

BAYVIEW PLACE

Sep 20th, 2018

Roundhouse at Bayview Place DA-3 Development Permit Application Master Development Agreement Memo

The Roundhouse Master Development Agreement (MDA) was adopted in 2008 at the time of rezoning to provide a framework within which the Roundhouse at Bayview Place would deliver a number of key public amenities over the phased development of the project. The Comprehensive Development CD-12 Roundhouse District zone, along with the Roundhouse Design Guidelines and the terms of the Master Development Agreement (MDA) govern development of the Roundhouse lands.

The purpose of this memo is to summarize the key elements of the MDA that are being realized through the Development Permit Application for DA-3. Italicized text indicates an MDA requirement, and bulleted text below contains the coordinating development response.

OFFSITE STREETScape IMPROVEMENTS

Provide frontage improvements along the full highway frontage on the balance of all Development Lands, as each phase is developed.

- The frontage improvements along Kimta Road will be provided; engineering drawings for the off-site improvements are included in the DP Application plan set.

Design and construct, at its sole cost, a north bound right turn lane at the Esquimalt/Tyee intersection. The said works are to be completed prior to the issuance of an occupancy permit for the first Phase to be developed.

- Review of the transportation / traffic impact plan will be completed to confirm if the intersection upgrades are warranted by the amount of development included in this Phase. The Developer will work with the City of Victoria's Engineering Department to address this item.

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INTERIM LANDSCAPING

Once the remediation commences, install and maintain greenery, landscaping, or screening (hoarding material if used will include graphics that depict the history of the site and the Development) on all undeveloped portions of the Development Lands not then under development nor actively being remediated.

- Remediation and development will occur in phases.
- Screening of the lands during the remediation process will be installed, with portions of the site still in active industrial use/occupancy remaining open and accessible until such time as they are remediated and redeveloped.
- The hoarding will include historic images to introduce heritage and cultural interpretive elements complementary to the unique character of the site.

MULTI-PURPOSE PATHWAY AND RAIL CROSSINGS

Develop portion of the E&N Rail Trail pathway (the Multi-Purpose Pathway”) of a minimum width of seven (7) meters.

- The E&N Rail Trail pathway will be developed adjacent to DA-3 as part of this Development Permit.

Construct a temporary pathway adjacent to the rail line within or adjacent to the “Temporary Pathway” Easement area.

- The temporary bike lane will be constructed to City standards, final configuration subject to construction phasing and safety.

Develop and maintain pedestrian rail crossings of the rail corridor.

- The pedestrian crossing at Lime Bay Mews will be developed in conjunction with development of the adjacent DA-1 site.

DEVELOPMENT PHASES, SUBDIVISION AND DEVELOPMENT PERMITS

Obtain subdivision approval to subdivide the lands.

- An application for subdivision of the lands to create the DA-3 parcel has been submitted concurrently with the DP Application.

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HOUSING

Incorporate and construct Accessibility features in twenty (20%) percent of the dwelling units in each Phase of the Development.

- The plans include 20% of the units (36 units) that meet the Adaptable Units guidelines for accessibility.

Deliver with each development permit application for each Phase a report and plan prepared by a registered professional architect or engineer showing the location of all Adaptable Units within at Phase.

- The location of each Adaptable Unit is noted on the plans and summarized in the data table by the project architect.

Develop and construct twenty (20%) percent of all dwelling units in the Development as Multi-Family Flex Units.

- The multi-family flex unit requirement is to provide 20% of the units across the entire Roundhouse Development Lands, and is not a requirement of each phase/building.
- The plans for DA-3 include Multi-Family Flex Units, with a total of 20 lock-off units noted, representing 11% of the proposed units. These units will be offered to the market as the envisioned the lock-off suites. Should these units prove difficult to sell within this phase, the plans demonstrate how these units can be individually strata-titled and parking allocation has been accommodated.
- The project will then be required to ensure the provision of 20% of total units within the development are provided for in future phases.
- Confirmation of the actual number of Multi-Family Flex Units achieved in this phase will be documented at occupancy.

Ensure that the strata bylaws for each strata corporation within the Development do not restrict the rental of residential strata units.

- The strata will not restrict future rental of residential units.

Deliver with each development permit application for each Phase a report and plan prepared by a registered professional architect or engineer showing the number and location of Multi-Family Flex Units to be constructed as part of that Phase. The report must also outline the number of Multi-Family Flex Units that have been constructed with in the

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Development to date of the report, and the number of such Dwelling Units the Developer anticipates constructing in each subsequent Phase.

- The location of each proposed Multi-Family Flex Unit (Lock-off) is noted on the plans and summarized in the data table by the project architect.

NOISE AND NUISANCE MITIGATION MEASURES

In order to mitigate the impact of noise from float planes and noise and air pollution from those railway uses on owners and occupiers of the Lands, the Developer shall develop the Lands in compliance with the requirements of Schedule "I".

- The development team has engaged an Acoustical consultant and a detailed review to inform building material and system details for the Building Permit stage will be completed to ensure compliance with Schedule "I" requirements.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Provide:

(a) facilities for bicycle storage;

- Facilities for bicycle storage are included in the plans.

