



## REPORT

### *Development Services*

**To:** Land Use and Planning Committee      **Date:** 8/30/2021

**From:** Emilie K Adin, MCIP      **File:** SDP00198  
 Director of Development Services

**Item #:** 21/2021

**Subject: 514 Carnarvon Street: Holy Trinity Cathedral Restoration and Mixed Use Tower – Project Update**

#### **RECOMMENDATION**

*THAT the Land Use and Planning Committee endorse the recommendations summarized in Section 6 of this report.*

#### **EXECUTIVE SUMMARY**

Updated Official Community Plan amendment and Heritage Revitalization Agreement applications have been received for Holy Trinity Cathedral at 514 Carnarvon Street. The updated proposal would enable a 30 storey, 6.3 FSR residential tower, with 271 market condo units and 14 secured market rental units (285 total). In exchange, the development would include the following public amenities: seismic upgrade and restoration of the exterior of the cathedral and long term protection through Heritage Designation; a privately owned/publicly accessible plaza; a public pedestrian connection with privately owned/publicly accessible elevator between Carnarvon Street, and Clarkson Street and the Columbia Street SkyTrain station. The project would also support the Parish by restoring the cathedral interior (which would not be protected through Designation) and providing for other space needs and funding for operations, including community services and maintenance.

A number of versions of this project have previously been presented to Council and LUPC. The most recent proposal had a 6.2 FSR and included fewer market condo units (173), more secured market rental units (30), and non-market rental units geared towards seniors (42).

The applicant states this is no longer viable due to rising construction costs and given they were unsuccessful in a request for BC Housing funding for the non-market units. An economic analysis is required of the current proposal to confirm that the benefit of the community amenities provided by the proposal balances with the benefits that would be conferred to the applicant through the proposed market condo density.

The current proposal includes 56% less parking than required, with a comprehensive Transportation Demand Management (TDM) strategy. This exceeds the maximum 30% reduction allowed in the Zoning Bylaw. An updated Transportation Study was required to determine whether the proposal would result in off-site parking space demand that would create undue impacts to the surrounding neighbourhood.

Staff considers that the current proposal is generally reasonable as it continues to provide restoration and protection of a valuable heritage asset, and high quality public realm improvements, for which public access will be secured through the necessary legal agreements. This would be further enhanced should the applicant proceed with proposed inclusion of First Nation public art or interpretive signage.

Staff is seeking feedback from the LUPC on the current proposal, specifically related to the key changes and additional work that needs to be done, including:

- Decrease in secured market rental units, removal of non-market rental units, and increase in market condo units;
- Economic analysis of proposal;
- Revision of unit mix to meet Family-Friendly Housing requirements for each of condo and rental components;
- Revision of tower design as it relates to the cathedral to be more consistent with Standards and Guidelines for the Conservation of Historic Places in Canada; and,
- Transportation Demand Management Strategy for addressing parking reductions.

## 1. POLICY AND REGULATIONS

The proposed development concept is not consistent with The Downtown Community Plan nor existing Zoning, and an Official Community Plan amendment and a Heritage Revitalization Agreement are being proposed.

Additional information on policies and regulations are attached in **Appendix A**.

## **2. BACKGROUND**

### **2.1 Previous LUPC Meetings**

Over the last four years, various iterations of this application have been brought forward to the LUPC for feedback and direction. A summary of what was presented at each meeting, the LUPC resolutions, links to LUPC reports, and meeting minutes are included as **Appendix B**.

### **2.2 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-family residential, commercial, and institutional uses (see Figure 1 below). 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, providing pedestrian access to the Columbia Street SkyTrain station.

There are currently two buildings on site: Saint George's Hall (1,016 sq. m./10,934 sq. ft.; western building) and the Holy Trinity Cathedral (512 sq. m./5,516 sq. ft.; eastern building). At the Carnarvon Street frontage, the cathedral building is lower than the street level and is very close to the front property line. The Hall is at grade on Carnarvon Street. The property slopes, creating a substantial grade difference between Carnarvon Street (higher) and Clarkson Street (lower).

Currently the Floor Space Ratio (FSR) for the site is 0.492, which is less than the Zoning Bylaw entitlement for the site.

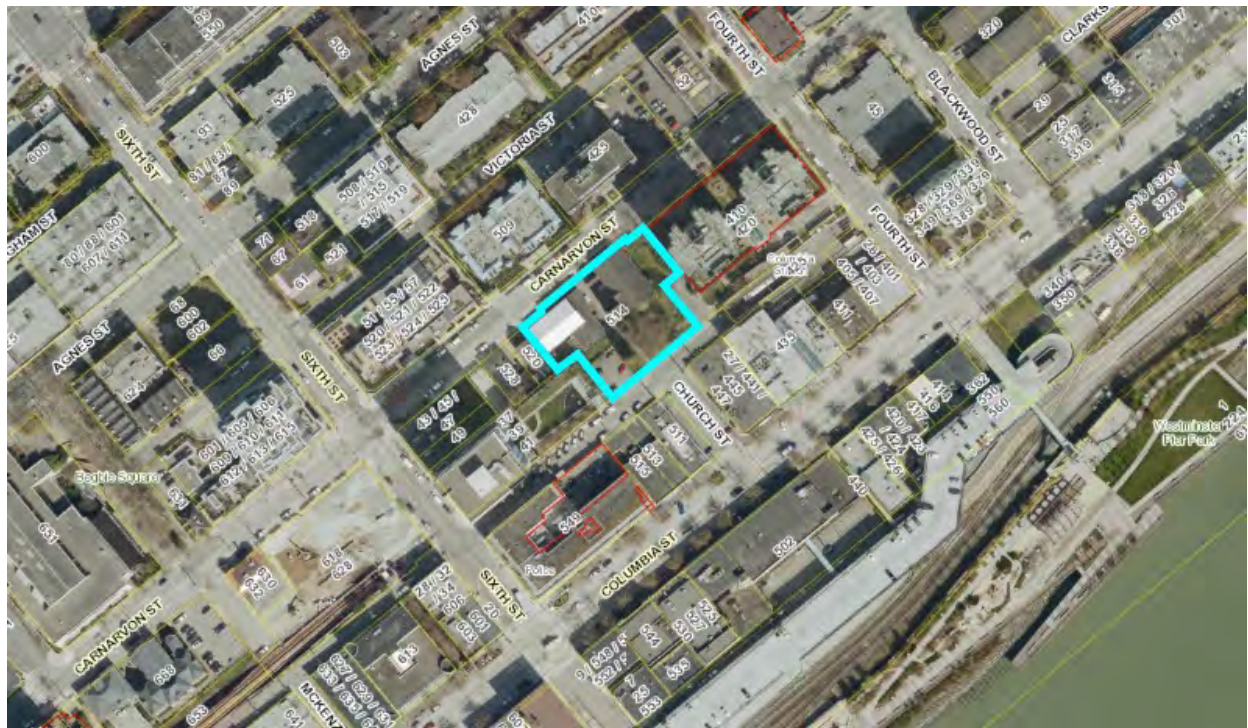


Figure 1: Site Context Map, property highlighted in bold blue lines

### 2.3 Proximity to Transit and Cycling Network

The site is 76 metres away from Sixth Street which is part of the Frequent Transit Network Route and is also identified as a ‘Great Street’ in the Master and Downtown Transportation Plans. The site is 185 m south of the future Agnes Greenway on Carnarvon Street with future links to BC Parkway and Central Valley Greenway. The site is less than one block (less than 25 metres / 82 feet) from the Columbia SkyTrain Station.

