

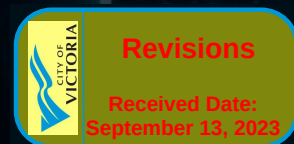
Roundhouse at Bayview Place

Rezoning

File No: REZ00729

Final Submission

September 12, 2023





We acknowledge and thank the Lkwungen People, also known as the Songhees and Esquimalt First Nations communities – past, present, and future – for their stewardship, care, and leadership on these lands.

Rezoning Application: Final Submission

SUBMITTED BY

Focus Equities Inc.

SUBMISSION DATE

September 12, 2023

LOCATION

Victoria, BC

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 Resubmission: September 9, 2022

Project Team

APPLICANT

Focus Equities Inc.

KW Mariash Sr. Master Plan Community

APPLICANT CONTACT

Chris Reiter | Project Manager



CONSULTANT TEAM

Project Architects & Urban Designers

Civil Engineering

Stantec

Planning

SvN Architects + Planners

TownSquare

Heritage

ERA Architects

Transportation

WATT Consulting Group

Environmental

SLR Consulting

Architects (Emeritus)

ZGF Architects

Document design and layout: ZGF Architects

Contents

1.0 Application Summary	1
1.1 Conceptual Master Plan	2
1.2 Key Facts.....	3
2.0 Rezoning Application	4
2.1 Project Summary	4
2.2 Summary of Application Revisions.....	5
2.3 Issue Resolution.....	6
2.4 Revision Summary	8
2.5 Project Summary to Date.....	11
2.6 Community Engagement.....	12
2.7 Additional Engagement.....	14
2.8 Municipal Engagement.....	15
2.9 ICF/Rail Corridor.....	16
3.0 Site Context	17
3.1 Site Information	17
3.2 Existing Context.....	18
3.3 Location and Scale	19
4.0 Big Ideas	25
4.1 Heritage Rehabilitation & Activation.....	25
4.2 Site Restoration.....	28
4.3 Continuing the Story.....	28
4.4 Urban Amphitheatre Concept.....	31
5.0 Guiding Principles	32
5.1 A Place for Everyone	32
5.3 A Cultural Hub.....	33
5.2 Rooted in History.....	33
5.4 Vacant Space to Vibrant Place	34
5.5 Master Plan Objectives	35

6.0 Organizing Framework	37
6.1 Framework Plan	37
6.2 Design Guidance	38
6.3 Design Rationale.....	39
6.4 Rail Realignment.....	41
6.5 Site Character Districts	42
7.0 Master Plan	44
7.1 Site Statistics.....	45
7.2 Built Form/Massing	53
7.3 Housing	61
7.4 Primary Public Spaces.....	63
7.5 Mobility.....	84
7.6 Parking & Vehicle Access	88
7.7 Parcel Plan & Easement Realignment.....	90
7.8 Setbacks	91
8.0 Community Amenities	92
8.1 Amenity Areas.....	92
8.2 Amenities Sequencing	93
9.0 Site Remediation	99
10.0 Development Sequencing	100
11.0 Technical Drawings	101
12.0 Special Conditions	109
12.1 DA-9 Interface.....	109

Appendices

The following appendices are updated to reflect this September 12, 2023 Final Submission. Note, all other appendices remain unchanged as of the September 9, 2022 resubmission.

Appendix A	Heritage Conservation Strategy (unchanged from previous submission)
Appendix B	Architecture, Urban Design and Landscape (consolidated into main document and forthcoming Design Guidelines - cancelled as an Appendix)
Appendix C	Policy Analysis (unchanged from previous submission)
Appendix D	Environmental (unchanged from previous submission)
Appendix E	Public Consultation (unchanged from previous submission)
Appendix F	Transportation (updated and resubmitted)
Appendix G	Site Servicing (updated and resubmitted)
Appendix H	Development Data Summary - consolidated into main document as submitted. (cancelled as an Appendix)
Appendix I	Technical Drawings - consolidated into main document as submitted. (cancelled as an Appendix)

DISCLAIMER: ALL NUMBERS, CALCULATIONS, AREAS, AND STATISTICS REPRESENTED IN THIS DOCUMENT AND ACCOMPANYING DOCUMENTS ARE APPROXIMATE ONLY AND SUBJECT TO DETAILED DESIGN, DESIGN REVISIONS, AND SURVEY AT SUBSEQUENT STAGES OF DEVELOPMENT. THE ASSOCIATED MASTER DEVELOPMENT AGREEMENT TAKES PRECEDENCE FOR ANY DIFFERENCE OR DEVIATION BETWEEN THESE DOCUMENTS AND THE MASTER DEVELOPMENT AGREEMENT.

1.0 APPLICATION SUMMARY

Roundhouse Rezoning Background

Fixing the Unbuildable with a Vision for the Future

The team at Focus Equities Inc. has been dedicated to the transformation of the 20-acre Bayview Place property for more than 20 years. Phase One, Bayview Hilltop was rezoned in 2008/2009 to fix zoning that was completed by the province in 1998. Now built out, Bayview Hilltop is home to hundreds of residents and a two-acre off-leash dog park that was provided to the city as a community amenity for the Hilltop development and a second phase, The Roundhouse at Bayview, which is the subject of this rezoning application.

The current zoning for the 10-acre Roundhouse site was completed in 2008, prior to purchase of the lands from CP Rail. The zoning includes extremely rigid design guidelines and building restrictions with no flexibility in built form, and no phasing or response to changing conditions or the needs of the community. Despite these obstacles, many attempts to proceed with building out the site have been made, but a viable development permit was never achieved and eventually led to the conclusion that the site was unbuildable, and a rezoning would be required.

In the years that have passed since initial plans for the Roundhouse site were made, the needs of the community have changed significantly, and this application has been reimagined to preserve the 2008 plan and to respond to the major challenges of the housing crisis, housing affordability, and climate change. This package preserves the vision for transforming the historic buildings and land that make up the Roundhouse site and includes a plan to move the development forward. The plan now makes use of the northern half of the site with one rental building, an affordable rental site, and a small icon building on Esquimalt Road, marking the community entrance. The first priorities are delivering affordable rental housing through a land donation to the Greater Victoria Housing Society and building market rental housing.

The size and scale of this bold new vision have been carefully designed to fit with the surrounding large harbour entry and its cruise ships, the wide-open Strait of Juan de Fuca, the Olympic Mountains in the distance, and the existing heritage buildings that were built to shelter huge locomotives. The Roundhouse at Bayview is imagined as a landmark contribution to the process of city building, one of only a few prime opportunities of this scale upon which the City might achieve its policy objectives, meet the needs of a growing city, and do so with the potential of creating the next great neighbourhood in Victoria, on par with those of any noteworthy waterfront city in the world.

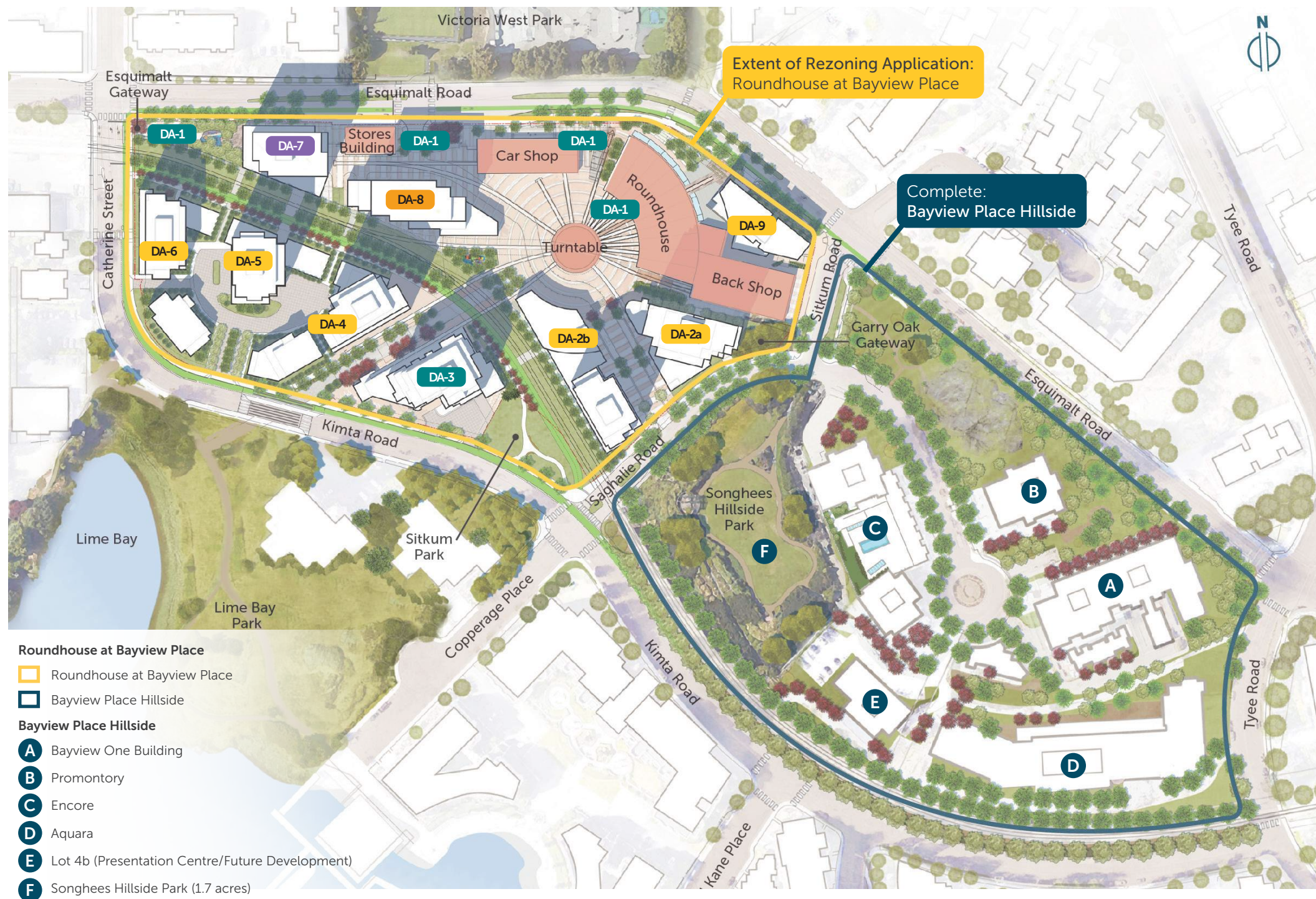
-Kenneth W Mariash

This comprehensive rezoning application includes:

- A **cohesive master plan** design providing a **complete revitalization** of the lands with quality architecture and approximately **40% of the overall site dedicated as public and open space**
- **Remediation of contaminated former industrial lands** to transform them into a **vibrant mixed-use community** within walking distance to downtown Victoria
- A **comprehensive public amenity package** that will have lasting positive impacts in Victoria West and for the entire city
- **Donation of a building site** to a non-profit housing provider **to build 215 affordable rental homes**, made possible by realigning the rail track. This **shovel-ready site will be built first**.
- **Approximately 1,870 residential units** including market condominiums and rental homes and affordable below-market homes
- Almost **25% of housing (460 homes)** are identified for **affordable below-market rental and market rental housing**
- **Restoration of 1913 heritage designated Roundhouse buildings**, train turntable and box cars to create Turntable Plaza, a community and commercial hub that will feature shopping, dining and events
- **Five distinct character districts** including an **Urban Greenway / E&N mixed-use trail**, upgraded with links to Victoria West, Lime Bay and Songhees Hillside Parks and a variety of seating and **connectivity to housing and community spaces and amenities**
- **Almost 400 new trees** ensuring a **significant tree canopy**, lush landscaping and defined public spaces
- Comprehensive **bicycle and pedestrian connections** throughout the site promoting active mobility
- **Childcare facility with outdoor play area** dedicated for up to 10 years
- **70,000 square feet** of new retail and **commercial space**

This booklet contains the primary application documentation and is intended to be read in conjunction with the companion Urban Design Guidelines, which describe and illustrate design principles to ensure the project is constructed as envisioned, and the Master Development Agreement, which sets out the development parameters including the overall sequencing of community amenity contributions. Additional technical studies are attached as Appendices to this application such as site servicing and transportation, among others.

1.1 Conceptual Master Plan



1.2 Key Facts



Affordable + Rental Housing

Almost 25% of homes as Affordable or Rental.

Approximately 215 Affordable and 240 Rental housing units. A 43% increase in Affordable and 60% increase in Rental since the May 2023 review by CoTW.



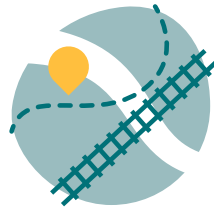
Market Housing

Approximately 1,410 market units across a full range of unit types from studio to 3+ bedrooms.



Childcare

5,200 sf childcare centre with outdoor play area for a minimum of 10 years



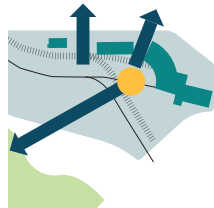
E&N Rail Trail

E&N Rail Trail completes a central cycling and pedestrian link connecting Esquimalt, Victoria West, and Songhees Point to Downtown.



Parks and Open Space

Approximately 40% of the site provided as publicly accessible parks and open space.



Historic Setting

Historic setting reinforced by links to Lime Bay and Victoria West Park



Heritage Spaces

Rehabilitation and adaptive reuse of a significant historic collection of buildings and features in a distinct setting.

Heritage spaces revitalized and activated as retail and a community hub for Songhees and Victoria West residents.

Approximately 40,000 sf of flexible retail, commercial, and amenity space incorporated.

The historic setting is reinforced by links to Lime Bay and Victoria West Park.



2.0 REZONING APPLICATION

2.1 Project Summary

This application by Focus Equities seeks to rezone the Roundhouse at Bayview Place lands located at 355 Catherine Street, 251 Esquimalt Road, and 200 & 210 Kimta Road.

This bold new vision, imagines a place where historic railyard buildings can be brought back to life within the context of a complete and vibrant community that includes viable retail and social spaces, memorable public open spaces with destination-quality character, curated rail history interpreted and infused throughout, integrated city-wide mobility infrastructure, a broad range of housing types to accommodate a more diverse resident population supported by amenities including childcare, and sustainably addressing affordability and improved access to housing.

The Roundhouse at Bayview Place is imagined as a landmark contribution to the process of city building, one of only a few prime opportunities of this scale upon which the City might achieve its policy objectives, meet the needs of a growing city, and do so with the potential of creating the next great neighbourhood within the city on par with those of any noteworthy waterfront city in the world. The Roundhouse site will be known for its breathtaking arrival experience; an iconic sight for harbour visitors and a unique addition to the Victoria's skyline.

But, as much as this vision is inspired by the potential of the site, it is also deeply rooted in the significant challenges of the site. The site under its current design guidelines is not viable. The site has stalled for nearly 10 years following the successful development of Phase One. The promised potential community benefits cannot be delivered, or its vision fully realized, until a strategy to resolve these significant barriers is adopted.

This current proposal will successfully deliver all of the aspirations and community amenities noted above, and with the addition of density on the previously underutilized portion of the site to address financial requirements and resolve current site challenges, allowing for the project to proceed.

The site is uniquely characterized with National Historic Site status, which provides the unique setting for a significant and well-defined public realm full of life in public squares and open spaces where walking, cycling, and public transit are predominant. This project incorporates restoration of 10-acres of contaminated brownfield and heritage rail buildings, adding a dynamic mix of retail, entertainment, office and other commercial uses, affordable, rental and market housing as well as visitor accommodations.

A Memorandum of Understanding (MOU) between the Roundhouse at Bayview Place developer and the Greater Victoria Housing Society (GVHS) has been signed for Bayview to provide a development site for affordable housing. This parcel will be one of the first available, and integrated within the overall Roundhouse district, providing much needed below-market housing, which will be supported by the extensive amenities that the Roundhouse project delivers.

The 10.0m wide railway corridor, referred to in this document and Amenities Plan as the Urban Greenway, is to be dedicated as a Statutory Right of Way, in favour of the City of Victoria, for the purposes of supporting a future transit corridor.

This booklet contains the primary application documentation and is intended to be read in conjunction with the companion Urban Design Guidelines, which describe and illustrate design principles to ensure the project is constructed as envisioned, and the Master Development Agreement, which sets out the development parameters including the overall sequencing of community amenity contributions. Additional technical studies are attached as Appendices to this application such as site servicing and transportation, among others.

2.2 Summary of Application Revisions

The following outlines key updates that have occurred to the Roundhouse at Bayview Place rezoning submissions since the previous submission of September 2022 and as reviewed by Committee of the Whole (CoTW) in May 2023.

Further definition of Land Use and Development Areas

Adjustments to Development Areas (DAs) have been made to reflect updates to the concept, particularly in the NW corner to retain a parcel for Esquimalt Gateway.

Clarification and Expansion of Community Amenities

A comprehensive set of diagrams and areas updated to define community amenities and benefits to each development parcel, including the sequencing of these community amenities.

Reduction in Overall Density

In response to CoTW commentary, the overall density has been reduced from 4.75 to 4.58, amounting to approximately 68,000 sf.

Increases of Affordable and Rental Housing

As per CoTW request, Affordable Housing (DA-7) has been increased by 5 floors. We have also applied GVHS's current unit mix, which has resulted in an increase of 59 (est.) homes (43%).

As per CoTW request, Rental Housing (DA-8) has been increased by 6 floors, which has resulted in an increase of 94 (est.) homes (60%).

Re-allocation of Density

In response to the CoTW request to increase Affordable and Rental housing, in doing so density allocation has shifted from market residential to support this increase, while matching an overall reduction in density. In addition, a minimum of 483 m² (5200 sf) has been re-allocated to Childcare use.

Clarification of Density Allocation Across Site

As with other contemporary CD-zoned sites, the zoning is intended to allow for limited flexibility in distribution of density between development cells located across the site (conditions to be outlined in the MDA and to be confirmed at Development Permit stage). The density allocations identified in this rezoning application for each development area are based on the concept massing and layout as prepared in support of this application, and are subject to change at time of each Development Permit and Subdivision. **Please note that this application does not exceed a density of 4.8 FSR or 32 floors as indicated to CALUC in August 2021.**

Adjustments to Massing

In response to CoTW comments and subsequent discussions with Administration, some building heights have been increased but based on smaller floorplates achieving more slender towers, and one tall tower (DA-9) has been reduced significantly from 23 floors to 10 floors.

Adjustment to DA-9 Design

Based on discussions with the City's Heritage Planning Department, a 10-storey building envelope has been defined for DA-9, within which a maximum 650sqm floorplate can be determined at the time of Development Permit. The Concept Plan included in the Rezoning illustrates one potential outcome for the development of this site. This 10-storey envelope is a reduction of 13 floors from the Sept 2022 submission.

Adjustments to Railway Corridor

The proposed realignment of the railway through the site is supported by the Island Corridor Foundation (ICF). The realignment has also been considered for suitability as a future transit corridor, with a technical study (provided separately to City Administration) identifying the suitability of the proposed corridor and building setbacks. Options for future use are illustrated in this submission to provide further clarity.

2.3 Issue Resolution

2.3.1 Summary of Changes

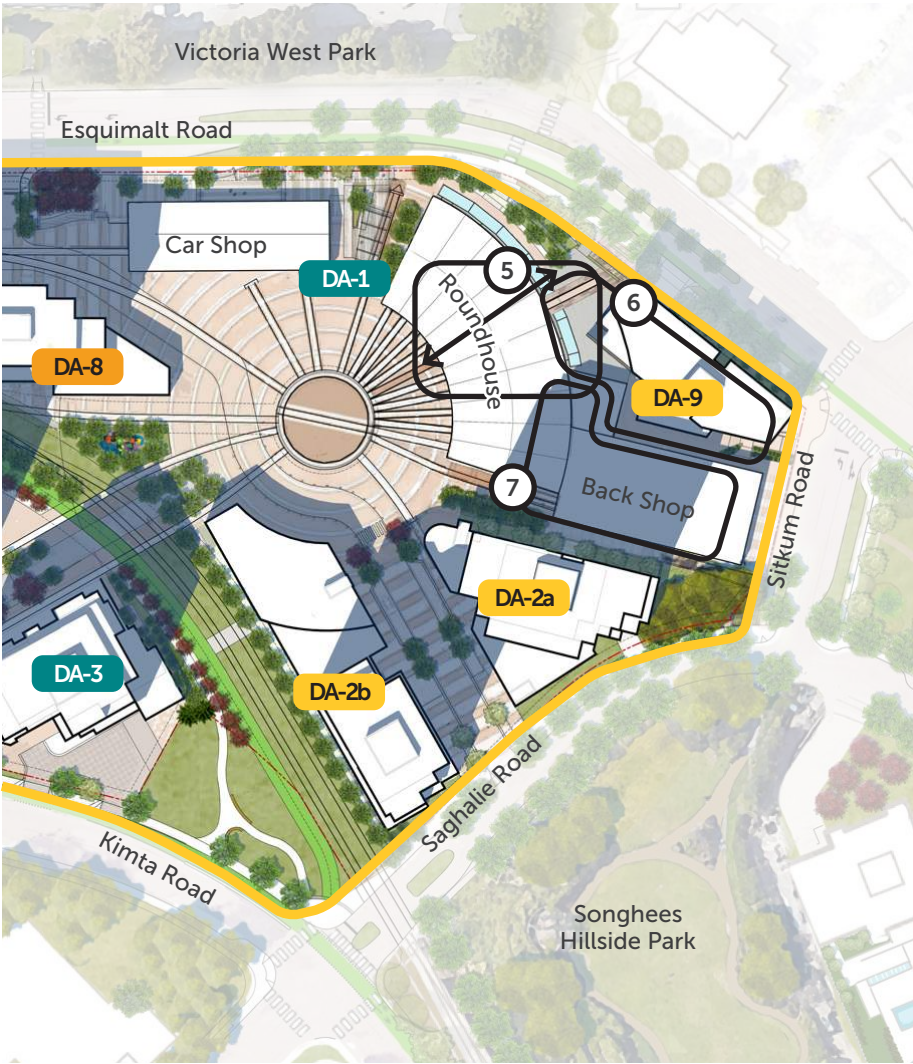
#	Parcel(s)	Revisions (since May 2023 CoTW)
1	DA-7 / DA-1 Area	- Height increased from 18 to 23 floors at request of CoTW to add more floors of affordable housing - Additional height supports approximately 215 units based on GVHS current program, a 43% increase - Program anticipates incorporating Childcare within the affordable housing building, as a preferred location - West portion of parcel retained for potential rail heritage structure and commercial use (separate parcel)
2	Urban Greenway	- Confirmation that corridor is able to support potential future rail transit - Potential corridor configurations are presented in Section 7.6.2 (Part 4)
3	DA-6 / DA-5 / DA-4	- Reconfiguration of buildings and open space to achieve better tower placements, tower to podium step-backs, and reduced tower floorplates - Heights reduced to increase stepped interface to Catherine Street: - DA-6: 26 to 18 floors - DA-5: 30 to 29 floors - DA-4 identified as most suitable location for a building at 32 floors - DA-4 and DA-6 podium 'legs' can be attached to towers or as standalone buildings
4	DA-8	- Height increased from 18 to 24 floors at request of CoTW to achieve additional rental housing - Additional height, combined with a re-allocation of other uses, supports approximately 245 Rental units, a 60% increase.

NOTE: All numbers and calculations are approximate only and subject to change. See disclaimer on page iii.



Legend

— Roundhouse at Bayview Place Site



Legend

Roundhouse at Bayview Place Site

#	Parcel(s)	Revisions
5	Roundhouse	Potential for rear of Roundhouse to open up for pedestrian flow through the building to plaza
6	DA-9	- Revised massing options - Previous DA-9 was a Tower of 23 floors. This tower has been significantly lowered from a 23 floor tower to a mid-rise at a maximum 10 floors
7	Back Shop	- Plan for parking below Back Shop and Boiler House to be determined at DP stage - Reinstate Boiler House as Heritage Building to be preserved and rehabilitated

NOTE: All numbers and calculations are approximate only and subject to change. See disclaimer on page iii.

2.4 Revision Summary

2.4.1 'Bubble Plan'

The following elements reflect the primary adjustments and revisions to the concept plan that have been made since the Committee of the Whole date of May 4, 2023.

1 Building Heights Adjustments

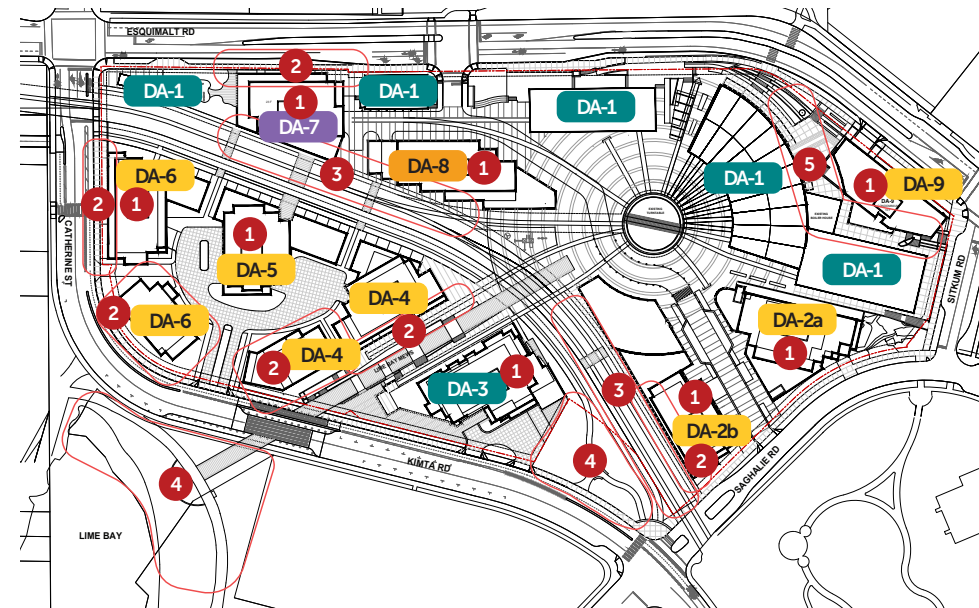
- In response to Council's request for additional Affordable and Rental Housing, additional floors have been added to DA-7 (+ 5 floors) and DA-8 (+6 floors).
- In response to discussions with City Administration, DA-9 has been significantly reduced from 23 floors to 10 floors, effectively removing one tower form from the site.
- In response to discussion with City Administration, DA-6 has been reduced by 6 floors in height to reduce the interface difference in height to buildings west of Catherine St.
- In order to achieve the above adjustments, additional height has been added to a select number of buildings (DA-5, DA-4, DA-2).

2 Massing Adjustments

- In response to discussions with City Administration several buildings in specific locations now reflect a step-back of the tower above the podium to provide a break in the massing (DA-6, DA-7, DA-4, DA-2).
- Spacing between towers has been refined to ensure a minimum spacing distance of 20.0m.
- Portions of the DA-4 and DA-6 podiums are now illustrated as separate buildings to the main tower and podium base. This has been shown as one outcome that reduces the perceived massing of the overall development on each of these parcels. While this is shown as one potential outcome, this does not preclude that this portion of the development could be attached to the primary buildings on these parcels.

3 Railway to Development Interface

- Based on discussions with City Administration, further technical analysis has been undertaken to confirm a suitable development setback from the rail corridor. Options for how this interface might be realized are provided in this submission.



4 Off-Site Park Space Improvements

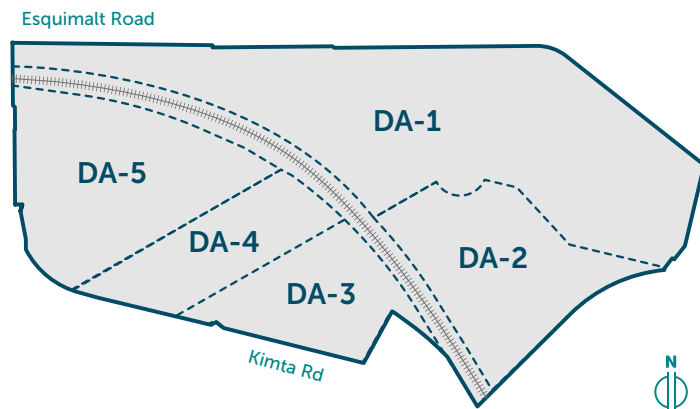
- Based on discussions with City Administration, all details related to the potential future improvements to off-site park spaces (part of the Amenity Area Improvements within this application) have been removed.
- Design of these park spaces will be determined with the associated Development Permit applications.

5 Heritage to Development Interface Adjustments

- Options for a DA-9 building have been revised in consultation with Heritage Planning Department to achieve desired interface outcomes between the proposed building and heritage buildings.
- A 10-floor building envelope has been confirmed for a building on the DA-9 parcel, with design details to be determined at time of Development Permit.
- Option to add underground parking below the Back House and Boiler House has been identified as a redevelopment opportunity in conjunction with rehabilitation of these buildings, subject to detailed investigation and approval at the Development Permit stage.

2.4.2 Rezoning Application

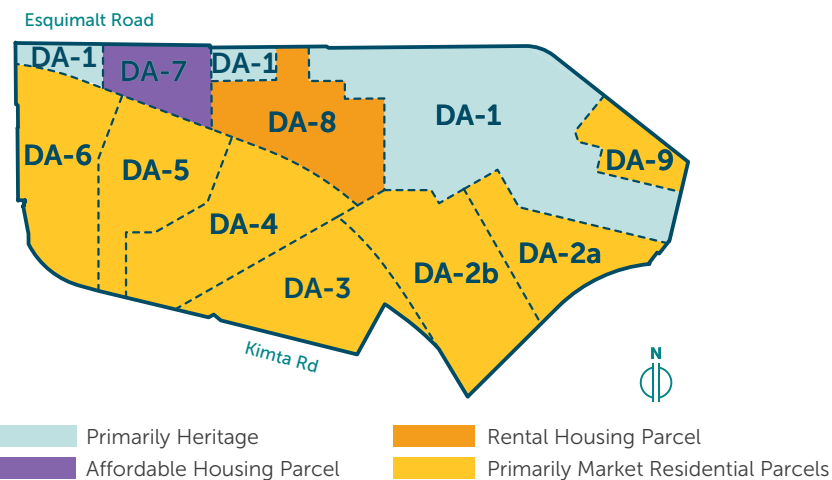
CD-12 Land Use Zone (Current)



CD-12 Zoning Limitation

Overall:	Maximum non-residential uses: 9,180 m ² (98,813 sf) Maximum Floor Space Ratio: 2.0			
	Maximum Floor Area (sf)			Max Height (m)
	Condo/Hotel/Rental	Non-Residential	Amenity/Other	
DA-1	-	53,820 sf	-	19 m
DA-2	156,077 sf	-	23,681 sf	76 m
DA-3	204,514 sf	8,611 sf	-	88 m
DA-4	161,459 sf	12,701 sf	-	66 m
DA-5	182,986 sf	-	-	52 m

Proposed Land Use Zone



Proposed Zoning Limitation / Conceptual Distribution of Density

Overall:	Maximum non-residential uses: n/a Maximum Floor Space Ratio: 4.58		
	Maximum Floor Area (sf)		Max Height (floors / m)
	Residential/ Accommodation/ Building Amenity	Non-Residential	
DA-1 [†]	-	40,900	19 m
DA-2a	237,250	3,350	29 / 106.0m
DA-2b	233,360	5,640	27 / 97.0m
DA-3	205,190	8,610	25 / 88.0m
DA-4	260,100	3,500	32 / 112.0m
DA-5	215,000	-	29 / 103.5m
DA-6	165,600	-	18 / 68.0m
DA-7 [†]	170,750	4,000	23 / 85.5m
DA-8	208,200	4,000	24 / 88.5m
DA-9	70,800	-	10 / 48.0m

[†] Heritage Buildings

[†] Below-Market Rental including Childcare

NOTE: All numbers and calculations are approximate only and subject to change. See disclaimer on page iii.

2.4.3 Heritage Building Rehabilitation Sequencing

The rehabilitation of heritage buildings and assets is a multi-factor process that is dependent on several other on-site redevelopment activities.

The site remediation and clean-up works are a primary determinant in the scheduling of this rehabilitation work, as the forecourt areas of the heritage buildings are to be excavated as part of the site remediation works, and reinstated to grade, at which time building rehabilitation can commence.

In order to ensure that the rehabilitation works are not the last development activities on the site, Focus Equities has committed to scheduling a staged program for rehabilitation that ensures that works on all heritage buildings are to be underway prior to a Building Permit being issued for DAs 4-6 inclusive. These remaining sites represent approximately 30% of the overall density of the application area, which represents a significant commitment and incentive to initiate rehabilitation of these heritage resources.

In addition the rehabilitation of the Stores Building is to commence in conjunction with the development of DA-8.

Additional information for sequencing can be found in **Section 10.0**. Details as to the conditions of sequencing of works related to these heritage resources is to be outlined in the Master Development Agreement (MDA).

2.4.4 Height and Density

Building heights have been adjusted across almost all proposed buildings. Density has been reduced from 4.75 to 4.58, amounting to a reduction of 68,000 sf. The primary changes include:

- A 23 floor tower on DA-9 has been replaced with a 10 floor mid-rise.
- Lower buildings at the west edge of the site to better interface to the surrounding neighbourhood.
- Sculpt building heights and reduce tower floorplates within the site to optimize sun exposure into the key public spaces.

The overall density (4.58 FSR) on the site is indicatively defined on a site by site basis that matches with the illustrated concept plan and 3D massing demonstrated through out the rezoning application.

While the density distribution is demonstrated site by site (see Section 7.1.2 Building Heights, Floorplates Unit, and Density Distribution), the intent is for a limited percentage of floating density that will allow for some flexibility at the development permit stage to adopt to more detailed site and building conditions. The details of the floating density provision will be confirmed in the MDA.

A specific minimum floor space allocation on 483m² (5,200 SF) for Childcare use has been identified. This floor space is within the 4.58 FSR, and can be applied in whole or in part for any number of childcare providers as part of any of the development parcels. Details are to be confirmed in the MDA.

Additional information related to the height and density of this application can be found in **Section 7.1**.

2.5 Project Summary to Date

Date	2008	Jan 2020	May 2021	Dec 2021	Jun 2022	Sep 2022	Sep 2023
Application Type	Zoning	Rezoning Application	Full Rezoning Submission	Revised Rezoning Submission	Full Rezoning Resubmission	Final Rezoning Submission	Revised Full Rezoning Submission
Outcome	Current Approval (CD-12 Land Use)	Vision 2020 Document	Fully Circulated at City Hall TRG Comments Received	Not Circulated (Limited Comments Received)	Renewed Comprehensive Plan for Entire Site	Renewed Comprehensive Plan for Entire Site	
Application Highlights	2.0 FSR - Most Buildings on Southern Portion of Site		Focused New Density on Northern Portion of Site	Affordable Housing Added	Heights & Density Reduced		
General Parameters	Max. 2.00 FSR / ~80,000 sf Max. ~25 Floors	5.95 FSR / ~2.3 million sf	4.73 FSR / ~1.9 million sf Up to 30 Floors	5.25 FSR / ~2.1 million sf Up to 32 Floors	4.75 FSR / ~1.9 million sf Max. 29 Floors	4.75 FSR / ~1.9 million sf Max. 29 Floors	4.58 FSR [†] / ~1.84 million sf Up to 32 Floors
Notes	Initial zoning was approved based on very different site development parameters and environmental constraints	- Rezoning application submitted - Vision 2020 document marked start of formal application process - Several subsequent collaborations, community input, technical analysis, and iterations were prepared over the following year	- Following substantial reworking, a full rezoning application was submitted - Rezoning focused new development on the northern portion of the site - Application was followed by CALUC engagement, Advisory Design Panel and Heritage Advisory Panel reviews - Full TRG commentary provided	Aug 2021 - CALUC: Concept was represented at 4.80 FSR and 32 Floors Dec 2021 - A revision to the concept was shared with Planning for commentary in response to TRG commentary - Revised concept added a site for Affordable Housing and responded to Heritage Advisory Panel comments	- Full resubmission of the Rezoning Application incorporating revisions in response to CALUC, Heritage Advisory Panel, and Administrative comments - Prepared to support Committee of the Whole and Public Hearing - Prepared with input from ongoing community engagement	Considered by City Council at Committee of the Whole May 04, 2023.	- Prepared to support May 04, 2023 Committee of the Whole comments - Prepared with input and comments from City Administration

NOTE: [†] 4.58 FSR is the proposed zoning limitation | All numbers and calculations are approximate only and subject to change. See disclaimer on page iii.

2.6 Community Engagement

2.6.1 Engagement Objectives

To ensure project success, the engagement program strives to:

- Maintain and foster strong relationships.
- Generate thoughtful dialogue with the Victoria West Community and broader public through an accessible and inclusive program.
- Integrate community vision and values into the design.
- Implement a transparent communications approach, informing and gathering feedback from stakeholders throughout the application process.
- Consult closely with the Victoria West Land Use Committee.
- Adjust online and virtual engagement strategies during COVID-19.

2.6.2 Engagement Timeline

The first engagement opportunities were held as the project team was re-imagining the Master Plan. The team asked stakeholders to share their hopes for Roundhouse at Bayview Place. The input gathered helped the project team imagine possibilities for the site and confirmed the renewed direction of the Master Plan. Stakeholders expressed enthusiasm for the possible site uses and integration with the surrounding community, with many suggestions provided on how to create high-impact public spaces.

In February 2020, the project team formed a Community Advisory Committee (CAC) to provide input and feedback on the Roundhouse at Bayview Place Master Plan. This committee is composed of volunteers representing the below groups:

- Victoria West CALUC
- Victoria West Community Association
- Residents of Bayview Place
- Residents of the surrounding Songhees area
- Residents of the broader Victoria West community

Consultation has continued with the CAC and a wide range of stakeholders throughout the application process with individual and group meetings as well as open house events and site visits and tours.

2.6.3 Engagement Tactics

A variety of engagement tactics, including public open houses, in-person and digital meetings and engagement with the project's Community Advisory Committee have been held to facilitate input from community members through a comprehensive community engagement program. To ensure the community has the most recent information, the latest rezoning application materials are updated through digital and print assets available on site where the public is regularly welcomed to learn more and have their questions answered.

