

# **R E P O R T**

## *DEVELOPMENT SERVICES DEPARTMENT*

To: Members of the New Westminster Design Panel      Date: May 22, 2018

From: Rupinder Basi      File: OCP00010  
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Subject: 514 Carnarvon Street – Official Community Plan Amendment, Heritage Revitalization Agreement, and Special Development Permit – Preliminary NWDP Review

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### **RECOMMENDATION**

*THAT* the New Westminster Design Panel provide comments to staff in regards to the overall design of the proposed application and the questions outlined within this report.

*THAT* the New Westminster Design Panel provide a motion of support or non-support for the proposed applications.

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### **PURPOSE**

Official Community Plan Amendment, Heritage Revitalization Agreement, and Special Development permit applications have been received for Holy Trinity Cathedral located at 514 Carnarvon Street. The project is being proposed in support of: 1) restoring the exterior and seismically upgrading the cathedral; 2) renovating the interior; 3) constructing a new Parish hall and publicly accessible plaza; and 4) funding future Parish operations and maintenance.

The purpose of this report is to provide information to the NWDP in regards to the project design submission and to obtain comments in regarding to overall project and the urban design items raised in the Design Considerations section of this report.

## **PROPOSAL**

The applications would allow development of a residential tower adjacent to the Holy Trinity Cathedral, with space for a new Parish Hall, and underground parking. The current Parish Hall would be demolished. In exchange, the applicant would conduct interior renovations, a seismic upgrade, restoration of the exterior, and provide long-term legal protection to the cathedral through Heritage Designation. The proposal also provides new space for a publically accessible plaza, and an elevator which would provide secured public pedestrian access between Carnarvon and Clarkson Streets, and a connection to the Columbia Street SkyTrain station. Public access to these areas would be secured through a covenant.

The key features of the proposed development include:

- 30 storey residential tower;
- 245 residential units;
- 30 secured market rental units;
- 42 secured non-market rental units geared towards seniors;
- 173 market condominium units;
- 668 (7,189 sq.ft.) average residential floorplate;
- Five level, 191 space parkade (273 required). Applicant is proposing to apply some available incentives (e.g. car share, subsidized transit passes, shared use of visitor parking for church) and has submitted a Transportation Study that is being reviewed by the City's Engineering Department in consideration of the proposed reduction;
- Indoor and outdoor amenity space on the roof for the residential component, plus some outdoor amenity space at ground level, including a dog relief station. Evaluation of amenity space would take into consideration the size of proposed units, with the provision of required amenity space being particularly necessary if smaller units are proposed;
- Ground level Parish space (e.g. outdoor amenity area, offices, multi-purpose halls) for use in providing services to the community.
- A publicly accessible plaza and an elevator which would provide secured public pedestrian access between Carnarvon and Clarkson Streets, and connection to the Columbia Street SkyTrain station.



The project is being considered by the City as the density and height provided would be in support of:

- 1) restoring the exterior of the cathedral;
- 2) substantially upgrading the seismic elements of the cathedral;
- 3) renovating the interior of the cathedral;
- 4) constructing a new Parish Hall space for community service spaces and Parish operations;
- 5) establishing a new publicly accessible plaza;
- 6) providing affordable housing through both secured non-market and market rental housing;
- 7) improving and securing public access from Carnarvon Street to Church Street, Clarkson Street, and the Columbia Skytrain Station; and
- 8) funding future Parish operations and maintenance of the cathedral.

A copy of the applicant's NWDP submission package (including heritage overview, design rationale, architectural and landscape drawings) has been attached to this report (see **Appendix 1**). A copy of the applicant's full set of Architectural and Landscape Drawings has also been attached (see **Appendix 2**).

### **Restoration of Cathedral**

As part of the Heritage Revitalization Agreement (HRA) application for this site, the cathedral would be Designated, which provides the building with long-term legal protection. Additionally, the project would restore the existing historic structure and envelope materials of the cathedral, while undertaking a rehabilitation that will upgrade its structure and services to increase its functionality.

The heritage value of the cathedral lies in its location on the site, its continued use as a place of worship, the view of the cathedral from Columbia Street, and its defining architectural features and materials. All of these heritage value elements are preserved through this application. Restoration interventions are proposed to preserve character-defining elements of the cathedral and restore elements that have been altered over the years.

### **New Residential Tower**

The applicants are proposing to construct a 30 storey, 245 unit residential tower which includes 173 market condominium units, 30 secured market rental housing units, and 42 secured non-market rental housing units, with an overall 6.20 Floor Space Ratio (FSR) (0.17 FSR for existing church, 0.2 FSR for new church space within tower and 5.83 FSR for residential). The proposal would also include ground-level Parish-related uses within the new residential tower and five levels of underground parking.

*Table1: Summary of Project Statistics*

	<b>Existing</b>	<b>Proposed</b>
Floor Space Ratio (FSR)	Residential: 0.0 Institutional: 0.5 Total: 0.5	Residential: 5.83 Institutional: 0.37 Total: 6.2
Building Height	30 ft. (9.14m)	290 ft. (88.4 m)
Number of Storeys	up to 2	30
Site Coverage at Grade	40%	33.6%
Site Coverage at 40 feet	n/a	23%

### **Off-Street Parking and Loading**

The table below outlines the off-street parking, long-term and short-term bicycle parking, and the off-street loading proposed for the development. The applicants have submitted a preliminary Parking Study which is being reviewed by Staff. The applicants will also be submitting a Transportation Impact Assessment which will be reviewed by the City's Transportation Division.

*Table 2: Summary of Parking Requirements*

	<b>Required</b>	<b>Provided</b>
Parking	<p>Residential (Strata) – 194 resident spaces and 17 visitor spaces</p> <p>Residential (Market Rental) – 20 resident spaces and 3 visitor spaces</p> <p>Residential (Non-Market) – 10 resident spaces and 4 visitor spaces</p> <p>Church – 25 spaces</p> <p>Disabled Access Parking – 9 spaces</p> <p>Total Required = 273</p>	<p>Total Provided = 191 spaces</p> <ul style="list-style-type: none"> <li>• Residential = 142</li> <li>• Res. Visitor = 24</li> <li>• Church = 25</li> </ul> <ul style="list-style-type: none"> <li>- Applicant proposing shared parking between church and residential visitor (24 spaces)</li> <li>- Applicant proposing 6 car share spaces (net reduction of 24 spaces)</li> <li>- Applicant proposing 5 disabled access parking spaces</li> <li>- Project also qualifies for a 5% reduction given its proximity to the Columbia SkyTrain station.</li> <li>- Applicant also proposing Transit Subsidy for residents</li> </ul> <p>All TDM approaches being reviewed by City Transportation Division</p>

Loading	1 space	2 spaces
Bicycle Parking	Long Term = 264 Short Term = 12	Long Term = 264 Short Term = 12

### **Indoor and Outdoor Amenity Areas**

The proposed tower includes indoor amenity spaces on the ground level, second level, and top floor for church, non-market rental units, market rental units, and market condo units respectively. Outdoor amenity areas are provided at the ground level and the top floor. The amount of useable open space proposed for the project exceeds 10% of the gross residential floor area, as stipulated for most multi-unit residential zones within the Zoning Bylaw.

### **Community Amenities**

This development provides several amenities to the community. This development will be a:

- Privately owned publicly accessible community plaza that can be used for night markets, artisan markets, outdoor weddings and other informal gatherings.
- A connecting pathway between Carnarvon Street and Clarkson Street for public use.
- An outdoor elevator to improve accessibility to the plaza and walkway from Clarkson Street.
- A parish hall that will be used for community outreach, public events and will be available to rent by the general public.
- The restored heritage cathedral will continue to be used as a place of worship for the community.

## **CONTEXT**

### **Site Characteristics and Context**

The subject property is located within the Albert Crescent Precinct of the Downtown neighbourhood, in an area consisting of a mix of multi-family residential, single-detached residential, commercial, and institutional uses. Adjacent to the west of the site is a Heritage Designated single-detached house, to the east is are two strata-condominium towers. The site is bordered to the north by Carnarvon Street and to the south by Clarkson

Street and is within half a block of both Sixth Street and Columbia Street. There is a publicly used private passageway through the property from Carnarvon to Clarkson Street, which pedestrians often travel to reach the Columbia Street SkyTrain station. There are currently two buildings on site: Saint George's Hall (western building) and the Holy Trinity Cathedral (eastern building). At the Carnarvon Street frontage, the Holy Trinity Cathedral building is lower than the street level and is very close to the front property line. Saint George's Hall is at grade on Carnarvon Street. However, the overall lot is heavily sloped with a substantial grade difference between Carnarvon and Clarkson Street. Both the cathedral and hall are uphill from Clarkson Street.

The total floor space of Saint George's Hall is 1,016 sqm (10,934 sqft) and the total floor space of the Holy Trinity Cathedral is 512 sqm (5,516 sqft). The Floor Space Ratio (FSR) for the site is 0.492, which is less than the Zoning Bylaw entitlement for the site.

*Table 3: Existing Site Statistics*

<b>Characteristic</b>	<b>Existing Conditions</b>
Lot Frontage	70.49 m (231.79 sq.ft.)
Lot Depth	40.23 m (131.99 ft.)
Lot Area	3,107 sq.m. (33,428 sq.ft.)
Existing Gross Floor Area (Institutional)	1,528 sq.m. (16,450 sq.ft.)
Existing Site Coverage	32.48%

## **Proximity to Transit Service**

The subject property is located adjacent to the Columbia SkyTrain Station. Given the close proximity of the site to the SkyTrain, the project will be subject to the TransLink Adjacent and Integrated Development (AID) Project Consent Process. Through this process, there may be changes required the project design in order to address TransLink requirements.

## **POLICY CONTEXT**

### **Official Community Plan**

#### **Land Use Designation**

The existing OCP designation for this site is Residential – Mid Rise Apartment which permits mid-rise apartments, low rise apartments, townhouses, stacked townhouses, row houses, community amenities (such as churches, child care, community space) and small-scale retail and service uses (restaurants). The intent of this designation is to permit buildings up to 12 storeys.

The subject site is in the Albert Crescent Precinct of the Downtown Plan. The intent of this Precinct is to encourage the development of more ground-oriented housing and housing suitable for families, to preserve the existing market rental housing stock, and to respect, enhance and celebrate the recognized heritage resources such as Irving House and the four historic churches in the area.

The proposal is not consistent with the OCP Land Use Designation.

### Development Permit Area

The subject property is located within the Downtown Development Permit Area. The intent of this DPA designation is to “ensure that new development supports a vibrant, pleasant, and people oriented downtown.” The guidelines for Downtown are based upon the following objectives for development:

- Reflect the context of New Westminster and unique characteristics such as history, views and topography.
- If building in the Columbia Street Historic District, form, height and character will be evaluated based on adjacencies to heritage assets. If building outside the historic district but next to a heritage asset, factors such as sympathetic design and materials must be considered.
- Support the protection and revitalization of heritage buildings and the neighbourhood’s heritage character.
- Provide safe and pleasant streets and public spaces where pedestrians feel comfortable and welcome.
- Create a positive, people oriented connection between new buildings and the street, between public and private spaces.
- Promote excellence in architectural design and creativity in the architectural form, massing and character of new development.
- Protect important public views, and ensure light and air penetration to the street.
- Promote a vibrant and diverse local economy through the encouragement of attractive and functional commercial areas.
- Guide the development of new buildings which conserve energy, materials and water.
- Encourage new habitat and a greened built environment which supports ecological cycles and reconnects people with nature.
- Maximize opportunities for rooftop features which generate energy, minimize runoff and create multipurpose green spaces.
- Promote sustainable modes of transport (e.g., walking, cycling, transit).

A copy of the proposed DPA guidelines for the Downtown can be accessed via the following link:

[https://www.newwestcity.ca/database/files/library/Downtown\\_Development\\_Permit\\_Area\\_Guidelines.pdf](https://www.newwestcity.ca/database/files/library/Downtown_Development_Permit_Area_Guidelines.pdf)

## **Downtown Building and Public Realm Design Guidelines and Master Plan**

The Downtown Building and Public Realm Design Guidelines and Master Plan provides guidance in achieving a high quality, cohesive Downtown that honours the historical and cultural context of New Westminster. This document serves as a toolkit to inform public realm improvements both on and off-site within the Downtown area.

The subject site is located on the eastern edge of the Albert Crescent Precinct in the Downtown Building and Public Realm Design Guidelines. This area is described as follows within the guidelines:

*The Albert Crescent Precinct will maintain its residential character, with some mixed-use land uses at its western edge close to Sixth Street. Future improvements will aim to enhance the human scale of development, enhancing the pedestrian experience and respecting recognized heritage resources. This Precinct will continue to provide easy access to a range of amenities and services. It will be served by two neighbourhood parks which incorporate active play spaces, and will be connected to Queens Park and Westminster Pier Park through enhanced pedestrian connections.*

A copy of the Downtown Building and Public Realm Design Guidelines can be accessed at the link below:

[https://www.newwestcity.ca/database/files/library/Final\\_Version\\_NW\\_Downtown\\_Building\\_and\\_Public\\_Realm\\_Design\\_Guidelines\\_and\\_Master\\_Plan.pdf](https://www.newwestcity.ca/database/files/library/Final_Version_NW_Downtown_Building_and_Public_Realm_Design_Guidelines_and_Master_Plan.pdf)

## **Zoning Bylaw**

The existing zoning for the subject property is Public and Institutional District (P-1). The intent of this zone is to allow institutional uses at a low density (FSR of 0.6). The proposed mixed use development does not comply with this zone. A Heritage Revitalization Agreement is being considered to support this mixed used development, in exchange for the conservation and seismic upgrade of Holy Trinity Cathedral.

## **Heritage Revitalization Agreement**

There is recognition in the community that there should be a variety of heritage incentive tools that assist and encourage property owners to conserve their heritage buildings, and that the most appropriate legislative tool to achieve this is the Heritage Revitalization Agreement (HRA). In exchange for long-term legal protection and exterior restoration, certain zoning relaxations, including an increase in density, are considered appropriate

incentives that offer property owners a financially viable means for conservation. Provisions for the local government to negotiate a Heritage Revitalization Agreement are set out in Section 610 of the *Local Government Act*.

## **Heritage Designation**

A heritage property which is the subject of an HRA is also protected with a Heritage Designation Bylaw. A Heritage Designation Bylaw is a form of land use regulation that places long-term protection on the land title of a property and which is the primary form of regulation that can prohibit demolition. Any changes to a protected heritage property must first receive approval from City Council (or its delegate) through a Heritage Alteration Permit. Provisions for the local government to place Heritage Designation Bylaws on properties are set out in Sections 611, 612 and 613 of the *Local Government Act*.

## **Standards and Guidelines for the Conservation of Historic Places in Canada**

Council adopted the “Standards & Guidelines for the Conservation of Historic Places in Canada” (“Standards & Guidelines”) in 2008 as a basis for assessing heritage projects within the city. All HRA proposals are carefully evaluated by staff using the “Standards & Guidelines” to determine the level of compliance.

Staff have conducted a review of the revised Heritage Conservation Plan for the proposed conservation of the exterior and interior of the cathedral and have identified that it meets some of the heritage principles outlined in the “Standards & Guidelines”. A discussion of this review is detailed later in the report.

## **Secured Market Rental Housing Policy**

The project proposes to provide secured market rental housing and support the City’s objective of increasing the supply of rental housing and ensuring security of tenure over time. Should this proposal proceed, the applicant would be required to enter into a Housing Agreement as a condition of the OCP Amendment and HRA for both the secured market rental and non-market rental units.

## **Affordable Housing Strategy**

The Affordable Housing Strategy (2010) contains the following vision:

*Within its jurisdiction, the City of New Westminster will work towards being an inclusive city where all residents live in safe, appropriate and affordable housing and where there are housing choices for people of all ages and abilities.*

The strategy also contains the following major goal:

- *To improve the choice of housing for New Westminster's low- and moderate- income residents and households with unique needs.*

The inclusion of non-market rental units within the proposed development is in keeping with the vision and goals of the Affordable Housing Strategy.

### **Family Friendly Housing Policy**

The proposed building would need to provide for family-friendly housing units in accordance with the Family-Friendly Housing Bylaw for both the secured market rental and market condominium portions of the project. As currently proposed, the project would meet the requirements of the City's Family-Friendly Housing Bylaw for the market condominium and secured market rental units. As such, a minimum of 30% of the proposed market strata units would be two and three bedroom with at least 10% of the total number of units being three-bedroom. For the secured market rental units, a minimum of 25% of the units would be two and three bedroom units with at least 5% of the total number of units being three bedrooms or more.

Through the project review process, the unit mix for the non-market rental units would be further determined through discussions with BC Housing and would be confirmed prior to formal consideration of the applications.

## **DESIGN CONSIDERATIONS**

### **Tower Design**

The application provides architectural design which intends for the new tower to be read as a modern reincarnation of the cathedral's bell tower. The first few storeys pull away from the cathedral then the building cantilevers above cathedral in a design which is intended to mirror the cathedral's column and buttress rhythm. The current design still retains a slender tower and increased glazing at the lower levels of the residential tower in order to provide greater visibility to the cathedral.

As indicated by the applicant, the east and west facing façade elements will be bright in colour and solid in character and the north and south façade and fenestration elements will be warmer and darker tones. Balcony projections on the south faces will convey the residential use of the building while serving to mitigate heat gain within the tower. The façade elements of the new church amenity space at the base of the tower will provide openness and visual connection to the public plaza and existing cathedral.



The City has developed a set of draft design guidelines for Iconic Towers within the City. These principles include the following :

***Design Principles for Iconic Towers***

1. *Exhibit Significant and recognizable architectural creativity and excellence while contributing to the strength and beauty of the city's skyline*
2. *Contribute to a strong urban design concept in relation to the surrounding buildings, streetscape and open space context*
3. *Have a form that is slender, sleek, and clean in its overall configuration. Groups of iconic buildings should relate to each other such that they read as a unified cluster rather than simply as individually-designed structures*
4. *Have a modern character, providing an urban design contrast which would enhance the heritage character of the overall city*
5. *Use high-quality architectural materials such as large surfaces of glass, white-toned walls of metal and stone or high-quality painted concrete*
6. *Consider roof forms that add to the iconic quality of a building and / or grouping of buildings. At the street level, sweeping steel and glass canopies should provide both weather protection for outdoor uses and an iconic base element to the building*
7. *Sit within a ground plane that is designed to complement and enhance the tower design. For example, the use of water and fountains is encouraged at the base of the buildings, as well as generous tree planting and well-designed paving, walkways and spaces to sit and be entertained.*
8. *Locate functions on the ground floor that animate the public experience of the site with outdoor retailing, restaurant patios, and displays.*

Staff have been working with the applicant in regards to the proposed tower design and input is being sought from the New Westminster Design Panel in regards to how the proposed tower addresses the principles noted above in addition to the Downtown DPA guidelines, the Downtown Building and Public Realm Design Guidelines, and the *Standards and Guidelines for the Conservation of Historic Places in Canada*.

**Shadow Study and View Corridor Analysis**

The applicants have sited the tower in order to maximize solar exposure to the existing cathedral and proposed public plaza. The proposed tower would also have a separation of 125 feet (38 metres) to all adjacent towers (7 storeys or greater) which exceed the

building separation requirements of the Downtown Building and Public Realm Design Guidelines (minimum 27.0 m. / 88.5 ft.).

Through the consultation process, a number of concerns have been raised in regards to shadowing and view blockage. The applicant has provided a shadow study and view corridor analysis which has been attached to this report (see **Appendix 1** and **Appendix 4**). Staff seeks input from the New Westminster Design Panel in regards to this analysis.

### **Public Plaza/Pedestrian Connectivity**

Pedestrian movement through the site from Carnarvon Street to Clarkson Street would be formalized and enhanced for safety through the provision of new stairs and elevator which would improve accessibility through the site. The new plaza space would provide a flexible outdoor space for a multitude of possible uses, both for public and parish enjoyment. The church amenity space at the base of the proposed tower would be designed to provide overlook and to spill out onto the plaza and provide a greater sense of safety to the public by creating “eyes on the plaza”.

There have been a number of comments raised in regards to the safety of the public plaza, pedestrian connection, and public elevator. In response to these comments, the applicant has submitted a CPTED Review of the site in response to these comments which has been attached to this report (See Appendix 3). Staff seek input from the New Westminster Design Panel in regards to the CPTED review in addition to general comments about the proposed design of the pedestrian walkway through the site as well as the public plaza and public elevator.

### **Streetscape**

The subject property has frontages along Carnarvon Street and Clarkson Street and is situated at the terminus of Church Street. The applicant has been working with staff in regards to how the project addresses the streetscape along all edges of the site.

The existing cathedral currently encroaches within the Carnarvon Street road dedication with retaining walls and stairs located within the road right-of-way. As such, staff are working with the applicant to improve this existing condition as well as to examine two streetscape conditions along the Carnarvon Street (new tower frontage and existing cathedral frontage).

Based on input from staff, the applicants have increased the width of Carnarvon Street to accommodate an on-street parking area immediately fronting the proposed tower at the west area of the site. The applicants indicate that due to the severity of the existing grade condition and location of the existing cathedral, the alignment of Carnarvon Street and boulevard should remain as-is to allow adequate space to accommodate a retaining

and planting strategy. The applicants propose improvements to the building in order to include a 2.0m sidewalk, lighting, street trees, landscaping, terraced retaining planting, and an irrigation system.

The applicants also propose that the main public stairs at Carnarvon Street remain in their current location as they service an integral part of the retained boulevard referenced above and provides necessary public access to and from the Columbia Skytrain Station. The current stair location and alignment also provide appropriate access to the existing Cathedral's main door without encroaching upon the heritage asset.

The applicants' proposed streetscape design along Carnarvon Street is being reviewed by the City's Engineering and Parks and Recreation Department. Comments provided by the New Westminster Design Panel will be forwarded to these departments in order to inform the final design approach along this frontage.

In regards to the Clarkson Street frontage, the applicants are proposing to locate the entrance of the underground parkade off of Clarkson Street at the west end of the site with the public elevator and staircase landing at the middle of the site frontage on Clarkson Street. The applicants are proposing flex units at the eastern end of the frontage which would have landscaping and patios facing the street in order to activate the frontage and provide eyes on the street. The applicants would also be required to provide streetscape improvements along the Clarkson Street frontage in order to address pedestrian connectivity from the site to the Columbia Street SkyTrain Station. These improvements are also being reviewed by the City's Engineering and Parks and Recreation departments and the feedback provided from the New Westminster Design Panel will be forwarded to these departments for their consideration. A key item to note for Clarkson Street is that the current traffic pattern is also being examined and may likely change in the future based on the outcomes of the applicant's Traffic Impact Study. These changes will also need to be considered as part of the streetscape design along the property frontage.

## **Relationship of Proposed Tower to Adjacent Heritage Buildings**

### Cathedral

The *Standards and Guidelines for the Conservation of Historic Places in Canada*, against which staff evaluate all heritage projects in the city, emphasize that interventions (new buildings or additions) to a heritage property should be respectful of the heritage values of the historic building on site.

### *Tower Height, Scale, and Massing*

Given the height of 30 storeys, the proposed building is not consistent with City heritage policy. Staff considers that, from a heritage evaluation perspective, any building over six storeys constructed adjacent to the cathedral would have an impact on the heritage character of the site.

However, the height of the proposed tower would provide the funds for greatly required restoration and updates to the cathedral, which would preserve the building and ensure its continued use into the future. Additionally, the applicants indicate that some units in the tower would provide funds for ongoing maintenance of the cathedral, which would also ensure its future. As such, staff deem the height of the tower is appropriate in exchange for the long-term retention, restoration, and protection of the cathedral.

Staff have been working with the applicants in regards to the relationship of the proposed tower to the cathedral, especially given site constraints and building proximity and the need for ensuring adequate open space on the site. The applicant team indicates the cantilevered step-backs at the base of the tower are designed to be reflective of the heritage buildings on each side, and were created with the goal of providing distance between the heritage buildings and the tower. Staff seeks input from the New Westminster Design Panel in regards to the relationship between these buildings.

### *Tower Design*

The *Standards and Guidelines* encourage interventions to be reflective of the historic place, but not mimicking its history. A new building on a historic site should be readable as contemporary construction, but the design should be sympathetic to, and not overwhelming of, the heritage building(s) on site.

The proposed tower is certainly distinguishable from the historic fabric and original cathedral. Disregarding height, scale, and massing (which are addressed in the subsection above) staff continue to work with the applicants to encourage further compatibility between the tower design and the historic buildings on either side. The applicant team indicates that the lower floors of the tower would be glazed, to give the appearance of lightness in contrast to the historic building, so not to overwhelm the existing heritage buildings. The applicant team indicates that the glazing and other material choices would also be warm, neutral colours, to reflect the palette of the cathedral and heritage house. Staff seeks input from the New Westminster Design Panel in regards to other ways the proposed tower could be designed to be as sensitive as possible to its historic context: reflecting the context of this project as a Heritage Revitalization Agreement, not just a new residential tower downtown.

## Single-detached House at 520 Carnarvon Street

There is an existing Designated Heritage building to the west of the site which is currently undergoing restoration through a Heritage Revitalization Agreement (HRA). The building is a single-detached dwelling with a commercial unit at the front, a principal residence at the rear and on the second storey, and a secondary suite in the basement (entrance on the east side of the building). The east side of this heritage building is approximately 5ft. (1.5m) from the western property line of the subject site.

The applicants are proposing to address the proximity of the proposed tower to this heritage building through a similar approach as that used for cathedral: cantilevered step-backs. The applicant is also proposing to provide a landscape buffer between the two sites. No residential units would be located on the first two storeys of the tower in order to address privacy.

### **Questions for the Design Panels' Consideration**

In addition to seeking general comments from the New Westminster Design Panel (NWDP) in regards to the overall design of the proposed application and the design considerations noted above (urban design, tower design, streetscape, relationship of proposed tower to cathedral), staff have identified the following questions for the NWDP to provide specific response to:

- 1) Staff seeks input from the NWDP in regards to the design and materiality of the proposed tower and how it addresses the draft Iconic Principles and OCP DPA guidelines in order to provide for an elegant design that will contribute positively towards the New Westminster skyline.*
- 2) Staff seeks input from the NWDP in regards to how this proposal addresses the streetscape along Carnarvon Street, Clarkson Street, and the terminus of Church Street. Particularly the location of the stairs on Carnarvon Street and the two streetscape conditions proposed (new tower frontage and cathedral frontage).*
- 3) Staff seeks input from the NWDP in regards to the proposed privately-owned, publically accessible plaza space, formalized pedestrian connection between Carnarvon Street and Clarkson Street (connecting to Columbia SkyTrain Station), and the proposed public elevator. Staff also seeks input from the NWDP in regards to the applicant's preliminary CPTED Review.*
- 4) Staff seeks input from the NWDP in regards to the applicant's view corridor and shadow analysis.*

- 5) *Staff seeks input from the NWDP on whether this proposal appropriately addresses the relationship between the proposed tower and the heritage buildings on either side.*
- 6) *Staff seeks input from the NWDP in regards to ways (in addition to the already proposed cantilevered step-backs) the design and materiality at the base of the tower could better reflect the character of the cathedral to the east and the heritage house to the west.*

## **APPENDICES**

Appendix 1	Design Panel Storybook
Appendix 2	Architectural and Landscape Drawings (complete set)
Appendix 3	Preliminary CPTED Analysis
Appendix 4	Shadow Study

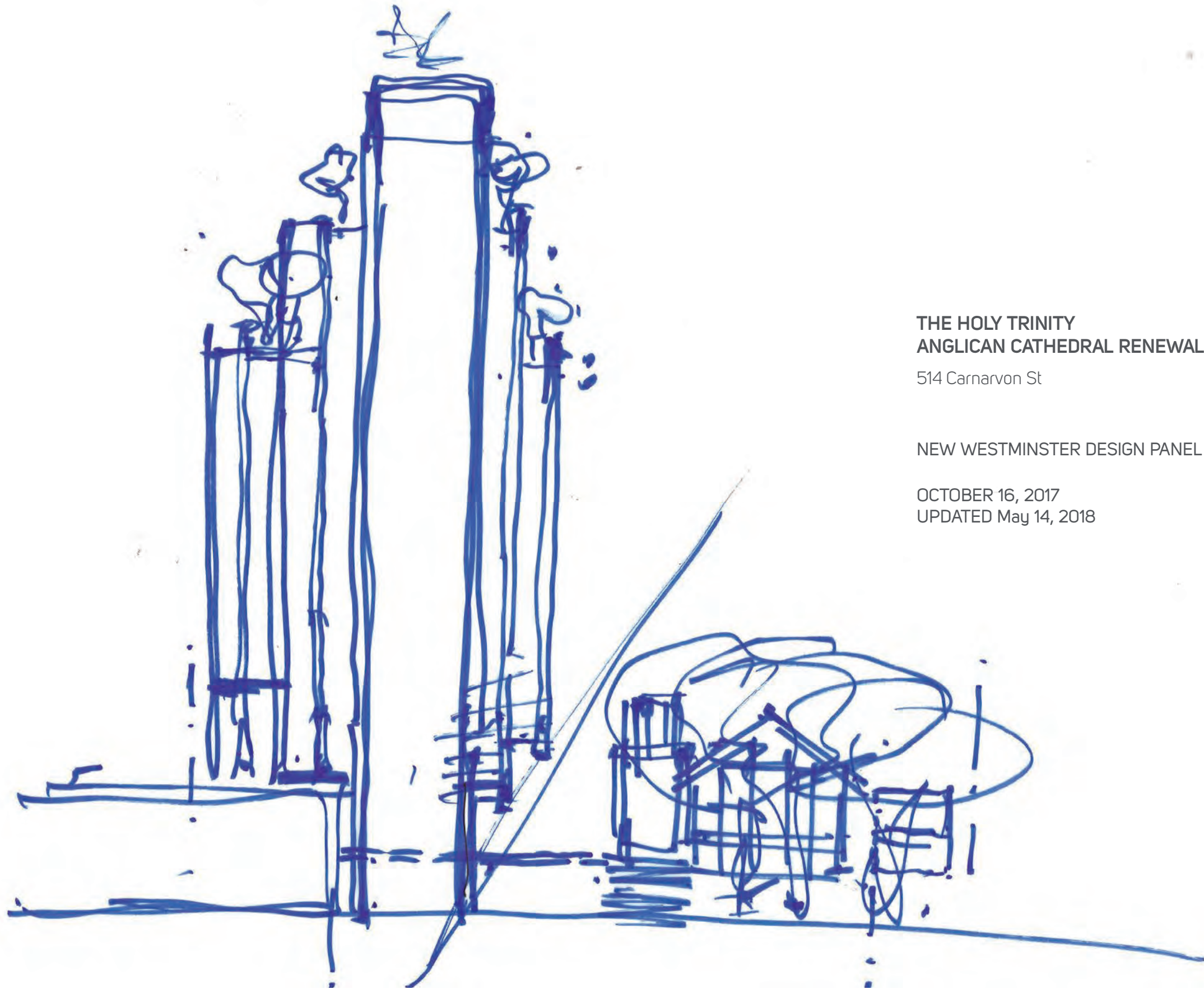
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## Appendix 1

### *Design Panel Submission Package*



**THE HOLY TRINITY  
ANGLICAN CATHEDRAL RENEWAL**

514 Carnarvon St

NEW WESTMINSTER DESIGN PANEL SUBMISSION

OCTOBER 16, 2017  
UPDATED May 14, 2018



**CLIENT**  
**Holy Trinity Anglican Cathedral**  
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New Westminster, BC V3L 1C4



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Mr. Rupinder Basi, MCIP, RPP Senior Planner  
Development Services, Planning  
City of New Westminster  
511 Royal Avenue, New Westminster, BC V3L 1H9

December 7, 2017

Dear Rupinder;

Re: 514 Carnarvon Street (Holy Trinity Cathedral): Heritage Revitalization Agreement – Affordable Rental Housing

Further to the resolution of the October 16, 2017 LUPC (Land Use Planning Committee), the Holy Trinity Cathedral and Conwest have worked with staff and BC Housing and are pleased to introduce 42 affordable rental units and 30 secured market rental units to our proposal for the development at 514 Carnarvon Street, New Westminster.

BC Housing has provided a soft commitment for 42 affordable rental units in the proposed development that will be geared towards seniors (see attached). These units will be offered at the HILs level of rent and will be operated by a non-profit housing agency. In addition to the affordable rental housing, we are proposing an additional 30 units of secured market rental. The below table outlines the density of the proposed development taking into consideration the Balanced and Consistent Approach detailed in the Staff Report dated October 16, 2017:

3.0 FSR	Base for considering OCP Amendment and the Heritage Revitalization Agreement Market Condominium
0.91 FSR	Affordable Rental 30,588.20 sq.ft. approx. 42 units
0.91 FSR	Bonus for providing Affordable Rental Units (equivalent to a 1:1 ratio of strata market condominium to non-market rental residential floor space).
0.67 FSR	Secured Market Rental 22,282 sq.ft approx. 30 units
0.34 FSR	Bonus for providing Secured Market Rental Units (equivalent to a 1:2 ratio of strata market condominium to secured market rental residential floor space).
5.83 FSR	Total Residential Density

We will maintain adherence to the family friendly housing mix policy for both the secured market rental and the market housing. We will work with staff, BC Housing, and the non-profit housing partner towards a suitable housing mix for a seniors’ demographic for the affordable housing. This housing mix program will be detailed as the proposed development moves through the City of New Westminster approval process.

We trust the proposed mix of market, rental, and non-market housing is supportable and will be included on the January 8, 2018 agenda for LUPC. We look forward to advancing this project and the associated community benefits through to the public consultation process.

Sincerely,

Joe Carreira, AACI, P.App  
VP Development

- CC. Jackie Teed, Acting Director of Development Services, City of New Westminster  
John Stark, Acting Manager of Planning, City of New Westminster  
Armin Amrolia, Executive Director, Development & Asset Strategies, BC Housing  
Reverend Dale Yardy, Holy Trinity Cathedral  
Ben Taddei, COO, Conwest

- Att. BC Housing Soft Commitment Letter dated December 1, 2017 (1 page)  
Updated pages for LUPC Storybook Submission dated December 6, 2017 (10 pages)







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December 1<sup>st</sup>, 2017

Reverend Dale Yardy  
Holy Trinity Cathedral  
514 Carnarvon Street  
New Westminster, BC V3L 1C4

**Re: Affordable Housing at 514 Carnarvon St., New Westminster**

Dear Reverend Dale Yardy,

Thank you for your interest in a partnership with BC Housing and we welcome the opportunity to work with you on the Holy Trinity Cathedral Parish redevelopment in Downtown New Westminster. BC Housing has a long history of working with groups such as yours and we see the benefit and support incorporating affordable housing in this significant development which we understand you are working with the Conwest Group. Currently, BC Housing does not have any secured funding to offer but would be amenable to confirm a soft commitment for the purchase of approximately 42 housing units on terms to be negotiated when funding comes available. We are able to confirm we will place this project on our priority list. Further we understand these homes will be secured affordable rental units offered at HILs (Housing Income Limits) rates and geared towards seniors and the units will be operated by a non-profit agency.

BC Housing recognizes the Parish has provided important community services for numerous years in the City and the proposed redevelopment and restoration of the Holy Trinity Cathedral will provide increased community benefit and value through the revitalization of this important Heritage building, new parish hall and a mix of rental and affordable housing. We look forward in working with the Holy Trinity Cathedral on this project to increase the availability of safe and affordable housing for seniors in the City of New Westminster.

Sincerely,

Armin Amrolia  
Executive Director  
Development & Asset Strategies

cc: Joe Carreira, VP Development, Conwest Group

British Columbia Housing Management Commission

HOLY TRINITY CATHEDRAL : HERITAGE RATIONALE

The proposed redevelopment of the Holy Trinity Cathedral site provides long-term protection of community heritage values through an extensive and complex program of rehabilitation of the heritage building within the context of contemporary interventions. This memo outlines the project scope, projected outcomes and conformance to Heritage Standards and Guidelines.

