

REPORT Climate Action, Planning and Development

To: Advisory Planning Committee **Date**: December 7, 2021

From: Rupinder Basi, File: OCP000010

Development Planning Supervisor HER00510

Britney Dack,

Senior Heritage Planner

Item #: 2021-613

Subject: Official Community Plan Amendment and Heritage Revitalization

Agreement: 514 Carnarvon Street

RECOMMENDATION

THAT the Advisory Planning Committee provide a motion of support or non-support for the proposed Official Community Plan Amendment and Heritage Revitalization Agreement applications.

EXECUTIVE SUMMARY

This report provides information to the Advisory Planning Committee in regards to an Official Community Plan (OCP) amendment, a Heritage Revitalization Agreement (HRA) and a Special Development Permit (SDP) application that has been received for the Holy Trinity Cathedral site located at 514 Carnarvon Street.

The application would allow development of a 30 storey, 6.3 FSR tower with 271 market condo units, 14 secured market rental units (285 total), and institutional-use space for the Parish at the tower base.

In exchange, the development would include the following public amenities: (1) seismic and energy upgrades, and restoration of the exterior of the cathedral (to be retained on site), and its long term protection through Heritage Designation; (2) provision of a privately owned/publicly accessible plaza; and (3) creation of a fully accessible public pedestrian connection, with privately owned/publicly accessible elevator, between Carnarvon Street, and Clarkson Street, providing connection to the Columbia Street

SkyTrain station. The applicant is also proposing to include both First Nation interpretive signage/Public Art and programming space as per the consultation with the Kwantlen First Nation. Additionally, the project would support the Holy Trinity Parish by restoring the cathedral's interior (which would not be protected through Designation) and providing for other space needs and funding for their operations, including important community services and cathedral maintenance.

Community engagement on this project has been on-going since March 3, 2018

1.0 PURPOSE

The purpose of this report is to provide information to the Advisory Planning Commission on proposal and to request that the APC provide a motion of support or non-support for these applications. The heritage-related and urban design aspects of this proposal have been reviewed by the Community Heritage Commission and New Westminster Design Panel respectively.

2.0 PROPOSAL

2.1 Overview

The applications 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 and energy upgrade, and exterior restoration of the high value heritage cathedral, which would be put under long-term legal protection through Heritage Designation Bylaw. The interior of the cathedral would also be renovated, but would not be protected by Designation.

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

The key features of the current proposal include:

- 30 storey tower;
- 6.67 FSR (including cathedral and new tower);
- 285 residential units in the tower including:
 - 271 market condominium units;
 - 14 secured market rental units;
 - 0 secured non-market rental units;
- 202 proposed vehicle parking spaces (378 required) in a five storey underground parkade;
- 365 long-term bicycle parking spaces (357 spaces required);

- A number of TDM incentives would be considered as part of the development (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 and dog relief area at ground level;
- Ground level Parish space (e.g. offices, multi-purpose hall), that would 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 daily use or gatherings);
- Elevator providing public pedestrian access between Carnarvon and Clarkson Streets:
- Improvements to both the Carnarvon Street and Clarkson Street road frontages;
- First Nations public art, interpretive historical signage, or other agreed-upon initiatives in partnership with the Kwantlen First Nation.

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) provision of First Nations public art and programming space;
- improving and securing public access (with accessibility) from Carnarvon Street to Church Street, Clarkson Street, and the Columbia Skytrain Station including a public elevator; and
- 8) funding future Parish operations and maintenance of the cathedral.

The proposed architectural and landscape drawings are included in the applicant submission package attached as **Appendix "A"**.

2.2 Project Statistics

Below is a summary of the project in statistics:

	Existing/Permitted	/Required	Proposed	
Existing Site Area (gross)	1,528 sq.m. (16,450 sq.ft.)			
Site Frontage	70.49 m. (231.79 sq.ft.)			
Lot Depth	40.23 m. (131.99 ft.)			
Floor Space Ratio	0.492 (Existing)		Residential: 6.3	
·	, , ,		Institutional: 0.37	
			Total: 6.67	
Site Coverage at grade	32.48% (Existing)		34%	

Site Coverage at 40 ft.	n/a	34%			
Building Height	9.14 m. (30 ft.)	96.01 m. (315 ft.)			
Number of Storeys	Up to 2	30			
Residential Units	N/A	285			
Unit Mix and Family- Friendly Housing	Family Friendly Housing Requirements (Rental) 2 & 3 BDR: 2 units - 29% (min. 25%) 3 BDR: 2 units – 29% (min. 5%) Family Friendly Housing Requirements (Strata Market) 2 & 3 BDR: 124 units – 45% (min. 30%) 3 BDR: 28 units – 10% (min. 10%)	Secured Market Rental STUDIO: 4 units 1 BDR: 6 units			
Parking (TDM strategies outlined in Section 5.3 of this report)	Residential (Strata) – 315 resident spaces and 27 visitor spaces Residential (Market Rental) – 14 resident spaces and 2 visitor spaces Church – 25 spaces Disabled Access Parking – 9 spaces Total Required = 378	Total Provided = 202 spaces Residential = 155 Res. Visitor = 21 Church = 17 Res. Visitor and Church Shared = 8 Applicant proposing shared parking between church and residential visitor (8 spaces) Applicant proposing 8 disabled access parking spaces Project also qualifies for a 5% reduction given its proximity to the Columbia SkyTrain station.			
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	100% of all residential spaces to contain energized Level 2 Outlet			

2.3 Restoration of Heritage Cathedral

The cathedral is a high value heritage site in New Westminster and has symbolic importance in the downtown. Though it is listed on the City's Heritage Register, it is not protected and could be demolished. 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. A substantial seismic, energy, 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. Overall, this is a substantial conservation project which meets a very high level of heritage practice. It may be the most extensive restoration project undertaken in the city to date.

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.

3.0 POLICY AND REGULATIONS

3.1 Official Community Plan

<u>Land Use Designation</u>

The existing OCP designation for this site is Residential – Mid Rise Apartment which permits buildings up to 12 storeys including 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 (such as restaurants or stores).

The subject site is within 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, which includes the Cathedral.

Given that the applicant is proposing a high-rise on the site, the proposal is not consistent with the current OCP Land Use Designation. The City is considering a

change in Land Use Designation as the proposal supports the City's heritage and housing policy goals.

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.
- 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.
- Protect important public views, and ensure light and air penetration to the street.
- Guide the development of new buildings which conserve energy, materials and water.
- 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).

3.2 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.

3.3 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.

3.4 Heritage Revitalization Agreement

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 (see below) and exterior restoration, certain zoning relaxations including an increase in height and density or reductions in parking, are considered appropriate incentives that offer property owners a financially viable means for conservation. An HRA is not precedent setting, as each one is unique to a specific site. The *Policy for the Use of HRAs* lays out the process for HRAs and the relaxations which may be considered.

3.5 Secured Market Rental Housing Policy

The project would 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. The applicant will be required to enter into a Housing Agreement with the City as a condition of the OCP Amendment and HRA applications.

3.6 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.

3.7 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.

4.0 BACKGROUND

4.1 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

4.2 Proximity to Transit Service

The site is 76 metres (250 feet) 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 metres (607 feet) 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, and is within the SkyTrain precinct boundary, as identified in the Downtown Community Plan.

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

5.0 ANALYSIS

5.1 Tower Height, Scale and Massing

Downtown Deign Guidelines

The tower has been sited and designed in accordance with the Downtown Building and Public Realm Design Guidelines and Master Plan when it comes to providing adequate separation from adjacent towers. 38 metres (125 ft.) separation would be maintained where guidelines outline minimum 27 m. (88.5 ft.). The tower floorplate is approximately 750 sq. m. (8,073 sq.ft.), which is in keeping with design guidelines for tower developments. These approaches allow for greater view corridor preservation, privacy and light penetration.

