Relationship of New and Existing Structures

Provides guidance related to the integration of new development with existing buildings and elements.

Design Intent
Develop an Integrated Design

The revival of historic elements of the site are imagined as an integral part of a new neighbourhood whose character is defined by these elements. Sensitive integration of old and new development can help ensure that its history and identity are retained and enhanced in the process.

New buildings should integrate with the Roundhouse historic complex, serving as a backdrop to the existing structures. This design scheme should maximize the positive on-site benefits of additional development, including activation of the public realm and heritage buildings, while ensuring existing structures remain the centrepiece of the neighbourhood.

Guidelines

3.2.1 Create a sense of openness within the Roundhouse historic complex, especially in the Turntable Plaza.

3.2.2 Explore using location, orientation and articulation to develop contemporary buildings as a backdrop to historic structures and open spaces.

3.2.3 Ensure that historic structures retain their authenticity and legibility, enhancing their presence along public street frontages.

3.2.4 Consider making openings to allow transparency and access in carefully chosen locations on historic buildings.

3.2.5 Any historic building additions should be designed to be subordinate and legible as interventions, minimal and reversible where possible, conserving the essential form and integrity of the original building.

Precedent: Strategic siting allows heritage buildings to maintain street presence.

Precedent: Create a sense of openness around historic structures.

Precedent: Historic structures retain their legibility.

Design Intent
Design Building Forms to be Relative to Each Other

Successful integration of contemporary and historic building forms can be achieved by a variety of methods. These include articulation and architectural elements, use of complementary materials and finishes, and use of colours and textures drawn from existing structures.

New buildings should explore the use of these methods to successfully integrate with the Roundhouse historic complex. The intention should be to read contemporary buildings not as separate from existing structures, but as a progression of form, scale, and materiality. New developments should amplify the legibility of historic buildings.

Guidelines

3.2.6 Explore the use of articulation and architectural elements to imply a progression of scale that integrates new and existing buildings.

3.2.7 Consider selecting materials and finishes from a range that provides elements of continuity and distinction.

3.2.8 Colours and textures should be selected relative to historic buildings, ensuring materials, colours and textures are complimentary.

3.2.9 Ensure new buildings do not re-create or duplicate historic elements or materials found in existing buildings

3.2.10 Ensure there is a clear definition between the new and the existing structures, especially when new buildings are joining or in close proximity of the historic buildings.

Precedents: Building materials and textures remain compatible with historic structures while providing contrast.

Design Intent
Develop a Curated On-site Rail Experience

The historic railway use on this site and within the Roundhouse buildings should be celebrated through the interpretation of E&N Railway history. The majority of rail elements should be located within the Roundhouse historic complex, which may help draw residents and visitors into the neighbourhood heart.

Guidelines

3.2.11 Consider retaining spur lines in Turntable Plaza, integrating them into open space design.

3.2.12 Consider providing a curated selection of active and inactive rail elements to create an experiential environment in which to engage with this legacy.

3.2.13 Explore the option of retaining a portion of the site for active rail maintenance. This could include dedicating a portion of the Roundhouse to industrial use and restoring operability of the turntable.

3.2.14 Consider integrating a selection of rail elements into the Roundhouse historic complex. This could include the adaptive reuse of rolling stock, locomotive displays, exhibits of smaller rail artifacts, as well as repurposed rail car commercial units .

3.2.15 Consideration should be given to the accommodation of ongoing railway use in this area.

Precedent: Spur lines inlaid in plaza.

Precedent: Locomotive display.

Precedent: Roundhouse reuse

Design Intent
Use a Variety of Elements and Public Art to Celebrate Site History

A mixed-media interpretation strategy can help increase engagement with site history. Consideration should be given to interventions that will appeal to different age groups and to local visitors, tourists, and residents.

The Roundhouse at Bayview Place interpretive strategy should engage with the fulsome history of the site, from its traditional Indigenous uses, its time as an industrial rail hub, and its current redevelopment. This diverse historical timeline may also be represented by a variety of methods, such as public art displays, to interpretive signage, to experiential exhibits.

Guidelines

3.2.16 Explore ways to acknowledge traditional First Nations use of the site. Engage with Indigenous community groups for appropriate interpretations.

3.2.17 Consider using large scale graphics, sculptural installations, and other forms of public art to express the site's history.

3.2.18 Explore the use of interpretive graphic panels to tell stories of the site's past.

3.2.19 Artifacts and interpretive features should be welcoming and engaging for all, including interactive opportunities for children.

3.2.20 Create an inventory of potential salvagable and reusable historical elements at the start of each restoration project.

3.2.21 Consider creating an overall historical interpretation strategy, and ensure it also correspond to the overall site signage and wayfinding strategy.

3.2.22 Consider creating a comprehensive public art program that includes performing arts, education and history to enhanc our understanding and appreciation of the history, cultures, and natural environment connected to the Roundhouse site. Site landscape concepts reclaim and integrate the collection of historic industrial railroad artifacts in coordination with the heritage programme.

Precedent: Large scale graphic.

Precedent: Graphic panels describe site history.

Precedents: Public art pieces influenced by the site..

3.3 Mobility, Site Circulation, and Servicing

Discusses multi-modal circulation and neighbourhood connectivity.

Design Intent
Develop a Safe and Connected Multi-modal Movement Network

Streets and pathways should be designed to meet the needs of pedestrians, cyclist, and drivers, including those with diverse abilities. Roundhouse at Bayview Place will establish a movement network that supports a diversity of users and is well connected internally and to the city's broader mobility network. Integrate the diverse range of types of movement into shared surfaces with appropriate measures to manage conflict between uses.

Guidelines

3.3.1 Circulation routes should prioritize pedestrian and cyclist travel while allowing for safe and efficient vehicle passage. See **Diagram 3** for the conceptual pedestrian, cyclist, and train mobility network.

3.3.2 Ensure all Primary Pedestrian Routes identified in **Diagram 3** have a minimum width of 2 meters.

3.3.3 Consider creating a single shared roadway through the site to reduce vehicle speeds and minimize conflict points.

3.3.4 Consider using a woonerf condition and other traffic calming strategies to improve user safety along routes that permit vehicle travel.

3.3.5 The E&N Rail Trail should accommodate pedestrians and cyclists and facilitate east-west movement across the site.

3.3.6 Consider providing routes that connect residents and visitors to local destinations, such as Lime Bay Park, Westsong Walkway, Victoria West Park, Songhees Hillside Park.

3.3.7 A series of well-marked site gateways accessible via multiple transportation modes should be established across the site to enable easy access and improve wayfinding.

Precedent: Shared pathways.

Precedent: Shared street.

Design Intent
Establish an Interconnected Web of Pedestrian Pathways

Dedicated pedestrian pathways can increase comfort, reduce points of conflict, and animate the ground-level. By connecting to on-site and nearby destinations, these pathways can also help drive activity towards key areas.

For Roundhouse at Bayview Place, pedestrian paths should connect to Turntable Plaza and radiate outwards, centering the plaza as a focal-point. Additional walkways should be established along Esquimalt Road and the E&N Rail Corridor, facilitating cross-site movement.

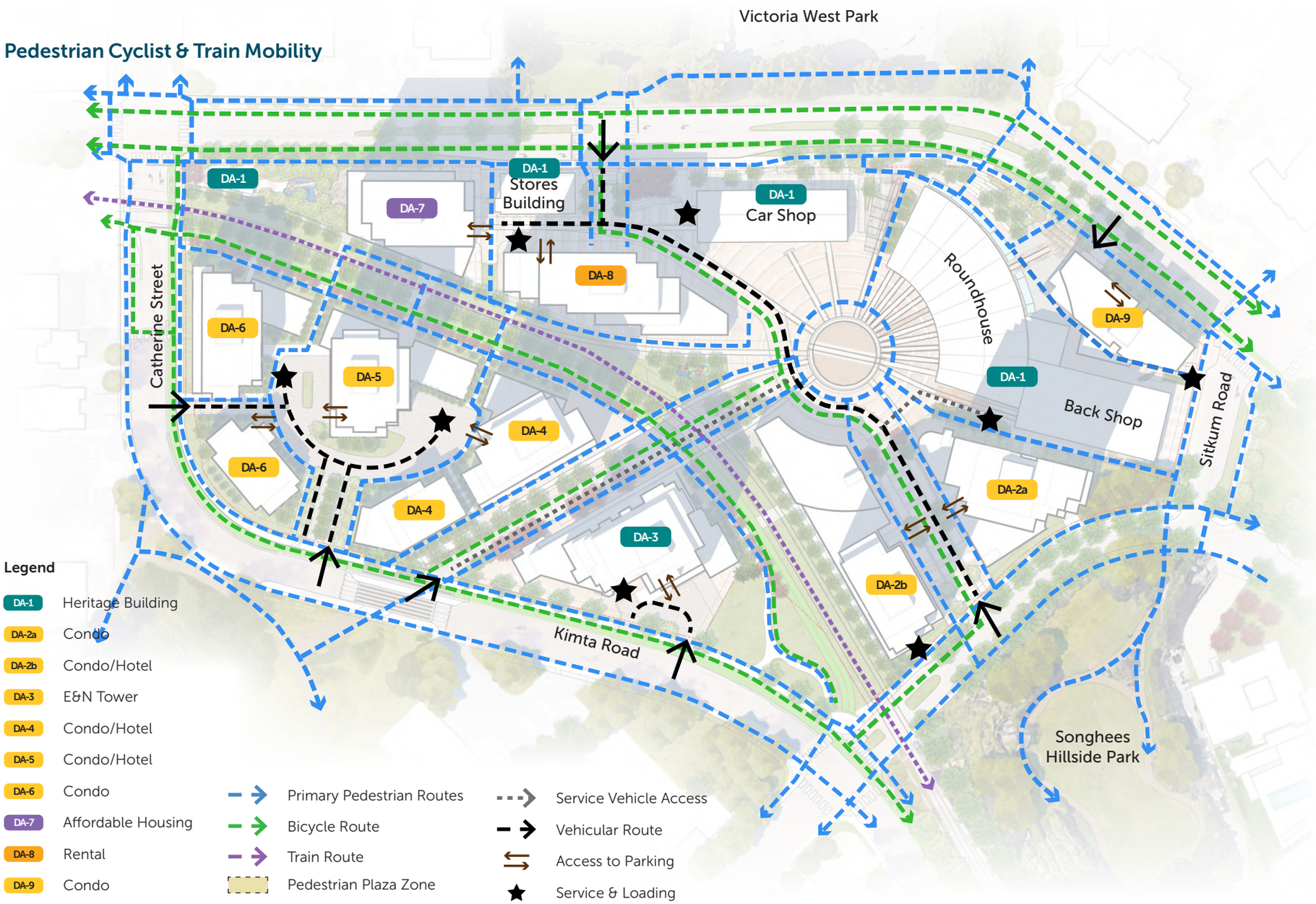
Guidelines

3.3.8 A high-quality public realm should be provided along all roads within the site and along its perimeter.

3.3.9 A key pedestrian corridor should be provided between Turntable Plaza and the waterfront at Lime Bay. The diagonal alignment of this corridor should enable sight lines to visually and physically connect the heritage Roundhouse buildings to the waterfront. Lime Bay Mews should be designed as a high-quality, pedestrian-scaled street absent of non-service vehicles.

3.3.10 The E&N Rail Trail should be developed along the south side of the E&N Rail tracks as it travel through the site.

Pedestrian Cyclist & Train Mobility



Legend

- DA-1 Heritage Building
- DA-2a Condo
- DA-2b Condo/Hotel
- DA-3 E&N Tower
- DA-4 Condo/Hotel
- DA-5 Condo/Hotel
- DA-6 Condo
- DA-7 Affordable Housing
- DA-8 Rental
- DA-9 Condo

- Primary Pedestrian Routes
- Bicycle Route
- Train Route
- Pedestrian Plaza Zone
- Service Vehicle Access
- Vehicular Route
- Access to Parking
- Service & Loading

Diagram 3 Mobility Network and Vehicular Access and Loading

3.3.11 Pedestrian walkways fronting retail areas may need to be widened to accommodate spill from commercial businesses.

3.3.12 Benches and lighting should be provided along pedestrian paths to increase comfort and accessibility.

3.3.13 Consider a range of typologies, such as laneways, shared pathways, and sidewalks to facilitate pedestrian travel.

3.3.14 Provide safe points of crossing for pedestrians and cyclists along streets such as Esquimalt Road, Kimta Road, Catherine Street, and Saghalie Road.

Precedent: Pedestrian pathways connect to plaza areas.

Design Intent
Create a Dynamic Active Transportation Route Alongside the E&N Rail Corridor

The E&N Rail Trail is expected to be an active multi-use mobility corridor through the site, linking it to downtown Victoria and other regional destinations. It is intended to be an important public amenity for Roundhouse residents, the City and the region.

The rail-trail parkway is also envisioned to be the neighbourhood's green spine and planting should be considered along the Rail Trail. A landscape typology that delivers functional, recreational, and environmental benefits should also be explored.

Guidelines

3.3.15 Consider both the current and potential future range of levels of rail activity and infrastructure in the design of Rail Trail.

3.3.16 Develop the design of the Rail Trail to address the needs of a broad range of users including cyclists and pedestrians with varying levels of intensity of movement and ability. The trail corridor is intended as an important regional facility that should accommodate pedestrians, cyclists, and rolling users (rollerbladers, strollers, wheelchairs, etc.). Additional rules might be required to ensure the trail is comfortable for everyone.