HERITAGE VALUE

Holy Trinity is a historic parish, established in 1859, one of the first in the Mainland Colony of British Columbia. It is of heritage value for its association with Colonel Richard C. Moody of the Royal Engineers, who chose the location of the church in his original plan for the City. The first incarnation of this building was constructed of wood and burned in 1865, just five years after its completion. Its replacement was built two years later in sandstone, but could not withstand the Great New Westminster Fire of 1898. This current structure, constructed in 1898-99, was built incorporating the original surviving walls of the earlier building.

Holy Trinity Cathedral is a prime example of the work of prolific local architect George W. Grant, who designed many of the buildings in downtown New Westminster, both before and after the Great Fire of 1898. He redesigned and restored buildings that survived, and designed replacement blocks for those that were destroyed, which were much reduced in scale and opulence from the pre-fire buildings. Grant’s success at the time was tied not only to his skill in designed but also directly to his expertise in building construction.

This cathedral is of architectural significance for its Gothic Revival style, popular in ecclesiastical construction of the time, and its majestic tower, which was redesigned in 1910 by architect Frank G. Gardiner. Gardiner had a prolific local architectural career, particularly with partner A.L. Mercer. Holy Trinity Cathedral contains art glass windows by Henry Bloomfield & Sons, which installed decorative glass in numerous buildings at the time. The interior also boasts woodwork of native tree species.

PROJECT FUNDAMENTALS

- The aging Parish Hall will be replaced, providing enhanced space for church and community functions and events.
- There will be an increase in the parking available for the Parish’s use during services.
- Funds will be generated to seismically upgrade and restore the heritage church structure.
- An ongoing source of funds will be created for the upkeep of the heritage church.
- An ongoing source of funds will be created to allow operation of the Parish Hall and community areas for the public good.
- A more suitable exterior gathering place and surroundings will be created for Parish and community use.

HERITAGE STATUS

- Holy Trinity Cathedral is listed on the City of New Westminster Heritage Register.
- A Statement of Significance and a Heritage Conservation Plan have been prepared.
- Holy Trinity Cathedral is not yet legally protected or designated.

HERITAGE STATUS

Holy Trinity Cathedral is listed on the City of New Westminster Heritage Register. A Statement of Significance and a Heritage Conservation Plan have been prepared. Holy Trinity Cathedral is not yet legally protected or designated.



Holy Trinity Cathedral, 1949 [BC Archives I-28023]



PROJECT HERITAGE OUTCOMES

There are many ways in which this project benefits the Parish as well as the citizens of New Westminster:

Long-Term Conservation and Public Safety

The retention and upgrading of this historic church supports the City’s goals of both heritage conservation and sustainability. The maintenance of landmark churches is also important for symbolic and traditional reasons, linking the past to the present and providing visual and symbolic anchors to the community as it develops. Historic churches are typically maintained by the congregation at little or no cost to government, a community benefit that adds to cultural diversity and social programming capacity.

The funds generated through this project will allow Life Safety and BC Building Code upgrading of the historic structure. This will include careful and sensitive seismic upgrading of the unreinforced masonry structure, a very costly procedure that could not otherwise be undertaken. This will not only assist in the long-term conservation of the historic fabric, it will also enable safe occupancy and continued public use of the building.

The level of restoration of HTC will be of the highest order, with particular attention paid to the exterior as well as interior features. The restoration will enable the continuing historic religious use of HTC as a character-defining element.

Enhanced Functionality

The improvements to the site will ensure long-term viability of both the historic building as well as the use of the church. These improvements include the physical rehabilitation of the historic church building as well as improved community space incorporated into the new structure.

Provision of Public Amenities

A public plaza will be provided in front of HTC as community public space, and church / community space will be included in the new structure.

Legal Protection of the Heritage Site

In many ways, this church site is the very core of historic New Westminster and the original Mainland Colony. As part of this agreement, long-term legal protection will be provided for this very historic site.

Institutional Preservation

Institutions of faith are critical to the social fabric of the community. HTC, as a long-time anchor to the downtown, has been a trans-formative force that meets the social and faith-based needs of local residents and groups. The location in the downtown core is critical in serving the growing population, those who travel in on the weekend and those who work in businesses downtown.

In addition to its faith-based services, the critical role played by HTC includes:

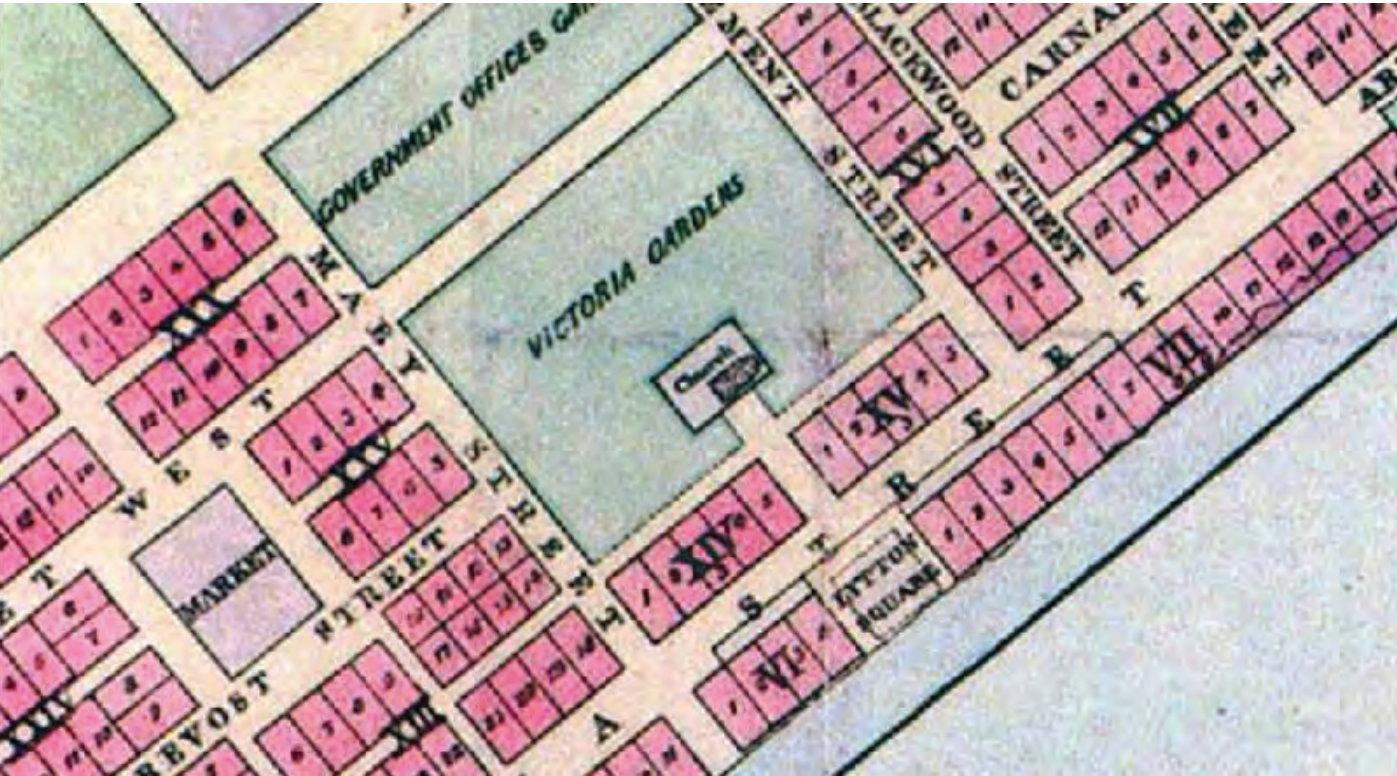
- Providing space for community functions including programming, events and recreation for seniors and youth programs;
- Hosting arts and cultural events;
- Offering care, a sense of belonging and community counsel for disadvantaged populations; and
- Providing space and programming for recovery and health programs.

Faith-based institutions play a significant role in the development of a holistic community, and HTC is well aligned with current City of New Westminster and senior government policies and strategies in many key areas.

The Parish is challenged by its current outdated facilities, aging infrastructure and high costs of rehabilitation. This project will allow the historic HTC Parish to remain in its current location, and provide improved and expanded facilities for community use and outreach.



Plan of New Westminster, 1860. Detail below showing the already-constructed first Holy Trinity Church.



Close up plan of New Westminster, 1860.





HTC view from Clarkson Street, 1900 [NWMA IHP0327]



**Sustainability**

The redevelopment of the HTC site also supports sustainability in the following ways:

- Economic Sustainability
- Environmental Sustainability
- Social Sustainability
- Cultural Sustainability
- Spiritual Sustainability

The development of complete communities supports the Social Pillar of sustainability. In addition, the geographic proximity of programs and services for downtown residents promotes a compact, sustainable infrastructure through access to alternate forms of transportation. Given projections of continuing increase in the population in New Westminster, the presence of this historic institution offers an anchor of stability as well as a community resource of great public benefit.

**CONFORMANCE TO HERITAGE STANDARDS AND GUIDELINES**

***HOLY TRINITY CATHEDRAL***

A comprehensive Conservation Plan has been prepared for Holy Trinity Cathedral. The Cathedral is a listed building on the New Westminster municipal Heritage Register, and is a significant historical resource in the City of New Westminster. The Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada is the source used to assess the appropriate level of conservation and intervention. Under the Guidelines, the work proposed for the Holy Trinity Cathedral includes aspects of preservation, rehabilitation and restoration. All proposed interventions to the site have been assessed using the Standards and Guidelines, and are in compliance.

**Contemporary Interventions**

The primary intent of the project is a Rehabilitation intervention to the site, including related new construction.

**Rehabilitation:** the action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, through repair, alterations, and/or additions, while protecting its heritage value.

In addition to the general Standards for all Conservation projects, there are three additional Standards for Rehabilitation projects:

***ADDITIONAL STANDARDS RELATING TO REHABILITATION***

- 10 - Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.
11. Conserve the heritage value and character-defining elements when creating any new additions to a historic place and any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
12. Create any new additions or related new construction so that the essential form and integrity of a historic place will not be impaired if the new work is removed in the future.

In a rehabilitation project, additions or new construction may be needed to assure the continued use of an historic place. Standard 11 indicates that when this is the case, such additions or new construction must not obscure, radically change or have a negative impact on character-defining materials, forms, uses or spatial configurations. The proposed related new construction involves the construction of a tower on the Cathedral site. In order to ensure that the project conforms to Standard 11, the following considerations have been taken into account:

**Physical and Visual Compatibility:** Standard 11 requires using materials, assemblies and construction methods that are well suited to the existing materials when planning interventions to historic fabric. Visual compatibility is based on the harmonious use of proportions, materiality and detailing in the contemporary interventions, respecting the historic fabric but not attempting to mimic its appearance.

**Subordination:** Standard 11 also requires an addition to be subordinate to the historic place. This is best understood to mean that the addition must not detract from the historic place or impair its heritage value. Subordination is not a question of size; a small, ill-conceived addition could adversely affect an historic place more than a large, well-designed addition.

**Distinguishability:** Standard 11 requires that additions or new construction be visually compatible with, yet distinguishable from, the historic place. To accomplish this, an appropriate balance must be struck between mere imitation of the existing form and pointed contrast, thus complementing the historic place in a manner that respects its heritage value. The proposed new construction is clearly contemporary and does not mimic the historic fabric of the Cathedral.

The Standards and Guidelines have been very carefully considered in the design of the proposed interventions, as noted in the stepping back of the tower massing, the use of contemporary materials and the open nature of the plaza design.

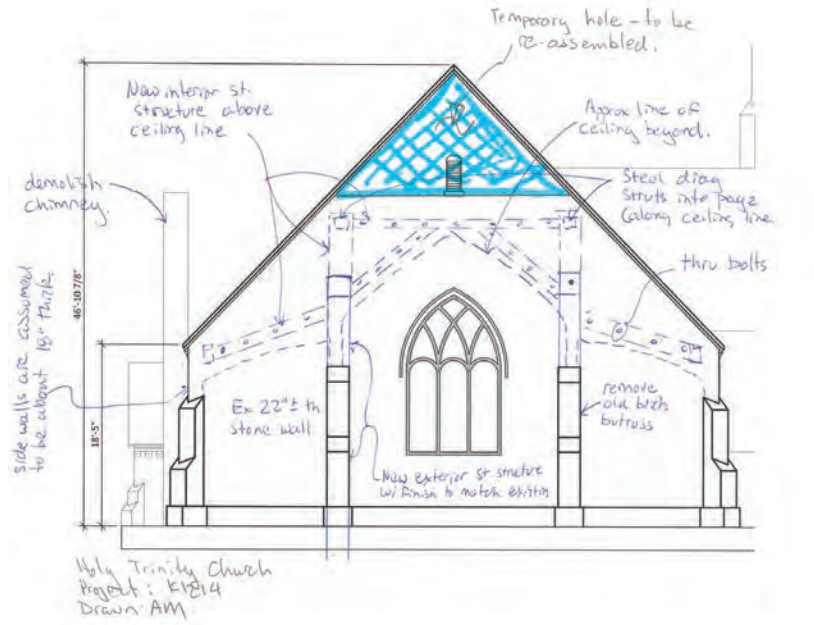
**SEISMIC UPGRADE**

In order to maintain the heritage elements of the Holy Trinity Cathedral a minimally invasive and thoughtful approach to seismic upgrade was formulated.

The team is proposing a seismic upgrade that adds structural elements to the exterior, the attic, and the bell tower rather than furring out or adding concrete to the existing fieldstone walls. All of the elements will be supported by a reinforced foundation.

This approach will yield a life-safety upgrade - a minimum 30% or S3 rating as described by the City of Vancouver.

The benefit to this approach is the preservation of the heritage elements. There will be minimal rebuilding of some exterior elements, but the interior will remain intact with the exception of isolated floor removal and reinstall to accommodate the reinforced foundation.





# ARCHITECTURAL DESIGN RATIONALE

## HISTORIC SIGNIFICANCE

The Holy Trinity Cathedral and parish date back to the very beginning of New Westminster, when the City was designated capital of British Columbia in 1859. The Cathedral remains today at the very heart and center of New Westminster and has served as a central place of worship throughout the City’s entire history. The current status of the property and urban surroundings do not live up to their historic significance. Intervention and upgrades are required to remediate the current shortfalls on buildings and urban environment to once again create what should rightfully be a beautiful public place of belief and reflection at the center of the first capital of British Columbia.

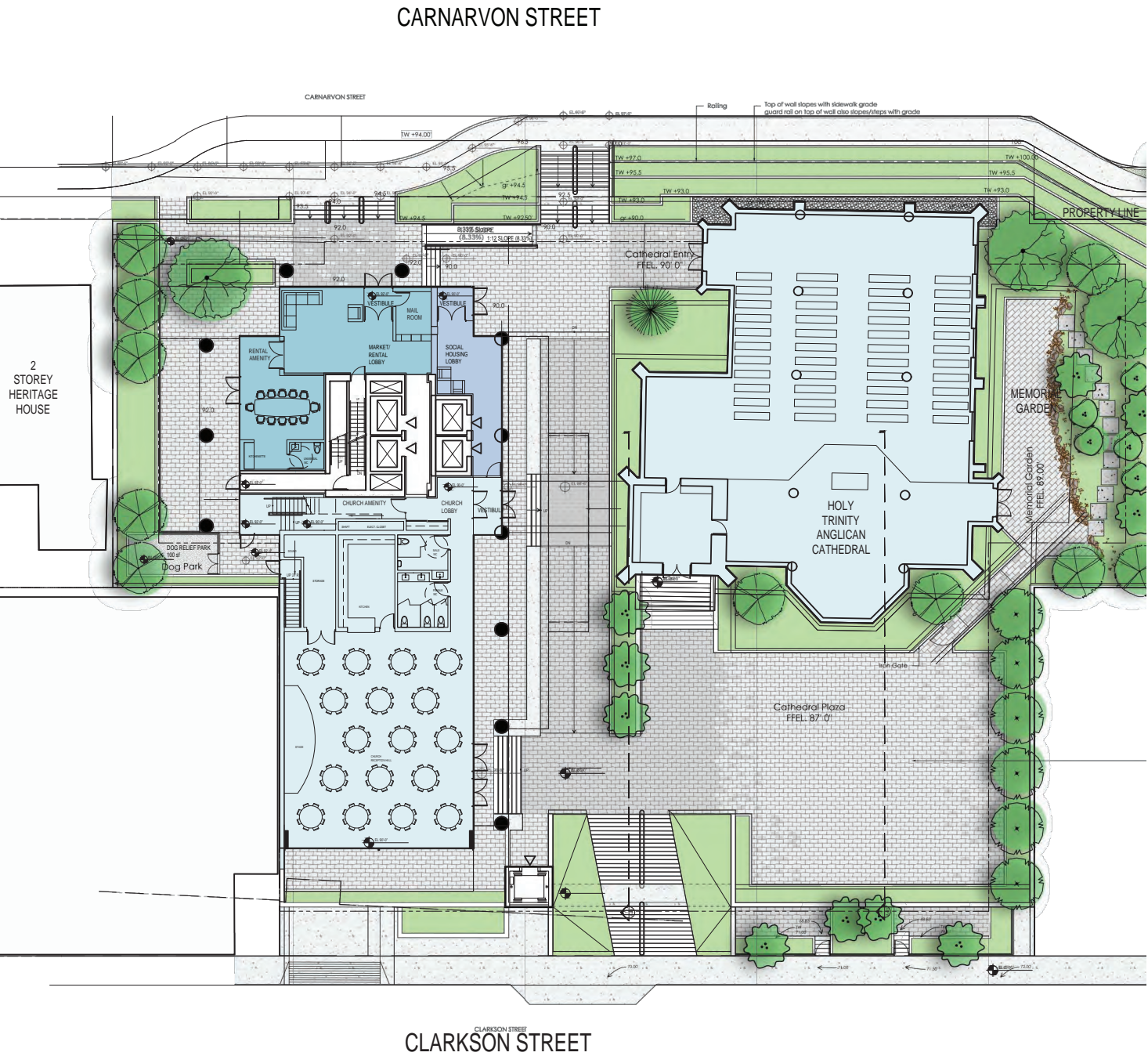
## HERITAGE

The Cathedral, though not the original church first built in 1860 which succumbed to fire after only 5 years, dates back to 1867, with some later additions due to the second big fire of 1898. The general massing, shape and fenestration of the Cathedral remains in its original configuration and there are a significant number of important heritage elements worthy of preservation and rehabilitation. As the original church remains largely unchanged, there is great potential for respectful seismic and heritage upgrades to ensure longevity and to bring this important jewel, a witness of the City’s entire history, back to a polished sparkle. The Architectural language will be contemporary, distinguishable from, compatible with and subordinate to the Cathedral.

A detailed heritage conservation plan has been prepared by Donald Luxton and Associates Inc. and forms integral part of this heritage revitalization initiative.

## URBAN CONTEXT

Located at the intersection of Church and Clarkson Streets and adjacent to Columbia Skytrain station in the center of the City, the strategic location of Holy Trinity Cathedral can not be overestimated. In the first plan of New Westminster of 1860, the Cathedral was surrounded by the spacious Victoria Gardens, an open area of approximately 2 modern City blocks in size. More open space up the hill, the Government Offices Gardens, created contiguous open space all the way from City Hall to Holy Trinity Cathedral. Recreating breathing room around the Cathedral and creating a new public plaza will be important factors in open space improvements. CPTED safety considerations will be followed, leading to a more inviting, open and safe connection through the Holy Trinity parish property to reconnect Church Street with Carnarvon Street.



ARCHITECTURAL RESPONSE

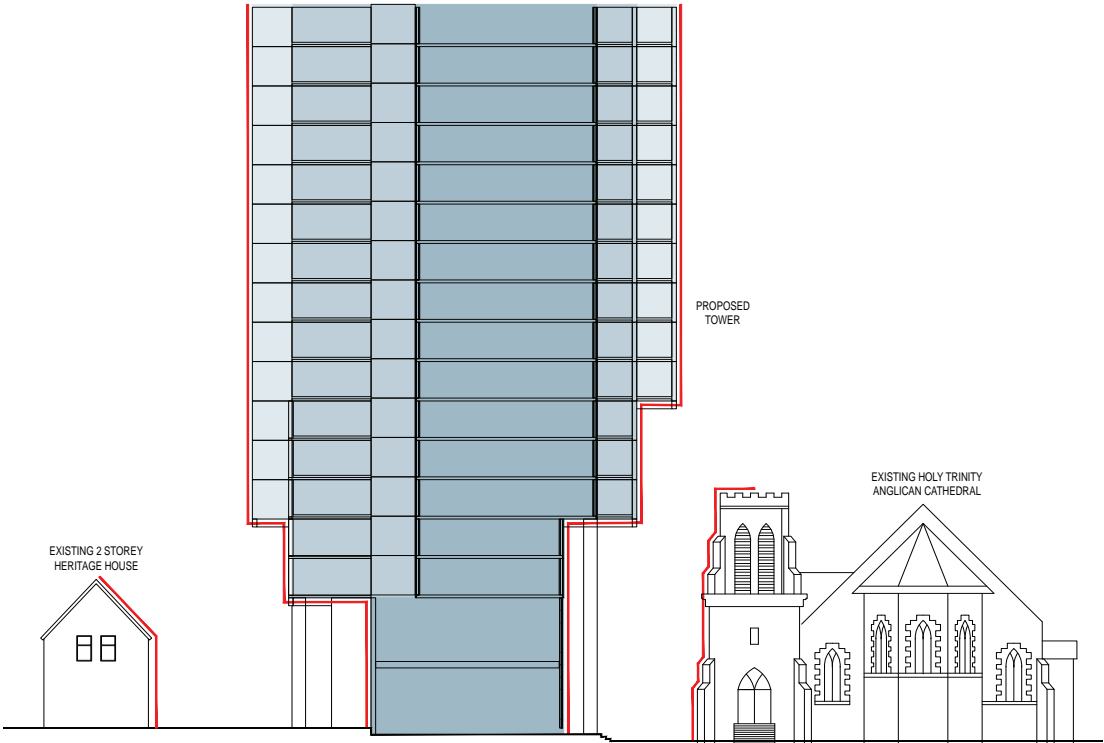
The overall massing concept envisions the new structure to be read in conjunction with and complementary to the historic structure. The cathedral, over the past decades, has suffered from the removal of open space around it and decreased visibility due to taller buildings in the vicinity. Our proposal intends for the new tower to be read as a modern reincarnation of the cathedral’s bell tower itself, such that the heritage structure and the new tower together will be recognized as the Holy Trinity Cathedral buildings.

The proposed development responds to previous LUPC comments with a more elegantly sculpted and slender tower form fronting Carnarvon Street, lifting the full size floor plate one storey higher than the original submission to provide additional separation between the tower and the church. The Architectural approach for this heritage revitalization proposal takes its cues from the Cathedral itself. The proposed new building, for the first few storeys, pulls as far away from the Cathedral as possible, to pay respect and create a comfortable exterior space between old and new. The colonnade, supporting the building cantilever above, reflects on and mirrors the Cathedral’s column and buttress rhythm.

Starting at the 3rd floor, the new structure starts to incrementally and carefully cantilever, the stepping principles directly borrowed from the Cathedral tower and buttress wall motifs. The height of the steps are calibrated to respond to the stepping of the bell tower elements. The stepping principles are also applied to the new building plan, modulating the north-south dimension of the new building as well as in section, modulating the massing on the lower floors as well as near the top of the building, creating an interesting animated roof-scape with outdoor opportunities. The stepping principle minimizes the overall size of any single facade element, assisting the integration of the new structure into the neighborhood context.

The east and west facing facade elements will be bright in colour and solid in character (off white, refer also to colour precedent images) and the north and south facade and fenestration elements will be in a warmer and darker tones (colour to be determined, refer to pattern scheme precedent images). This approach takes its inspiration from the strong north-south directionality of the cathedral and has the advantage of presenting the neighboring buildings to the east and west with bright friendly facades. Balcony projections on the south faces will convey the residential use of the building and serve to mitigate heat gain. The facade elements of the new church amenity space will provide for openness and visual connection (glazing elements with patterning in warmer dark tones) and complement with the cathedral’s warm tone colour palette.

Movement through the site will once again be safe and inviting public passageway from Carnarvon Street to Clarkson Street. Facing on Clarkson street are new residential/ artist use spaces, animating the street front and making the street safer for all. Also on Clarkson Street are the new stairs and the new passenger elevator providing universal access up to the new plaza, connecting the plaza to the Skytrain Station. Along Carnarvon Street, the grades will be reworked to provide an inviting residential lobby with ‘eyes on the street’ and generous width ramped access for both the Cathedral and the new building. We believe, the provision of residential density on other properties in the vicinity including this property, as well as the new generous public plaza, will be great catalysts to revive safe passage north-south through the neighborhood. The plaza itself creates a flexible outdoor space for a multitude of possible uses, both for public and parish enjoyment. Overlooking and spilling out onto the plaza, the new church amenity space will provide for enhanced safety to the public.





## LANDSCAPE DESIGN RATIONALE

The landscape development at Holy Trinity Cathedral responds to the unique requirements of the Church, the rental units and market condominiums. Located adjacent to Columbia Skytrain station, the site lends itself to activities on the new plaza and opportunities for mid block safe pedestrian movement north - south.

The main entrance for the church and tower are from Carnarvon Street with stair and ramp access. A small entry court with seating is provided to reinforce the social interaction before and after service.

A significant plaza space creates a foreground to the cathedral as well as a multi-purpose open space with views to the river. The plaza is located on a mid block linkage and is accessible from Clarkson Street by elevator and stair and from Carnarvon Street by stairs and ramps and invites active uses as well as quiet enjoyment and reflection.

Supporting the plaza is the church amenity room at plaza level and church offices on the second level above. Church offices will overlook the plaza throughout the day, adding a level of security. A memorial garden is located to the east of the church.

Outdoor amenities for the rental and market condo building are located on the ground floor to the west side of the ground floor indoor amenity, and on the upper roof of the tower. A children's play area and outdoor social space including outdoor kitchen on the top of the tower round out the compliment of the exterior residential amenity space. For wind management, a 2m height glass screen is provided. Trees and lush landscaping are also provided to help crown the tower and provide an interesting addition to the skyline.

## LANDSCAPE RESPONSE TO NEW WESTMINSTER DOWNTOWN DESIGN GUIDELINES

The site development is consistent with the objective of the New Westminster Design Guidelines.

- The entry sequence for the residential tower and the Cathedral creates pedestrian rooms through the introduction of benches and seating height walls. These spaces are easily accessible from Carnarvon. Visitors to the Church and residents of the tower are welcome to use the space and build community.
- The accessible route from Carnarvon to Clarkson creates a mid-block connector open to public movement and enjoyment. Along this route are seating opportunities as well as connections to the Church amenity facility and the Cathedral plaza.
- To the south of the Cathedral is a multi-purpose plaza space. Intended as a public amenity this space will also be programmed by the Church to support its various functions and activities. Intended uses of this space include informal gathering along its edges for conversation and appreciation of the Church, views south to the river, kids play on the plaza. Also, the Church intends to program the space for weddings, farmer's markets/craft sales, outdoor dinners and public entertainment and creating a neighbourhood focus and gathering area.
- To the northeast of the plaza a contemplative memorial garden is proposed as an area to remember loved ones in a quiet garden space separated from the more active areas of the site.





TRAFFIC REPORT SUMMARY

Conwest Group is proposing a residential building along with improved church amenity space at the Holy Trinity Anglican Cathedral (HTC) located on 514 Carnarvon Street in downtown New Westminster. It will entail the retention of the existing church building, along with improved amenity facilities together with new residential building comprising of 245 units including 42 affordable rental, 30 rental and 173 market.

The site is situated in the heart of downtown New Westminster, adjacent to the Columbia Skytrain station and numerous commercial and employment activities on Columbia Street. The location is within 100 metres to Columbia Station and 500 metres to New Westminster Station. It is also highly accessible by walking and according to ‘walkscore.com’ it achieves close to 96 out of 100. These factors will have a strong influence in lowering vehicle and parking demands movements compared to less accessible locations.

One of the key design objectives will be to formalize and enhance the pedestrian pathway between Clarkson Street and Carnarvon Street and which will also benefit from higher activity levels generated by the development. At Clarkson Street, a staircase will be used for the first part (with an adjacent elevator to meet accessibility requirements) and then the pathway will be graded up toward Carnarvon Street. Before entering Carnarvon Street, pedestrians can choose to use the short staircase or the graded pathway that will run in front of the new building. In general, the mixed use nature of the project will make this pathway more publicly accessible for people to use, while it will benefit from the overlooking of the new building (i.e. eyes on the street).

Vehicle access to the car park (4.5 levels) will be from Clarkson Street while pedestrian access to the new residential will be from Carnarvon Street. Parking needs for both the church and residential need to be provided in the planned structure, and this combined with the limited footprint available, make providing the full parking requirement challenging.

Parking for the development plan is planned at 191 spaces comprises of: 142 spaces for the market and rental housing and 24 spaces for residential visitors, while the church has confirmed the 25 spaces will be sufficient for its future needs.

The proposed parking number is below the City requirement of 273 spaces, but a rationale has been provided to support a lower level of parking consistent with the City’s guidance and which also recognizes a much lower number of the spaces for the church given the downtown setting and proximity to rapid transit stations. Shared parking opportunities for the site parking are also planned between the church and residential visitor parking components during off-peak hours to further supplement the church’s parking demand.

Residential bicycle storage parking is planned for a total of 264 spaces and most of these will be located on the ground level of the car park (without cyclists using ramps). Twelve visitor cycling parking spaces are planned for the church / residential where 6 will be located on Carnarvon Street frontage and 6 on Clarkson Street frontage.

Loading is planned to be shared between the church and residential uses, where the HTC staff have advised current demands are low. Altogether, two (2) car-sized loading spaces would serve the development plan and these would be located on the ground entry level of the car park.

The vehicle operational review has focused on the weekday morning and afternoon peak-hour periods as these have appreciably higher vehicle demands when compared to the Sunday peak period. Additionally, the church’s operations are not expected to materially change on a Sunday to warrant any specific consideration for this time period.

Around 53 to 63 two-way vehicle trips could be generated during the weekday AM and PM peak-hour periods, equating to around 1 vehicle trip per minute. It is anticipated the new vehicle demand could be lower taking into consideration synergies with existing church activities.

The development plan will only have a marginal influence on the study network operations and in the busier afternoon period the study intersections were found to operate with acceptable delays and under capacity. In urban areas such as downtown New Westminster some delays and higher vehicle volumes are expected at peak times.

In sum the planned parking for the project is consistent with the accessible location and this will contribute to more sustainable transportation choices such as walking and public transit and less impact on street intersection operations in the local area.



Columbia Skytrain station



Proximity to Columbia Skytrain station



## NEW WESTMINSTER DOWNTOWN BUILDING AND PUBLIC REALM DESIGN GUIDELINES AND MASTER PLAN.

### 4.2 Livable Density:

- The proposed high density development, required to support the cathedral heritage revitalization, fits very well into the urban massing context with a generous minimum 38.0m /125 foot tower separation. The tower precinct for comparison requires only 27.0m / 90 feet.
- Residences start 31' above street level, providing excellent privacy, security and daylight/sunlight.
- The first 2 storeys contain residential lobbies, residential amenities and church functions, ensuring active use and visual transparency to support good pedestrian safety.
- The tower was carefully sculpted to minimize its footprint and massing at the lower floors for maximum openness surrounding the cathedral and, at the top of the tower for visual interest of the City skyline.

### 4.3 Street Relationship

- As the cathedral heritage revitalization is key to the success of this project, generous landscaped areas have been created to the east and west of the new residential structure, to highlight the cathedral itself and to keep maximum respectful distance from the heritage residence to the west.
- Residential lobbies with ample glazing face Carnarvon Street and are accessed from a friendly and gently accessible sloped entry court.
- The lower 2 floors have a minimum amount of solid walls maximizing the transparency of the building.

### 4.4 Comfortable and animated public realm:

- A significantly improved mid-block connection between Carnarvon and Clarkson Street is proposed. Wide stairs at both ends and an accessible ramp at Carnarvon Street will provide clear sight lines to a safer, more inviting way of accessing the Columbia skytrain station. Universal access from Clarkson Street is provided with a glass enclosed passenger elevator.
- A new generous privately owned publicly accessible space (POPS) multi-use plaza is proposed on the sunny south side of the cathedral offering good views to downtown and the river. It is intended for use by the public, by the residential community on site and the parish/ community functions. Residential lobbies and church amenity spaces will overlook the new plaza, providing overlook and pedestrian safety.

### 4.5 Manage Parking, Loading and Blank Sidewalls:

- The new building with main entrance and address on Carnarvon Street is generously glazed and bright without blank wall faces at grade.
- To minimize the amount of blank walls on the lower Clarkson Street and to activate the street, residential / flex space has been integrated with a transparent and attractive building face that also serves to improve pedestrian safety through "eyes on the street".
- Access to the underground parkade on Clarkson Street is perpendicular to the street minimizing the required width. All proposed loading is located underground.

### 4.6 Character:

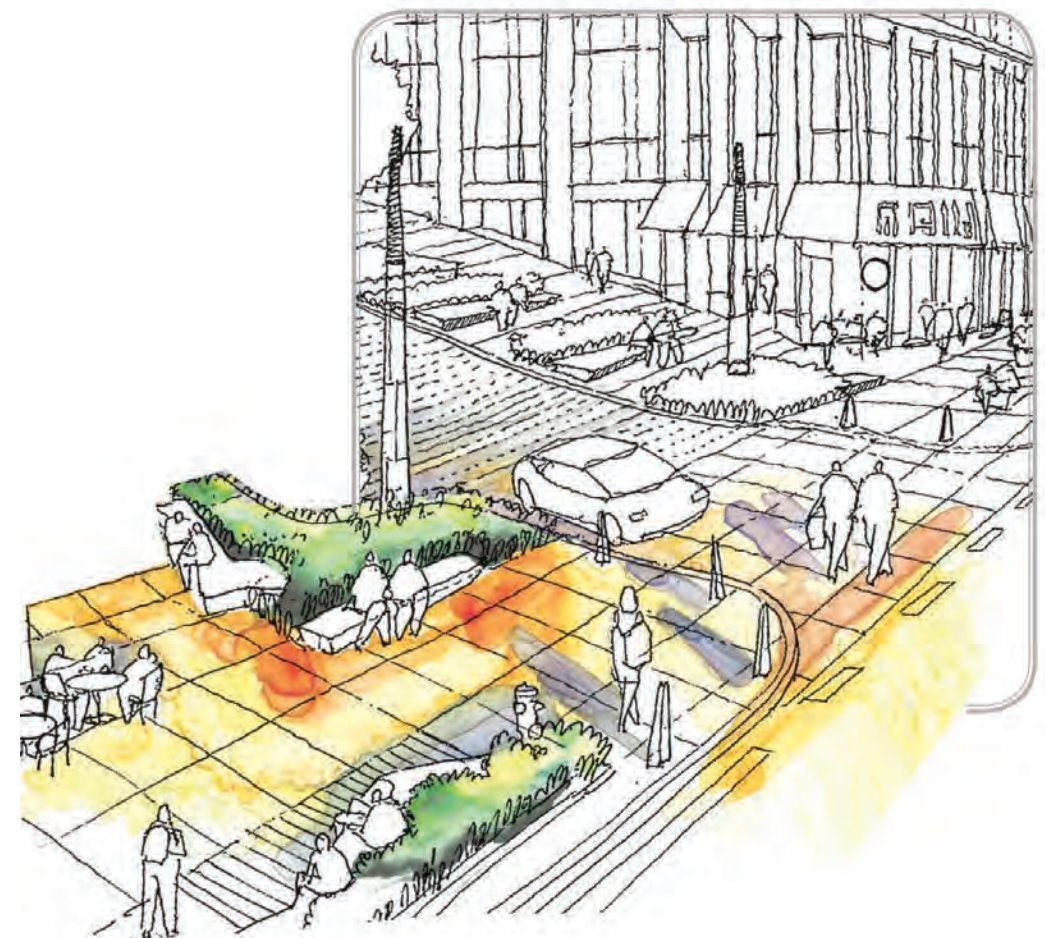
- This heritage revitalization application prioritizes the preservation and restoration of the historic cathedral itself. The new structure has been conceived to respect the commonly accepted Canadian National Heritage principles: compatibility, subordination and distinguishability. Specifically, the new tower responds to the HTC by its stepping form (interpretation of the church buttresses) in section and in plan and will have a complementary materials palette consistent with the Albert Crescent Precinct's guidelines (refer also to section on 'Architectural Response').
- The East and West facades of the new tower will be primarily of solid, monolithic precast insulated concrete materials in a light colour, to reference the solidity of the heritage cathedral's elements.