Transit Service:	Project Distance
SkyTrain Station (Frequent Transit Network)	25 metres (82 feet)
Bus Stop (Sixth St / Columbia St) (Frequent Transit Network)	102 metres (335 feet)

## 3. PROJECT DESCRIPTION

### 3.1 Overview

The current proposal would allow development of a residential tower with a new Parish Hall adjacent to the Holy Trinity Cathedral, and underground parking. In exchange, the applicant would conduct a seismic upgrade, restoration of the exterior, and provide long-term legal protection to the exterior of the cathedral through a Heritage Designation Bylaw. The interior of the cathedral would also be renovated, but would not be protected by Designation. The

development would include space for a publically accessible/privately owned plaza, which would provide public pedestrian access between Carnarvon and Clarkson Streets, with an elevator providing an accessible connection to the Columbia Street SkyTrain station. Public access to these areas would be secured through legal agreements on title.

The key features of the revised development include:

- 30 storey residential tower (same height as previous proposal);
- 6.67 FSR (previously 6.2 FSR) (including cathedral and new tower);
- 285 residential units total (previously 245), including:
  - 271 market condominium units (previously 173);
  - 14 secured market rental units (previously 30);
  - 0 secured non-market rental units (previously 42 geared towards seniors);
- 202 proposed vehicle parking spaces (378 required), in a five storey underground parkade;
- 365 long-term bicycle parking spaces (357 spaces required);
- Some TDM incentives are being explored by the applicant (e.g. car share, subsidized transit passes, shared use of visitor parking for church);
- Indoor/outdoor rooftop amenity space for residents, plus outdoor amenity space at ground level (previously included a dog relief station);
- Ground level Parish space (e.g. outdoor amenity area, offices, multi-purpose halls), that will be used for community outreach, public events and available to rent by the general public;
- Publicly accessible plaza (e.g. for public markets, outdoor weddings, and informal gatherings) and elevator providing public pedestrian access between Carnarvon and Clarkson Streets, and connection the Columbia Street SkyTrain station;
- Improvements to both the Carnarvon Street and Clarkson Street road frontages;
- The applicant is exploring the inclusion of First Nations public art, interpretive historical signage or other agreed-upon initiatives in partnership with the Kwantlen First Nation.

Please see **Appendix C** for a summary and project statistics table for the current tower design and Off-Street Parking and Loading.

### **3.2 Affordable Housing**

The previous proposal included 30 secured market rental housing units, and 42 secured non-market rental housing units. The applicant states this is no longer viable due to rising construction costs, and given that they were unsuccessful in a request for BC Housing funding for the non-market units.

### 3.3 Restoration of Cathedral

The cathedral is a high value heritage site in New Westminster. Through this application, the existing historic structure and rare envelope materials of the cathedral would be restored and the exterior of the cathedral would be protected with a Heritage Designation Bylaw. Most notably, a substantial seismic and safety update is proposed for the building as part of the project. Plumbing would be added, and electrical and other mechanical systems brought up to a contemporary standard. This is a substantial conservation project where all of the site's heritage value elements are preserved and restored, including removal of later alterations. The interior cathedral spaces would be also upgraded to increase its functionality, though they would not be protected through the Designation.

## 4. DISCUSSION

### 4.1 Balance of Benefits

Staff considered the previous proposal to have had a good balance of community benefits as compared to the benefits that would be conferred to the applicant through the increase of market condo density. A breakdown of how the balance of benefits was being previously considered is included in **Appendix E**.

As compared to the previous proposal (presented to LUPC January 29, 2018), the current proposal:

- Reduces the number of secured market rental units from 12% of units within development to 4.9% of units (41% decrease);
- Reduces the number of secured affordable rental units from 17% of units within development to 0% of units (100% decrease);
- Increases the number of market condo units from 69% of units within development to 95% of units (138% increase);
- Continues to seismically upgrade and restore the exterior of the cathedral; and,
- Continues to provide strong urban design and publicly accessible open space and pedestrian connections.

Given these changes, the balance of benefits needs to be further explored through economic analysis, to confirm there is still sufficient community benefit of the proposal as compared to the financial benefit conferred by the additional market condo density that is being proposed. This analysis is being undertaken as part of the development review process.

Staff considers this proposal to generally be reasonable as it continues to provide a number of key amenities despite the proposed changes to the project. This includes supporting Council priorities around creating a car-light community by locating residential near transit; around constructing quality people-centred public realm; around supporting housing choice

(rental, ownership, family-friendly housing); and around reconciliation, by exploring the inclusion of First Nations public art, interpretive historical signage or other initiatives in partnership with the Kwantlen First Nation.

*Does the LUPC recommend staff continue processing these applications without the inclusion of non-market rental housing and reduced secured market rental housing, subject to the completion of an economic analysis to ensure an appropriate balance between community and developer benefits?*

## **4.2 Relationship of Tower to Heritage Cathedral**

There remain some unresolved design issues in the current proposal. As was identified in previous proposals, the relationship between the tower massing and the heritage cathedral does not yet meet the Canadian Standards and Guidelines for Heritage which specify that a new intervention on a heritage site should be compatible with, subordinate to, distinguishable from, and respectful of the heritage asset.

While staff recognize that the tower will never be subordinate in size, through design (e.g. through the use of lighter materials, stepping massing away from the cathedral), it can meet the intent of the Standards and Guidelines. This is currently most successful at the base of the tower, but staff considers that additional work is needed in the body of the tower (e.g. further building articulation and detailing, mindful selection of building materials). Generally, compatibility of design between the two buildings requires further refining. This is consistent with comments raised by the New Westminster Design Panel.

*Does the LUPC support staff continuing to work with the applicant to revise the design of the tower to improve the relationship between the tower and the cathedral to be more consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada?*

## **4.3 Public Realm and Street Frontage Activation**

The current proposal continues to provide high quality public realm improvements. Proposed are: improvements to both the Carnarvon Street and Clarkson Street road frontages; a privately-owned, publically accessible plaza south facing with good views towards the water; and an accessible public connection between Carnarvon Street and Clarkson Street, via stairs and a privately owned/publicly accessible elevator. Streetscape improvements and public realm design will be finalized through the development review process. It is noted that the previous proposal included a dog relief area for private residents which is not shown in the current proposal. Staff will be working with the applicant in regards to exploring how a dog relief area can be added to the revised design. Public access to the walkways, plaza, stairs

and elevator will be secured through the necessary legal agreements. The applicant has been working with the Engineering and Parks and Recreation Departments regarding these proposed improvements.