3.3.17 Provide multiple opportunities within the site to connect with the Rail Trail.

3.3.18 Develop the landscape design as a contribution toward the city's urban greenway initiative.

3.3.19 Ensure the Rail Trail is integrated well with the surrounding buildings and landscape.

Conceptual Sketch: Rail Trail integrating with the plaza.

Precedent: Prior to activation, plantings can provide the rail a new identity.

Precedent: Active transportation paths run adjacent to rail corridor.

Design Intent
Maintain the Usability of Rail Lines Throughout the Site

Planning for the future use of the rail corridor is underway by the Island Corridor Foundation and transportation stakeholders and could include future commuter rail service to western communities, passenger excursion service up island, light rail service, heavy rail service or other rail-based transportation use. Site planning for Roundhouse at Bayview Place should accommodate the ongoing transportation use of the rail corridor.

Guidelines

3.3.20 A minimum right-of-way should be retained throughout the site that enables the ongoing transportation use of the rail corridor.

3.3.21 Ensure the interim uses do not prohibit future activation.

3.3.22 The rail corridor should be separated from adjacent pedestrian, cyclist and vehicular circulation routes through the use of elements such as bollards, special paving materials, level changes, and/or vegetation.

3.3.23 Designs of current and future rail use should integrate with the surrounding landscape and contribute to the urban greenway; avoid the use of continuous fencing as a separation material.

Conceptual Sketch: Integration of active rail line and Rail Trail at Sitkum Park.

Precedent: Rail corridor separated from pedestrian, cyclist route using special paving.

Precedent: Functionality of rail is maintained through creative design solutions.

Design Intent
Promote Alternative and Active Modes of Transportation

By providing active transportation infrastructure and improving comfort as well as perceived safety, designers can encourage low-carbon transportation methods. Offering options suitable to the different needs of commuters and recreational users can also help achieve this goal. Roundhouse at Bayview Place should provide infrastructure that connects alternative-mode users to on- and off-site destinations including downtown Victoria.

Guidelines

3.3.24 Establish an overall site active transportation infrastructure standard, such as bicycle racks and sheltered bus stops and bicycle parking canopies.

3.3.25 Locate bicycle parking racks near entrances and key destinations.

3.3.26 Include secured, indoor bicycle parking facilities in every building; provide shower facilities in buildings with places of employment wherever possible.

3.3.27 Provide outdoor bicycle service stands with tools in several locations on site; consider providing a public bicycle lounge/service room as an amenity space.

3.3.28 Consider setting aside parking spaces with clear marking for ride-share bicycles and scooters. Prioirty is for these to be electric.

3.3.29 Consider no-ride zones, speed limit, or other regulations in critical areas to ensure the safety of all visitors.

3.3.30 Anticipate and provide space and infrastructure, if appropriate, for public transportation (train/transit) stations and stopsand stops.

Precedent: Bike service station.

Precedent: Bike parking.

Precedent: bike lounge, wash, maintenance as an amenity space.

Design Intent

Provide efficient vehicular circulation, access, servicing, and adequate parking.

Manage personal and service vehicles in and around the site to prioritize safety and efficient use of space. Strategic parkade access points can encourage the efficient flow of traffic and minimize risk of queueing.

Provision of appropriate parking supply can benefit residents, visitors, and commercial operators while increasing site-wide accessibility.

Guidelines

3.3.31 Overall emergency vehicle access must be provided to the satisfaction of the City and the Fire department. Supporting elements, such as paving or bollards, should be consistent with the rest of the Roundhouse site.

3.3.32 Use traffic calming strategies around major pedestrian/bicycle areas.

3.3.33 Limit size the service and loading bays and accommodate the anticipated delivery vehicles for the uses on site.

3.3.34 Parking entries should be located across the site to enable ease of access.

3.3.35 Access point siting should strive to enable efficient traffic flow.

3.3.36 Access ramps should be located perpendicular to streets.

3.3.37 Entry security gates should be used for private resident parking areas.

3.3.38 Elevator/stairway cores within the underground parking area should be designed with glazing and sufficient lighting for enhanced visibility.

3.3.39 Parking entries should consider CPTED principles in their design.

3.3.40 Accommodate the majority of required off-street parking spaces below grade or within buildings wherever possible.

3.3.41 Locate service spaces such as refuse, recycling and loading within buildings or structured parking wherever possible.

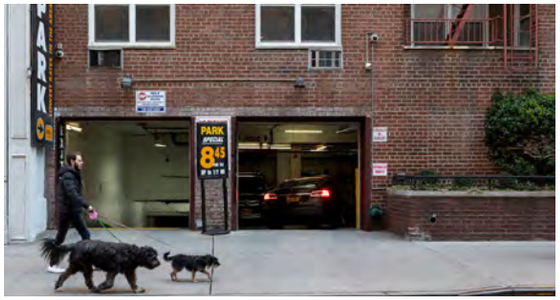
3.3.42 Provide surface parking for short-term uses, such as delivery, pick-up and drop-off, and short-term retail uses.

3.3.43 Provide off-street loading spaces for residential uses at grade, and designated commercial or retail off-street loading spaces within buildings wherever possible.

3.3.44 Provide E-V ready parking stalls for the site.

3.3.45 Providedesignated parking spaces for ride-share vehicles to support reduction in car ownership.

Precedent: Well-integrated parking entry.



Precedent: Parking entry perpendicular to the street.

3.4 Public Realm and Landscape

Discusses the design of on-site public spaces and integration with adjacent parks and off-site trails and open spaces.

Design Intent
Create a Diverse and Vibrant Public Realm

A diverse public realm, made up of plazas, green spaces and pedestrian paths provides something for everyone by offering access to a variety of activities. The continual use of these spaces can be further encouraged by design that anticipates both passive and active enjoyment.

Roundhouse open spaces are intended to encourage diverse use and should range in size, function, and configuration. Larger, programmed spaces, such as Turntable Plaza and Lime Bay Mews, should be complemented by smaller and more flexible areas as a way of ensuring provision of a dynamic open space network.

Guidelines

3.3.46 Open spaces should vary in size, configuration and surfacing but ensure universal accessibility. See **Diagram 4** for names and locations of public spaces and landmarks of the overall site, and see District-Specific Design Guidelines for further information.

3.3.47 Open spaces should be designed for flexibility to accommodate a variety of public events and programming.

3.3.48 Provide furnishings including fixed and movable seating, such as benches, seat steps, seating platforms, and movable bistro tables and chairs. Ensure the distance between resting places are not too spaced out within the project site.

3.3.49 Elements reflective of the site's rail history as well as the legacy of First Nations may be used to express a sense of place.

3.3.50 Design should promote safe and animated public spaces through consideration of CPTED principles.

3.3.51 Consider installing railway themed children's outdoor play structures within the development to benefit families in the community and to attract family visits.

3.3.52 Consider the capability of hosting seasonal activities, such as food truck events, winter markets, ice skating, etc, when designing public spaces.

3.3.53 Consider creating landmark elements and landscape landmark elements to further develop a sense of place, add visual interests, and aid in wayfinding. See **Diagram 4** and District-Specific Design Guidelines for further information.

Precedent: Attractive and comfortable seating elements.

Precedent: Design for flexibility for passive and active use.

Precedent: Rail elements create a unique sense of place.

Public Spaces and Landmarks

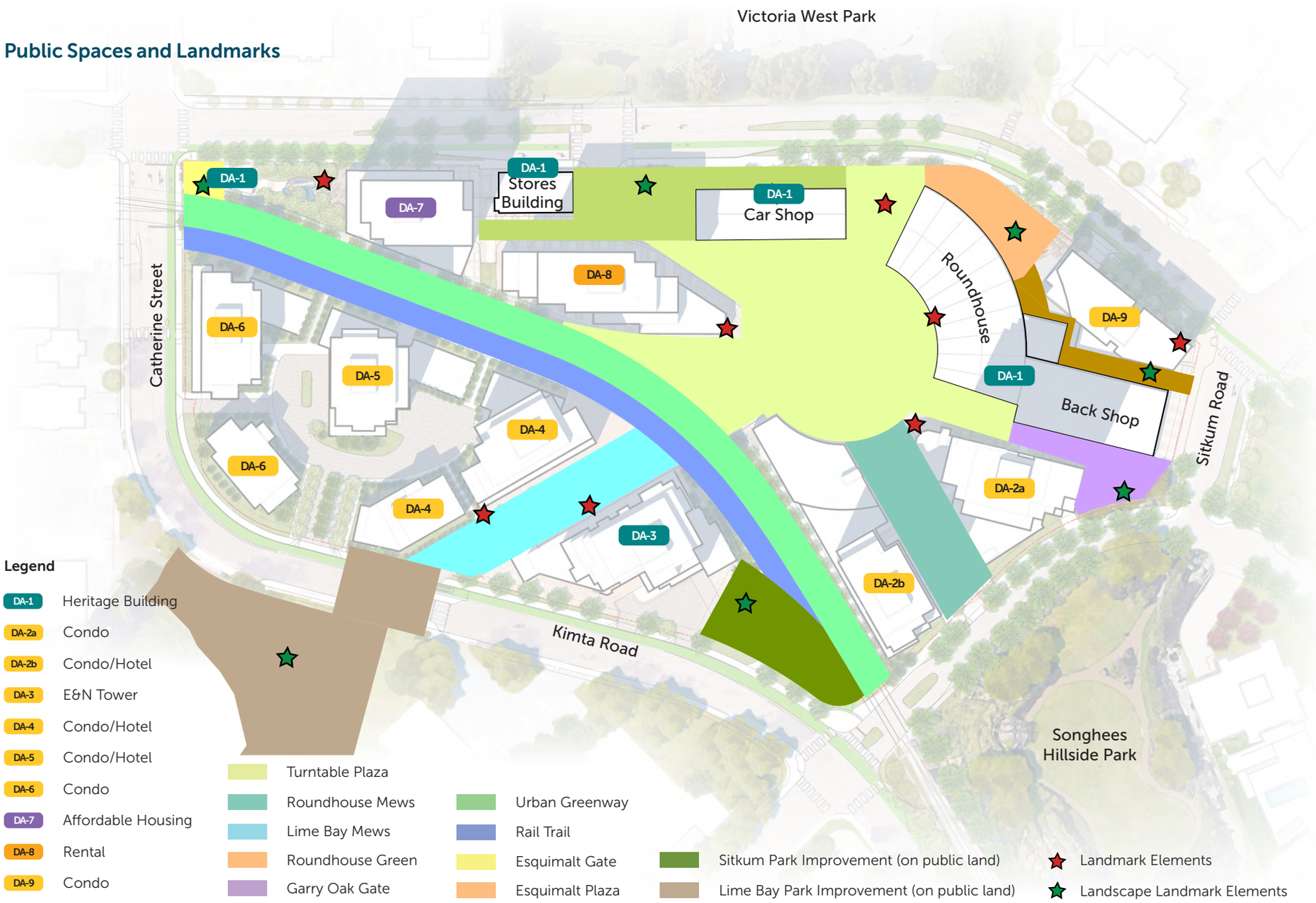


Diagram 4 Public Spaces and Landmarks

Design Intent
Establish a Natural Site Ecology

Native landscaping can convey a sense of place reflective of the site's natural surroundings, while providing a host of ecological benefits. These can include preservation of biodiversity, support of functioning ecosystems, stormwater management, reduced irrigation and maintenance requirements, and reduced demand for fertilizers and pesticides.

Roundhouse at Bayview Place should incorporate native species across the site, where feasible. Some landscaped areas may take the form of natural forest typologies in order to provide a unique experience for residents and visitors, particularly those using the E&N Rail Trail.

Guidelines

3.4.1 Plantings indigenous to the surrounding area are preferred for landscaped spaces.

3.4.2 Designs may explore the creation natural forest typologies in order to create a unique user experience.

3.4.3 Consideration should be given to establishing a significant urban tree canopy across the site to reduce urban heat island effects and stormwater runoff.

3.4.4 Consideration should be given to the integration of stormwater management strategies into the landscape. Provide rain gardens with native and adapted species where appropriate.