### 4.7 Contextual Response:

- The context influencing this application consists of: heritage cathedral on site, heritage residence to the immediate west of the property, 2 storey drop in topography from Carnarvon to Clarkson Street, irregular property geometry, adjacency to Columbia Skytrain Station and medium to high density residential use.
- We believe this proposal responds to the various complex factors above and significantly contributes to improve a less than ideal current urban situation. The project will make the neighborhood safer and restore some of the significance the Holy Trinity Cathedral originally enjoyed in the centre of the City of New Westminster.

### 4.8 Safety:

- Safety has been on the forefront of our thinking and manifests itself through the provision of "eyes" on the street – lobbies facing Carnarvon Street, residential flex spaces facing Clarkson Street – church amenities spaces facing the breezeway and plaza.
- Opaque surfaces are minimized, walkways and paths will be generous and wide with clear lines of sight and will be well as well lit.



Cover image from New Westminster downtown building  
and public realm guidelines and masterplan











PROJECT STATISTICS

AREAS AND EXCLUSION CALCULATIONS

STREET ADDRESS  
514 CARNARVON STREET

LEGAL DESCRIPTION  
PARCEL 1, VICTORIA GARDENS REFERENCE PLAN 74708

EXISTING ZONING  
P1- PUBLIC AND INSTITUTIONAL DISTRICTS ( LOW RISE )

SITE AREA  
33,428 SF

PROPOSED SETBACKS  
CARNARVON STREET: 10'-0"  
CLARKSON STREET: 10'  
SIDE YARDS: 10'-0"

SITE COVERAGE @ GRADE: 5728 / 33428 = 17%  
SITE COVERAGE @ 40'-0": 7914 / 33428 = 23%

BUILDING HEIGHT: 30 STOREY - 290' 0" ( measured from residential lobby elevation to top of roof slab of the last habitable storey )

AREA SUMMARY

LEVEL	GROSS AREA	ADAPTABLE UNITS EXCLUSION		RESIDENTIAL AMENITY EXCLUSION	CHURCH AMENITY EXCLUSION	MECHANICAL EXCLUSION	FSR AREA
		1 BED UNITS	FAMILY UNITS				
		19.90 sq.ft (1.85 sqm)/1BR unit (Pt 120.82(h) B/L7464,2011)	30.14 sq.ft (2.80 sqm)/2-3BR unit (Pt 120.82(h) B/L7464,2011)				
	(sq.ft.)			(sq.ft.)	(sq.ft.)	(sq.ft.)	(sq.ft.)
MECHANICAL	1,182	0.0	0.0	2,133.00		1,181.55	0
30	2,133	0.0	0.0				0
29	6,018	19.9	60.3				5,938
28	6,783	19.9	120.6				6,642
27	6,783	19.9	120.6				6,642
26	7,551	39.8	90.4				7,421
25	7,551	39.8	90.4				7,421
24	7,551	39.8	90.4				7,421
23	7,551	39.8	90.4				7,421
22	7,551	39.8	90.4				7,421
21	7,551	39.8	90.4				7,421
20	7,551	39.8	90.4				7,421
19	7,551	39.8	90.4				7,421
18	7,551	39.8	90.4				7,421
17	7,551	39.8	90.4				7,421
16	7,551	39.8	90.4				7,421
15	7,551	39.8	90.4				7,421
14	7,551	39.8	90.4				7,421
13	7,551	39.8	90.4				7,421
12	7,551	39.8	90.4				7,421
11	7,551	39.8	90.4				7,421
10	7,551	39.8	90.4	972.38	3,257.41		7,421
9	7,551	39.8	90.4				7,421
8	7,551	39.8	90.4				7,421
7	7,163	39.8	90.4				7,033
6	7,163	39.8	90.4				7,033
5	7,163	39.8	90.4				7,033
4	4,720	0.0	30.1				4,690
3	4,720	0.0	30.1				4,690
2	5,061	0.0	0.0	1,276.89			832
1	5,728	0.0	0.0		3,458.88		992
P1	823	0.0	0.0				823
P2	1,376	0.0	0.0				1,376
TOTAL (SF)	210,281	935	2,351	4,382	6,716	1,182	194,714
	GROSS AREA	ADAPTABLE UNITS EXCLUSION		RESIDENTIAL AMENITY	CHURCH AMENITY	MECHANICAL	FSR AREA

FSR: 194714 /33428 sqft 5.82



UNIT SUMMARY AND REQUIREMENTS

Holy Trinity Cathedral

Unit Summary

Use	Level	BACH Adpt	BACH	1BR Adpt	1 BR	1 BR + Den Adpt	1 BR + Den	2 BR Adpt	2 BR	2 BR + Den Adpt	2 BR + Den	3 BR Adpt	3 BR	Total Units per Floor
Market Condos	30													
	29					1	3			1		1		6
	28				1	1	1	2		1		1		7
	27				1	1	1	2		1		1		7
	26				3	2	1	2				1		9
	25				3	2	1	2				1		9
	24				3	2	1	2				1		9
	23				3	2	1	2				1		9
	22				3	2	1	2				1		9
	21				3	2	1	2				1		9
	20				3	2	1	2				1		9
	19				3	2	1	2				1		9
	18				3	2	1	2				1		9
	17		2		3	2		2				1		10
	16		2		3	2		2				1		10
	15		2		3	2		2				1		10
	14		2		3	2		2				1		10
	13		2		3	2		2				1		10
	12		2		3	2		2				1		10
	11		2		3	2		2				1		10
Secured market rental	10		3		2	2		2				1		10
	9		3		2	2		2				1		10
	8	1	2		2	2		2				1		10
Secured affordable rental for seniors	7	2		6				2						10
	6	2		6				2						10
	5	2		6				2						10
	4	1		3		2								6
	3	1		3		2								6
	2													
	1													
Flex	0						2							2

Parking Requirements

Market Condos	Parking Requirements		Required Stalls before Reduction
	1.0	per Bach / 1BR	115.0
	1.35	per 2BR / 3BR	78.3
	0.1	per Unit for Visitor	17.3
	Total before Reductions		210.6
Secured Market Rental	0.6	per Bach / 1BR	12.6
	0.8	per 2BR / 3BR	7.2
	0.1	per Unit for Visitor	3
	Total before Reductions		22.8
Secured Senior Rental	0.2	per Bach / 1BR	7.2
	0.4	per 2BR / 3BR	2.4
	0.1	per Unit for Visitor	4.2
	Total before Reductions		13.8
Church	Residential Total before Reductions		248
	25	Fixed	25
Total	Total before Reductions		273

Loading Bay Requirements

Institutional	1 bay / 30000 sqft	1
Residential	No requirement	0
Total required		1
Total	Proposed CLASS A loading bays	2

Please refer to transportation study table 4.5 page 26

Bicycle Space Requirements

Long term Church	No Requirement	
Long term Res	1.25 spaces / unit	203 units x 1.25
Long term Senior	0.25 spaces /unit	42 units x 0.25
Total Long Term		264
	Proposed	264
Short term Church	Min 6 spaces	6
Short term Res	Min 6 spaces	6
Total Short term	Proposed	12

Please refer to transportation study table 4.4 page 26

Proposed Parking Ratios

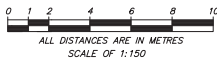
30% Reduction	As per the New Westminster Zoning By-Law (B/L 7689 , 2004) "The maximum total reduction in parking requirements through incentives is 30%
30% of 273 = 82	
191 stalls	Breakdown
25	Church
24	Visitor Rental and Market
142	Residential
191	TOTAL

Please refer to transportation study 30% reduction table 4.3 page 25

		ADAPT		ADAPT		ADAPT		ADAPT		ADAPT				
		BACH	BACH	1BR	1 BR	1 BR + Den	1 BR + Den	2 BR	2 BR	2 BR + Den	2 BR + Den	3 BR	3 BR	Total
Market Condos	Unit Totals	0	14	0	50	35	16	36	0	3	0	19	0	173
	% Unit Type	0.0%	8.1%	0.0%	28.9%	20.2%	9.2%	20.8%	0.0%	1.7%	0.0%	11.0%	0.0%	53.8%
	% Totals	8.1%		58.4%				22.5%				11.0%		
									33.5%					
Secured market rental	Unit Totals	1	8	0	6	6	0	6	0	0	0	3	0	30
	% Unit Type	3.3%	26.7%	0.0%	20.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	10.0%	0.0%	53.3%
	% Totals	30.0%		40.0%				20.0%				10.0%		
									30.0%					
Secured affordable rental	Unit Totals	8	0	24	0	4	0	6	0	0	0	0	0	42
	% Unit Type	19.0%	0.0%	57.1%	0.0%	9.5%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
	% Totals	19.0%		66.7%				14.3%				0.0%		
									14.3%					
Total	Unit Totals	9	22	24	56	45	16	48	0	3	0	22	0	245
	% Unit Type	3.7%	9.0%	9.8%	22.9%	18.4%	6.5%	19.6%	0.0%	1.2%	0.0%	9.0%	0.0%	61.6%
	% Totals	12.7%		57.6%				20.8%				9.0%		

PROJECT SURVEY

TOPOGRAPHIC SURVEY PLAN OF PARCEL "ONE", VICTORIA GARDENS, REFERENCE PLAN 74708



PID: 008-186-430  
ADDRESS: THE HOLY TRINITY PARISH OF NEW WESTMINSTER B.C.  
514 CARNARVON STREET,  
NEW WESTMINSTER, BC

STRATA PLAN LMS779

1  
PLAN EPP37993

EXISTING BUILDING  
PARCEL A  
(J11410E)  
PLAN 2620

Rem. 5  
PLAN 2620

BLOCK B

STRATA PLAN BCS2781

EXISTING BUILDING

PARCEL "ONE"  
REFERENCE PLAN 74708  
0.311 ha

EXISTING BUILDING - CHURCH  
#420 CARNARVON STREET

Carnarvon Street

STRATA PLAN 3213

1  
PLAN LMP15627

Ex. PLAN 73532  
A  
REFERENCE PLAN 81603

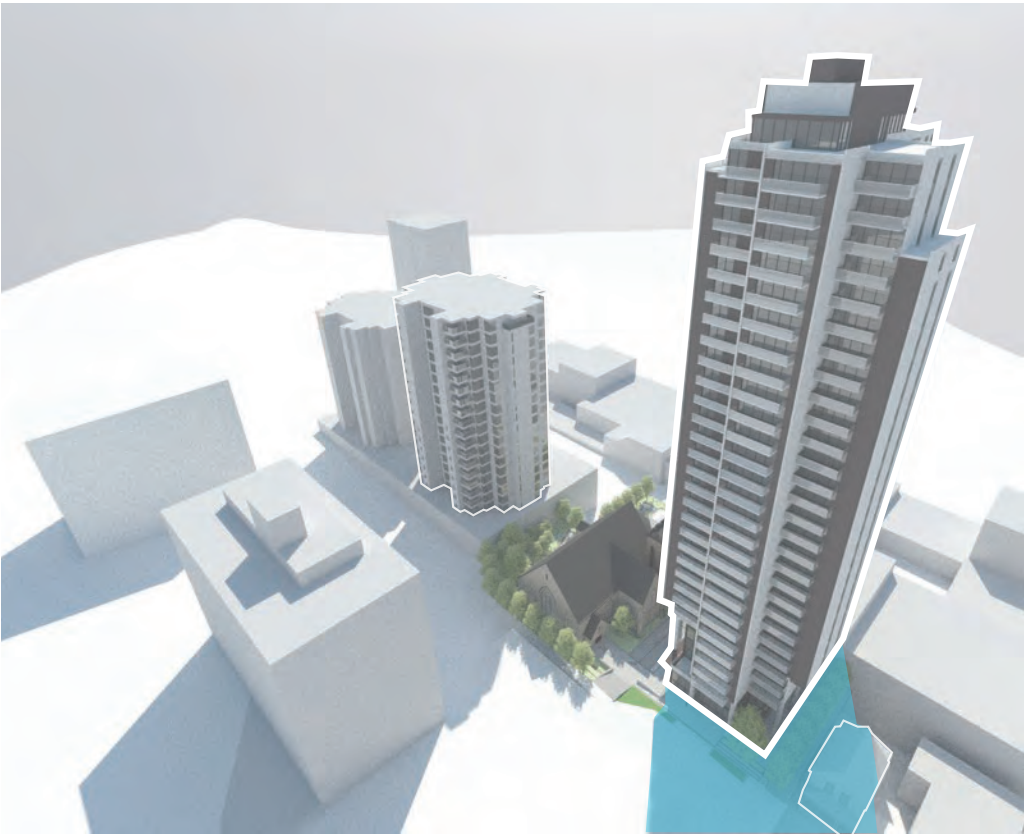
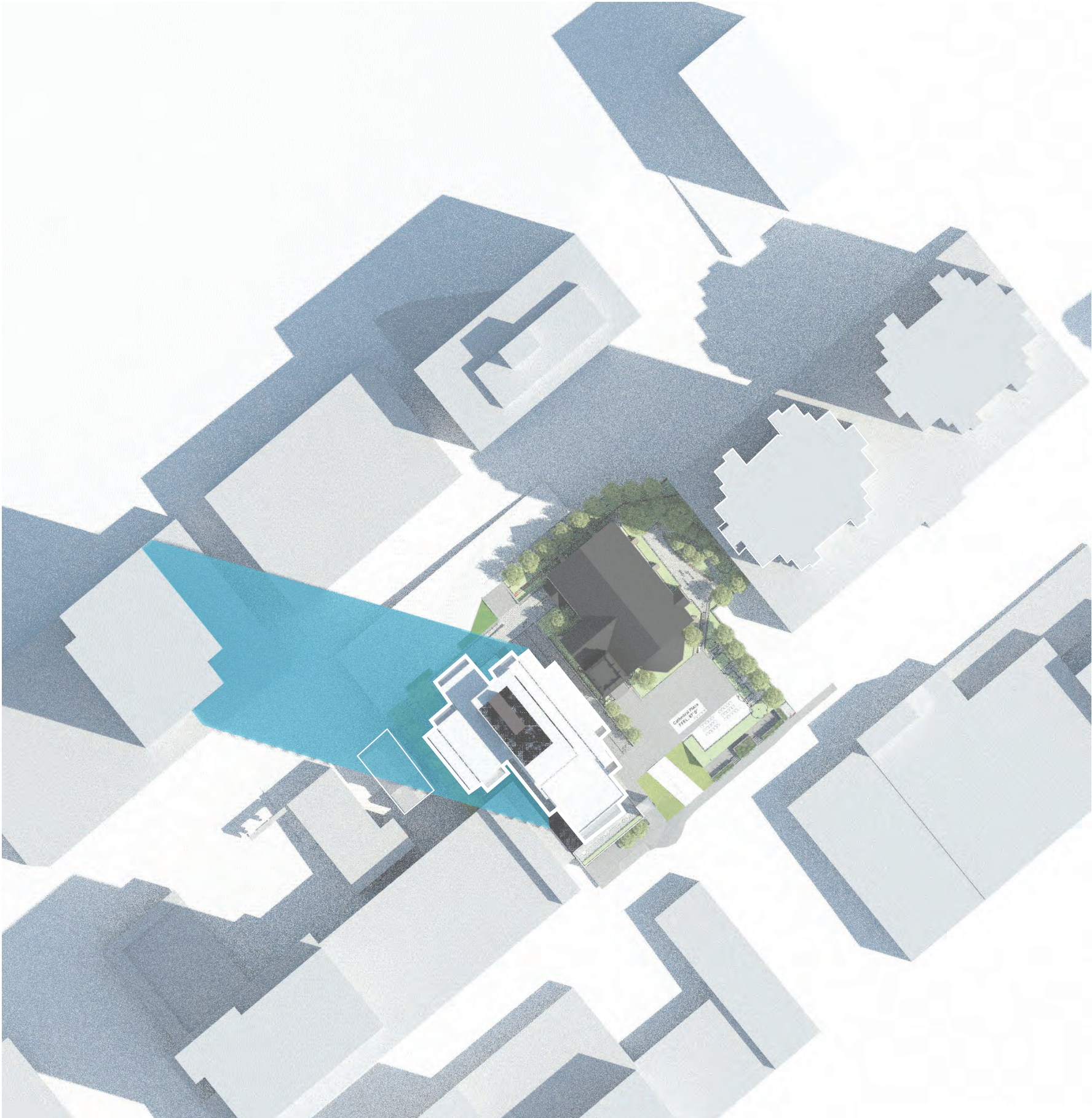
1  
PLAN 2620

Clarkson Street

Church Street



SHADOW ANALYSIS

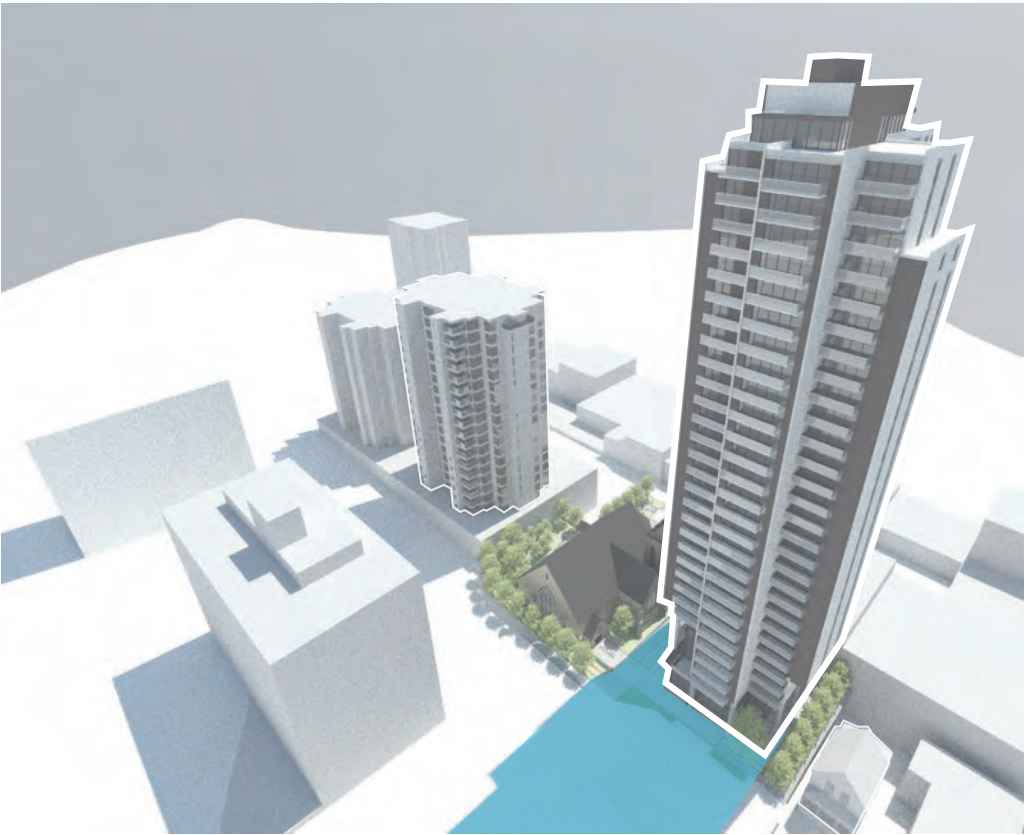


10 AM

JUNE 21ST



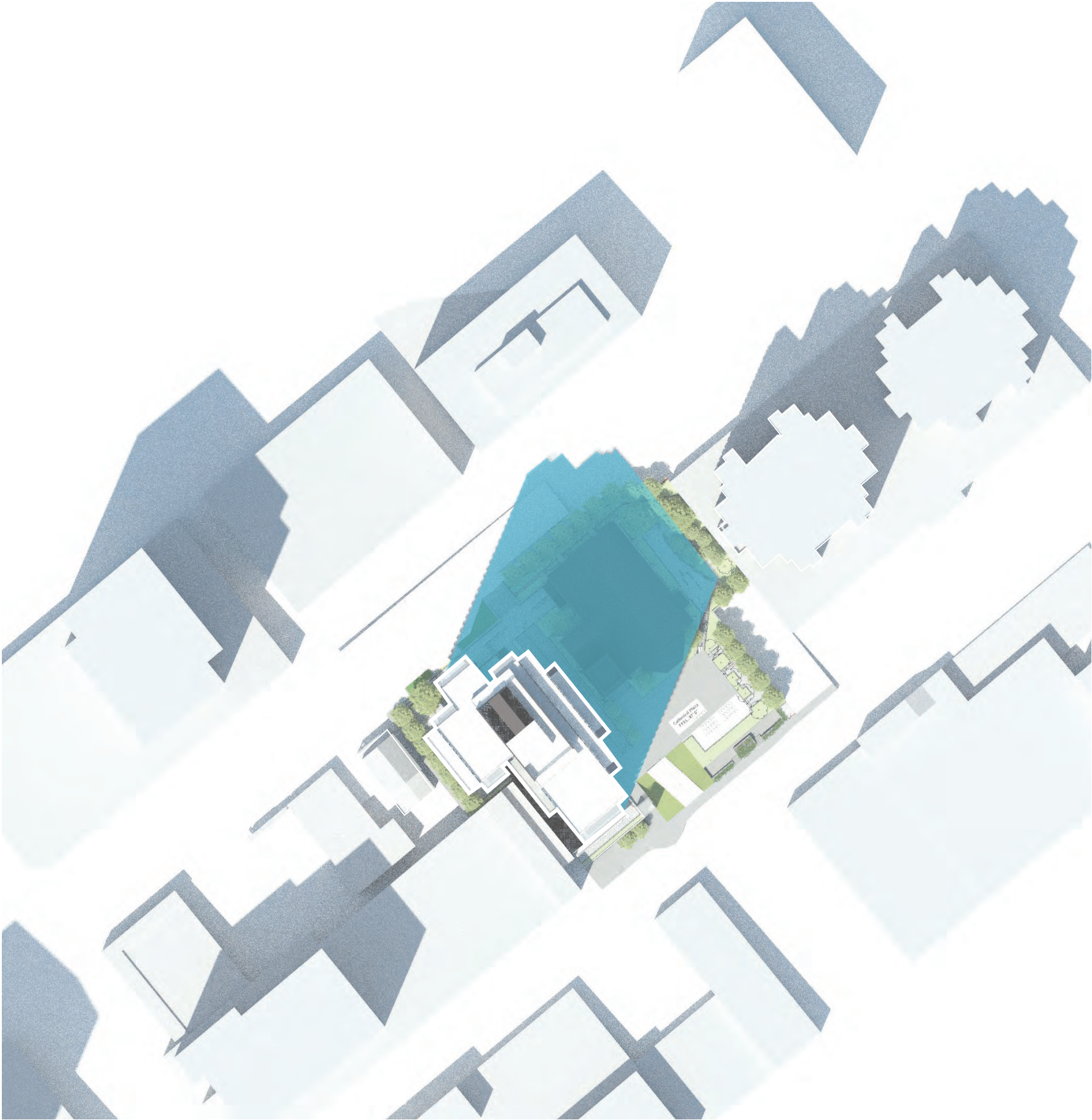
SHADOW ANALYSIS



12 PM

JUNE 21ST



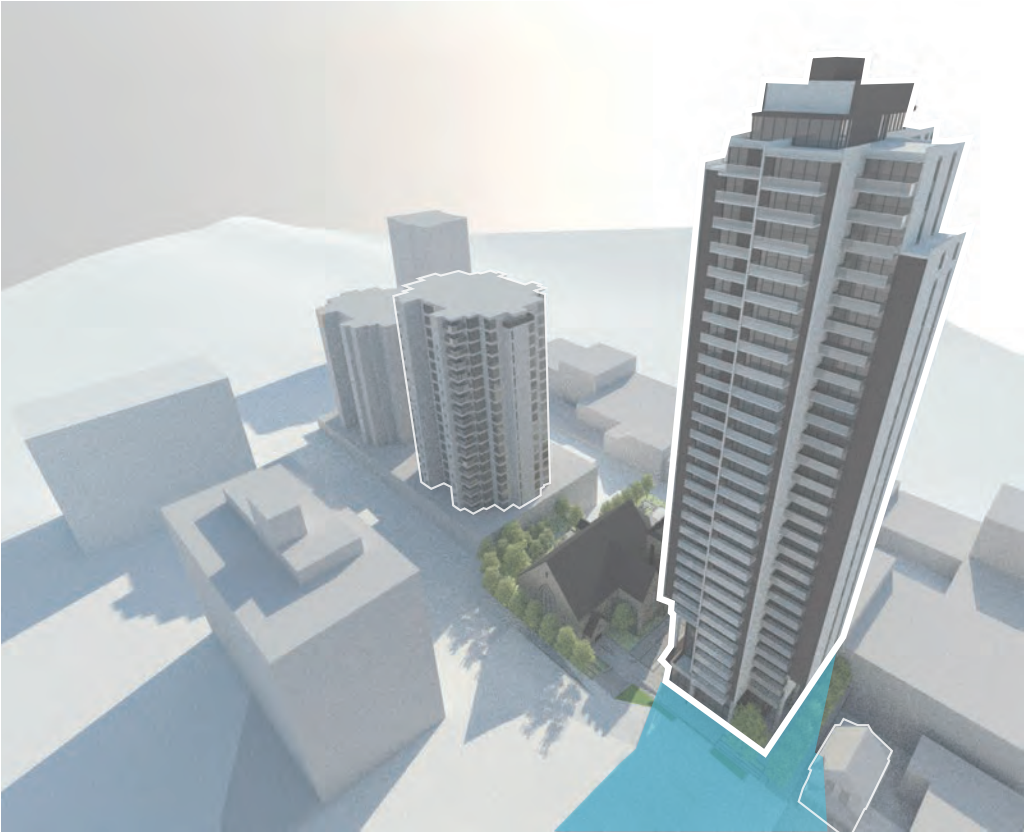
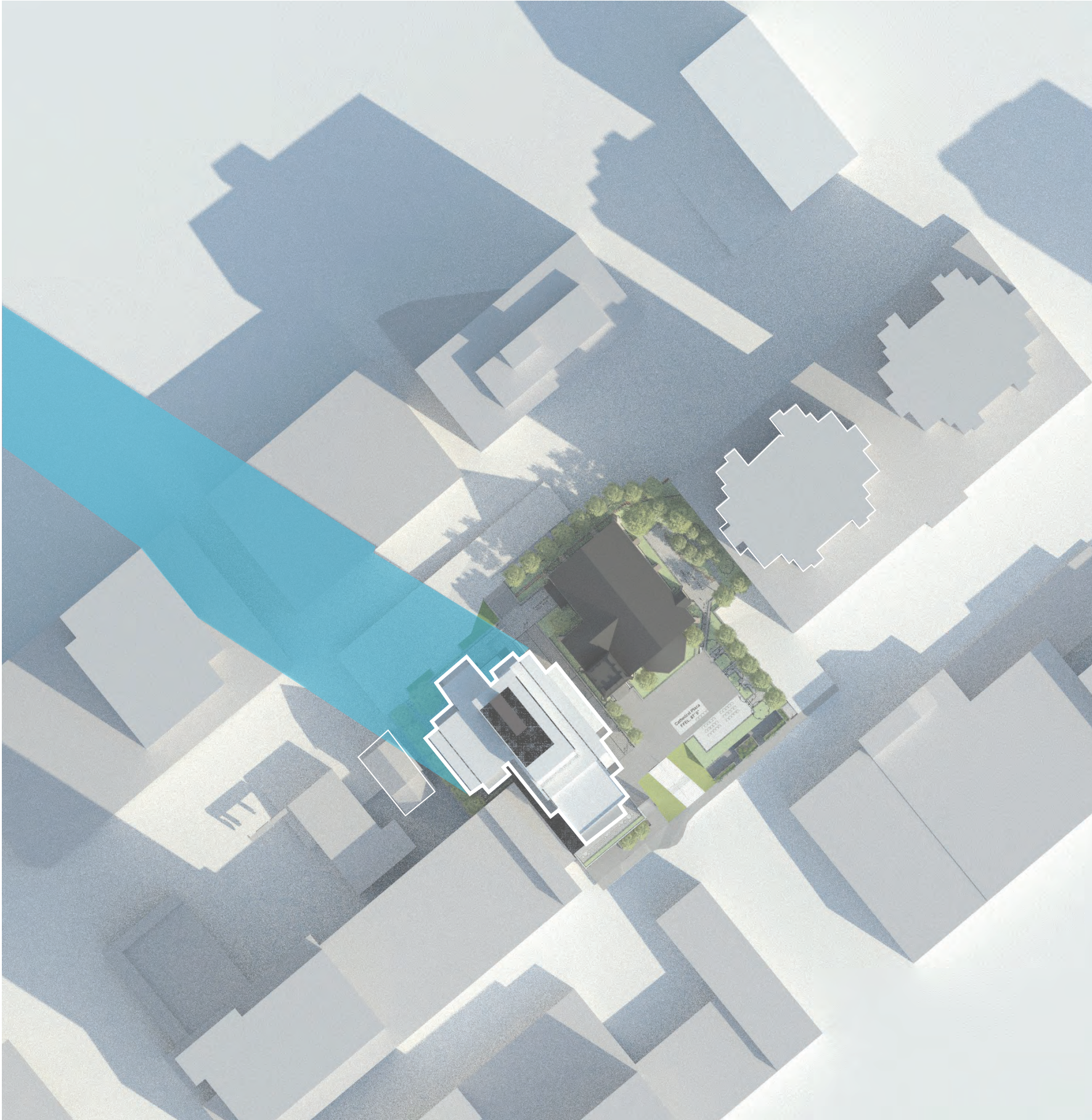


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JUNE 21ST



SHADOW ANALYSIS

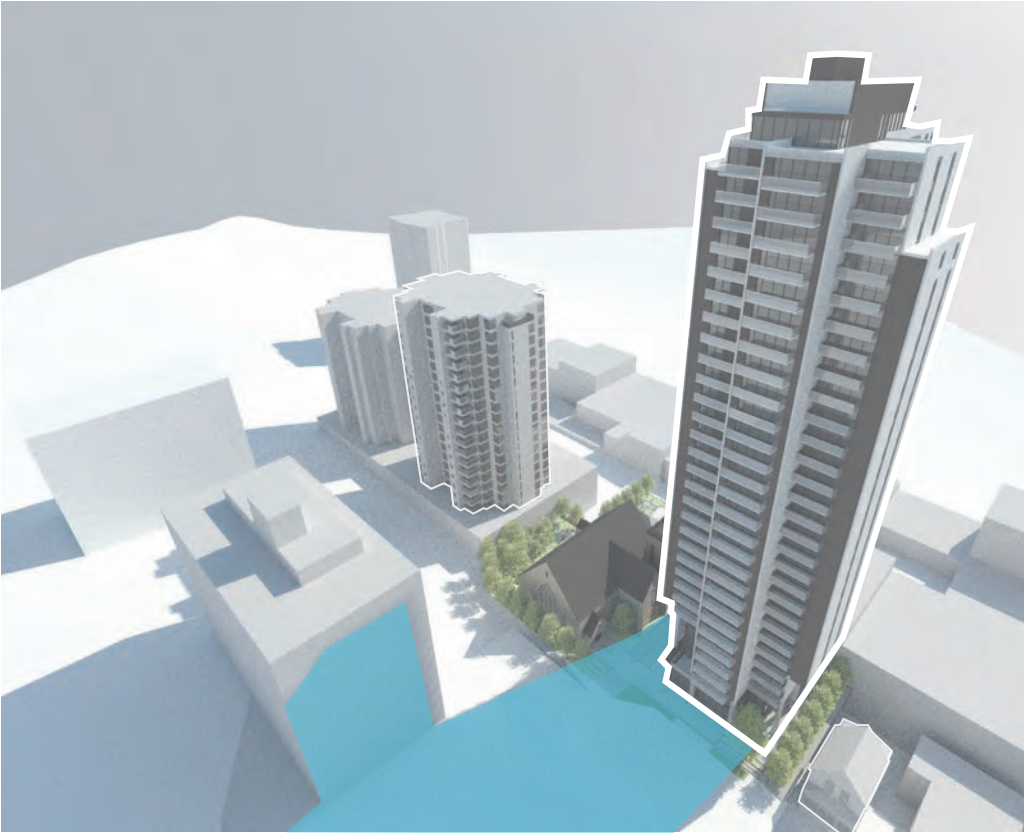
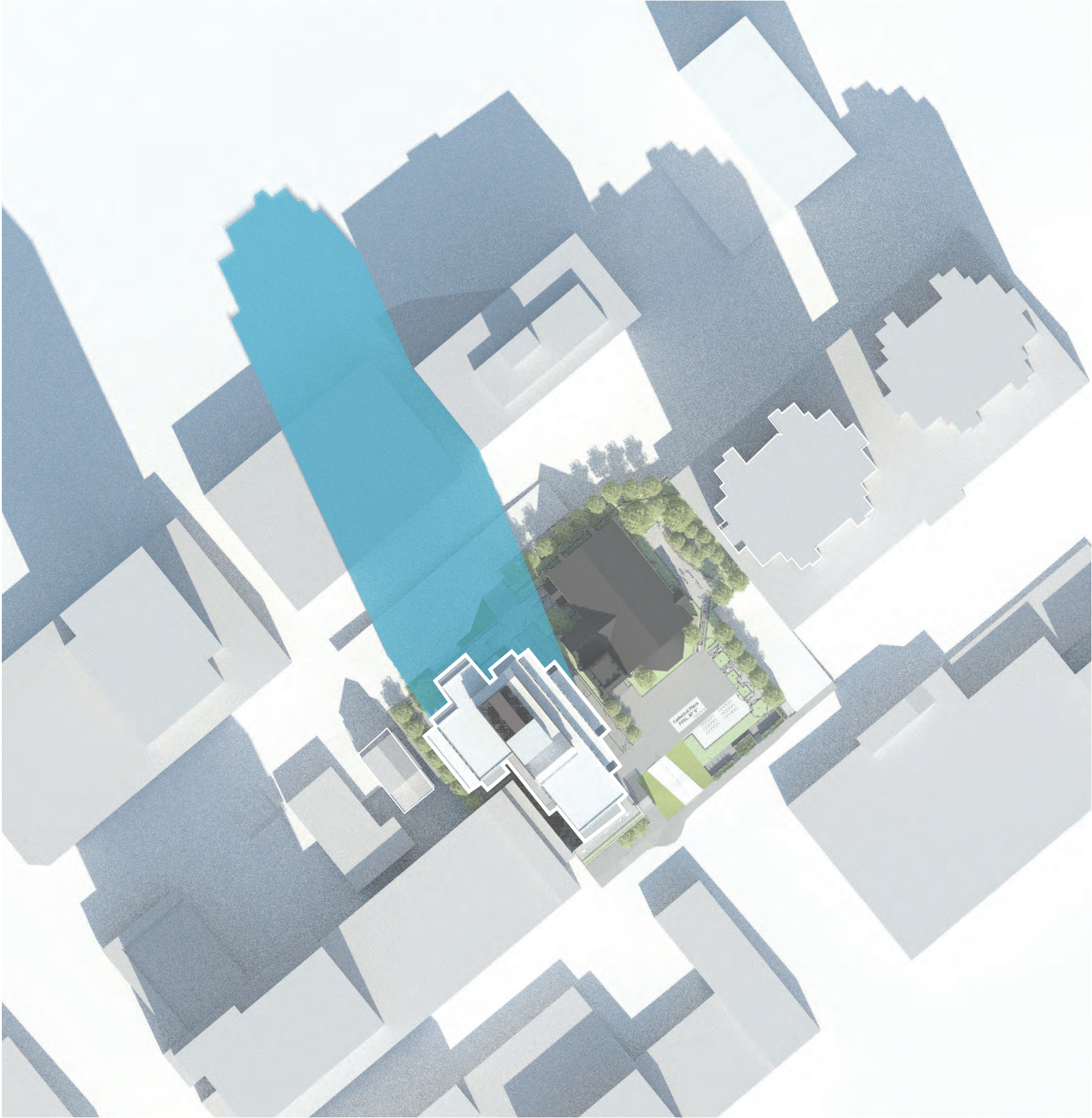