#### 4.4 Shadowing

The applicant has provided preliminary shadowing analysis of the current proposal indicating there is little change from the previous proposal, given that the height will remain the same and that there are slight modifications to the floorplate of the tower (outline for previous tower design shown in dashed red on applicant's submission package). This analysis will be updated when the applicant further refines their tower design.

#### 4.5 Family-Friendly Housing

The proposed development would be subject to the requirements of the Family-Friendly Housing Policy for both the market strata condominium and market rental units. The current proposal does not contain sufficient three bedroom market rental units, and the proposal will need to be revised to meet this requirement.

*Does the LUPC support that staff advise the applicant they must update their proposal to meet the family-friendly housing requirements for each of the market condo and the secured market rental portions of this project?*

#### 4.6 Transportation Study

As previously noted within this report, the current proposal includes 56% less parking than required, and a comprehensive Transportation Demand Management (TDM) strategy. This reduction exceeds the maximum 30% reduction allowed in the Zoning Bylaw. A Parking and Transportation Demand Management (TDM) Study has been prepared by a qualified transportation professional for the current proposal. The study provides analysis of parking space demand for similar uses (market rental, market strata) in similar location contexts (proximity to SkyTrain and the frequent transit network) from 29 sites in Metro Vancouver. Findings of the analysis indicates projected parking space demand relative to proposed parking space supply as follows:

Land Use	Proposed Parking Space Supply (spaces/dwelling unit)	Projected Parking Space Demand (spaces/dwelling unit)
Market Rental	0.43	0.49
Market Strata	0.58	0.69
Residential Visitor	0.07	0.05

Given the proposed parking space supply will be slightly lower than projected parking space demand for market rental and market strata uses, a comprehensive TDM strategy is proposed and includes the following:



- One car share vehicle and space
- Car share memberships for 60 units
- Transit pass subsidy providing 100 preloaded Compass Cards
- Public bike share station with electrical service to accommodate future e-bike charging.
- A bicycle maintenance room supplied with maintenance tools and accessible to all site users
- End of trip facility for the Parish
- Transportation marketing services
- Wayfinding signage to help direct pedestrians
- Provision of an accessible connection from Carnarvon Street to Clarkson Street

Staff considers the site to be an appropriate location for a car light development given the site's proximity to transit. Further, given the findings of the Parking and TDM Study regarding projected parking space demand relative to proposed parking space supply, combined with the proposed TDM program, Staff conclude that the proposed vehicle parking space variances are sufficiently addressed.

The applicant's latest submission shows 20% electric vehicle (EV) ready parking which is below that required under the Zoning Bylaw for multi-unit residential development. However, the applicant has indicated that they will be updating their proposal in order to meet the EV parking requirements of the Zoning Bylaw (100% EV-ready parking for all residential spaces).

*Does the LUPC support the proposed TDM program given the site's proximity to the Columbia SkyTrain station and the Frequent Transit Network?*

## **5. REVIEW PROCESS**

Should the LUPC direct staff to proceed with processing the updated proposal, all feedback will be provided to the applicant to address in a revised submission. The anticipated next review steps include:

- Applicant to provide a revised submission addressing all feedback above, including working with staff on resolving tower design;
- Applicant to undertake community consultation on the current proposal and to address all feedback gathered from the community in a revised submission;
- Applicant to work through Transportation Study and Transportation Demand Management Plan to the satisfaction of the Engineering Department;
- Presentation of the final proposal to the Advisory Planning Commission; and Formal consideration application by City Council for OCP Amendment, Heritage Revitalization Agreement, and Housing Agreement Bylaws.

## **6. FEEDBACK FROM THE LAND USE AND PLANNING COMMITTEE**

Staff is seeking feedback from the LUPC on the revised development proposal. In addition, staff seeks LUPC endorsement of the following recommendations, specifically that the LUPC direct staff to:

- A) continue processing these applications without the inclusion of non-market rental housing and reduced secured market rental housing, subject to the completion of an economic analysis to ensure an appropriate balance between community and developer benefits;
- B) work with the applicant to revise the design of the tower to improve the relationship between the tower and the cathedral to be more consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada;
- C) work with the applicant in regards to ensuring family-friendly housing requirements are being met for both the market condo and the secured market rental portions of this project;
- D) work with the applicant in regards to their proposed TDM program given the sites proximity to the Columbia SkyTrain station and the Frequent Transit Network.

## **7. INTERDEPARTMENTAL LIASON**

These applications are currently being reviewed by staff from a number of City departments including Engineering, Parks and Recreation, Electrical, and Development Services.

## **8. OPTIONS**

The following options are offered for consideration of the LUPC:

1. That the Land Use and Planning Committee endorse the recommendations summarized in the Feedback Section of this report (Section 6).
2. That the Land Use and Planning Committee provide staff with alternative direction.

Staff recommends Option 1.

**ATTACHMENTS**

Appendix A - Policy and Regulations Background

Appendix B - LUPC Review Chronology

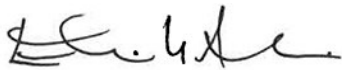
Appendix C - Current Tower Design Statistics and Off-Street Parking and Loading  
Summary

Appendix D - Applicant Submission Package (Excerpt)

Appendix E - Balance of Benefits Breakdown of Previous Proposal Presented to LUPC  
on January 29, 2018

This report has been prepared by:  
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Director of Development Services



Appendix "A"  
*Policy and Regulations*  
*Background*

## **POLICY AND REGULATION BACKGROUND**

### **Land Use and Development Policies**

#### **Official Community Plan / Downtown Community Plan**

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.

#### **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 is not consistent with this zone, though could be permitted through a rezoning or a Heritage Revitalization Agreement.

#### **Downtown Density Bonus**

The Density Bonus Program (Phase 2) allows zones RM-4, RM-6 and C-4 in the Downtown to request rezoning into a bonus density district in exchange for a Density Bonus charge, provided consistency with the OCP Land Use Designation.

Although the subject site is not zoned to take advantage of the Density Bonus Program, this policy provides context regarding the proposed HRA as it relates to maximum scale of development contemplated by the current OCP Land Use Designation and Zoning Bylaw. The proposed development exceeds the maximum overall density and residential density that is permitted under both the current land use designation and the Density Bonus zones in the Zoning Bylaw.

## **Family-Friendly Housing Bylaw and Design Guidelines**

A minimum of 30% of multi-family ownership units must be two- and three-bedroom with at least 10% of the total number of units being three-bedroom. For multi-family rental projects, these percentages are reduced to 25% and 5% respectively.