Relationship to Heritage Cathedral

Given the height of 30 storeys, the proposed building is not considered to be consistent with City heritage policy and best practice, which seeks to ensure heritage sites are not overwhelmed by adjacent buildings. 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 cathedral is not legally protected and could be at risk of demolition without the needed upgrades. The height of the proposed tower would provide the funds for greatly required seismic and mechanical updates to the cathedral. This work is necessary both for use today and to ensure its continued use into the future. Additionally, the applicants indicate that the proposed rental units in the tower would provide income 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, regardless of the potential impact of the tower height to the site's overall heritage character.

Staff have been working with the applicants to mitigate the impact of the tower on the cathedral, while maintaining adequate open space on site, and given other site design constraints. 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, which works to address the tower massing.

View and Sun/Shade Analysis Shadowing

The applicant has provided both a View Analysis and Shadow Analysis as part of their drawing submission (see Appendix "A"). The View Analysis shows how the views of surrounding buildings and public spaces would be impacted as a result of the proposed tower. This coupled with smaller tower floor plate is intended to help mitigate impacts to surrounding views.

The applicant has also provided a Shade Analysis and this analysis shows that shading from the proposed tower would happen over Carnarvon Street, moving from west to east during the summer solstice as well as spring and fall equinox. There would be shadowing impacts to the proposed public plaza area which would be greatest during

the later afternoon hours. However, the plaza would be south facing with morning sunlight and partial views towards the river. Having a taller, more slender tower will result in lesser shadowing impacts compared to a tower with a larger floorplate and bulkier massing.

5.2 Public Realm and Street Frontage Activation

The current proposal provides high quality public realm improvements. Proposed are:

- 1. improvements to both the Carnarvon Street and Clarkson Street road frontages;
- 2. a privately-owned, publically accessible plaza, south facing with good views towards the water; and
- 3. 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 further detailed design review. Public access to the walkways, plaza, stairs and elevator will be secured through legal agreements. The applicant has been working with the Engineering and Parks and Recreation Departments regarding these proposed improvements.

5.3 Transportation Study

The proposal includes 47% less parking than required (202 of required 378 spaces), 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; and
- 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.

6.0 DISCUSSION

6.1 Proposed OCP Amendment

The proposed development is not consistent with the site's existing land use designation (Residential – Mid Rise Apartment) in the OCP. As such, an amendment would be required for the project to proceed. The proposed amendment would change the land use designation to "Residential – Tower Apartment". This designation is intended for residential towers on sites which also include community amenities such as churches or community space; both of which are provided through the proposed development.

The site also lies within one of two SkyTrain Precincts as identified in the Downtown Community Plan. These precincts are intended to accommodate high density mixed use development, recognizing SkyTrain's significant role in reducing the need for a private automobiles and helping advance several of Downtown's sustainability objectives.

Given that additional height and density can be considered through a Heritage Revitalization Agreement (HRA), as well as the context, location, and community amenities provided, it could be warranted to consider an application for a high-rise tower on this site.

Does the Commission support consideration of a tower aligned with the "Residential – Tower Apartment" land use designation at this location?

6.2 Balance of Benefits

The significant restoration of a high value heritage asset, and the accessible public plaza, elevator and walkway proposal, are good amenities for the community. The proposal supports Council priorities, such as: creating a car-light community by locating

residential near transit; constructing a quality people-centred public realm; supporting housing choice (rental, ownership, family-friendly housing); and reconciliation, by exploring the inclusion of First Nations public art, interpretive historical signage or other initiatives in partnership with the Kwantlen First Nation. Part of Council's consideration of this project is determining if there is a balance of community benefits as compared to the benefits that would be conferred to the applicant through the proposed development.

Does the Commission feel sufficient community amenities are provided to consider an Official Community Plan amendment for this project?

7.0 PUBLIC AND COMMITTEE CONSULTATION

7.1 Public Consultation

In 2018, the applicant undertook consultation with the community and stakeholders, which included an open house held in March 2018 as well as meetings with First Nations, adjacent strata buildings, the New Westminster Downtown Residents' Association, and the New Westminster Business Improvement Association. The applicant has provided a summary of their consultation to date which can be found <a href="https://example.com/here-new-market-

The applicants also hosted an applicant-led Open House on November 30, 2021 at the existing Parish Hall (514 Carnarvon Street) as well as a Virtual Open House on December 1, 2021 (held via Zoom). The applicant will be providing a summary of these consultations as part of their presentation to the APC.

The applicants have also created a project webpage for their project which can be viewed <u>here</u>. This webpage includes a survey questionnaire that can be filled out by those looking to provide feedback on their website.

A written summary of the feedback received from the applicant's open houses and survey questionnaire responses se consultations will be included as part of the public consultation summary that will be provided to Council when these applications are brought forward for formal consideration.

The City has also created a dedicated webpage on BE HEARD NEW WEST for the project which can be found here. The webpage also includes a commenting form and all responses received will be summarized and provided to Council when these applications are brought forward for formal consideration.

7.2 Community Heritage Commission Review

The project was reviewed and supported by the Community Heritage Commission on April 4, 2018 (<u>agenda</u> / <u>minutes</u>). The project was also reviewed and supported by the New Westminster Design Panel on May 22, 2018 (Agenda Pt.1 and Pt.2 / Minutes).

8.0 PROCESS

8.1 Application Review Process

The application is progressing through the City's development process. The following steps have been completed to date:

- 1. Preliminary Report to Land Use and Planning Committee (LUPC) (March 6, 2017, October 16, 2017 and January 29, 2018);
- 2. Preliminary Report to Council from LUPC to Council (February 19, 2018);
- 3. Presentation to the Community Heritage Commission (April 4, 2018);
- 4. Applicant presentation to the Downtown Residents' Association (March 3, 2018);
- 5. Applicant presentation to the New Westminster Business Improvement Association (March 6, 2018);
- 6. Developer-led Open House #1 (March 14, 2018);
- 7. OCP Consultation (Section 475 and 476) Report to Council (May 7, 2018);
- 8. Presentation to the New Westminster Design Panel (May 22, 2018);
- 9. Follow-up Report to Land Use and Planning Committee (LUPC) (August 30, 2021);
- 10. Developer-led Open House #2 (November 30, 2021);
- 11. Developer-led Open House #3 (Virtual) (December 1, 2021);
- 12. Presentation to Advisory Planning Commission (WE ARE HERE);

Next Steps:

- Report to Council for Consideration of First and Second Reading of OCP Amendment and Heritage Bylaws;
- Public Hearing and Council consideration of Third Reading of OCP Amendment and Heritage Bylaws;
- 15. Completion of Adoption Requirements;
- 16. Council Consideration of Final Adoption of OCP Amendment and Heritage Bylaws.

9.0 LAND USE QUESTIONS FOR APC

The Advisory Planning Commission is being asked to review the Official Community Plan amendment application for this project, and provide feedback related to the following:

- 1. Does the Commission support consideration of a tower aligned with the "Residential – Tower Apartment" land use designation at this location?
- 2. Does the Commission feel sufficient community amenities are provided to consider an Official Community Plan amendment for this project?

10.0 OPTIONS

The Commission is also being asked to provide a recommendation to Council on this application. The following options are offered for the Commission's consideration:

- 1) That the Advisory Planning Commission recommend that Council support the Official Community Plan Amendment application at 514 Carnarvon St;
- 2) That the Advisory Planning Commission recommend that Council does not support the Official Community Plan Amendment; or
- 3) That the Advisory Planning Commission provide an alternative recommendation, stemming from elements identified in their discussion.