2.6.4 Community Engagement Program Overview



2.6.5 Recent Engagement Updates

Three large in-person events have been held with stakeholders since May 2022. These events included a presentation of the rezoning, guest speakers and facilitated Q/A sessions. More than 200 people attended each of the open house events. Many of their questions focused on how the community could show support for the development project to expedite the process of rezoning and building out the community.

2.6.6 Summary of Community Comments

Areas of Concern

- Concerns about taller buildings (general) and spurring more high rise in the future
- Need to maintain waterfront views and character of Vic West
- Plaza and cultural amenities overshadowed by towers (need a shadow study)
- Setbacks, parking, and density impacts (should be sensitive to the surrounding area)
- 4 m multi use trail too narrow (need at least 7 m)

Areas of Support

- Community waiting for additional homes and rentals
- Additional housing that supports retail and points of interest
- Well designed, livable community with open space & dog park
- Support for vertical growth (density = sustainability and homes)
- Addresses housing shortage
- Benefit (historic aspect) to all Victoria - historic recognition of important heritage structures on site



2.6.7 How We Responded (Since Sept 2022 Submission)

Building Heights and Floorplates Adjusted

- Removed floor area equivalent of 9 floors across the site
- Lowered heights along Catherine Street
- Increased definition and step-back between podium and tower to reduce the visual impact of towers in locations of greatest concern
- Significantly reduced building height at the east gateway along Esquimalt Road. = less shadowing of Victoria West Park
- Reduction in most tower floorplates to increase separation distances between buildings
- Overall density and building height at 4.58 FSR and maximum 32 floors does not exceed the 4.8 FSR and maximum 32 floors represented to CALUC

Number of Dwellings Reduced

- Number of homes has progressively been reduced following each submission as a consequence of requests for lower density. From 2,186 homes in December 2021, to 1,900 in the September 2022 submission, and now to 1,870.
- Efforts have been made to minimize the loss of units in this submission, combined with a shift to more affordable and rental homes.

Affordable Housing & Rental Housing

- Agreement (MOU) with Greater Victoria Housing Society (GVHS)
- Providing an immediately available "shovel ready" site for affordable housing
- GVHS intends to design and deliver this affordable housing
- Added 5 floors to the affordable housing building, achieving a 43% increase in the number of affordable homes*
- Added 6 floors to the rental housing building, achieving a 60% increase in the number of rental homes

* Based on GVHS current unit sizes and mix.

NOTE: All numbers and calculations are approximate only and subject to change. See disclaimer on page iii.

2.7 Additional Engagement

The project team has made a concerted effort to engage organizations that can support Roundhouse at Bayview Place in realizing the City's housing affordability strategy. These groups include:

- BC Housing
- Island Corridor Foundation
- Capital Regional District
- Royal British Columbia Museum
- BC Heritage Branch

2.7.1 Indigenous Consultation

In the spirit of reconciliation, the team has consulted with the Songhees and Esquimalt First Nations to explore ways to acknowledge Indigenous connection to the site. This shared effort has resulted in The Canoe Project, a regular event sponsored by Focus Equities. The Canoe Project brings First Nations members and Victoria West residents to the shore of Lime Bay Park and is intended to stimulate dialogue through cultural practice.

2.7.2 Community Contributions

Kenneth W. Mariash Sr. and Patricia Mariash have become contributing members of the Victoria West community, expressed through event sponsorship and charitable contributions to a number of local organizations.

Pulling Together, an annual event that brings together Public Service Agencies and Aboriginal peoples by "canoing the traditional highway, strengthening our future relations."



Canoe provided for Pulling Together, July 2020

Focus Equities provided a traditional canoe for use in Pulling Together, an annual event that brings together Public Service Agencies and Aboriginal peoples by "canoing the traditional highway, strengthening our future relations." Both the Songhees and Esquimalt First Nations will collaborate on a hull design for this canoe before it is blessed and released into the water.

2.8 Municipal Engagement

The Roundhouse at Bayview Place Master Plan has been developed in consultation with the City of Victoria through an engagement process spanning years of discussion and focused efforts between November 2019 to December 2020.

The master planning process revolved around a series of workshops held in early 2020, each focused on a major topic and culminating in the submission of a detailed master plan document in September 2020.

A preview of the master plan was shared with the City in July 2020 in advance of submitting the comprehensive application documents. Following the September

2020 submission, meetings and working sessions to review the application materials and advance refined design details have been ongoing, with key meetings to review specific topics as follows:

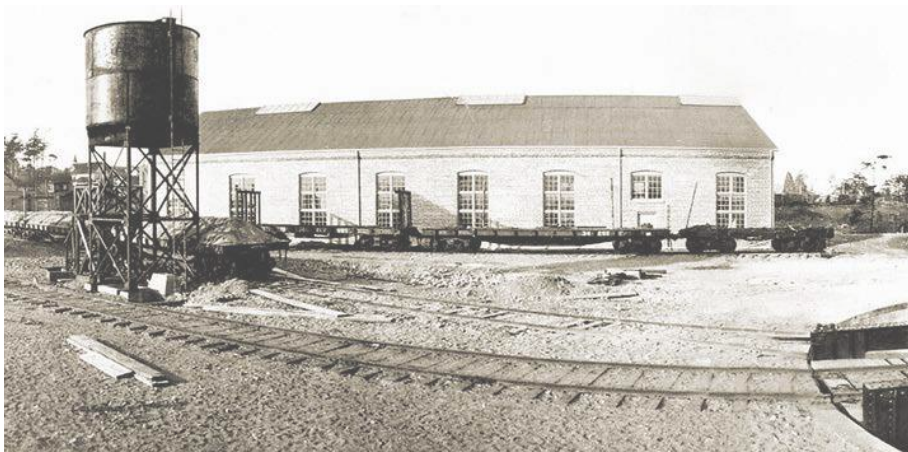
- **October 13, 2020** - Rezoning Application Review
- **November 3, 2020** - Application Overview
- **November 24, 2020** - Transportation & Servicing
- **December 15, 2020** - Urban Design, Heritage & Complete Master Plan
- **May 4, 2023** - Committee of the Whole (CoTW)

2.8.1 Municipal Engagement Timeline



2.9 ICF/Rail Corridor

Bayview has collaborated with the Island Corridor Foundation (ICF) to determine an agreed-to realignment of the railway that improves the overall developability of the site while protecting the functionality and anticipated uses of the railway, as understood at the time of this application. See Section 6.4.



ISLAND CORRIDOR FOUNDATION

Box 375 Stn A Nanaimo, BC V9R 5L3
office 250 754 7254 | fax 888 662 4197
islandrail.ca

September 1, 2022

Chris Reiter
Bayview Place/Focus Equities

Reference our conversation and meeting regarding changes to the Bayview plan. As discussed The Island Corridor Foundation approves the curvature of the rail as proposed for the Bayview property roundhouse location. Our understanding is that the proposal you submitted does not require any rail to be permanently removed. The ICF does **not** approve of the removal of any rail or any portion of existing rail infrastructure with the exception of a temporary removal for remediation.

Bayview Place and Focus Equities will be solely responsible for the cost to put all track and rail infrastructure back into operable condition.

Yours Truly,

Larry Stevenson
Chief Executive Officer
Island Corridor Foundation

3.0 SITE CONTEXT

3.1 Site Information

Civic Addresses & Legal Descriptions

355 Catherine Street

PID: 029-397-090

Legal Plan Number: EPP33936

Legal Description: Lot 2 Section 31 and District Lot 119 and part of the unencumbered part Esquimalt District and part of the Bed of the Victoria Harbour Victoria District Plan EPP33936 Except Plan EPP84866

251 Esquimalt Road

PID: 029-397-065

Legal Plan Number: EPP33936

Legal Description: Lot 1 Section 31 and District Lot 119 Esquimalt District Plan EP33936

200 & 210 Kimta Road

PID: 030-616-298

Legal Plan Number: EPP84866

Legal Description: Lot A Section 31 and District Lot 119 and part of the unencumbered part of Esquimalt District and part of the Bed of Victoria Harbour Victoria District Plan EPP84866

Site Size & Area (3 Parcels)

Three legal lots of irregular shape totaling ± 3.73 ha (± 9.22 ac) of land with a perimeter of ± 871 m.

Site Interface

Esquimalt Road (north), Saghalie Road (southeast), Kimta Road (southwest), and Catherine Street (west)

Existing Zoning

CD-12 Roundhouse District (Part 12.12)

Urban Core, as identified in the OCP, consists of the highest density and greatest mix of uses in the city, including civic and institutional facilities of regional and provincial importance, primary retail, entertainment, office and other commercial uses, high-rise multi-unit residential apartment and office buildings, visitor accommodation and services, and intensive employment, marine-oriented industrial and transportation uses. The Urban Core is served by rapid and frequent transit, local circulating transit, and inter-regional rail, air, marine and bus transport, characterized by a well-defined public realm with wide sidewalks, public squares and open spaces, regularly spaced tree planting, and buildings set close to the street frontage, where walking, cycling, and public transit are preferred travel modes.



The Urban Core consists of six mixed-use sub-designations. Bayview is sited entirely within the Core Songhees Urban District (Urban Core).

3.2 Existing Context

Roundhouse at Bayview Place reflects the evolution of Victoria West, a neighbourhood whose identity is shifting from one of industrialization to urban neighbourhood.

Victoria West

Formerly distinguished by its strong industrial character, the Songhees Peninsula of Victoria West is becoming increasingly residential with new medium- and high-density developments realized in the form of Bayview Place Hillside, Dockside Green, the Railyards Development, and the future redevelopment of Tyee Housing Co-op. Roundhouse at Bayview Place is part of this evolution. Previously a hub of rail activity, the new concept plan envisions a contemporary mix of residential and commercial uses enlivened by an active public realm.

Victoria West has proven an increasingly popular place to live and work for a variety of reasons. The area offers a direct route east across the Johnson Street Bridge to downtown Victoria, the city's employment heart, and the wider region. Victoria West is also well-served by open space and boasts an above-average supply of parkland per resident. For the Roundhouse site, Lime Bay Park provides access to the waterfront and Songhees Point, while Victoria West Park, the neighbourhood's largest, is located just north of the site.

However, cultural amenities are largely concentrated in the downtown core. Development of Roundhouse at Bayview Place offers an opportunity to increase the number of public benefits unique to this neighbourhood by re-purposing the site's historic assets, complemented by an architecturally-distinct cultural centre. This mix of cultural assets will create a unique destination outside of downtown Victoria and define the central heart of Victoria West.

Victoria West Open Space

Victoria West Park sits directly north of Bayview Place and includes a skate park, lawn bowling, basketball court, and baseball field. To the west, Bayview Place Hillside provides multiple open space opportunities including the off-leash dog area at Songhees Hillside Park, while Lime Bay Park connects the community to waterfront walking trails and green spaces.

Bayview Place Phase One

Bayview Place Hillside contains approximately 680,000 SF of residential and senior housing just east of Roundhouse at Bayview Place. Building heights range from 5 to 21 storeys.

Dockside Green

Dockside Green is a mixed-use development on the eastern point of the Victoria West Peninsula. The approximately 800,000 SF project will be predominantly residential with some office development on the north end of the site.

Railyards Development

Railyards is a residential development north of the Bay Street Bridge. The approximately 550,000 SF project consists largely of residential low-rise and townhouse building typologies.

Downtown Victoria

Bayview Place is within a 10 minute walk of Victoria's downtown core and Central Business District, which accommodates the majority of the City's high-density development, employment opportunities, and regional amenities.

Innovation District

The Innovation District, located at Rock Bay, is imagined as a "global facing" hub of cross-sector collaboration and an area that will "attract companies that anticipate and solve the problems of the 22nd century."

Multi-modal Transportation Connections

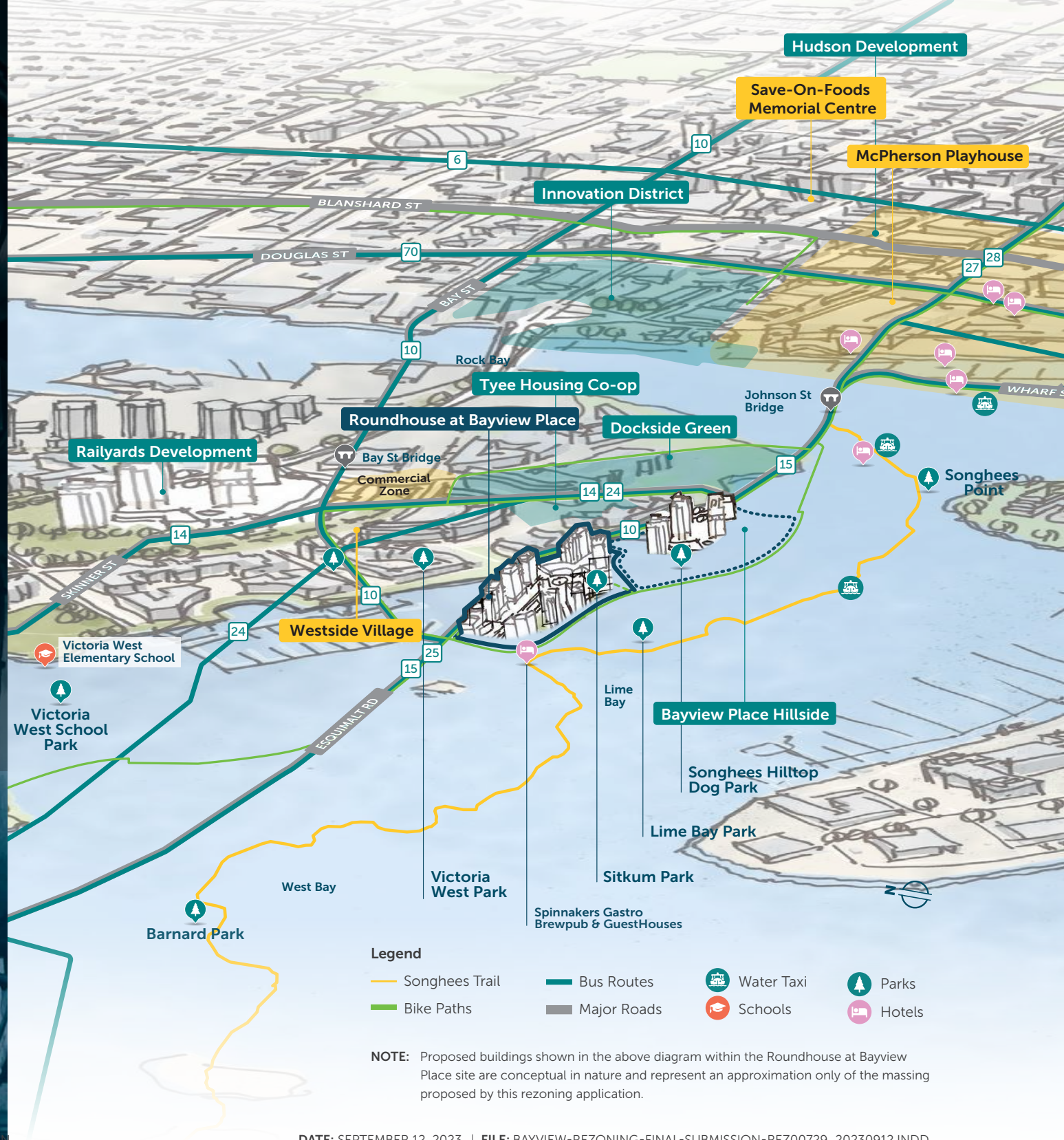
Esquimalt Road, Kimta Road, E&N Trail, and Songhees Trail connect Bayview Place to Victoria's Downtown core and the rest of Victoria.

3.3 Location and Scale

Situated along the central spine of the Songhees Peninsula, Roundhouse at Bayview Place provides an opportunity to complete the buildout of Victoria's urban core while also creating a new destination in Victoria West.

Roundhouse at Bayview Place presents a rare opportunity to develop a complete, highly-livable community within walking distance from the City's historic downtown.

This iconic location is for many the first they see of Victoria, whether they arrive by boat or by plane. With stunning views of the Inner Harbour and Legislature Buildings, Roundhouse at Bayview Place is a gateway to everything the city has to offer.





-  Bayview Boundary
-  Roundhouse at Bayview Place Site

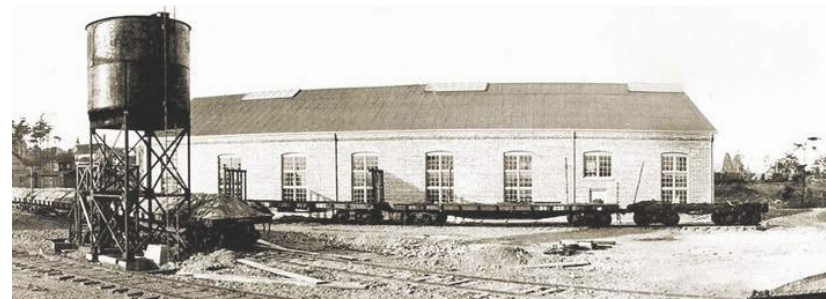
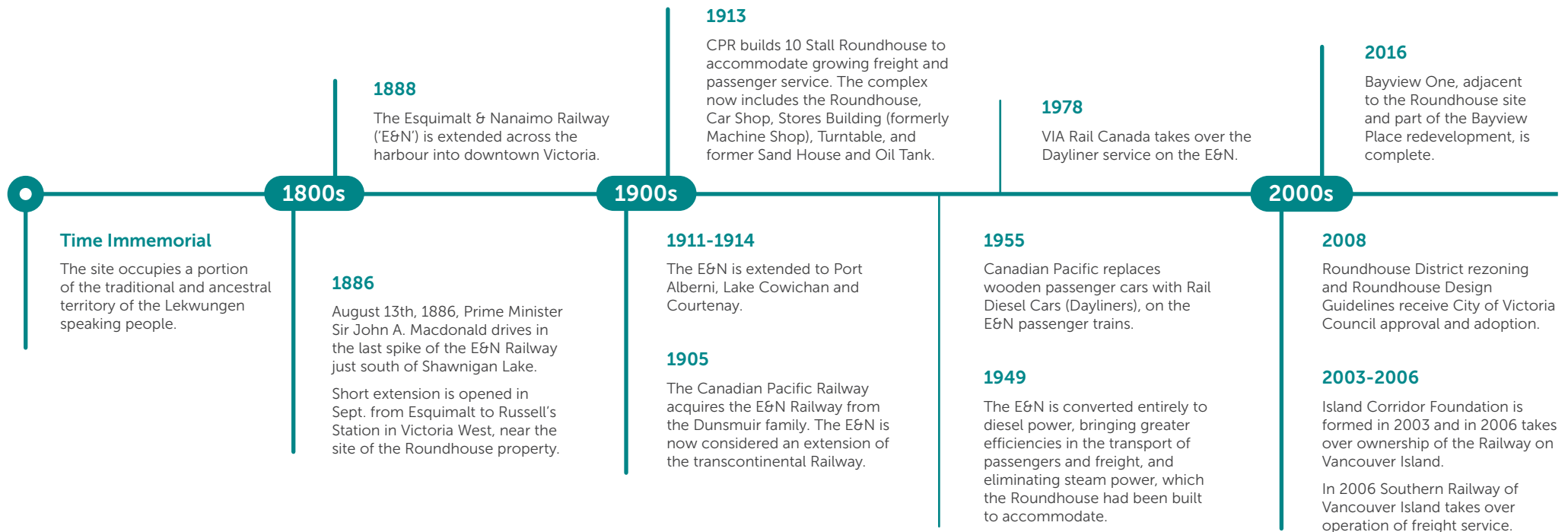
The Bayview Masterplan, including the existing hilltop development and Songhees Hillside Park and the proposed Roundhouse site, encompasses an area over 20 acres. The plan above illustrates the scale of this community investment overlaid on downtown Victoria.

Stretching from Pandora Ave to Humbolt St, and Wharf St to Broad St, this represents an area that captures the majority of downtown Victoria.

While Bayview is a significant masterplan area, over 40% of the current application area will be dedicated as public open space - plazas and green space open to the public at all times.

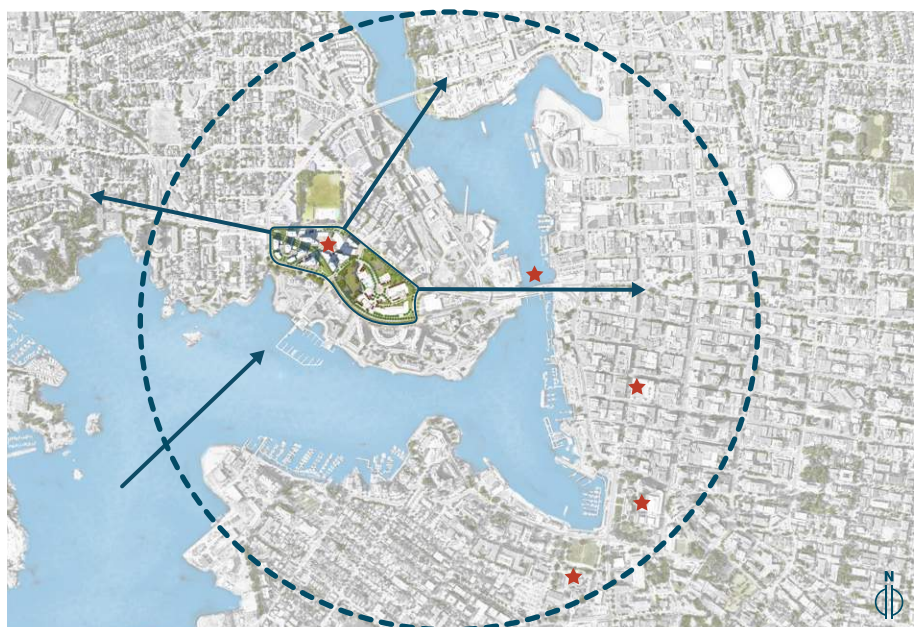
3.3.1 Site History

A brief modern history of the Roundhouse site.



3.3.2 Site Opportunity and Role

The Bayview Place site presents a strategic opportunity to impact and play a significant role at variety of scales, city-wide, neighbourhood-wide, and site-wide. The original 20-acre site has already delivered the new residential community, Bayview Place Hillside, along with associated streetscape improvements, dedication of public parks and open space and other amenities that have transformed the former industrial site. The remaining western half of this site presents an opportunity to deliver a broader range of public benefits including addressing the city's need for a more diverse range of housing, while creating a vibrant, mixed-use heart to Victoria West, centrally located and at the junction of mobility networks and connections to downtown and surrounding communities.



City-wide Impacts

- One of only a few major undeveloped sites of significant scale and size.
- The opportunity to implement smart-growth principles, complete, walkable, central and connected.
- An opportunity to address housing diversity and affordability.
- Opportunity to remediate the site and create a more complete and sustainable community.
- Aspiration to create a unique neighbourhood with heritage values and character.



Neighbourhood-wide Impacts

- Centrally located within Victoria West, a vision for a publicly accessible focal point to the surrounding community.
- A broad mix of uses including neighbourhood retail, amenities, public, cultural and heritage, and a diverse range of housing options including market rental.
- Extensive public realm, plazas, pedestrian mews, landscaped open space, linear park, multi-use trail, linked to the existing surrounding network of public and park spaces.
- Establish an urban core to Victoria West.

Roundhouse Site

Mixed-use precinct with a range of housing types including market rental in podium-tower forms, with neighbourhood retail and public uses at grade.

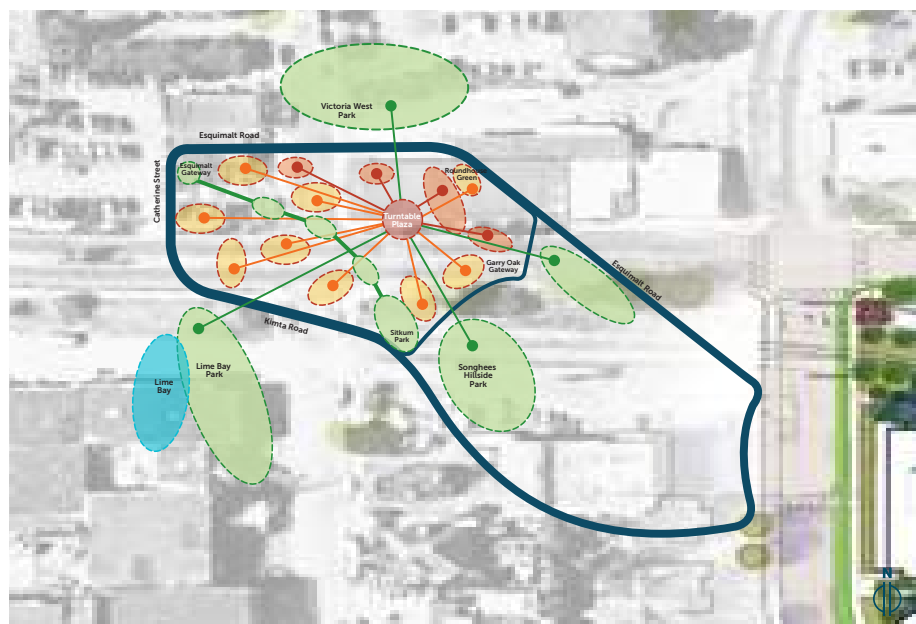
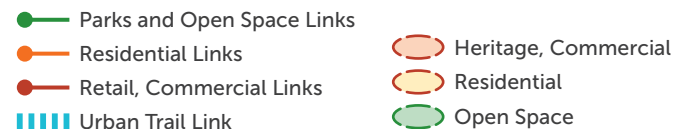
The urban character is vibrant and urban within a setting of restored historic rail buildings, industrial character, and richly enhanced public realm achieved through the urban design and building form.



Bayview Place

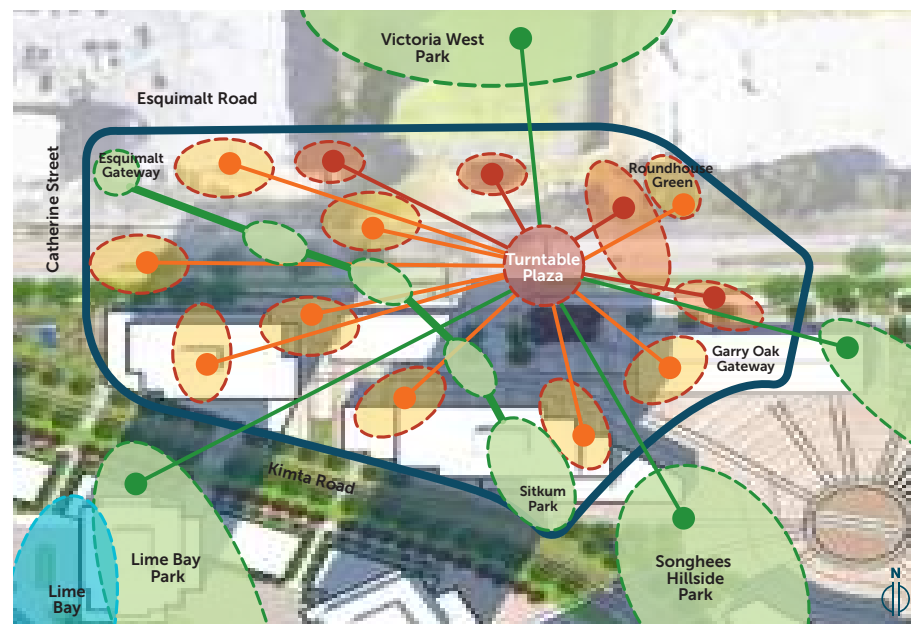
Residential precinct with a range of market housing types including tower forms, grade-oriented townhouses, and multi-level senior living.

The urban character is primarily residential within a setting of richly landscaped private and public open space and parks, achieved through the relatively low site coverage associated with tower forms.



Bayview Place - Phase 1

- Roundhouse at Bayview Place forms the western half of the original 20-acre site and is to be understood in the context of how it complements the existing completed eastern half, Bayview Place Hillside.
- Bayview Place concentrated the residential footprint to deliver a significant amount of park and public open space as an amenity for the whole community.
- Bayview Place, has similar or lower density than the surrounding mid-rise neighbourhoods, and lower site coverage resulting in a much higher percentage of open space.
- Bayview Place began the transformation of the former industrial lands into a safe and desirable residential environment that has enhanced the whole community.



Roundhouse at Bayview Place - Phase 2

- The Roundhouse at Bayview Place master plan proposes a vibrant mixed-use core focused on the existing turntable and restored historic rail buildings as the primary public open space and central node.
- New buildings on site are located toward the ends and perimeter to retain legibility of historic buildings and establish a heritage character to the site and surrounding public street.
- Infill residential buildings will create a vibrant village atmosphere, organized around formal open spaces that form a green network of public and park spaces.
- The site is deeply connected to its context with pedestrian linkages to surrounding parks, and multi-modal mobility linkages to the city's urban trail and bike network.

3.3.3 Existing Site



4.0 BIG IDEAS

4.1 Heritage Rehabilitation & Activation

4.1.1 Restore and Activate



Conservation

Conservation is an overarching goal that is achieved through:

- Protecting existing character-defining resources
- Activating the site with relevant uses
- Building compatible and sensitive new construction
- Interpreting lost resources and intangible values

Conserving the railyard as a legible whole is paramount.



Rehabilitation

Rehabilitation Work:

- Buildings were weather protected and stabilized to limit further decline
- Developer continues to commit to rehabilitating the underutilized structures and site to create a vibrant urban community
- Rehabilitation is a climate and community-positive solution
- Cost of rehabilitation is primarily funded by development revenues



Adaptation

Adaptation is reuse of rehabilitated structures and site, responsive new construction, and new programming.

- Leverage the historic site and structures to create a relevant space suitable for tomorrow's community
- The rehabilitated site and surrounding new construction will be legible as a cohesive whole
- Historic structures will form the defining pieces of the development



Activation

Successful activation is key to conservation.

- A thriving rehabilitated historic place is a celebration of its character-defining elements and budding contemporary purpose
- Interpretation of lost resources and intangible values animate the greater story of the past and connecting it to the updated site



How This Development Makes This Possible

People = Activity

- Development going forward facilitates heritage rehabilitation
- This project has to go forward in order for the rehabilitation to take place
- Development of the site will be staged
- Rehabilitation of the buildings and plaza needs to fit this staging

4.1.2 Heritage Rehabilitation & Integration

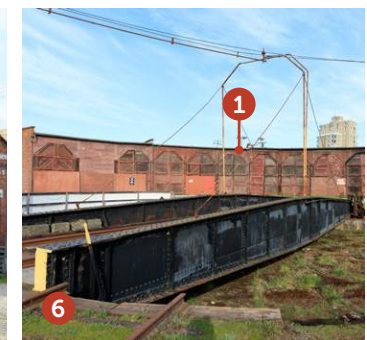
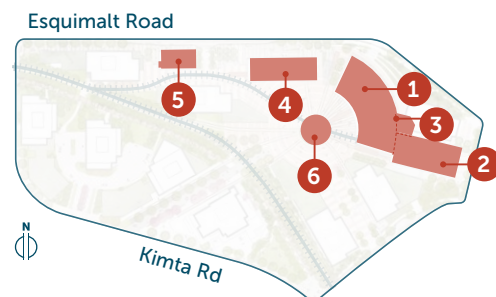
Roundhouse at Bayview Place will blend contemporary expression with newly revitalized historic buildings, ensuring new buildings complement, rather than imitate, the forms of the Roundhouse complex.

Heritage Components

The heritage structures that compose the Roundhouse complex will serve as the neighbourhood's centerpiece. Contemporary building forms with a mixture of residential and commercial uses will be placed alongside these structures, the juxtaposition of differing typologies creating a dialogue between past and present, while ensuring the complex is made active.

The following structures within the Roundhouse site are identified as individual heritage assets:

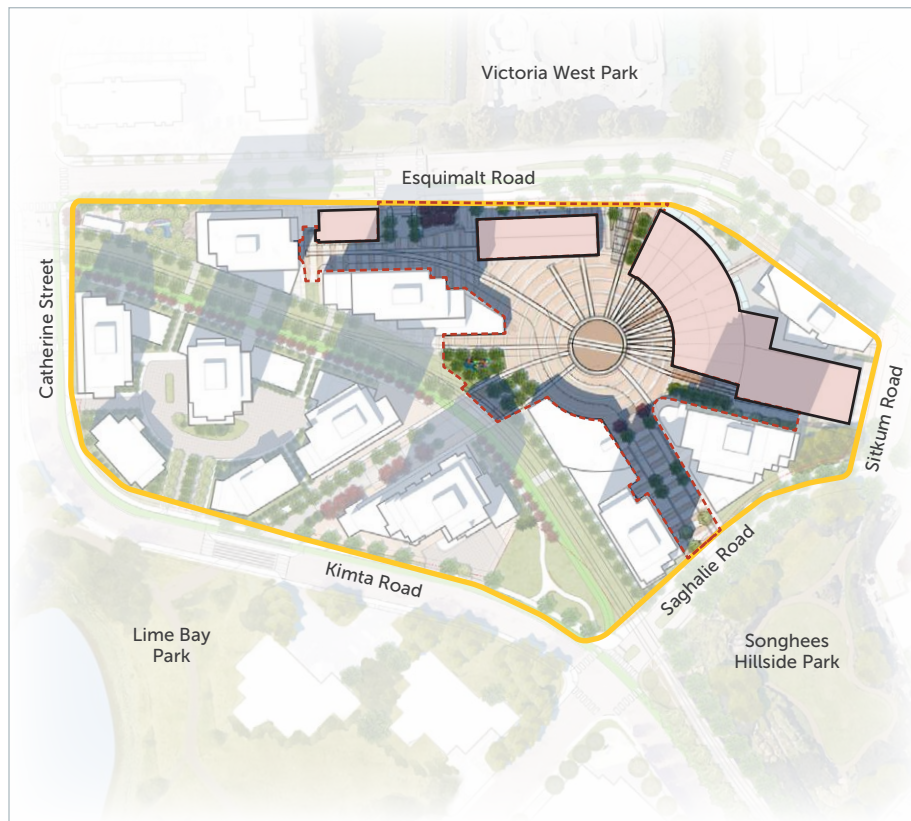
- 1 Roundhouse
- 2 Back Shop (attached to the Roundhouse)
- 3 Boiler House (attached to the Roundhouse)
- 4 Car Shop
- 5 Stores Building
- 6 Turntable



These buildings have concrete foundations, brick exterior walls, heavy-timber structural frames, and wood roofs. The structures and the larger site retain integrity. However, the physical fabric has experienced considerable deterioration due to weather and disuse. In 2008, Focus Equities made a significant investment in repairs and structural reinforcement, ensuring the buildings are no longer at risk of collapse.

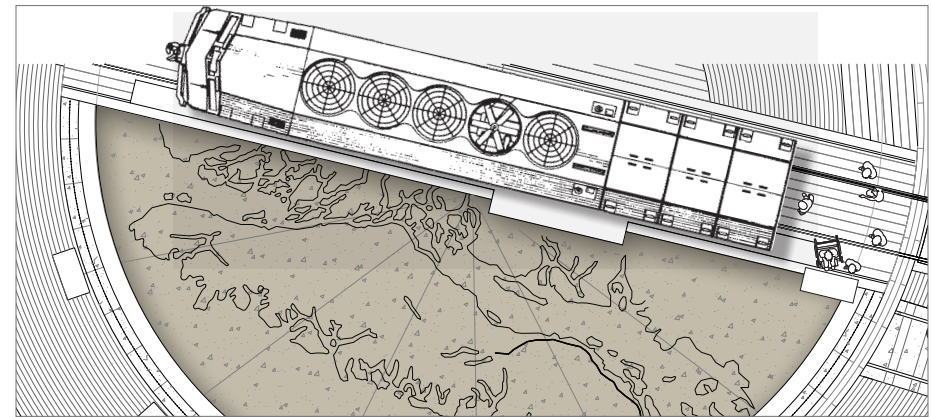
4.1.3 Legible Collection of Heritage Assets

The historic railyard, as a legible collection of built features, is proposed to be conserved at the heart of the site. These assets are protected as an integral collection, in their original setting and position, visually linked, as a historic district protecting the historic value of the place.

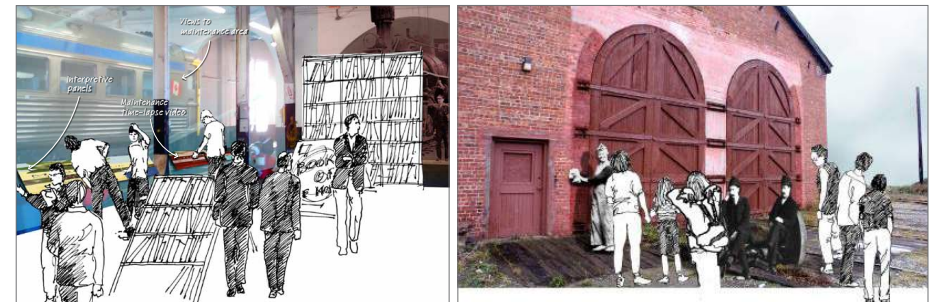


4.1.4 Heritage Interpretation

Integration of historic elements including railway tracks, artifacts, and heritage railway rolling stock will be incorporated throughout the landscape to highlight and support the heritage resources of the development.



The Turntable Plaza, including Timeline Signs, conveys stories about the role of the railway in Vancouver Island's early development as well as the operation of the turntable.



Large-scale murals/banners, views and interpretations of ongoing maintenance in the Back Shop animate the space, bringing to life the original function of each building and personal stories of those who worked there.

4.2 Site Restoration

Formerly an active railyard, Roundhouse at Bayview Place possesses varying degrees of contamination and is today not a viable site for residential or community amenity uses.

A remediation strategy has been proposed to restore the site once again to useful community purposes, including residential, shops and services, and a range of public amenity spaces.

This restoration involves the excavating and reburying the majority of contaminated material in an on-site “dig and bury” location that will be capped.

This site restoration allows for a major missing piece within the Vic West community to be made whole, bringing significant investment, activation via new households, and vibrant activity with a range of social, economic, and environmental benefits.