10 AM

MARCH 21ST



SHADOW ANALYSIS

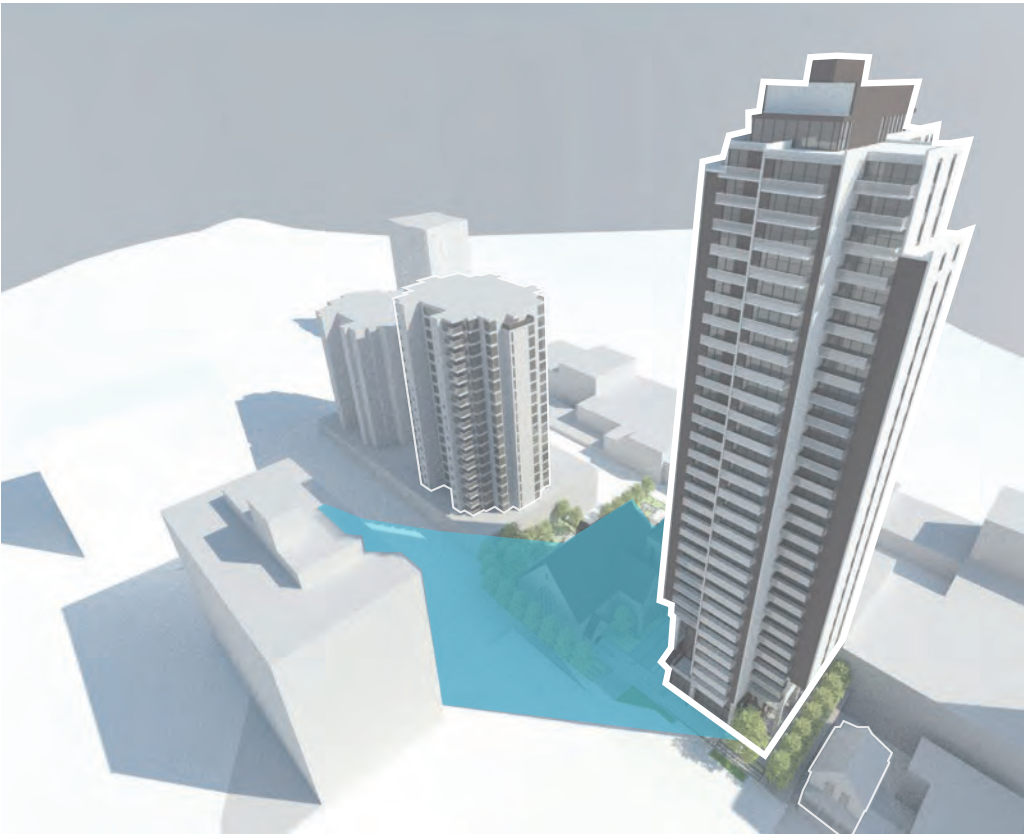
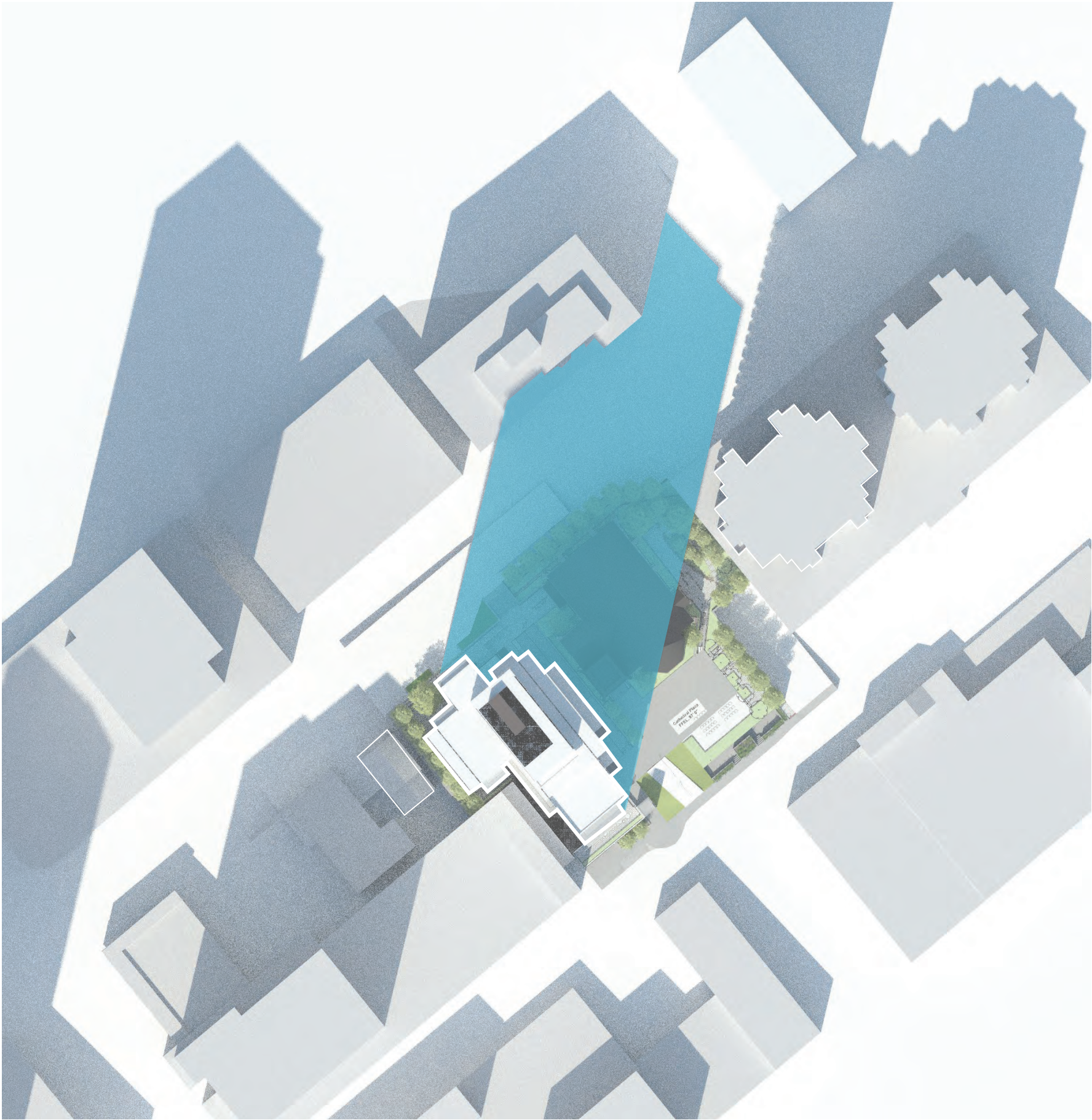