ATTACHMENTS

Appendix A: Applicant Drawing Submission

This report was prepared and reviewed by:

Rupinder Basi, Development Planning Supervisor Britney Dack, Senior Heritage Planner



Appendix A: Applicant Drawing Submission





CONWEST



514 Carnarvon St

The Holy Trinity
Anglican
Cathedral
Renewal

APC

514 Carnarvon St

10/18/21

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Project Team



								CONWEST
Client	Holy Trinity Anglican Cathedral 514 Carnarvon St New Westminster, BC V3L 1C4	Landscape Architect	Durante Kreuk Landscape architects 102 - 1637 West 5th Avenue Vancouver, BC V6J 1N5 T: 604-684-4611	Electrical	Nemetz Electrical 2009 West 4th Avenue Vancouver, BC V6J 1N3 T: 604-736-6562	Housing Consultant	Terra Housing Consultants 2750 Rupert St, Vancouver, BC V5M 37T T: 604-736-8416	
Development Partner	Conwest Developments Ltd. 401-1930 Pandora St Vancouver, BC V5L 0C7 T: 604-293-3477	Structural	Glotman-Simpson 1661 West 5th Avenue, Vancouver, BC V6J 1N5 T: 604-734-8822	Mechanical	MCW Group Suite 1400, 1111 West Georg Vancouver, BC V6E 4M3 T: 604-687-1821	gia Street		514 Carnarvon St
Architect	Francl Architecture 970 Homer St, Vancouver, BC V6B 2W7 T: 604-688-3252	Traffic Consultant	Bunt & Associates Suite 1550, 1050 West Pender St, Vancouver, BC V8W 1G2 T: 604-685-6427	Code Fire Protection	CFT Engineering #800 - 1901 Rosser Avenue Burnaby, BC V5C 6R6 T: 604-684-2384			
Heritage Consultant	Donald Luxton and Associates Inc. 1030-470 Granville Street Vancouver, BC V6C 1V5 T: 778-899-7943	Civil	CORE Group 320- 8988 Fraserton Court, Burnaby, BC V5J 5H8 T: 604-299-0605	Envelope	Morrison Hershifield 4321 Still Creek Dr #310, Burnaby, BC V5C 6S7 T: 604-454-0402			Project Team

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514 Carnarvon St

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Conwest Cover Letter





October 18, 2021

Delivered By Email

Mr. Rupinder Basi, MCIP, RPP, Supervisor of Development Planning Development Services, Planning City of New Westminster.

511 Royal Avenue, New Westminster, BC, V3L 1H9

Dear Rupinder,

RE: 514 Carnaryon Street (Holy Trinity Cathedral): Advisory Planning Commission Submission

In partnership with the Holy Trinity Cathedral of New Westminster and The HTC Housing Society, we are pleased to submit the attached Advisory Planning Commission package related to the Heritage Revitalization (HRA) and OCP amendment application.

This project, which includes the HTC Church Revitalization and Tower development, will provide a significant benefit to the neighbourhood and the City of New Westminster and delivers on a number of community objectives, including:

- Heritage revitalization of the 1859 Holy Trinity Cathedral, including seismic upgrade;
- New Parish Hall that will continue to serve community groups and organizations in various ways;
- 14 market rental housing units, which will be owned and maπaged by the Holy Trinity Cathedral;
- A variety of initiatives toward reconciliation and inclusion of Indigenous communities, which include but are not limited to, preservation of handaminam language, inclusion of First Nation public artwork, space for programming to support Indigenous communities;
- A publicly accessible plaza to provide a community gathering space;
- Accessible public pathway to provide access across the site from Carnarvon Street and Clarkson Street;
 and
- Car light community and a variety of TDM initiatives.

Conwest and the Hofy Trinity Cathedral have been working together for many years and have enjoyed the support of the Community Heritage Commission, CNW Design Panel and Land Use Planning Committee.

We look forward to the opportunity to present this exciting addition in Downtown New Westminster to The Advisory Planning Commission for review and consideration.

Sincerely

VP Development

The Ven. Richard Leggett, Ph.D. Vicar Holy Trinity Cathedral and

Archdeacon of Westminster

Cc: Jackie Teed, Manager of Planning Emilie Adin, Director of Development Services Ben Taddei, COO, Conwest FRANCI

CONWEST

514 Carnarvon St

Conwest Cover Letter

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Reconciliation, Inclusion, and Engagement





October 4, 2021

Mr. Rupinder Basi, Supervisor, Development Planning Development Services, Planning City of New Westminster 511 Royal Avenue, New Westminster, BC V3L 1H9

Dear Mr. Basi,

Re: Proposed Official Community Plan Amendment for Holy Trinity Cathedral at 514 Carnarvon St.

I am writing to confirm that I met with the Conwest Development Team on September 8th, 2021, and September 17th, 2021, and had the opportunity to further discuss the proposed development at 514 Carnarvon Street in New Westminster. Kwantlen Lands Department recognizes the significance and importance of this project to the City of New Westminster.

Conwest Developments and Kwantlen Lands, Resources and Stewardship (KLRS) remain committed to working together on a mutually beneficial basis. Conwest recognizes the importance of cultural recognition and placemaking for the Kwantlen First Nation as it relates to this project. It is understood that this could be achieved through initiatives that support handaminam language preservation and the incorporation of public art. These initiatives may include, but are not limited to:

- Use of language through interpretive signage, signage in handaminam, and/or additional language opportunities;
- Incorporation of Kwantlen First Nation public artwork (see Public Art Incorporation Drawing attached);
- Spaces for programming to support the Kwantien First Nation.

We look forward to working with the Conwest Development Team, Holy Trinity Cathedral, and the City of New Westminster on these cultural recognition initiatives. KLRS trusts that this letter provides the support necessary to move this project forward.

Sincerely,

Ashley Doyle
Ashley Doyle

Lands Manager | Kwantlen Lands, Resources and Stewardship

Cc: Joe Carreira, VP Development, Conwest Developments Tumia Knott, Councillor, Kwantlen First Nation Josie Jaci, Referrals Coordinator, KLRS

Enclosure: Public Art Potential Locations





514 Carnarvon St



KPU Langley Indigenous Artwork

– Brandon Gabriel



"The Rivers that Connect Us"

— Phyllis Atkins,
Drew Atkins, and Aaron Jordan



"We Are All Connected to This Land"

— Phyllis Atkins

Reconciliation, Inclusion, and Engagement

Reconciliation, Inclusion, and Engagement



23 September 2021

Mr Rupinder Basi Development Services, Planning City of New Westminster 511 Royal Avenue New Westminster BC V3L 1H9

Dear Mr Basi,

Re Redevelopment Application and Reconciliation

During the recent Land Use and Planning Committee meeting, members of the Committee pondered how the redevelopment proposal for Holy Trinity Anglican Cathedral could contribute to our shared commitment to reconciliation with the Indigenous People on whose lands we serve and worship. I thought that it would be helpful to provide a fuller response than was possible during the meeting.

On 6 August 1993 Archbishop Michael Peers, the Primate (presiding bishop) of the Anglican Church of Canada, at a gathering of the leaders of Indigenous Anglican communities, issued a formal apology for the role of the Anglican Church of Canada in the residential schools. His apology was the beginning of our Church's commitment to reconciliation.

- As a national Church we paid our full share of the residential schools' settlement fund and, when the Federal Government returned some of those funds to the Church, these funds were recommitted to on-going programs and initiatives towards reconciliation.
- We established a framework for and have taken concrete steps towards the creation of a self-determining Indigenous church within the Anglican Church of Canada.
- In collaboration with Indigenous leaders we have created a national resource to aid congregations and dioceses (our regional judicatories) to grow as allies in reconciliation (www.anglican.ca/tr).

The Diocese of New Westminster, the regional judicatory of the Anglican Church of Canada, in the Lower Mainland and Fraser Valley, has also committed its resources to facilitate reconciliation between settler and Indigenous communities in this region of the Province.

- Our Mission Priorities emphasize reconciliation and respect for diversity (www.van-couver.anglican.ca/anglican-church/the-diocese-of-new-westminster).
- We have a dedicated staff member charged with facilitating Indigenous Justice (www.vancouver.anglican.ca/diocesan-ministries/indigenous-justice).



514 Carnarvon St

 In addition to the resources of our national church, our Diocese has also created program resources to assist congregations to grow into more reconciling communities.

Holy Trinity Cathedral is deeply aware that its own history is entwined with the history of colonialization in Canada and in British Columbia. Even as Anglican worship began in September of 1859 in New Westminster, the government was displacing Indigenous communities from their ancestral lands along the Fraser River.