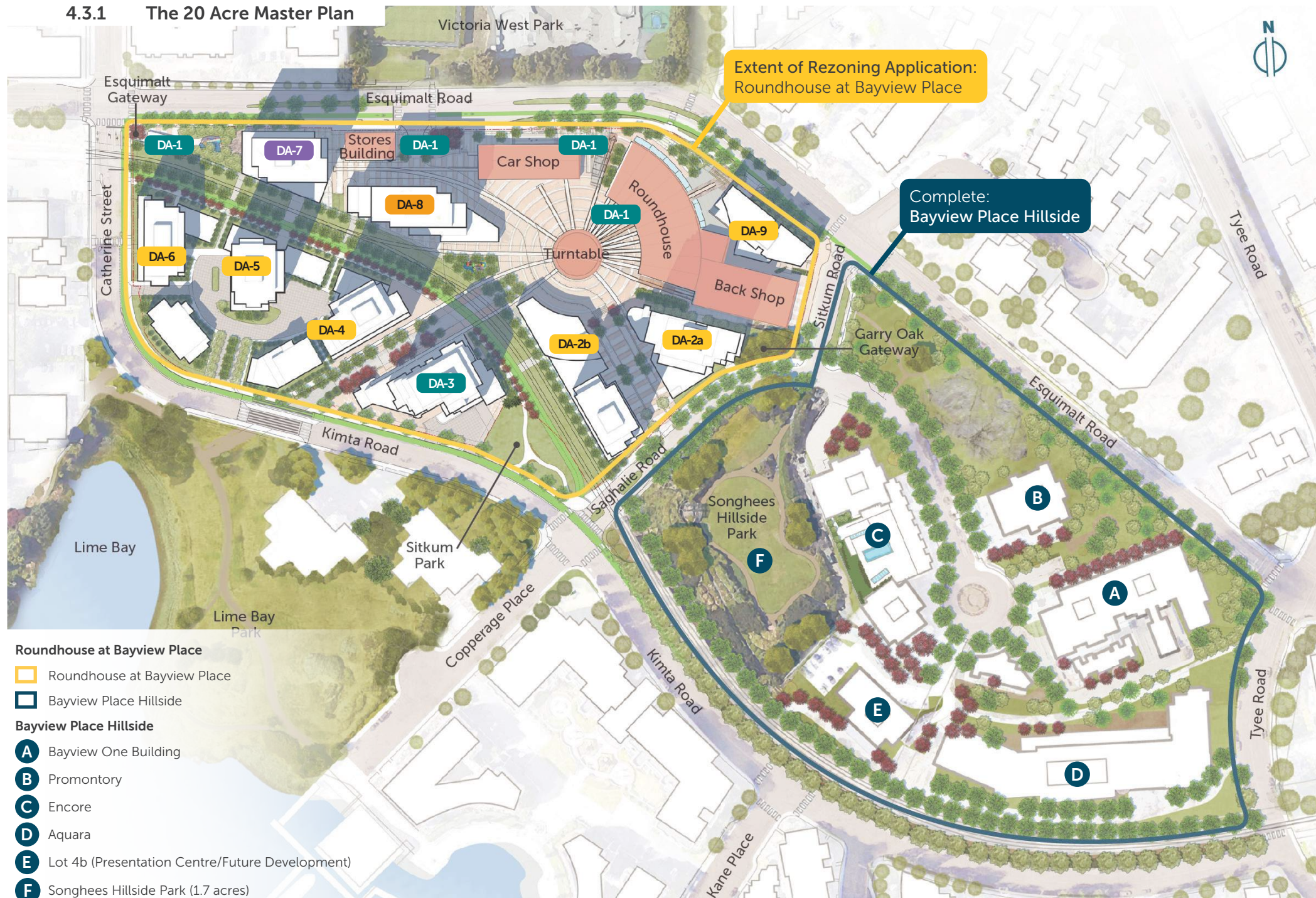
4.3 Continuing the Story

Formerly vacant land, Bayview Place has succeeded in creating a vibrant and active community—Roundhouse at Bayview Place aspires to continue building on this success.

Bayview Place is a 20-acre master planned residential community overlooking Victoria Harbour. The first phase of development, the 10-acre hilltop community of Bayview Place Hillside, is comprised of three elegant residential towers that pay homage to the industrial heritage of Victoria West through their modern brick and glass facades.

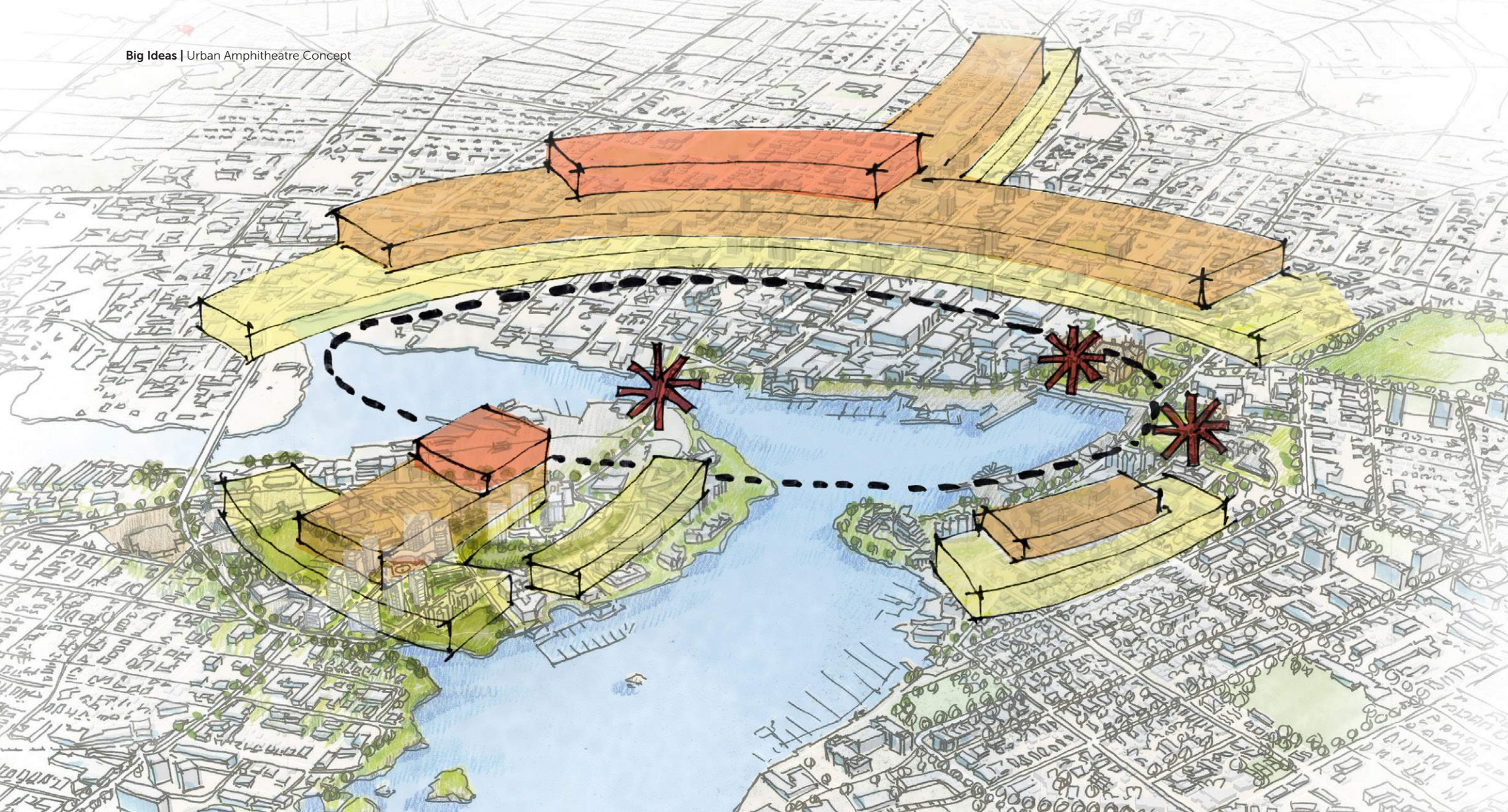
Formerly vacant land, this development has succeeded in creating a vibrant and active community through provision of a well-used network of amenities, including the Songhees Hilltop Dog Park, Sitkum Park and meandering walking paths.

4.3.1 The 20 Acre Master Plan



4.3.2 Community Linkages and Connections





4.4 Urban Amphitheatre Concept

The urban amphitheatre concept builds on the geographic and historic urban setting of the Downtown Core Area by promoting a general urban form in the shape of an amphitheatre. Stepping up from Victoria's open harbour basin, building heights remain low near the water, gradually increasing further inland so that the tallest buildings are located at strategic geographic points, such as Roundhouse at Bayview Place. This form creates a series of unique and varied skylines that frame the harbour.

5.0 GUIDING PRINCIPLES

5.1 A Place for Everyone

The Guiding Principles for the Roundhouse at Bayview Place is aimed at bringing desirable, inclusive, and much needed opportunities to Victoria West through:

- Affordable Below-Market Rental Housing
- A Historic Railyard, Buildings and Marketplace
- Opportunities for Cultural Facilities and Amenities
- A Connected and Accessible Community
- Efficient Land Use
- Future-proof Mobility and Transit Integration
- Childcare and Playground Amenities

Right here. Right now.



Diverse and Inclusive

A Place for Everyone: Roundhouse at Bayview Place is inclusive - A collaboratively designed neighbourhood for all ages and incomes with a groundbreaking investment in rental housing. Roundhouse at Bayview Place will bring forth diverse community amenities from culture to open space, a generous public benefits package that provides something for everyone.

A place for everyone includes a wide range of housing options to create a diverse, inclusive, and authentic community.

Complete Community with Mix of Uses

Creating a complete community with a broad mix of uses, walkable, transit-oriented, socially vibrant.

Sustainable

Doing more with a limited land resource is good land-use and environmental stewardship.

Expand Programming Opportunities

Include planning for spaces and places which will promote a wide range of art and cultural activities.

Enhance Playmaking and Vibrancy

Building on the rich natural, rail and maritime history of the site to create a unique identity.

“This is the perfect example of a complete community where there is something in it for everyone. Mixed use, residential, commercial, heritage, historic. It really could be a gem in the west part of our city.”

— Lisa Helps
Former Mayor, City of Victoria

5.3 A Cultural Hub

Roundhouse at Bayview Place will bring forward diverse community amenities rich with culture and quality open space; a generous public benefits package that provides **something for everyone**. The site will be known for its breathtaking arrival experience; an iconic sight for harbour visitors and a unique addition to the Victoria's skyline.

A Range of Arts and Culture Activities

Broadening the range of uses on the site, increasing its significance as a place for people by creating a venue for performing arts, visual arts, art education, gathering and celebration, will create a place that engages the broader community and city to become a socially vibrant place with a heartbeat.

A place that taps into the power of culture and the arts to elevate the vision for the site, to rise to its full potential as a world class place, worthy of a prime location in an exceptional city.

Enliven Public Open Spaces

The public realm will be truly public, designed and planned for a wide range of activities and events to become a social place encompassing 40% of the overall site.

5.2 Rooted in History

Rooted in history means a contemporary pairing of past and present that breathes life into forgotten histories. The site will undergo an active approach to history around interpretation and storytelling, done through re-purposing of abandoned historic structures and transforming into dynamic hubs of activity.

Focused on the Future

Never again vacant, a dynamic mix of uses to keep the site active for decades to come.

Interpreting the Past

Storytelling brings the past to the present and looks to create new histories.

Reviving a People Place

Residents and Visitors add life to the site, returning it to a hub of activity.



5.4 Vacant Space to Vibrant Place

Through a low carbon footprint, the site will undergo a bold transformation from blighted industrial wasteland to livable community through significant investment - The realization of a vision co-created with community. The development will be economically viable, dense, diverse, and deeply connected to Victoria's economic engine.

Building on Success

The continued evolution of a transformational community at the heart of Victoria West.

Interpreting the Past

The completion of a socially, culturally and economically vibrant community.

Environmental & Geotechnical

A viable strategy to successfully retain historic buildings and manage geotechnical and environmental challenges.

“The goal of interpretation for the Roundhouse heritage precinct is to create a strong sense of place.”

— Interpretive Approach
AldrichPears

“There is nothing else of this quality in Victoria and it is a privilege to honour this site with such a special community.”

— Ken & Patricia Mariash
Owners, Focus Equities



5.5 Master Plan Objectives

The vision for Bayview Place has always been constant: create a vibrant, highly livable urban neighbourhood in the heart of Victoria West.



Deliver Housing Diversity and Support 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.

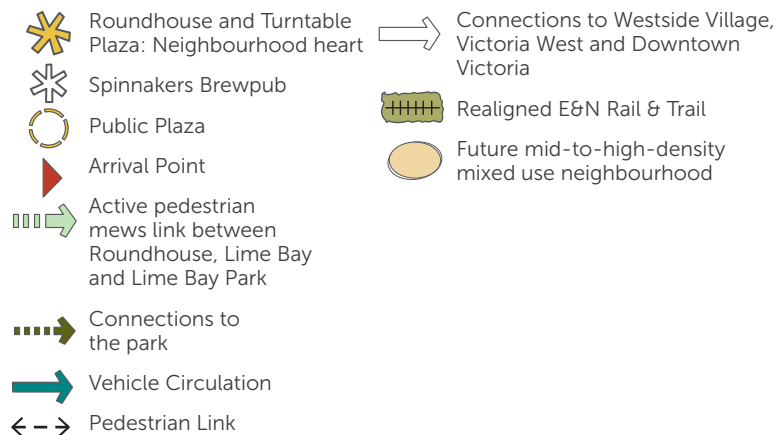
6.0 ORGANIZING FRAMEWORK

6.1 Framework Plan

Envisioned as a complete community, Roundhouse at Bayview Place will enliven Victoria West by providing a spectrum of housing choices, a distinct cultural center, and a myriad of public benefits.

Realignment of the E&N Rail Corridor allows for the addition of mixed-use, purpose-built rental towers, a move that increases site-wide activity and diversity. By infusing the ground-level with active retail, revitalized historic buildings and an iconic cultural centre, the neighbourhood promises a lively pedestrian experience complemented by flexible open spaces.

Multiple entry points add porosity to the site, drawing community members into the animated neighbourhood heart. Designed for multi-modal accessibility, these pathways simultaneously connect to key urban assets like Westside Village, Victoria West Park, Lime Bay Park, and the Songhees Promenade, while completion of the E&N Rail Trail fortifies a key regional connection.



6.2 Design Guidance

Developed in collaboration with the residents of Victoria West, the design draws from all that the site has to offer, its rich past, geographical context and central urban location.

Develop Rail-to-Sail as a Design Driver

Connect the historic E&N Roundhouse and Turntable Plaza to Lime Bay and the waterfront of the Inner Harbour.

Radiate Movement from the Roundhouse

Create pathways radiating to and from Turntable Plaza, along rail lines and critical sightlines, emphasizing the pedestrian experience.

Engage, Integrate, and Activate Heritage

Complement the Turntable Plaza and the E&N Roundhouse with residential development, contrasting the historic centerpiece and ancillary buildings with new iconic development.

Diversify with Mix of Uses

Frame Turntable Plaza with a diversity of uses, growing the region's housing options while emphasizing the Plaza as a central activity and gathering space.

Broaden Residential Mix

Develop a mix of housing types and options, including ground-oriented units, creating a concentration of density centered around the mixed-use public space of the E&N Roundhouse.

Maintain Views Through Site

Maintain sightlines through the Lime Bay Mews and Roundhouse Mews, and create new views along rail corridors and pathways.

Minimize Shadow Impact

Align towers to minimize shadows within the site and on surrounding developments.

Massing Transition

Transition building massing stepping down toward Turntable Plaza, with podium elements 3-10 storeys, and tower elements of 10+ storeys beyond.

Spaces, Edge and Connections

Allow greenspace to permeate the site's south edge, penetrate along corridors, connect the site to parks and water, and create a soft southern edge. Maximize the urban tree canopy to support greening of the public realm and assist in reducing urban heat island effect.

Urban Edge

Create an urban edge around the site that steps back to highlight historic buildings. Define gateway elements at the west and east corners on the north edge.

Districts

Shape the Roundhouse at Bayview Place community by creating districts with distinct character. Use building forms and the public realm to reflect the unique identity of each while incorporating unifying site elements that tie them all together.

Heritage Interpretation

New buildings should respect and respond to the dominant structures, forms, materials, and the industrial character of the existing buildings. Provide for the continued activation of heritage buildings through the integration of mixed-uses.

6.3 Design Rationale

The master plan employs a variety of methods to create an impactful design that considers the site's unique features and its untapped potential.

Existing Buildings and Structures

- Highlight and respect the historic buildings on site and the collection of these buildings within a heritage setting.
- Use 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 a railway through the site.
- Conform to the Standards & Guidelines for the Conservation of Historic Places in Canada.

Axial Views

- Maintain views to Lime Bay and through the Roundhouse Mews that signal the importance of Turntable 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.

Form of Development and Land Use

- 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 a cultural heart in Victoria West by revitalizing architecturally and culturally significant buildings for community supporting services and activities.
- Prioritize creation of a low-carbon, walkable community by ensuring residents have access to most daily needs on-site or within a short walk, and have direct access to active mobility choices (pedestrian and cycling).
- Manage the impact on surrounding areas and enhance the Victoria West skyline with towers that:
 - Vary in height
 - Are well-spaced to support livability and minimize overlook
 - Are positioned to minimize view impacts and overshadowing of adjacent parks, and;
 - Are designed with compact floorplates to minimize visual impact and optimize the living conditions and quality of residential units

Parking & Remediation

- 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.
- Sustainably remediate the site by excavating and reburial of contaminated soil in an environmentally-responsible "dig and bury" site. Dispose of excess hazardous materials off-site in a licensed facility.

6.3.1 Existing Buildings and Structures

The site's design, development, and programming embrace and celebrate the legacy of rail, reinvisioning existing buildings as cultural assets for public benefit. Multiple spur lines and the turntable will be retained and restored as functional infrastructure, with opportunities for heritage railcars and boxcars to be positioned and moved as needed to support on-site programming. These programmable spaces will foster a site-wide character centered around rail.

Integrating residential towers with historic buildings ensures the continued activation of these buildings throughout the day. The following key improvements will also enhance user experience within and around historic structures:

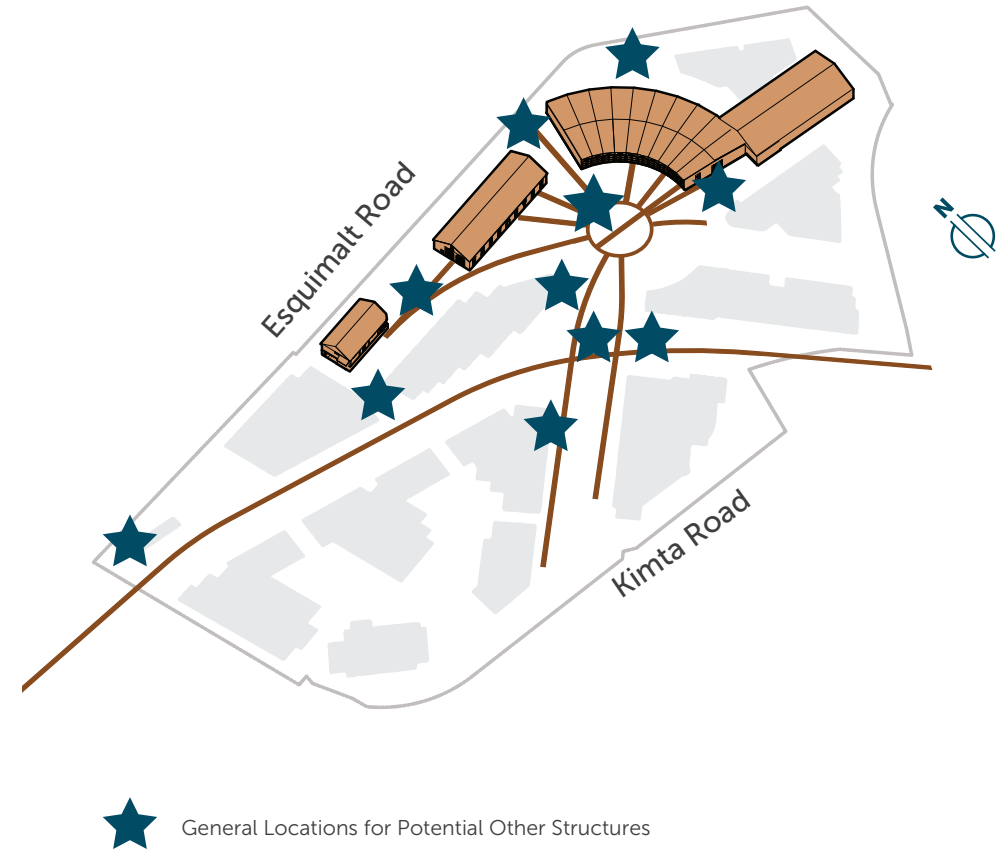
- Create a laneway alongside the Stores Building and Car Shop to create a unique, active space that maintains the presence of historical buildings and improves accessibility

6.3.2 Other Structures

Across the site a number of structures are anticipated. These include structures such as:

- Non-habitable open-sided building structures that might be used for shelter or exhibition or temporary commercial use;
- Architectural structures such as a rail themed water tower or viewing platform;
- Moveable railcar stock that can be used as leaseable retail or exhibition space; and
- Heritage artifacts set in the landscape.

Any of above structures will not be included within the overall 4.58 FSR. The above structures are anticipated to be scattered across the site and located within the defined Amenity Areas. The diagram on this page indicates potential locations. Details of limitations for number and type and heights of these structures will be defined in the MDA.



6.3.3 Temporary Structures & Uses

Given the very substantial public plazas and amenity spaces, there are opportunities to support temporary festival and market uses. These may include a range of temporary structures such as a range of tent sizes. The site has historically hosted temporary uses such as the van Gogh exhibit. It is intended that temporary uses would be managed in the MDA.

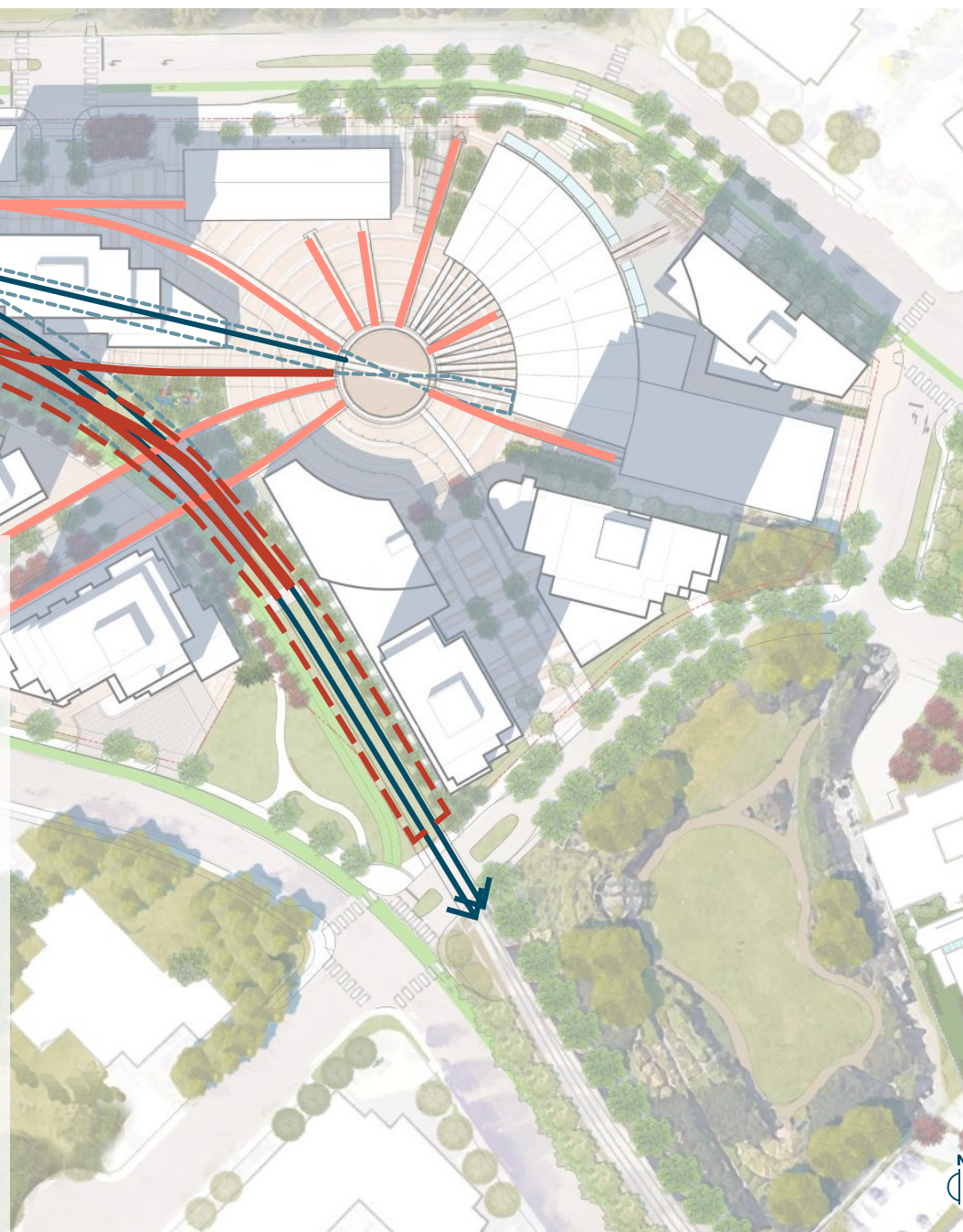
6.4 Rail Realignment

The E&N rail line, including the corridor that passes through the site, is owned by the not-for-profit Island Corridor Foundation (ICF), a partnership between regional districts and First Nations. Future use of rail is dependent on discussions between the Province, federal government, 13 municipalities and the Songhees and Esquimalt First Nations.

In order to retain future use of the corridor and improve development feasibility, the corridor will be realigned within the Roundhouse site. This adjusted alignment will create a new development parcel north of the corridor and allow for additional residential and streetscape improvements while preserving the historic railyard buildings. The realigned corridor maintains a 10.0m wide rail easement, and also accommodates the directly adjacent 7.0m Rail Trail, extending across the site and is to be designed to the standards provided by the Vancouver Island Rail Corridor: Rail-with-Trail Design Guidelines, created for the ICF and E&N Rail Trail specifically.

Legend

- | | |
|--|---|
|  Proposed Rail Re-alignment |  Existing Rail Alignment |
|  Potential Active Rail Spur Lines |  Existing Rail Easement |
|  Proposed Rail Easement | |



6.5 Site Character Districts

The site consists of 5 distinct Character Areas that create a cohesive and vibrant community, while connecting residents of Roundhouse at Bayview Place to each other and Greater Victoria.

1 E&N Railway District

The Roundhouse heritage complex serves as the neighbourhood's centerpiece, 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.

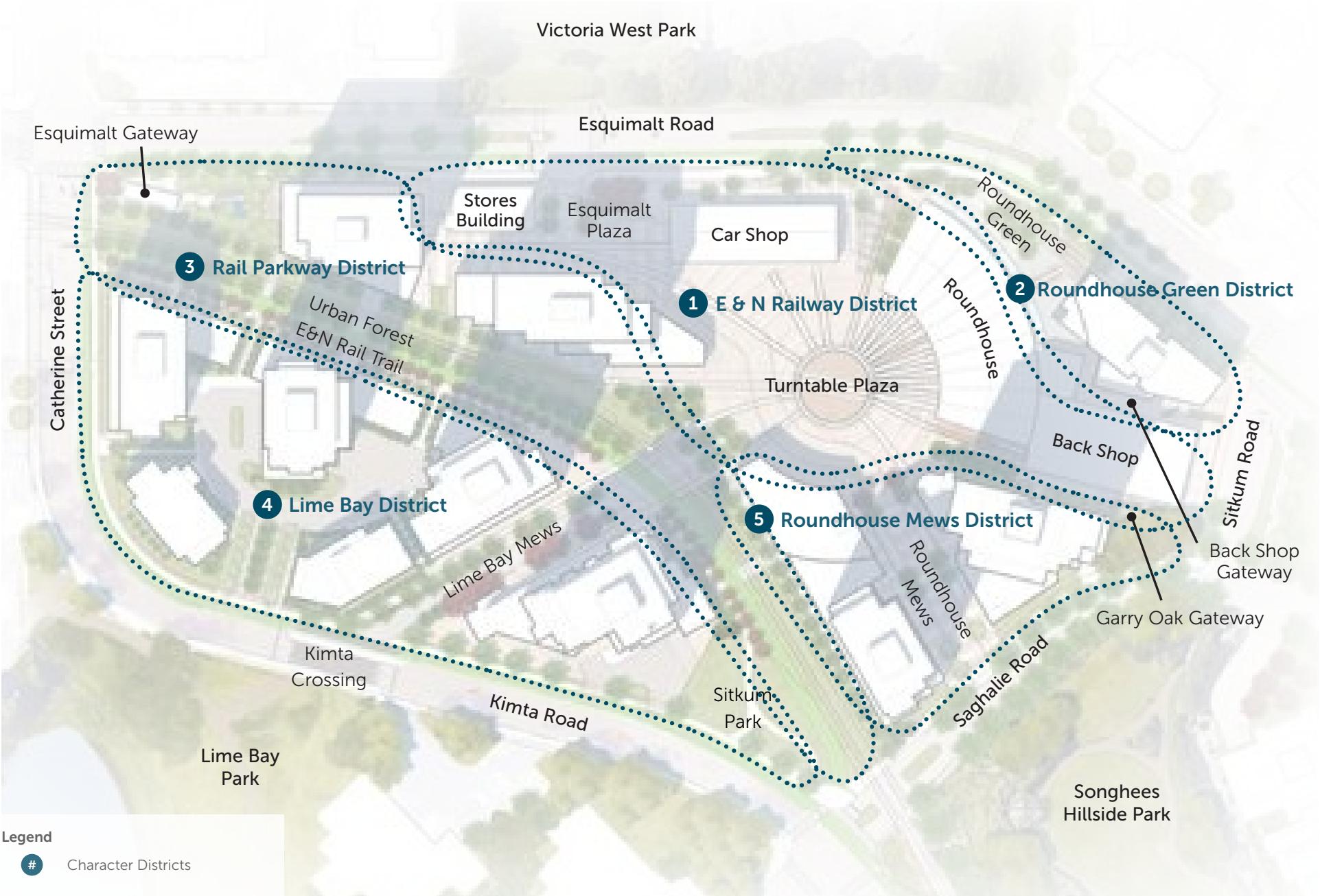
4 Lime Bay District

The Lime Bay District provides residential use and space for cultural and retail activities and potential condo/hotel uses, 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.

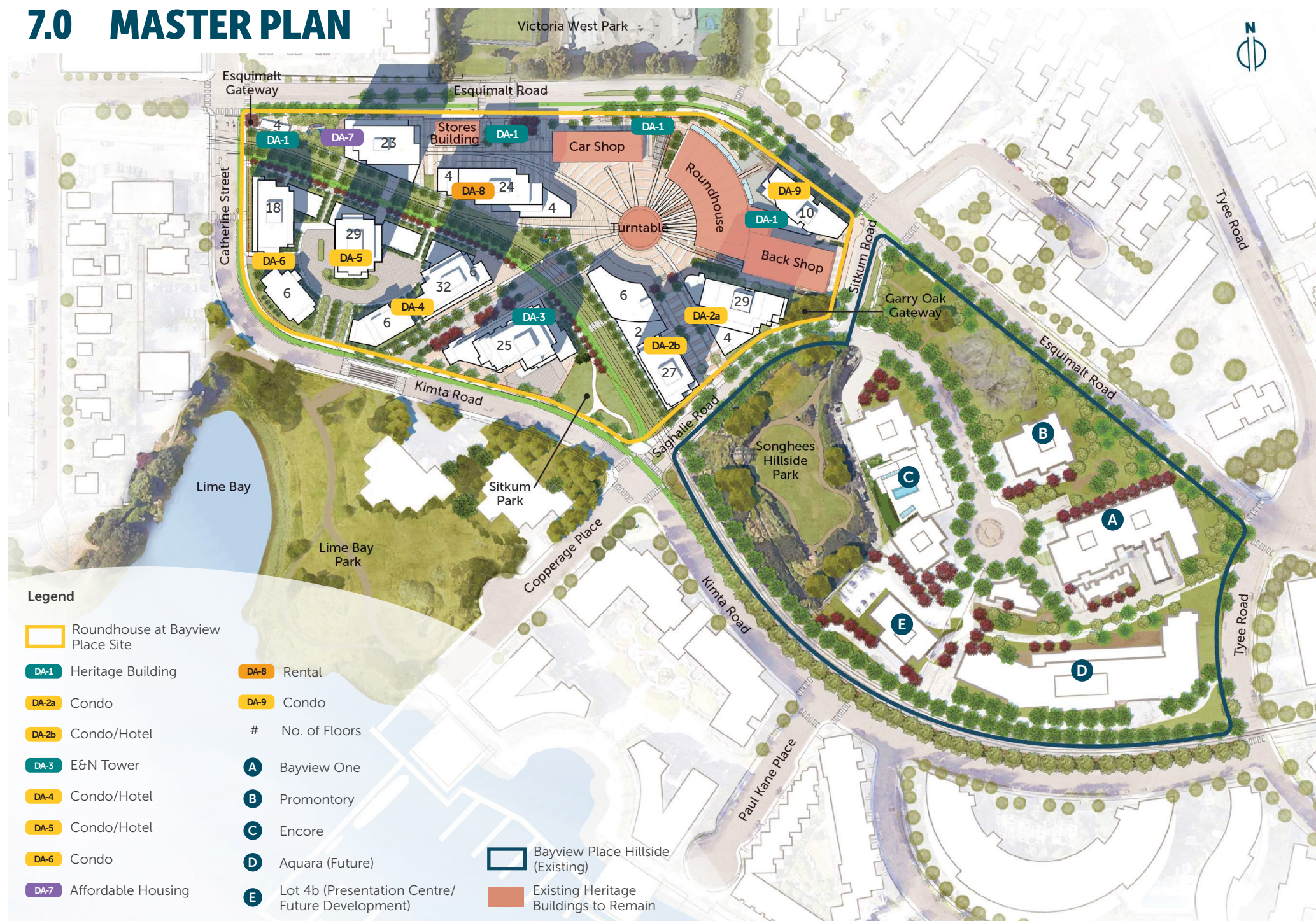
5 Roundhouse Mews District

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 potential for a condo/hotel use within the Roundhouse Mews District complements the mix of uses at the centre of the site.

Site Character Districts



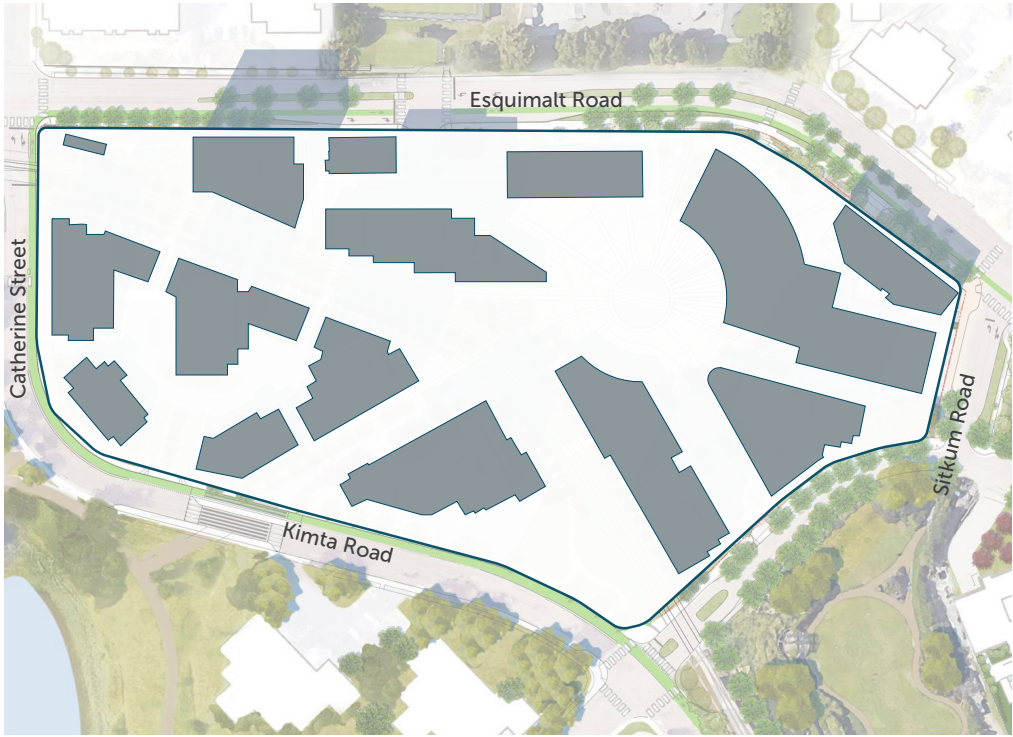
7.0 MASTER PLAN



7.1 Site Statistics



Overall Site Statistics	
Site Area (not including Sitkum Park)	9.18 ac 400,051 sf
Site Coverage (%)	38.0% 152,045 sf
Site Open Space (Dedicated Public Amenity Space)	3.7 ac 161,200 sf 40.3% sf
Total GFA	1,832,200 sf
Gross FSR	4.58



Overall Site Coverage	Current Zoning (CD-12)	Proposed (2023)
Site Area (not including Sitkum Park)	400,091 sf	400,051 sf
Total Building Footprint area	131,681 sf	151,600 sf
Site Building Coverage (%)	32.9 %	37.9%

NOTE: Gross FSR as indicated in the SEP 2023 chart is a representation of the concept plan as illustrated in this document. The proposed Zoning District limit is stated as 4.58 FSR.
All numbers and calculations are approximate only and subject to change: See disclaimer on page iii.