12 AM

MARCH 21ST



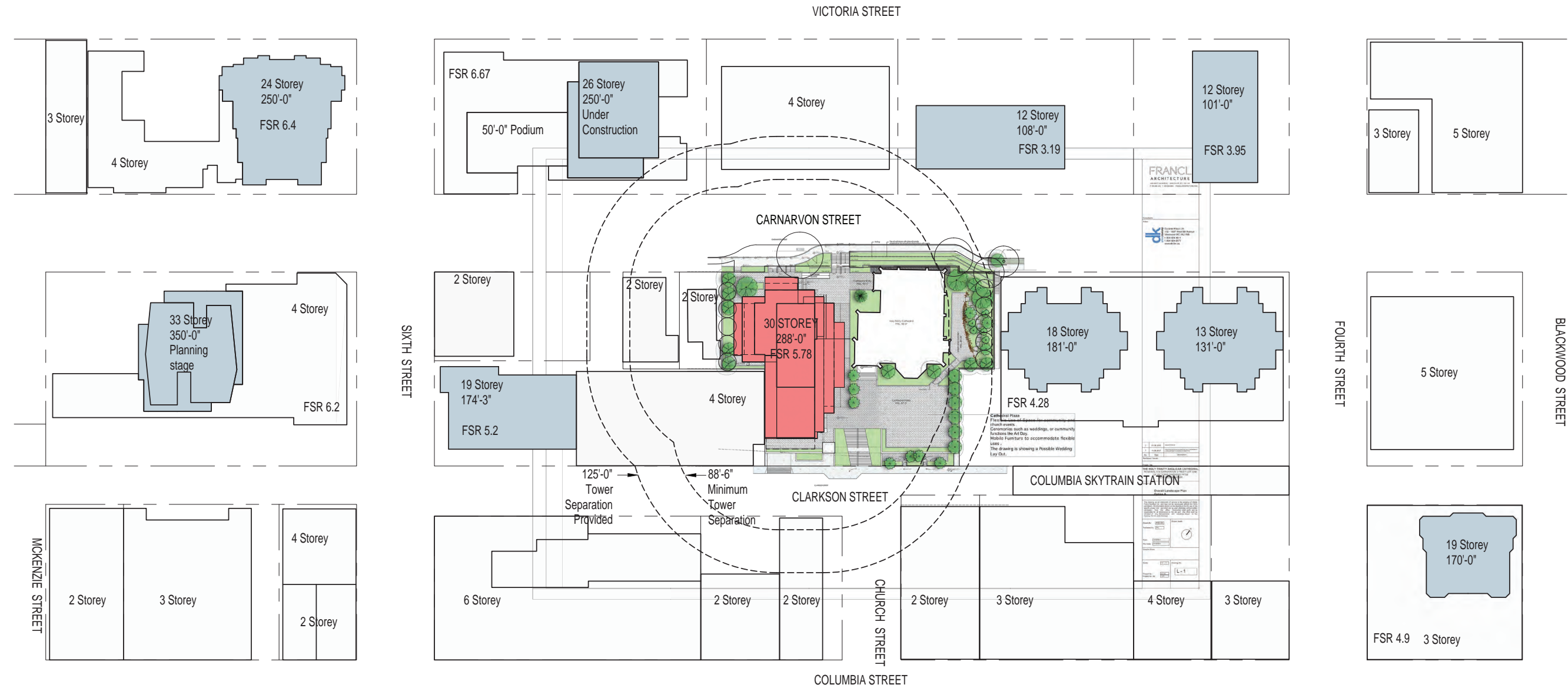
SHADOW ANALYSIS

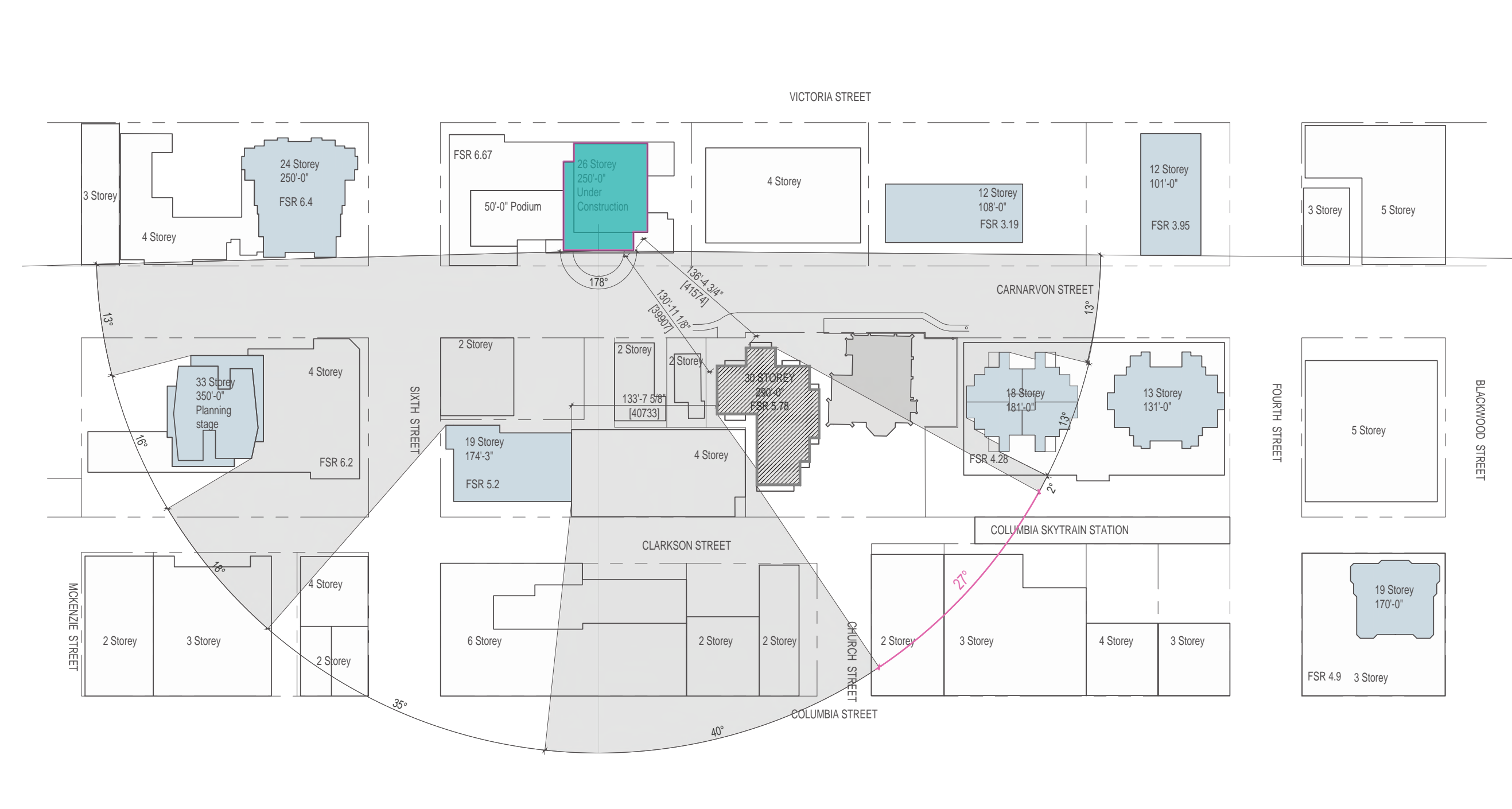


2 PM  
MARCH 21ST

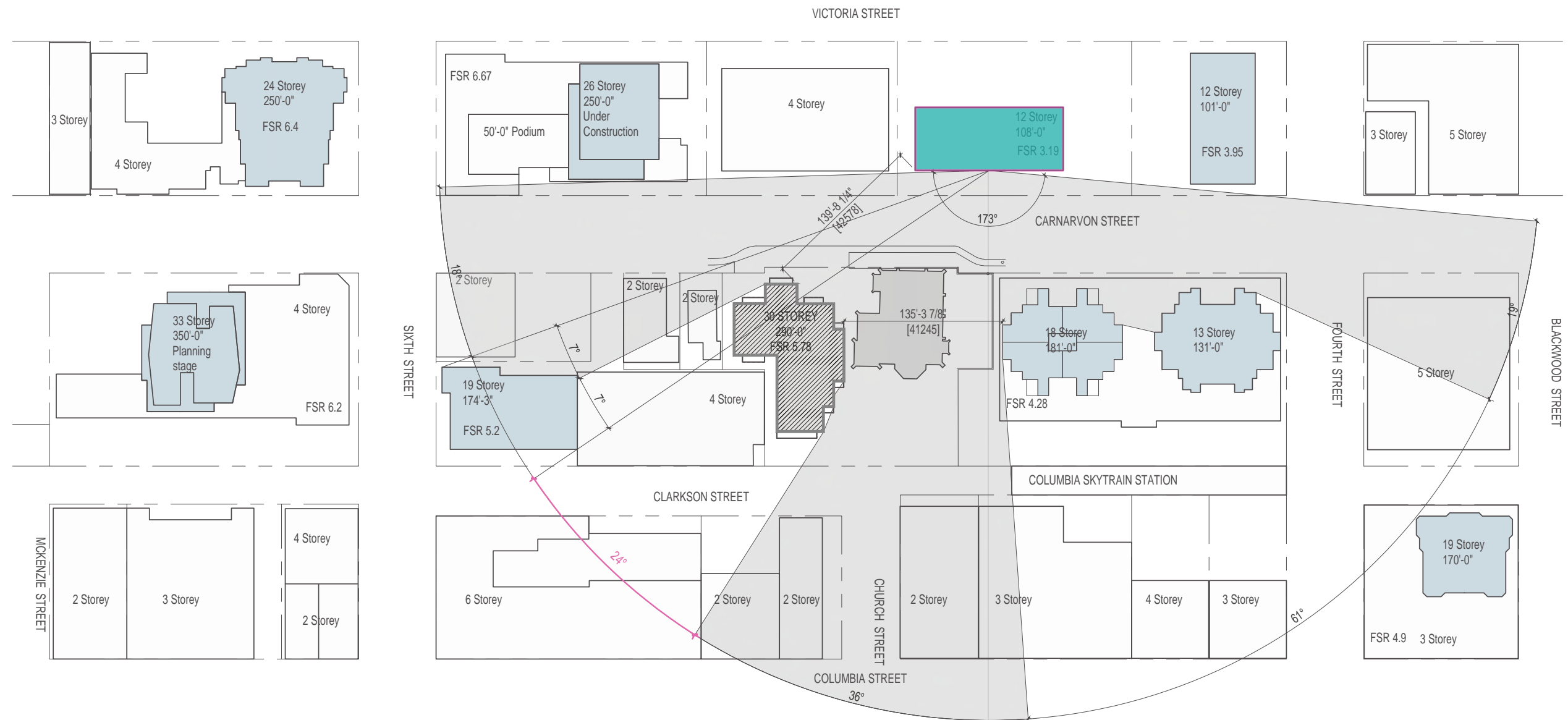


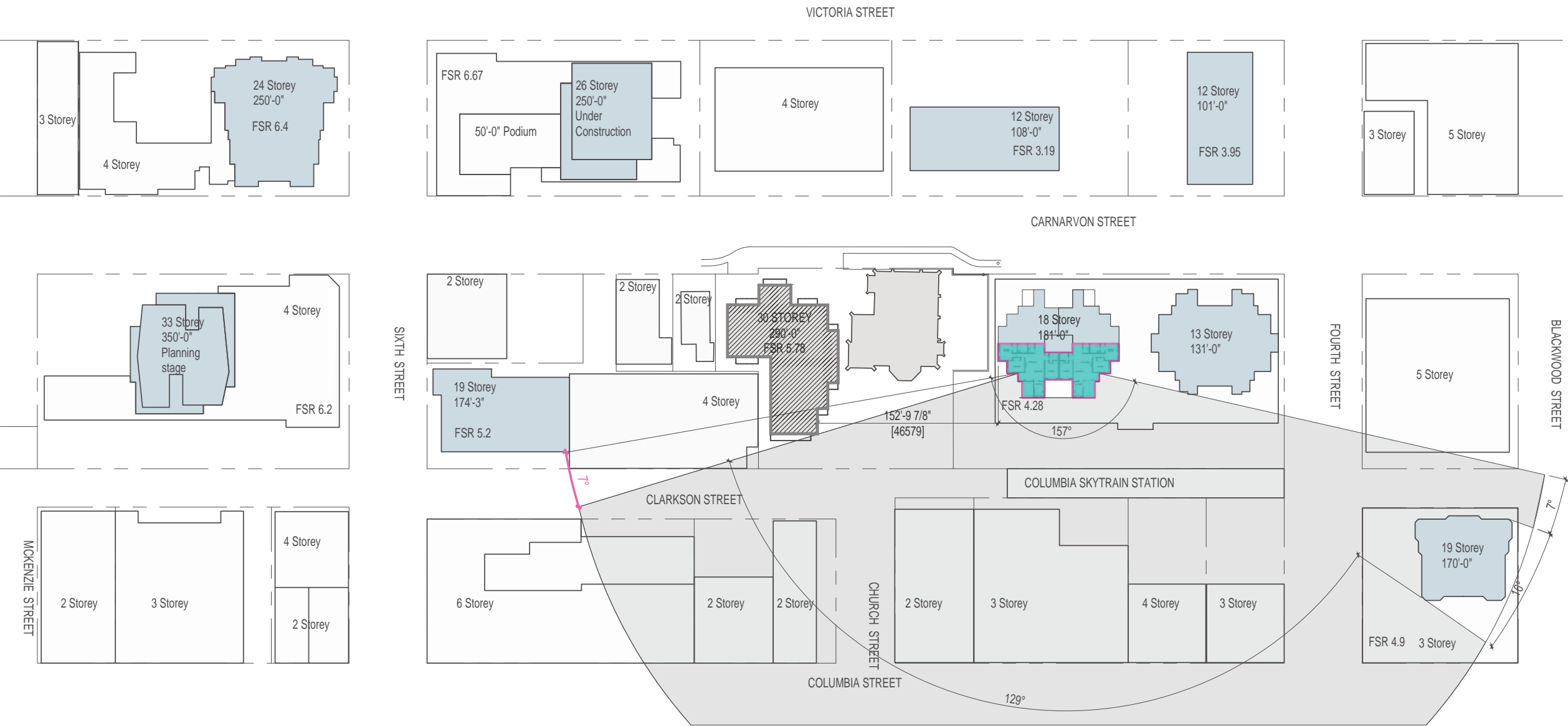
PROJECT CONTEXT + TOWER SEPARATION PLAN



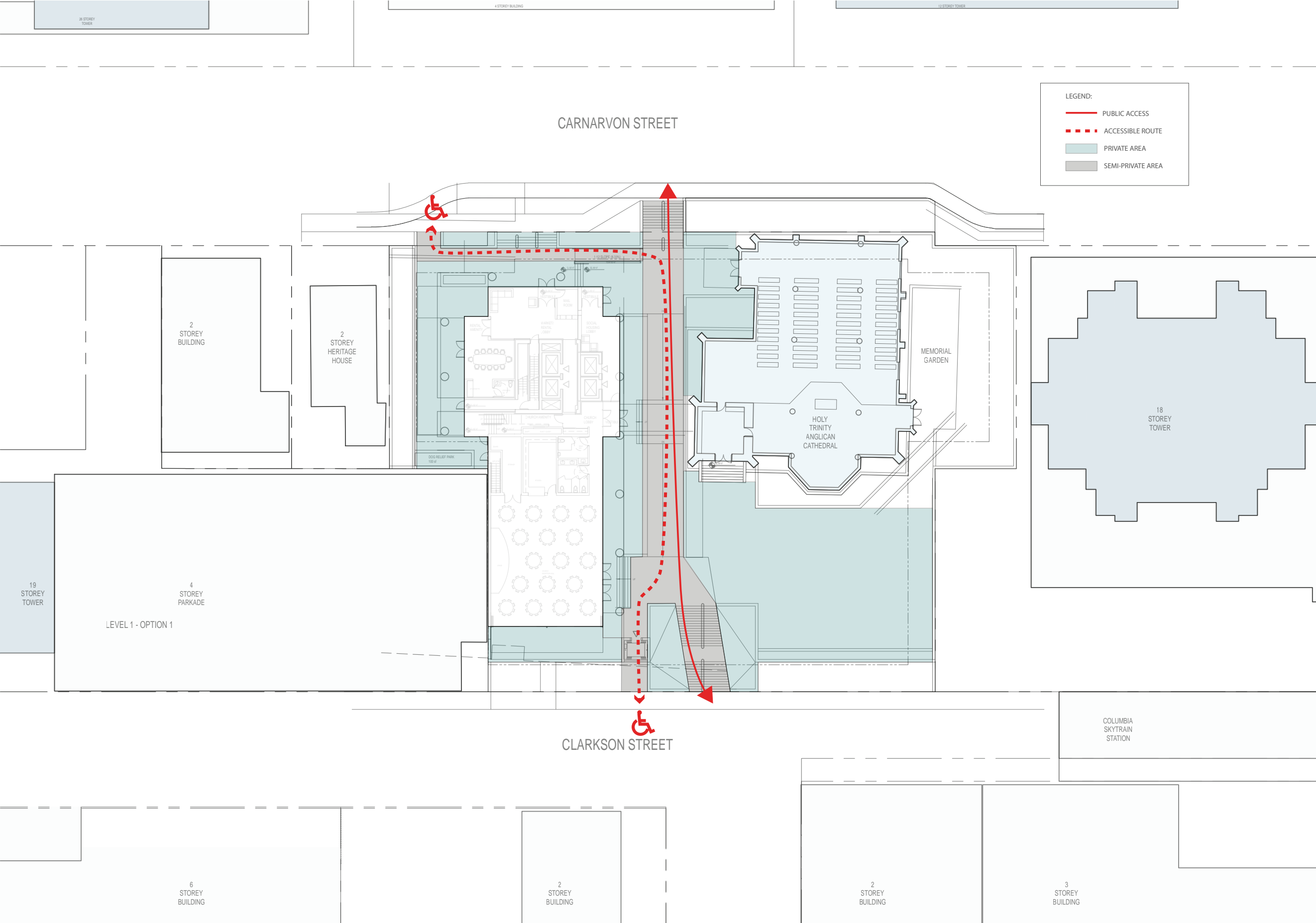


## VIEW ANALYSIS

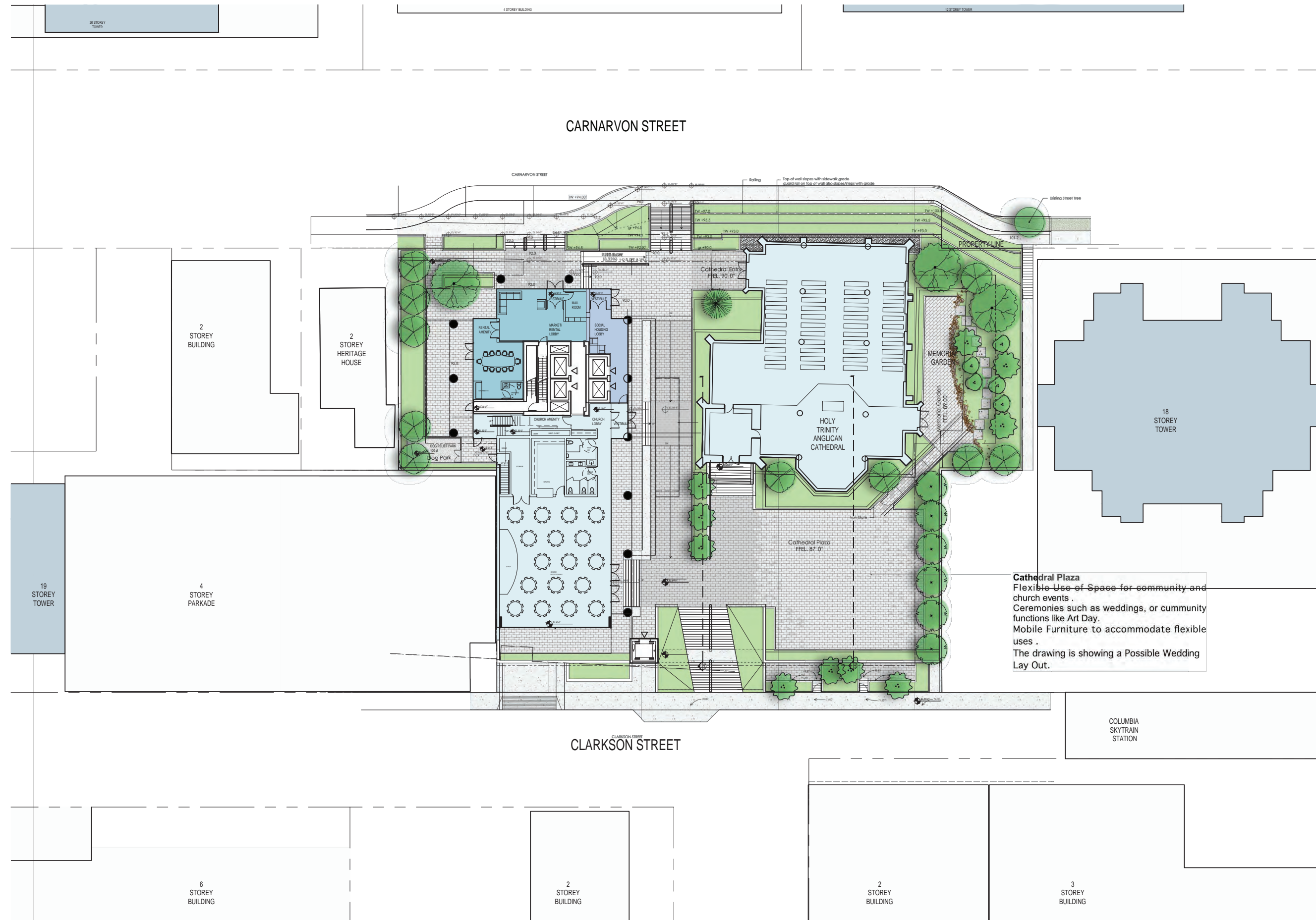




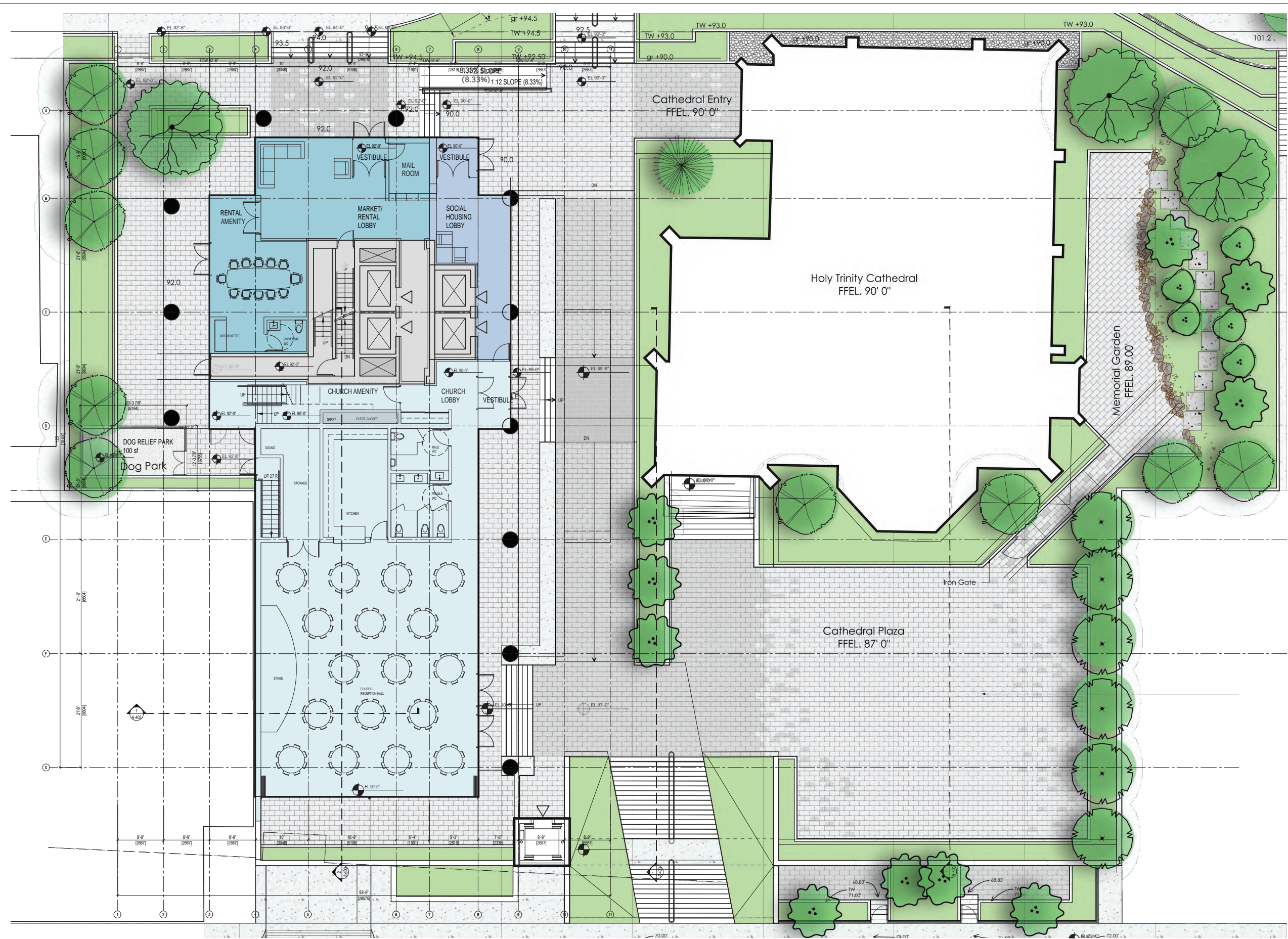
PRIVATE & SEMI PRIVATE SPACE



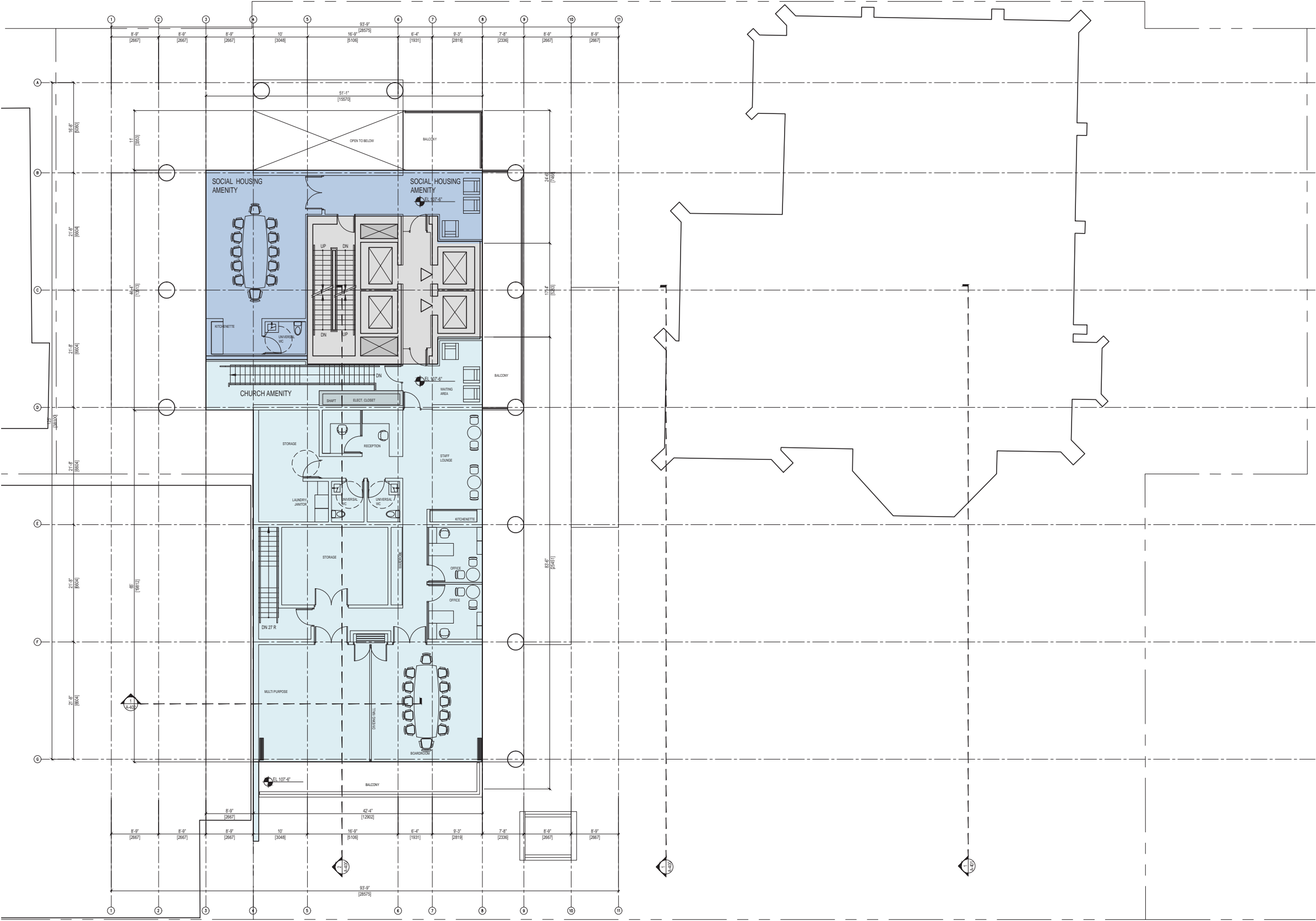
## PROJECT SITE PLAN





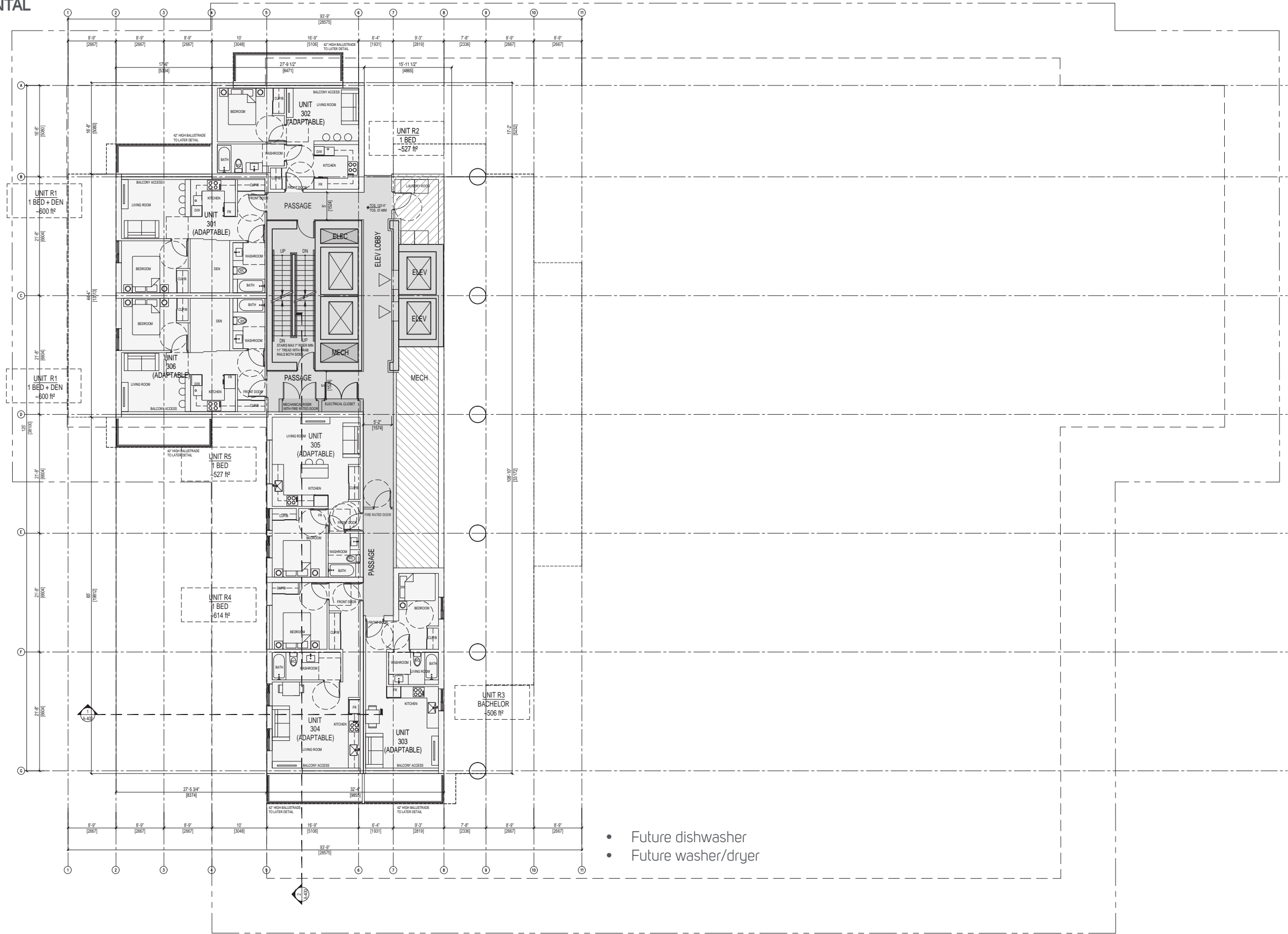




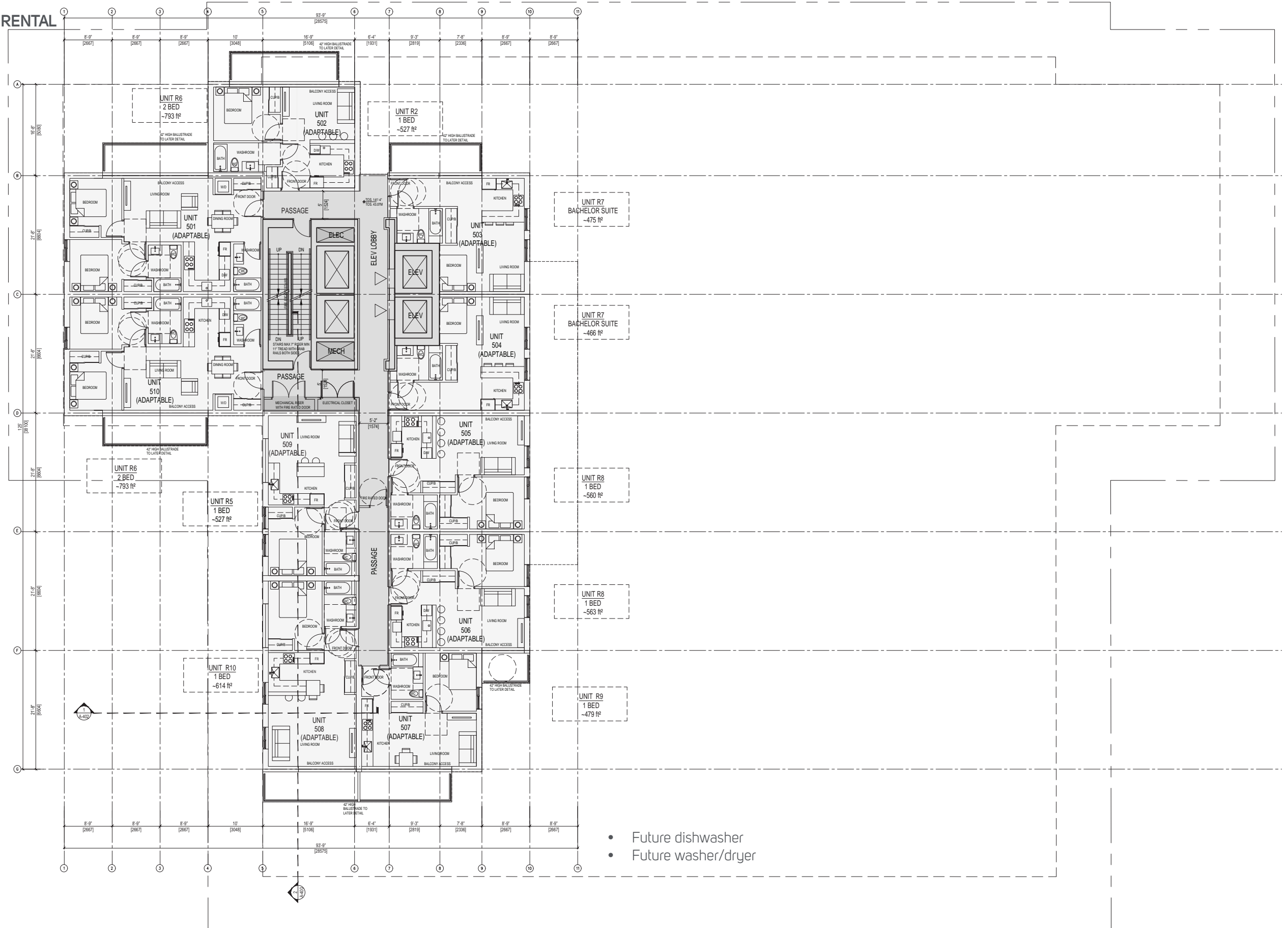




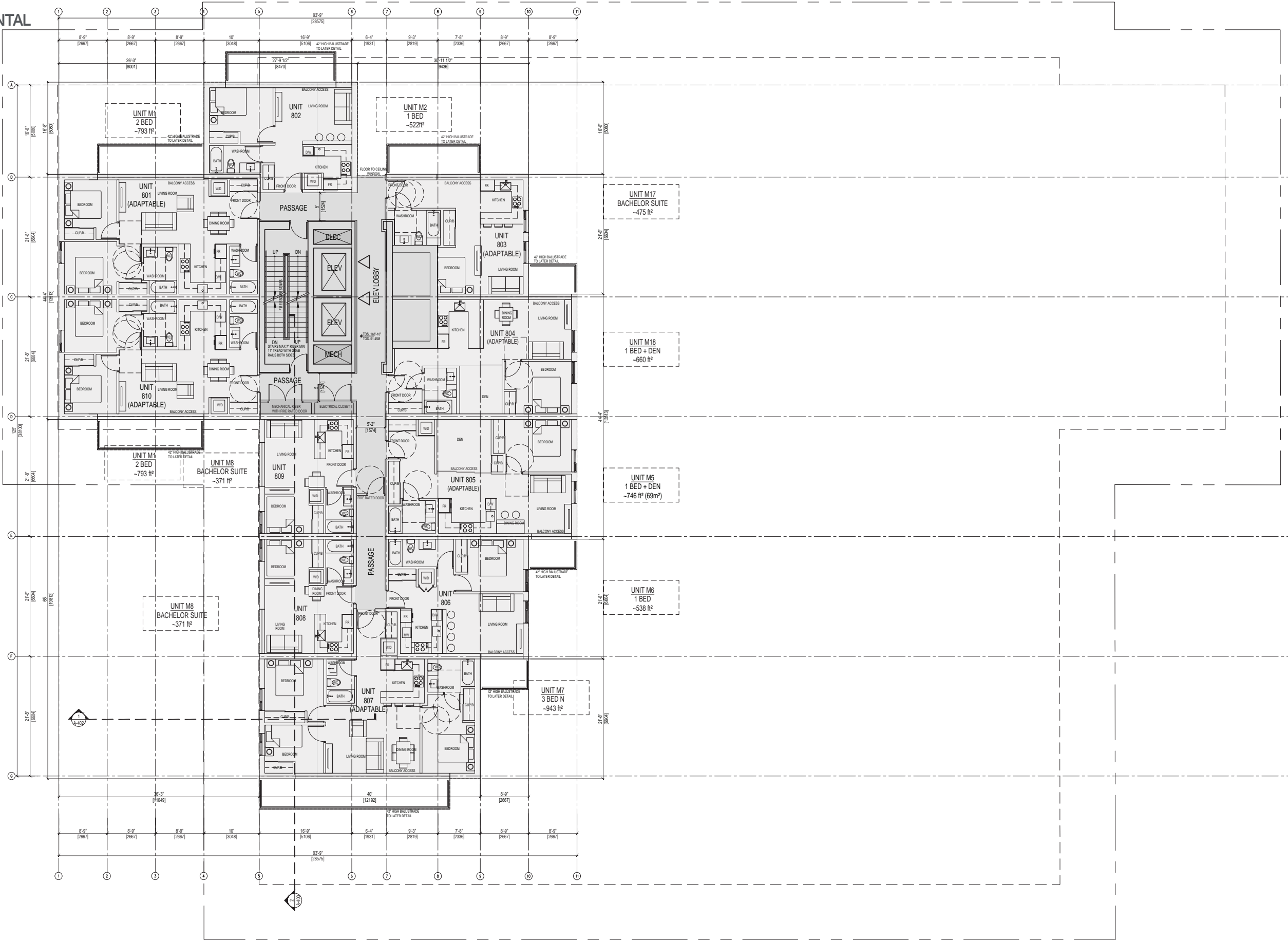
LEVEL 3-4  
SECURED AFFORDABLE RENTAL  
- SENIORS



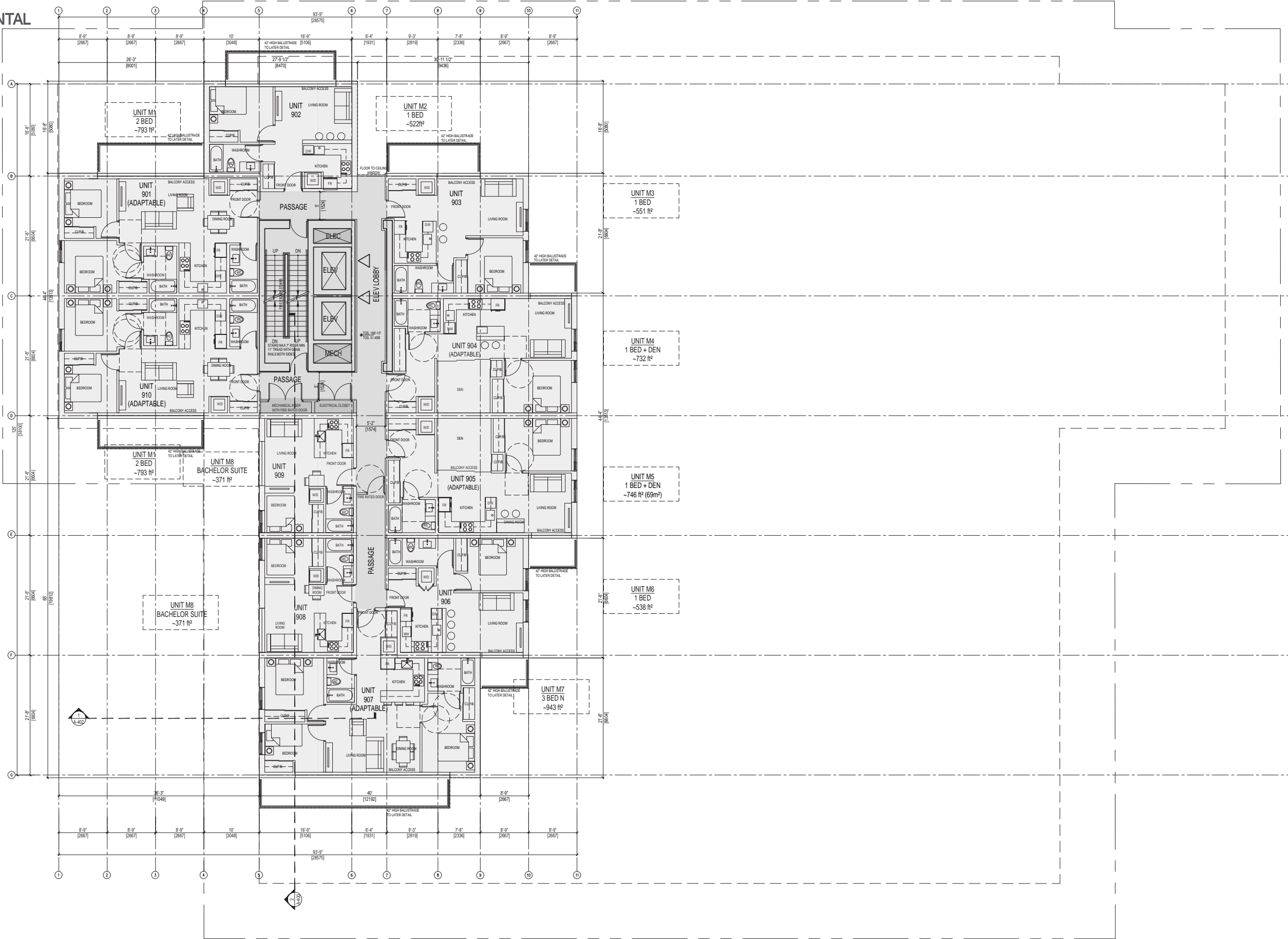
**LEVEL 5 - 7**  
**SECURED AFFORDABLE RENTAL**  
**- SENIORS**