As currently proposed, the project would meet the requirements of the Family-Friendly Housing Bylaw for the market condominium and secured market rental units. 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.

## **Transportation Policies**

### **Downtown Transportation Plan**

The Downtown Transportation Plan (DTP) identifies Carnarvon Street as a Collector, “Complete Street” and an Enhanced Pedestrian Route. As per the DTP, a “Complete Street” is one that contains pedestrian amenities, cycling lane, wider sidewalks with barriers to accessibility removed, , , increase street tree canopy as opportunities arise and transit priority measures and transit stop amenities. The DTP also identifies pedestrian and cycling improvements along Carnarvon Street including separated cycling lane along the south side of the street, and a mid-block pedestrian connection at the subject site to improve pedestrian connectivity to the Columbia SkyTrain station.

Clarkson Street is designated as a Narrow Street in the City’s Master Transportation Plan (MTP). Vehicular access into the site would be required from this street and the proposed development would provide for a pedestrian connection between Carnarvon Street to Clarkson street to improve accessibility through the site and to Columbia SkyTrain station.

The development would be required to address these noted improvements as part of the on-site and off-site design requirements for the project.

## **Heritage Policies**

### **Heritage Revitalization Agreements**

A Heritage Revitalization Agreement (HRA) is a negotiated agreement between the City and a property owner for the purposes of heritage conservation. In exchange for long term legal protection through a Heritage Designation Bylaw and exterior restoration, alternate zoning provisions are considered.

When Council considers entering into an HRA with a property owner, one of the objectives is to balance the benefits to the property owner with the benefits to the public. In this proposal, the heritage benefit to the community is restoration, continued historic use and the full legal protection of the heritage building through a Heritage Designation Bylaw. These measures will be taken into consideration as well as the provision of a secured market rental and non-market rental housing component within the project, which achieves other City objectives towards housing as well as the provision of publically-accessible, privately owned plaza space, community space within the residential tower, and outdoor elevator which will improve accessibility for pedestrians getting to and from the Columbia SkyTrain station.

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

Council endorsed *The Standards and Guidelines for the Conservation of Historic Places in Canada* in 2008 as a basis for assessing heritage conservation projects within the city. These are national guidelines for best practice in heritage restoration, rehabilitation, and design. The goal of the Standards and Guidelines is to promote heritage conservation best practice while ensuring respectful and sensitive new construction. HRA applications are evaluated against these guidelines.

The proposed residential tower does not yet meet staff's expectations for compliance with these national guidelines. The design was workshopped against the guidelines with the Community Heritage Commission and the New Westminster Design Panel who supported similar principles. Earlier concerns with the tower design were detailed in Section 6.5 of the October 16, 2017 LUPC report (link provided in Appendix B) and a description of the current design gaps is available in section 4.2 of the above report.

### **Heritage Designation**

A Heritage Designation Bylaw is a form of land use regulation that places long-term legal protection on the land title of a property. Any changes to a protected heritage property must first receive approval from City Council (or its delegate) through a Heritage Alteration Permit (HAP). Future development is no longer entitled. All buildings protected by bylaw in New Westminster are also added to the City's Heritage Register and the Canadian Register of Historic Places.



Appendix "B"  
*LUPC Review Chronology*



## LUPC REVIEW CHRONOLOGY

- **March 6, 2017 LUPC Meeting:** On March 6, 2017, the LUPC provided feedback that a tower development proposal which included an affordable housing component would be considered, as follows:

*THAT staff work with the applicant to pursue Option Three (Residential – High Rise Apartment with Affordable Housing) for 514 Carnarvon Street.*

*CARRIED.*

*All members of the Committee present voted in favour of the motion.*

This was one of three options presented by staff for development which would meet City heritage, land use and housing policy/priorities to different degrees, including: 1) Low Rise Apartment; 2) Medium Rise Apartment; 3) High Rise Apartment with Affordable Housing managed by a non-profit organization.

The March 6, 2017 LUPC report can be accessed at the following weblink below (please refer to Item 5):

[https://www.newwestcity.ca/council\\_minutes/0306\\_17/Public\\_Meeting\\_LandUseandPlanningCommittee\\_LUPC-4.2017.pdf](https://www.newwestcity.ca/council_minutes/0306_17/Public_Meeting_LandUseandPlanningCommittee_LUPC-4.2017.pdf)

A copy of the March 6, 2017 LUPC meeting minutes is also available at the link below:

[https://www.newwestcity.ca/database/files/library/CNW\\_DOCS\\_1004857\\_v1\\_LUPC\\_2017\\_MAR\\_6\\_Minutes.pdf](https://www.newwestcity.ca/database/files/library/CNW_DOCS_1004857_v1_LUPC_2017_MAR_6_Minutes.pdf)

- **October 16, 2017 LUPC Meeting:** On October 16, 2017, the applicant brought forward a revised proposal which did not include a non-market rental housing component within the project. The proposal entailed the following:
  - 30 storey residential tower (previously 26 storeys in March 2017);
  - 242 residential units (previously 252 units in March 2017);
  - 62 market rental (previously 44 units identified as affordable units in March 2017);
  - 180 market condominium units (previously 208 units in March 2017);
  - 662.5 sq.m. (7,131.6 sq.ft.) average residential floorplate (previously 699.6 sq.m. (7,530 sq.ft.) in March 2017);
  - 6.15 FSR with 5.78 residential FSR (previously 5.5 FSR with 5.2 residential in March 2017)

At the time, the applicant indicated that the inclusion of a non-market component would not be feasible. This proposal was brought forward to the LUPC for consideration and direction was provided that the applicant continue to work with City staff to examine all opportunities for including a non-market housing component, as follows:

*MOVED and SECONDED*

*THAT the Land Use and Planning Committee require that staff continue to work with the applicant to revise the proposal to include affordable housing as outlined in Section 6.3 of the October 16, 2017 report prior to proceeding with next steps.*

*CARRIED.*

*All members of the Committee present voted in favour of the motion.*

A copy of the October 16, 2017 LUPC report and project submission can be accessed at the following weblink below (please refer to Item 6):

[https://www.newwestcity.ca/council\\_minutes/1016\\_17/Public\\_Meeting\\_LandUseandPlanningCommittee\\_LUPC-12.2017.pdf](https://www.newwestcity.ca/council_minutes/1016_17/Public_Meeting_LandUseandPlanningCommittee_LUPC-12.2017.pdf)

A copy of the October 16, 2017 meeting minutes are also available at the link below:

[https://www.newwestcity.ca/database/files/library/LUPC\\_2017\\_Oct\\_16\\_Minutes.pdf](https://www.newwestcity.ca/database/files/library/LUPC_2017_Oct_16_Minutes.pdf)

- **January 29, 2018 LUPC Meeting:** On January 29, 2018, the applicant brought forward a revised proposal which included a non-market rental component that was based on a tentative funding arrangement with BC Housing. The proposal included secured market rental and non-market rental components in addition to the market condominium and cathedral space. The following is a summary of what was proposed as part of this submission:
  - 30 storey residential tower (similar to October 2017 proposal);
  - 245 residential units (previously 242 units in October 2017);
  - 30 secured market rental units (previously 62 secured market rental units in October 2017);
  - 42 secured non-market rental units geared towards seniors (previously no non-market rental units in October 2017);
  - 171 market condominium units (previously 180 units in October 2017);
  - 668 (7,189 sq.ft.) average residential floorplate (previously 663 sq.m. (7,132 sq.ft.) average residential floorplate in October 2017);

- 6.2 FSR with 5.83 residential FSR (previously 6.15 FSR with 5.78 residential FSR in October 2017).