7.1.1 Land Use Statistics

Metric

Metric							Density (m²)				
Parcel	Land Use Description	Land Area (ha)	Land Area (m²)	FSR	Est. Units	Total	Condo / Hotel / Rental / Amenity	Retail / Commercial	Floors (podium-total)	Typical Floor Plate (m²)	
PROPOSED DEVELOPMENT AREA:										Podium	Tower
DA-2a	Condo	0.255	2,550	-	240	22,350	22,039	311	4-29	1,170	700
DA-2b	Condo/Hotel	0.444	4,441	-	235	22,200	21,676	524	6-27	1,380	650
DA-3	E&N Tower	0.362	3,624	-	210	19,860	19,060	800	3-25	995	810
DA-4	Condo/Hotel	0.412	4,119	-	270	24,490	24,165	325	6-32	1,335	680
DA-5	Condo/Hotel	0.320	3,201	-	220	19,975	19,975	-	3-29	1,070	650
DA-6	Condo	0.361	3,608	-	170	15,385	15,385	-	6-18	1,400	650
DA-8	Rental	0.336	3,362	-	245	19,340	18,968	372	4-24	1,150	710
DA-9	Condo	0.178	1,782	-	65	6,580	6,580	-	10	650	
Sub-Total:		2.66	26,687	-	1,655	150,180	147,848	2,332	-	-	
DA-1	Esquimalt Gateway**	0.060	601	-	-	-	-	**	-	-	
DA-7	Affordable Housing	0.152	1,515	-	215	15,750	15,378	372	4-23	910	650
TOTAL:		2.88	28,803	-	1,870	165,930	163,226	2,704	-	-	
EXISTING RAIL BUILDING AREA:											
DA-1	Stores Building	0.046	462	-	-	272	-	272	1	-	
DA-1	Car Shop			-	-	737	-	737	1	-	
DA-1	Roundhouse	0.790	7,901	-	-	1,683	-	1,683	1	-	
DA-1	Back Shop	-	-	-	-	957	-	957	1	-	
DA-1	Boiler House					151		151	1		
Sub-Total:		0.836	8,363	-	-	3,800	-	3,800	-	-	
CHILDCARE*						480	480				
TOTAL COMBINED AREAS:		3.72	37,166	4.58	1,870	170,210	163,706	6,495	-	-	

* For the purposes of this calculation, Childcare space is allocated within DA-7, however this space may be reallocated to another building.

** No density is allocated to Esquimalt Gateway site, however this site may be utilized for a small commercial or amenity building, with floor area to be allocated from elsewhere within the overall site density.

Note: GFA does not include mezzanine areas within DA-1 which are exempt from FSR. GFA does not include floor area of Other Structures (see Section 6.3.2).

Imperial

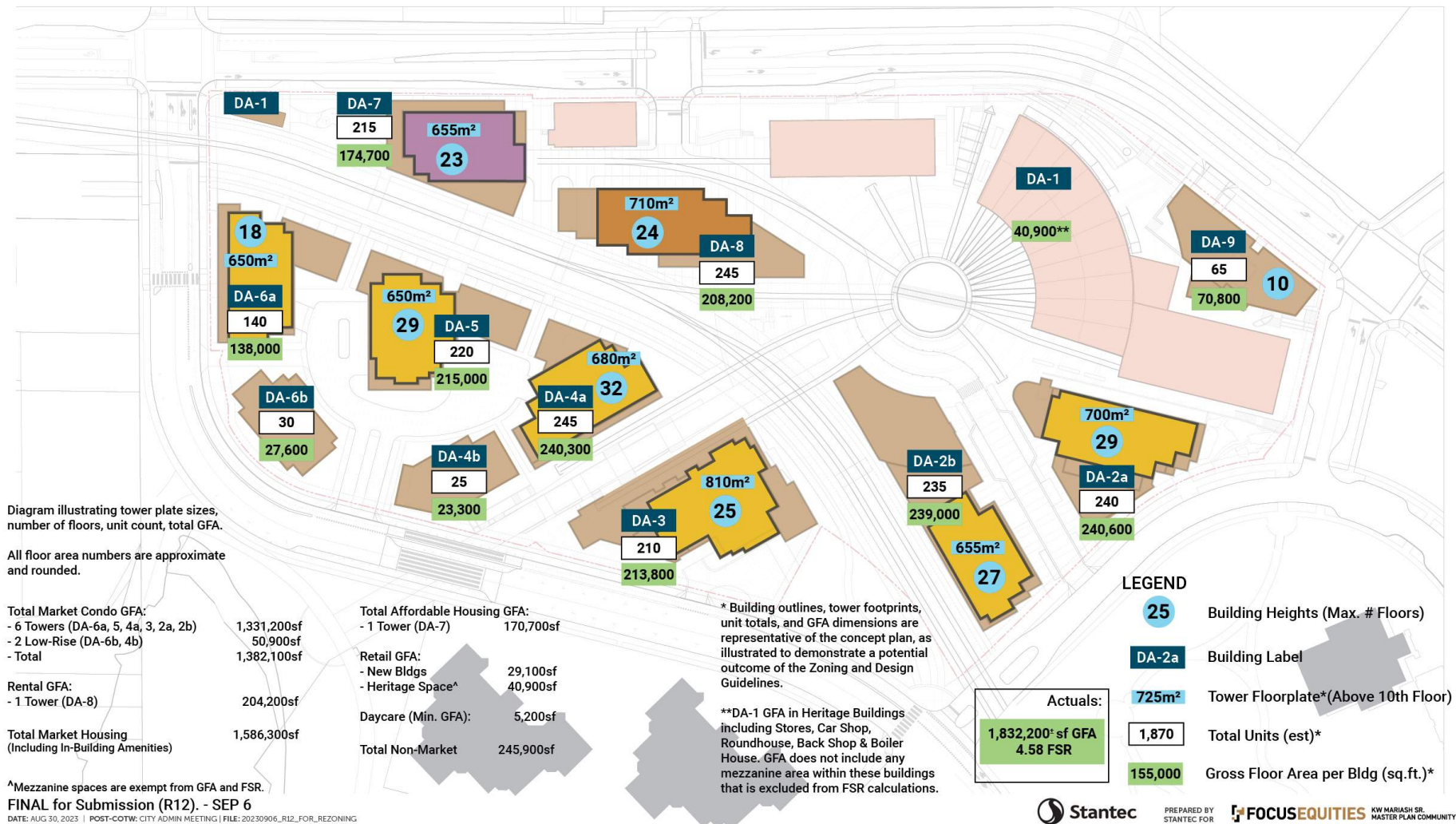
							Density (sf)				
Parcel	Land Use Description	Land Area (acre)	Land Area (sf)	FSR	Est. Units	Total	Condo / Hotel / Rental / Amenity	Retail / Commercial	Floors (podium-total)	Typical Floor Plate (sf)	
PROPOSED DEVELOPMENT AREA:										Podium	Tower
DA-2a	Condo	0.63	27,448	-	240	240,600	237,250	3,350	4-29	12,600	7,500
DA-2b	Condo/Hotel	1.10	47,803	-	235	239,000	233,360	5,640	6-27	14,880	7,050
DA-3	E&N Tower	0.90	39,008	-	210	213,800	205,190	8,610	3-25	9,500	8,700
DA-4	Condo/Hotel	1.02	44,337	-	270	263,600	260,100	3,500	6-32	14,360	7,350
DA-5	Condo/Hotel	0.79	34,455	-	220	215,000	215,000	-	3-29	11,500	7,000
DA-6	Condo	0.89	38,836	-	170	165,600	165,600	-	6-18	15,075	7,000
DA-8	Rental	0.83	36,188	-	245	208,200	204,200	4,000	4-24	12,360	7,650
DA-9	Condo	0.44	19,181	-	65	70,800	70,800	-	10	7,000	
Sub-Total:		6.60	287,256	-	1,655	1,616,600	1,591,500	25,100	-	-	-
DA-1	Esquimalt Gateway**	0.15	6,469		-		-	**	-		
DA-7	Affordable Housing	0.37	16,307	-	215	169,500	165,500	4,000	4-23	9,780	7,050
TOTAL:		7.12	310,032	-	1,870	1,786,100	1,757,000	29,100	-	-	-
EXISTING RAIL BUILDING AREA:											
DA-1	Stores Building	0.11	4,973	-	-	2,924	-	2,924	1	-	-
DA-1	Car Shop	-	-	-	-	7,936	-	7,936	1	-	-
DA-1	Roundhouse	1.95	85,046	-	-	18,118	-	18,118	1	-	-
DA-1	Back Shop	-	-	-	-	10,297	-	10,297	1	-	-
DA-1	Boiler House					1,625		1,625	1		
Sub-Total:		2.06	90,019	-	-	40,900	-	40,900	-	-	-
CHILDCARE*						5,200	5,200				
TOTAL COMBINED AREAS:		9.18	400,051	4.58	1,870	1,832,200	1,762,200	70,000	-	-	-

* For the purposes of this calculation, Childcare space is allocated within DA-7, however this space may be reallocated to another building.

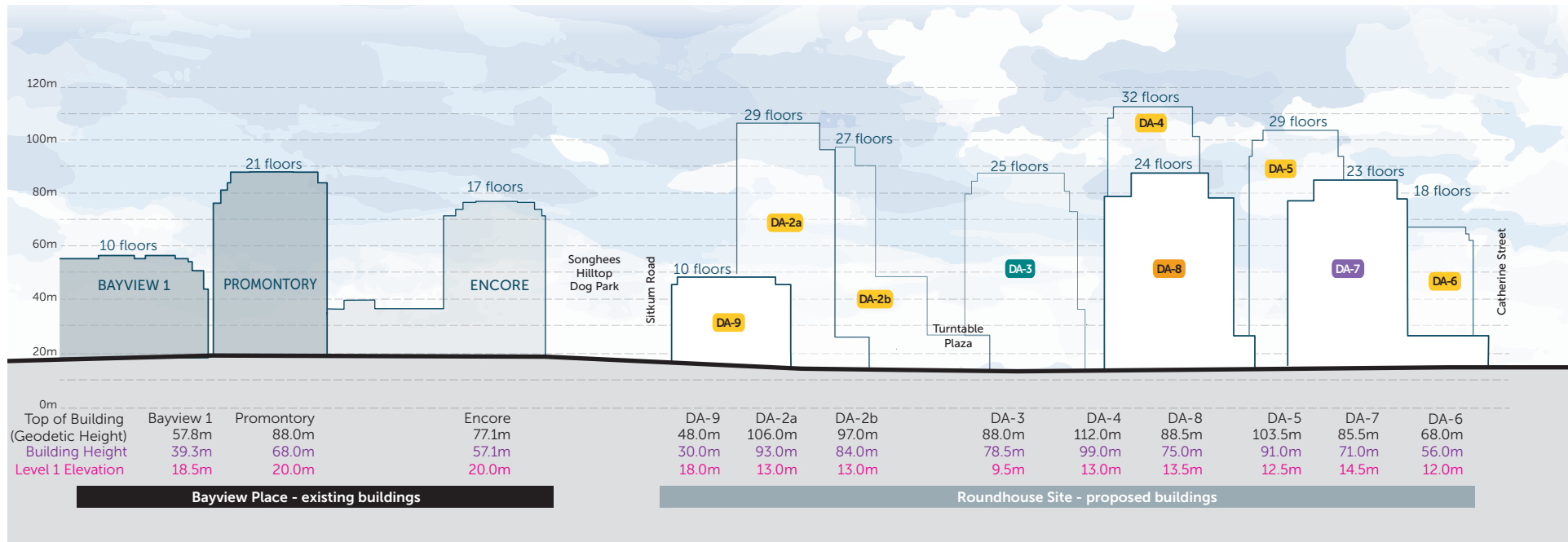
** No density is allocated to Esquimalt Gateway site, however this site may be utilized for a small commercial or amenity building, with floor area to be allocated from elsewhere within the overall site density.

Note: GFA does not include mezzanine areas within DA-1 which are exempt from FSR. GFA does not include floor area of Other Structures (see Section 6.3.2).

7.1.2 Building Heights, Floorplates Unit, and Density Distribution







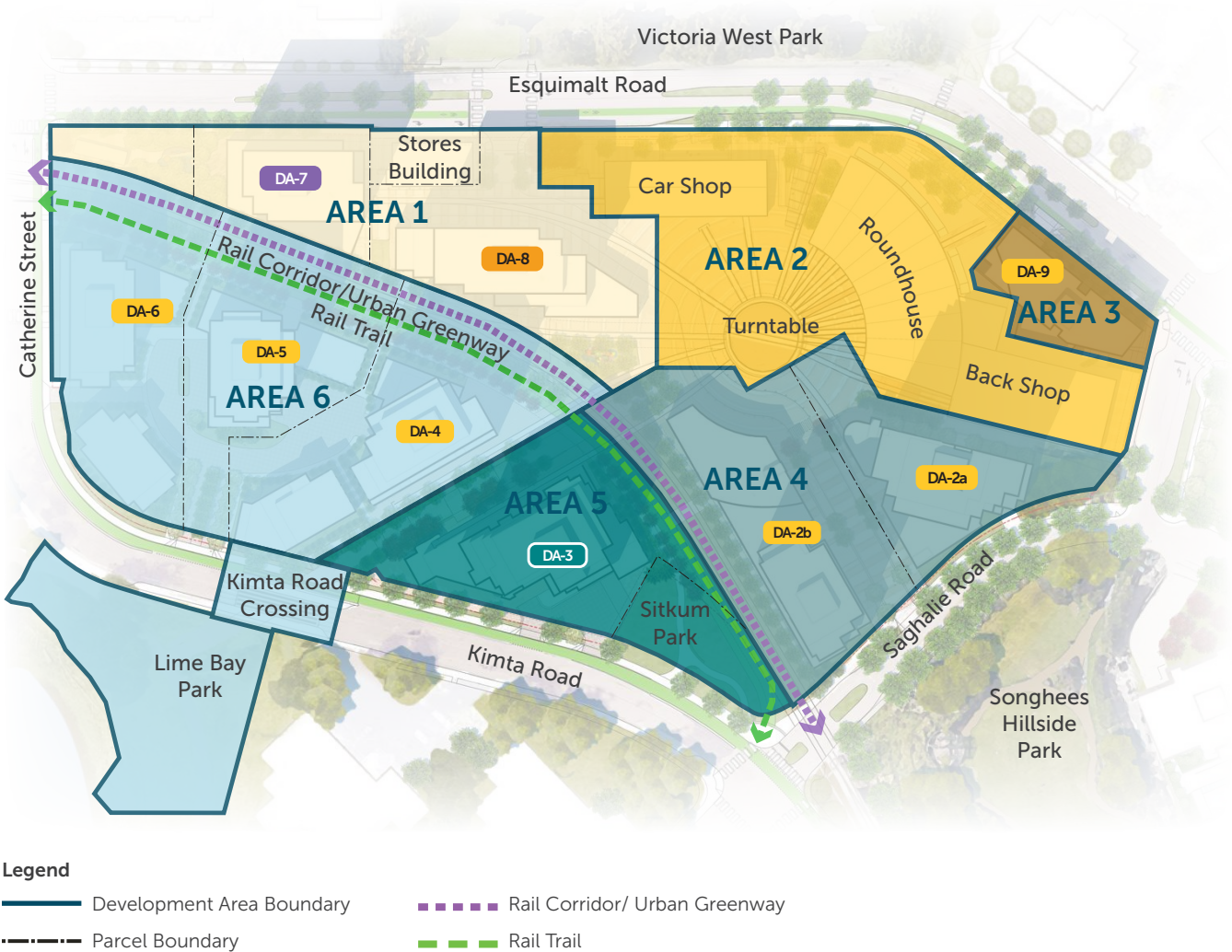
Level 1 Elevation is an assumed floor level based on the Concept Plan. All Finished Grade calculations and building heights are subject to confirmation at Development Permit stage.

NOTE: All numbers and calculations are approximate only and subject to change. See disclaimer on page iii. This data does not include Commercial space within Heritage Buildings.

7.1.4 Public Amenities & Benefits

Public Amenities & Benefits by Development Area

2023 Master Plan



The following amenities are associated with each Development Area. Details are defined in the Master Development Agreement.

Area 1	- DA7 Tower - Affordable Housing - DA8 Tower - Rental Housing - Esquimalt Gateway - Esquimalt Plaza (portion)
Area 2	- Heritage Buildings rehabilitation - Turntable Plaza - Esquimalt Plaza (portion) - Roundhouse Green
Area 3	- DA9 Tower - Back Shop Plaza
Area 4	- DA2a Tower - DA2b Tower - Garry Oak Gateway - Roundhouse Mews - Urban Greenway (portion)
Area 5	- DA3 Tower - Lime Bay Mews (majority) - Sitkum Park - Rail Trail (portion) - Interim Crossing of Kimta Road
Area 6	- DA4/ DA5/ DA6 towers - Lime Bay Mews (portion) - Urban Greenway (majority) - Rail Trail (majority) - Crossing of Kimta Road - Lime Bay Park improvements

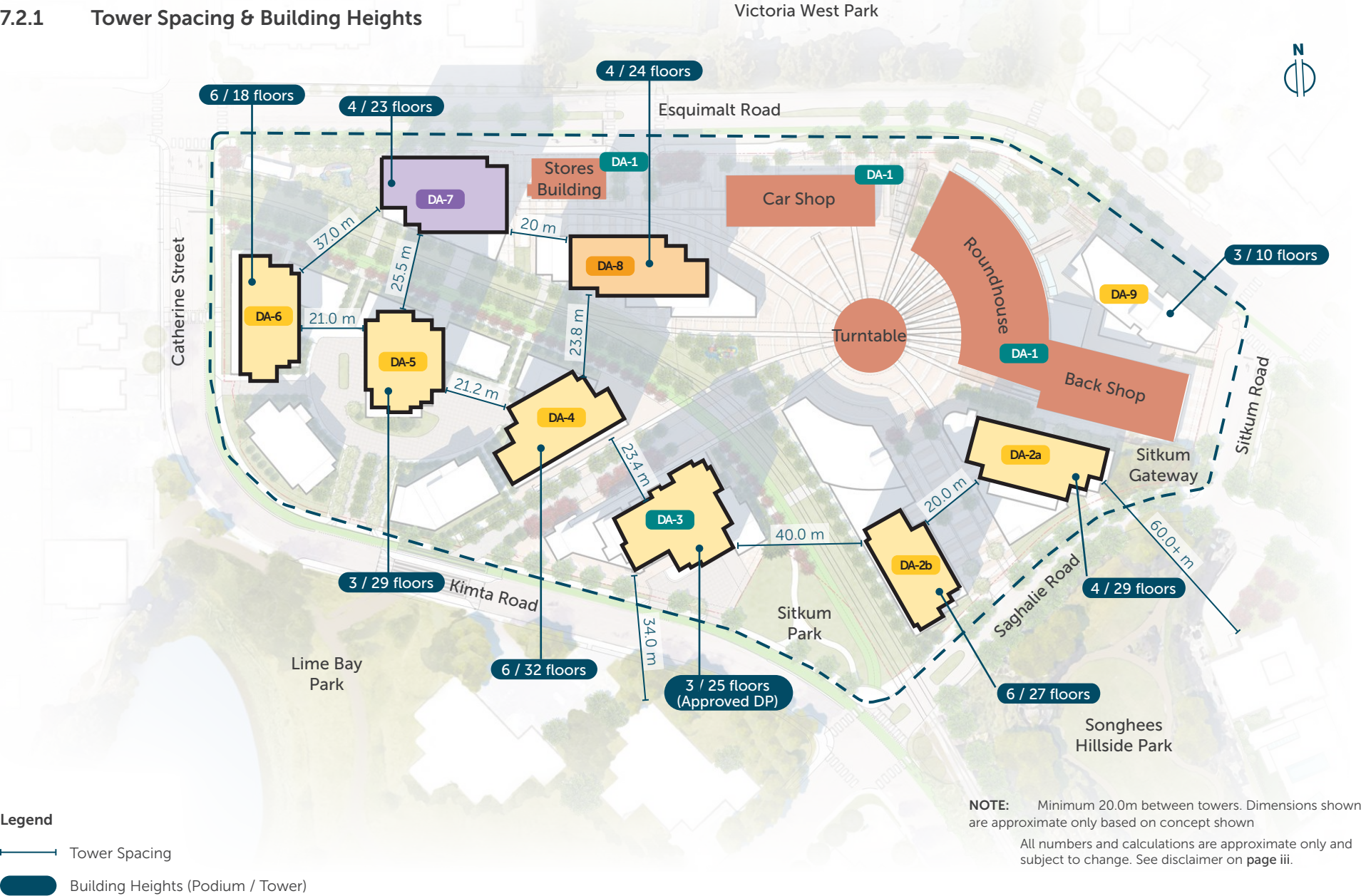
7.1.5 Proposed Site Regulations

Site	Maximum Height (Geodetic)/Floors	Setbacks (Above Grade)	Tower Floor Plates (at 11th Floor)	Podium Floor Plates (at Grade)
Stores Building	19.0m / 1	Existing Building Setback	-	-
Roundhouse & Car Shop	19.0m / 1	Existing Building Setback	-	-
DA-2a	106.0m / 29	2m from Sitkum Road	~7,500 SF (~700 m ²)	~12,600 SF (~1,170 m ²)
DA-2b	97.0m / 27	2m from Esquimalt Road 2m from Rail Easement	~7,050 SF (~655 m ²)	~14,900 SF (~1,380 m ²)
DA-3	88.0m / 25	2m from Kimto Road 2m from Sitkum Park 9m from Rail Easement	~9,300 SF (~865 m ²)	~10,700 SF (~995 m ²)
DA-4	112.0m / 32	2m from Kimta Road 9m from Rail Easement	~7,350 SF (~680 m ²)	~14,350 SF (~1,335 m ²)
DA-5	103.5m / 29	2m from Kimta Road 2m from Catherine Street 9m from Rail Easement	~7,000 SF (~650 m ²)	~11,500 SF (~1,070 m ²)
DA-6	68.0m / 18	2m from Catherine Street 9m from Rail Easement	~7,000 SF (~650 m ²)	~15,100 SF (~1,400 m ²)
DA-7	85.5m / 23	2m from Catherine Street 2m from Esquimalt Road 3m from Rail Easement	~7,050 SF (~655 m ²)	~9,800 SF (~910 m ²)
DA-8	88.5m / 24	2m from Esquimalt Road 3m from Rail Easement	~7,650 SF (~710 m ²)	~12,350 SF (~1,150 m ²)
DA-9	48.0m / 10	2m from Esquimalt Road/Sitkum Road		~7,000 SF (~650 m ²)

Geodetic Heights and Floorplates are based on the Concept Master Plan as illustrated. Actual heights and areas will be confirmed with each respective Development Permit.

7.2 Built Form/Massing

7.2.1 Tower Spacing & Building Heights

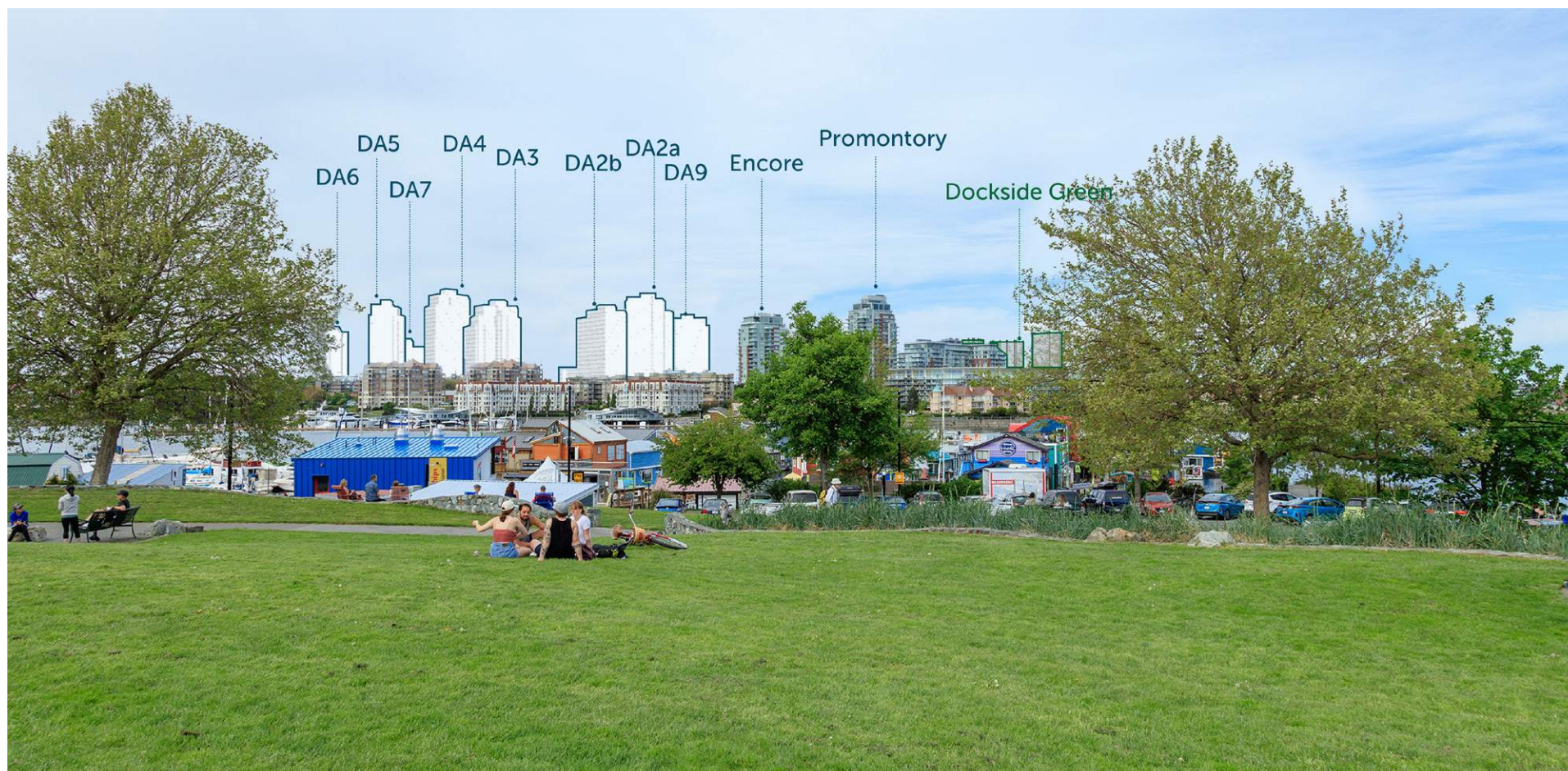


7.2.2 View Analysis

The following views have been created to visualize the development within the future and existing skyline from various vantage points.



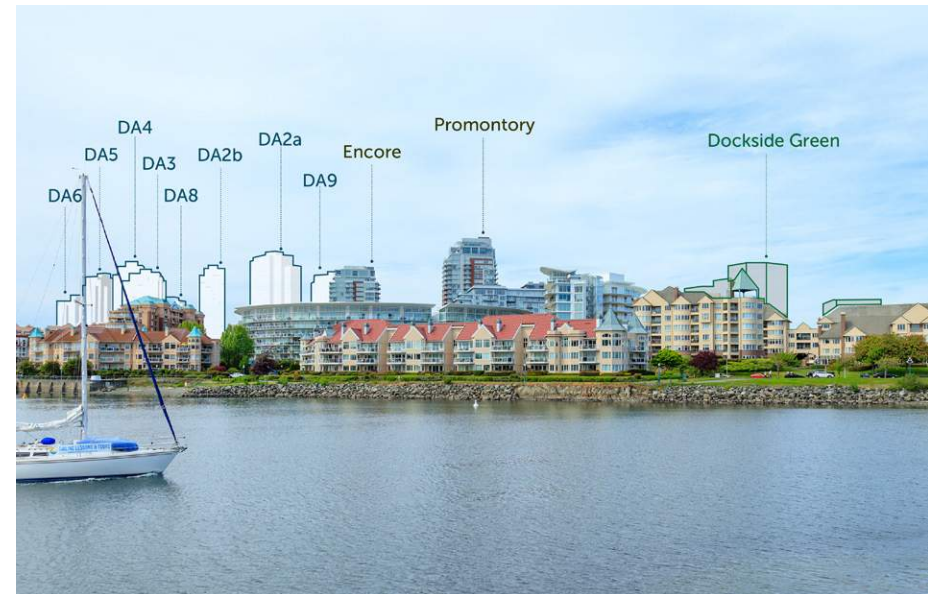
1 View from Fisherman's Wharf Park



2 View from Coast Interwest



3 View from Laurel Point



4 View from Ship Point



5 View from Harbour Road



View looking south



- Shadows shown at 2:00 PM, March 21

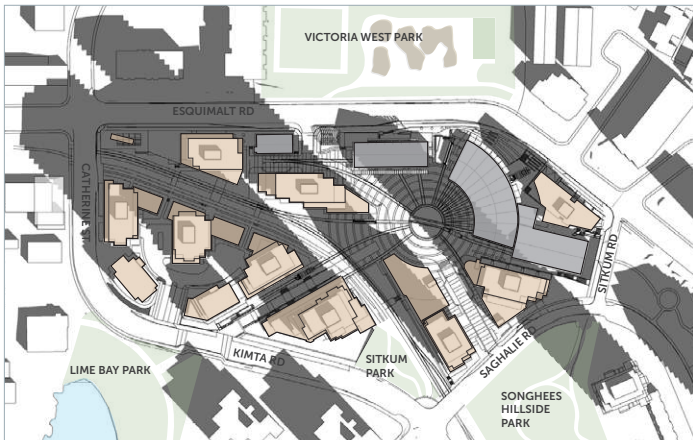
7.2.3 Shadows

Design Exploration: Shadow Studies

The shadow diagrams provide a shadow analysis of proposed building sites contained in the rezoning proposal.

Spring Equinox - March 21st

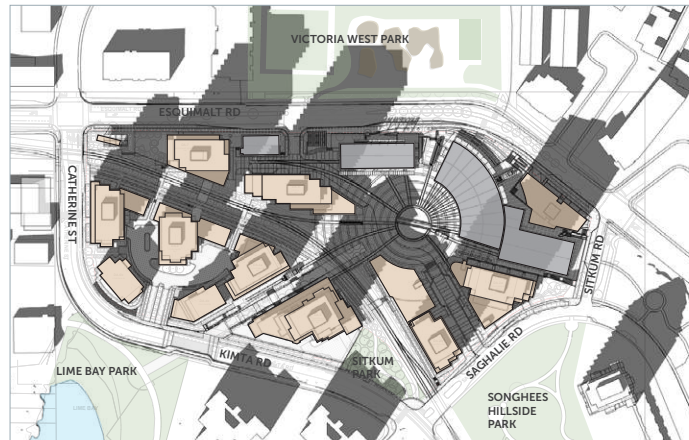
10:00 am



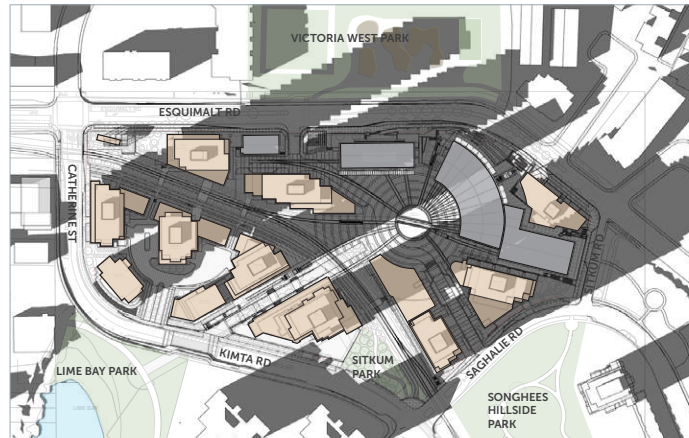
12:00 pm



2:00 pm



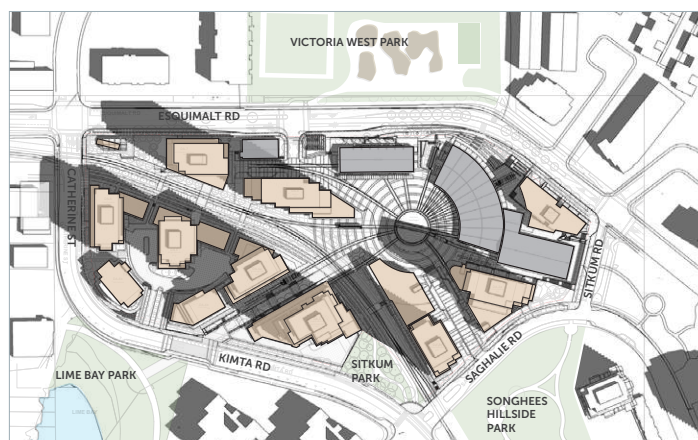
4:00 pm



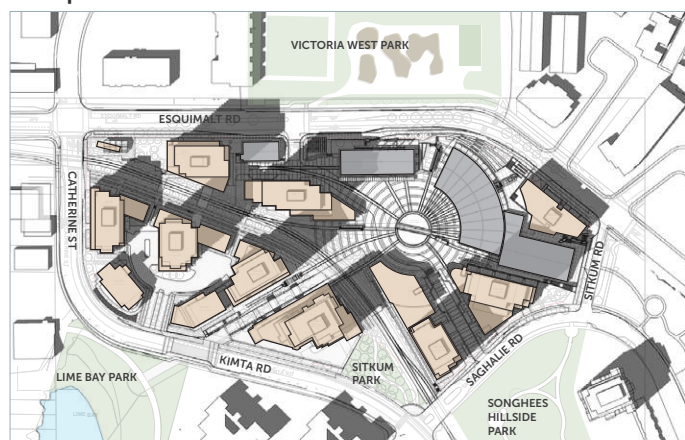
In response to comments from both community and City Administration to the most recent Dec 2021 concept related to overshadowing of Vic West Park and ensuring sunlight into Turntable Plaza, the current concept plan has strategically reduced building heights to mitigate shadow impacts.

Summer Solstice - June 21st

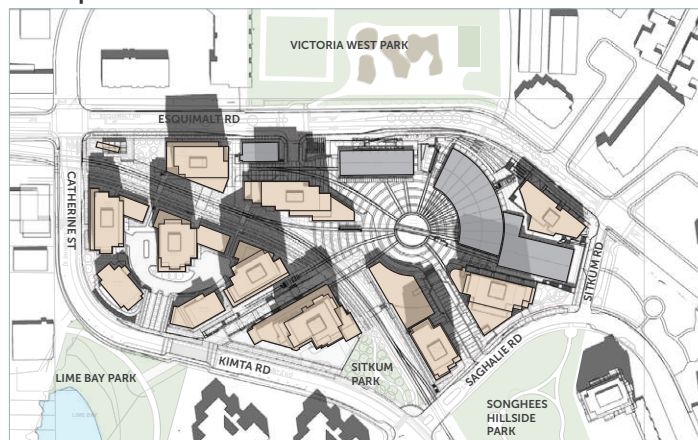
10:00 am



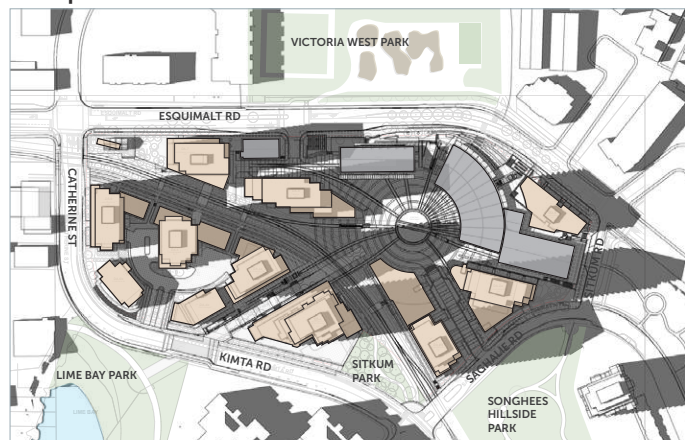
2:00 pm



12:00 pm

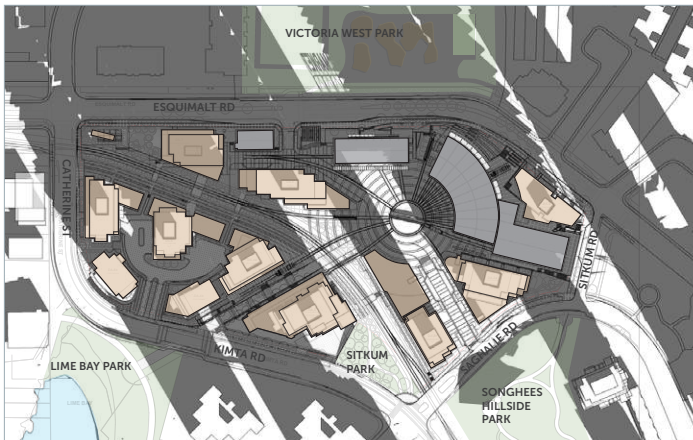


4:00 pm

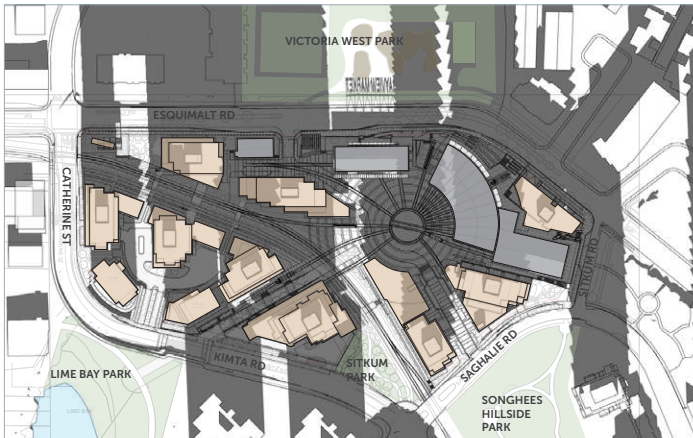


Winter Solstice - December 21st

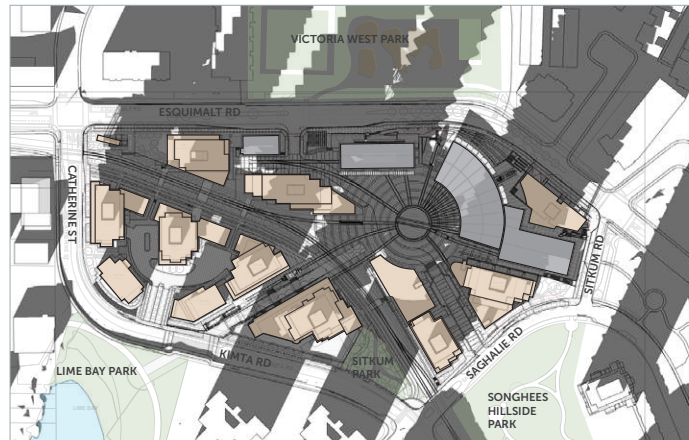
10:00 am



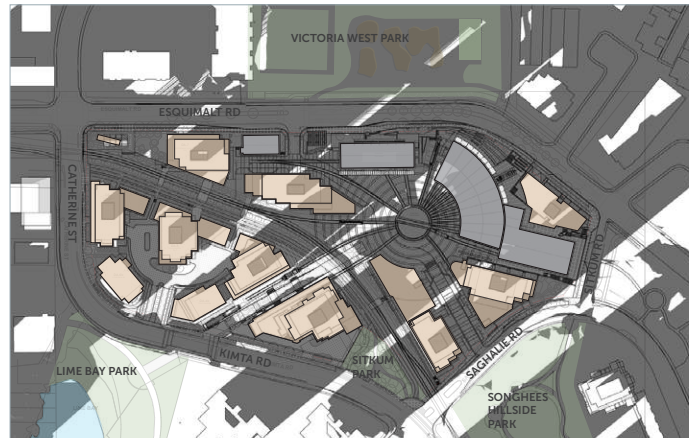
12:00 pm



2:00 pm



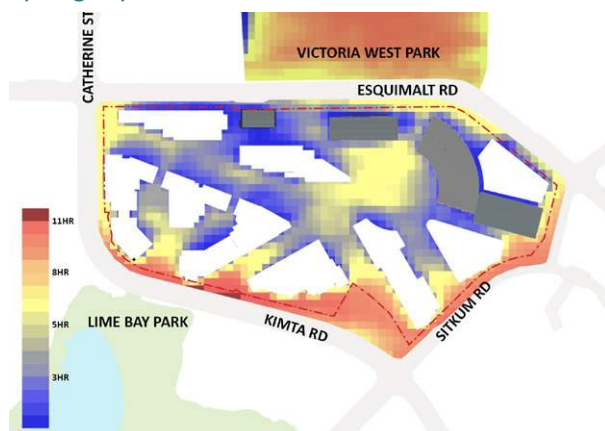
4:00 pm



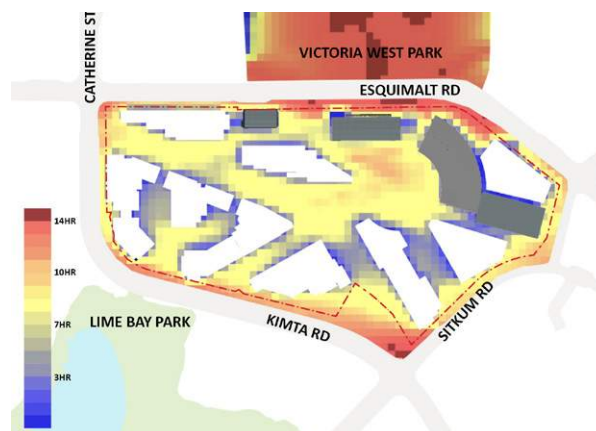
7.2.4 Solar Analysis

The sunlight analysis diagrams show the time for which direct sunlight is available throughout the day. This proposal prioritizes retention of maximum daylight on Turntable Plaza, while mitigating shading impacts on Victoria West Park and Esquimalt Rd through building orientation.