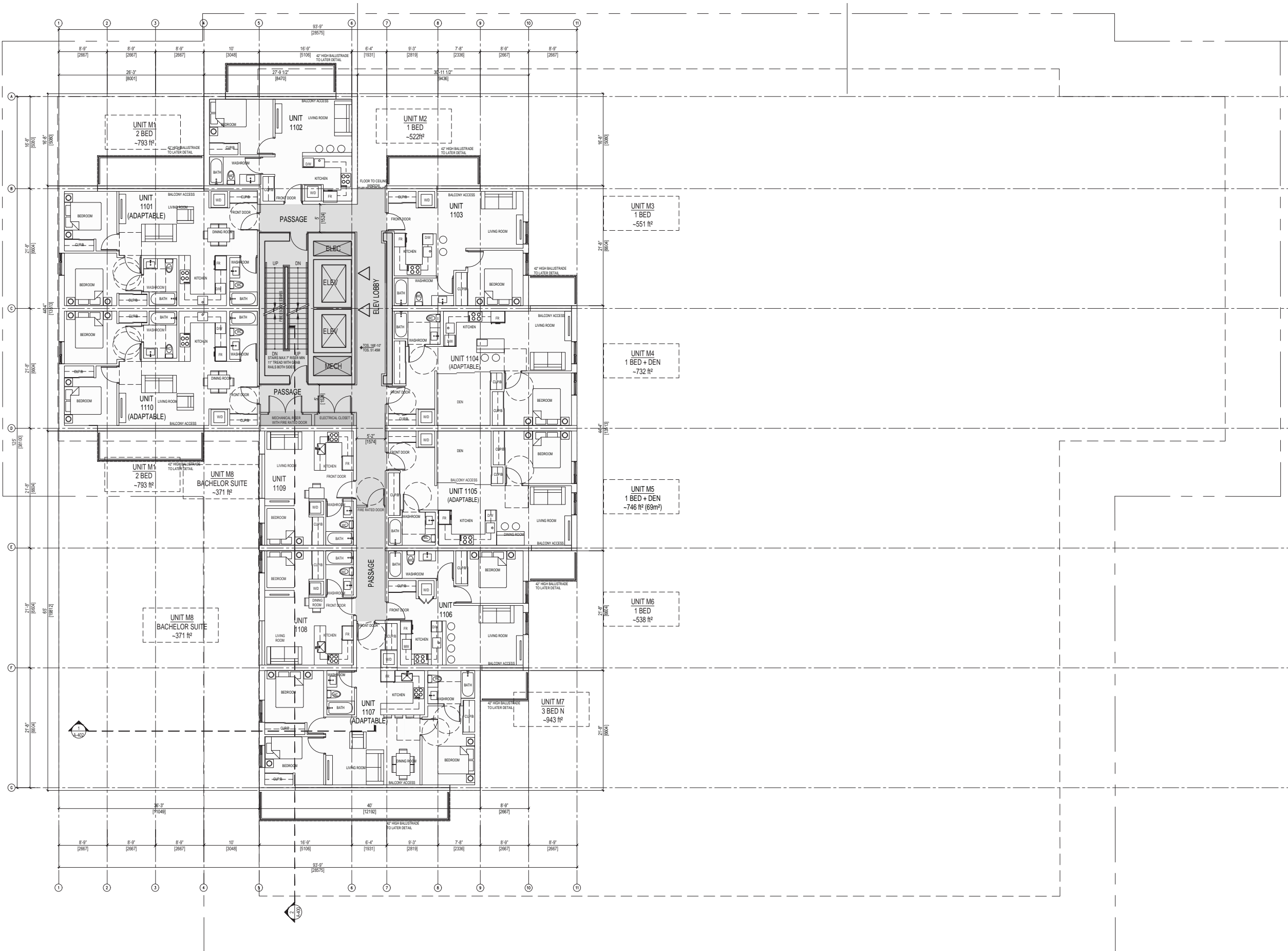
LEVEL 8  
SECURED MARKET RENTAL



LEVEL 9 - 10  
SECURED MARKET RENTAL

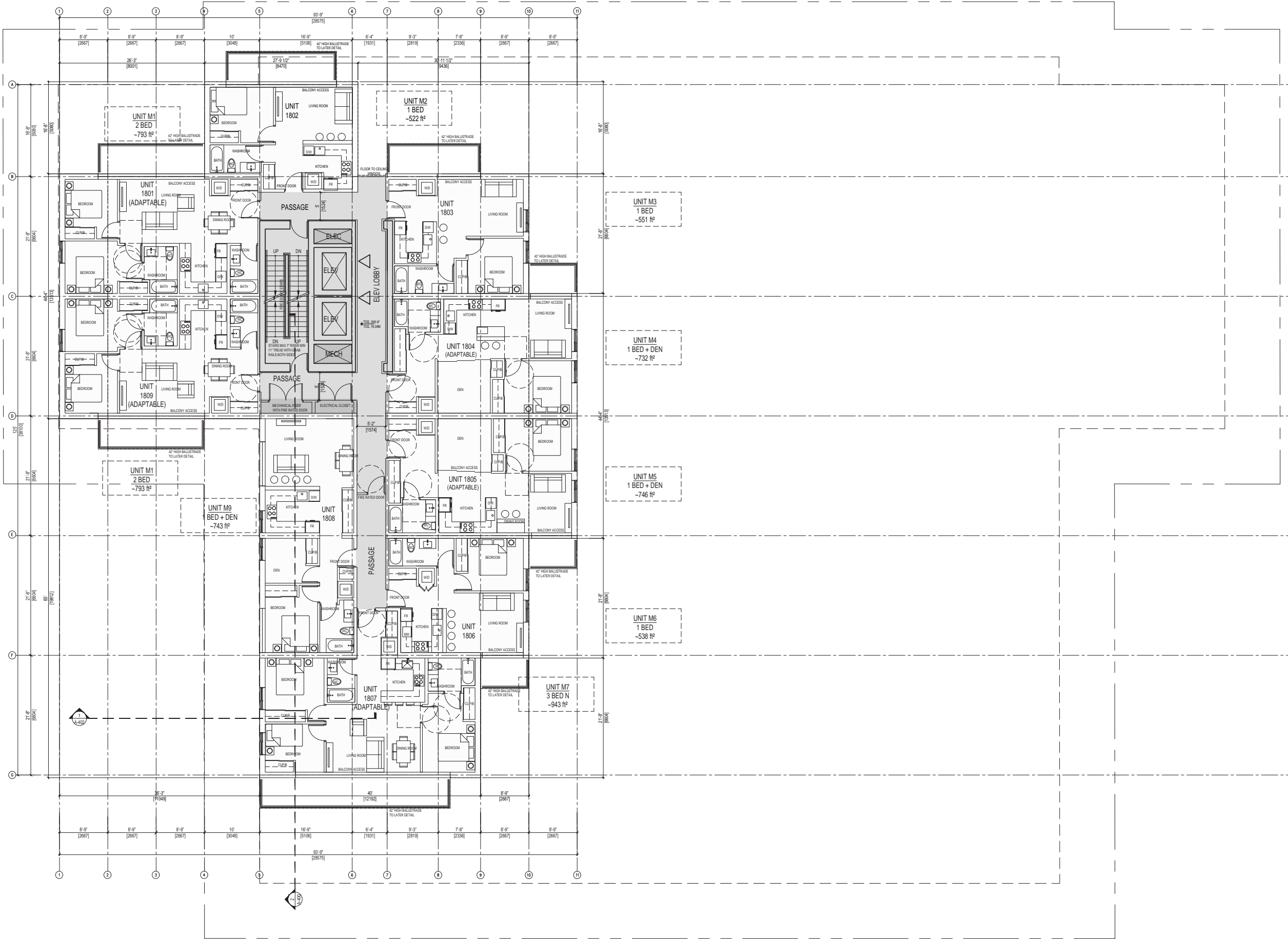


LEVEL 11 - 17  
MARKET CONDO

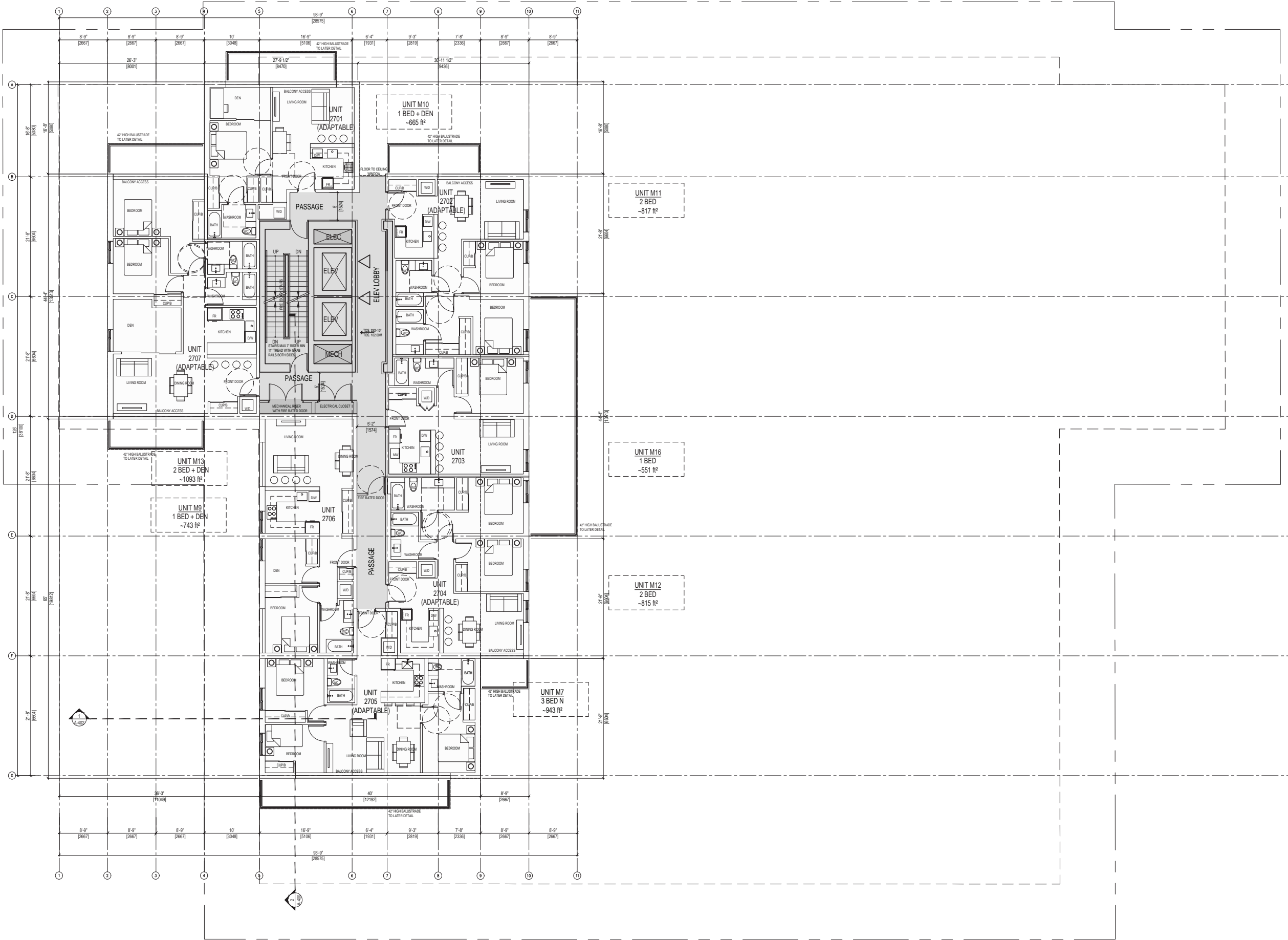




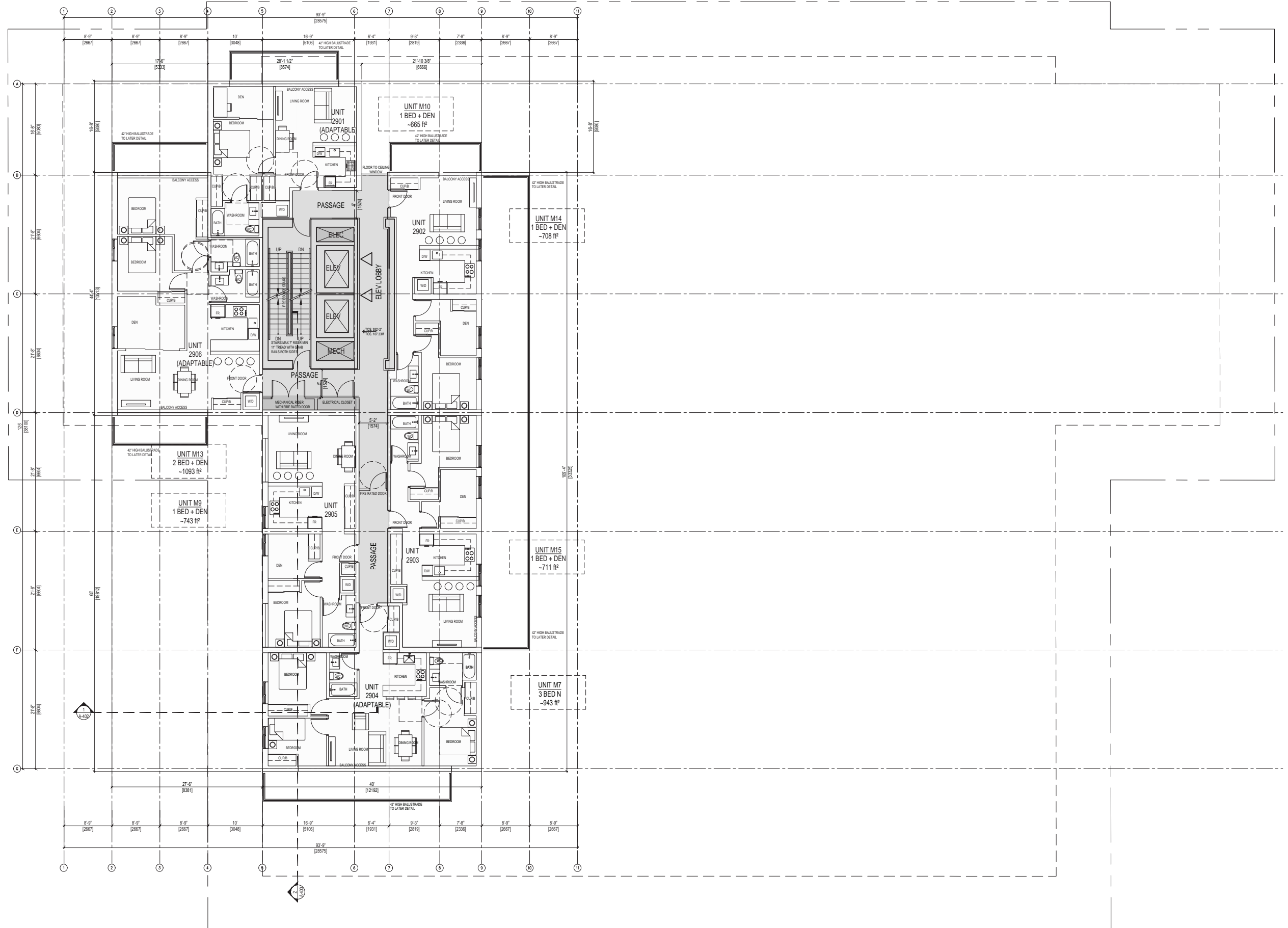
LEVEL 18 - 26  
MARKET CONDO



LEVEL 27- 28  
MARKET CONDO

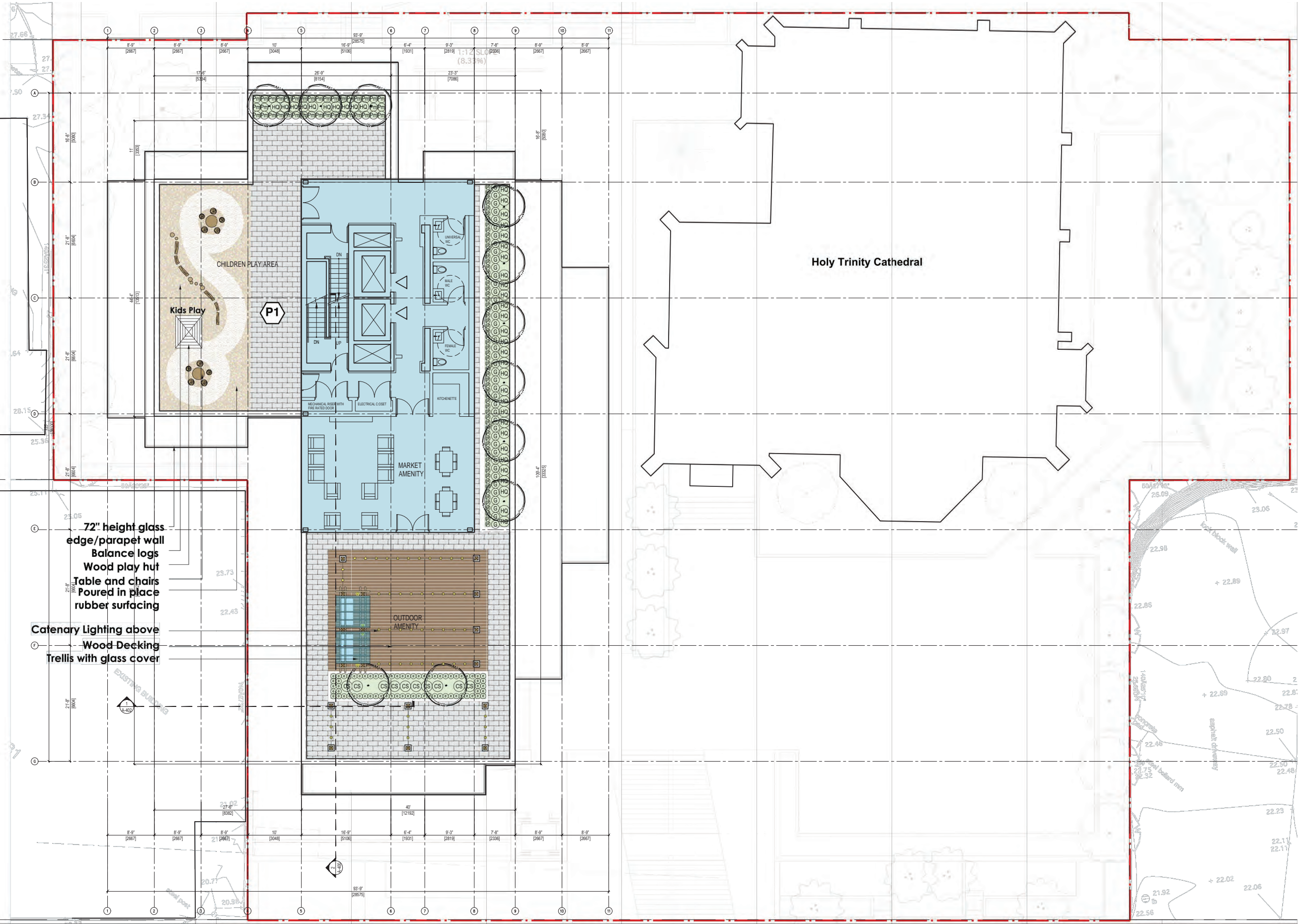


**LEVEL 29**  
**MARKET CONDO**

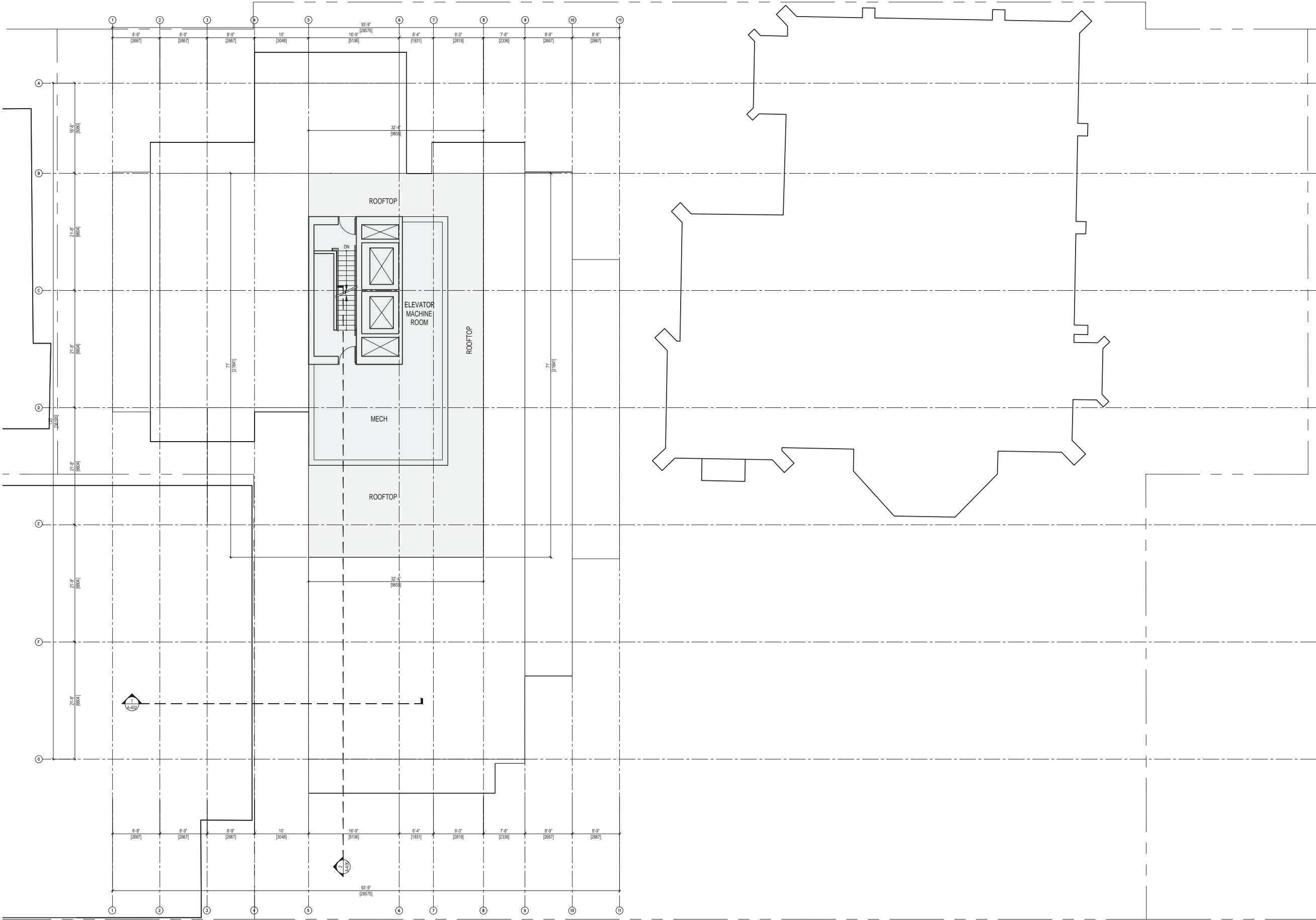


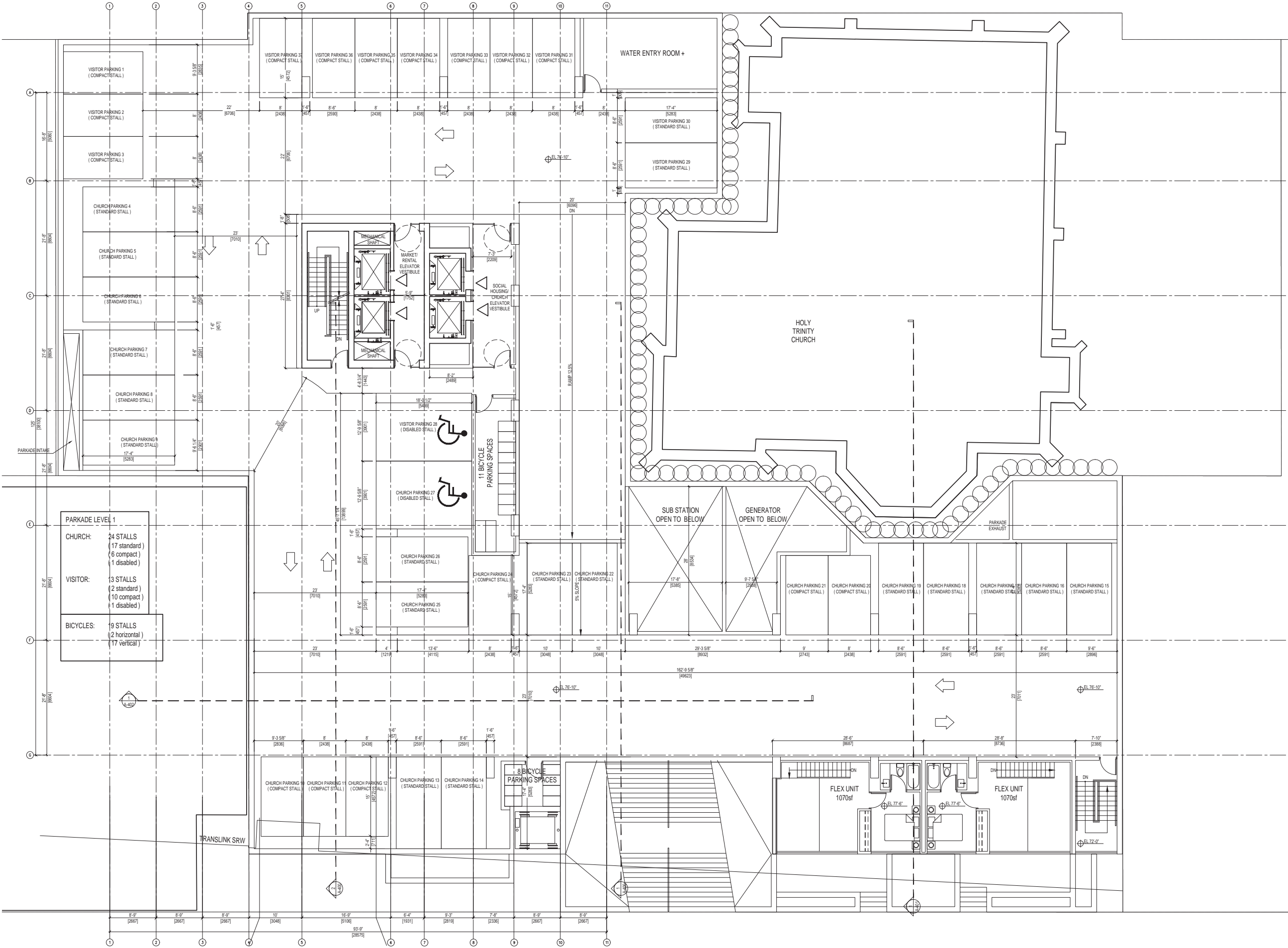


LEVEL 30  
MARKET AMENITY



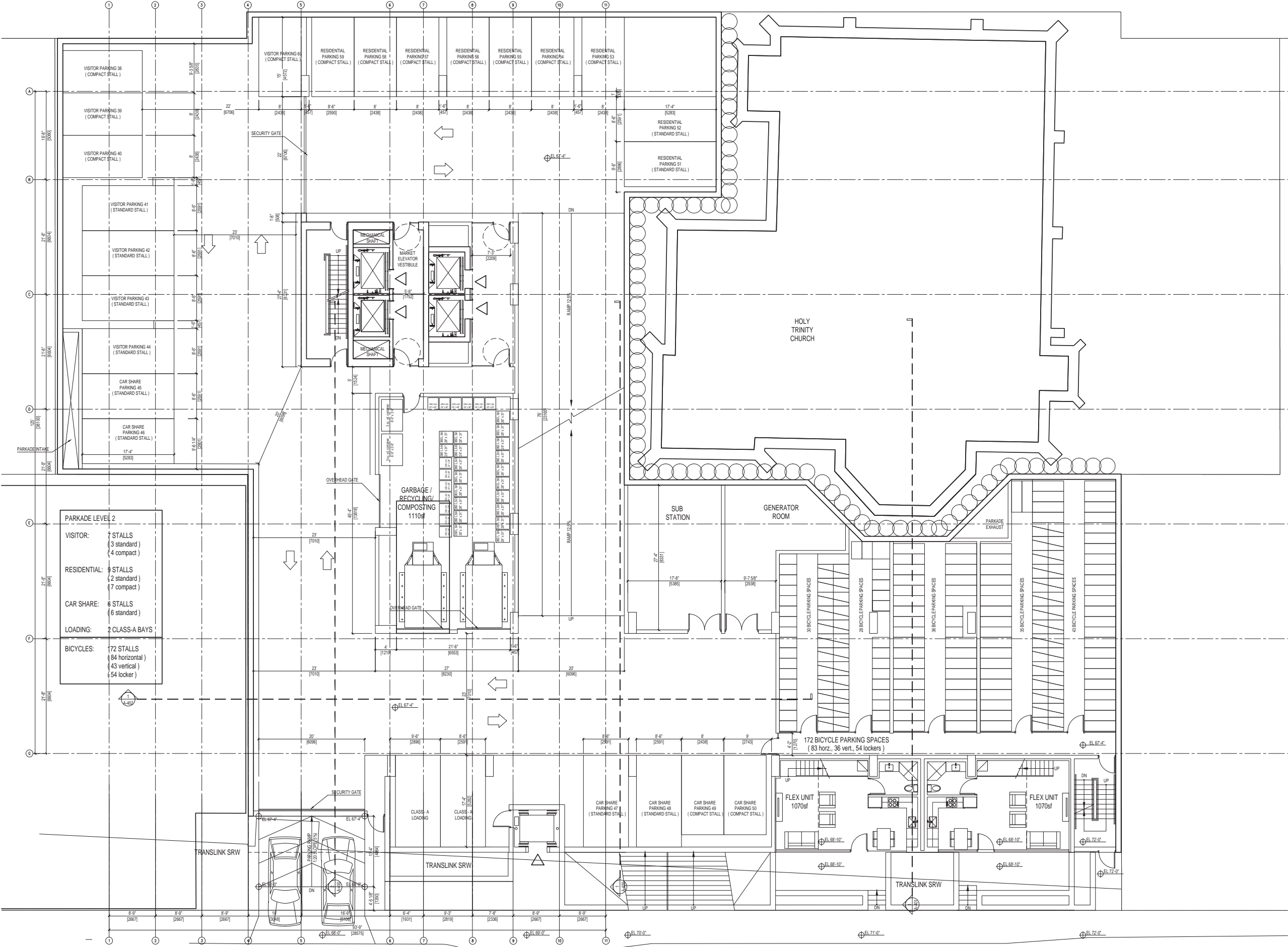
ROOF PLAN



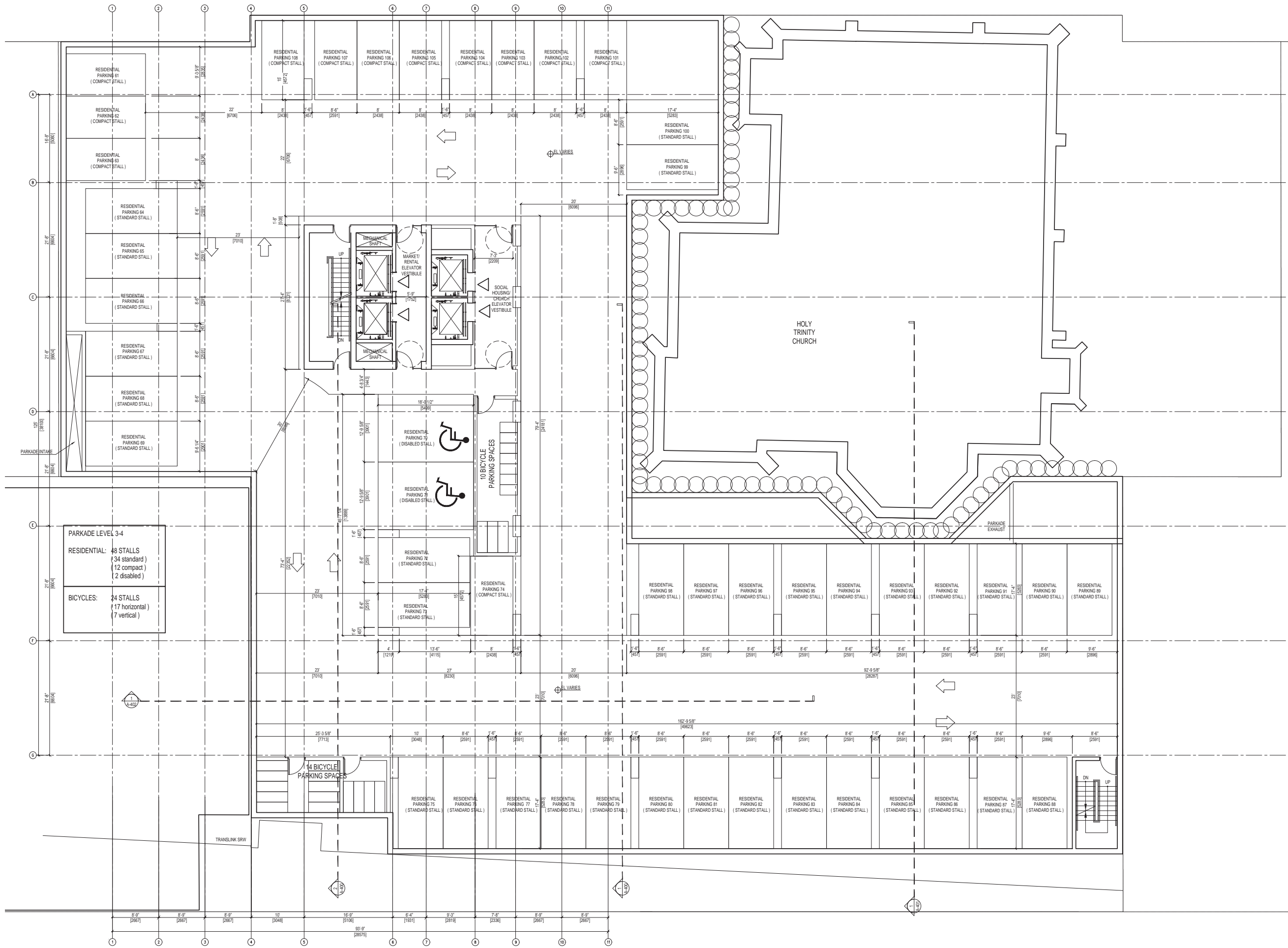




LEVEL P2

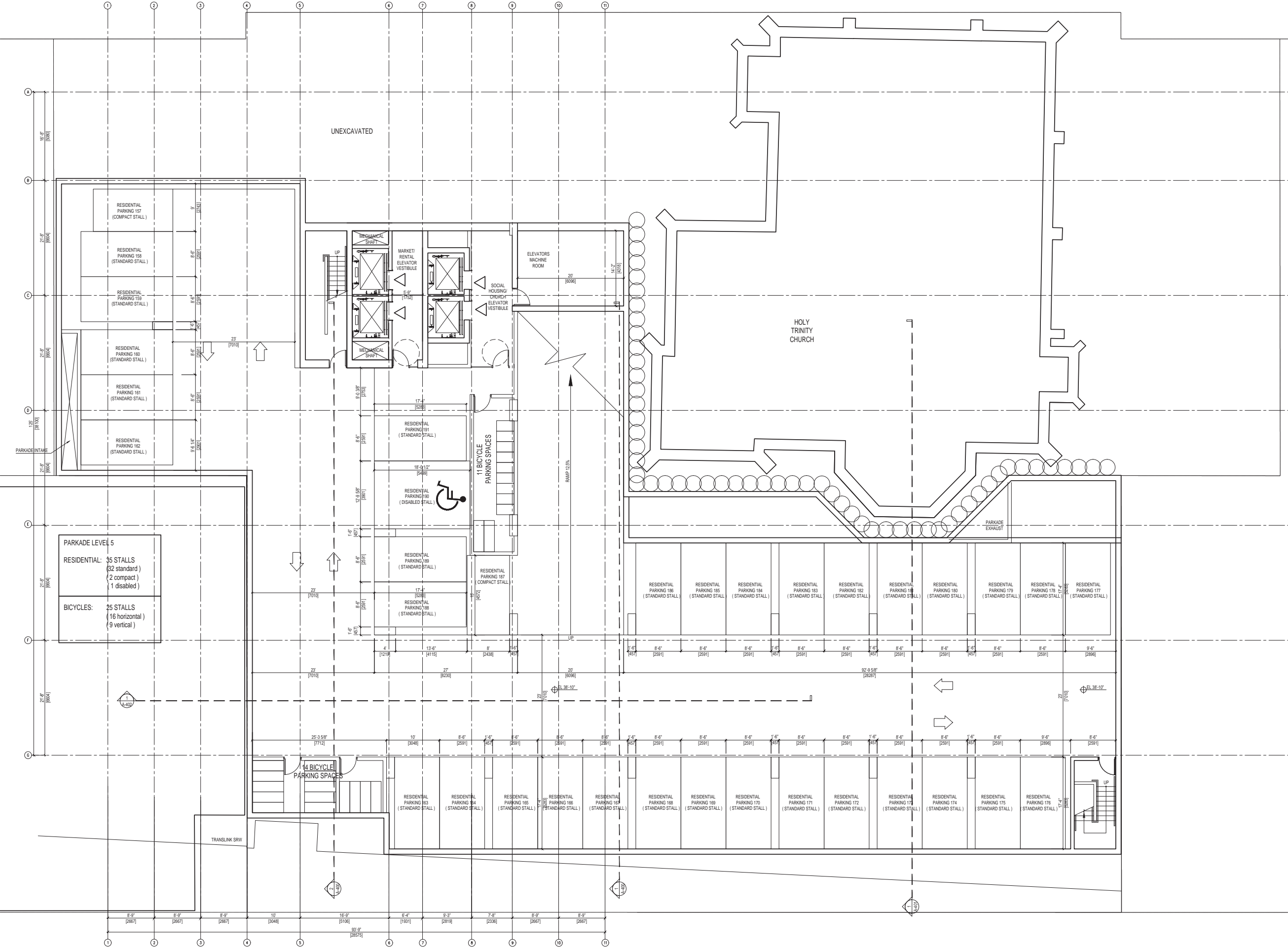


LEVEL P3 - P4



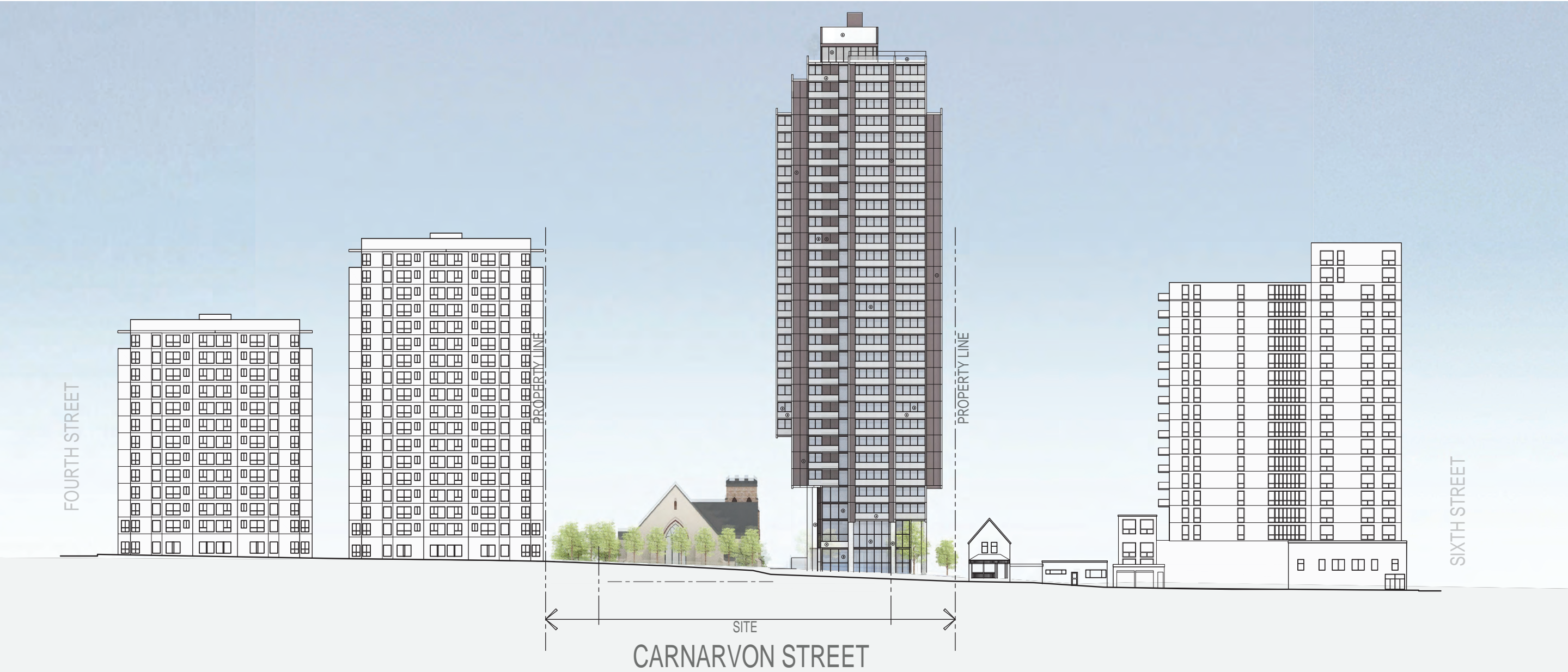


LEVEL P5



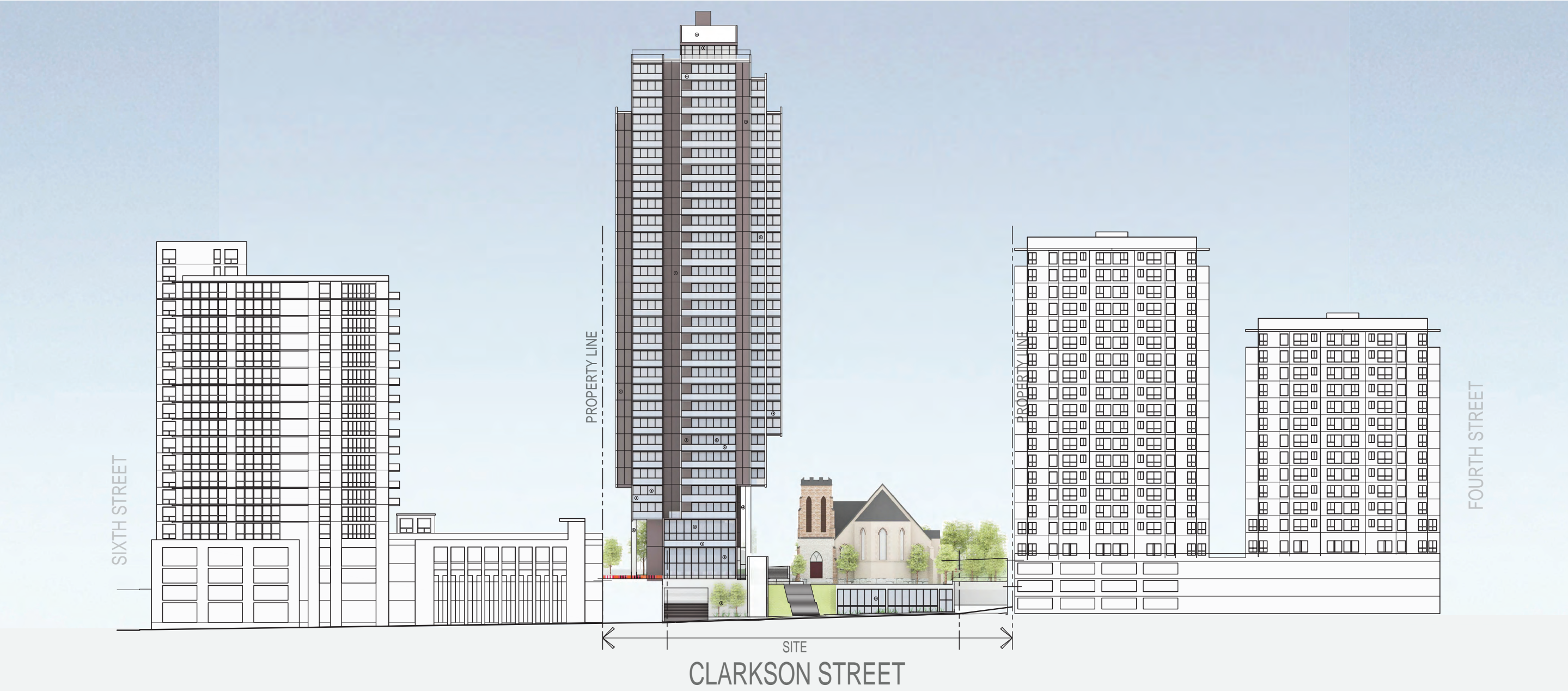
STREETSCAPE

CARNAVON STREET ELEVATION





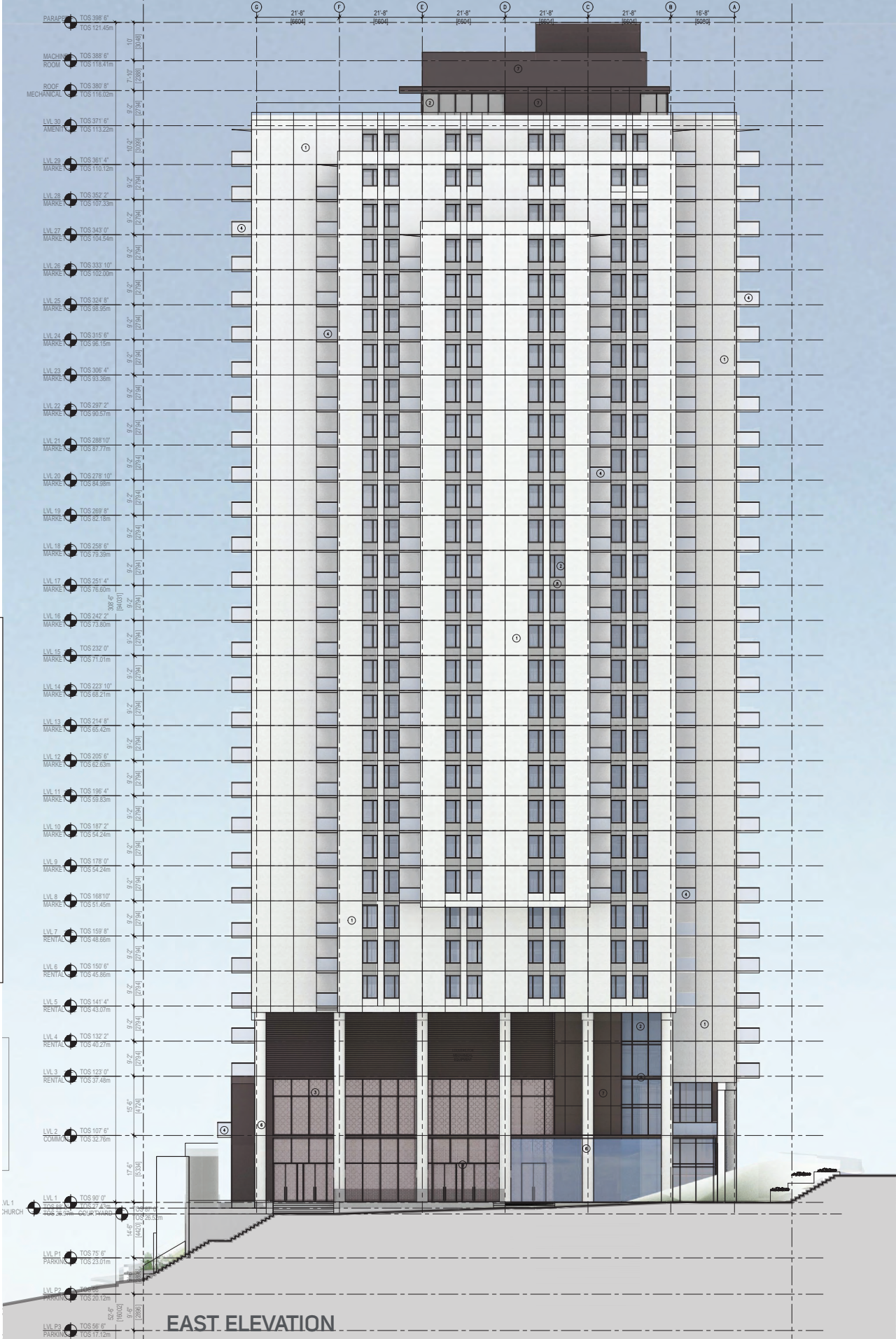
CLARKSON STREET ELEVATION





TOWER ELEVATIONS

- 1
- ARCHITECTURAL CONCRETE FINISH
- 2
- WINDOW WALL GLAZING SYSTEM
- 3
- CURTAIN WALL GLAZING SYSTEM
- 4
- ALUMINUM RAILING WITH GLASS GUARD
- 5
- ARCHITECTURAL SCREEN
- 6
- EXPOSED ARCHITECTURAL CONCRETE
- 7
- METAL PANEL
- 8
- GLASS SPANDREL

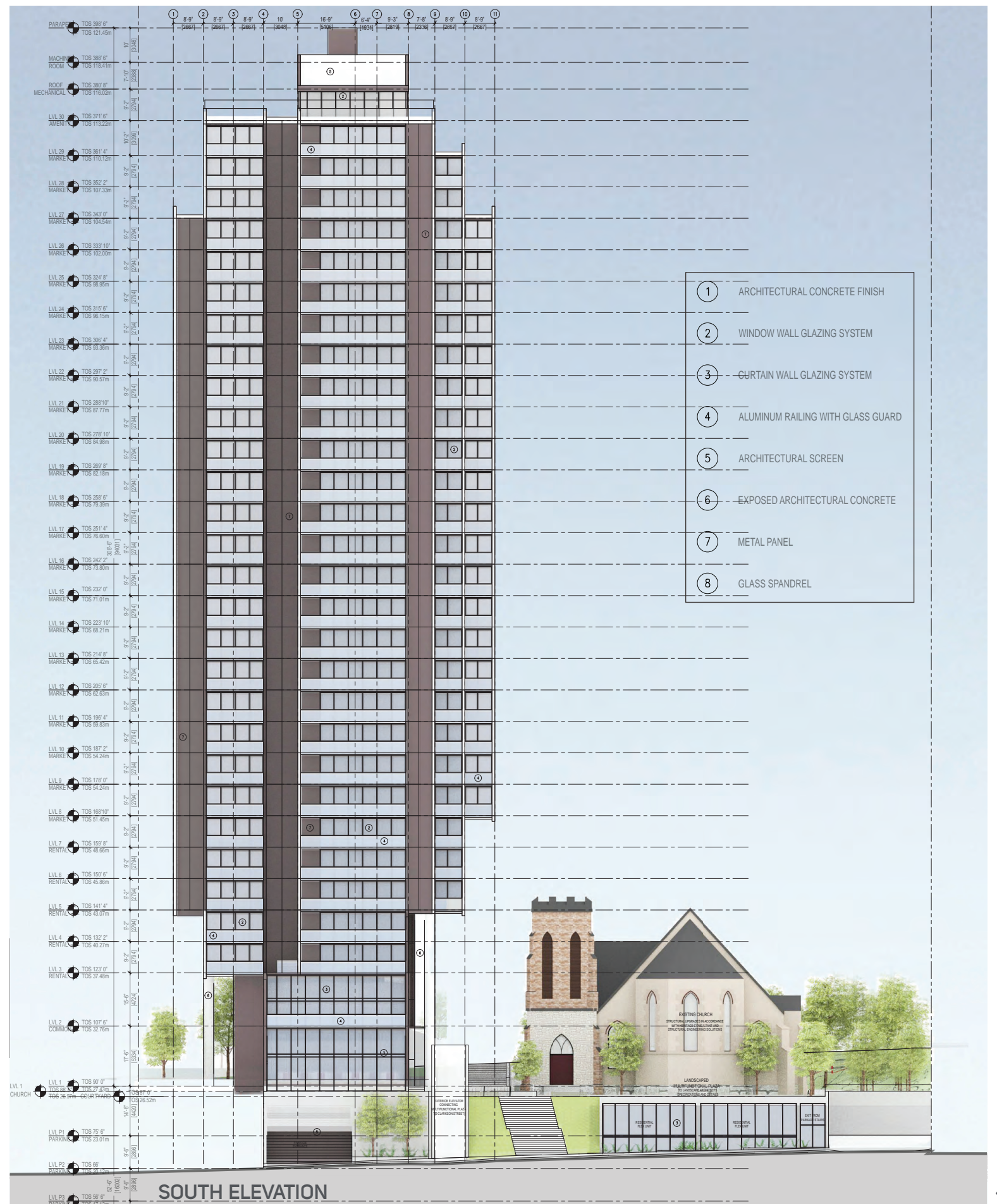
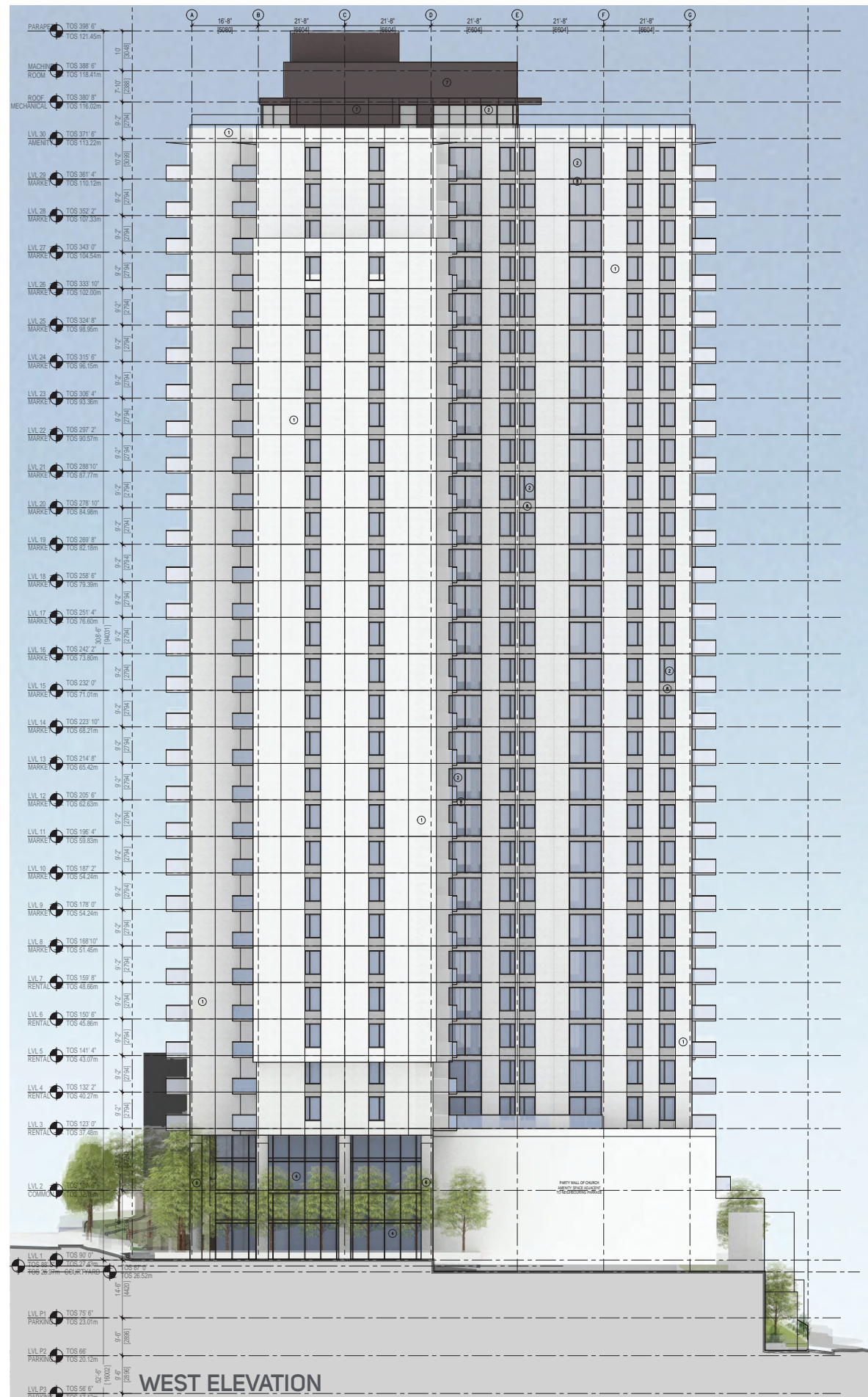