3.4.5 Where appropriate, provide irrigation to planting and trees in the right-of-way to City Standards.

3.4.6 Increase the overall number of trees suitable to the microclimate and the available space.

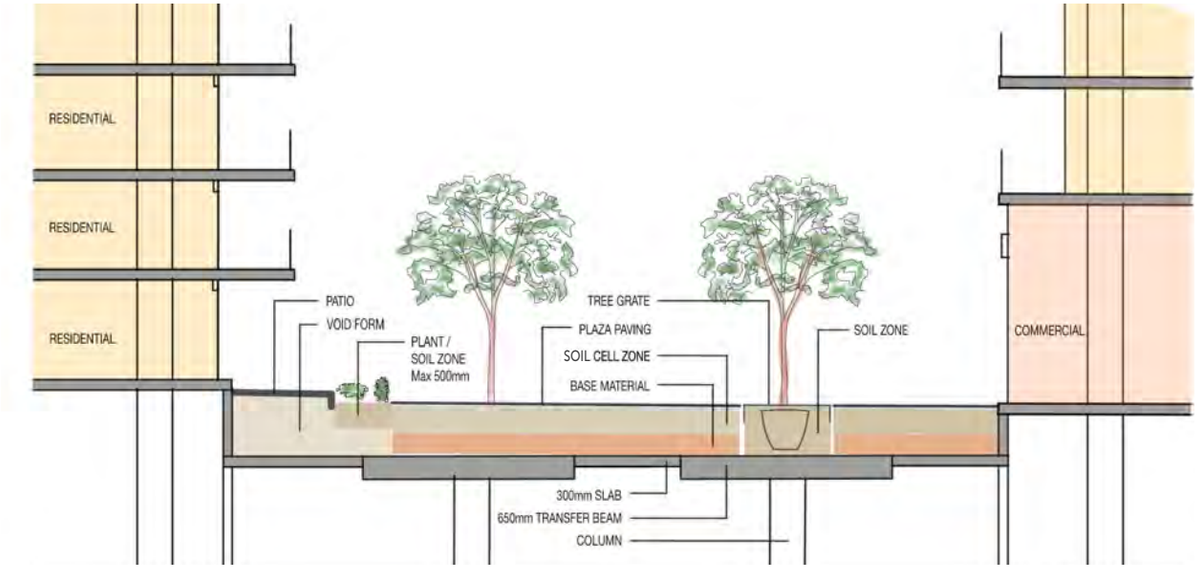


Diagram 5 Conceptual sketch to provide structure soil over built structure.

3.4.7 Establish a overall-site plant palette comprised of west coast native and carefully selected adaptive drought tolerant species that will also attract pollinators.

3.4.8 Provide appropriate soil depth to ensure successful plant establishments; wherever appropriate, provide structural soil to supplement growing medium to support tree growth. See **Diagram 5**.

3.4.9 Consider sight lines and mobility safety when designing planting areas.

Precedents: Urban trail greening.

Design Intent

Reflect the Site's Industrial Character through Landscape Elements

Develop the ground-plane and site design with a rich palette of materials that evoke the industrial and rail history of the site, as a fully integrated and shared environment

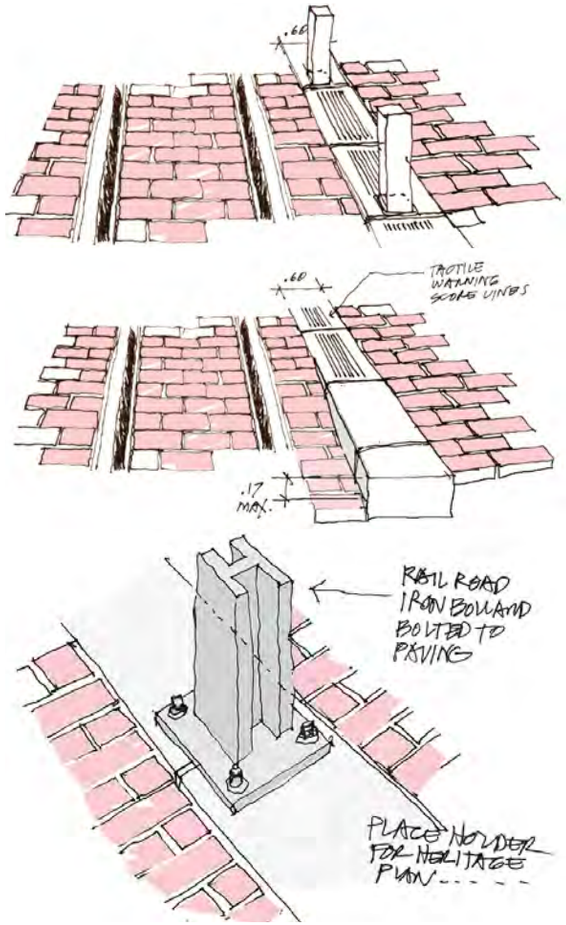
Guidelines

3.4.10 Include historic rail elements into landscape design and materials palette to infuse the site with the site's industrial and rail history.

3.4.11 Design public areas as shared surfaces, blending pedestrian, vehicular, and curated rail activity.

3.4.12 Prioritize pedestrian movement, safety and site-wide, barrier free access to public open space and consider integration of accessibility design elements within the ground plane, while balancing rail history and interpretive programming.

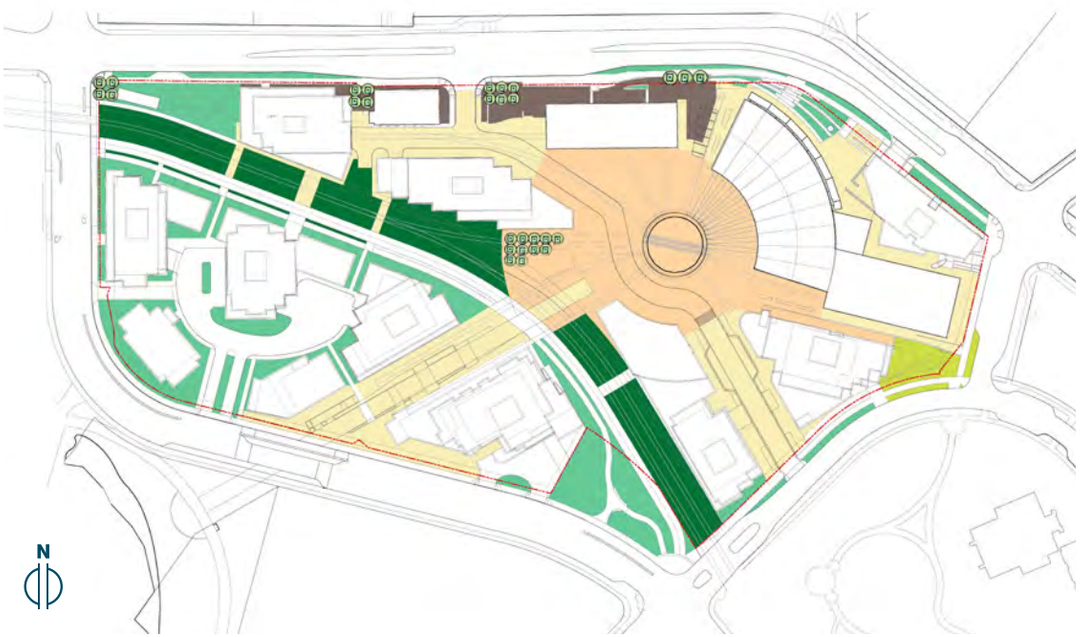
3.4.13 Provides a juxtaposition between industrial materials taken from its history and soft planted elements that reflect the surrounding coastal ecology with a focus on native and drought tolerant species. See **Diagram 6** for potential zones of different landscape characters.



Conceptual Sketch: Landscape detailing reflect the site's industrial past.

Precedents: Bollards reflect the site's industrial past.

Precedents: Rail elements reflect the site's industrial past.

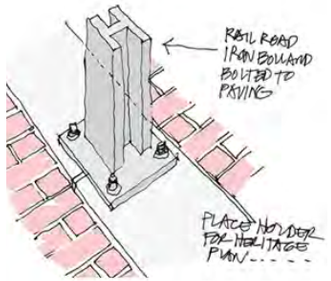


Roundhouse Rail Plaza
Connecting Rail Streets
Esquimalt Destination Retail
Urban Greenway
Gathering Groves
Garry Oak Outcrop
Community Park

Diagram 6 Landscape Character Zones

Roundhouse Rail Plaza

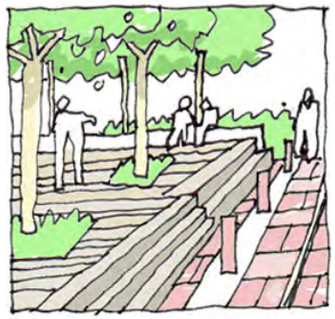
Connecting Rail Streets



Esquimalt Destination Retail

Urban Greenway

Gathering Groves



Garry Oak Outcrop

Community Park

3.5 Public Realm and Building Interface

Provides guidance how buildings interact and connect with public spaces

Design Intent
Creating a inviting pedestrian environment.

The space where the public realm meets the buildings should contribute to a lively and safe street. Visual and physical connections should be established at street level and the activities within the buildings.

Guidelines

3.5.1 Provide retail spaces and other active entrances on the public streets.

3.5.2 Provide ample spill-out space for commercial space at key areas for outdoor retail displays, seating and other activities while providing a clear pathway for pedestrians..

3.5.3 Ground and lower levels should have large, clear glazing and limit the use of tinted or mirrored finish. Clear views in and out of storefronts should be maintained with no large opaque window covering.

3.5.4 Utilize weather protection elements near key entrances and storefronts.

3.5.5 Design should promote safe and animated public spaces through consideration of CPTED principles.

3.5.6 Minimize length of opaque walls, especially along public streets. Consider using vegetation, public art, and other elements to improve streetscape if opaque walls is required functionally.

3.5.7 Design the entrances to be visible, accessible, and simple to differentiate between commercial and residential use.

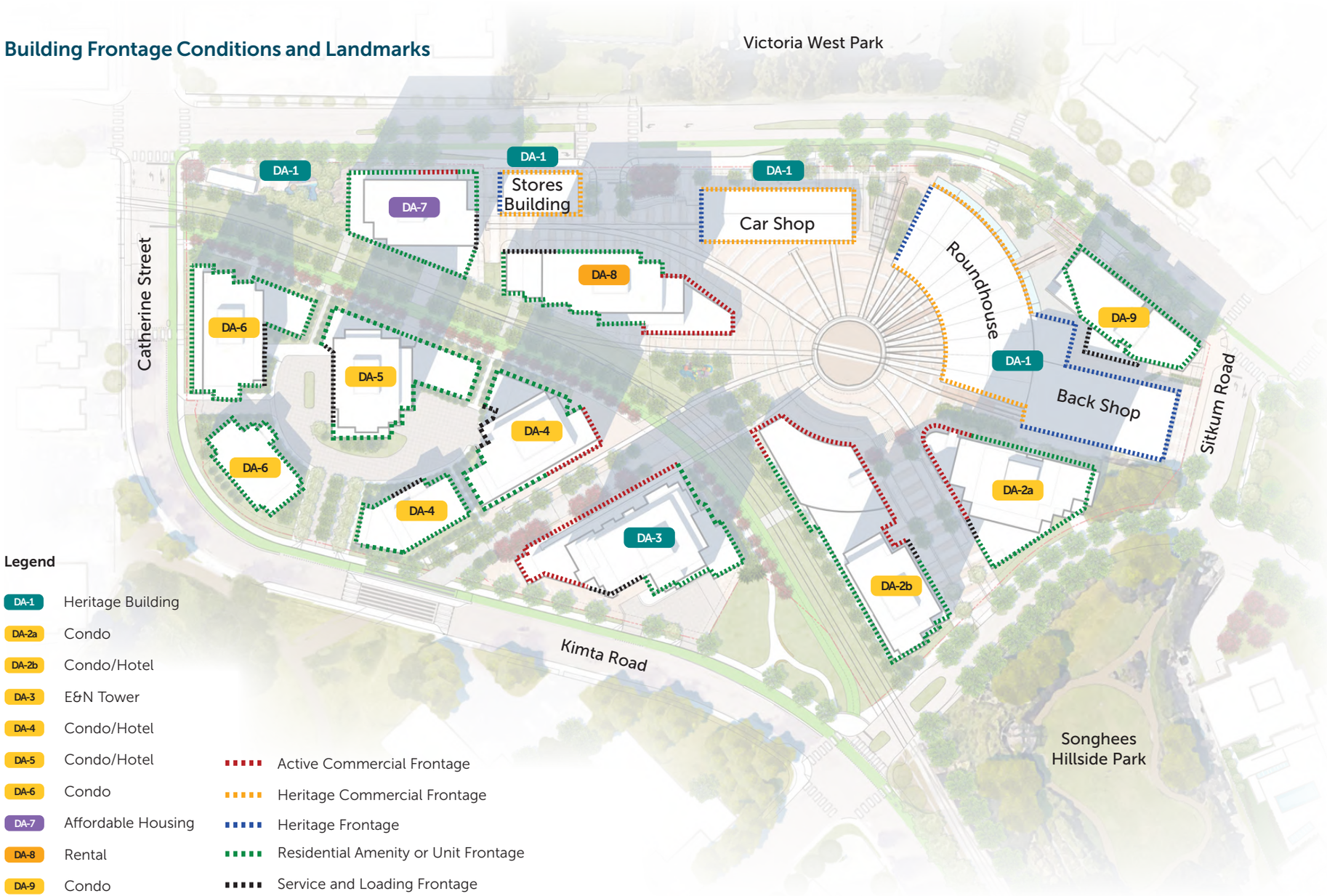
3.5.8 Provide additional width for pedestrian paths and sidewalks where appropriate, such as high traffic areas, car door swing zones, and main entrances.