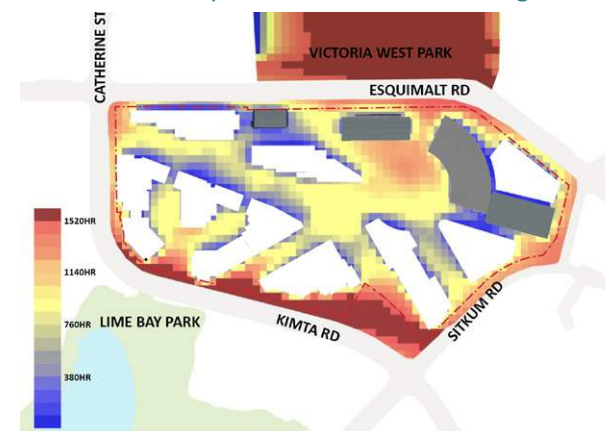
Spring Equinox - March 21st



Summer Solstice - June 21st



March 21st - September 21st: Total Sunlight



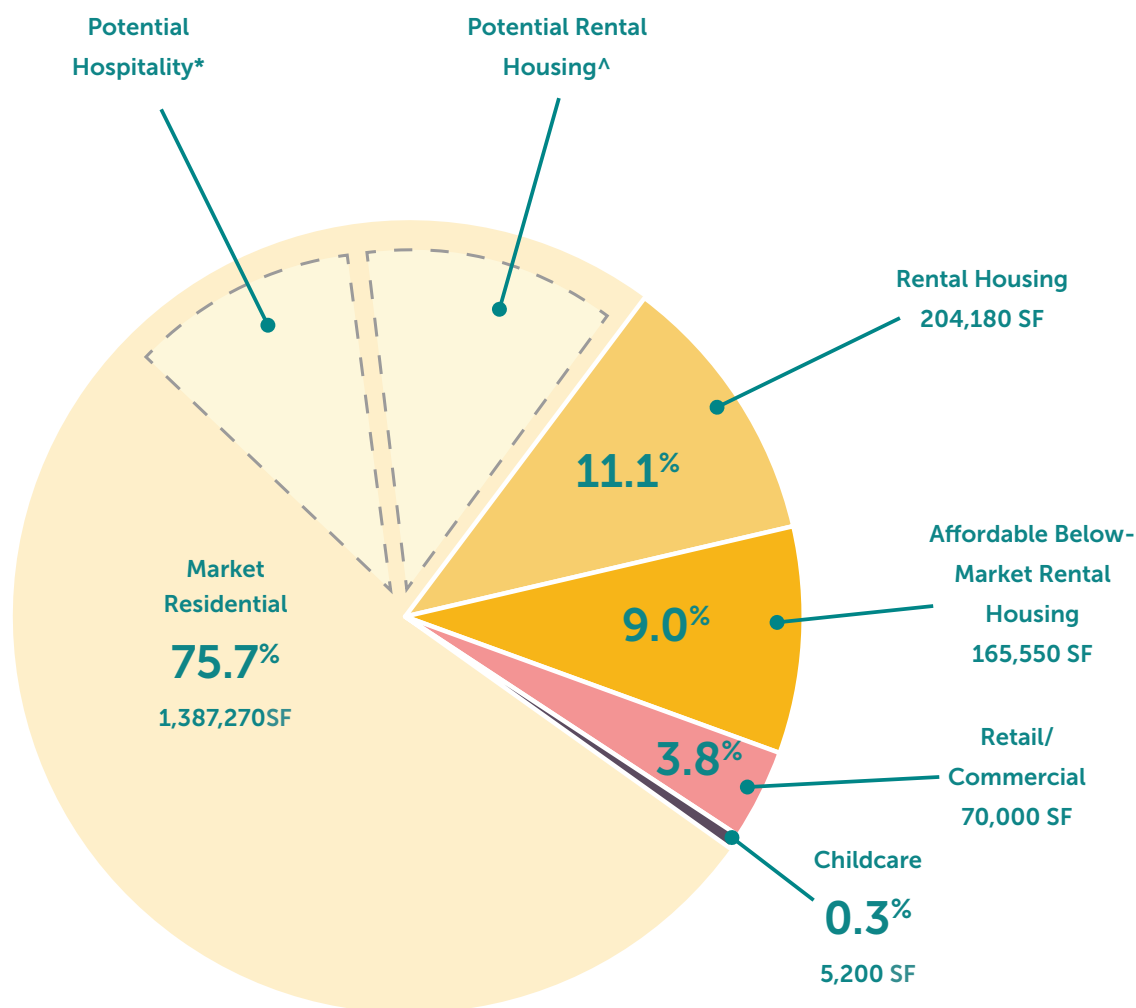
7.3 Housing

A range of housing choices are provided for within the development. While for-sale market residential is the base land use and dominant allocation, this provides the foundation needed to support the delivery of dedicated affordable housing, and also provides the flexibility to convert additional space from market residential to rental housing or hospitality units as the development progresses.

The Roundhouse at Bayview Place developer is supporting the inclusion of both market rental housing and below-market rental housing as affordable housing, with the affordable housing to be developed by GVHS.

7.3.1 Housing Mix

- Inclusion of Affordable Housing (Below-Market Rental Housing to meet GVHS needs)
- Inclusion of minimum amount of Market Rental to secure this housing choice
- Retail and commercial space aligned to anticipated market demand and suitable mix given the position of these amenities within the wider neighbourhood



NOTE: All numbers and calculations are approximate only and subject to change. See disclaimer on page iii.

^ Potential Rental Housing. The Land Use Zoning allows for any Market Residential (condo) to be delivered as Market Rental Housing. This would be determined with each Development Permit application. If additional Rental Housing is delivered, over and above the prescribed minimum GFA, for example if DA-2a was converted to rental, this GFA would be extracted from the overall Market Residential GFA.

* Hospitality. If hotels are proposed, for example if DA-2b was converted to a hotel, this GFA would be extracted from the overall Market Residential GFA.

7.3.2 Affordable Housing

Our agreement with Affordable Housing: Bayview will provide a first-available parcel, a shovel-ready parcel of land, serviced and ready for Affordable Housing to proceed with the development of an affordable housing project. At approximately 0.15 ha (0.4 ac), this site is labeled DA-7 on the plan.



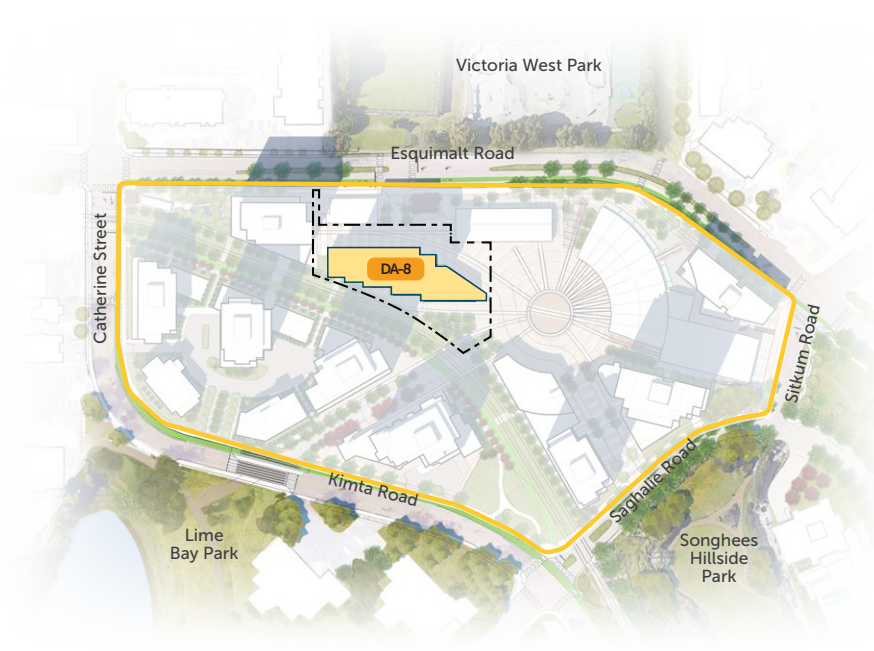
“ The Greater Victoria Housing Society has a goal of providing work force and below market affordable housing on the site. GVHS hopes to achieve the affordable rental housing with rents that comply with CMHC or other program affordable housing requirements or acceptable government financing program. Units will be targeted to households with incomes that are within the low to moderate income limits as defined by BC Housing. ”

—GVHS

7.3.3 Purpose Built Rental Housing

Bayview has identified a site for purpose-built rental housing, noted as DA-8 on the plan.

This building will provide a permanent supply of for-rent housing choices for residents within Victoria West.



7.4 Primary Public Spaces



Four significant Public Spaces establish the primary structure of open spaces within the neighbourhood.

These public spaces are interconnected within the site and directly link to adjacent public spaces in the community.

In addition to these larger spaces, several other smaller public open space areas are provided within the plan - these are labeled on the plan above.

Urban Greenway & Rail Trail

- Central green across the site maintaining rail corridor for future mobility uses
- Primary cycling and pedestrian route linking to the wider community
- Native plantings suited to the coastal ecology

Turntable Plaza

- Heart of the community
- Primarily a pedestrian space with limited traffic
- Activated by uses spilling out from the Roundhouse and Car Shop heritage buildings

Sitkum Park

- Existing public park to be redeveloped as a new park space
- Integrated with the Urban Greenway Rail Trail
- Provides residents with a flexible and programmable public space
- A visible green entry into the neighbourhood

Lime Bay Mews

- Primarily a pedestrian link from Roundhouse Plaza to Lime Bay Park
- Gently sloping space lined with trees, landscaped terraces and seating
- Space activated by cafe seating, shops, and residential lobby uses spilling out from the buildings on either side

7.4.1 Public Realm

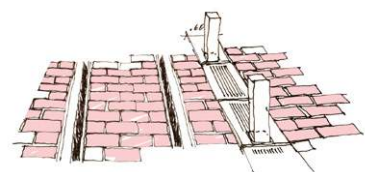
Open spaces make up a large component of the development's public benefits strategy. A variety of sizes and typologies, these spaces are designed to be flexible, adaptable, and easily programmed to ensure optimal use by residents and visitors at different times of the day.

Plazas are placed along the edges of the site in locations that connect the E&N Rail Trail to Bayview Place destinations and the surrounding area. Hardscaped spaces at the north edge of the site transition to more permeable and natural spaces on the south edge, providing visual and experiential connections to Lime Bay Park and the waterfront. Pathways and public spaces connect to Turntable Plaza, radiating outwards and centering the plaza as a focal-point and gathering space within Bayview Place. Lime Bay Mews, which connects Turntable Plaza to the site's south edge, is activated by adjacent retail and clear views of the waterfront.

Bioswales, permeable paving and other stormwater management systems will be integrated into open spaces to mitigate increased impermeable surfaces and peak system loads. A significant urban tree canopy will green the site, mitigating urban heat island impacts, intercepting rainfall, providing natural habitat, and providing shaded areas of rest for residents and visitors.



Consistent signage unifies the neighbourhood and aids in wayfinding.



Bollards, inlaid rail, and seating animate spaces by layering rail-themed elements and reinforcing the site's sense of place.



7.4.2 Public Realm Programming - Primary Spaces

Turntable Plaza

- Tables and seating, limited trees, lighting, wayfinding (fixed or interactive), bike racks, public art.
- Power, water, Wi-Fi, shade structure mounting elements for transformation from an open plaza into markets, performance spaces, teaching spaces, or public art displays – as well as others.
- Amphitheatre seating and stage as part of refurbished turntable.
- Mounting for canopy/heat structures to extend the outdoor performance season.

Esquimalt Activation

- Three distinct spaces along the Esquimalt frontage: Gateway at west end, Plaza at mid entry, and Green at east end.
- West gateway a casual gathering and seating plaza space activated by ground level retail.
- Central plaza is two spaces:
 - Trees, planting and furnishings define a primary entry point.
 - Linear plaza space providing an activated frontage to Esquimalt Road suited to casual seating.
 - Square at west end as a gateway space suited to spill-out space from the Car Shop and forecourt for gathering.
- East green is terraced planting from Esquimalt down to rear of Roundhouse and patio zone at building edge activated by tables and seating, suited to cafe use.

Lime Bay Mews

- The mews is a pedestrian street, with flexibility to adapt to festivals, markets.
- Clear site lines between Kimta and Turntable Plaza, with edges activated by retail, cafes, pop-up boxcar retail, etc.
- Historic elements help define the passage, creating clear and unique points of interest and identification points.

Urban Greenway/E&N Rail Trail

- Fixed seating spaced along the central spine as rest points.
- Variety of seating types at crossing points – reducing conflict between user groups and flexibility in use.
- Where rail tracks are to remain as historic features, detail paving to avoid accessibility issues by ensuring level crossings and minimizing gaps.
- Sitkum Park is the east gateway to the trail.
 - Primarily a passive open space fringed by trees and plantings.
 - Bike repair station and small gathering plaza at intersection.



View to Sitkum Park, east gateway to the E&N Urban Greenway



View up Lime Bay Mews from Kimta

1 Turntable Plaza

2 Esquimalt Activation

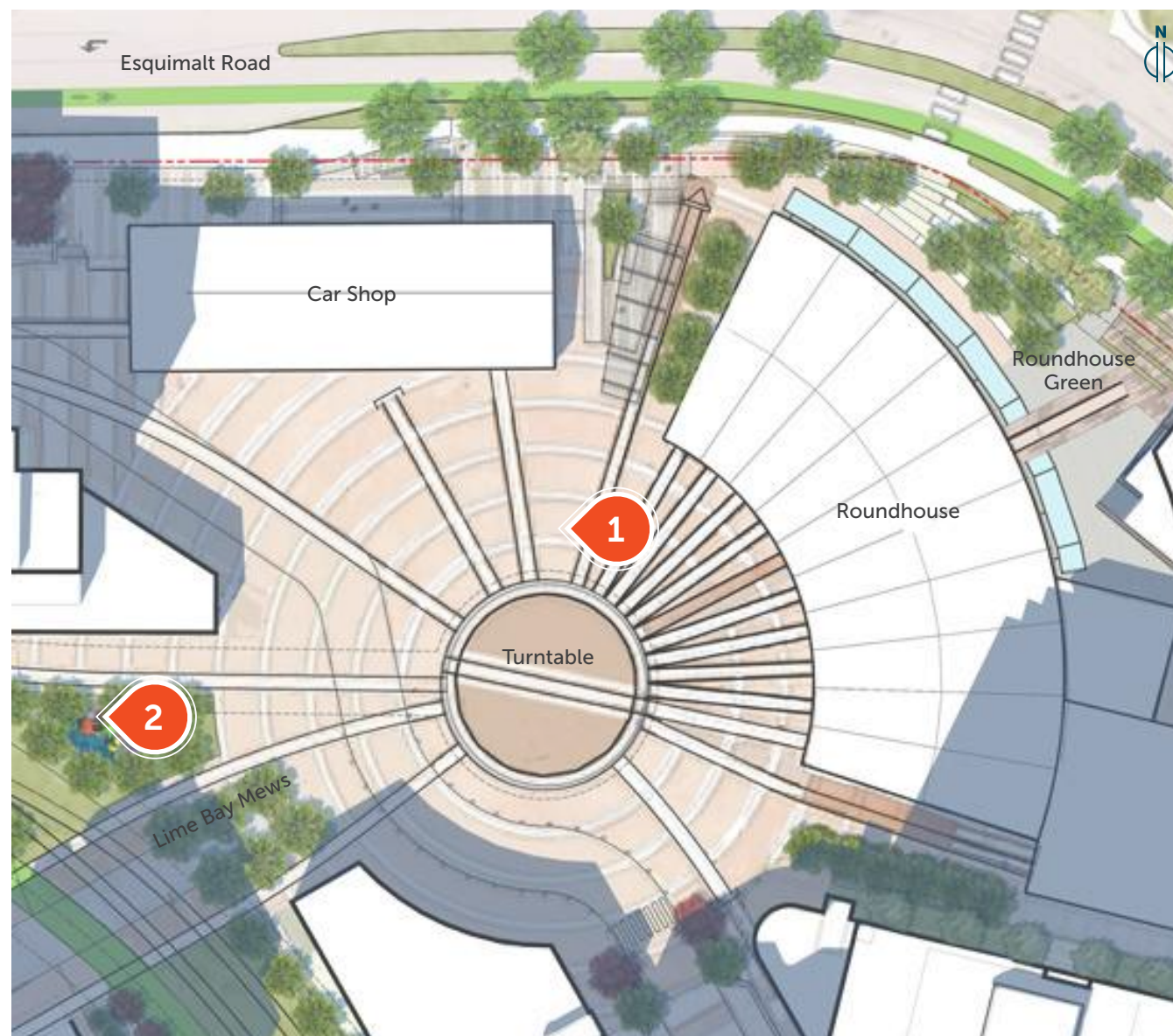
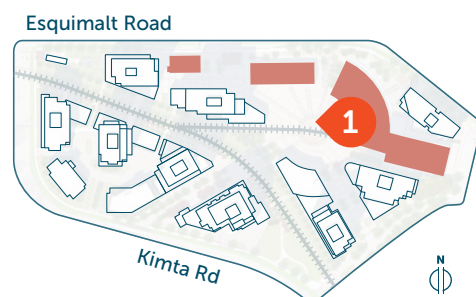
3 Lime Bay Mews

4 E&N Urban Greenway

1 Turntable Plaza

Turntable Plaza is the heart of the community and accessible to pedestrians via Roundhouse Gateway, which connects the community to Victoria West Park. Framed by active commercial and cultural spaces, public space design is intended to highlight the Roundhouse, the site's historic centerpiece. Colonnades and canopies provide additional pedestrian comfort, broadening horizontal views and providing weather protection.

Activation includes a potential playground at the intersection of the plaza, Lime Bay Mews, and the Urban Greenway (noted as 2 on the plan). To support further activation of the Roundhouse, a pedestrian link thru the building may be developed connecting Turntable Plaza to Roundhouse Green.



1 Turntable Plaza

2 Esquimalt Activation

3 Lime Bay Mews

4 E&N Urban Greenway

1

Turntable Plaza Looking West



1 Turntable Plaza

2 Esquimalt Activation

3 Lime Bay Mews

4 E&N Urban Greenway

2

Turntable Plaza looking West down the E&N Urban Greenway



1 Turntable Plaza

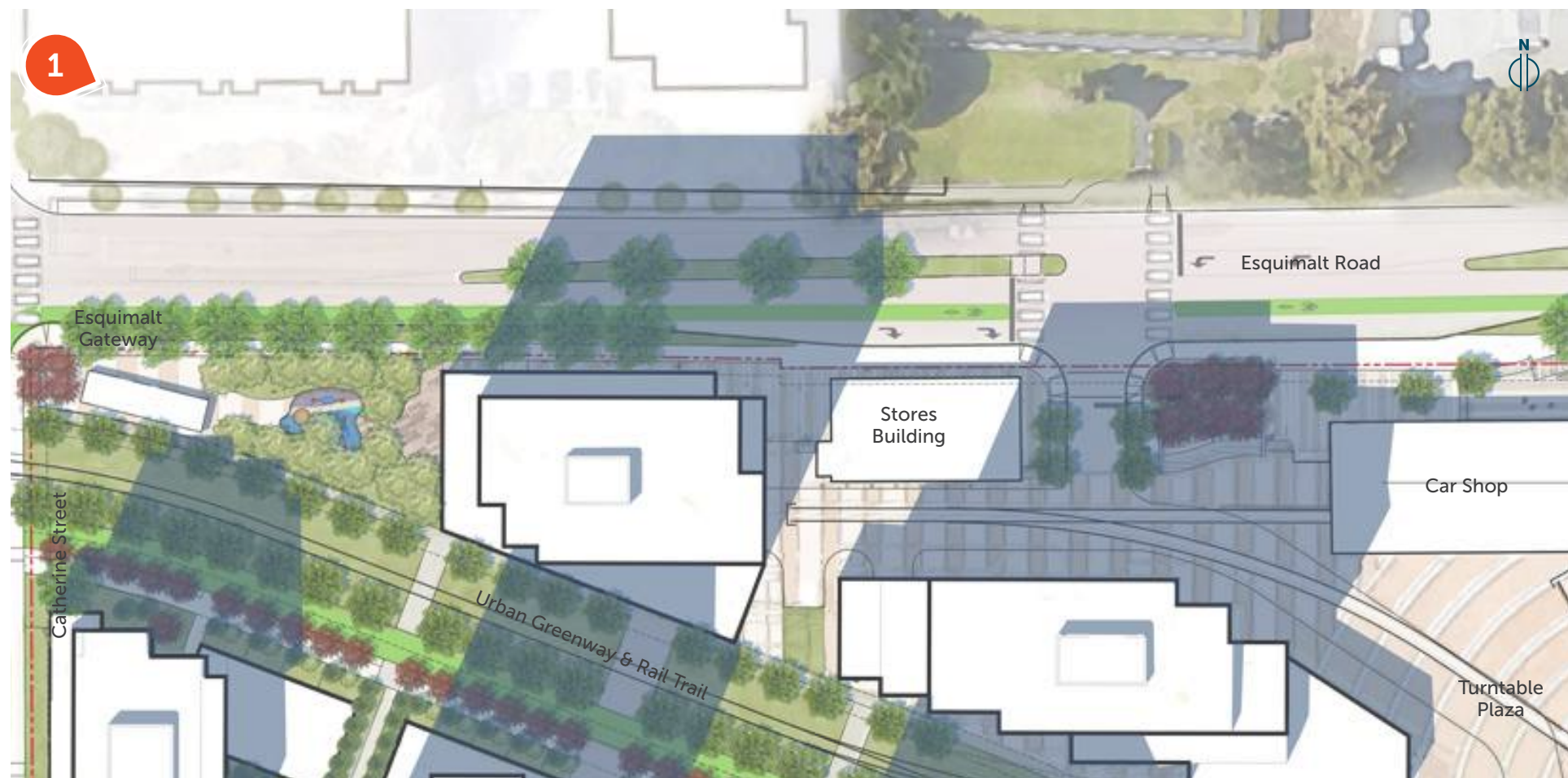
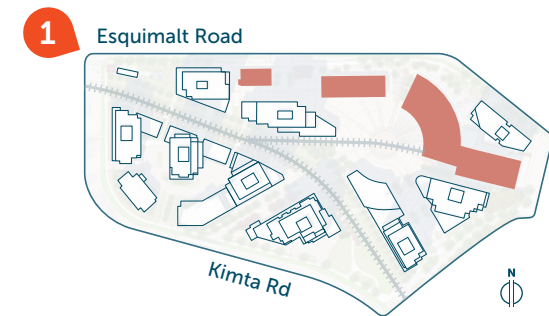
2 Esquimalt Activation

3 Lime Bay Mews

4 E&N Urban Greenway

2 Esquimalt Activation

Urban in nature, the Esquimalt Edge is enlivened by cultural, commercial, and lobby spaces. Made level with the adjacent sidewalk, these spaces are universally accessible, which helps ensure continuous use. Activation of Esquimalt Gateway could include a playground or other gathering place set in a landscape and plaza setting.



1 Turntable Plaza

2 Esquimalt Activation

3 Lime Bay Mews

4 E&N Urban Greenway

1

Esquimalt Road Looking East



1 Turntable Plaza

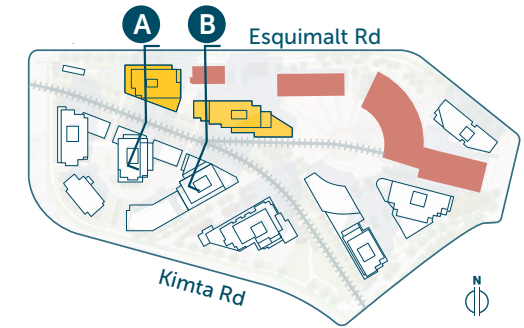
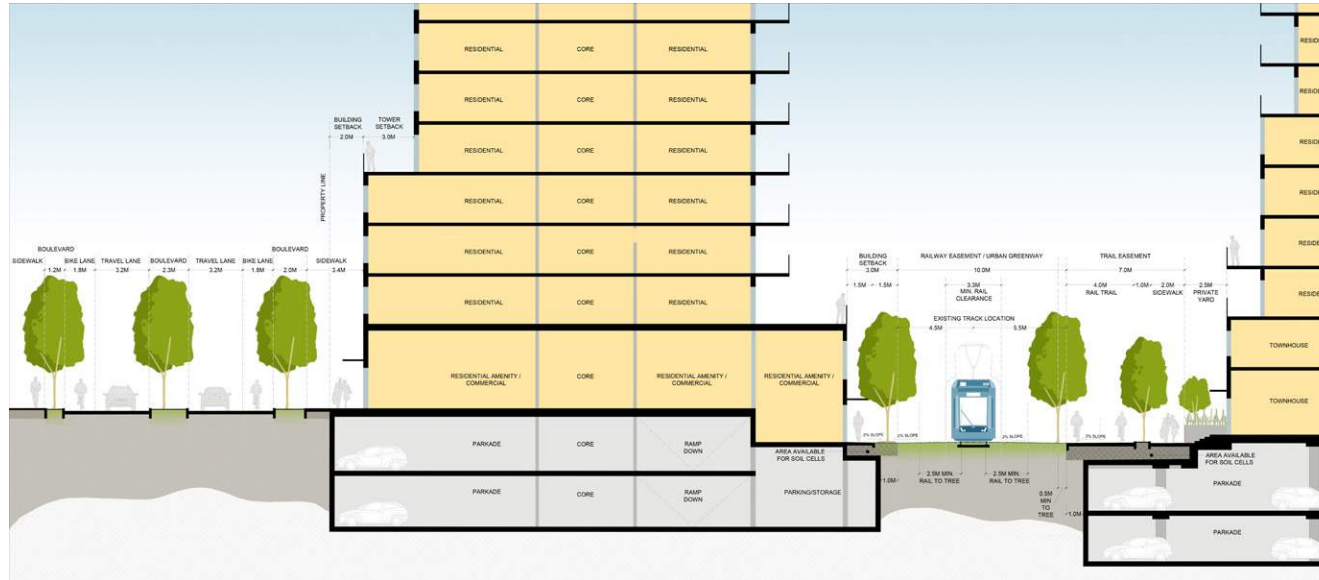
2 Esquimalt Activation

3 Lime Bay Mews

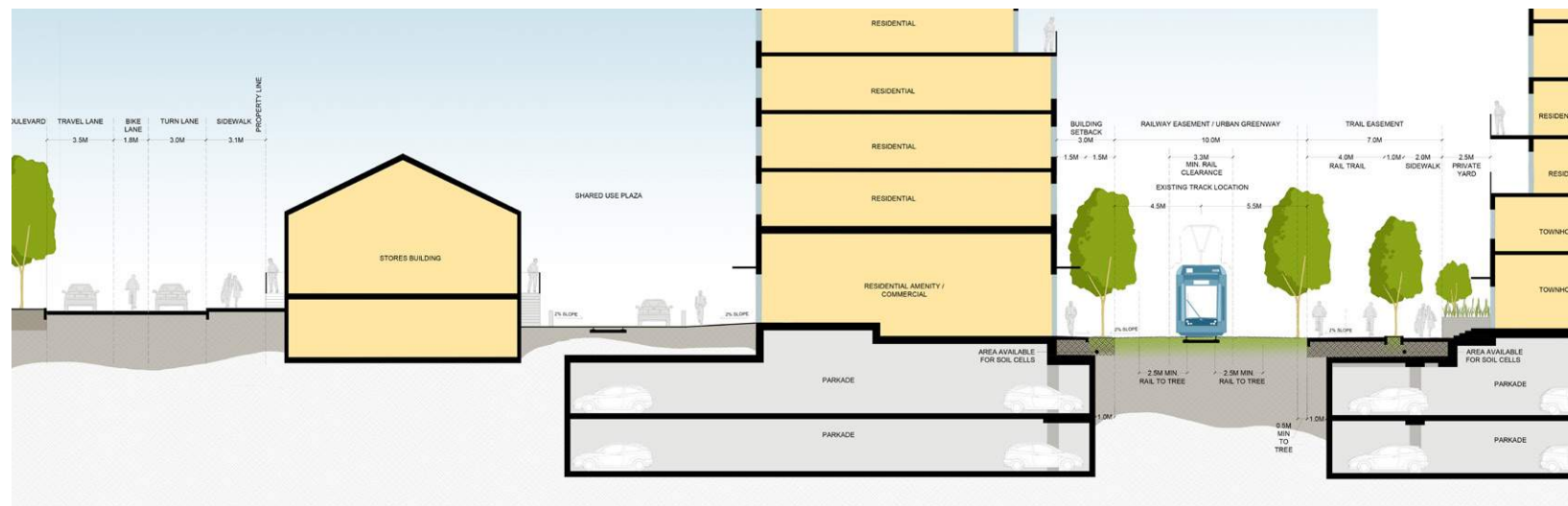
4 E&N Urban Greenway

Esquimalt Road and Carriage Lane

Section A DA-7 Building on Esquimalt Road Looking East



Section B Stores Building & DA-8 Building Looking East



1 Turntable Plaza

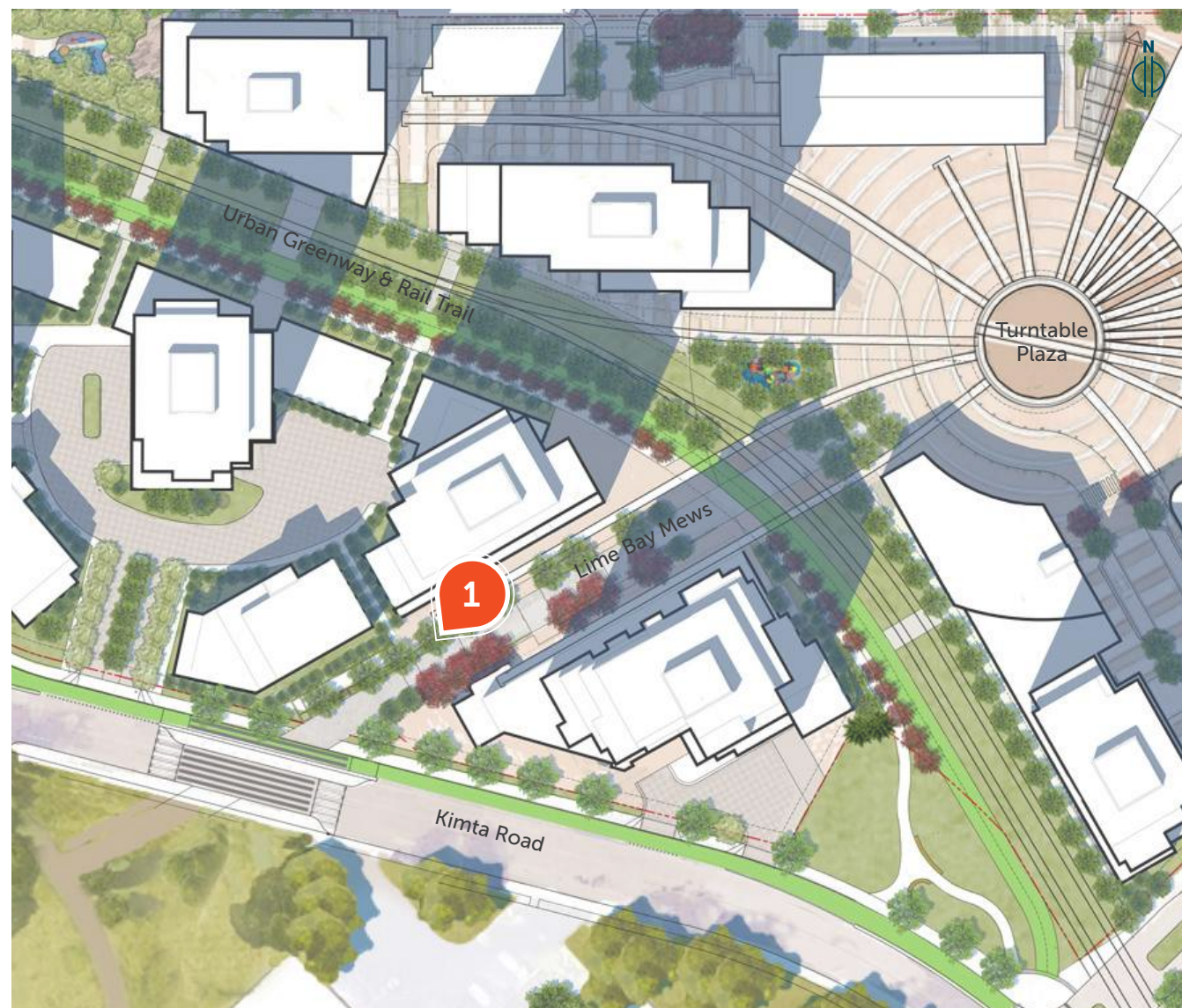
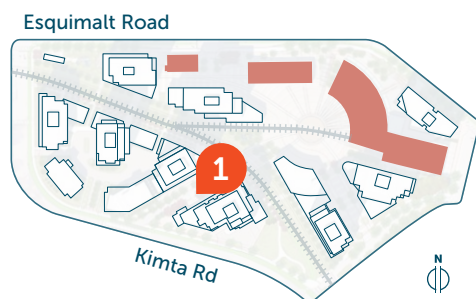
2 Esquimalt Activation

3 Lime Bay Mews

4 E&N Urban Greenway

3 Lime Bay Mews

Lime Bay Mews, bordered by active commercial spaces and E&N Tower entry points, connects the site to the waterfront by providing a direct link from Turntable Plaza to Lime Bay Park.



1 Turntable Plaza

2 Esquimalt Activation

3 Lime Bay Mews

4 E&N Urban Greenway

1

Lime Bay Mews Looking South

A heritage passage, life in the public realm and the historic character of the mews is emphasized by heritage elements such as re-purposed boxcars.



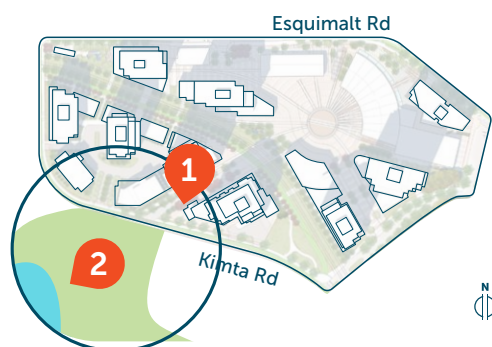
2

Lime Bay Mews Connection with Lime Bay

Lime Bay Mews, the site's strong urban axis, connects the neighbourhood to Lime Bay Park and the inner harbour, a place of respite amid the commotion of the city.