EAST ELEVATION



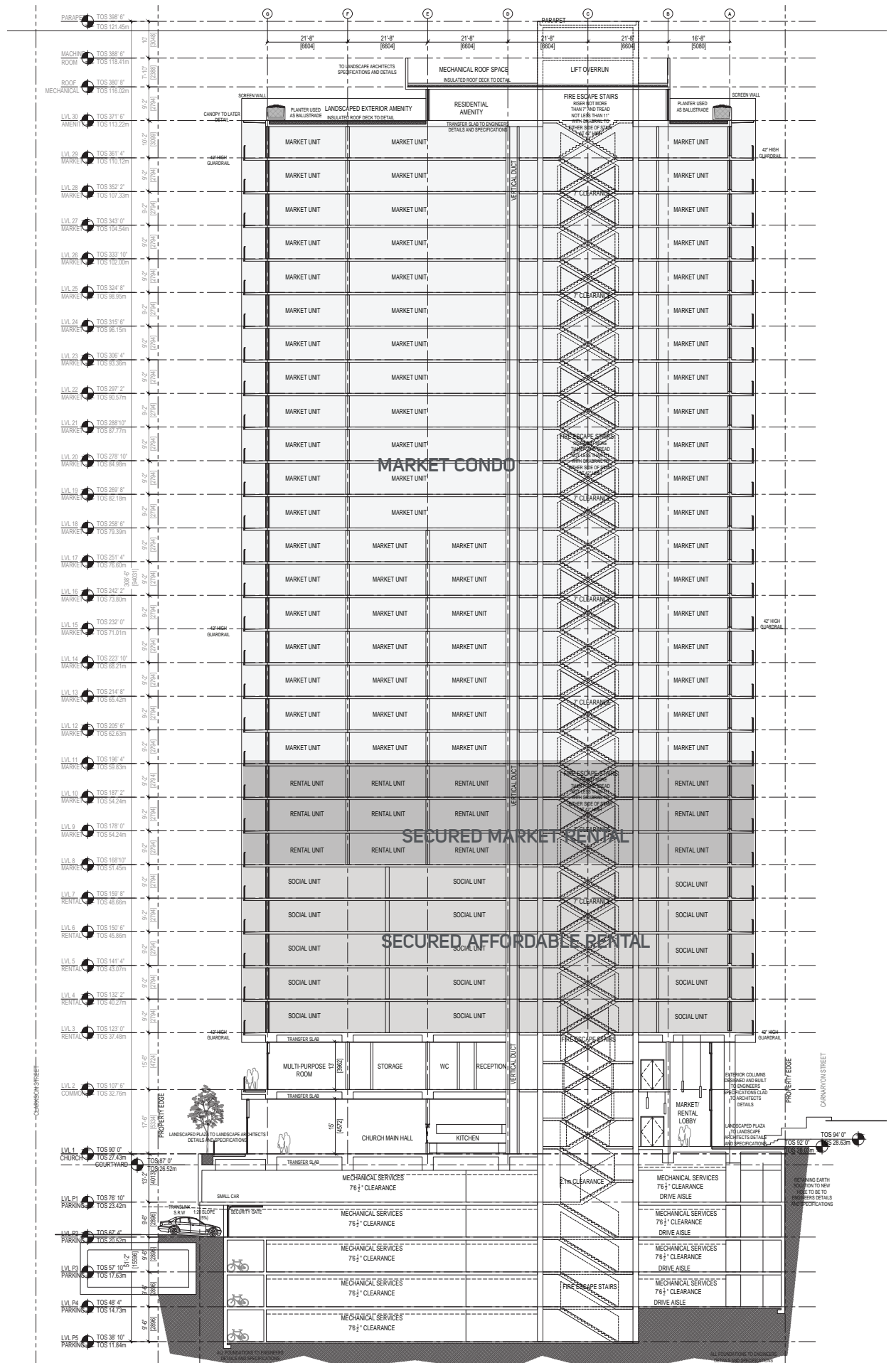
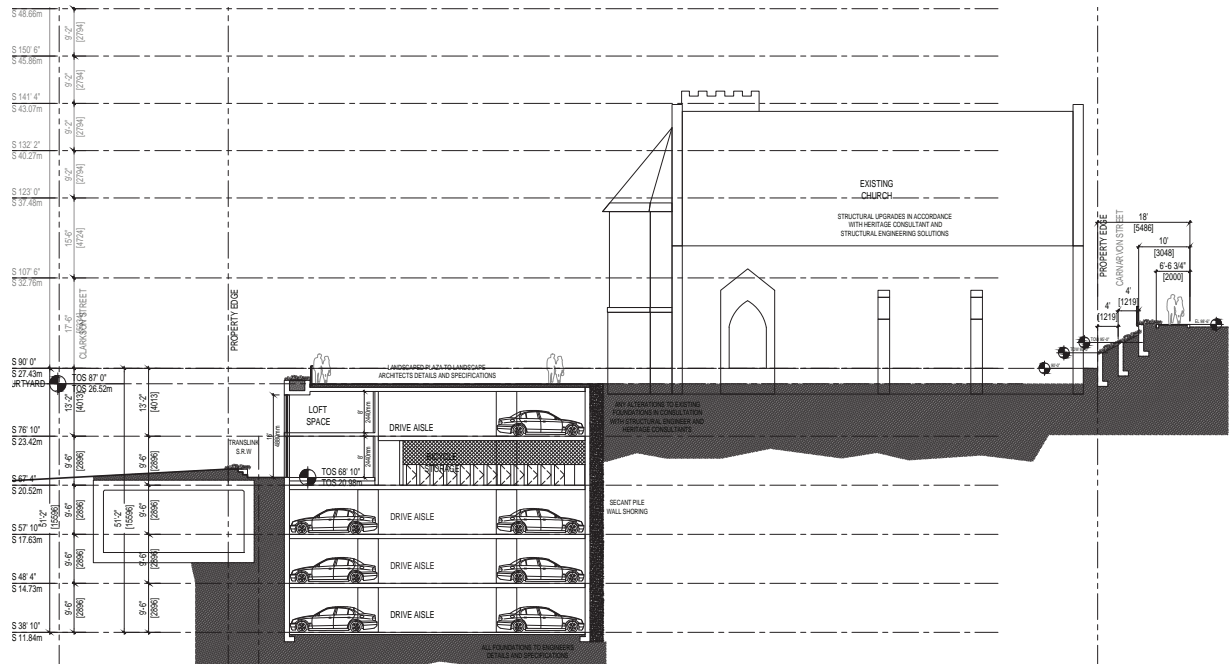
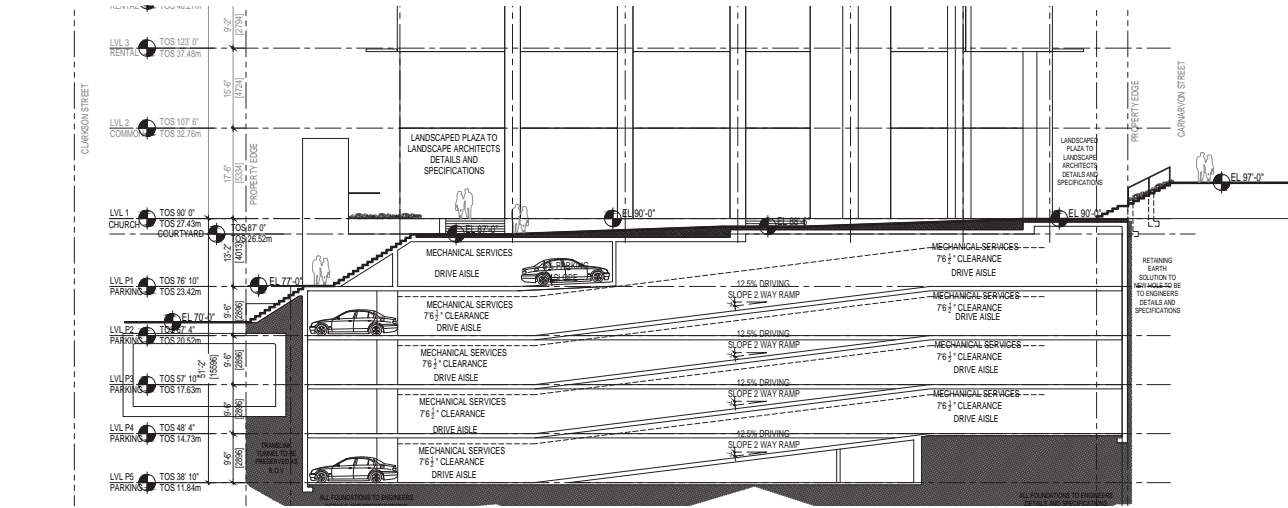
NORTH ELEVATION







SECTIONS









PERSPECTIVE FROM CLARKSON + CHURCH





PERSPECTIVE FOR EAST GLAZING WALL





Cathedral View from Church St looking north  
as presented at Heritage Commission dated April 4, 2018



Cathedral View from Church St looking north  
incorporating design changes in response to comments from Heritage Commission





PERSPECTIVE FROM CARNARVON



PRECEDENT STUDIES

Freoyland Orstad Church: BRIGHTNESS AND CONTRAST

Precedent images on the right illustrate the use of solid, opaque and bright surfaces in contrast with darker transparent glass and framing elements. The strength of the contrast helps clearly define directionality of the building. The brightness portrays purity and clarity of intent.

Eporo Tower: PATTERNING AND SCALE

The predominant use of glass and framing elements on the first few floors in darker warm tones serves to ensure transparency and pedestrian safety, whereas the proposed patterning in the form of screens, frits or painted form adds richness and playfulness to the newly created urban living room.









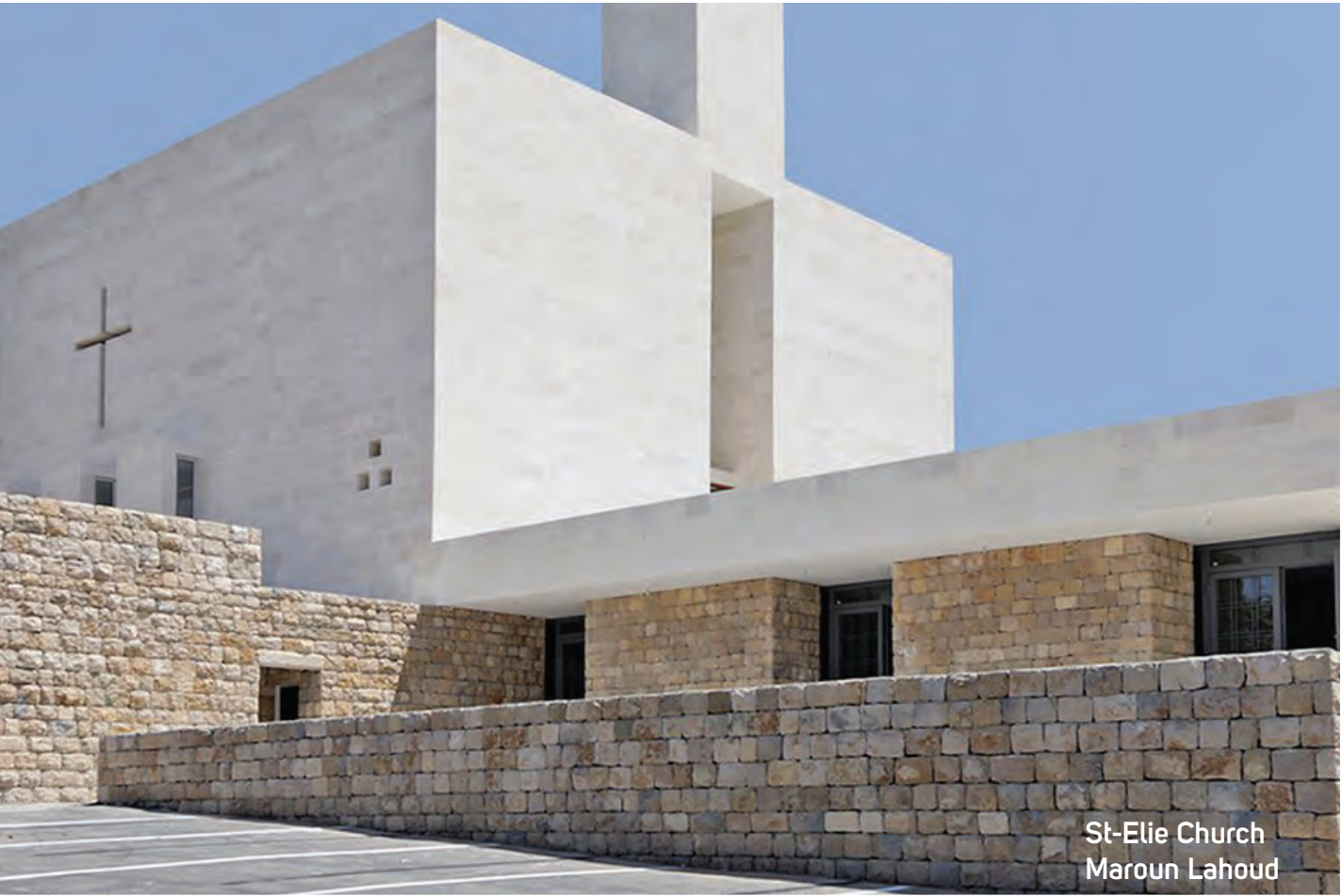
PRECEDENT STUDIES

St-Elie Church: VARIETY OF SCALE AND TEXTURE IN MASONRY AND STONE

The existing heritage cathedral shows a variety of stone and brick elements. The strength of these materials lies in their enduring solidity for decades to come. Sacral structures have survived centuries in large part due to the durability of stone.

Ponderosa Commons

The proposed cladding for the new tower’s opaque tower elements consists of insulated concrete sandwich panels. The contemporary application of the concrete panels relates well to and complements the historic façade elements.

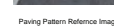


St-Elie Church  
Maroun Lahoud

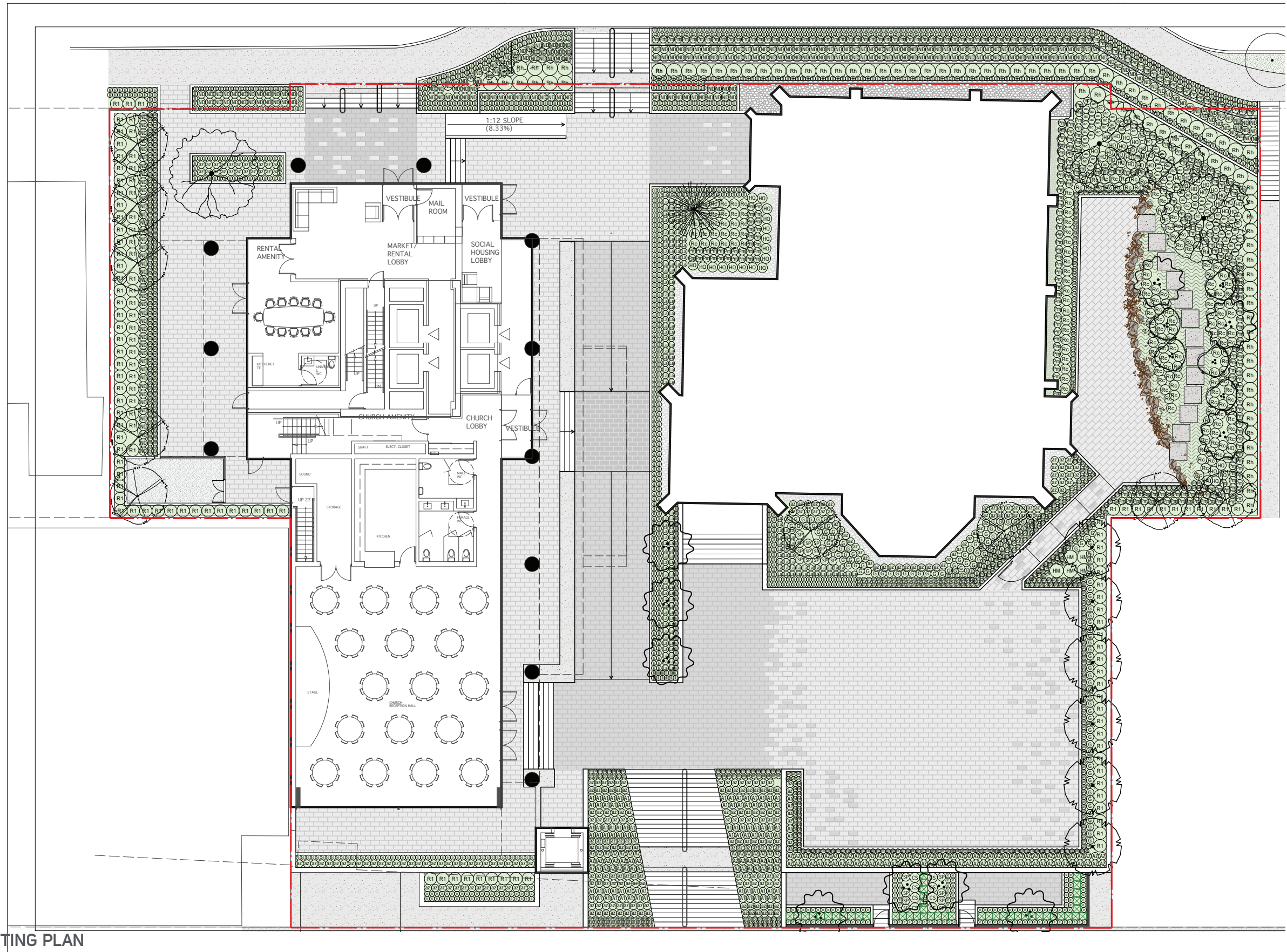


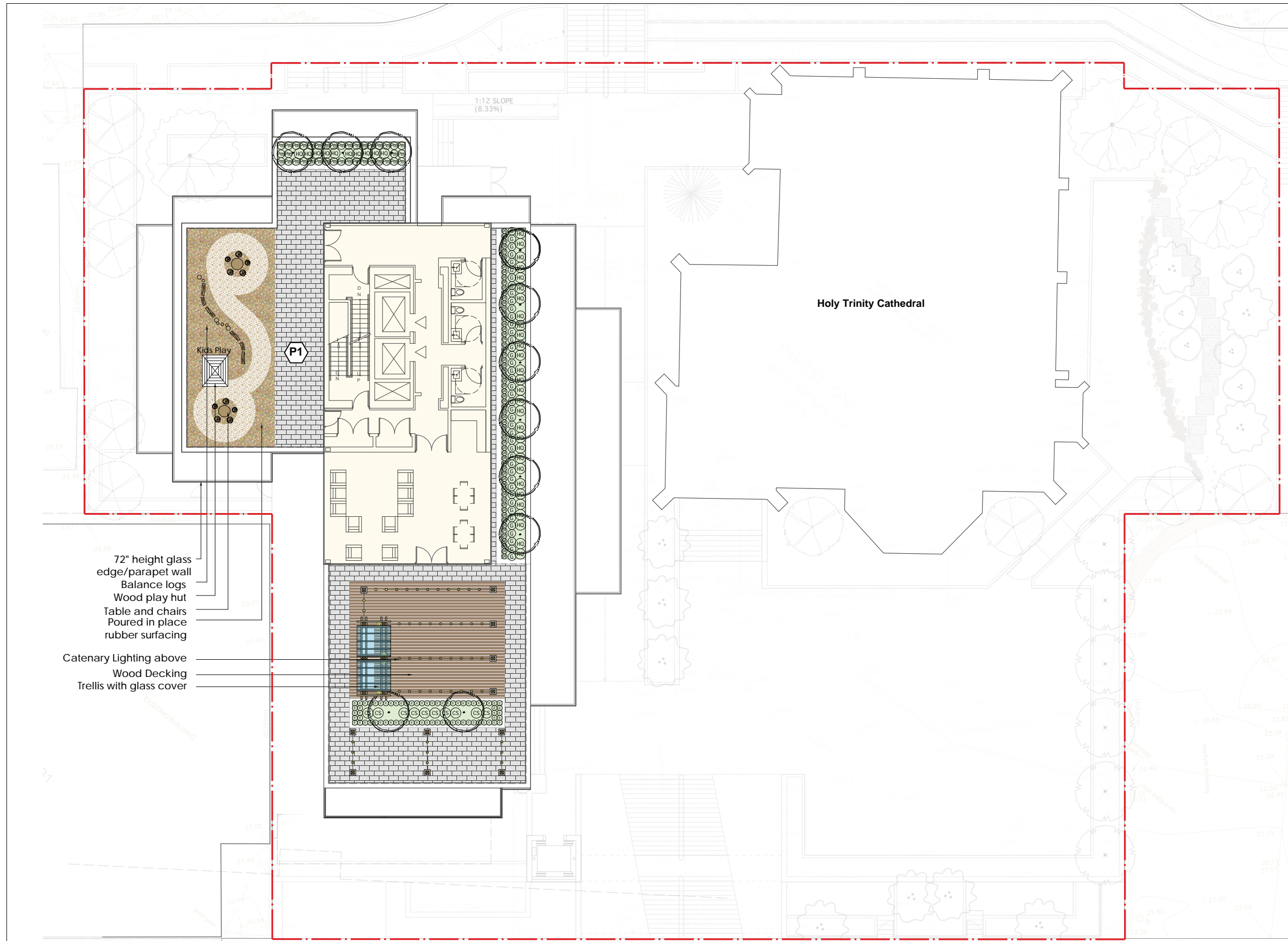






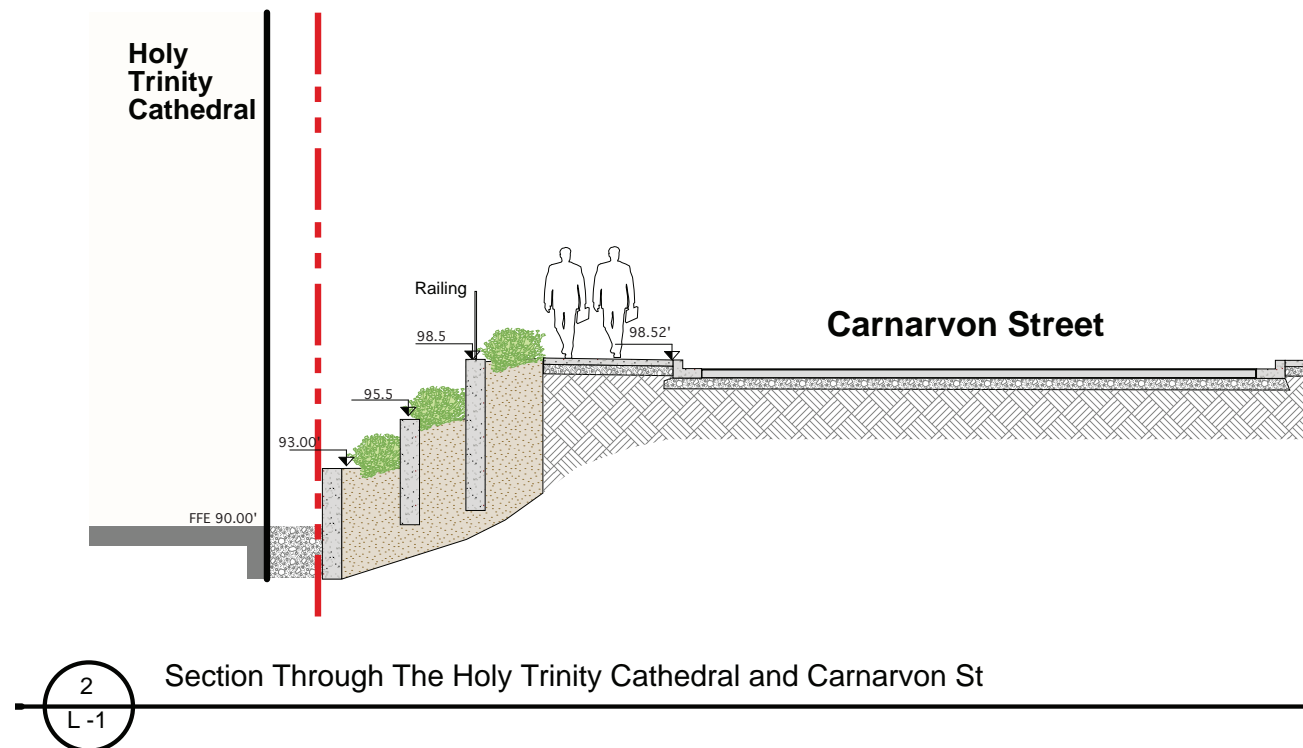
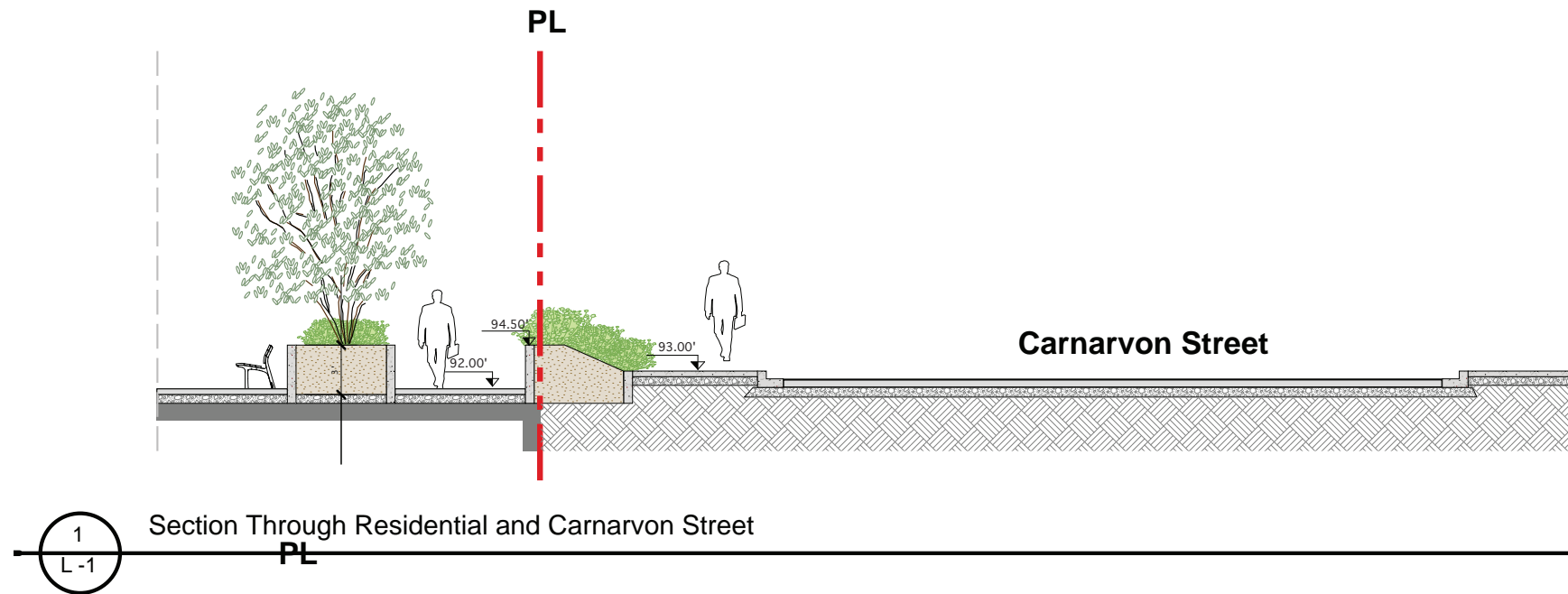


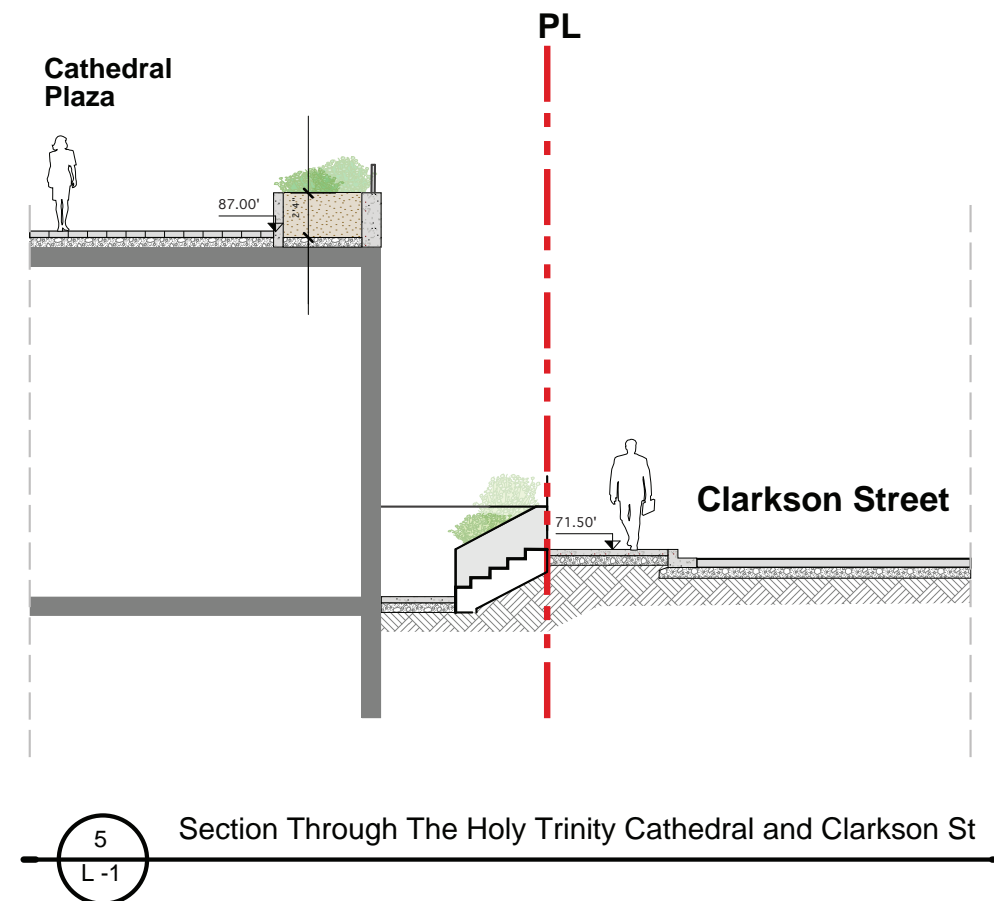
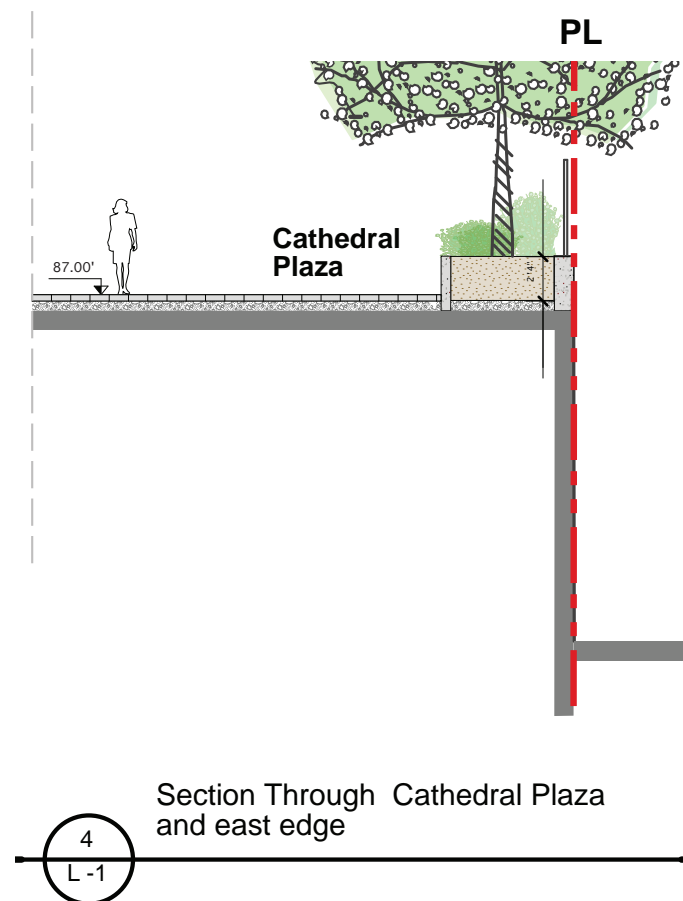
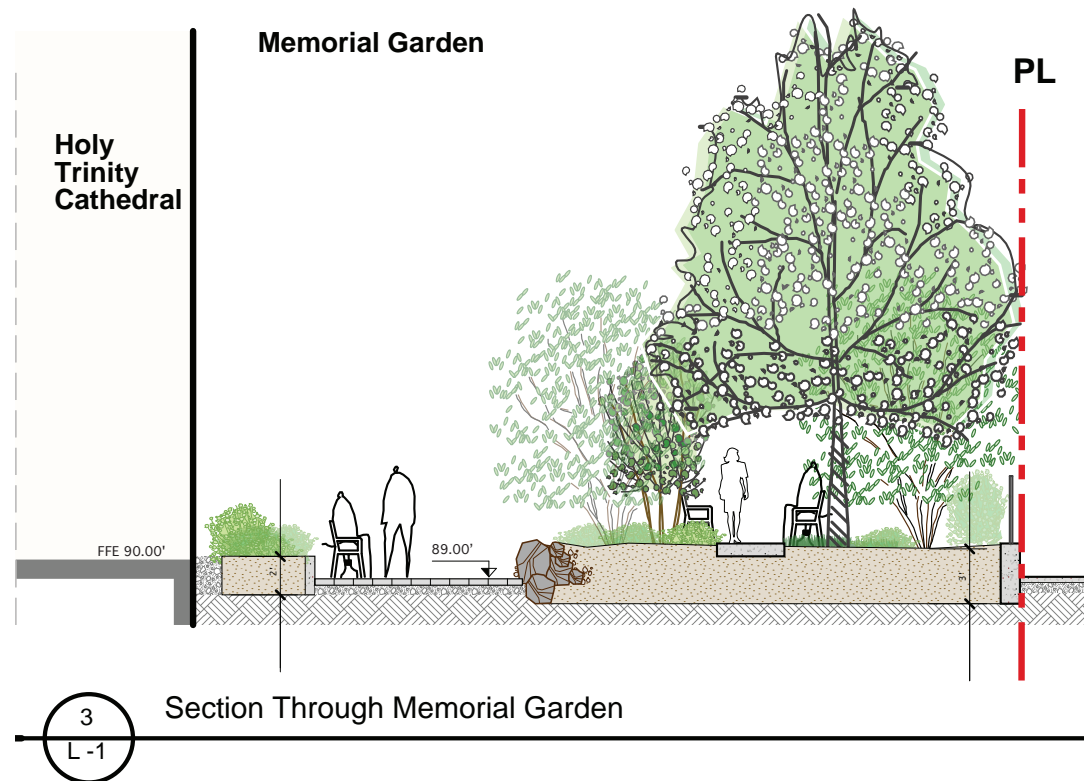