3.5.9 Design buildings to create appropriate edge conditions to connect with the surrounding public spaces. In general, there are five general types of building frontage conditions: (See **Diagram 5** for locations)

- **Active Commercial Frontages** are primarily dedicated for commercial uses, such as retail, food service, cultural, and entertainment purposes. A higher level of accessibility and transparency is required, and appropriate urban elements, such as lighting, patio fencing, bicycle parking, canopies, vegetation, wide sidewalks, and street furnishings should be provided for all-day, year-round use in a continuous fashion along the frontage. Limited areas of residential interaction, such as exits, and building service uses are allowed.
- **Heritage Commercial Frontages** are facades of existing historical buildings that will be restored as required to be commercial street fronts. Careful modifications, such as doors and windows, and additions, such as marquee signage, can be considered to further activate the facades. Similar to Active Commercial Frontages, appropriate urban elements should be provided to support vibrant streets and to highlight the heritage character of the buildings.
- **Heritage Frontages** are facades of existing historical buildings that will be primarily restored as required and maintained to their original appearances. Minor modifications are allowed for historical accuracy, safety, and functional requirements.
- **Residential Frontages** are building facades to residential uses within - lobby entrances, fire exits, private patios to townhome units, as well as exterior walls and glazing of other interior residential uses such as amenity spaces and corridors. Views in and out of building should be provided wherever possible to improve visual interest and street safety.
- **Service and Loading Frontage**: building frontages that primarily support building services such as large scale vents, loading and parkade access. They are typically located in less visible and less frequently visited locations.

Precedent: Active Commercial Frontage

Building Frontage Conditions and Landmarks



Legend

- DA-1 Heritage Building
- DA-2a Condo
- DA-2b Condo/Hotel
- DA-3 E&N Tower
- DA-4 Condo/Hotel
- DA-5 Condo/Hotel
- DA-6 Condo
- DA-7 Affordable Housing
- DA-8 Rental
- DA-9 Condo

- Active Commercial Frontage
- Heritage Commercial Frontage
- Heritage Frontage
- Residential Amenity or Unit Frontage
- Service and Loading Frontage

Diagram 7 Building Frontage Conditions and Landmarks

Conceptual Sketch: Active Commercial Frontage

Conceptual Sketch: Active Commercial Frontage and Heritage Commercial Frontage

Conceptual Sketch: **Heritage Commerical Frontage and** Residential Frontage

Conceptual Sketch: Residential Frontage

Design Intent
Support the pedestrian environment with good infrastructure.

A high quality public realm will to be supported and animated by a layering of contemporary and ample site furnishings and appropriate types and levels of lighting.

Guidelines

3.5.10 Install an ample amount and various types of outdoor furniture; ensure there is not a long distance with no place to sit and rest within the overall site.

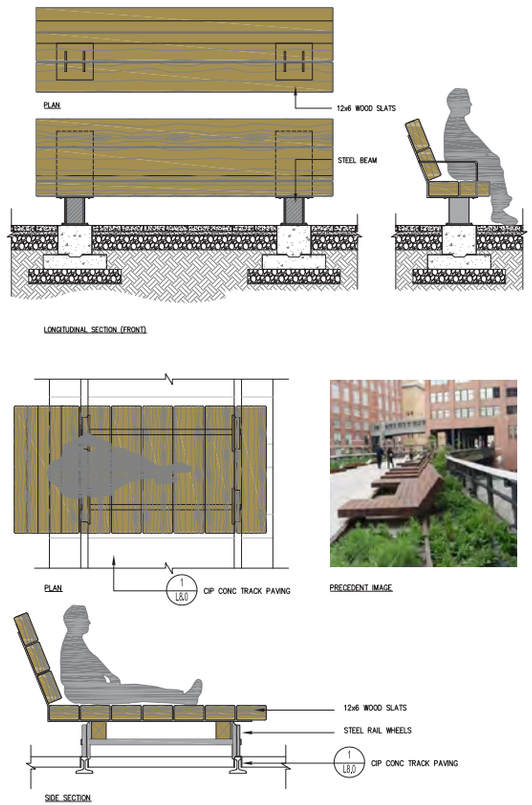
3.5.11 Establish an overall site furnishing, lighting, and utility items standard, such as waste and recycling receptacles and bollards, while allowing some flexibility. These items should be durable, resilient, functional and reference the historical rail yard where appropriate.

3.5.12 Built-in elements should also be considered, such as seat-walls and planter beds.

3.5.13 Provide movable tables and chairs in appropriate areas.

3.5.14 Provide pedestrian scale lighting for safety and creating an inviting evening ambiance with added features of seasonal interest.

3.5.15 Provide integrated soffit lights and other lighting feature to highlight building and landscaping features and storefronts.



Conceptual Sketch: Site Furnishing inspried by the rail yard.

Precedents: Rail yard influences.

Conceptual Sketch: Site lighting element influenced by the rail yard past.

Precedent: Outdoor furniture for eating and socializing.

Precedent: Outdoor furniture for resting and lingering.

3.6 Architectural Expression

Guidelines to provide inspiration for ways in which building designs reflect the site's history, and achieve functional and aesthetic excellence.

Design Intent
Develop a materials palette that reflects these influences

Consider an architectural expression connected to the site's physical features, cultural significance or historic uses.

Guidelines

3.6.1 Draw inspiration from and create connections to the site's physical characteristics, its industrial and cultural history.

3.6.2 Develop a palette of materials that exudes aspects of the site's history, particularly materials associated with rail infrastructure, weathered patina, natural local materials, and the urban context.

3.6.3 Consider contrasting building forms, use of materials, articulation and expression that enhance the legibility of existing historic rail buildings.

3.6.4 Consider intentional diversity in building designs and use of materials across the site.

3.6.5 Consider design elements in the architecture and landscape that provide for continuity across the site.

3.6.6 Avoid building envelope designs that are predominantly glass and spandrels and carefully consider the solid-to-void ratio.

Site influences: Site influences such as historic rail uses should influence architectural expression and help shape the development's material palette.

Precedent: Material palette and architectural expression reflects site influences.

Design Intent
Integrate with the city.

Design individual and complex of buildings to be positive, integral part of the urban fabrics and the environment.

Guidelines

3.6.7 Use durable and renewable building materials that will weather and age gracefully.

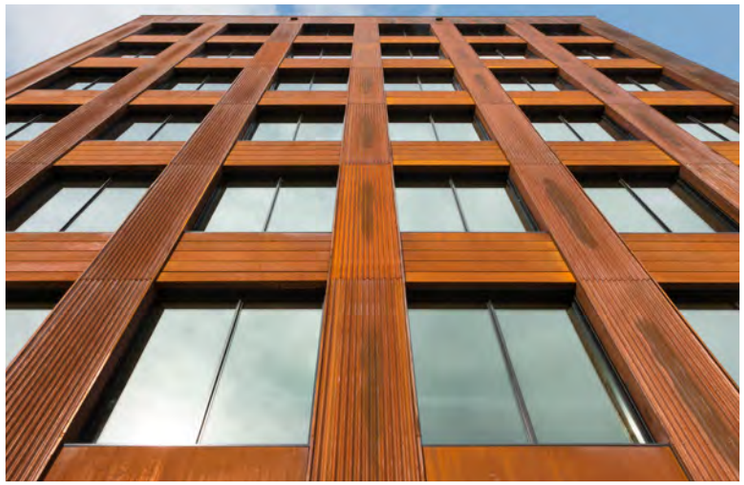
3.6.8 Design buildings to be urban landmarks at focal points such as main intersections, entry points into the overall sites, and high visibility locations.

3.6.9 Design the lower floors and street fronts to be in the human-scale and with higher level of detailing and refinement.

3.6.10 Consider bird-friendly glazing strategies, such as etched and fritted glass, at key locations.

Precedent: Human-scale with high level of refinement at the street level.

Brick as a durable material that references the historical buildings on site.



Precedents: Corten steel ages gracefully and references the industrial past.

3.7 Residential Livability

Provides guidance related to privacy noise abatement, as well as residential amenities and an overall lively residential community.

Design Intent
Provide a Network of Site-wide Amenities

Residential livability is enhanced by a network of site-wide amenities that range in size, orientation, and configuration in the public realm. These spaces allow for a variety of uses and programming opportunities.

The amenity network for Roundhouse at Bayview Place is made up of a range of plazas and green spaces. Turntable Plaza is intended to serve as the community's central gathering space while smaller open spaces provide additional amenity areas. .

Guidelines

3.7.1 The site should include a combination of plazas and open spaces to create an enhanced public realm and offer a range of functions at different scales.

3.7.2 These destinations should be connected by pedestrian pathways and cycling routes that run throughout the site, including the multi-modal E&N Rail Trail anchored by Sitkum Park

3.7.3 Passive and active use of spaces could be encouraged by providing spaces of different size and surfacing (i.e., hard and softscape areas).

3.7.4 Connections between site-wide public spaces should be achieved by providing a network of pedestrian and bicycle links and pathways through the site.

Precedent: Public spaces provide functions at different scales.

Precedent: Pathways connect to on-site amenities.

Precedent: Plaza spaces provide opportunities for social connection.

Precedent: Development adjacent to at-grade rail.

Design Intent
Noise Abatement

Strategies to abate noise from sources such as harbour aircraft, potential railway operations and vehicular traffic along Esquimalt Road should be used to increase residential livability.

Guidelines

3.7.5 Strategies such as increased wall mass and updated window and door systems may reduce the impacts of noises

3.7.6 Industry standards should guide the design of buildings of that face in the direction of noise sources.

3.7.7 Development permit applications may require an opinion of the chosen noise mitigation method by a professional certified in acoustics measurement and analysis or by the architect for the development.

3.7.8 Residential units located adjacent to the E&N rail corridor may require noise mitigation in anticipation of future rail use.

Design Intent
A Lively Place to Live

Invigorate the neighbourhood with residential activities and a sense of community.

Guidelines

3.7.9 Except for studios, residential units shall have a balcony wherever possible.

3.7.10 Provide townhouse units at ground level with individual, private entrances and raised, vegetated front patios wherever possible.

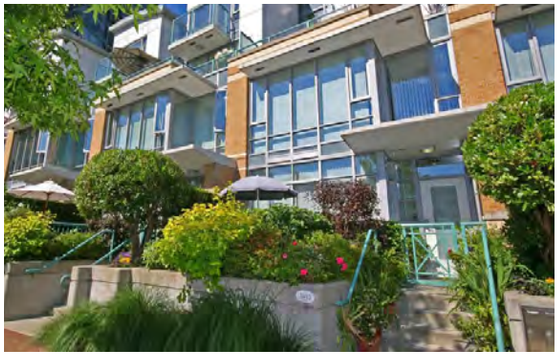
3.7.11 Consider providing views into interior ground floor residential amenities such as common room and fitness centre.

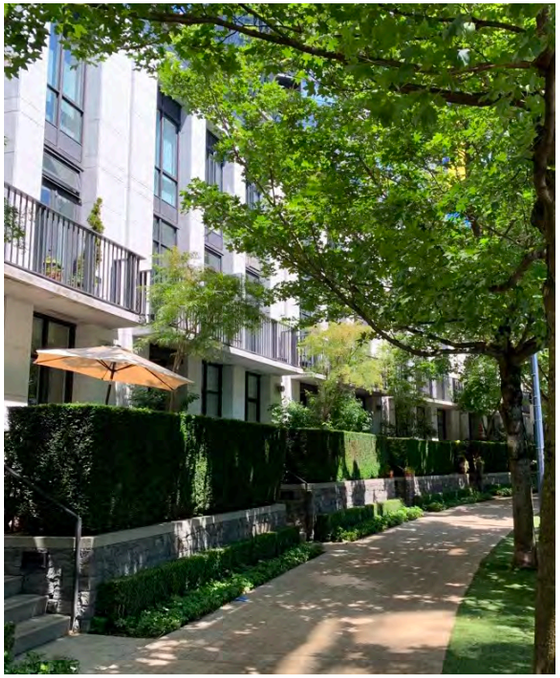
3.7.12 Provide transparency to allow view in and out of private realm to improve safety and visual interest.

3.7.13 Utilize building rooftops as additional amenities for the residents, such as accessible green roofs, community gardens, and outdoor living and dining rooms.

3.7.14 Ensure entrance canopies are durable and easy to maintain.

3.7.15 Make the building number and name clearly visible in all lighting conditions.





Precedents: Townhouse units at ground level.

3.8 Commercial Character

Provides guidance related to storefronts and ground-level activation.

Design Intent
Activate the Public Realm

Commercial spaces can animate the ground-level by providing continuous activity through business hours. Strategic siting and use of architectural elements can help optimize retail spaces and promote activity and vibrancy.

Commercial areas located along the site's internal circulation routes and Lime Bay Mews can take advantage of and generate additional activity. These types of spaces near to Turntable Plaza should use architectural elements to help frame the plaza, activate heritage buildings, and draw residents and visitors into the Heritage Heart.

Guidelines

3.8.1 Create commercial and retail spaces that promote pedestrian activity, visually connected to the public realm. Introduce modularity to allow more flexible leases and businesses of various scales.

3.8.2 Create retail zones along storefronts for outdoor seating and merchandising to activate the public realm.

3.8.3 Adapt existing historic buildings and design new buildings to reinforce the commercial and retail character of public street frontages.

3.8.4 Provide each retail unit with a direct, accessible entrance from the immediately adjacent public realm.

3.8.5 Provide ample glazing into retail spaces and discourage the use of large, opaque graphics to block the view into and out of interior spaces.

Precedent: Outdoor seating.

Precedent: Activated historic buildings with new, pedestrian-oriented commercial uses.

Design Intent
Design for Pedestrian Comfort

Ground-oriented retail spaces can use architectural elements to help establish a pedestrian-scale environment. These elements can help create a comfortable public realm and reduce perception of overall mass.