Re-purposed Box Car Concepts



1 Turntable Plaza

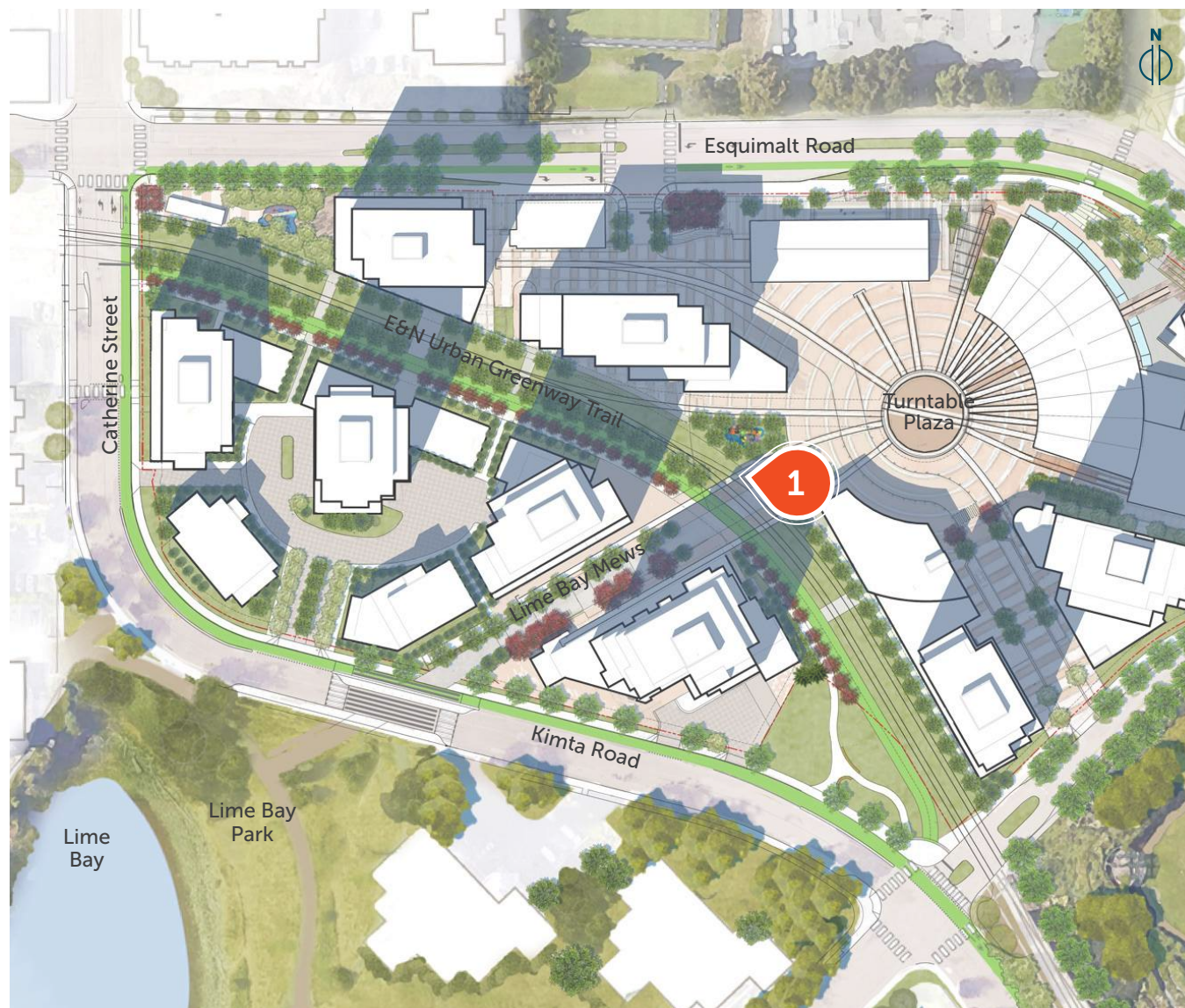
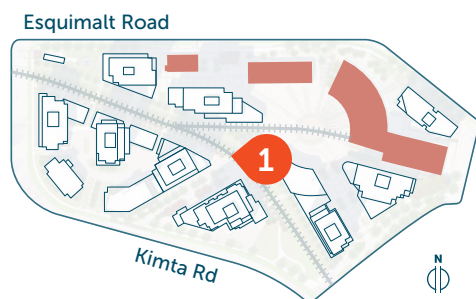
2 Esquimalt Activation

3 Lime Bay Mews

4 E&N Urban Greenway

4 E&N Urban Greenway

Naturalized by native plantings, the E&N Urban Greenway transforms from a traditionally linear, multi-modal corridor to an urban greenway that showcases the area's coastal ecology.



1 Turntable Plaza

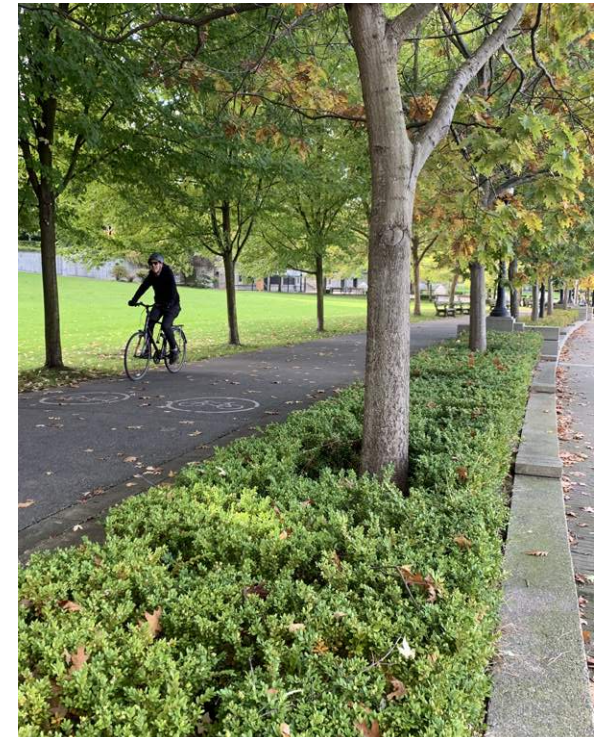
2 Esquimalt Activation

3 Lime Bay Mews

4 E&N Urban Greenway

1

Looking West Along the E&N Urban Green Trail



1 Turntable Plaza

2 Esquimalt Activation

3 Lime Bay Mews

4 E&N Urban Greenway

E&N Urban Greenway Concept



The urban greenway arcs across the site, following the path of the E&N Rail corridor, creating a unique ground-level experience.



Legend

- Rail Corridor
- Bike Trails
- Pedestrian Path

1 Turntable Plaza	2 Esquimalt Activation	3 Lime Bay Mews	4 E&N Urban Greenway
-------------------	------------------------	-----------------	----------------------

E&N Urban Greenway

The Urban Greenway is proposed as a linear park extending across the site from NW to SE following the E&N rail corridor.

This Greenway is intended to serve three key purposes:

- 1. Maintain a 10m wide corridor for the purposes of accommodating future transit services, to be determined in the future;
- 2. Accommodate a 7.0m wide multi-use Trail as per the existing Master Development Agreement; and
- 3. Maximize the opportunity for this corridor to be "green" with trees and permeable surfaces to emphasize livability, and mitigate the urban heat island effect.

Corridor Options

For the purposes of the Rezoning Application, the combined 17m wide Rail and Trail corridor is maintained, along with defining acceptable minimum edge conditions for development.

Two options for the configuration of the corridor are illustrated.

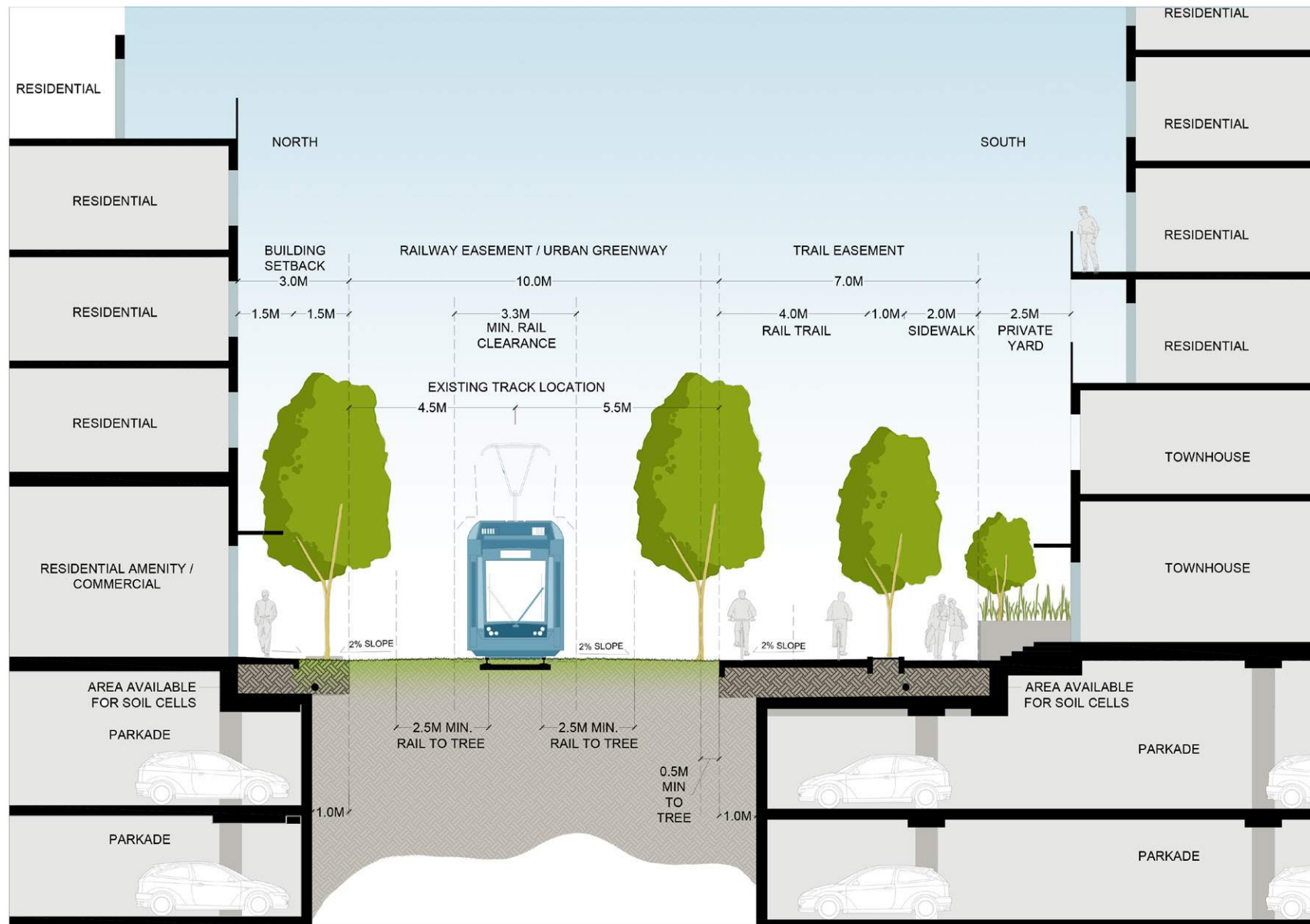
Option 1 illustrates a potential outcome based on the existing railway track configuration (post realignment), where there is one track in the western portion and two tracks in the eastern portion.

Option 2 illustrates a potential outcome based on reconfiguring the tracks to introduce an urban streetcar or tram type of transit with two tracks along the entire corridor.

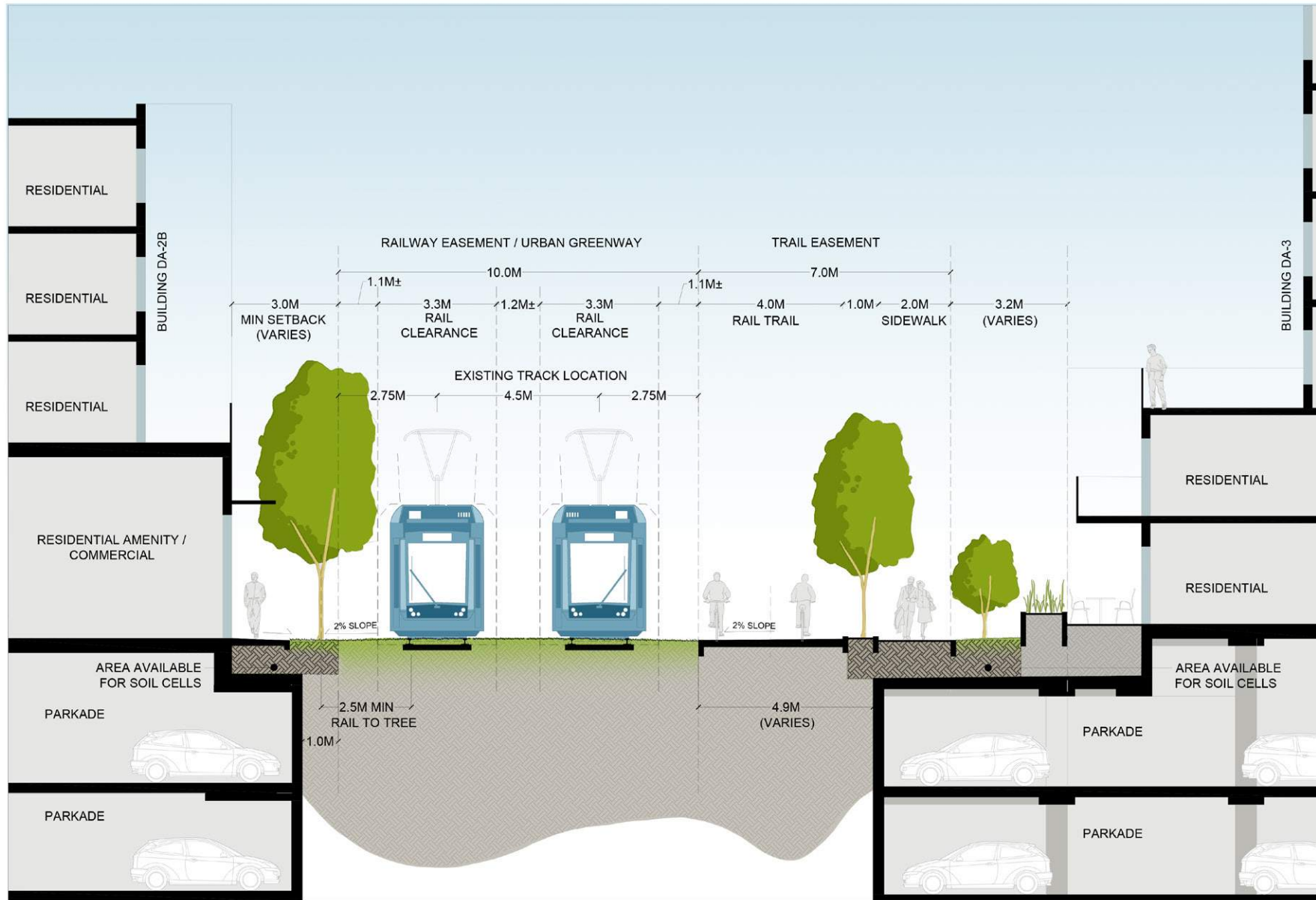
For both options, the potential location in the cross section for trees is identified. For Option 1, there are less opportunities to add trees due to the existing spacing between railway tracks, which is based on accommodating freight operations, whereas in Option 2 the spacing between railway tracks is based on typical operating envelopes for a modern streetcar or tram, which provides greater opportunity for trees.

Within this Rezoning Application, Option 1 is represented on all plans, diagrams and statistics.

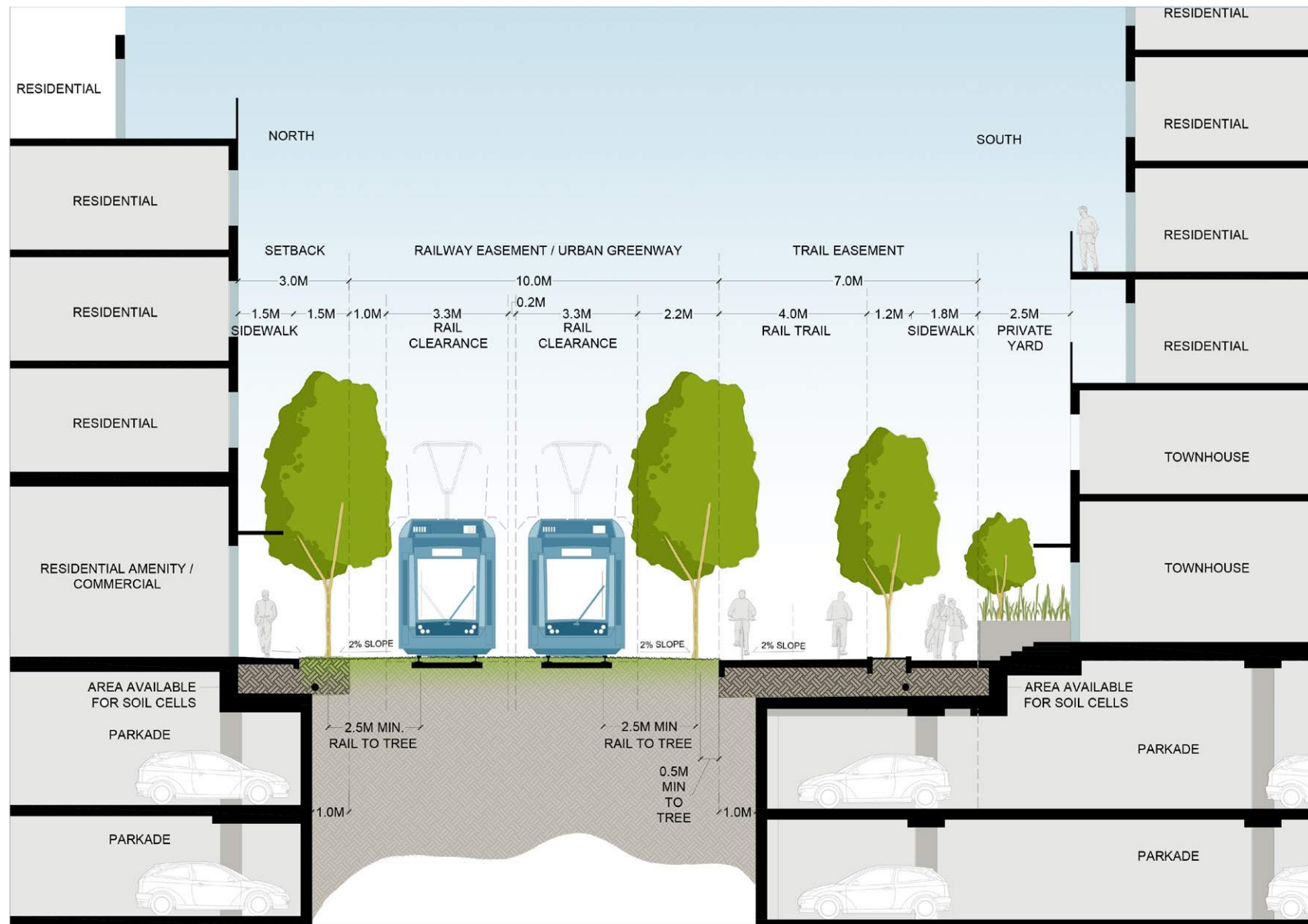
West Cross Section Option 1 | Existing Rail



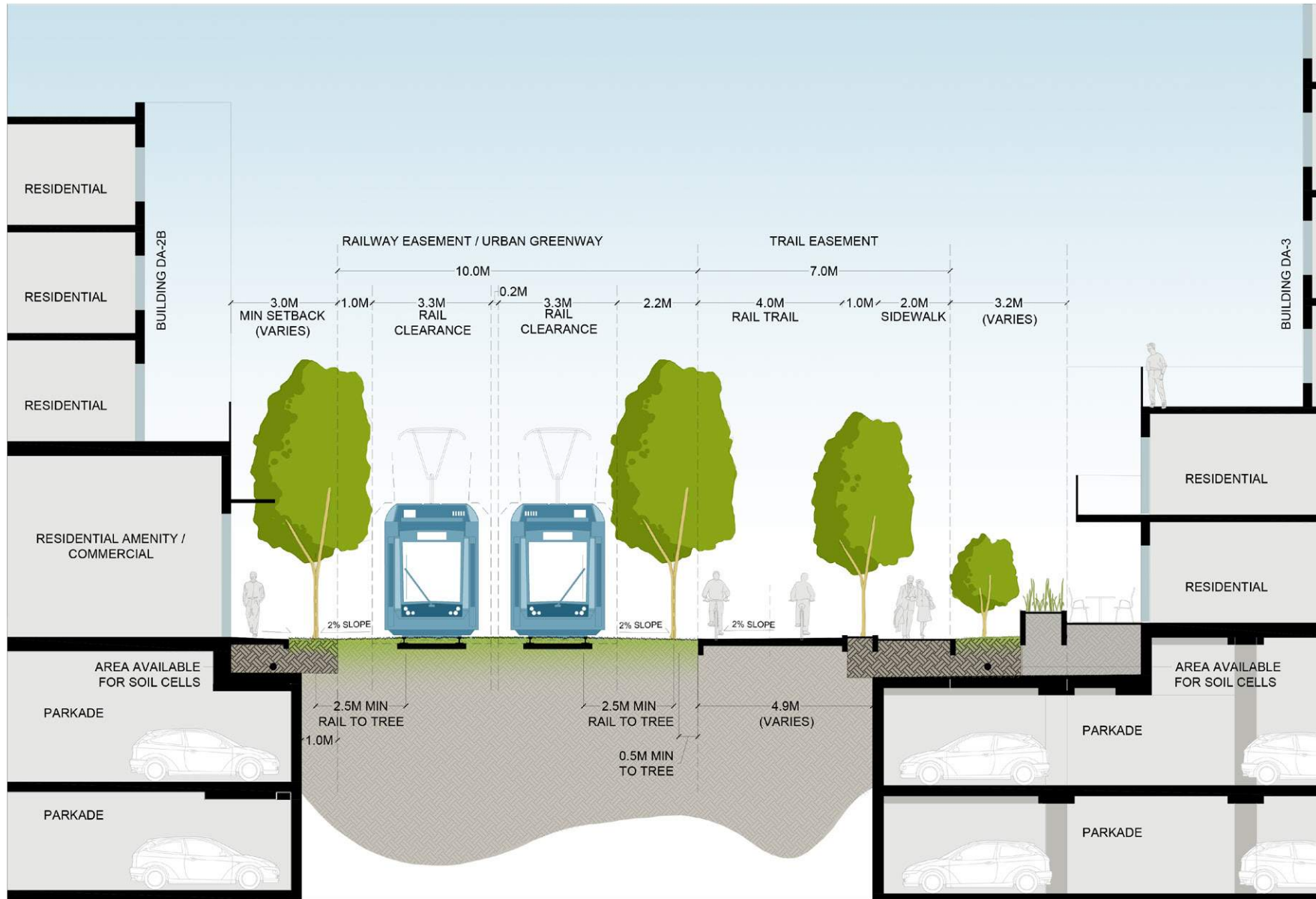
East Cross Section Option 1 | Existing Rail



West Cross Section Option 2 | Potential New Rail/Tram



East Cross Section Option 2 | Potential New Rail/Tram



1 Turntable Plaza

2 Esquimalt Activation

3 Lime Bay Mews

4 E&N Urban Greenway

Trail Crossings



Legend

 Trail Crossings

Several pedestrian crossings of the rail corridor are planned for as defined pedestrian crossing points. The actual number and location of crossings will be determined with each relevant Development Permit.

The proposed future use of the corridor is for transit, potentially with an urban streetcar or tram. Based on this outcome, and slow-speed operations, the proposed configurations will accommodate barrier-free pedestrian access along the corridor.

NOTE: Depictions of multiple rail crossings reflect an interim condition to be revised upon confirmation of the final rail standard.

DATE: SEPTEMBER 12, 2023 | FILE: BAYVIEW-REZONING-FINAL-SUBMISSION-REZ00729_20230912.INDD

1 Turntable Plaza	2 Esquimalt Activation	3 Lime Bay Mews	4 E&N Urban Greenway
-------------------	------------------------	-----------------	----------------------

Sitkum Park

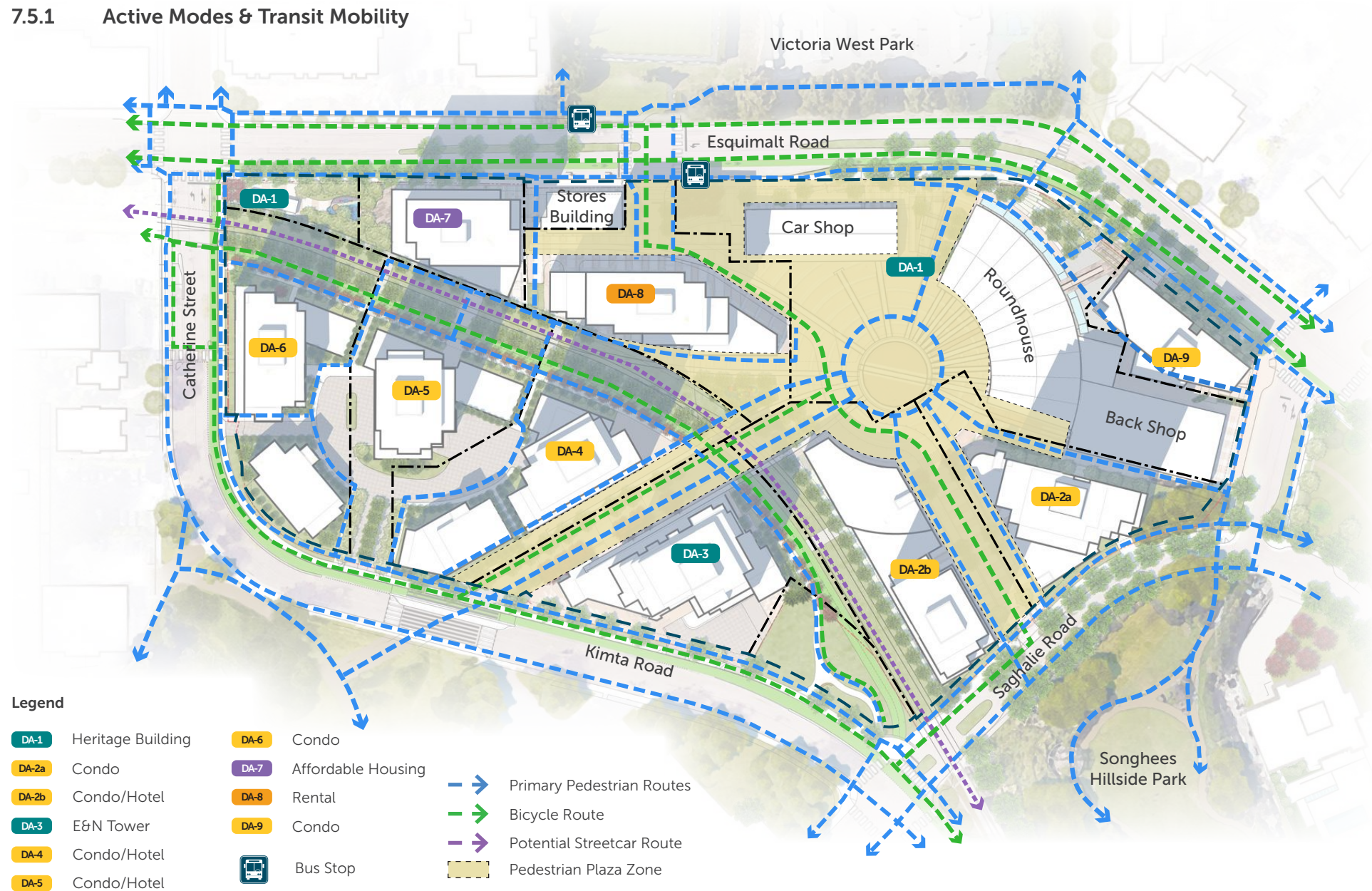
Sitkum Park is identified for defined upgrades based on terms within the Master Development Agreement. At this time, the proposed plans do not define or illustrate the intended end-condition, as instructed by Parks Department.

The plan does illustrate the likely location and configuration of the Rail Trail, including connection to Kimta Road of the cycle track, and pathways.

Final design and amenities will be confirmed as part of the associated Development Permit process for DA-3.

7.5 Mobility

7.5.1 Active Modes & Transit Mobility



7.5.2 Movement Network

Multiple roadways will provide parking, retail, drop-off, delivery, and fire access. These will be limited to two lanes and 6.0 m pavement width throughout the site, with street parking provided at select locations. To limit vehicle speeds and improve safety, a shared roadway will be located around Turntable Plaza. Roadway connections to Esquimalt Road, a major arterial, will be limited to reduce intersection density and maintain traffic flow through the area.

The E&N Rail Trail will encourage low-carbon travel by connecting Victoria West cyclists and pedestrians to the city's downtown core and wider region. Envisioned as the site's green spine, the trail will roughly follow recommendations for widths established by the Island Corridor Foundation.

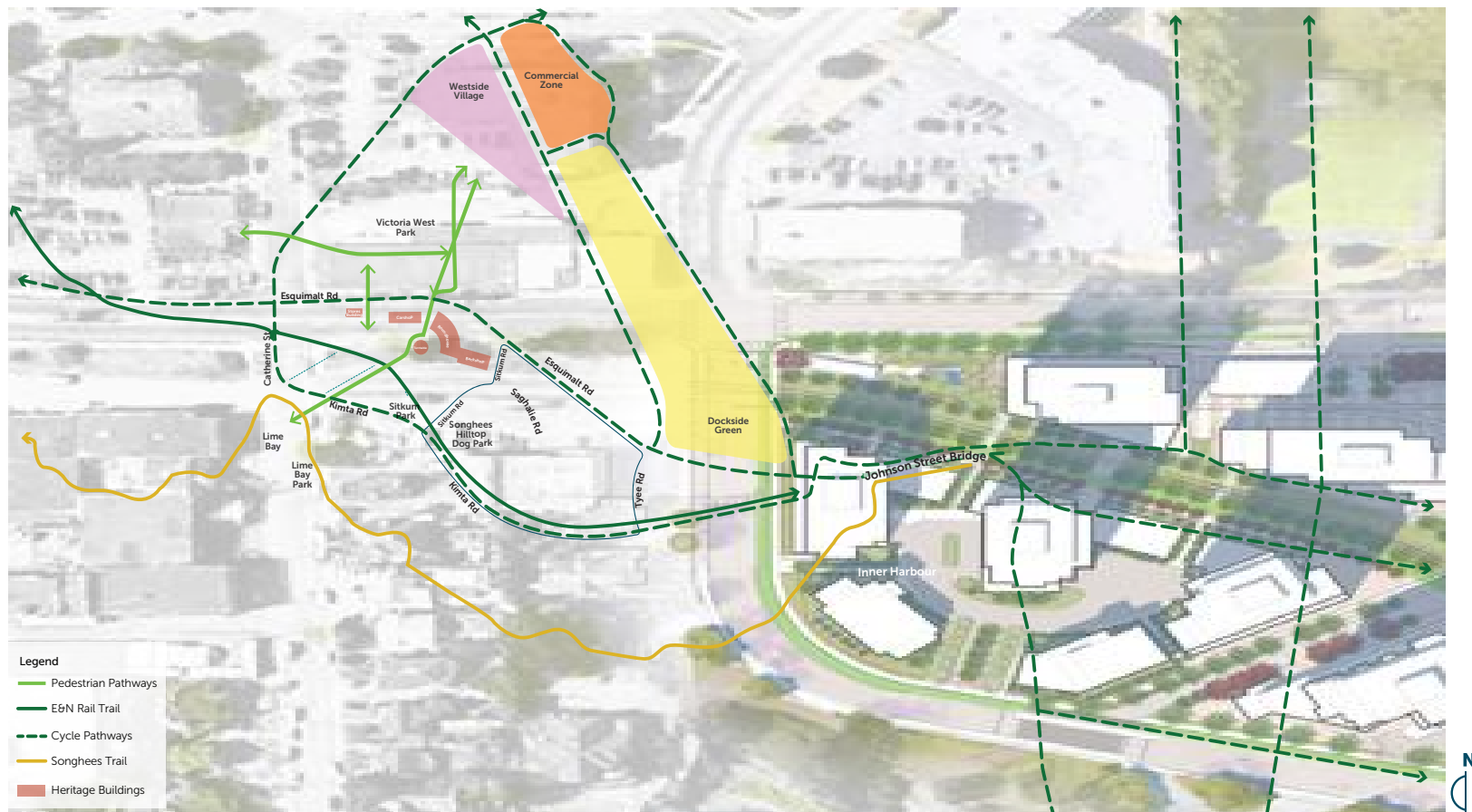
Internal pedestrian connections will provide ease of travel within the site. This network will offer a range of paths by which community members can access Bayview Place destinations, while minimizing conflict points with cars, bicycles and rail.



7.5.3 Connections to Regional Pedestrian and Bike Network

By completing the Roundhouse segment of the E&N Urban Trail, Roundhouse connects pedestrians and cyclists to destinations across the region.

The E&N Urban Trail provides a shared cyclist and pedestrian connection east to Catherine St. and west to Kimta Rd. Prior to completion of this route, cyclists will have access to an interim AAA bicycle route along Kimta Road that will link Roundhouse at Bayview Place to downtown Victoria. Refer to Appendix F for Transportation and Mobility Details and to Appendix G for Site Servicing details.



Depictions of the Kimta Road cycle path reflect an interim condition and may not be included in final buildout of the site.

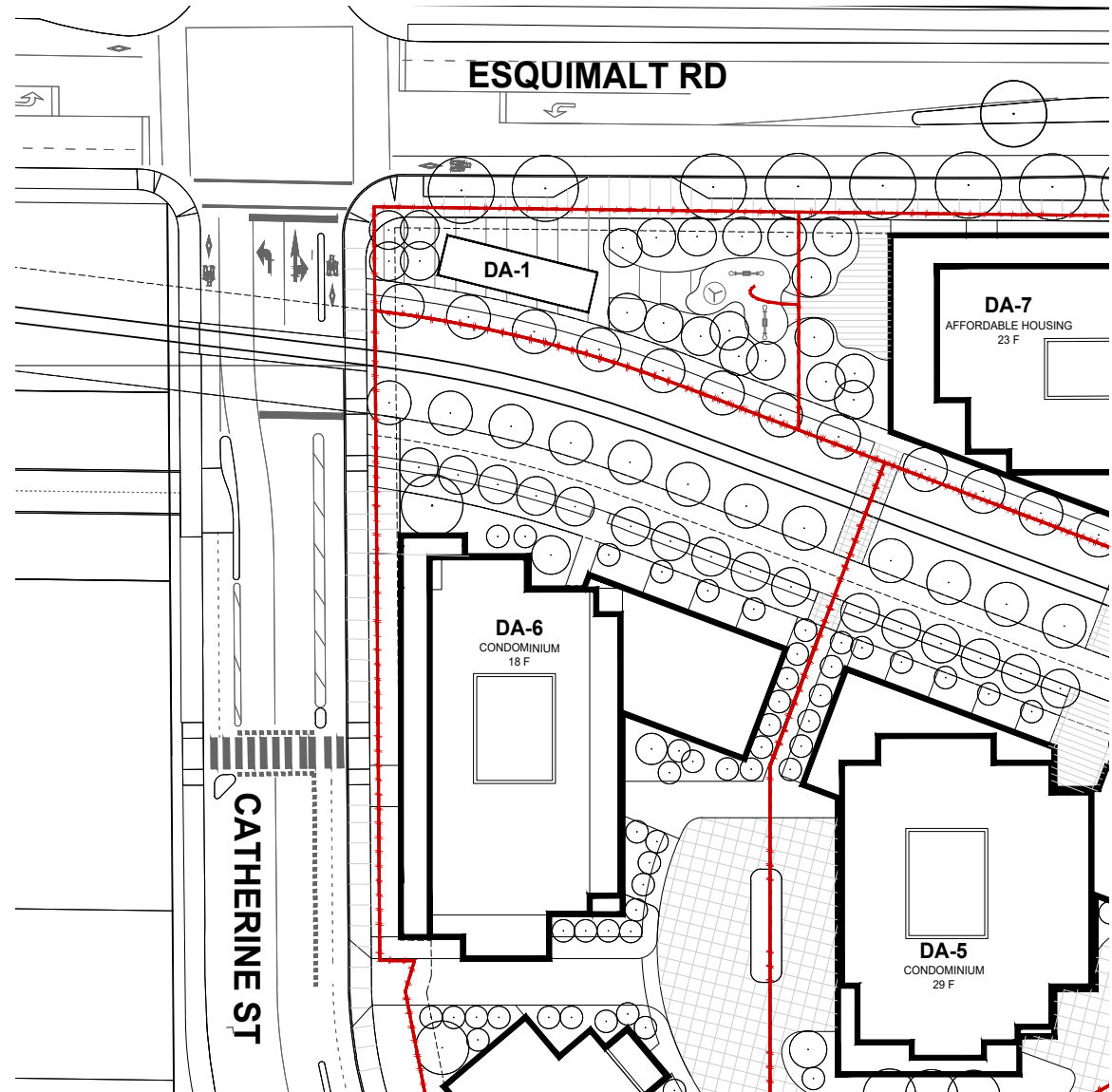
7.5.4 Esquimalt Rd & Catherine St. Intersection Improvements

Refer to Appendix F for Transportation and Mobility Details and to Appendix G for Site Servicing details.

The intersection of Esquimalt and Catherine is one key intersection that will have a range of improvements as a result of the Roundhouse at Bayview Place project.

These improvements have been developed based on technical transportation upgrades and site servicing works needed as a result of the new development.

The improvements along Catherine St are based on an integration of the City of Victoria's planned upgrades to include a AAA cycling facility. The plans as shown are based on the IFC drawings issued for this project.



7.6 Parking & Vehicle Access

7.6.1 Vehicular Parking Access & Loading

In addition to on-site access points to below grade parking, there are five vehicle access points from adjacent streets.