## ROOF PLANTING PLAN





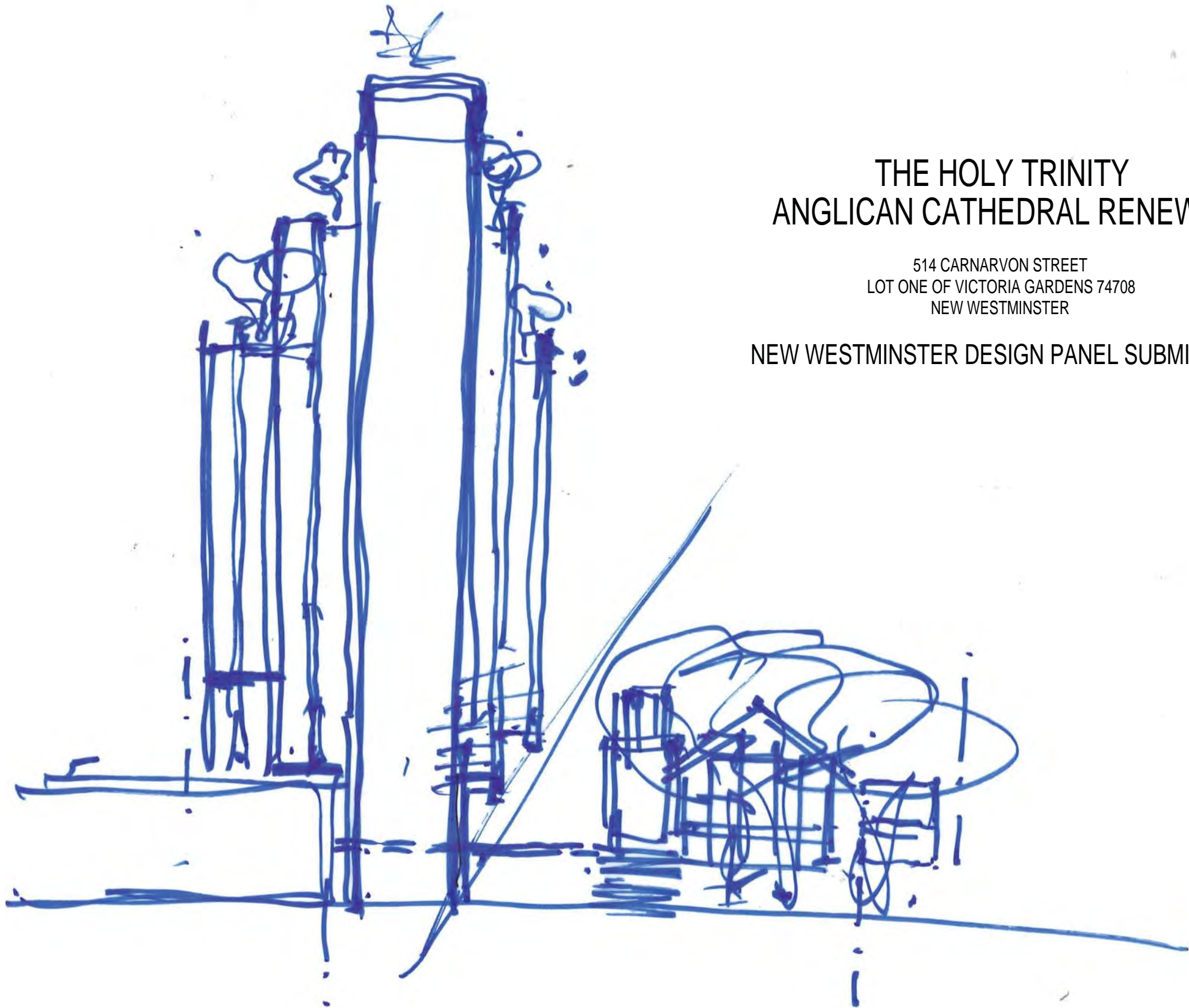


## LANDSCAPE SECTIONS



## Appendix 2

### *Architectural and Landscape Drawings*



THE HOLY TRINITY  
ANGLICAN CATHEDRAL RENEWAL

514 CARNARVON STREET  
LOT ONE OF VICTORIA GARDENS 74708  
NEW WESTMINSTER

NEW WESTMINSTER DESIGN PANEL SUBMISSION

Consultants  
Notes:

3	05.14.2018	NEW WESTMINSTER DESIGN PANEL SUBMISSION
2	04.24.2018	HERITAGE REVITALIZATION AND OCP AMENDMENT NEW WESTMINSTER DESIGN PANEL
1	11.09.2017	HERITAGE REVITALIZATION AND OCP AMENDMENT LAND USE AND PLANNING COMMITTEE

Revisions / Issues:

Project Title:  
THE HOLY TRINITY  
ANGLICAN CATHEDRAL RENEWAL  
514 CARNARVON STREET  
LOT ONE OF VICTORIA GARDENS 74708  
NEW WESTMINSTER

Sheet Title:  
COVER SHEET

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Date: 2017/07/17  
Plot Date: 2018/05/11  
Project North  
N  
Graphic Scale

Scale: N.T.S.  
Project No.: #21705  
Drawing No.: A - 000



## DRAWING SET

## DRAWING DWG NO

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CONTEXT PAGE A - 100  
SURVEY PLAN A - 101  
SHADOW STUDIES A - 102  
RENDERING A - 108  
RENDERING A - 109  
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STREET ADDRESS  
514 CARNARVON STREET

LEGAL DESCRIPTION  
PARCEL 1, VICTORIA GARDENS REFERENCE PLAN 74708

EXISTING ZONING  
P1- PUBLIC AND INSTITUTIONAL DISTRICTS ( LOW RISE )

SITE AREA  
33,428 SF

PROPOSED SETBACKS  
CARNARVON STREET: 10'-0"  
CLARKSON STREET: 10'  
SIDE YARDS: 10'-0"

SITE COVERAGE @ GRADE: 5728 / 33428 = 17%  
SITE COVERAGE @ 40'-0": 7914 / 33428 = 23%

BUILDING HEIGHT: 30 STOREY - 290' 0" ( measured from residential lobby elevation to top of roof slab of the last habitable storey )

## AREA SUMMARY

LEVEL	GROSS AREA (sq.ft.)	ADAPTABLE UNITS EXCLUSION 1 BRD UNITS 19.80 FAMILY UNITS 10.14 sq ft (2.82 sqm) (2.88 sqm) (274.82 sq ft) (8/1744.4.2015)	RESIDENTIAL AMENITY EXCLUSION (sq.ft.)	CHURCH AMENITY EXCLUSION (sq.ft.)	MECHANICAL EXCLUSION (sq.ft.)	FSR AREA (sq.ft.)
MECHANICAL	1,182	0.0	0.0	2,133.00	1,181.55	0
30	2,133	0.0	0.0	5,938		0
29	6,038	19.9	60.3	6,642		7
28	6,783	19.9	120.6	6,642		7
27	6,783	19.9	120.6	7,421		9
26	7,251	39.8	90.4	7,421		9
25	7,251	39.8	90.4	7,421		9
24	7,251	39.8	90.4	7,421		9
23	7,251	39.8	90.4	7,421		9
22	7,251	39.8	90.4	7,421		9
21	7,251	39.8	90.4	7,421		9
20	7,251	39.8	90.4	7,421		9
19	7,251	39.8	90.4	7,421		9
18	7,251	39.8	90.4	7,421		9
17	7,251	39.8	90.4	7,421		9
16	7,251	39.8	90.4	7,421		9
15	7,251	39.8	90.4	7,421		9
14	7,251	39.8	90.4	7,421		9
13	7,251	39.8	90.4	7,421		9
12	7,251	39.8	90.4	7,421		9
11	7,251	39.8	90.4	7,421		9
10	7,251	39.8	90.4	7,421		9
9	7,251	39.8	90.4	7,421		9
8	7,251	39.8	90.4	7,421		9
7	7,161	39.8	90.4	7,033		9
6	7,161	39.8	90.4	7,033		9
5	7,161	39.8	90.4	7,033		9
4	4,728	0.0	30.1	4,690		9
3	4,728	0.0	30.1	4,690		9
2	5,061	0.0	0.0	832		9
1	5,728	0.0	0.0	992		9
P1	823	0.0	0.0	823		9
P2	1,376	0.0	0.0	1,376		9
TOTAL (SF)	210,281	935	2,951	4,382	6,716	1,182
FSR:	194714 / 33428 sq/ft	5.82				

CLIENT  
Holy Trinity Anglican Cathedral  
514 Carnarvon St  
New Westminster, BC V3L 1C4



DEVELOPMENT PARTNER  
Conwest Developments Inc.  
250-1311 Kiplingway St  
Vancouver, BC V5K 4Y3



CONSULTANTS  
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1584 West 2nd Avenue  
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HERITAGE  
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Vancouver, BC V6J 1N5

DONALD LUXTON  
AND ASSOCIATES INC

CHURCH SIESMIC UPGRADES  
Structural Solutions Engineering Inc.  
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LANDSCAPE ARCHITECTURE  
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ELECTRICAL  
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MECHANICAL  
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Suite 290, 1130 West Pender Street  
Vancouver, British Columbia V6E 4A4  
T: 604 685 1815



BUILDING CODE + FIRE PROTECTION  
CFT ENGINEERING  
#800 - 1501 Rossar Avenue  
Burnaby, BC, V5C 6R6  
T: 604 684 2384



## Holy Trinity Cathedral

## Unit Summary

Use	Level	BACH Adpt	BACH	1BR Adpt	1 BR	1 BR + Den Adpt	1 BR + Den	2 BR Adpt	2 BR	2 BR + Den Adpt	2 BR + Den	3 BR Adpt	3 BR	Total Units per Floor
Market Condos	30													
	29					1	3			1		1		6
	28				1	1	1	2		1		2		7
	27				1	1	1	2		1		1		7
	26				3	2	1	2				1		9
	25				3	2	1	2				1		9
	24				3	2	1	2				1		9
	23				3	2	1	2				1		9
	22				3	2	1	2				1		9
	21				3	2	1	2				1		9
	20				3	2	1	2				1		9
	19				3	2	1	2				1		9
	18				3	2	1	2				1		9
	17		2		3	2		2				1		10
	16		2		3	2		2				1		10
	15		2		3	2		2				1		10
	14		2		3	2		2				1		10
	13		2		3	2		2				1		10
12		2		3	2		2				1		10	
11		2		3	2		2				1		10	
Secured market rental	10			3	2	2		2			1			10
	9			3	2	2		2			1			10
	8	1	2		2	2		2				1		10
Secured affordable rental for seniors	7	2		6				2						10
	6	2		6				2						10
	5	1		5				2						10
	4	1		3		1								6
	3	1		3		2								6
Flex	2													
	1													
	0						2							2

		ADAPT	ADAPT	ADAPT	ADAPT	ADAPT	ADAPT							
		BACH	BACH	1BR	1 BR	1 BR + Den	1 BR + Den	2 BR	2 BR	2 BR + Den	2 BR + Den	3 BR	3 BR	Total
Market Condos	Unit Totals	0	14	0	50	35	15	36	0	3	0	19	0	173
	% Unit Type	0.0%	8.1%	0.0%	28.9%	20.2%	9.2%	20.8%	0.0%	1.7%	0.0%	11.0%	0.0%	11.4%
	% Totals	8.1%			58.4%			22.5%		1.7%		11.0%		33.5%
Secured market rental	Unit Totals	1	8	0	6	6	0	0	0	0	0	3	0	30
	% Unit Type	3.3%	26.7%	0.0%	20.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	10.0%	0.0%	14.3%
	% Totals	30.0%			40.0%			20.0%		0.0%		10.0%		30.0%
Secured affordable rental	Unit Totals	8	0	34	0	4	0	0	0	0	0	0	0	42
	% Unit Type	19.0%	0.0%	37.1%	0.0%	4.5%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%
	% Totals	19.0%		66.7%		4.5%		14.3%		0.0%		0.0%		14.3%
Total	Unit Totals	9	22	34	56	45	16	48	0	3	0	22	0	245
	% Unit Type	3.7%	9.0%	9.9%	22.9%	18.4%	6.5%	19.6%	0.0%	1.2%	0.0%	9.0%	0.0%	11.4%
	% Totals	12.7%		57.6%				20.8%		9.0%		9.0%		30.0%

## Parking Requirements

	Parking Requirements	Required Stalls before Reduction
Market Condos	1.0 per Bach / 1BR	115.0
	1.35 per 2BR / 3BR	78.3
	0.1 per Unit for Visitor	17.3
	Total before Reductions	210.6
Secured Market Rental	0.6 per Bach / 1BR	12.6
	0.8 per 2BR / 3BR	7.2
	0.1 per Unit for Visitor	3
	Total before Reductions	22.8
Secured Senior Rental	0.2 per Bach / 1BR	7.2
	0.4 per 2BR / 3BR	2.4
	0.1 per Unit for Visitor	4.2
	Total before Reductions	13.8
Residential Total before Reductions		248

Church	25 Fixed	25
Total		273

## Proposed Parking Ratios

30% Reduction	As per the New Westminster Zoning By-Law (B/L 7689, 2004) "The maximum total reduction in parking requirements through incentives is 30%
30% of 273 = 82	
191 stalls	Breakdown
25	Church
24	Visitor Rental and Market
142	Residential
191	TOTAL

Please refer to transportation study 30% reduction table 4.3 page 25

Minimum Requirements		Pt 190.21.1 (B/L 7464,2011)
40%	Adaptable	Pt 190.21.2 (B/L 7741,2015)
10%	Minimum 3 Bedroom provision	Pt 190.21.2 (B/L 7741,2015)
30%	Minimum Family orientated rooms	Pt 190.21.3 (B/L 7741,2015)
40%	Adaptable	Pt 190.21.1 (B/L 7464,2011)
5%	Minimum 3 Bedroom provision	Pt 190.21.3 (B/L 7741,2015)
25%	Minimum Family orientated rooms	Pt 190.21.3 (B/L 7741,2015)

FRANCL  
ARCHITECTURE

1684 WEST 2ND AVENUE, VANCOUVER, B.C. V6J 1H4  
P 604.688.3252 F 604.688.5995 FRANCELARCHITECTURE.COM

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Notes

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Revisions / Issues

Project Title

THE HOLY TRINITY  
ANGLICAN CATHEDRAL RENEWAL  
514 CARNARVON STREET  
LOT ONE OF VICTORIA GARDENS 74708  
NEW WESTMINSTER

Sheet Title

DATA SHEET & PROJECT SPECIFICS

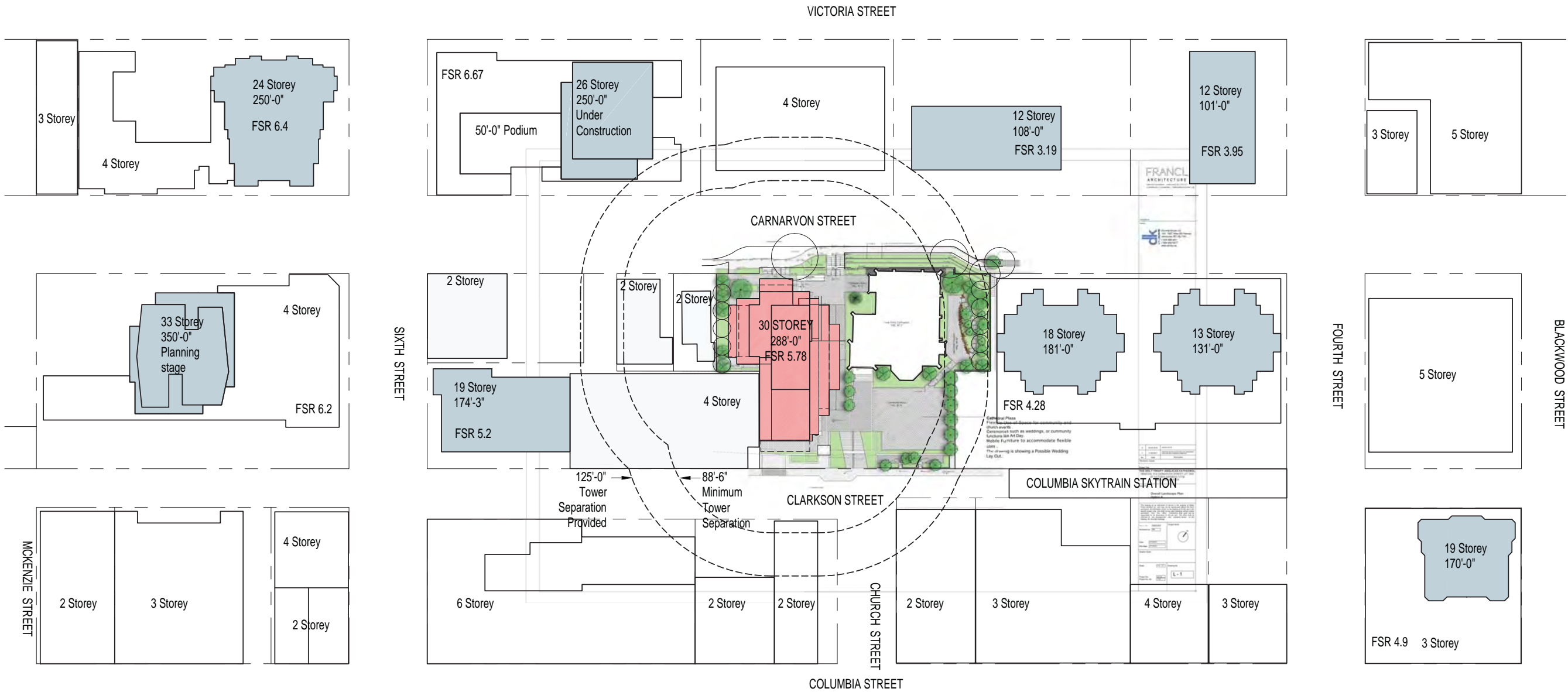
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Graphic Scale

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Project No.:	#21705	A - 001

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Revisions / Issues
Project Title
THE HOLY TRINITY ANGELICAN CATHEDRAL RENEWAL 514 CARNARVON STREET LOT ONE OF VICTORIA GARDENS 74708 NEW WESTMINSTER

Sheet Title
CONTEXT PLAN

Drawn By:	AP	Project North
Reviewed by:	AP	
Date:	2017/07/17	
Plot Date:	2018/05/11	

Graphic Scale
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Scale:	N.T.S.	Drawing No.
Project No.:	#21705	A - 100







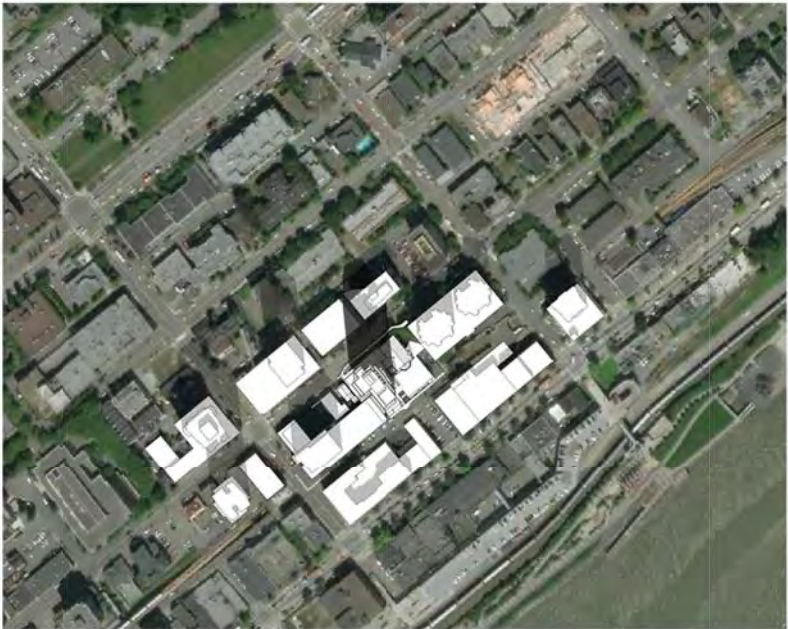
Consultants

Notes:



10HR00

2 SPRING/AUTUMN EQUINOX  
A-102/ MARCH 21ST 10am 12pm 14pm



12HR00



14HR00



10HR00

1 SUMMER SOLSTICE  
A-102/ JUNE 21ST 10am 12pm 14pm



12HR00



14HR00

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Revisions / Issues:

Project Title:  
THE HOLY TRINITY  
ANGLICAN CATHEDRAL RENEWAL  
514 CARNARVON STREET  
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SHADOW STUDIES

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Drawing No.:  
A - 102





1  
A-108

RENDERING

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ANGLICAN CATHEDRAL RENEWAL  
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AP

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Drawing No.

Project No: #21705

A - 108





1 RENDERING  
A-109

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No.	Date	Description
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Revisions / Issues:

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514 CARNARVON STREET  
LOT ONE OF VICTORIA GARDENS 74708  
NEW WESTMINSTER

Sheet Title:  
RENDERING

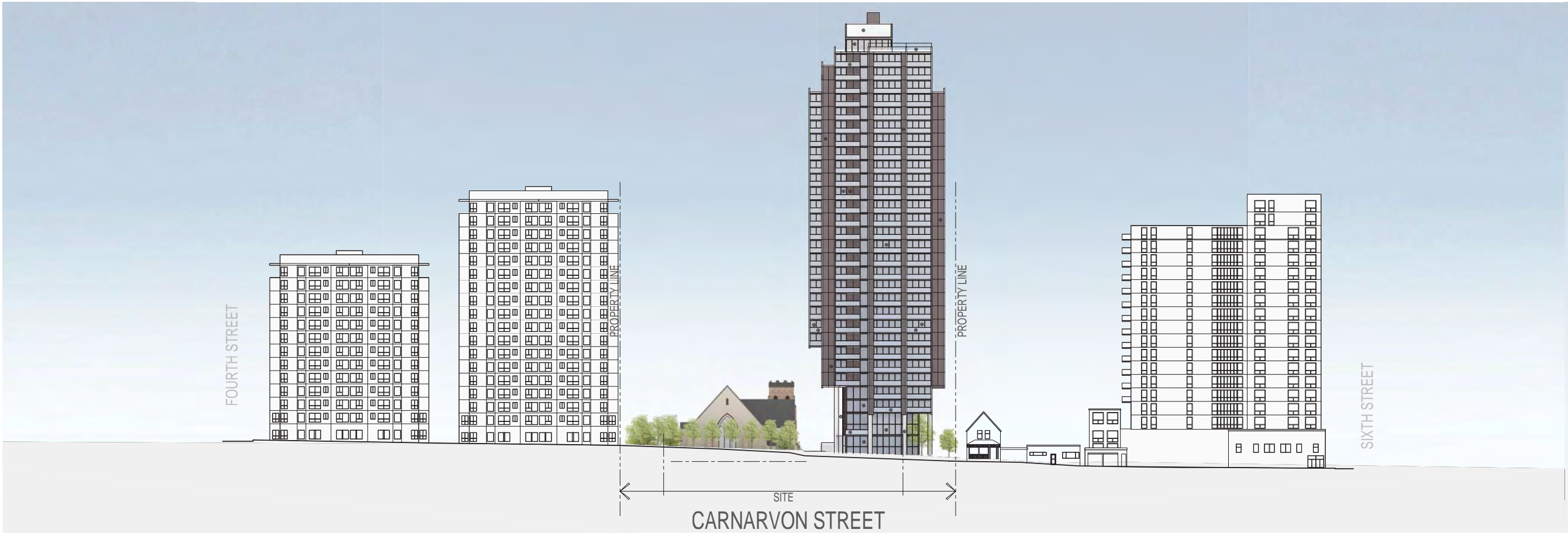
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Date:	2017/07/17	
Plot Date:	2018/05/11	

Graphic Scale

Scale:	N.T.S.	Drawing No.
Project No.:	#21705	A - 109





1 STREETScape  
A-110



2 STREETScape  
A-110

Consultants

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2	05.14.2018	NEW WESTMINSTER DESIGN PANEL SUBMISSION
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Revisions / Issues:

Project Title	HOLY TRINITY CHURCH 514 CARNARVON STREET LOT ONE OF VICTORIA GARDENS 74708 NEW WESTMINSTER
---------------	---

Sheet Title:	STREETSCAPE DP SUBMISSION
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Graphic Scale

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Project No.:	#21705	A - 110

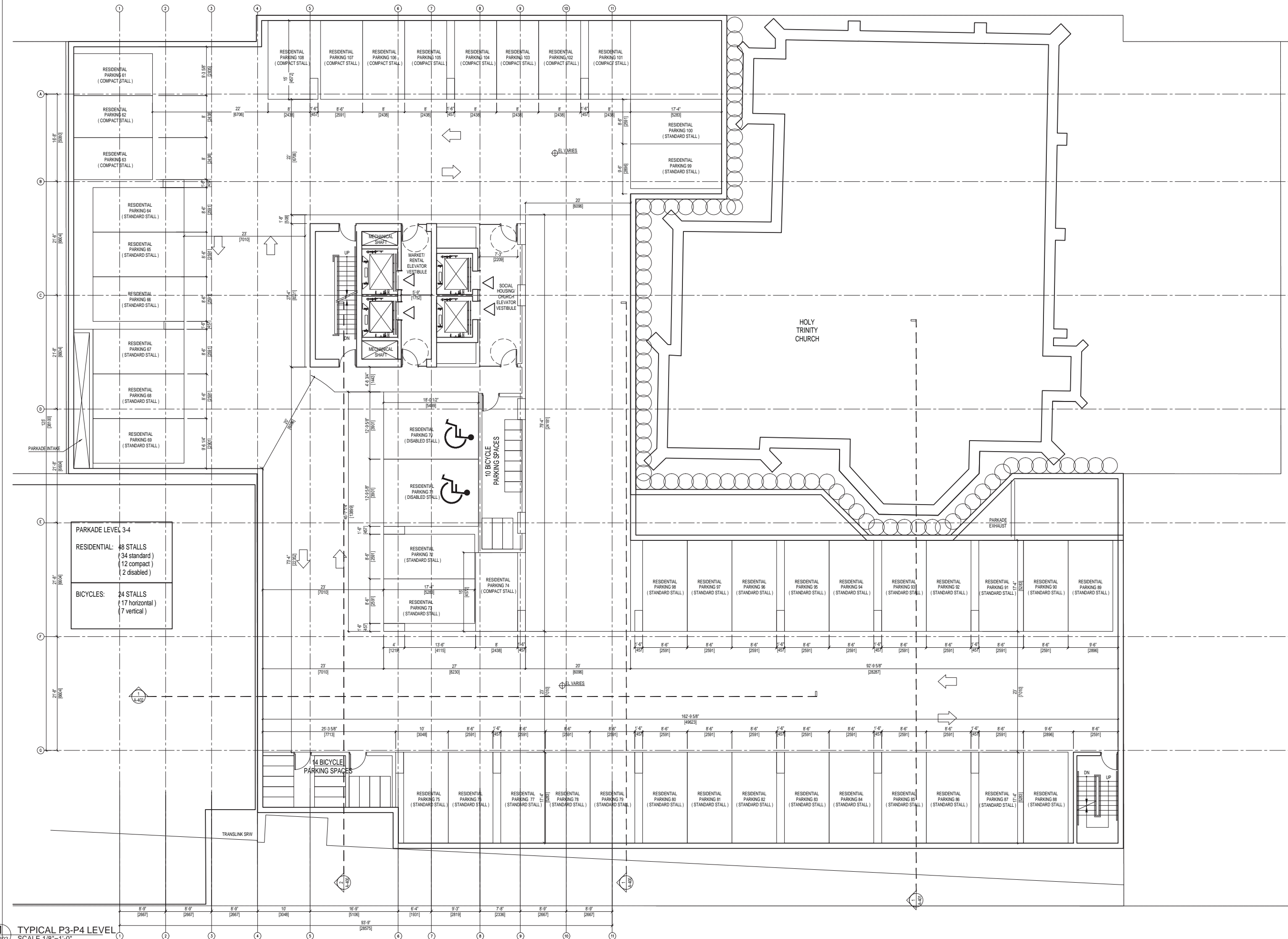






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Notes:



1 TYPICAL P3-P4 LEVEL  
SCALE 1/8"=1'-0"

3	05.14.2018	NEW WESTMINSTER DESIGN PANEL SUBMISSION
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Revisions / Issues

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**THE HOLY TRINITY  
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514 CARNARVON STREET  
LOT ONE OF VICTORIA GARDENS 74708  
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Sheet Title:  
**TYPICAL PARKING LEVEL 3-4**

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Scale: 1/8" = 1'-0"

Project No.: #21705

Drawing No.: A - 202



Notes:



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No.	Date	Description

Revisions / Issues:

Project Title

**THE HOLY TRINITY  
ANGLICAN CATHEDRAL RENEWAL**

514 CARNARVON STREET  
LOT ONE OF VICTORIA GARDENS 74708  
NEW WESTMINSTER

Sheet Title:

**PARKING LEVEL 2**

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Drawn By: <b>AP</b> Reviewed by: <b>AP</b>	Project North 
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Date: 2017/07/17  
Plot Date: 2018/05/11

Graphic Scale

Scale:	1/8" : 1' 0"	Drawing No.
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[illegible]

Project No.: #21705

[illegible]

Consultants

Notes:



3	05.14.2018	NEW WESTMINSTER DESIGN PANEL SUBMISSION
2	04.24.2018	HERITAGE REVITALIZATION AND OCP AMENDMENT NEW WESTMINSTER DESIGN PANEL
1	11.09.2017	HERITAGE REVITALIZATION AND OCP AMENDMENT LAND-USE AND PLANNING COMMITTEE

No. Date Description

Revisions / Issues

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**THE HOLY TRINITY  
ANGLICAN CATHEDRAL RENEWAL  
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Sheet Title:  
**PARKING LEVEL 1**

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Drawn By:

AP

Project North

Reviewed By:

AP

Date:

2017/07/17

Plot Date:

2018/05/11

Graphic Scale

Scale:

1/8" = 1' 0"

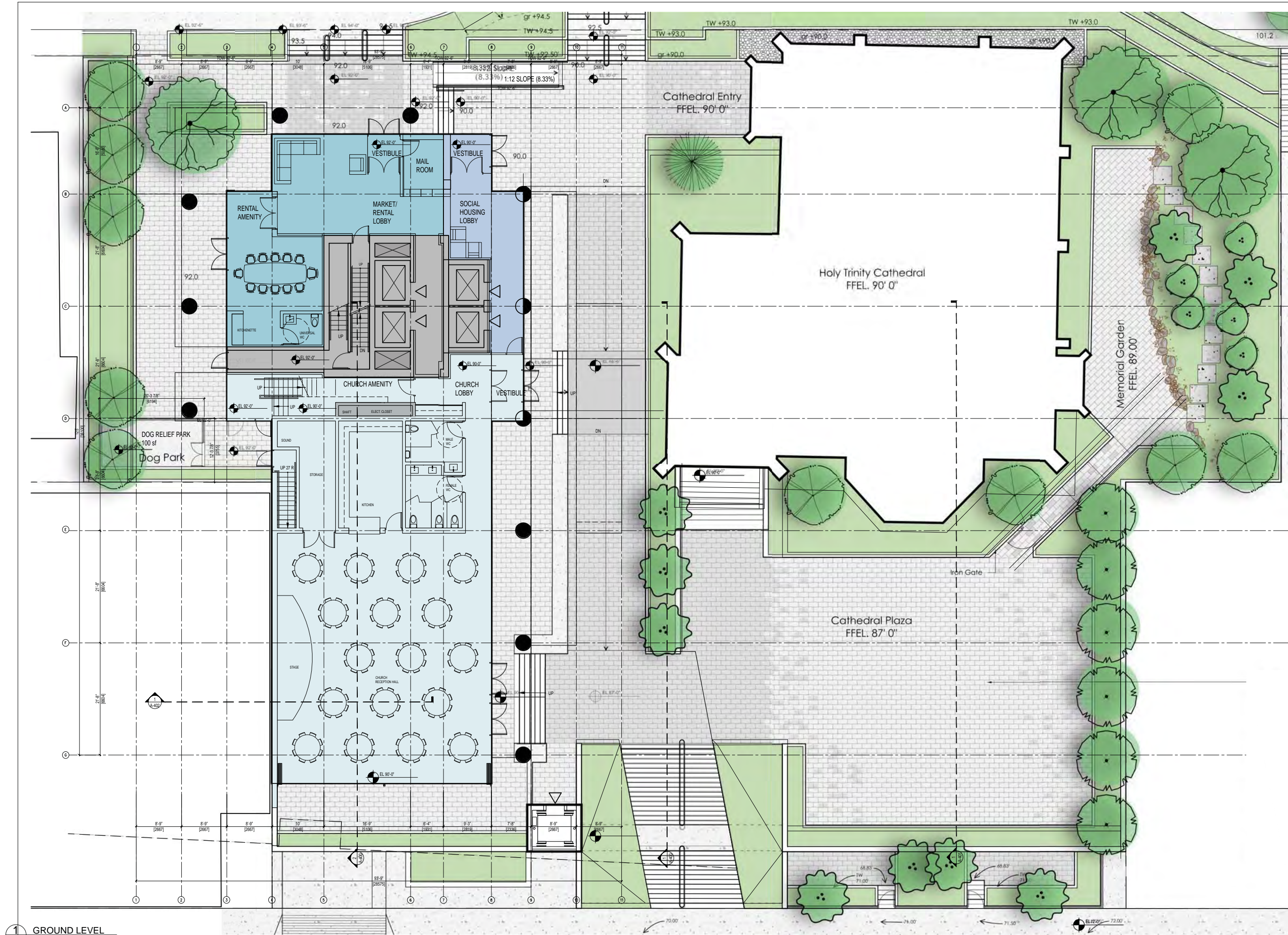
Drawing No.

A - 204

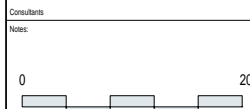
Project No.:

#21705





1 GROUND LEVEL  
SCALE 1/8"=1'-0"



3	05.14.2018	NEW WESTMINSTER DESIGN PANEL SUBMISSION
2	04.24.2018	HERITAGE REVITALIZATION AND OCP AMENDMENT NEW WESTMINSTER DESIGN PANEL
1	11.08.2017	HERITAGE REVITALIZATION AND OCP AMENDMENT LAND USE AND PLANNING COMMITTEE

No.	Date	Description
1	11.08.2017	HERITAGE REVITALIZATION AND OCP AMENDMENT LAND USE AND PLANNING COMMITTEE

Project Title  
**THE HOLY TRINITY  
ANGLICAN CATHEDRAL RENEWAL**  
514 CARNARVON STREET  
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Sheet Title  
**GROUND LEVEL**

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Drawn By:	AP	Project North
Reviewed By:	AP	
Date:	2017/07/17	
Plot Date:	2018/05/11	

Graphic Scale

Scale:	1/8" = 1' 0"	Drawing No.
Project No.:	#21705	A - 205



Consultants

Notes:



3	05.14.2018	NEW WESTMINSTER DESIGN PANEL SUBMISSION
2	04.24.2018	HERITAGE REVITALIZATION AND OCP AMENDMENT NEW WESTMINSTER DESIGN PANEL
1	11.09.2017	HERITAGE REVITALIZATION AND OCP AMENDMENT LAND USE AND PLANNING COMMITTEE

No. Date Description

Revisions / Issues

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Sheet Title:

LEVEL 2

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Drawn By:

AP

Project North

Reviewed By:

AP



Date:

2017/07/17

Plot Date:

2018/05/11

Graphic Scale

Scale:

1/8" = 1'-0"

Drawing No.

Project No.:

#21705

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