Guidelines

3.8.6 Design solutions may explore a range of storefront designs and signage to generate a varied commercial landscape.

3.8.7 Features that protect pedestrians from the elements, such as canopies and shades, may be explored to foster a comfortable public realm.

3.8.8 Colonnades/ground level setbacks may be used to humanize the pedestrian realm.

3.8.9 Ensuring the first floor of commercial spaces are level with the sidewalk and outdoor space may increase physical connection.

3.8.10 Storefront designs for those located within historic structures should be aesthetically respectful of these structures.

Precedent: Outdoor seating and porous buildings increase connection to the street.

Precedent: Canopies and weather protection support pedestrian comfort.

Precedent: Elements such as colonnades and courtyards create a human-scale environment.

Precedent: Seating and canopies create a human-scale environment.

3.9 Electrical and Mechanical Servicing

Provides guidance on minimizing visual, physical, and auditory impact of electrical and mechanical equipment.

Design Intent
Minimize the impact of electrical and mechanical equipment on site.

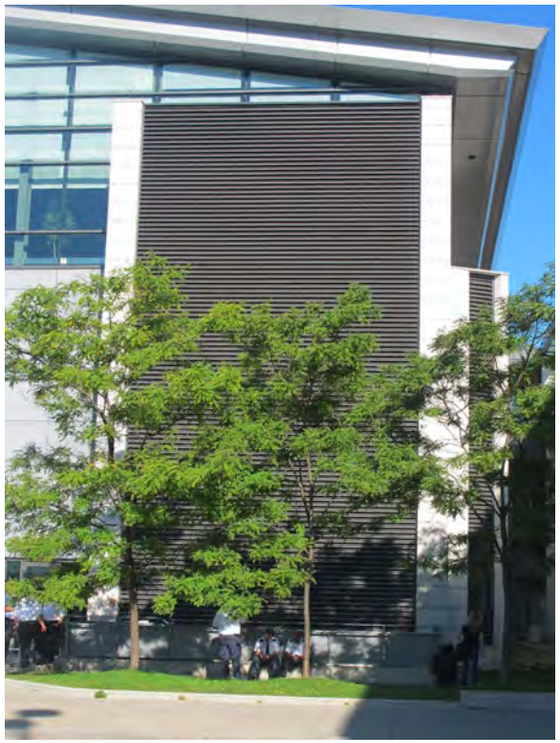
Guidelines

3.9.1 Locate electrical and mechanical equipment within the building it services wherever possible; if an exterior location is required, it should be placed away from busy pedestrian areas and windows.

3.9.2 Integrate electrical and mechanical equipment into building design or screen them to reduce visual impact when possible.

3.9.3 Reduce negative auditory impact by locating noisy equipment away from pedestrian or residential areas; screen them when necessary.

3.9.4 Reduce heat-island effect by using light coloured ballast or other materials.



Precedent: Integrate screen into building massing.

Precedents: Locate equipments in less visited areas and integrate screens into building design.

3.10 Signage and Wayfinding

Provides guidance related to site and building signage.

Design Intent
Ensure Signage Contributes to the Character of the Neighbourhood

Signage can contribute to the establishment of a neighbourhood identity depending on sign type, size, position, and material.

For Roundhouse at Bayview Place, signage should contribute to neighbourhood character and encourage a lively and attractive streetscape. Design and location of signage should relate largely to the human-scale, aiding in the creation of a pedestrian-friendly environment.

Guidelines

3.10.1 Establish an overall site signage and wayfinding strategy and standard.

3.10.2 Building signs should be integrated with architectural design and expression.

3.10.3 Appropriate sign types and materials may include wall mounted, hanging, individual letters, porcelain enamel, wood, and carved stone.

3.10.4 Signage should be scaled for the pedestrian realm.

3.10.5 Encourage durable and high-quality signage, and should be able to be updated periodically as needed.

3.10.6 Consider the impacts of light pollution beyond the property line.

Design Intent
Ensure Signage Contributes to Development of a Coherent Wayfinding Strategy

A coherent wayfinding strategy can help increase on-site activity, build confidence in multi-modal travel, and provide a distinct sense of place.

The Roundhouse at Bayview Place wayfinding strategy should endeavour to accomplish these objectives in a way that is aesthetically unified. A combination of intuitive landscape design, mapping and directional signage should span the site, helping to identify access points, circulation routes, and key destinations while reinforcing the neighbourhood's industrial character.

Guidelines

3.10.7 Site design should endeavour to intuitively guide residents and visitors using visible desire and sight lines, paving strategies, and landscape design with directional signage providing supplemental guidance.

3.10.8 Consider constructing signage from materials cohesive with the site's industrial rail past, such as metal and wood.

3.10.9 Consider designing signage using high quality graphic design and consistent identity to help establish a "brand" for the neighbourhood.

3.10.10 Wayfinding and building addresses should relate to building entrances.

3.10.11 Signage should be designed using principles of universal accessibility (e.g., use of contrast, pictograms, height and placement).

Precedents: Overall site and retail signage.

Precedent: Landmark signage.

Precedent: Directional signage.

4. District-Specific Design Guidelines

This section provides design principles, concepts and guidelines applicable to specific districts within the Roundhouse at Bayview site. The five districts, shown in the illustration to the right, are not meant to be defined with hard boundaries - they are meant to be general areas where the design guidelines should be applied with discretion. Urban Design Guidelines set out in section 3 should also be applied to create a sense of place for the overall site. See zoning by-law for specific rules such as building heights and setbacks.

1. E & N Railway District

The Roundhouse heritage complex serves as the neighbourhood's centrepiece, designed to embrace the site's history of rail while creating a cultural asset within Victoria West. Public spaces throughout are flexible and adaptable to a variety of uses to create activity and use throughout the day. The neighbourhood's central gathering place, Turntable Plaza, retains active rail elements, while remaining flexible for community programming. The function of the turntable itself is reinstated, allowing for use by rail cars.

2. Roundhouse Green District

Residential development complements and activates the Roundhouse historic complex. Green spaces, retail, and cultural uses drive activity, with a signature building welcomes visitors and anchors the corner of the overall site.

3. Rail Parkway District

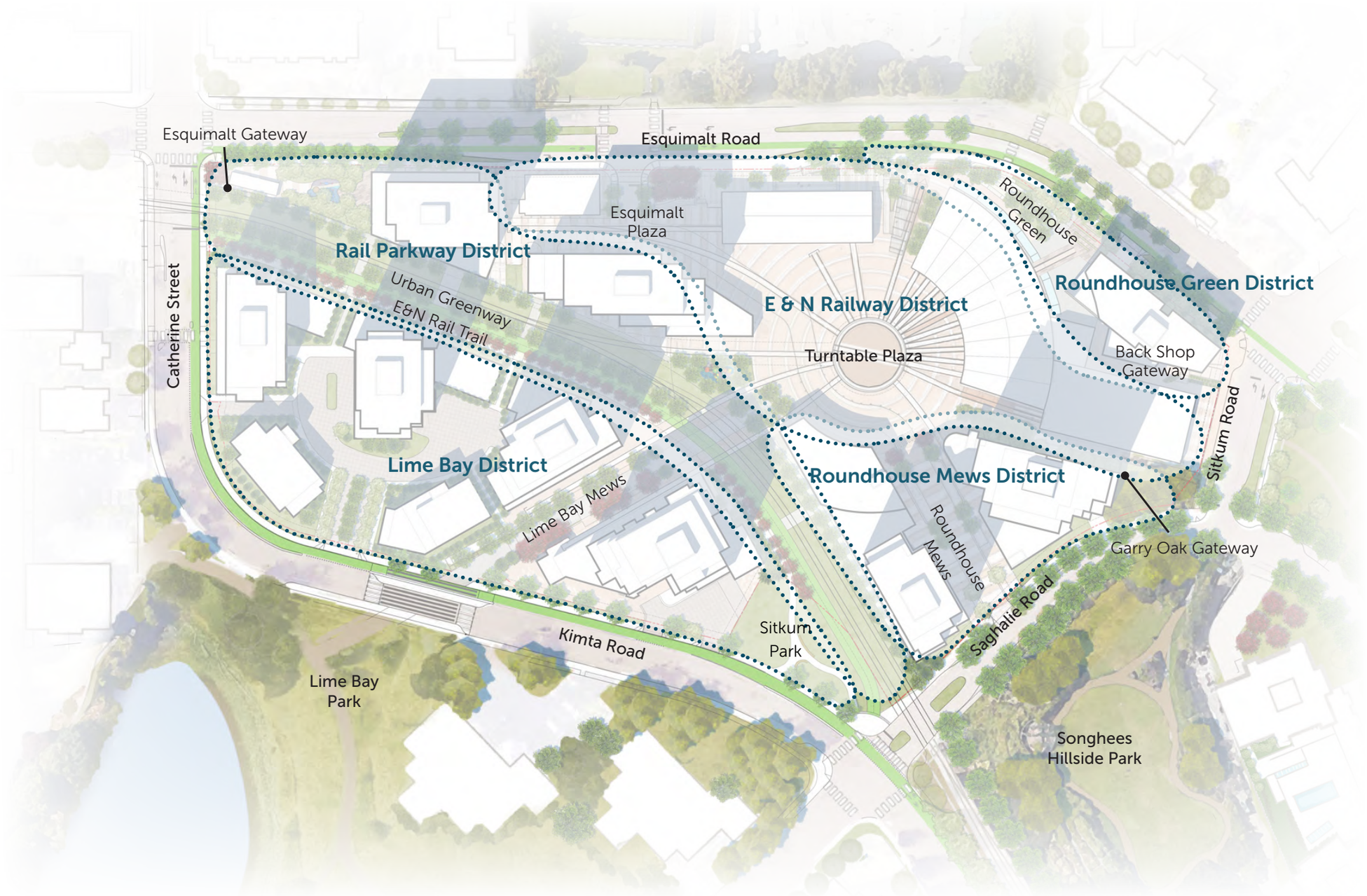
This district provides key connection and animation through its active commercial, recreational and residential uses. Ground level retail, residential amenities and lobbies help activate Esquimalt Road and the internal carriage lane, adding vibrancy to the community. Arching across the site, the E&N Rail Trail links pedestrians and cyclists to destinations east and west of the site while integrating into the regional cyclist network; the rail right of way doubles as a urban greenway, providing additional vegetation to the residents for Roundhouse at Bayview Place and surrounding communities.

4. Lime Bay District

The Lime Bay District provides residential use and space for cultural and retail activities, centering Roundhouse at Bayview Place as Victoria West's cultural heart. Lime Bay Mews connects Turntable Plaza to Lime Bay Park and provides a vibrant pedestrian corridor animated by retail.

5. Roundhouse Mews District

The Roundhouse Mews District reinforces a link between the existing Bayview Phase 1 and Songhees Hillside Park to Turntable Plaza. The mews is activated by a shared street and fronting residential development.

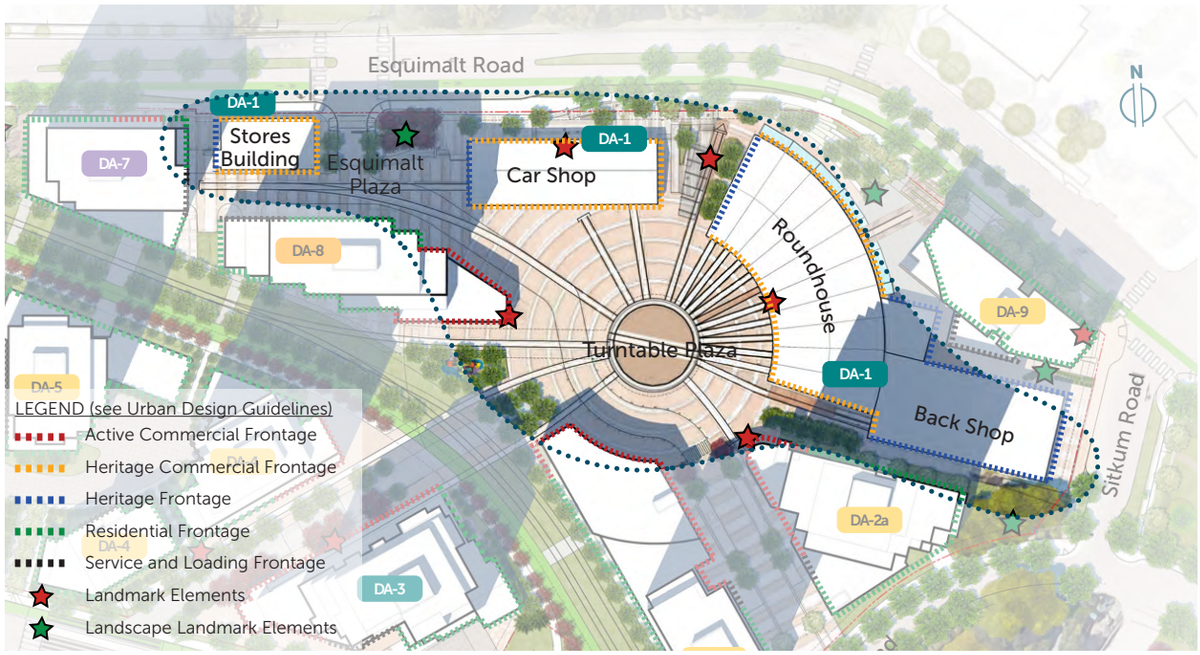


The Five Districts

4.1 E & N Railway District

District Character

The Roundhouse heritage complex serves as the neighbourhood's centrepiece, designed to embrace the site's history of rail while creating a cultural asset within Victoria West. Public spaces throughout are flexible and adaptable to a variety of uses, a move that will create activity and use throughout the day. The neighbourhood's central gathering place, Turntable Plaza, retains active rail elements, while remaining flexible for community programming. The function of the turntable itself is reinstated, allowing for use by rail cars.



