

REVISION MEMO - 14 April 2022

205 Quebec Street, 507 Montreal Street, 210-224 Kingston Street

(REZ00804 and DPV00191)

Revision Tag #	Drawings Impacted	Description
		Site Plan Revisions
1	A0.2, A1.1, A1.3, A2.2 C2.0, C3.0 (see also Landscape Arch. Rev #17 below)	<p>The site plan includes numerous revisions related to design refinements and integration with the City of Victoria concept frontage design for Montreal and Quebec Streets, including:</p> <ul style="list-style-type: none">- Corner Plaza paving and sidewalk scoring pattern per the Downtown Public Realm Guidelines (Inner Harbour District)- Crosswalk and plaza details updated per City comments, including tactile mats and additional RRFB- Decorative 'globe' pedestrian lighting added (refer also to new information provided on sheets E100 and E101 'Offsite Lighting Design and Details')- Multi-stream waste bin added at Montreal / Quebec Streets- Frontage and landscape revisions associated with the placement and geometry of the in-bound bike lane- Rain garden inlets and overflows are shown in the boulevard landscaped areas- On-street EV chargers added on Quebec Street frontage to accommodate one Modo car and a second future Modo car- FDC located on the Montreal Street frontage, within 45m of the existing fire hydrant on Kingston Street- Curved seating wall added at the corner of Montreal and Kingston Streets, consistent with the urban design language of the project and at a suitable pedestrian scale for this corner
2	A1.1, A1.3, A1.4, A2.0-A2.7 (All Architectural floor plans) C2.0, C3.0	A 6m x 6m proposed SRW added to plans for the corner of Montreal and Quebec Streets per CoV direction. Note the underground parkade structure has been adjusted to be clear of the SRW for below grade portions of the structure.
3	A1.1, A1.3, A2.2 C2.0, C3.0	The side walk along Kingston street has been adjusted to a proposed location at the property line, per CoV direction.
4	A1.0	The existing site survey has been updated to identify the area of encroachment by the existing city sidewalk.

		Civil Revisions
5	C1.0	Civil demolition plan updated to show removal of existing site services
6	C2.0	City drain replacement is shown on Montreal Street
7	C2.0	45m radius from existing hydrant added
8	C2.0	Water meter relocated to Kingston frontage
9	C3.0	Driveway slopes added
10	C2.0	Irrigation sleeves shown
11	C2.0	Labels added to show CB replacement
12	C3.0	Additional section added through rain garden
		Landscape Architectural Revisions
17	L0.01, L1.01, L1.05, L3.01, L4.01	<p>As per architecture and civil's updated plan, the bike lane has been moved inward, beside the sidewalk. The rain gardens and parking have been changed to fit the new bike-pedestrian layout. A general list of changes for the whole plan, are listed;</p> <ul style="list-style-type: none"> a. Utilities shown and light posts added. Note to confirm specific utility please see Civil drawings) b. BC Hydro conduit labeled c. Revised 2m sidewalk on Kingston Frontage moved to property line d. All sidewalks on city property to be to Inner Harbour detail as per Downtown Public Realm Plan & Street Scape Standards' e. Irrigation Notes added. f. Internal circulation paving, changed from CIP concrete to concrete unit pavers. No permeable pavers are contemplated for the project.
18	L0.01, L1.01 & L4.01	<p>Main building and patio corner of Quebec and Montreal;</p> <ul style="list-style-type: none"> a. Main Entrances are enhanced with different paving pattern or colour. b. The Lighting schematic has been added to the plan c. Trash/Recycling Centre added d. 2m Sidewalk on Quebec Street e. Statutory Right of Way added to plan

19	L1.01, L1.05, L3.01 & L4.01	<p>Montreal Street:</p> <ul style="list-style-type: none"> a. Curved public amenity bench at corner of Montreal and Kingston street. b. Two Medium trees in middle Rain Garden. The lower rain garden by Kingston street moved and utilities have been updated to provide minimum clearances. c. Existing storm drain removed from plans. d. Trees moved away from inlet zones e. Rain gardens adjacent to bike lane with have a gently sloped edge beside the bike lane before sloping down to the bottom of the rain garden. f. Viburnum davidii replaced with Spiraea 'Gold mound' g. Rain Gardens detail on Detail Sheet L4.01
20	L3.01	On site trees, one tree moved to on grade for to enable it to count as a replacement tree. Soil depths on adjacent slab will be minimum 600 mm.
21	L1.01, L1.06	Kingston Street: 2m sidewalk starting from property line
22	L1.07	Soil volumes for trees are met on the Montreal Street frontage (see soil volume plan). Soil depth was increased in on planter to achieve desired soil volumes.
		Architectural Scope Revisions
23	A0.7-A0.10	<p>Comparative massing studies have been added to the package to illustrate sun & shade impacts of three massing schemes:</p> <ul style="list-style-type: none"> (1) Alternate 12-story tower / townhouse massing with FSR 2:1 (75 residential units) (2) Alternate 15-story tower / townhouse massing with FSR 2.5:1 (94 residential units) (3) Proposed 17-storey tower / townhouse massing with FSR approx. 3:1 (112 residential units) <p>To clarify the previously submitted massing comparisons (different massing strategies all with FSR of approximately 3:1), axonometric views of each massing have been included on the page for immediate visual reference.</p>
24	A2.3, A2.4, A3.1	To mitigate overlook to neighbouring properties from the multi-family units adjacent to the East property line, the unit layouts have been revisited to shift the more active living spaces (living and dining rooms) further away from the property line. Bedroom windows on the East facade of the tower 'base' are modest to accommodate adequate separation and privacy. It is noted that privacy concerns are related to potential future redevelopment of the adjacent property, rather than the current condition.
25	A2.2, A2.3, A4.2	The townhouse East facades adjacent to the East property line have been revised with reduced glazing, to mitigate overlook to the adjacent property.