This proposal was brought forward to the LUPC for consideration and direction was provided that the application be forwarded to Council to initiate the formal application review process and for the applicant to begin consulting with the community and City Committees (Community Heritage Commission, New Westminster Design Panel, and Advisory Planning Commission). The application has gone through most of this consultation and the project was in the process of being brought forward to the Advisory Planning Commission before the components of the project changed which have led to the revised proposal. The January 29, 2018 LUPC resolution included the following:

*MOVED and SECONDED*

*THAT the Land Use and Planning Committee recommend that Council direct staff to move forward with processing the Official Community Plan Amendment (OCP00010), Heritage Revitalization Agreement (HRA00510) and Special Development Permit (SDP00198) for 514 Carnarvon Street (Holy Trinity Cathedral) as outlined within this report.*

*CARRIED.*

*All members of the Committee present voted in favour of the motion.*

A copy of the January 29, 2018 LUPC report and project submission can be accessed at the following weblink below (please refer to Item 6):

[https://www.newwestcity.ca/council\\_minutes/0129\\_18/Public\\_Meeting\\_LandUseandPlanningCommittee\\_LUPC-2.2018.pdf](https://www.newwestcity.ca/council_minutes/0129_18/Public_Meeting_LandUseandPlanningCommittee_LUPC-2.2018.pdf)

A copy of the January 29, 2018 meeting minutes are also available at the link below (please refer to Item 6):

[https://www.newwestcity.ca/database/files/library/CNW\\_DOCS\\_1152079\\_v1\\_LUPC\\_2018\\_Jan\\_29\\_Minutes.pdf](https://www.newwestcity.ca/database/files/library/CNW_DOCS_1152079_v1_LUPC_2018_Jan_29_Minutes.pdf)



Appendix "C"  
*Current Tower Design Statistics and  
Off-Street Parking and Loading  
Summary*

## CURRENT TOWER DESIGN STATISTICS AND OFF-STREET PARKING AND LOADING SUMMARY

Under the revised proposal, the applicants are still proposing to construct a 30 storey, 285 unit residential tower which includes 271 market condominium units, 14 secured market rental housing units, with an overall 6.67 Floor Space Ratio (FSR) (0.17 FSR for existing church, 0.2 FSR for new church space within tower and 6.3 FSR for residential). The proposal would also include ground-level Parish-related uses within the new residential tower and five levels of underground parking. See **Appendix D** of report.

*Table 1: Summary of Project Statistics*

	<b>Existing</b>	<b>2019 Proposal</b>	<b>Current Proposal</b>
Floor Space Ratio (FSR)	Residential: 0.0 Institutional: 0.5 Total: 0.5	Residential: 5.83 Institutional: 0.37 Total: 6.2	Residential: 6.3 Institutional: 0.37 Total: 6.67
Building Height	30 ft. (9.14m)	290 ft. (88.4 m)	315 ft. (96.01 m)
Number of Storeys	up to 2	30	30
Site Coverage at Grade	40%	34%	34%
Site Coverage at 40 feet	n/a	23%	23%

### 3.4 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 Transportation Study, which includes a Transportation Demand Management (TDM) strategy, which is being reviewed by Staff.

*Table 2: Summary of Parking Requirements*

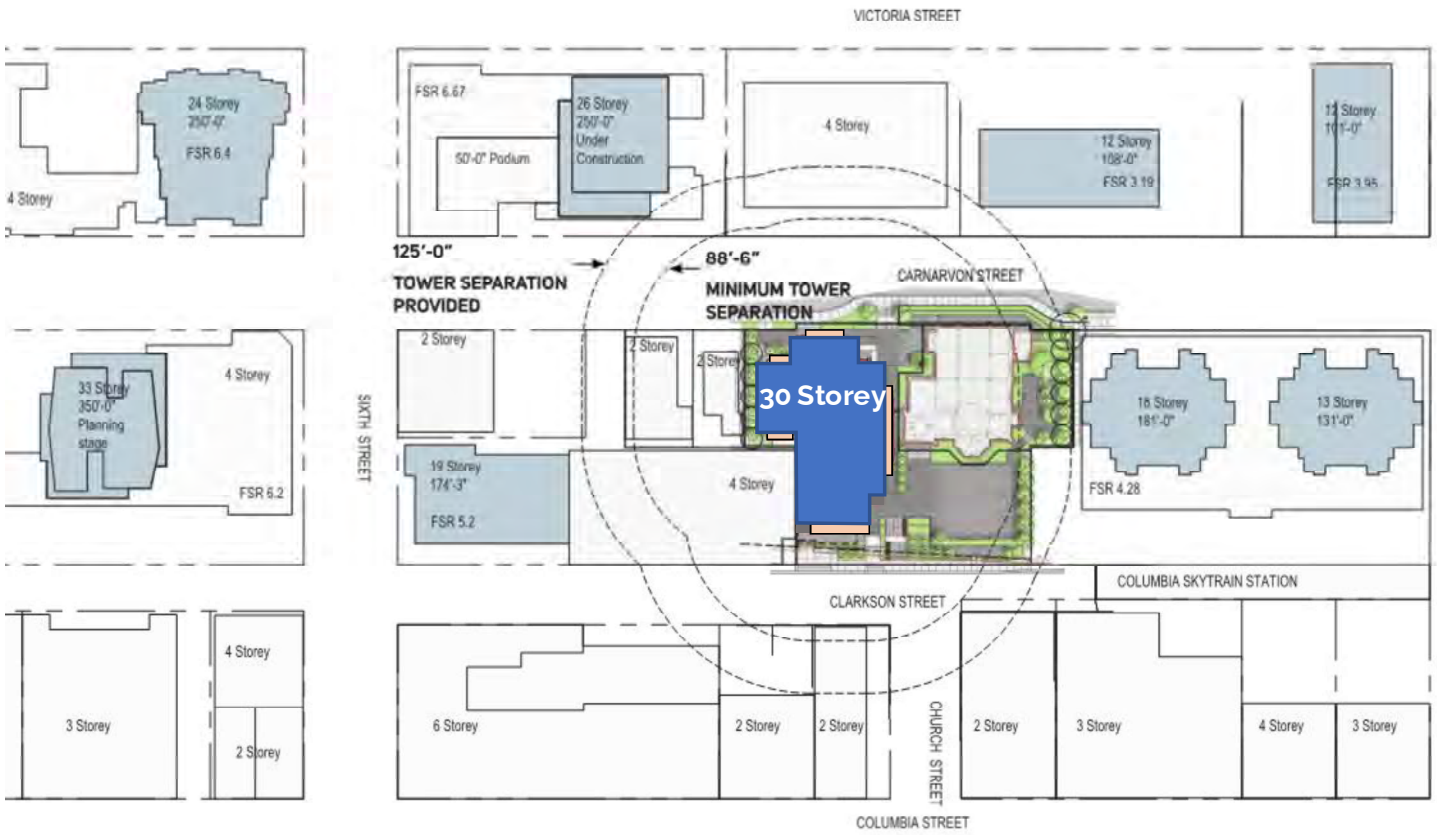
	<b>Required</b>	<b>Provided</b>
Parking	Residential (Strata) – 315 resident spaces and 27 visitor spaces  Residential (Market Rental) – 14 resident spaces and 2 visitor spaces  Residential (Non-Market) – 10 resident	Total Provided = 202 spaces <ul style="list-style-type: none"> <li>• Residential = 155</li> <li>• Res. Visitor = 21</li> <li>• Church = 17</li> <li>• Res. Visitor and Church Shared = 8</li> </ul> <ul style="list-style-type: none"> <li>- Applicant proposing shared parking between church and residential visitor (8 spaces)</li> <li>- Applicant proposing 1 car share spaces (net reduction of 4 spaces)</li> </ul>