Guidelines

4.1.1 Activate new building facades facing Turnable Plaza with retail uses, building transparency, patios, etc.

4.1.2 For heritage buildings, restore and make safe. Repair Roundhouse's oversized doors so they can be fully opened to the Turntable Plaza.

4.1.3 Besides the turntable structure, vegetation, and embedded rails, keep the Turntable Plaza relatively free of fixed elements to allow functional flexibility. Provide sitting and lingering opportunities, such as movable tables and chairs, for the plaza, especially along building facades and under tree canopies.

4.1.4 Design the Esquimalt Plaza to be a focal point of the surrounding buildings, with wayfinding elements, ample landscaping and trees, and both fixed and loose seating to support small scale gatherings.

4.1.5 Utilize traffic calming strategies and bollards in key areas of the Roundhouse Mews in this district to allow all modes of transportation to travel safely, especially at the entry point from Esquimalt Road.

4.1.6 Explore opportunities to have rotating rail-related displays and scheduled turntable operation to make the plaza a cultural and tourist attraction.

4.1.7 Design the space between the Car Shop and the Roundhouse as a major entrance into the Turntable Plaza from the north side. Consider installing a repurposed rail car on tracks as a food service or retail unit that also functions as a landmark to bring visitors into the plaza.

4.1.8 Consider placing a signature sign on the Car Shop facing Esquimalt Road.

4.1.9 New buildings around the Turntable Plaza should be distinctive and oriented towards the public space.

4.1.10 Provide well-designed lighting for the plaza to accommodate various activities and events.

4.1.11 Consider incorportating interpretative signage for site history , interactive art installations, and other elements in the interstitial space between Backshop, building DA-9, and Sitkum Road.

4.2 Roundhouse Green District

District Character

Residential development complements and activates the Roundhouse historic complex. Green spaces, retail, and cultural uses drive activity, with a signature building welcomes visitors and anchors the corner of the overall site.

Guidelines

4.2.1 Consider utilizing the change in grade to create an informal, landscaped amphitheatre for the Roundhouse Green. Ensure the design of this public space accommodates both everyday usage as well as special events, and maintains a sense of openness towards the historical Roundhouse.

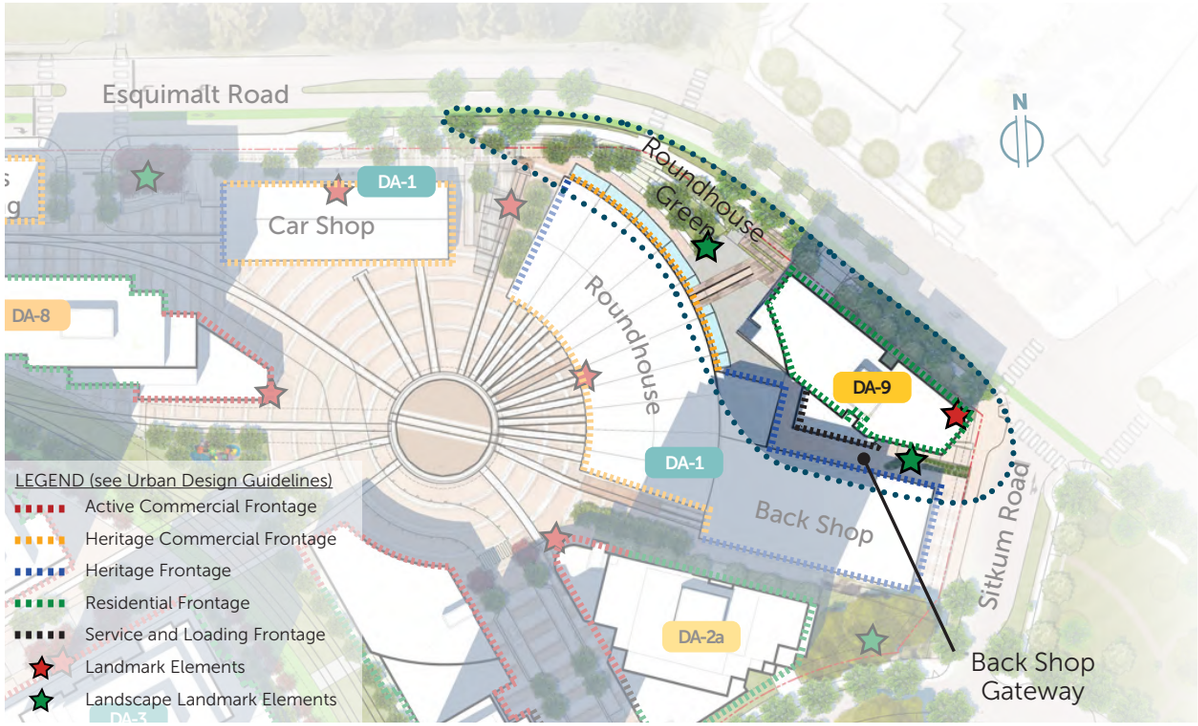
4.2.2 Design the Back Shop Gateway to be a more intimate, quieter public urban space that links the Sitkum Road with the Back Shop, Boiler House, and Roundhouse with a feature stairway.

4.2.3 Carefully consider the sightlines to Roundhouse from Esquimalt Road for the design and placement of building DA-9.

4.2.4 Consider including architectural features to make building DA-9 a landmark for the approaching visitors from the east.

4.2.5 Consider smaller floor plates on the lower floors for building DA-9 for better visibility on ground level.

4.2.6 Ensure the base of building DA-9 complements the Roundhouse Green, Back Shop Gateway and the surrounding streets. Refer to DA-9 Building Specific Design Guidelines in the following page.



4.2.7 Consider carefully adding transparency and access points on the Roundhouse building facade facing the Roundhouse Green.

4.2.8 Create welcoming landing areas for the two crosswalks on Esquimalt Road.

4.2.9 Consider connecting the Roundhouse Green with the Turnable Plaza with a clear, direct interior passage within Roundhouse.

Precedent: Casual uses in a landscaped amphitheatre.

DA-9 Interface

The design parameters for DA-9 have been revised based on discussions with Heritage Planning and our team of Architects related to achieving a suitable interface for new development to the heritage buildings, and the reinstatement of the Boiler House as part of the collection of heritage buildings to be retained.

Key objectives of this revision are primarily to address the following:

- Define preferred interface outcomes between a new building and heritage buildings,
- Improve the visual exposure and experience of the heritage building facades from public vantage points along Esquimalt Rd and Sitkum Rd,
- Reinstate the Boiler House, and
- Accommodate provision for public amenity space at this gateway to Bayview.

These objectives are captured in a set of guiding principles and guidelines that are included in this section. There are effectively two potential development outcomes for this site limited to 10 floors, and that offer options for how best to integrate a new building in this setting:

1. A standalone building separated from the heritage buildings, sited tight to the intersection of Esquimalt Rd and Sitkum Rd, that achieves a public amenity space between the heritage and new building, or
2. A new building integrated structurally and architecturally with the heritage building(s), that achieves a public amenity space at the intersection of Esquimalt Rd and Sitkum Rd.

There are several notable examples of development successfully integrating with heritage buildings utilizing both approaches. A range of solutions are possible, with a concept plan to be confirmed as part of a Development Permit process. To provide an indication of the types of outcomes that may be possible, the following images show these two general outcomes from several benchmark projects.

Given the triangular shape of site DA-9, tower spacing to DA-2a, and anticipated need for parking for the development, the interface objectives will need to be balanced with achieving a suitable building envelope, massing, materiality, and public realm outcomes. To this end, DA-9 may be consolidated with DA-1, an alternative parcel created, or easements needed, to achieve a preferred outcome. All of these options will be available to the developer at time of Development Permit.

At the Development Permit stage, the Architects will be able to establish an architecture, materiality, parking and servicing, and outdoor public realm that best accommodates these objectives. This is a gateway to the Roundhouse precinct, and to this end this new building should serve as an iconic landmark building, particularly for the approach from the east to the site.

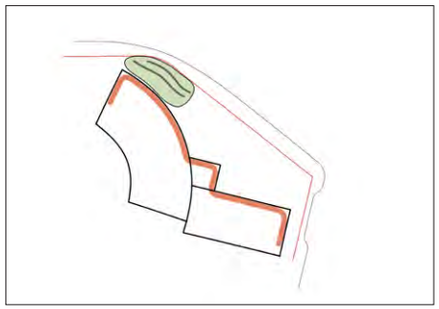
Precedents: Examples of intergrated buildings.

Precedents: Examples of seperate buildings.

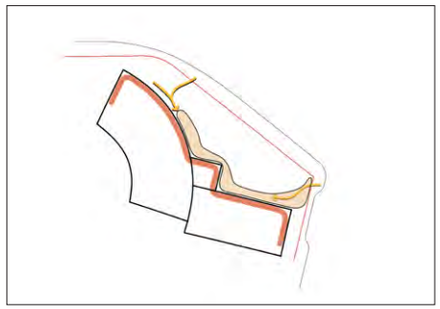
Scenario 1: Integrated Adjacent

The following diagrams and statements provide visual reference to intended design considerations in a scenario where a new building is sited adjacent, but not attached, to the heritage buildings.

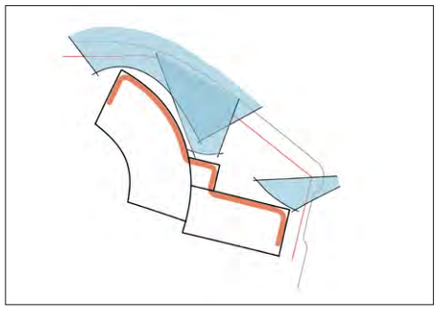
DA-9 Interface Design Principles



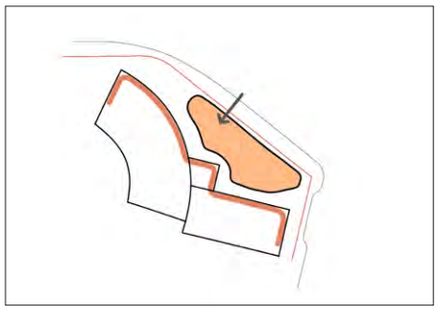
Green Space Anchor (Roundhouse Green)
Landscape terrace and plaza at base of Roundhouse, with stairs down from Esquimalt.



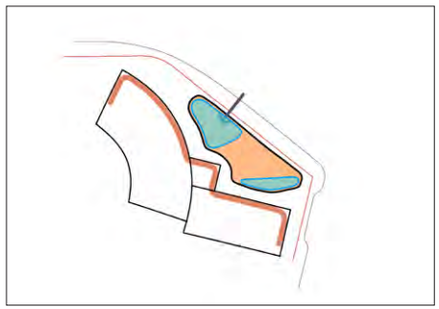
Amenity Space as Interface (Back Shop Gateway)
Connected at-grade interface area forming a setback to heritage buildings, designed as a landscape amenity.



Emerging Views to Heritage
Views from pedestrian level to portions of the heritage buildings. from Esquimalt and Sitkum. These views emerge as a variety of experiences of the heritage facades.

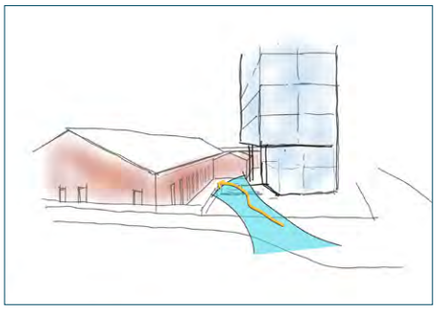


Developable Area
Balance areas flexible for a range of massing forms and configurations. Setbacks to heritage buildings are to provide suitable visual space between buildings.

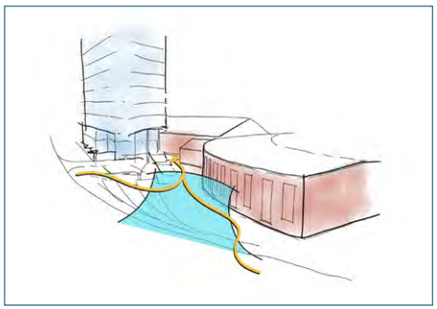


Transparency at Base
Lower three floors of the tower should maximize transparency through the building, where feasible, to increase visibility of heritage buildings.

DA-9 Design Objectives



Viewscape from Sikum Corner
Objective is to shape the tower to open up views to Back Shop and Boiler House.



Viewscape from Esquimalt Rd
Objective is to shape the tower to open up views to Roundhouse and Boiler House.

DA-9 Building Specific Design Guidelines

Intent: Minimize impact to the heritage buildings and setting

4.2.10 If siting a new building between Esquimalt Road and heritage buildings, the building footprint should minimize the visual impact to heritage buildings when viewed from Esquimalt Road.Minimize floor plate sizes.

4.2.11 If siting a new building connected to, and rising above, the heritage buildings, the lower levels of the building should maximize the visual exposure of the heritage building through the new structure.