26	A1.1, A2.2	The position of the North townhouses remains per the previous submission, as it provides a balance between usable patio space (on the South entry side) with buffering space to the North property line. To improve privacy between the townhouses and the adjacent property, the North patios have been reduced to provide a wider landscaped buffer along the property boundary.
27	A1.1, A2.2-A2.4, A3.1, A3.3, A4.1 & A4.2	Kingston Street townhouse frontages: the townhouses have been shifted in plan to accommodate a landscaped planting strip between the patios and sidewalk, that has been adjusted to the property line per City direction. These front patios are conceived as an outdoor extension of the interior living space. To soften this frontage and improve visual separation between the patios, landscaped planters have been introduced between units.
28	A0.2, A1.1, A1.3, A2.2	The main residential entrance has been refined to provide better definition & legibility from Montreal Street. The lobby has been adjusted to increase the front-facing glazing and to accommodate a double entrance door (highlighted with a surrounding 'portal' frame). The landscaped planter has been adjusted so that the main entrance connects directly to the corner plaza. Street furnishings (globe light & bike racks) and signage further emphasize the entry on the public frontage. Please refer also to Landscape Architectural item #18 above.
29	A2.2-A2.7, A3.0-A3.3, A4.0 & A4.1	The setbacks to the tower have been clarified and are consistently dimensioned on the plans, elevations and sections. Note the side yard setback on Quebec Street is now dimensioned to the face of balcony (refer to revision item #36 below).
30	A3.0-A3.3	Soffits at building overhangs, roof overhangs and balconies are to be tongue and groove (T&G) wood soffits, via Alternate Solution to permit combustible soffits on a non-combustible high-rise building. Soffits have been more clearly tagged on the building elevations for resubmission.
		Plan Check Items
31	A1.1	1. Property lines have been dimensioned
32	A1.1, A2.4	2. The Gross Floor Area and Floor Space Ration have been adjusted to include the Townhouse roof access stairs. The overall values have reduced as a result of more accurate area measurements around elevator shafts and exterior wall assemblies.
33	A3.0-A3.3	3. Existing grade lines have been added to the building elevations
34	A2.7	4. The roof plan has been updated to more clearly depict the roof design intent, being an elevator overrun and screened area for mechanical equipment. Accordingly, the resubmission plans do not include the roof level within the building height nor the GFA calculations.
35	A3.0-A3.3, A4.0 & A4.1	5. The building height has been updated so that it is measured to the top of roof, excluding the parapet height.

36	A1.1, A2.2-A2.4, A3.1, A3.3, A4.1 & A4.2	6 + 7. Setback clarifications: The Kingston Street setback is now consistently labelled on all drawings. Dimensions are provided to above grade patios, stairs and the upper story. Note comment 7 appears to refer to the Quebec Street setback, which has been addressed under Revision #29 above.
37	A1.2	8. The trellis over the driveway is now included within the site coverage and average grade calculations. Note this is a relatively small area and has not significantly impacted these figures.
38	A2.1	9. Dimensions have been added for the vehicle parking stalls within private townhouse garages. While the garages are sized to meet conventional 2-car garage clearances, four of the garages do not meet Schedule C requirements for two parking spaces. The number of parking stalls provided has been adjusted accordingly (reduced by 4).
39	A2.1	10. Modo & visitor stall clarification
40	A2.1	11. The parking calculations have been revised to apply Schedule C multiple dwelling rate to the townhouse units.
41	A1.1, A2.2	12. The Café area has been coordinated with the parking calculations. A designated patio area has been delineated and included within the Schedule C parking calculations.
42	A1.1, A2.1	13. All bike stalls (Class 1 & 2) are now dimensioned.
43	A1.4, A2.1	14. The plans have been revised to more clearly depict Cargo bike storage within lockable compartments.