As a Christian community in the Anglican tradition, we believe that we must embody our commitment to reconciliation in the buildings we raise and the places we shape just as we believe God's love for the world is embodied in human form in Jesus Christ. We believe that space for reconciliation between settler and Indigenous communities could include:

- signage in həńqəmińəm;
- indigenous art either in free-standing forms or incorporated in the building's design features:
- interpretive signage regarding the historical context;
- programming to support the City and Indigenous communities in reconciliation, and
- · other mutually sustainable initiatives.

As part of the application process, at least sixteen Indigenous communities have been notified at various stages. The Kwikwetlem First Nation participated in the archaeological report process. Conwest, our development partner, has been in conversation with the Kwantlen First Nation and these conversations are on-going. We have reached out to the Qayqayt First Nation, but no conversations have been held to date.

Reconciliation between settler and Indigenous communities is and will continue to be a lengthy process as we restore right relationships and address systemic wrongs. We hope that the redevelopment of the Cathedral properties will be one step towards the right relationship that we all desire.

With every good wish,

The Venerable Richard Geoffrey Leggett, Ph.D. Vicar of Holy Trinity Cathedral and

Archdeacon of Westminster

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Leggett to Basi re Reconciliation 2021 09 23

Example:

təməsewtx* Aquatic & Community Centre

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New Westminster Aquatic Centre named "Sea Otter" in həńqəminəm Reconciliation, Inclusion, and Engagement

BC Housing Letter and AOA



Home Office

1701 - 4555 Kingsway Burnaby, BC V5H 4V8

> Tel 604-439-4109 Fax 604-433-5915

DELIVERED BY E-MAIL: housingsociety@holytrinitycathedral.ca

June 4th, 2021

Carla Jones, **HTC Housing Society** 514 Carnaryon St New Westminister, BC V3L 1C4

Dear Carla Jones.

RE: RFP 1070-2021/28 Building BC: Community Housing Fund 514 Carnarvon St, New Westminster

We have reviewed your submission for the above Request for Proposals and regret to advise that your submission was not selected to proceed.

Due to the overwhelming number of proposals received from all regions in the province for the 3,600 affordable housing units in this call, we are unable to proceed with all projects at this time.

Should you wish to have a debrief meeting, one can be provided to review your submission by emailing buildingbc@bchousing.org. Feedback from this debrief may assist you in submitting proposals for future BC Housing calls.

The Community Housing Fund is a \$1.9 billion investment by the Province of BC to build more than 14,000 affordable rental homes for low- and moderate-income families and individuals by 2029. Thus far, roughly 8,600 homes have been allocated under this funding program.

We wish to thank you for your submission and invite you to respond to future BC Housing opportunities.

Yours truly,

Michael Lachocki Manager Procurement, Construction

Cc: James Forsyth



ARCHEOLOGICAL OVERVIEW ASSESSMENT (AOA)



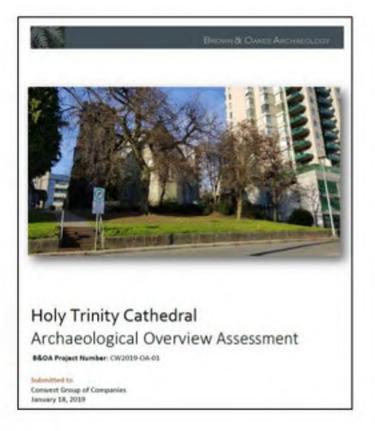




514 Carnarvon St

Prepared by Brown & Oakes Archeology

Report dated January 18, 2019



RECOMMENDATIONS

- Additional field based archaeological impact assessment is not recommended.
- 2. Given that low archaeological potential does not equate with no potential, a project-specific Archaeological Chance Find Procedure (CFP) should be produced and implemented for project and construction managers prior to construction implementation. A CFP outlines the potential that undocumented protected archaeological materials may be present and procedural steps required if materials are suspected.
- 3. Site visits by the archaeological team during early phase ground-disturbance to confirm assumptions and conditions outlined in this report.

BC Housing Letter and AOA

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Translink

FRANCL

Letter of Support re: Integrated Development Program

December 12, 2018



TransLink

400 - 287 Nelson's Court New Westminster, BC V3L 087 Canada Tel 778.375.7500

www.translink.ca

South Coast British Columbia Transportation Authority

December 12, 2018

Rupinder Basi City of New Westminster 511 Royal Avenue New Westminster, BC V3L 1H9

Dear Mr. Basic

Re:

Proposed 30 Storey Residential High-rise Development by The Holy Trinity Parish of New Westminster B.C. and Conwest Ventures Ltd. (together "the Applicant") at 514 Carnarvon Street, New Westminster, B.C., and as per City of New Westminster applications: OCP00010, HER00510 and SDP00198 (the "OCP Amendment").

The Applicant has been participating in TransLink's Adjacent and Integrated Development ("AID") program. TransLink has reviewed Applicant's schematic plans and specifications for the proposed 30 storey residential high-rise residential development at 514 Camarvon Street which includes the proposed pedestrian plaza, elevator and pedestrian access between Camarvon and Clarkson Streets. We are satisfied with the Applicant's schematic design, have issued our Preliminary Design Acceptance to the Applicant, and we have no further comments that may affect the OCP Amendment.

Although we are only partway through our process of issuing written consent to the Applicant (which is a requirement under the existing AID agreement between TransLink and the Applicant before they can begin building construction), TransLink would not object if the City of New Westminster (the "City") approved the OCP Amendment as proposed.

We also ask that the City not release the Special Development Permit until such time as TransLink has issued its written AID consent to commence construction and advised the City accordingly.

Yours truly,

SOUTH COAST BRIISH COLUMBIA TRANSPORTATION AUTHORITY

Par

Glen Bu

Development Manager, Real Estate Programs & Partnerships

Cc Joe Carreira, Conwest Ventures Ltd.

CONWEST

514 Carnarvon St

Translink

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City of New Westminster - Strategic Plan

The City of New Westminster's Council has developled their 2019-2022 Strategic Plan to outline Council;s vision and direction for seven key priority areas.

VISION:

A vibrant, compassionate, sustainable city that includes everyone.

PRIORITY AREAS:

- Affordable Housing
- Culture and Economic Development
- Environment and Climate
- Facilities, Infrastructure, and Public Realm
- Reconciliation, Inclusion, and Engagement
- Sustainable Transportation
- Organizational Effectiveness

OFFICIAL COMMUNITY PLAN:

• The development proposal also delivers on The Community Vision principles in the City of New Westminster Official Community Plan including:

Community and Individual well being

Culture

Economy and Employment

Energy, Emission and Climate Change

Heritage

Housing

Public Realm and Urban Design



Affordable Housing



Culture and Economic Development



514 Carnarvon St



Environment and Climate



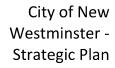
Facilities, Infrastructure, and Public Realm



Reconciliation, Inclusion, and Engagement



Sustainable Transportation



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Holy Trinity Cathedral Development Vision

HKANKIL ARCHITECTURE

PRIORITY AREAS:

Housing

- The project will deliver residential units across the Housing Continuum and create a variety of housing options.
- 14 secured market rental housing units will be created along with market ownership units.
- The parish hall, ground level plaza, and rooftop amenities will provide opportunities for social connectivity and livability.

Culture and Economic Development

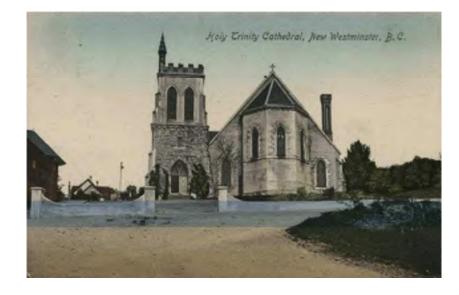
- The project will deliver a revitalized cathedral and create a new parish hall to deliver continued community services.
- This revitalization will include:
 - Space for community functions including programming, events and recreation;
 - A sense of belonging and community for disadvantaged populations; and
 - Space and programming for recovery and health programs.
 - The fully restored and seismically upgraded cathedral with adjacent plaza will serve as a reminder of historically significant gothic revival architecture and an important community focal and meeting point.