(b) pedestrian and cyclists amenity through the Multi-Purpose Pathway;

- The portion of the E&N Rail Trail adjacent to DA-3 will be developed.

(c) those other items identified in Schedule "K"

- The following items from Schedule "K" will be provided:

Transit Passes

Work with BC Transit to ensure that each residential unit has access to a transit pass for a minimum of three (3) years, which is to be fully subsidized by the developer. Commercial units will have access to a transit PropPass for a minimum of three (3) years, which is also to be fully subsidized by the developer.

- The Developer will provide 1 transit pass per strata unit for the required 3-year timeframe.

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Car Share Cooperative

One Car Share Co-op Vehicle per Residential building to be provided and 1 Car Share

Initial Co-op Membership per strata unit (residential and commercial).

- The Developer has coordinated with Modo to meet the car share cooperative requirement and will provide 1 vehicle for this building, and 1 initial Modo membership per strata unit.

Bicycle Facilities

Class 1 and Class 2 bicycle facilities will be provided on site and will exceed the City of Victoria requirement by twenty (20%) percent. All Class 2 bicycle facilities shall be partially protected from the weather.

- Bicycle facilities will be provided to exceed the Schedule C requirement by twenty (20%) as noted on the plans.

End of Trip Facilities

End point or end of trip facilities such as change rooms and shower facilities (separate facilities for men and women) will be provided within the commercial development on site.

- Shower facilities for employees of the commercial spaces are included on the plans.

Transportation Demand Management Coordination

The development team will appoint a staff member to act as a TDM coordinator for a minimum of 1 year following occupancy of the building, after which the strata will assume responsibility.

- Bayview Place will appoint a TDM Coordinator.

PUBLIC REALM REQUIREMENTS

E&N RAIL TRAIL

The Multi-Purpose Pathway will include a maximum width of 7.0 meters, to be designed in accordance with the Design Guidelines and the following:

- a) A 2.0 meter wide pedestrian trail finished with architectural concrete***
- b) A 1.0 meter wide landscape planting strip***
- c) A 4.0 meter wide asphalt paved multi-purpose pathway***

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d) Where the Multi-Purpose Pathway is located adjacent to the Lime Bay Mews, the pedestrian trail as described in 1.a) above is not required to be contiguous with the landscape strip.

e) Where the Multi-Purpose Pathway is located through the City Park parcel at the corner of Sitkum Road and Kimta Road, the trail may be located off the Development site.

- The E&N Rail Trail adjacent to DA-3 and through the City Park will be provided.
- The Lime Mews crossing over the trail is marked by a change in material to alert the trail users especially the cyclists, of the pedestrian and cyclist traffic using the Mews.
- As the Trail goes by the City Park, the pedestrian portion will separate and form a meandering pathway that goes through the park and provides a more vibrant environment in the park by bringing the trail users through it.

CITY PARK

The City Park parcel at the southeast corner of the site adjacent to Sitkum Road and Kimta Road will be enhanced by the Developer as a re-established native landscape. Seating facilities and site lighting will be provided. Irrigation system required.

- The City Park design incorporates a simple and clear landscape design.
- The use of native trees and groundcovers will create a natural setting for a meandering pathway and seating opportunities.
- The pedestrian portion of the E&N Trail will be directed through the park to enhance the pedestrian experience.
- An irrigation system will be installed.

LIME BAY MEWS

The shared-use corridor will accommodate pedestrian, cyclist and rolling traffic and emergency and service vehicles.

- The design the mews accommodates both pedestrians and cyclist strengthening the connection between Lime Bay and the Turntable Plaza.
- Emergency and service vehicles access to the Mews is accommodated in the design.

SEWAGE ATTENUATION

Developer covenants and agrees:

(a) To provide a detailed report prepared by a qualified engineer, calculating the anticipated volume of sewage to be produced by the Development;

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(b) To provide any on-site works, services or facilities necessary to reduce the volume of sewage produced by the Development, or to restrict the timing of the discharge of sewage to certain hours, so that the actual net impact of the Development on the City's sanitary sewer system is no greater than the pre-zoning maximum potential impact of development.

- Stantec provided a 'Sewage Attenuation Calculations' report to the City of Victoria on April 10, 2012 demonstrating that post development peak dry weather sanitary sewage flows (22.44L/s) from the entire site would not exceed the peak flows that would have been permissible from the original zoning (33.14L/s).
- The City of Victoria accepted this report in a letter dated April 27, 2012. (Stantec letter attached).

TREE PROTECTION

Undertake construction in accordance with the City's Tree Preservation Bylaw.

- An Arborist Report has been prepared in support of the DP Application to ensure compliance with the Tree Preservation Bylaw.

CASH IN LIEU OF COMMUNITY SPACE

Provide cash in lieu of Community Space in the amount of prior to the Developer submitting a Development Permit Application for the first building to be constructed in Development Area 3, 4 or 5 (as the case may be), of the CD-12 Zone Roundhouse District.

- An amendment to the MDA to link the payment of the cash in lieu contribution to the Building Permit application instead of the Development Permit application has been endorsed by Council.
- The cash in lieu contribution will be fulfilled at the time of submitting for Building Permit for DA-3.