	spaces and 4 visitor spaces  Church – 25 spaces  Disabled Access Parking – 9 spaces  Total Required = 378	<ul style="list-style-type: none"> <li>- Applicant proposing 8 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>
Loading	1 space	1 space
Bicycle Parking	Long Term = 357 Short Term = 12	Long Term = 365 Short Term = 12
EV Parking	100% of all residential spaces to contain energized Level 2 Outlet	20% of residential spaces to contain energized Level 2 outlet <i>(Note: Applicant will be updating proposal to have 100% EV Ready Parking)</i>



Appendix "D"  
*Applicant Submission Package*  
*(Excerpt)*

# OVERVIEW – NEW WESTMINSTER

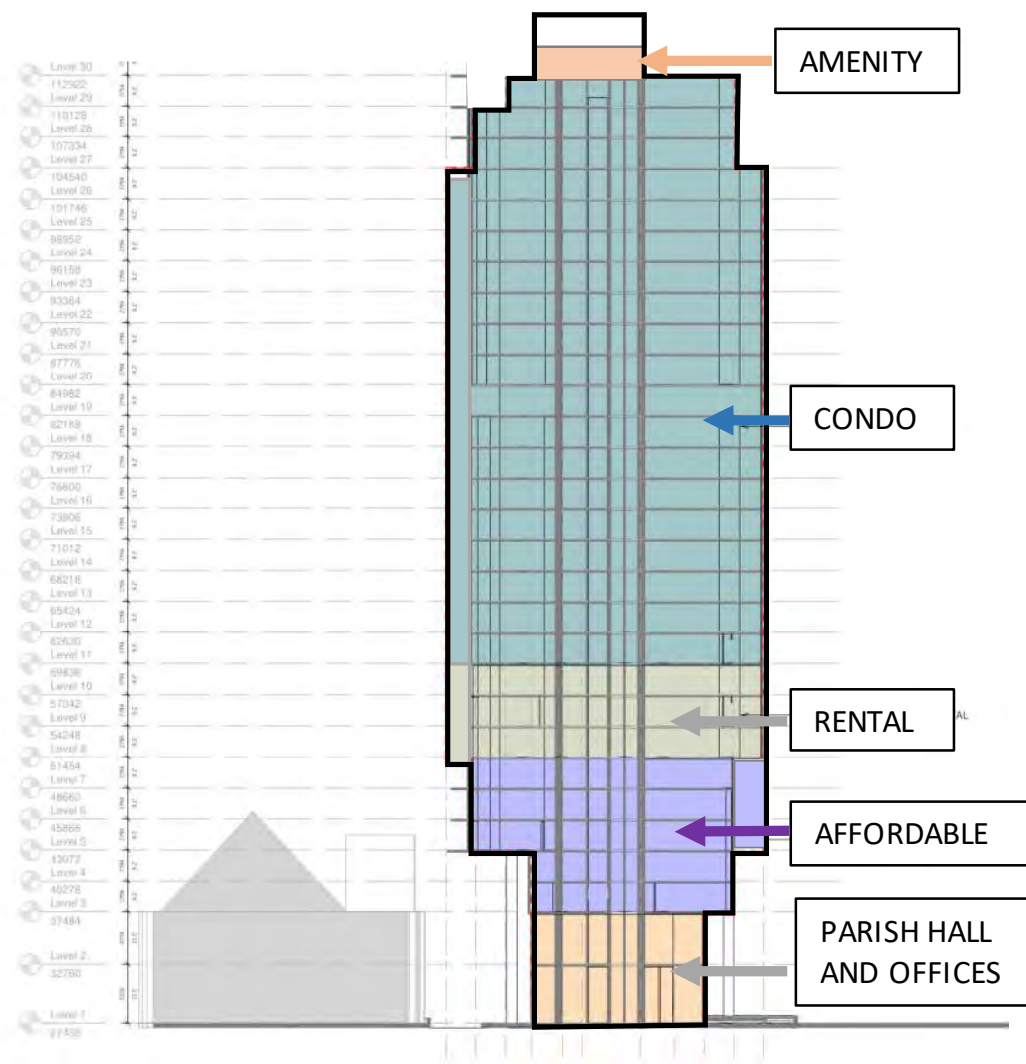


CONWEST

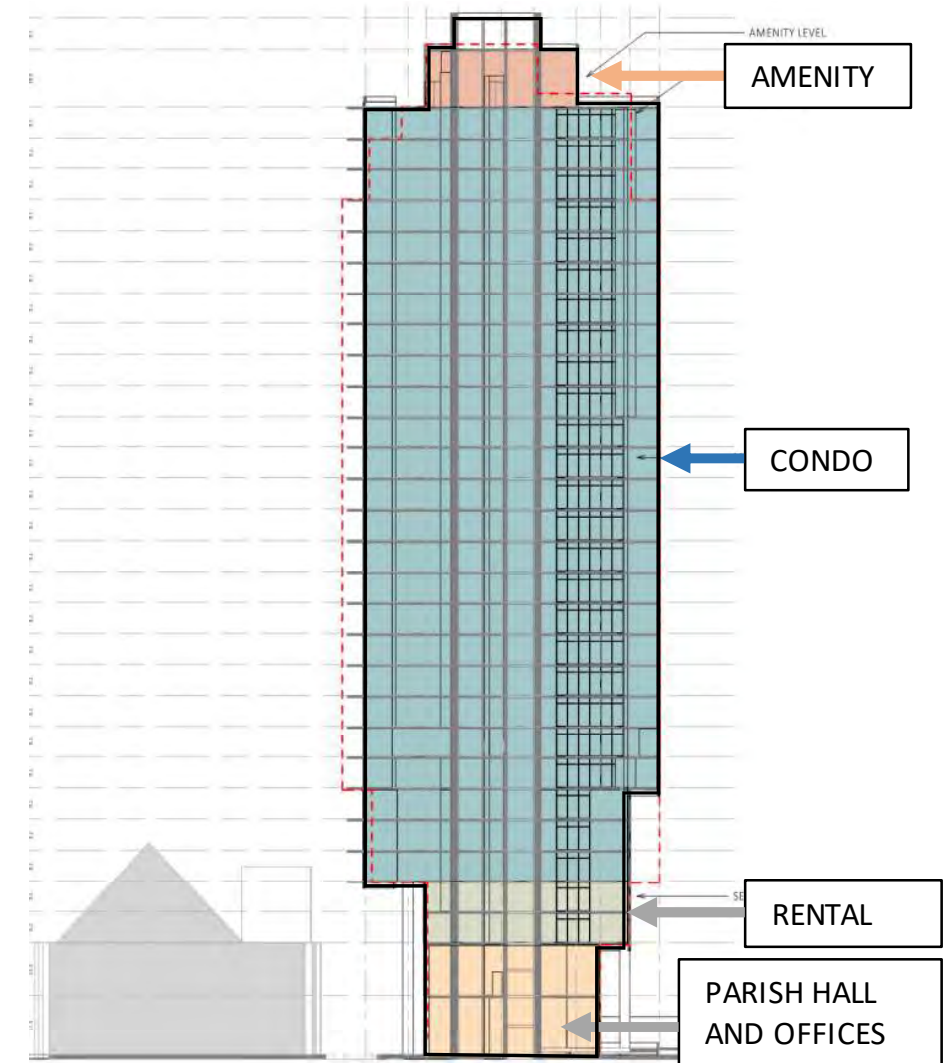


# TOWER DESIGN UPDATES

**APPROVED 30 STOREY TOWER  
LUPC, 2018**



**PROPOSED 30 STOREY TOWER  
JULY 2021**

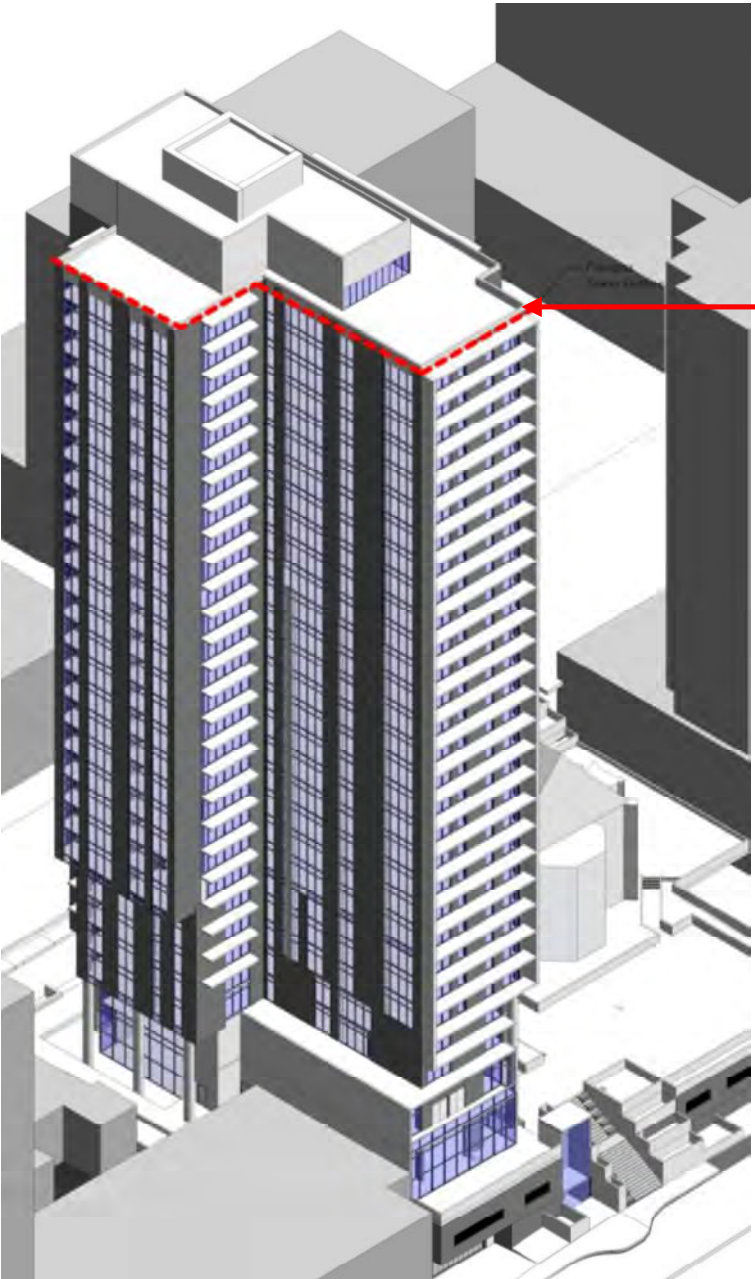


	LUPC Design (2018)	Current Design (2021)
<b>Unit Breakdown</b>	245 Units	285 Units
<b>Gross Building Area</b>	210,390 sq. ft.	223,821 sq. ft.
<b>FSR (Excl. Church)</b>	6.03	6.3
<b>% of Family Friendly Units</b>	78 Units (32%)	126 Units (44%)
<b>Adaptable Units</b>	125 Units (51%)	117 Units (41%)

# MASSING



LUPC DESIGN 2018 (30 STOREYS)