Environment and Climate

- The proposed tower will be designed to meet BC Energy Step Code, which establishes measurable energyefficiency requirements for new construction.
- The project will utilize best practices for construction, including the use of locally sourced materials.
- Restoration of the Cathedral minimizes use of new materials, including the developments environmental impact.
- The proximity to transit, car share program, public bike share station, bike maintenance room and end of trip facility will all serve to encourage walking, cycling and transit use.
- Electric car outlets will also encourage the use of low GHB mobility options.

Facilities, Infrastructure, and Public Realm

- The project will provide a safe, accessible public walkway between Carnarvon and Clarkson Street improving access and safety to the Downtown shopping district and the Columbia Skytrain Station.
- Access will include a public elevator in accordance with universal design principles to accommodate the slopping site.
- A publicly accessible plaza will also provide a community gathering space with a variety of programming and socializing options.





514 Carnarvon St





Holy Trinity Cathedral Development Vision

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Holy Trinity Cathedral Development Vision

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Reconciliation, Inclusion, and Engagement

- The revitalization of the cathedral, and development of the tower will include a variety of initiatives toward reconciliation, including:
- Project notification to over sixteen Indigenous communities active in the area;
- Preservation of language through interpretive signage, signage in həńqəmińəm, and language opportunities;
- Provide opportunity for incorporation of First Nation public artwork;
- Physical indoor and outdoor spaces for programming to support Indigenous communities in cultural preservation;
- Archaeological Overview Assessment with Kwikwetlem First Nation.

Sustainable Transportation

- The HTC redevelopment in Downtown New Westminster is in close proximity to a transit station which will allow residents to live, work and play all within walking distance.
- The proximity to transit, car share program, public bike share station, bike maintenance room and end of trip facility will all serve to encourage walking, cycling and transit use.
- Electric car outlets will also encourage the use of low carbon mobility options.

Organizational Effectiveness

The Project Team has and will continue to work with City of New Westminster Staff to develop a mutually beneficial project to the community.

Heritage Revitalization Agreements, Zoning and Amendments

- The Downtown Density Bonus Program provides context for appropriate development scale to be achieved under a Heritage Revitalization Agreement.
- In order to deliver on the project and community objectives, an OCP amendment will be required from Mid Rise Apartment in keeping with the surrounding designations of Mixed-Use High Density and Residential Tower Apartments.
- The existing P-1 (Public and Institutional Use) Zoning will require amendment based on the community and heritage merit of the project through a Heritage Revitalization Agreement.

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Other Policy and Guidelines

- The Metro Vancouver 2040 (Regional Growth Strategy) encourages growth, particularly for higher density residential, commercial, and mixed-use development in proximity to transit.
- The proposed form of development fits within the downtown urban fabric and complies with the tower separation policy requirements.
- The proposal meets the requirements for Family-Friendly Guidelines, both for market rental and market condo units.

514 Carnarvon St







Holy Trinity Cathedral Development Vision

Holy Trinity - Heritage Rationale

FRANCL ARCHITECTURE

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 frst 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 frst incarnation of this building was constructed of wood and burned in 1865, just fve 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 prolifc 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-fre 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 Bloomfeld & Sons, which installed decorative glass in numerous buildings at the time. The interior also boasts woodwork of native tree species.

HERITAGE STATUS

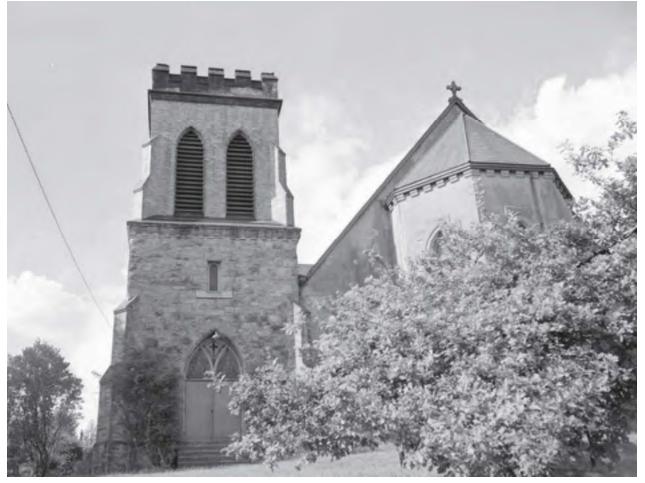
- Holy Trinity Cathedral is listed on the City of New Westminster Heritage Register.
- A Statement of Significance and a Heritage Conservation Plan have been prepared.
- Holy Trinity Cathedral is not yet legally protected or designated.

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.
- Continued public access through the site to be maintained and improved.



514 Carnarvon St



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

Holy Trinity -Heritage Rationale

There are many ways in which this project benefts 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 overnment, a community beneft 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.



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

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

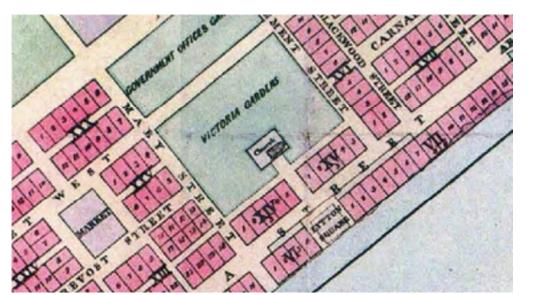
Institutions of faith are critical to the social fabric of the community. HTC, as a long-time anchor to the downtown, has been a trans-formative force that meets the social and faith-based needs of local residents and groups. The location in the downtown core is critical in serving the growing population,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



Close up plan of New Westminster, 1860.

* Excerpts taken from Heritage Conservation Plan

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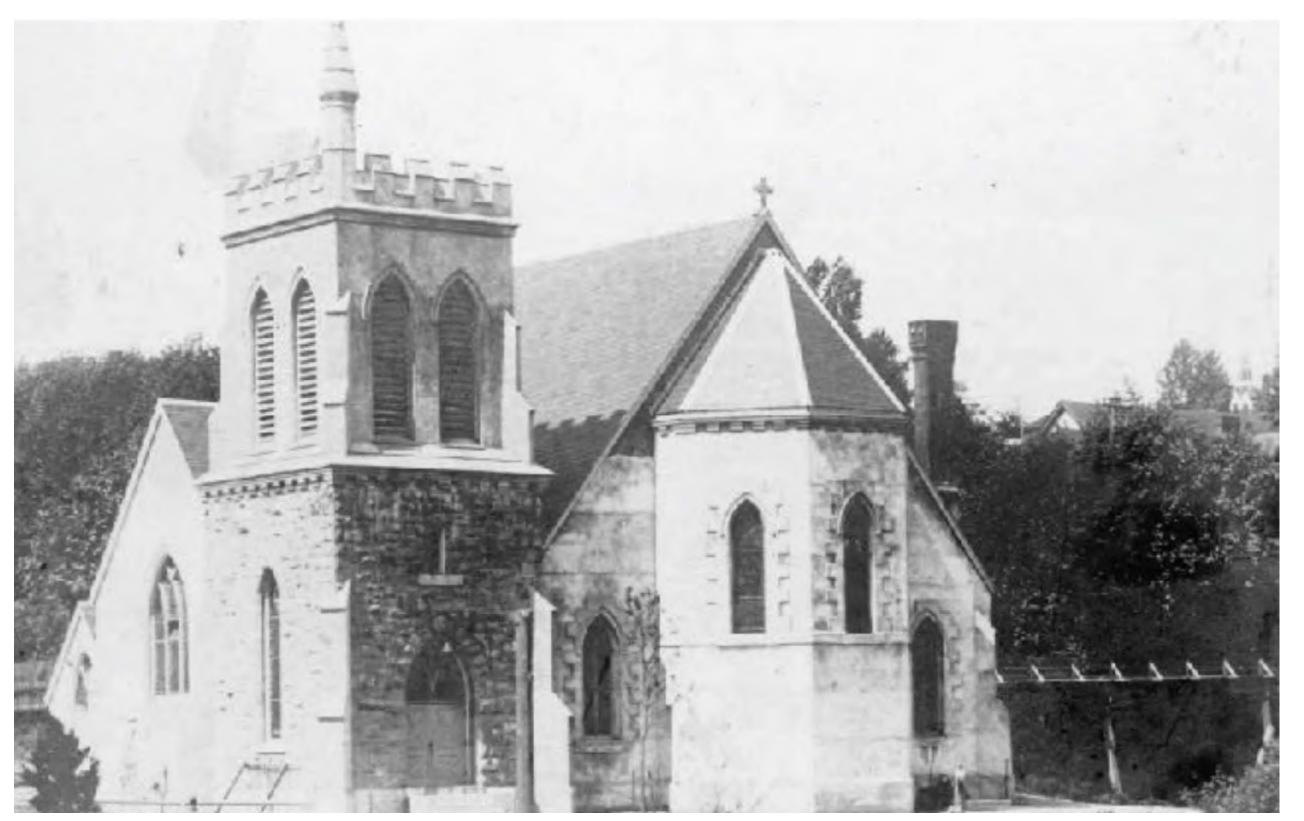
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Holy Trinity Cathedral -Heritage Rationale