Access From Esquimalt Road

Two new access points to the Roundhouse site are proposed from Esquimalt Road. The first access point is at the intersection of Esquimalt Road and the new Roundhouse Mews, providing parking and service vehicles access for buildings DA-7, DA-8, the heritage buildings, and the Turntable Plaza. It connects with the Saghalie Road via Roundhouse Mews. The second point accesses building DA-9 and below grade parking.

Access From Kimta Road

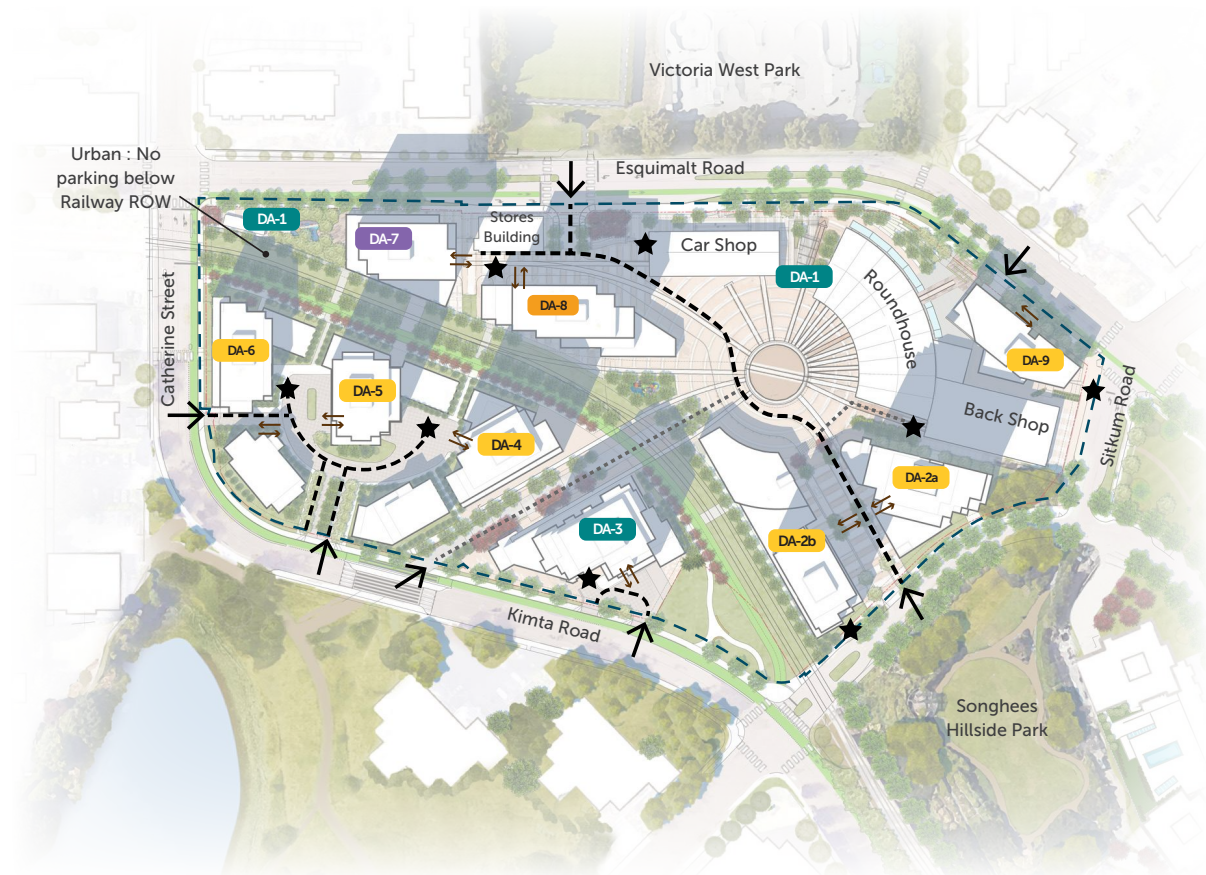
Three new access points to the Roundhouse site are proposed from Kimta Road. The first access point enters into an auto court shared by buildings DA-6, DA-4, and DA-5, and provides access to below grade parking and loading bays.

The second entry creates a vehicle access for building DA-3 loading and below grade parking.

A third service and emergency vehicle access along Lime Bay Mews provides access into the Roundhouse site, connecting with Roundhouse Mews.

Access From Saghalie Road

One new access point to the Roundhouse site is proposed from Saghalie Road, entering into the Roundhouse Site and connecting north to Esquimalt Road via Roundhouse Mews. This entry serves as the main parking and servicing access for buildings DA-2b and DA-2a.



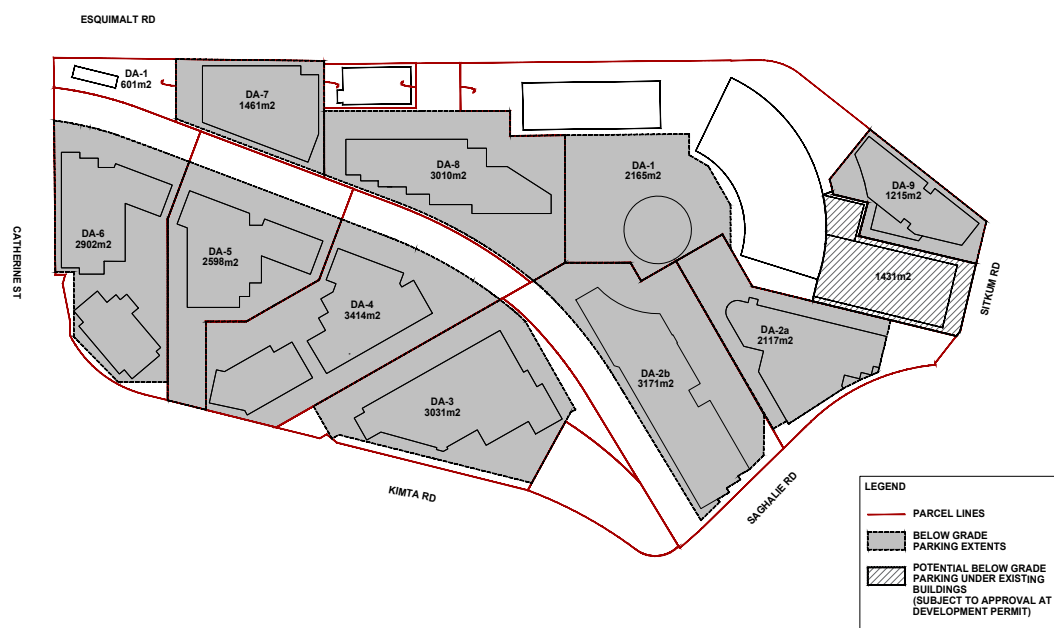
Legend

DA-1	Heritage Building	DA-5	Condo/Hotel	--->	Service Vehicle Access
DA-2a	Condo	DA-6	Condo	->	Vehicular Route
DA-2b	Condo/Hotel	DA-7	Affordable Housing	↔	Access to Parking
DA-3	E&N Tower	DA-8	Rental	★	Service & Loading
DA-4	Condo/Hotel	DA-9	Condo		

7.6.2 Vehicular Parking

Parking will be provided on site to meet the requirements set out in Schedule C of the Parking Bylaw, and Part 12.12 of the CD-12 Roundhouse Zoning.

Parkades will extend under private roads, plazas, and Rail Trail, but will not impact heritage buildings or the Urban Rail Easement. Minimum parking ratios for each portion of the site are identified in the TDM study (WATT Consulting Group). Bike parking facilities and EV charging stations will be provided within parkades to encourage low-carbon transportation. Short term bike lock-up areas will also be provided throughout the site.



Units & Parking	Units	Unit Type			Min. Parking
		Studio (<45m²)	1 Bedroom (45m²-70m²)	2+ Bedroom (>70m²)	
DA-1 Heritage Buildings	--	--	--	--	54
DA-2a Condo	240	84	55	101	180
DA-2b Condo/Hotel	235	35	82	118	176
DA-3 E&N Tower	210	22	84	104	240 [†]
DA-4a Condo/Hotel	245	98	74	74	184
DA-4b Condo/Hotel	25	--	--	25	19
DA-5 Condo/Hotel	220	22	110	88	165
DA-6a Condo	140	28	70	42	105
DA-6b Condo	30	--	--	30	23
DA-7 Affordable [†]	215	47	73	95	161
DA-8 Rental	245	83	83	78	184
DA-9 Condo	65	20	26	20	49
TOTAL:	1,870	439	657	773	1,539

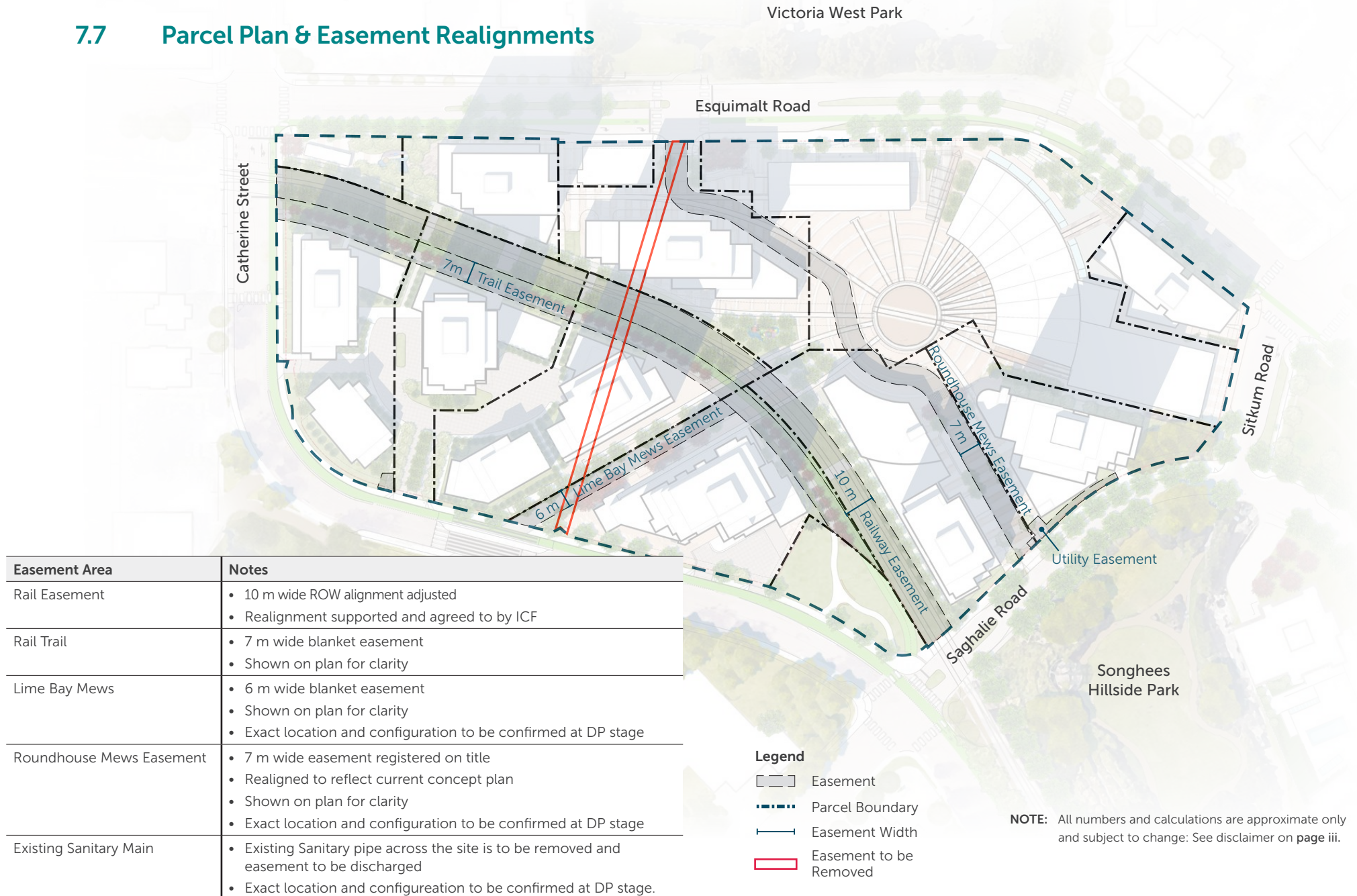
NOTE: Refer to Traffic Impact Assessment and Traffic Demand Management Reports for detailed parking requirement, provisions, reductions, and variances. Minimum Parking Numbers are based on TDM strategy. Additional reductions in parking numbers may be achieved by applying the Supplemental TDM Strategy outlined in the report by WATT Consulting Group.

[†] Affordable Housing site and development parcel. The proposed affordable housing development is subject to future design and development permit approvals by a non-profit affordable housing developer and operator to a maximum of the values and criteria identified in this proposed zoning.

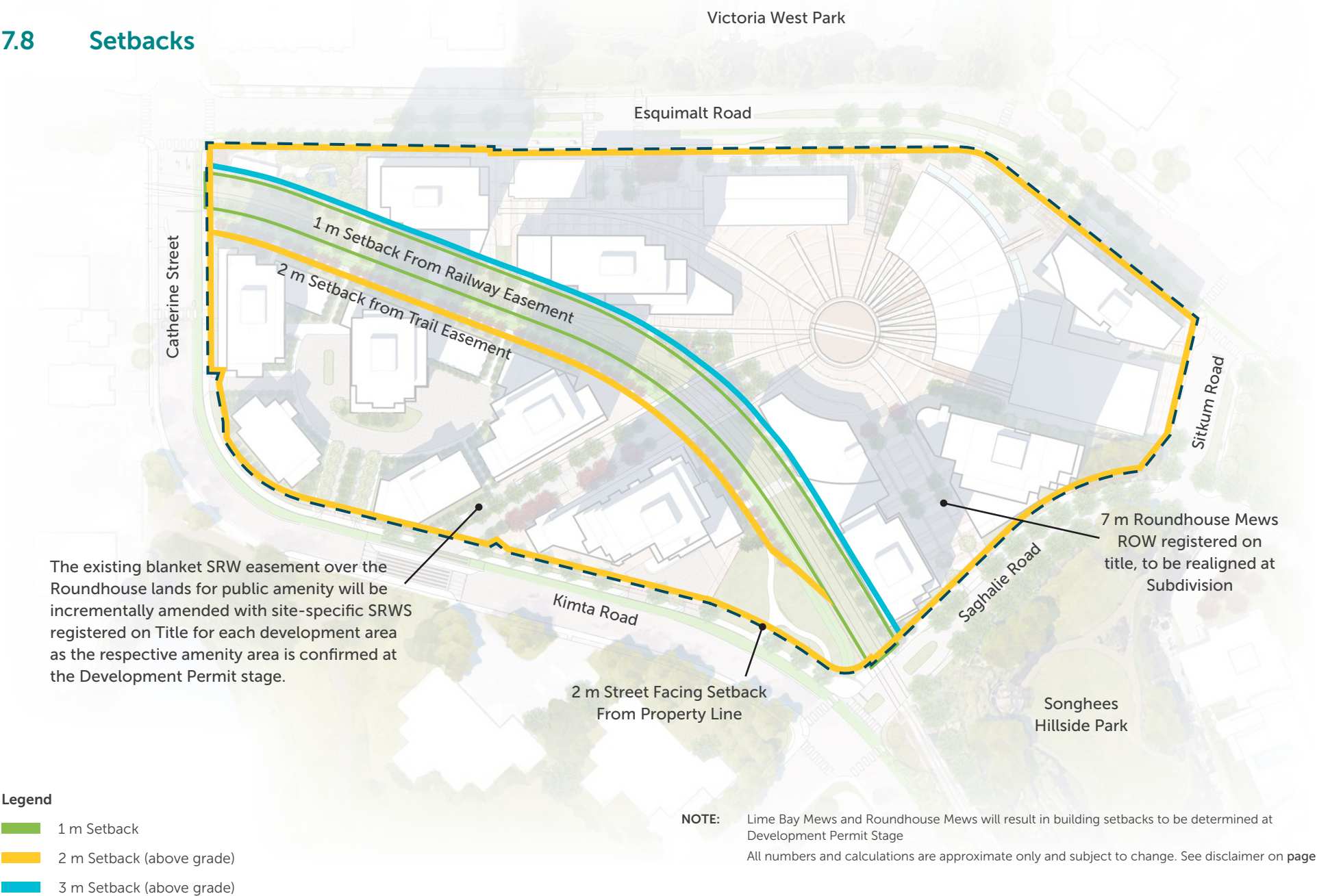
[‡] TDM not applied to DA-3; number based on approved DP.

All numbers and calculations are approximate only and subject to change. See disclaimer on [page iii](#).

7.7 Parcel Plan & Easement Realignments

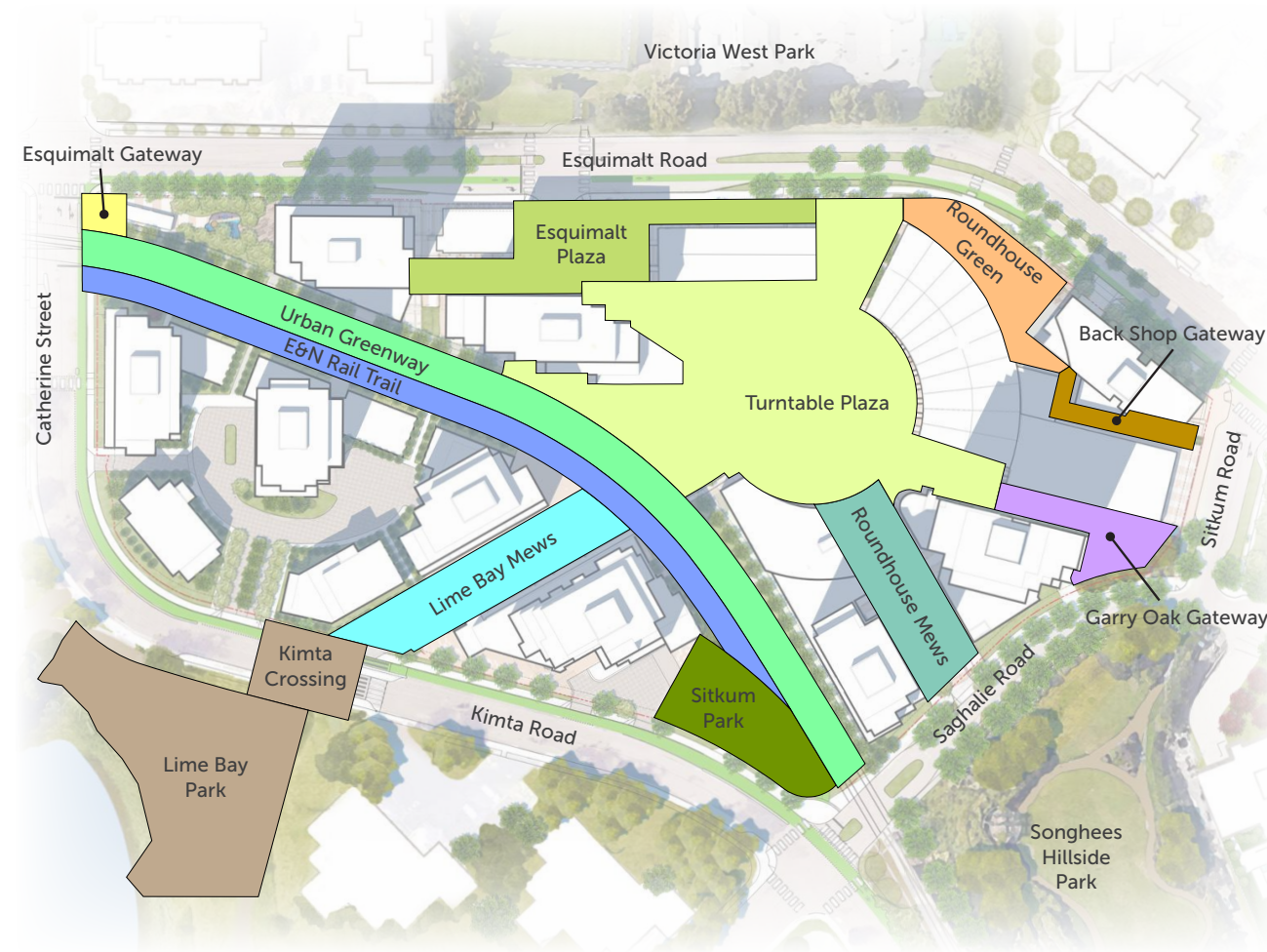


7.8 Setbacks



8.0 COMMUNITY AMENITIES

8.1 Amenity Areas



Legend

Rail Trail (Trail Easement)	Roundhouse Mews	Garry Oak Gateway
Urban Greenway (Railway)	Esquimalt Plaza	Back Shop Gateway
Turntable Plaza	Esquimalt Gateway	Sitkum Park
Lime Bay Mews	Roundhouse Green	Lime Bay Park & Kimta Crossing

On-site Improvements

Rail Trail (Trail Easement)	17,018 sf
Urban Greenway (Railway)	29,267 sf
Turntable Plaza	54,982 sf
Lime Bay Mews	13,519 sf
Roundhouse Mews	13,519 sf
-	-
-	-

Esquimalt Gateway	1,475 sf
NEW Esquimalt Plaza	14,876 sf
NEW Roundhouse Green	8,417 sf
NEW Garry Oak Gateway	5,802 sf
NEW Back Shop Gateway (Area TBD at DP)*	3,886 sf
-	-

Subtotal	(3.7 ac) 161,201 sf
-----------------	------------------------

* Actual area of this amenity to be confirmed at time of Development Permit for DA-9.

Off-site Improvements/Misc.

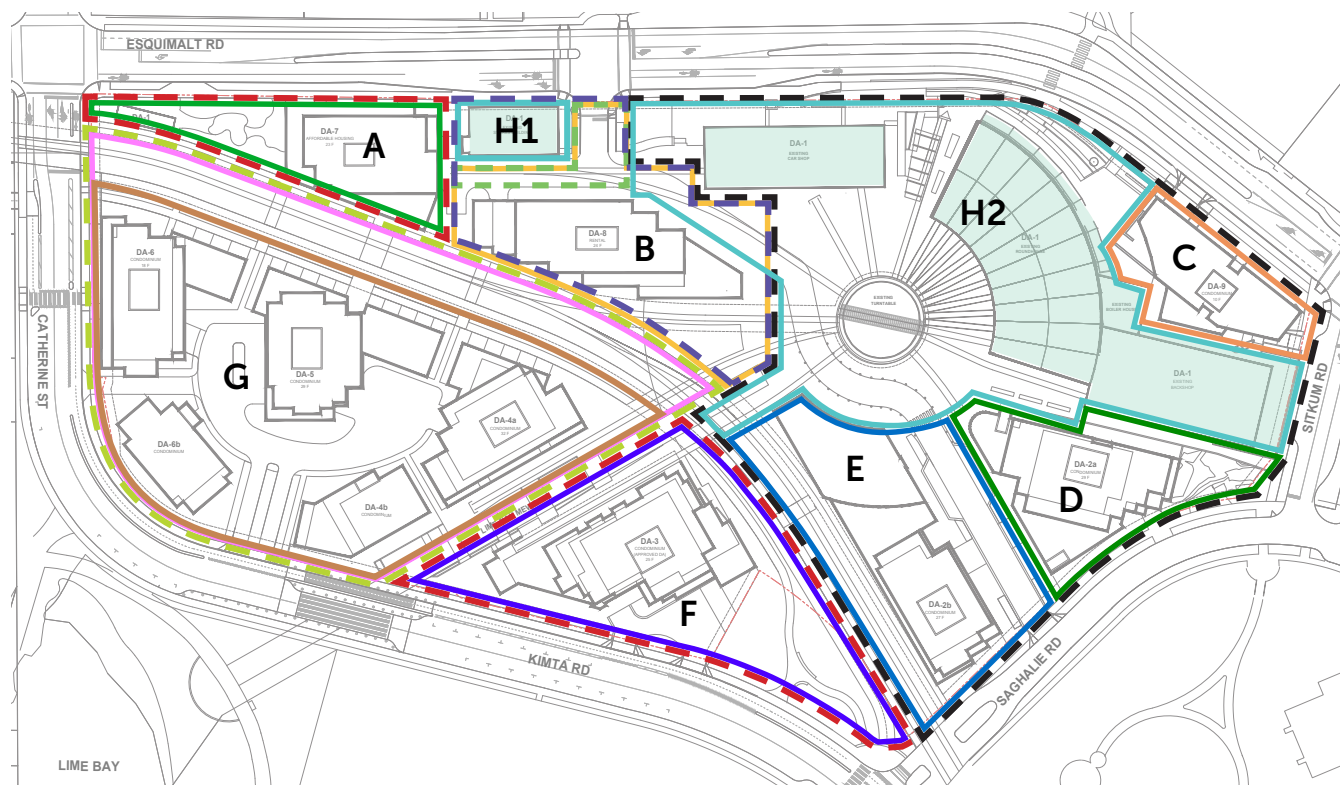
Sitkum Park	10,915
Lime Bay Park Improvements & Site Interpretation Program	Included
Cash In Lieu (Accrued Value to 2022)	\$815,826

8.2 Amenities Sequencing

8.2.1 Sequencing Program

Site Description

Site	Amenities
A Affordable Housing (GVHS)	- Affordable Housing (approx. 215 units) - Esquimalt Gateway Plaza - Interim Access to Esquimalt Rd
B Rental Housing	- Initiate Stores Building Rehabilitation - Completion of Access to Esquimalt Rd
C Apartment Tower	- Roundhouse Green - Back Shop Gateway
D Apartment Tower	- Portion of Roundhouse Mews - Garry Oak Gateway
E Apartment Tower	- Majority of Roundhouse Mews - Portion of Urban Greenway
F Apartment Tower	- Majority of Lime Bay Mews - Lime Bay Park Improvements - Portion of Rail Trail
G Apartment Tower	- Portion of Lime Bay Mews - Lime Bay Park Improvements - Portions of Rail Trail & Urban Greenway (each site)
H1 Heritage Buildings	Initiate Stores Building Rehabilitation
H2 Heritage Buildings	- Rehabilitation of Car Shop, Roundhouse, Back Shop, and Boiler House - Completion of Turntable Plaza and Esquimalt Plaza



Amenity Sequencing

Sequence	Areas
1 --- Shovel Ready Now	A F
2 --- Early Heritage Rehabilitation	B H1
3 --- Prior to Heritage Rehabilitation	C D E
4 — Begin Primary Heritage Rehabilitation	H2
5 --- Post Heritage Rehabilitation	G

8.2.2 Amenities by Development Area

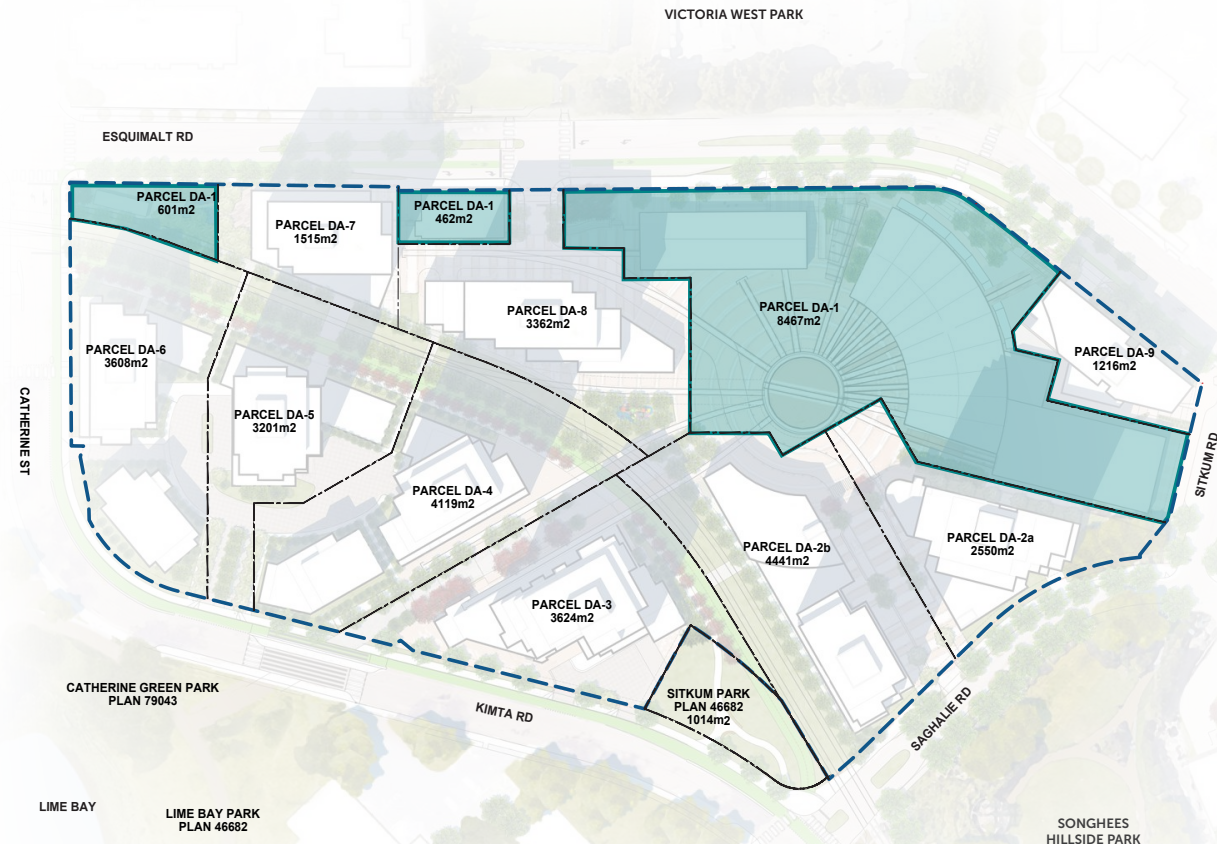
DA-1

List of Amenities

- Heritage Buildings
- Turntable Plaza
- Balance of Esquimalt Plaza
- Esquimalt Gateway
- Roundhouse Green

List of Benefits

- Rehabilitation of heritage buildings
- Adaptive reuse of heritage buildings
- Activation of spaces with the heritage buildings and Turntable Plaza public space
- Activation of Esquimalt Road streetfront with rehabilitation of heritage buildings and addition of several amenity structures and spaces as pedestrian friendly zone



NOTE: All numbers and calculations are approximate only and subject to change. See disclaimer on page iii.

DA-2a

List of Amenities

- Garry Oak Gateway (public access and steps, stepping green space between Sitkum Road and the Roundhouse)
- Portion of Roundhouse Mews

List of Benefits

- Preserves heritage landscape and rock outcrop
- Provides pedestrian link from Sitkum down to Turntable Plaza
- Delivery of Roundhouse Mews in coordination with development of DA-2b

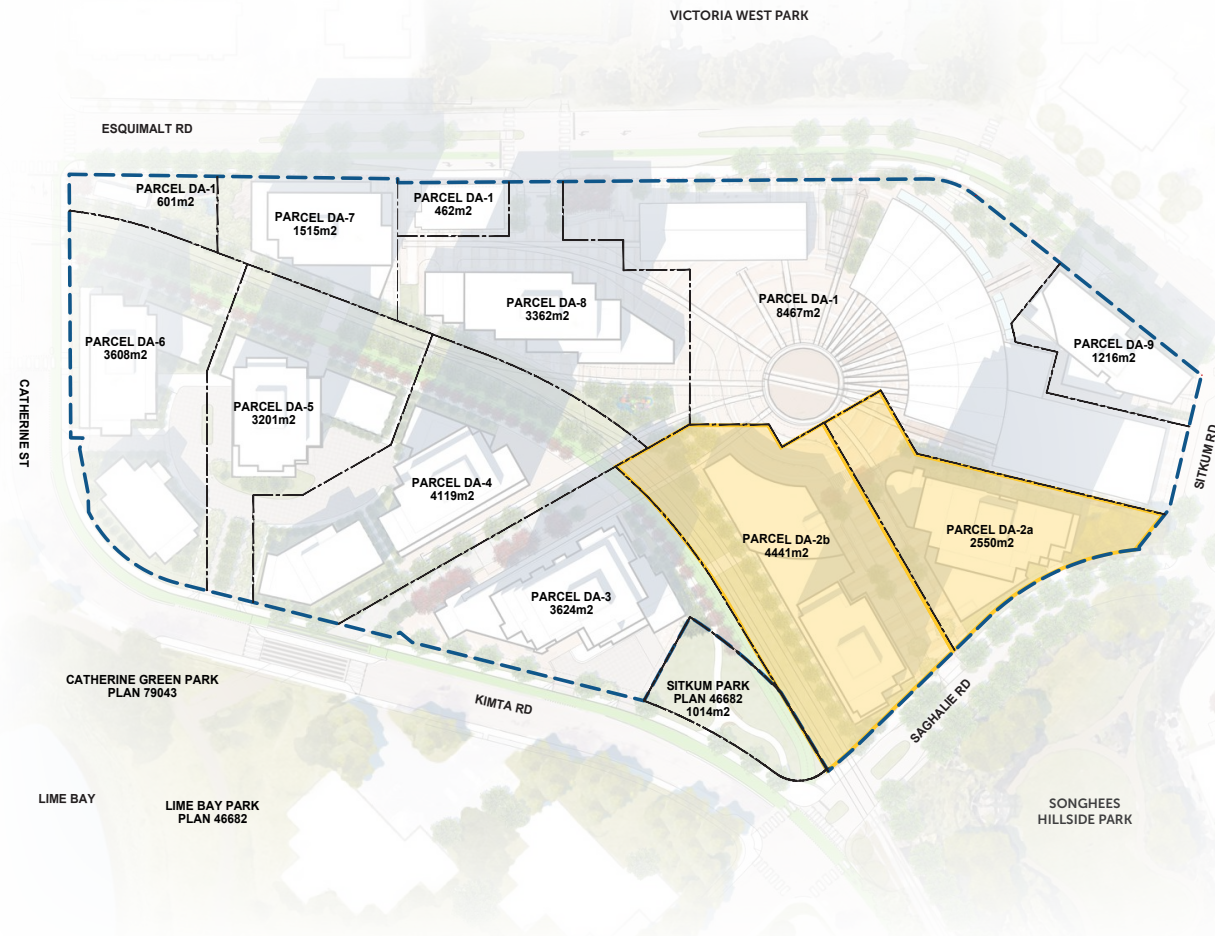
DA-2b

List of Amenities

- Portion of Urban
- Portion of Roundhouse Mews

List of Benefits

- Delivery of the entire eastern portion of the Urban
- Delivery of Roundhouse Mews in coordination with development of DA-2a



NOTE: All numbers and calculations are approximate only and subject to change. See disclaimer on page iii.

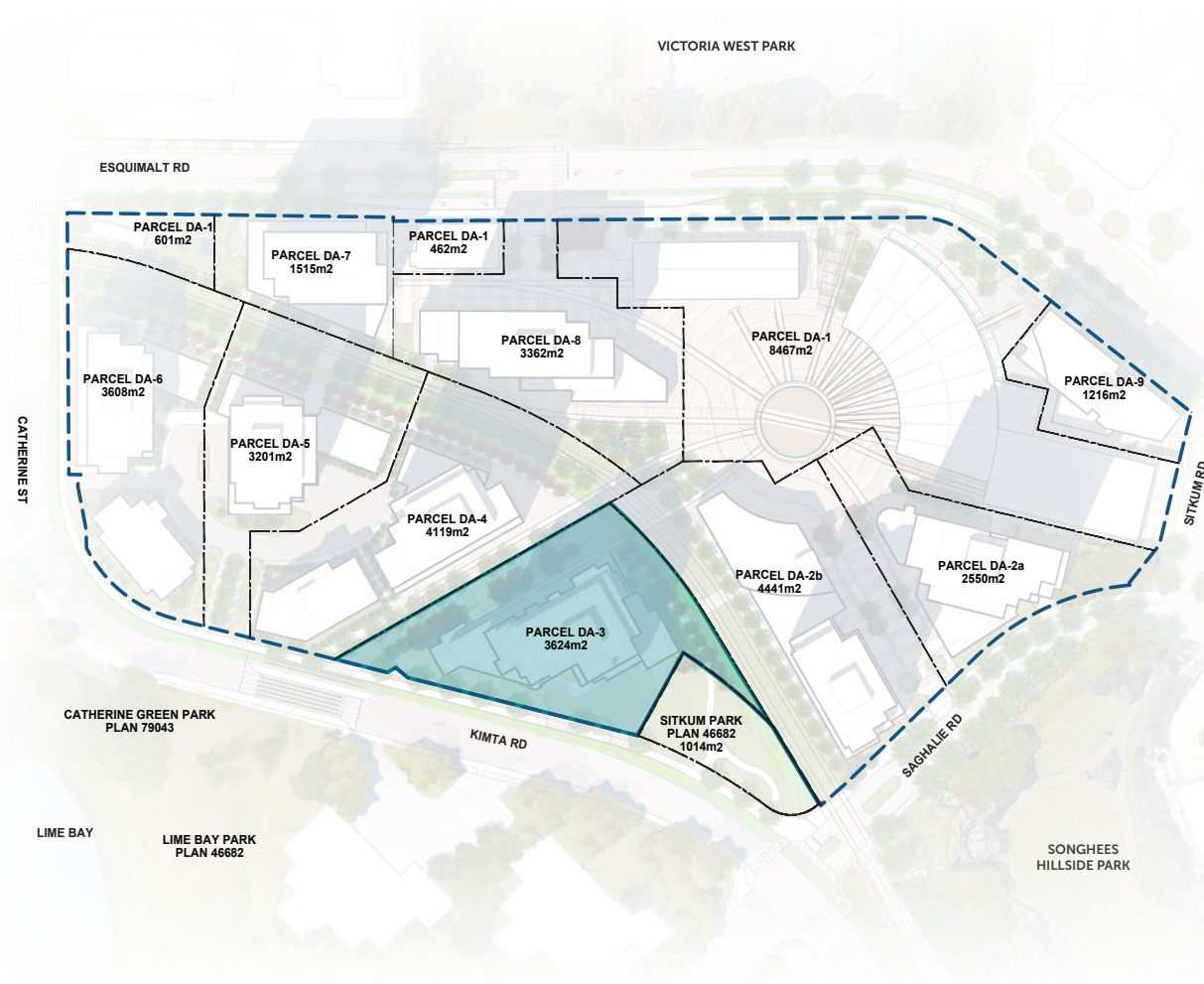
DA-3

List of Amenities

- Portion of Rail Trail
- Majority of Lime Bay Mews (open for public use)
- Sitkum Park

List of Benefits

- Potential early development of this parcel (based on approved DP)
- Delivers redevelopment and programming to Sitkum Park for wider community benefit as an immediate shovel-ready project
- Interim pedestrian crossing of Kimta Road



NOTE: All numbers and calculations are approximate only and subject to change. See disclaimer on page iii.