LUPC 2018  
TOWER HEIGHT

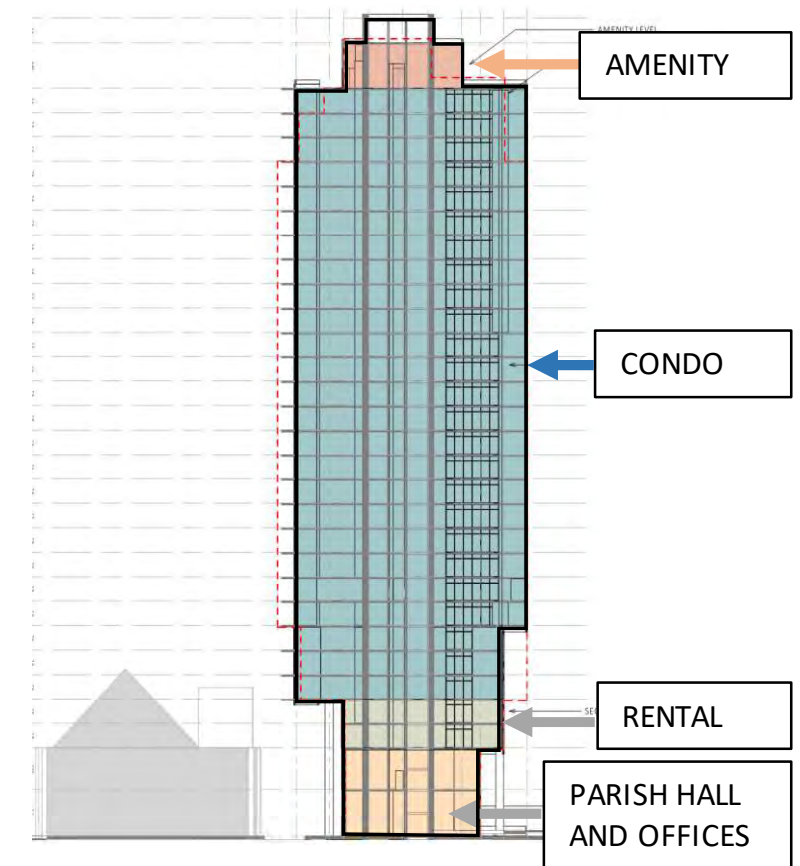
LUPC DESIGN 2021 (30 STOREYS)

CONWEST

# HOUSING SUMMARY



Land Use	LUPC Design (2018)	Current Design (2021)
<b>Market Owned Units</b>		
Bachelor	14 Units	48 Units
1 Bed	50 Units	72 Units
1 Bed + Den	51 Units	27 Units
2 Bed	36 Units	74 Units
2 Bed + Den	3 Units	22 Units
3 Bed	19 Units	28 Units
Total	173 Units	271 Units
<b>Market Rental Units</b>		
Bachelor	9 Units	2 Units
1 Bed	6 Units	6 Units
1 Bed + Den	6 Units	4 Units
2 Bed	6 Units	2 Units
3 Bed	3 Units	
Total	30 Units	14 Units
<b>Affordable Units</b>		
Total	42 Units	
<b>Grand Total</b>	<b>245 Units</b>	<b>285 Units</b>



# PARKING SUMMARY

Land Use	Parking Stalls Provided (2018)	Bike Parking Stalls (2018)	Required Parking Stalls	Parking Stalls Provided (2021)	EV Stalls* (2021)	Required Bike Parking Stalls	Bike Parking Stalls (2021)
Residential Stalls (Market Owned and Market Rental)	161 Stalls		324 Stalls	155 Stalls			
Residential Visitor Stalls	24 Stalls		29 Stalls	21 Stalls			
Church Only	25 Stalls		25 Stalls	17 Stalls			
Shared Church/Visitor				8 Stalls			
Car Share				1 Stall			
<b>Grand Total</b>	<b>210 Stalls</b>	<b>303 Bike Stalls Provided</b>	<b>378 Stalls</b>	<b>202 Stalls</b>	<b>190 EV Stalls*</b>	<b>357 Bike Stalls Required</b>	<b>365 Bike Stalls Provided</b>



**\*City of New Westminster Zoning Bylaw, Section 140:**  
 For new buildings that contain at least one dwelling unit, all residential parking spaces and spaces for car share vehicles, shall feature an Energized Level 2 outlet or higher to the parking space. Energized Level 2 outlets will not be required for visitor parking spaces.

# PUBLIC TRANSIT AND PROPOSED TDM INITIATIVES (to be reviewed by Transportation)



- Car share initiative
- Bike maintenance room
- 100% EV Charging\*



- End of trip facility
- Public bike share station
- Wayfinding signage

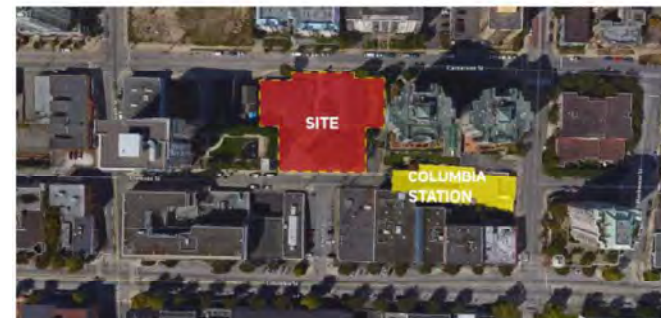


- Accessible connection from Carnarvon St. to Clarkson St.
- Transit pass subsidy program offered to residents



Columbia Skytrain station

The location is within 100 metres of Columbia Station and 500 metres to New Westminster Station.



Proximity to Columbia Skytrain station

Highly accessible by walking and according to "walkscore.com", achieves 96 out of 100.



**\*City of New Westminster Zoning Bylaw, Section 140:**

For new buildings that contain at least one dwelling unit, all residential parking spaces and spaces for car share vehicles, shall feature an Energized Level 2 outlet or higher to the parking space. Energized Level 2 outlets will not be required for visitor parking spaces.



## Appendix "E"

*Balance of Benefits Breakdown  
of Previous Proposal Presented  
to LUPC on January 29, 2018*

## **BREAKDOWN OF THE BALANCE OF BENEFITS OF PREVIOUS PROPOSAL PRESENTED TO LUPC ON JANUARY 29, 2018**

Staff considered the previous proposal that was presented to LUPC on January 29, 2018 to have had a good balance of community benefits as compared to the benefits that would be conferred to the applicant through the increase of market condo density. A FSR breakdown of how the balance of benefits was being previously considered was as follows:

3.0 FSR	Base for considering OCP Amendment and Heritage Revitalization Agreement – Strata Market Condominium
0.91 FSR	Secured non-market rental housing – 2,841.7 sq.m. (30,588.20 sq.ft.) – equivalent to 42 units
0.91 FSR	Bonus for providing secured non-market rental housing units (equivalent to 1:1 ratio of strata market condominium to non-market rental residential floor space)
0.67 FSR	Secured market rental housing – 22,282 sq.ft. – equivalent to 30 units
0.34 FSR	Bonus for providing secured market rental housing units (equivalent to a 1:2 ratio of strata market condominium to secured market rental residential floor space)
<b>5.83 FSR</b>	<b>Total Residential Density</b>

When factoring in the existing cathedral building to be restored and new institutional floor space, this had amounted to a total project density of 6.20 FSR.