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514 Carnarvon St

Holy Trinity Cathedral -Heritage Rationale

HTC view from Clarkson Street, 1900 [NWMA IHP0327]

* Excerpts taken from Heritage Conservation Plan

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 beneft.

Reconciliation with Indigenous People

The redevelopment of the Cathedral will include significant steps toward reconciliation. As part of the application process, at least sixteen Indigenous communities have been notified at various stages. The following context is proposed for this development as an acknowledgement of the need for ongoing reconciliation measures:

- signage in həńqəmińəm;
- Indigenous art either in free-standing forms or incorporated in the building's design features;
- interpretive signage regarding the historical context;
- programming to support the City and Indigenous communities in reconciliation, and
- other mutually sustainable initiatives.

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 signifcant 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:





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514 Carnarvon St



Holy Trinity Cathedral -Heritage Rationale

* Excerpts taken from Heritage Conservation Plan

ADDITIONAL STANDARDS RELATING TO REHABILITATION

Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where suffcient 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 insuffcient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.

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.

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:

Clarkson View

Physical and Visual Compatibility: Standard 10 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 12 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.



Carnarvon View



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514 Carnarvon St

Holy Trinity Cathedral -Heritage Rationale

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^{*} Excerpts taken from Heritage Conservation Plan

Cathedral Restoration And Seismic Works

CATHEDRAL RESTORATION AND SEISMIC WORKS

The primary intent of the Holy Trinity Cathedral's conservation strategy is to preserve the existing historic structure, while undertaking the rehabilitation that will upgrade its structure and services to increase its functionality. As part of the scope of work, character-defining elements will be preserved, while missing or deteriorated elements will be restored.

The major proposed interventions of the overall project are to:

- Preserve the original character-defining elements of the church,
- Restore character-defining elements that have been altered over the years,
- Seismically upgrade the structure as required, and
- Rehabilitate the windows and doors, as required.

Scope of Rehabilitation:

The intent of the heritage rehabilitation is to preserve the character-defining elements and restore missing or deteriorated elements, while also improving the safety and functionality of the building. Scope of the works for rehabilitation of the cathedral includes:

- Refinishing floors, millwork, wood doors and columns.
- Repointing the bell tower.
- Refurbish cement parging, plaster and paint.
- Replace roof, gutters and downspouts.
- Rehabilitate stained glass windows.
- Add washroom facility to the cathedral.
- Install sprinkler fre protection and alarm system.
- Upgrade HVAC, including tempered air.
- Upgrade lighting and rewire electrical.

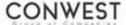
Scope of Structural Work:

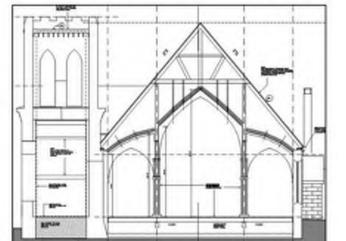
The cathedral has been structurally assessed and a voluntary seismic upgrade work has been proposed to ensure life safety, longevity and stability of the building under earthquake loading. The approach for the voluntary seismic upgrade is to minimise invasive works in the interior of the cathedral by strengthening the building from the outside and concealing majority of the work within the ceiling space.

- Scope of the works for seismic upgrade of the cathedral includes:
- Designing and installing a steel framed structure in the cathedral ceiling including a new roof diaphragm.
- Replacing existing brick buttresses with steel plate structure and associated micro pile foundations.
- Designing and installing a steel framed truss structure in the bell tower with associated micro foundation system.
- Connecting new steel structure to existing structure to ensure it works together as one system.

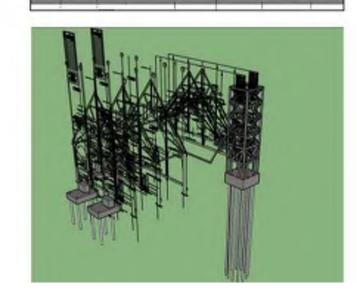








514 Carnarvon St



Cathedral Restoration And Seismic Works

* Excerpts taken from Heritage Conservation Plan

Public Realm Design Guidelines and Master Plan

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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. The residential lobby 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 / amenity space has been integrated with glazing. Screening at the parkade levels will allow for overlook onto Clarkson Street, with the design intent of improving 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:

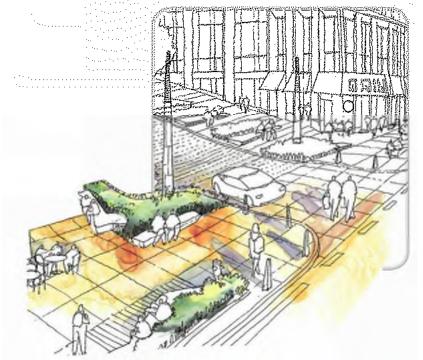
• This heritage revitalization application prioritizes the preservation and restoration of the historic cathedral itself. The new structure has been conceived to respect the commonly accepted Canadian National Heritage principles: compatibility, subordination and distinguishability. Specifcally, the 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').

4.7 Contextual Response:

- The context infuencing 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 signifcantly contributes to improve a less than ideal current urban situation. The project will make the neighborhood safer and restore some of the signifcance 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 amenity 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.



CONWEST

514 Carnarvon St

Public Realm Design Guidelines and Master Plan

17

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

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't 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 Carnaryon Street.

Movement through the site will once again be safe and inviting a public passageway from Carnarvon Street to Clarkson Street. Facing on Clarkson street is a new residential amenity workshop, 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 Clarkson 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 neighbourhood. 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.



CONWEST

514 Carnarvon St

Urban Context

Architectural Design Rational

FRANCI

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 refection at the center of the frst capital of British Columbia.

HERITAGE

The Cathedral, though not the original church frst built in 1860 which succumbed to fre 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.

514 Carnarvon St



Architectural Design Rational

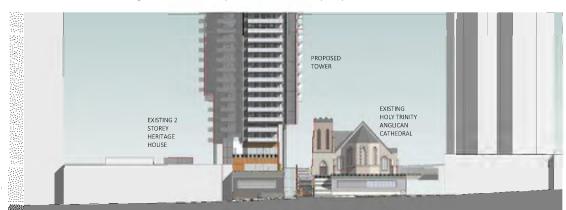
Architectural Design Rational

ICONIC TOWER REFERENCE

REPORT DEVELOPMENT SERVICES DEPARTMENT FROM CITY OF NEW WESTMINSTER

The eight proposed iconic building principles are as follows - Iconic building should:

- 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 unifed 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 ofbuildings. 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 buildings, as well as generous tree planting and well-designed paving, walkways and places to site 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.



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 and to the iconic tower guidelines with a more elegantly sculpted and slender tower form fronting Carnarvon Street, lifting the full size foor 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 frst 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, refects on and mirrors the Cathedral's column and buttress rhythm.

Starting at the 3rd foor, 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 foors 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 and the north and south facade and fenestration elements will be in a warmer and darker tones. 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.