DA-4

List of Amenities

- Portion of Urban Greenway
- Portion of Rail Trail
- Portion of Lime Bay Mews
- Pedestrian Crossing of Kimta Road
- Lime Bay Park Improvements

List of Benefits

- Connection to Lime Bay Park from Lime Bay Mews is upgraded as a prominent connector for pedestrians
- Lime Bay Park improvements will link the Roundhouse district directly to the harbour edge, making this a destination node along the Vic West foreshore pathway

DA-5

List of Amenities

- Portion of Urban Greenway
- Portion of Rail Trail

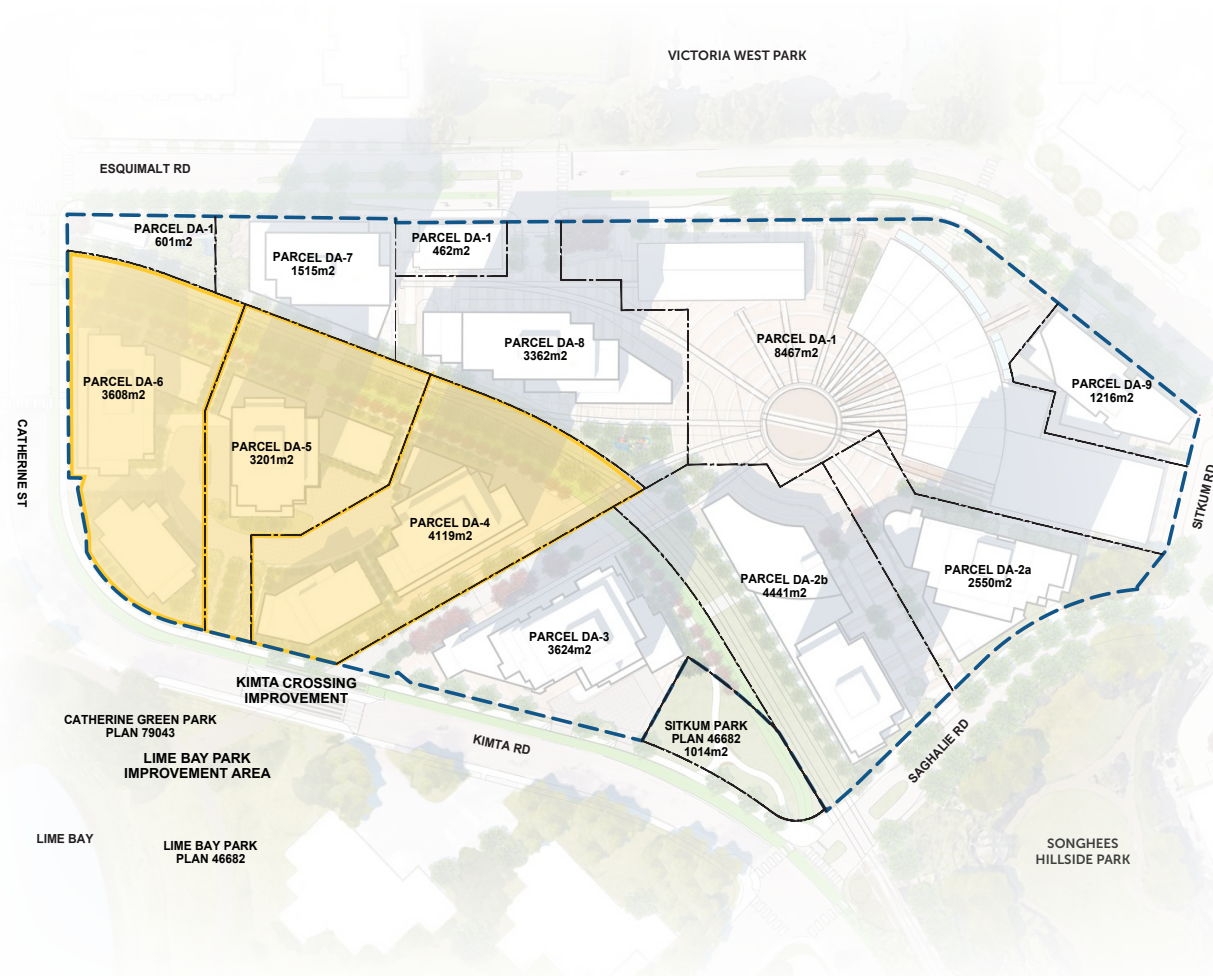
DA-6

List of Amenities

- Portion of Urban Greenway
- Portion of Rail Trail

List of Benefits

- Completion of Catherine Street frontage and interface to the Rail Trail and Urban



NOTE: All numbers and calculations are approximate only and subject to change. See disclaimer on page iii.

DA-7

List of Amenities

- Amenities as part of Affordable Housing development

List of Benefits

- Approx. 215 Affordable Homes
- Delivery of Affordable Housing can occur early in the development phasing

DA-8

List of Amenities

- Partial Esquimalt Plaza (between DA-8 & Stores Building)

List of Benefits

- Approx. 245 Rental Units

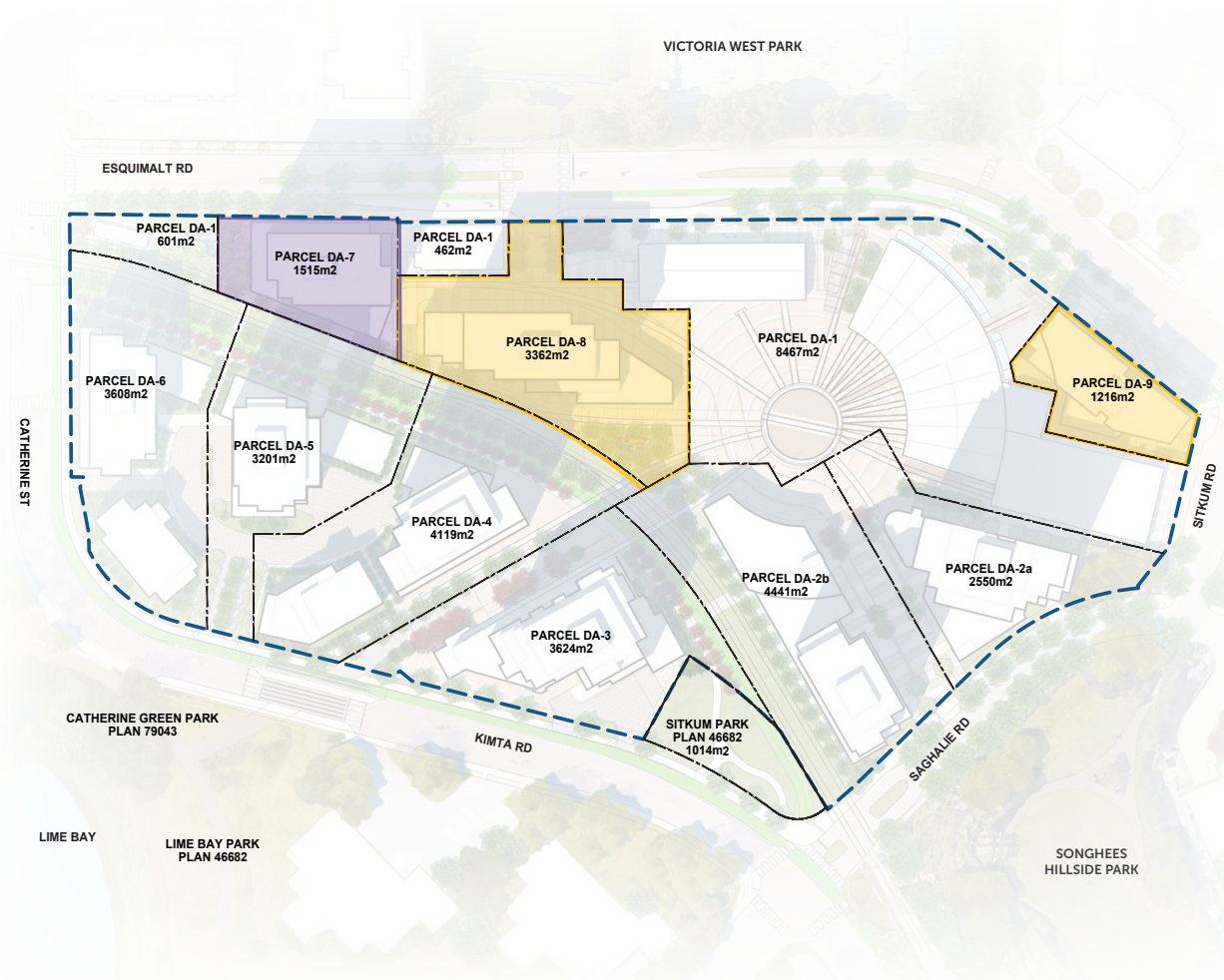
DA-9

List of Amenities

- Roundhouse Green (public access and stepping green space between Esquimalt Road and the Roundhouse)
- Back Shop Plaza (public access and landscape space between DA-9 and the Back Shop). This area to be confirmed at time of Development Permit for DA-9

List of Benefits

- Improved Public Access point from Vic West Park into the Roundhouse Precinct
- Delivers a fully landscaped foreground and setting for the heritage Roundhouse building



NOTE: All numbers and calculations are approximate only and subject to change: See disclaimer on page iii.

9.0 SITE REMEDIATION

Remediation Strategy

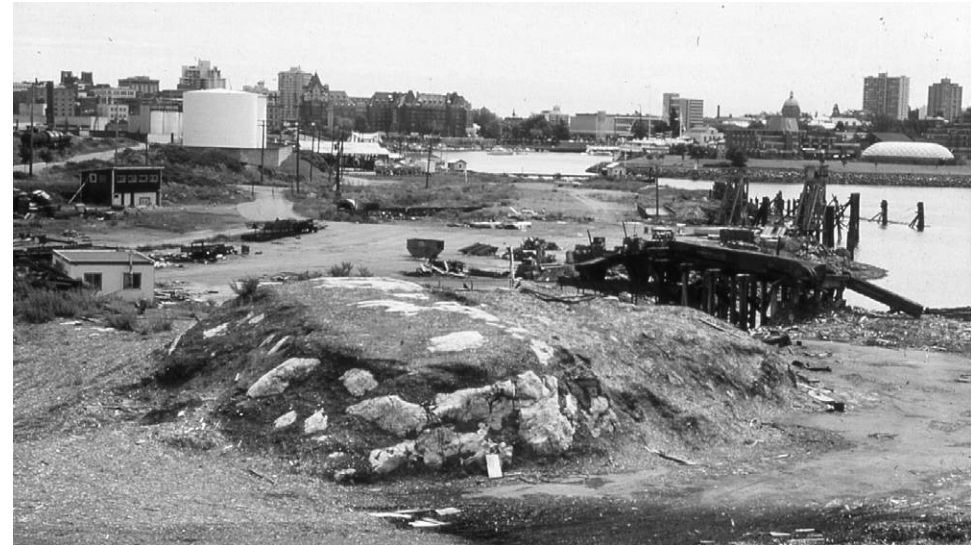
Formerly an active railyard, Roundhouse at Bayview Place possesses varying degrees of contamination. In response to this, a remediation strategy has been developed that prioritizes minimizing the environmental impact of contaminated material disposal with fiscal responsibility.

This approach proposes excavating and reburial the majority of contaminated material in an on-site “dig and bury” location that will be capped with rock. Situated near the historic Roundhouse and car shop buildings, the dig and bury site will sit below a future vehicular corridor and pedestrian plaza and will accommodate contaminated material. Hazardous waste and other excavated material that exceeds the specifications of the remediation strategy will be deposited off-site at a licensed disposal facility.

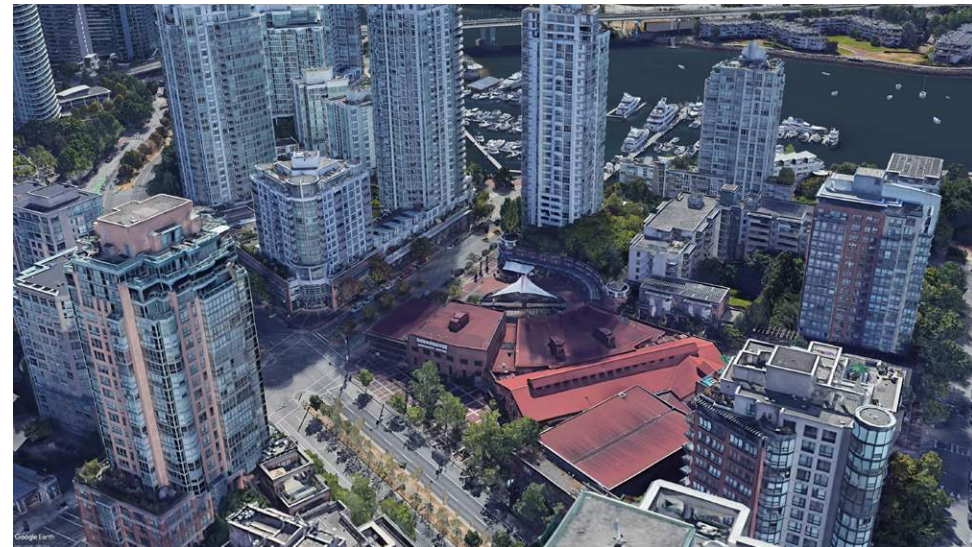
This balanced approach to contamination management will ensure that the site is able to achieve a required Certificate of Compliance and will establish Roundhouse at Bayview Place as one of Victoria’s most climate-forward neighbourhoods.

The proposed methodology for the excavation and disposal involves removal of the non-historic buildings (2), removal of the rail infrastructure including the turntable, stripping the site of asphalt and vegetation and proceeding with the applicable works.

Prior to proceeding with the works, a more thorough and detailed analysis and design with input from the geotechnical engineer, environmental consultant and the contractor will be required.



Site looking east, 1983

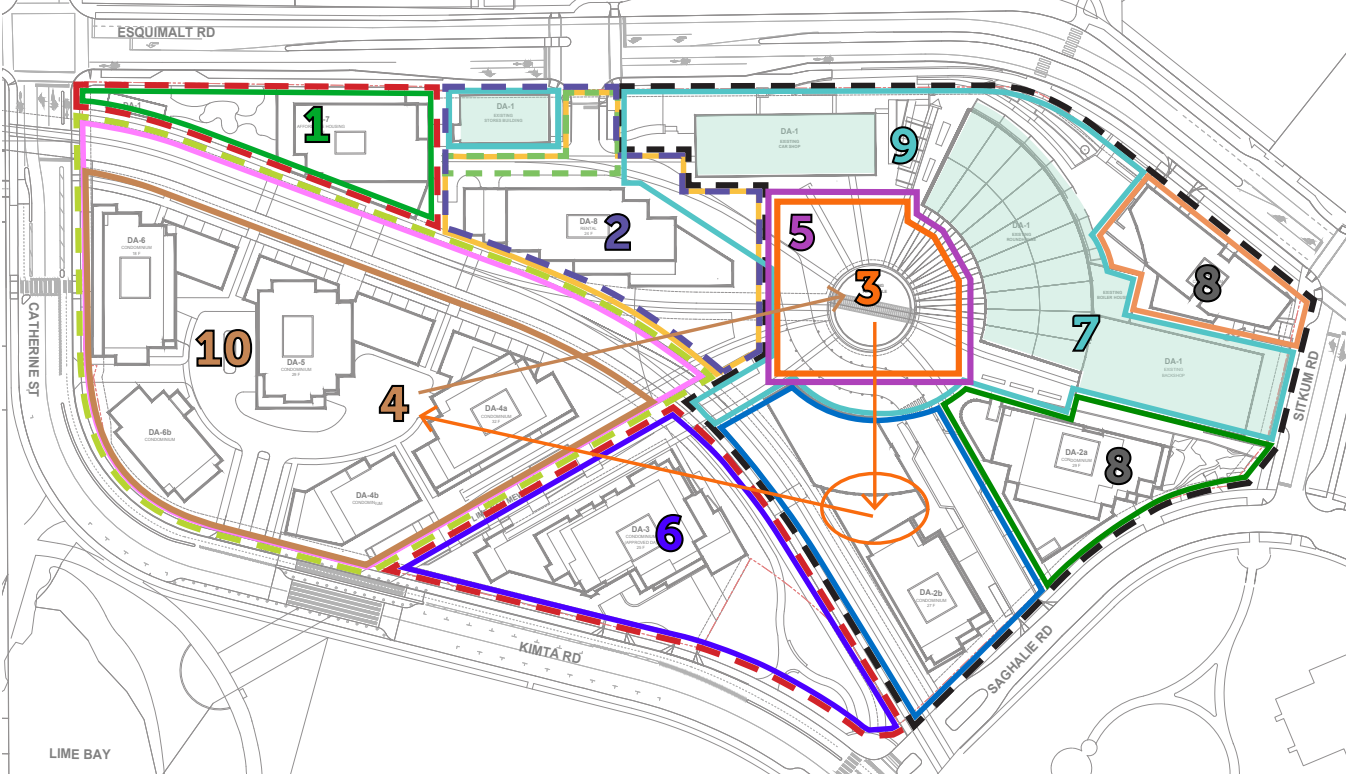


False Creek Roundhouse Precinct, Vancouver (© Google Earth 2022)

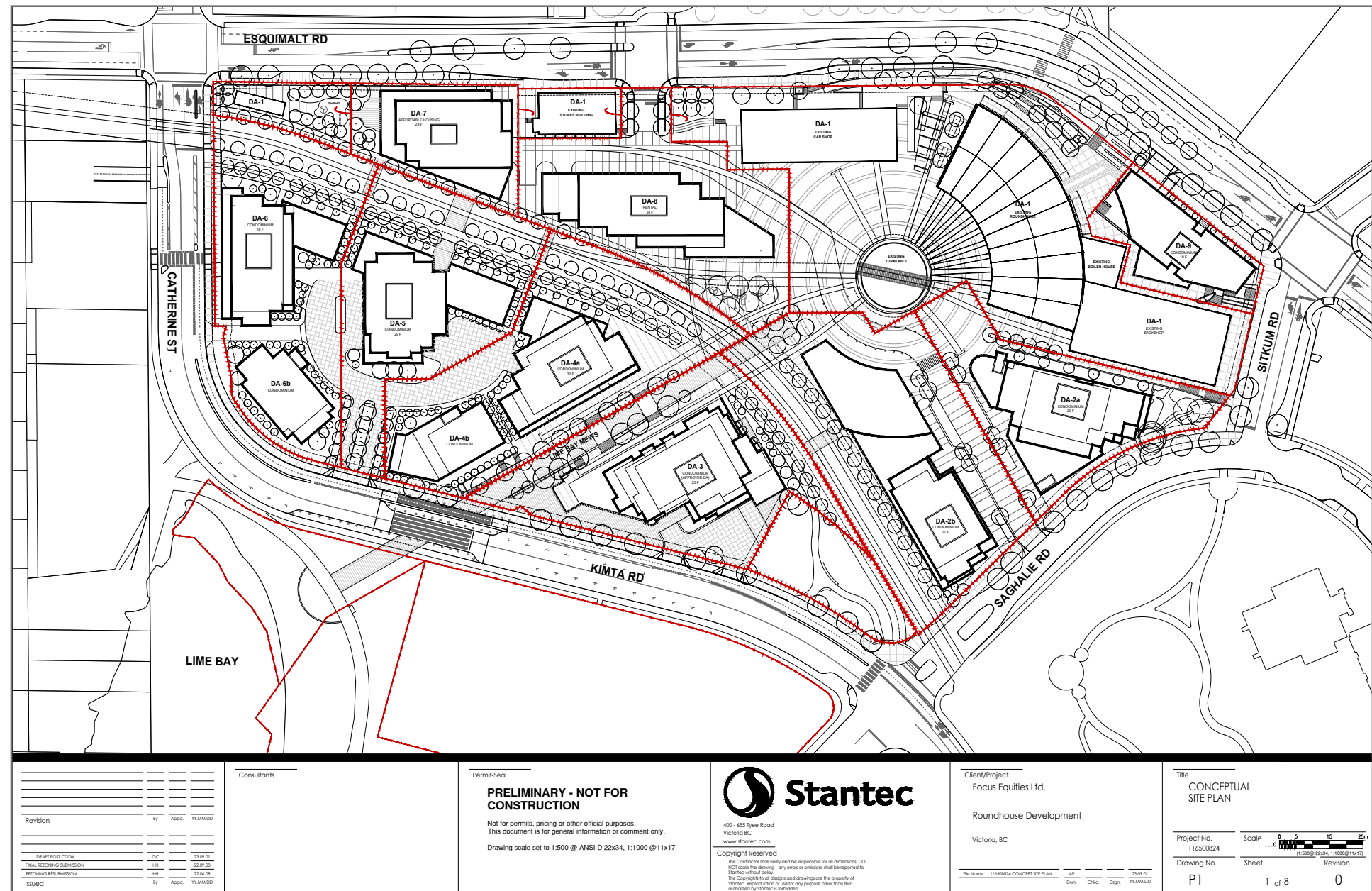
10.0 DEVELOPMENT SEQUENCING

Development Sequencing

#	Dependency
1	Affordable Housing site can proceed following subdivision with a temporary access easement and with confirmation of utilities plan. Esquimalt Gateway site can proceed in conjunction or anytime following the Affordable Housing development
2	Rental Housing site can proceed in conjunction with, or following, the Affordable Housing, once existing storm utility easement across the site is replaced
	Access easement to Affordable Housing site required prior to subcivision of adjacent development areas
3	Excavate hole for deposit of contaminated soils and stockpile elsewhere on site
4	Excavate contaminated soils and deposit in hole under Turntable Plaza
5	Construct underground parking to cap contaminated soil and bring plaza area up to grade
6	Use clean fill under future development sites elsewhere on site
7	Roundhouse, Backshop and Car Shop can be rehabilitated after turntable plaza parkade is complete
8	Buildings adjacent can be constructed after structural rehabilitation of heritage buildings
9	Rehabilitation of Turntable and plaza areas can be constructed after adjacent buildings are developed
10	DA-4, DA-5 DA-6 can proceed once contaminated soil is removed, and amenity sequencing condtions are met



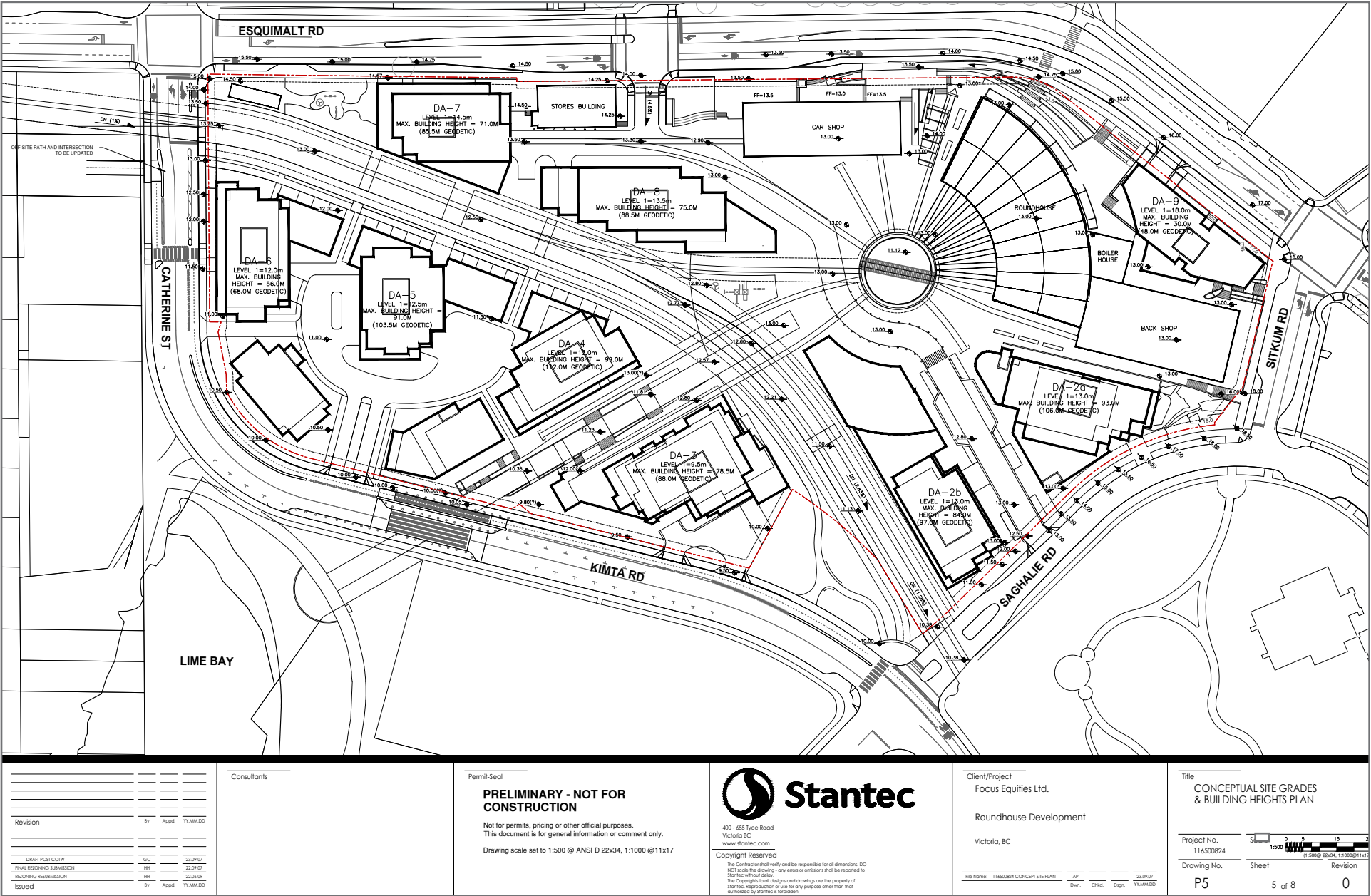
11.0 TECHNICAL DRAWINGS

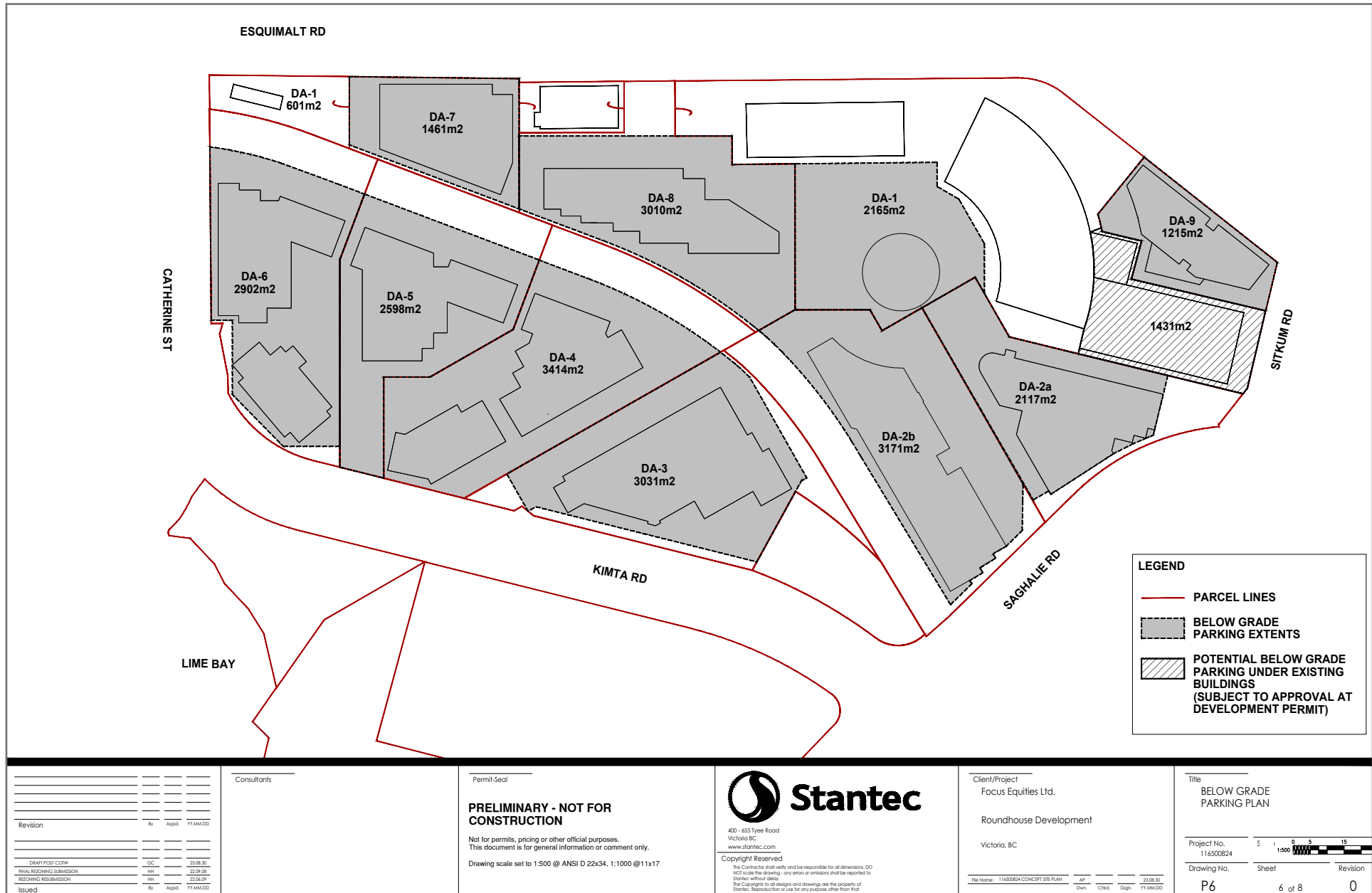


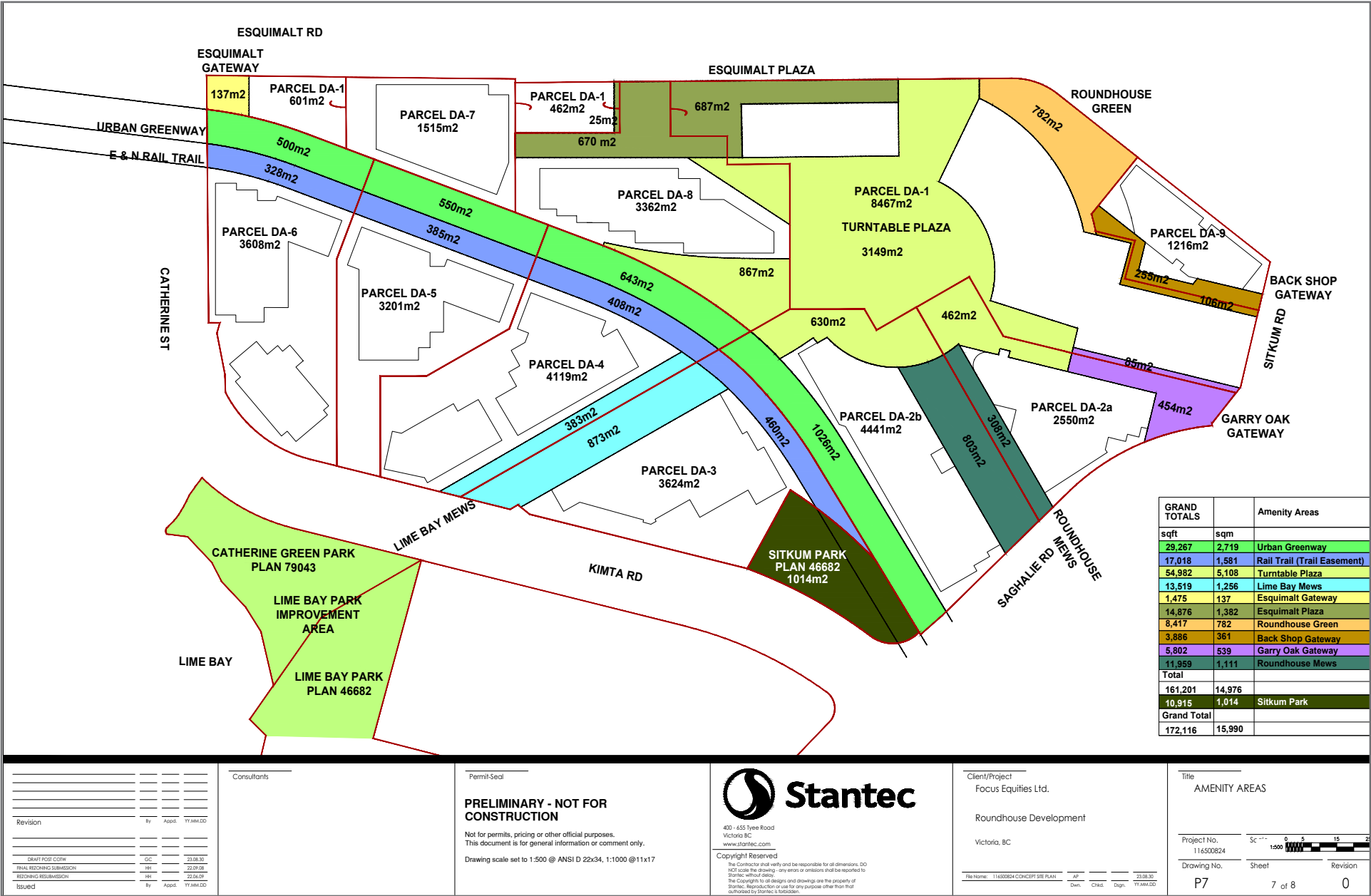


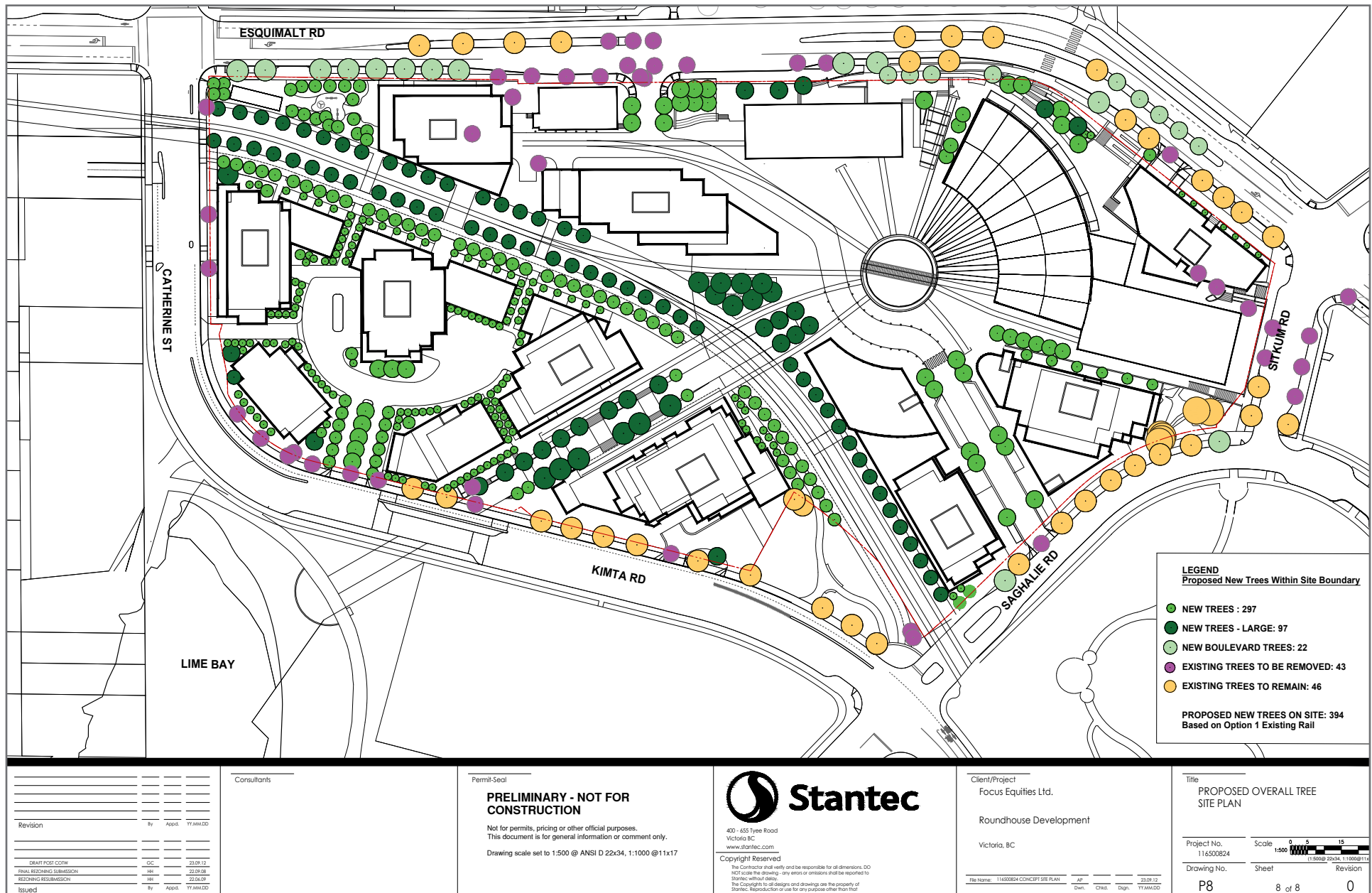












12.0 SPECIAL CONDITIONS

12.1 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,
- Reinststate 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 the Design Guidelines. There are effectively two potential development outcomes for this site 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.

Examples of Integrated Buildings



DA-9 - Conceptual Perspective Views

Examples of Separated Buildings