4.2.12 No parking serving this site (as may be required by bylaw) is required below the building but can be provided remotely elsewhere on the Roundhouse at Bayview site if this improves the geometry and configuration of the heritage setting.

4.2.13 Tower floor plates should be limited to less than 800sqm.

4.2.14 Balance the new podium design with heritage buildings to achieve a compatible, integrated, setting at the street level.

4.2.15 Maximize the visibility of heritage buildings, where possible, by maximizing the transparency of any building placed in the foreground of the heritage buildings.

Intent: Utilize form, massing, spatial configuration and character-defining elements that celebrate and complement the heritage and industrial nature of the site

4.2.16 Use simple, functional building forms that reflect industrial buildings on site, such as structural bays, slab forms, symmetry, and architectural proportions.

4.2.17 Reference fenestrations, shapes, and proportions of the heritage buildings in the design of the new building.

4.2.18 Use natural materials such as brick, steel, stone and concrete, heavy timbers.

4.2.19 Form spatial opportunities at the pedestrian level to allow for a variety of views and public experiences of the heritage building.

Intent: Activate the frontage facing Esquimalt St. Road and address the grade change

4.2.20 Create clear intuitive pedestrian routes from surrounding sidewalks to building frontages.

4.2.21 Consider the surrounding and edge grade changes, ensuring main entrances are accessible, and public spaces are open and obvious from the street.

4.2.22 Activate the ground and podium level, providing public spaces and/or amenity.

4.2.23 Place common entries, lobbies and active, well used frontages facing Esquimalt Road.

Intent: Integrate new with old in a holistic composition

4.2.24 Find opportunities to relate a new building to the historic structure visually and spatially

4.2.25 Consider the historic building as part of the composition of the design of the new structure, especially at podium level.

Precedent: Connecting pathways between new buildings and heritage buildings.

4.3 Rail Parkway District

District Character

This district provides key connection and animation through its active commercial, recreational and residential uses. Ground level retail, residential amenities and lobbies help activate Esquimalt Road and the internal carriage lane, adding vibrancy to the community. Arching across the site, the E&N Rail Trail links pedestrians and cyclists to destinations east and west of the site while integrating into the regional cyclist network; the rail right of way doubles as a urban greenway, providing additional vegetation to the residents for Roundhouse at Bayview Place and surrounding communities.

Guidelines

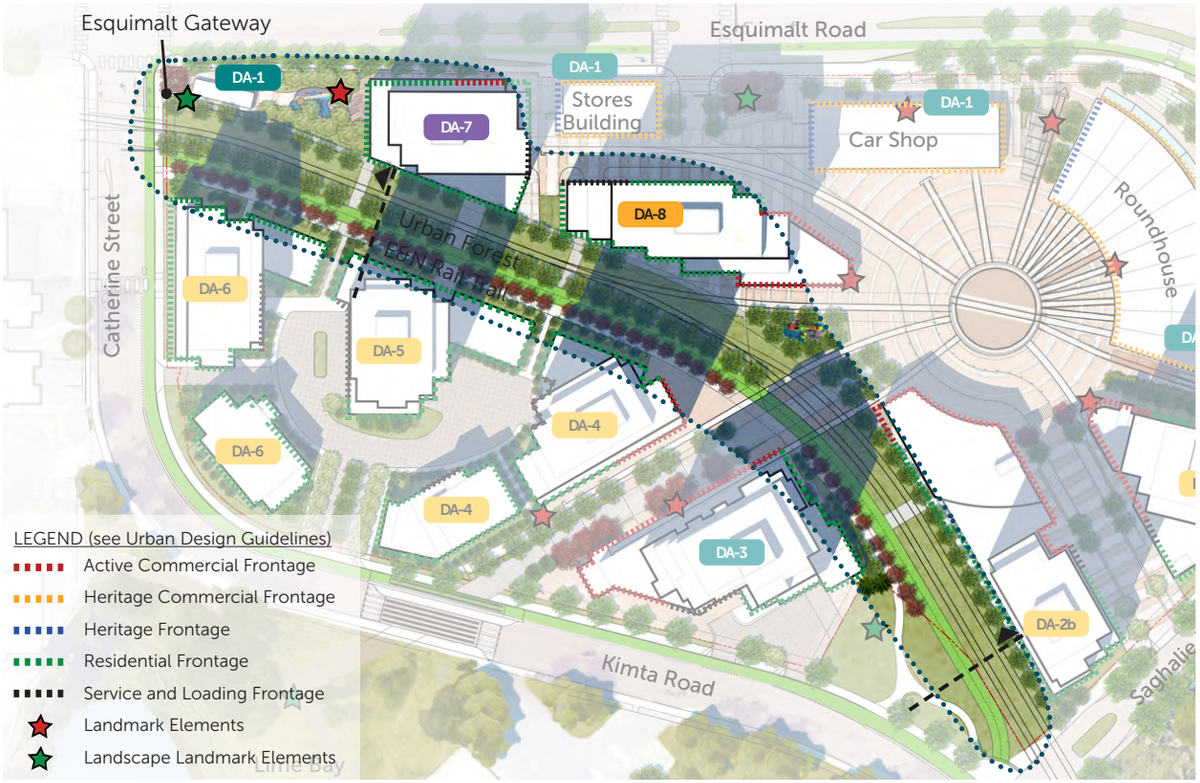
4.3.1 Provide a central public corridor that integrates the Urban Greenway, the Rail Trail, and the surrounding building edges. See **Diagram 1** and **Diagram 2**.

4.3.2 Ensure all crosswalks through the Rail Trail and rail tracks are safe with demarking elements and clear sightlines. Apply traffic calming strategies when required.

4.3.3 Provide ample resting opportunities along the length of the Rail Trail.

4.3.4 Provide active commercial and residential facades along Esquimalt Road and the interior movement network.

4.3.5 Provide vehicular and loading access for buildings DA-7 and DA-8 in this district through the internal movement network.



4.3.6 Design the Esquimalt Gateway to be a welcoming public space with wayfinding elements, landscaping, and seating to support the commercial activities within building DA-7. Consider reusing rocks in this area to be a feature of the public space.

4.3.7 Consider including architectural features to make building DA-7 a landmark for the approaching visitors from the west.

Precedent: A light rail system with vegetation integrated.

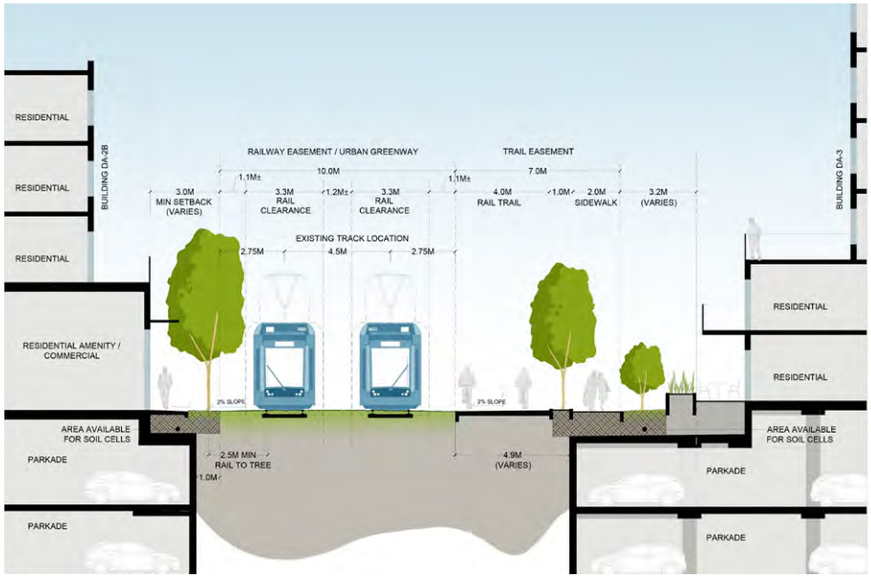


Diagram 1 East Cross Section Option 1 | Existing Rail

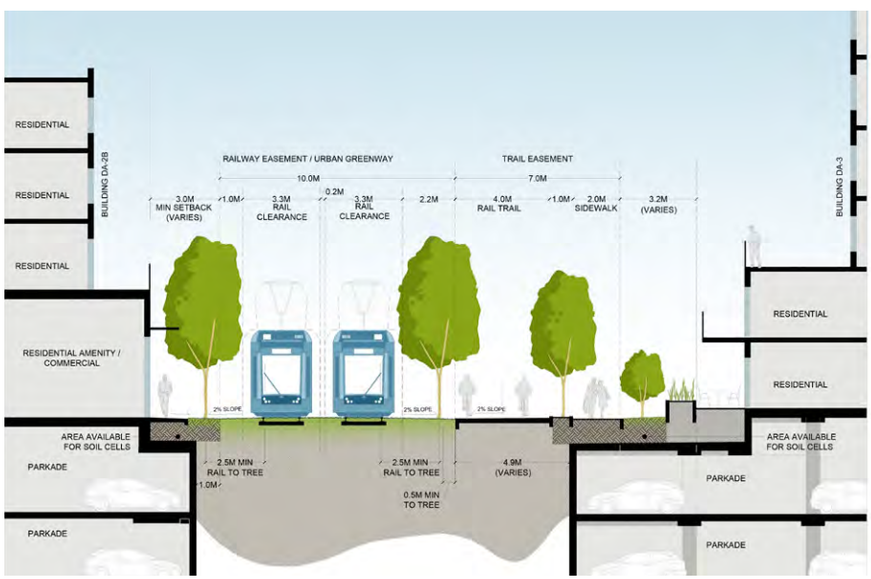


Diagram 2 East Cross Section Option 2 | Potential New Rail/Tram

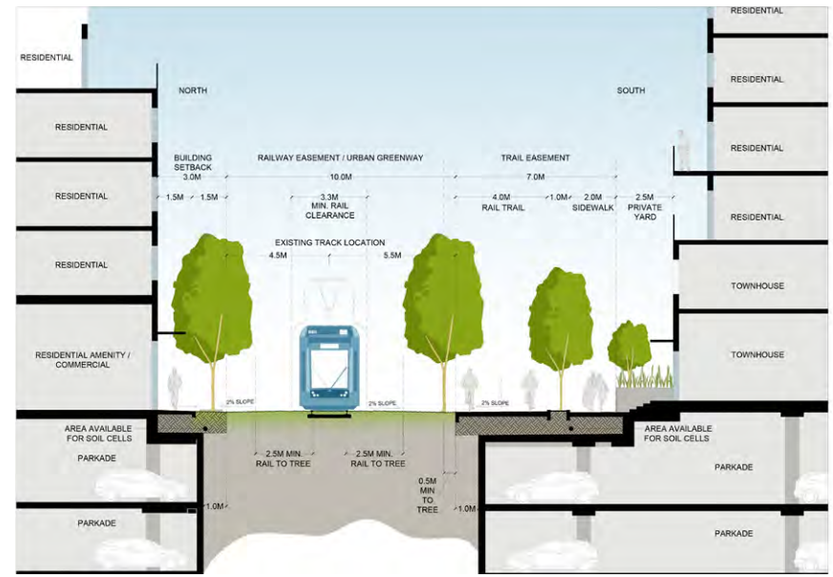


Diagram 3 West Cross Section Option 1 | Existing Rail

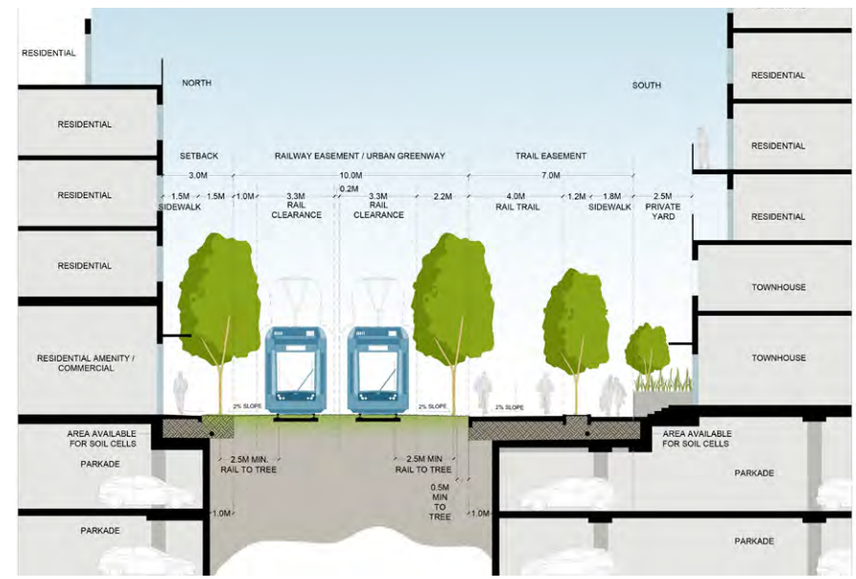


Diagram 4 West Cross Section Option 2 | Potential New Rail/Tram

4.4 Lime Bay District

District Character

The Lime Bay District provides residential use and space for cultural and retail activities, centring Roundhouse at Bayview Place as Victoria West's cultural heart. Lime Bay Mews connects Turntable Plaza to Lime Bay Park and provides a vibrant pedestrian corridor animated by retail.

Guidelines

4.4.1 Connect Lime Bay and the waterfront to the Turnable Plaza with Lime Bay Mews, with supporting active commercial and residential facades on both sides. See **Diagram 5**.

4.4.2 Create a wide and raised crosswalk on Kimta Road as an extension of Lime Bay Mews, and provide a new pathway in Lime Bay Park to connect with existing pathway along the waterfront.

4.4.3 Consider placing engines and/or rail cars in Lime Bay Mews as display and/or repurposed retail units.

4.4.4 Improve Sitkum Park as a community green space and landmark, and integrate it with the Rail Trail to ensure the safety of all transportation modes.

4.4.5 Provide public outdoor passages between buildings B1, DA-5, and DA-4 with comfortable widths.

4.4.6 Consider providing multi-stories townhouse units at street level with private entrances and patios whenever appropriate, especially along the south edge of Rail Trail.

4.4.7 Provide boulevard trees along Catherine Road and Kimta Road.

4.4.8 Provide autocourts for parkade access and loading for buildings in this district.

4.4.9 Consider site features such as repurposed train engines/cars, continuous canopies, planting, and seating area on both sides of Lime Bay Mews.

4.4.10 Consider designing Lime Bay Mews as a pedestrian and cyclist only road, with limited access for service and emergency vehicles.

Precedent: A rail car repurposed into a restaurant.

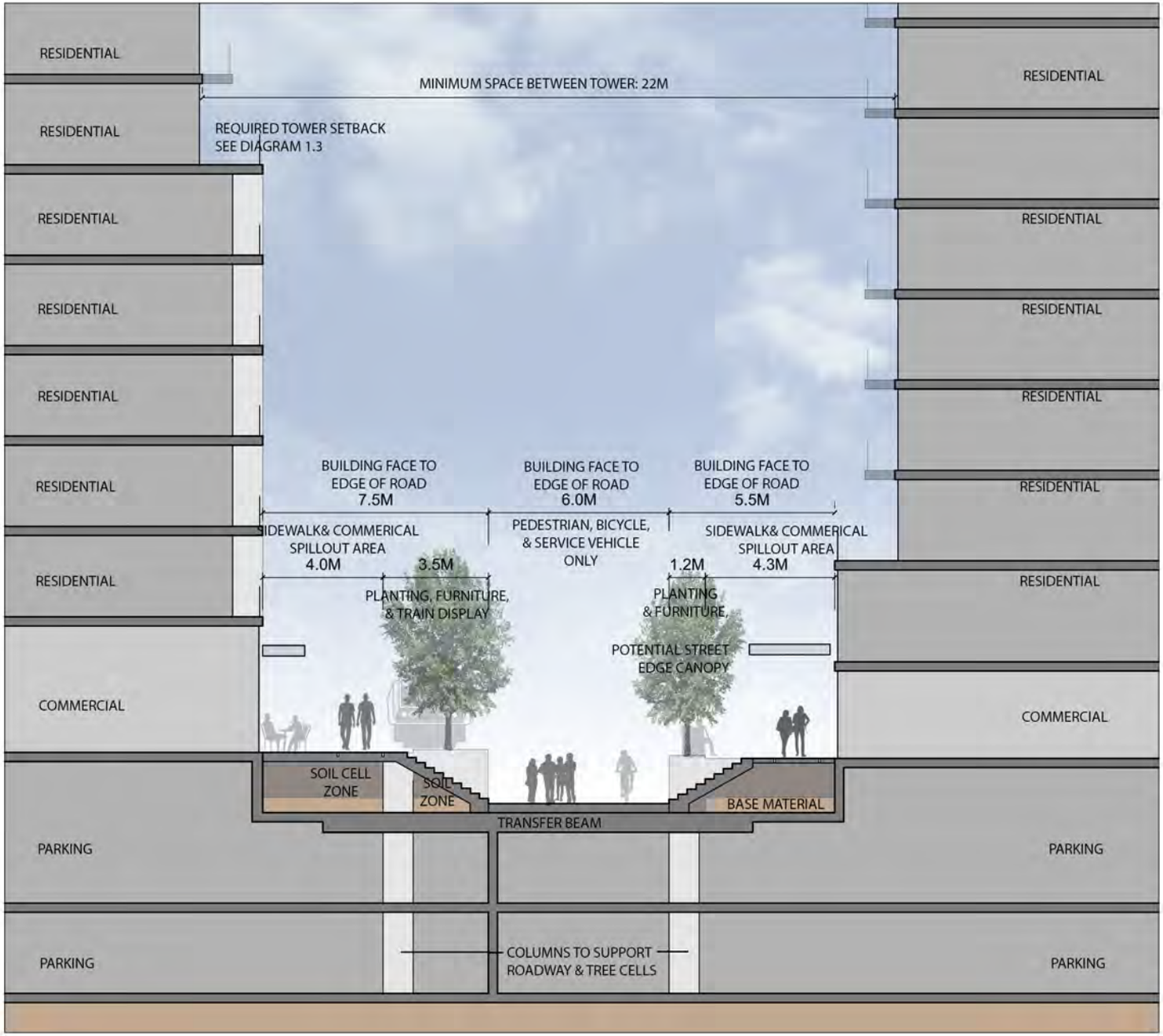


Diagram 5 Lime Bay Mews Section, between DA-4 and DA-3, looking northeast

4.5 Roundhouse Mews District

District Character

The Roundhouse Mews District reinforces a link between the existing Bayview Phase 1 and Songhees Hillside Park to Turntable Plaza. The mews is activated by a shared street and fronting residential development.

Guidelines

4.5.1 Connect Saghalie Road and the southeast edge of the site to Turntable plaza with Roundhouse Mews, with active commercial and residential use on both sides. See **Diagram 6**.

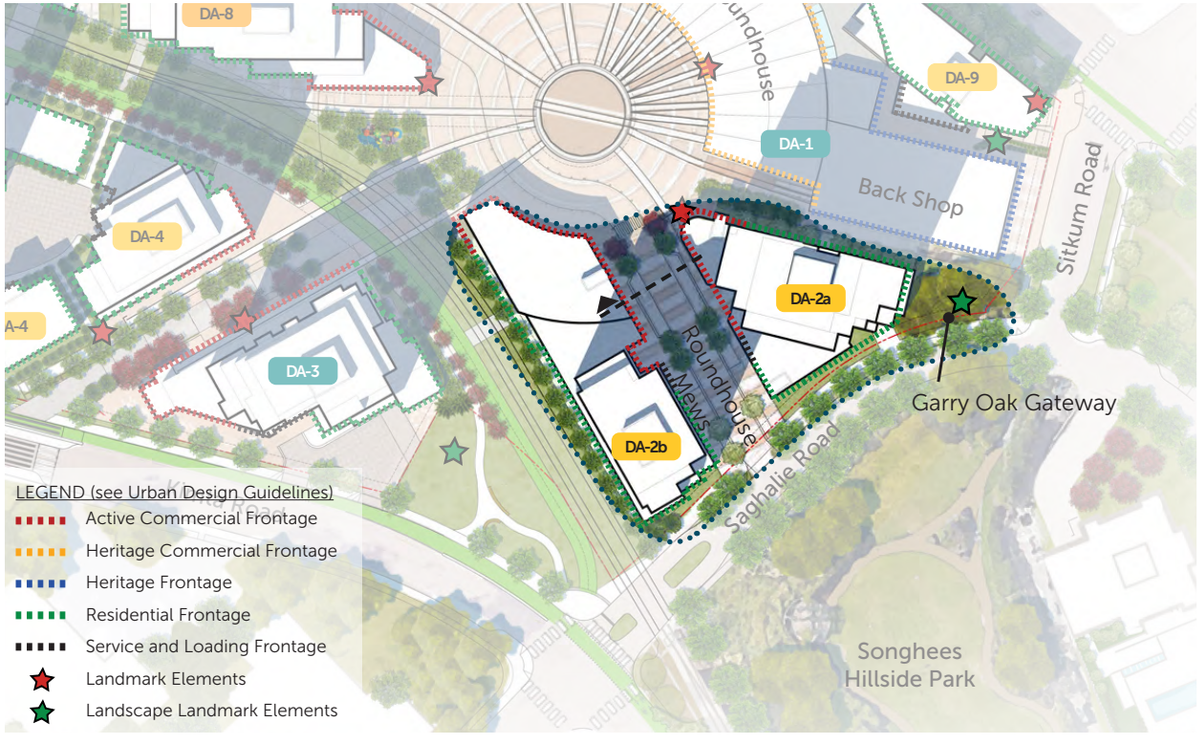
4.5.2 In Garry Oak Gateway, retain existing garry oak trees and the exposed rock, provide additional infrastructure, and make this a local landmark and public park space.

4.5.3 Provide a staircase and a direct, public alley way to link Garry Oak Gateway and the visitors coming from the east to the Turntable Plaza.

4.5.4 Activate new building facades toward the Turntable plaza.

4.5.5 Utilize traffic calming strategies and bollards in key areas on Roundhouse Mews in this district to allow all modes of transportation to travel safely, especially at the entry point from Saghalie Road.

4.5.6 Provide clear wayfinding elements and pathway from Kimta Road to connect visitors from the south to the Roundhouse Mews.



Precedents: Mews typology.

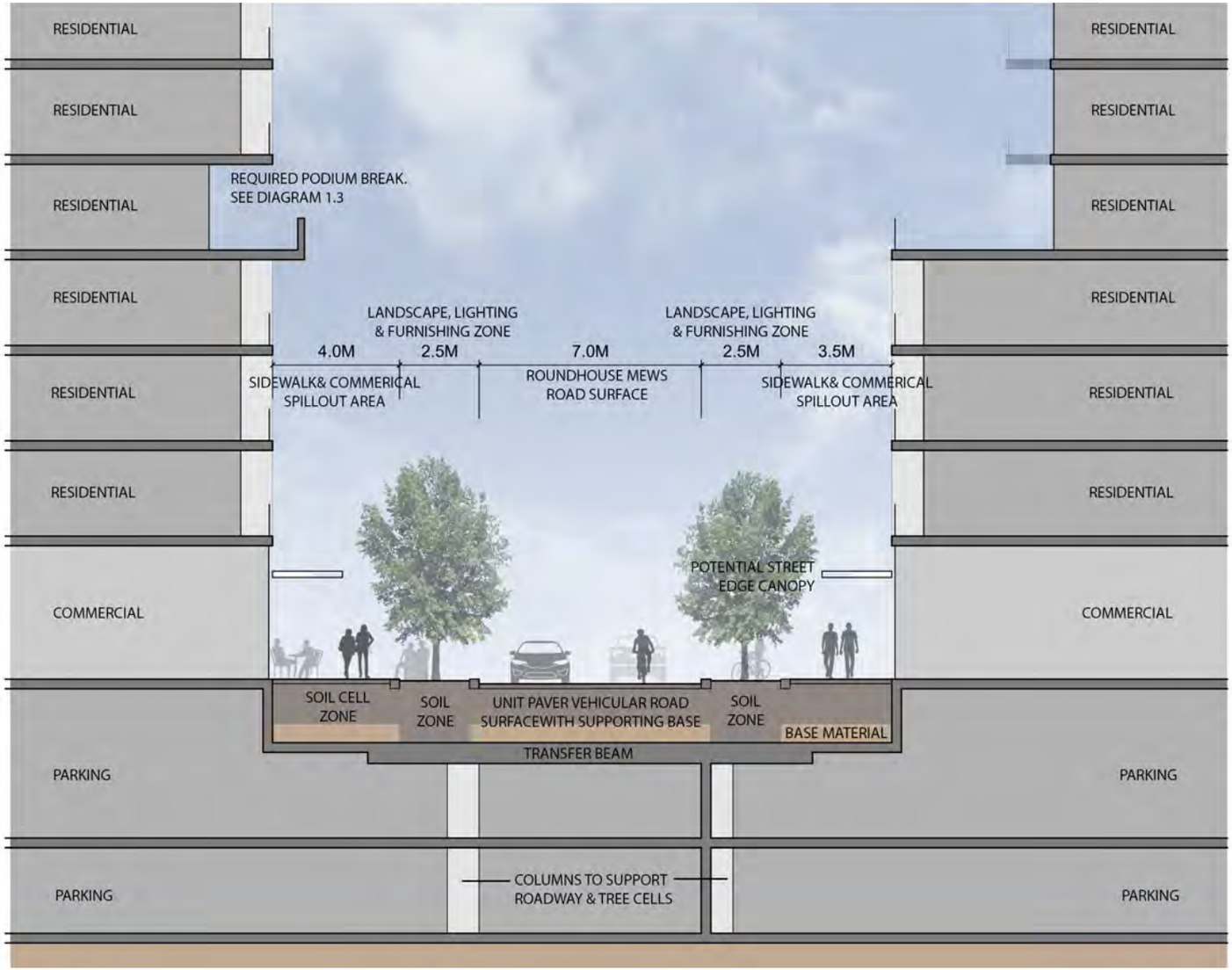
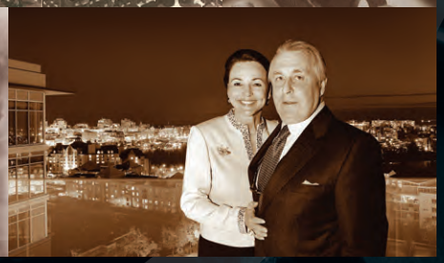


Diagram 6 Lime Bay Mews Section between DA-1a and DA-1b, looking north



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