514 Carnarvon St

Architectural Design Rational

L1/L2 Heritage Design Response

FRANCL

The proposed design response of the new construction in relation to the existing Cathedral was to make the form, material and detailing of the new elements compatible with the character of the existing Cathedral. The first 4 storeys of the tower are respectfully inset to maximize the available open space to create a generous pedestrian connection through the entire site. The tower columns create a strong rhythm and cadence to break the length of the open space and subtly evoke memories of the first growth trees that once stood in this location.

The façade of the first storeys itself has been conceived as a layered composition of elements to create texture and depth, complementing the cathedral's richness of building materials.

- The first layer consists of glass and copper colored finish spandrel panels in a curtainwall systems with strong verticality and relatively narrow mullion spacing.

- The second layer adds deep vertical exterior bronze coloured mullion caps, again emphasizing strong verticality to reflect the historic vernacular of sacral buildings.
- The third layer consists of bronze coloured dual layer metal screens to add richness to select areas of the parish hall, particularly focused around the parish hall entry. The screen pattern can be read from different directions as a variety of shapes, trefoil indeed, also Gothic pointed arch and even a Salish Eye
- The fourth layer consists of bronze coloured portals for the main and secondary parish entrances featuring a wood door.

These 4 layers seamlessly work together in providing a contemporary, understated and elegant background, which allows the cathedral itself to remain as the focal point for the observer.



514 Carnarvon St



L1/L2 Heritage Design Response

1. Met

2



Render Concre 3.

Bronze Coloured Mullion Caps and Portals



Bronze dual layer screens



Wood Doo

L1/L2 Heritage Design Response





CONWEST

514 Carnarvon St

L1/L2 Heritage Design Response

Traffic Report





INFORMATIONAL - INDICATIVE & NON-BINDING

August 23, 2021

Conwest (514 Camarvon) LP #401 – 1930 Pandora Street Vancouver, BC V5L 0C7

Attention: Peter French

Dear Peter.

Re: <u>Carshare arrangements at HTC Redevelopment located at 514 Carnarvon Street</u>
<u>New Westminster</u>

This letter confirms that Modo sees the location of the proposed development at 514 Carnarvon Street in New Westminster as having good potential for carsharing. Under the following arrangements. Modo would be willing to enter into an agreement with Conwest (514 Carnarvon) LP (the "Developer") to provide carsharing services:

- The Developer will provide, at no cost to Modo, one (1) designated parking stall at 514 Carnarvon Street, equipped with a Level 2 electric vehicle charging station and accessible to all Modo members on a 24/7/365 basis;
- Modo will review the final parking drawings and visit the development site to
 ensure that the stall to be designated for Modo comply with Modo Construction
 Standards For Shared Vehicle Parking Space (enclosed):
- 3. Assuming occupancy of the proposed development in 2026, the Developer will provide Modo with a total financial contribution of \$32,000,00 plus GST (the "Project Fee") to be used by Modo toward the ownership costs of one (1) new shared vehicle with electric motorization to be located in the parking stall designated for carsharing at the proposed development:
- 4. Modo will provide the Developer with a multi-user membership in Modo with a public value equal to the amount of the Project Fee, valid for the lifetime of the proposed development and allowing at any time a set number (equal to the Project Fee divided by \$500, rounded down to the closest whole number) of occupants of the proposed development to simultaneously benefit from Modo membership privileges and lowest usage rates without the need to themselves pay a \$500 membership fee; and
- 5. Modo will provide a promotional incentive worth \$100 of driving credits to each resident of the development joining Modo for the first time.

Made will commit to delivering the shared vehicle upon occupancy.

Regarding the multi-user membership, only individuals living or working within the proposed development would be able to benefit from Mada membership privileges under the umbreda of the multi-user membership and become "Partner Users".

Modo is interested in Working with Conwest (\$14 Carnarvan) LP and be part of the proposed development at \$14 Carnarvan Street in New Westminster whose occupants and nearby residents may no longer need to own a car of fneir own for their personal and business needs.

The second secon

Sylvain Celaire Director of Business Development

Enclosure: as mentioned above.

CONWEST

514 Carnarvon St

Traffic Report

Refer to Bunt & Associates Report dated Sept. 1, 2021

Public Transit And Proposed TDM Initiatives







- Bike maintenance room
- 100% EV Charging**



- Public bike share station
- Wayfinding sinage
- Accessible connection from Carnavon St. to Clarkson St.
- Transit pass subsidy program offered to residents





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



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

514 Carnarvon St



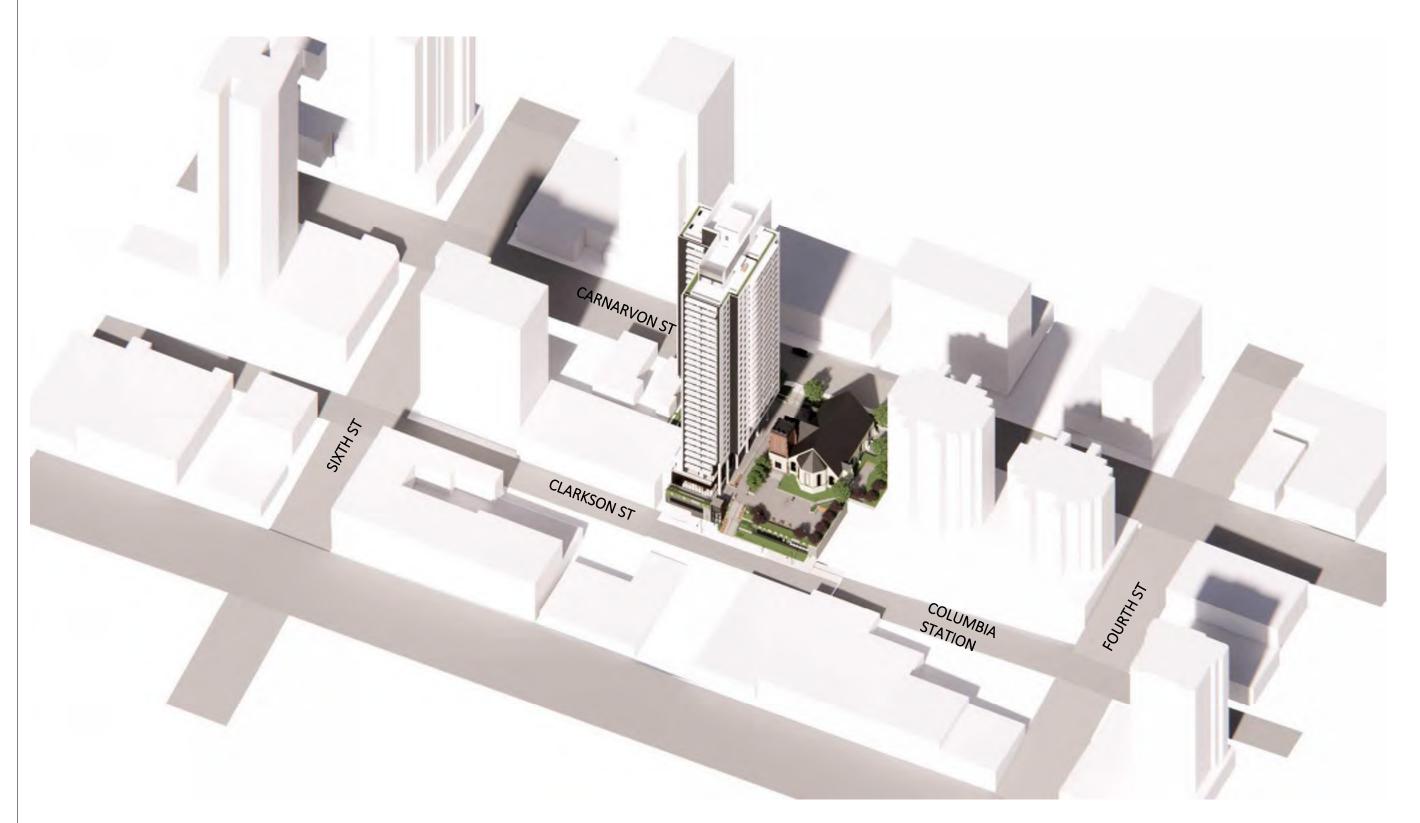
**City of New Westminster Zoning Bylaw, Section 140:

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

Aerial View





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514 Carnarvon St

Aerial View

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Page 50 of 92

Aerial View



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514 Carnarvon St

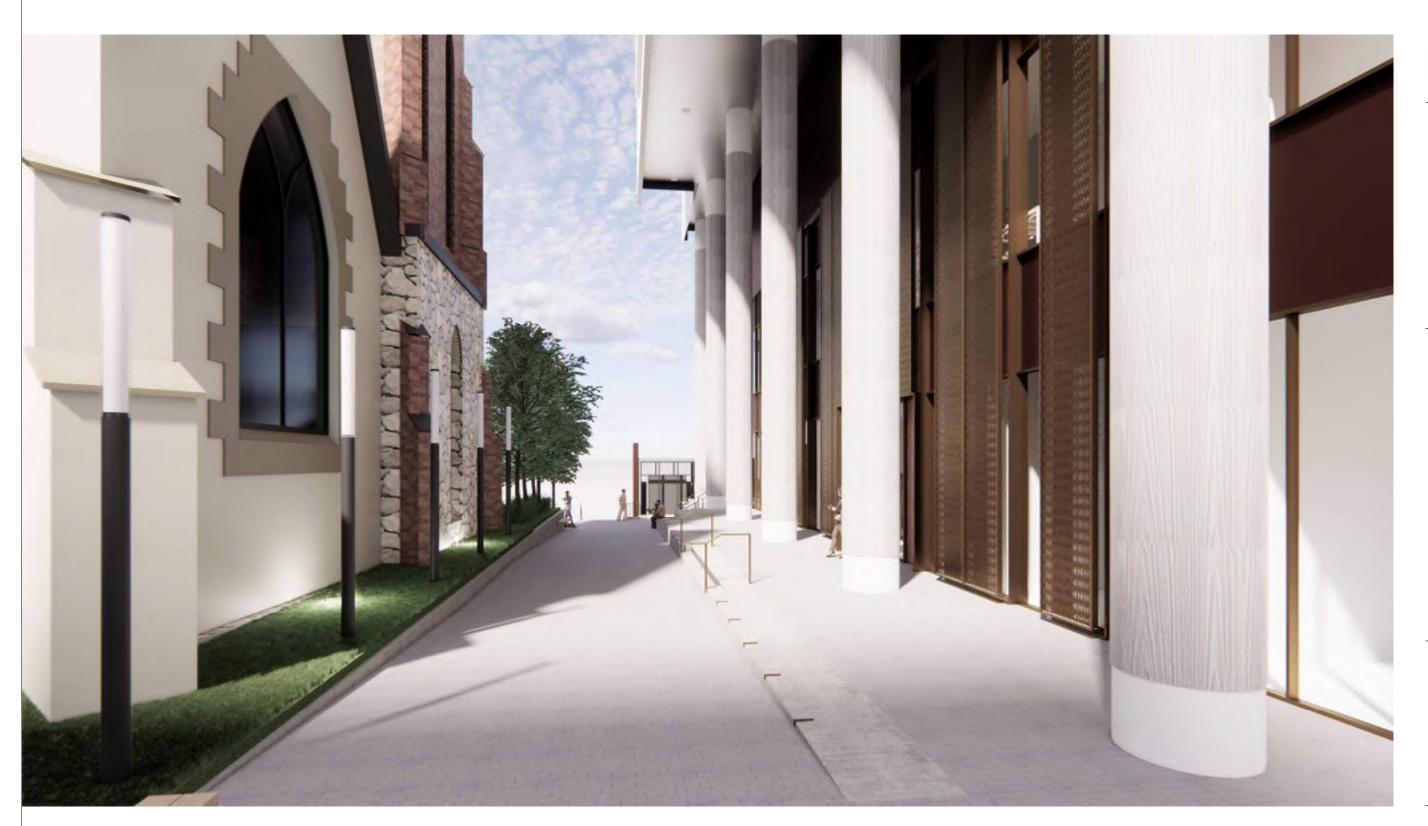
Aerial View

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514 Carnarvon St

Rendering

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Carnarvon View



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514 Carnarvon St

Rendering





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514 Carnarvon St

Rendering





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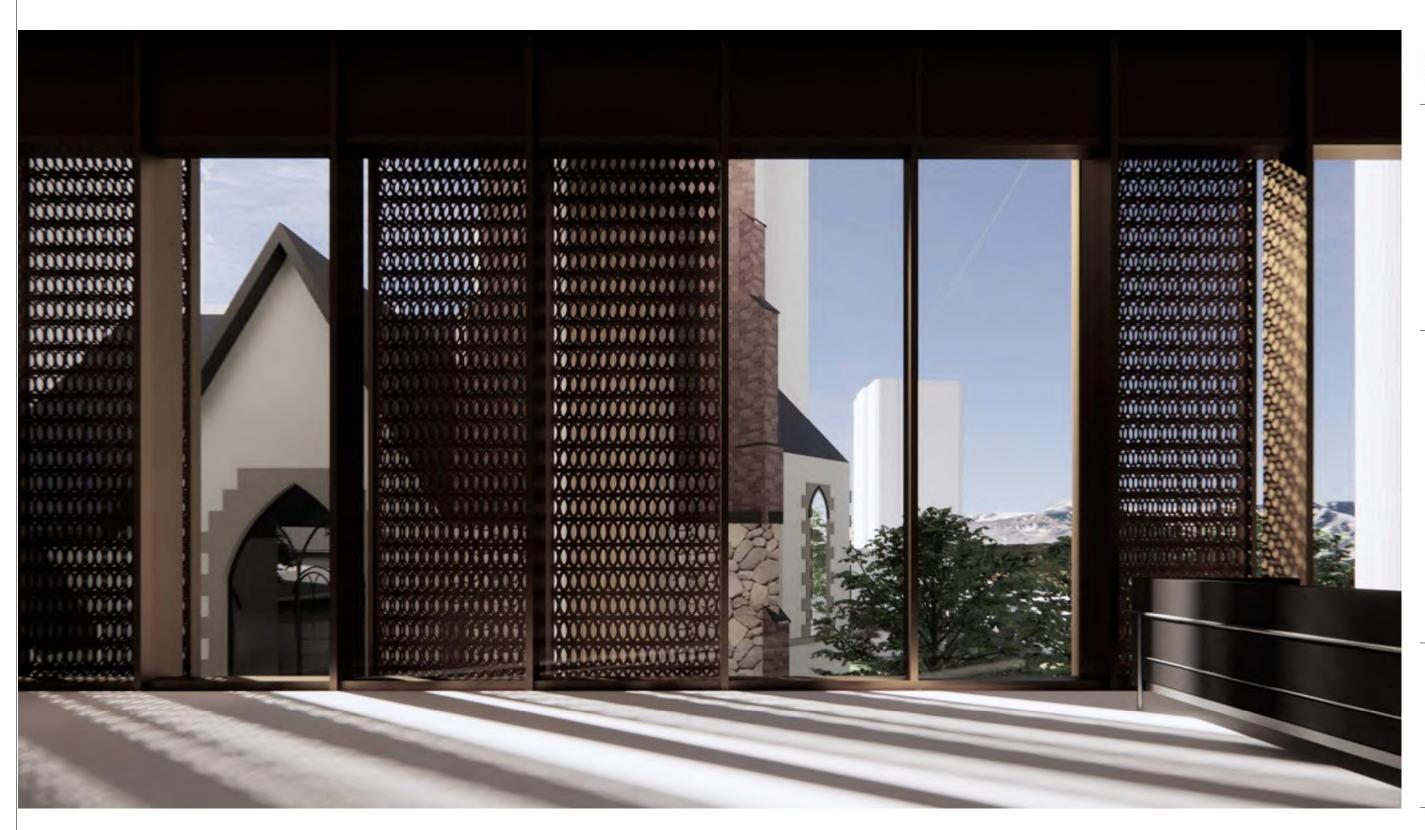
514 Carnarvon St

Rendering

30

Pedestrian Corridor from Clarkson



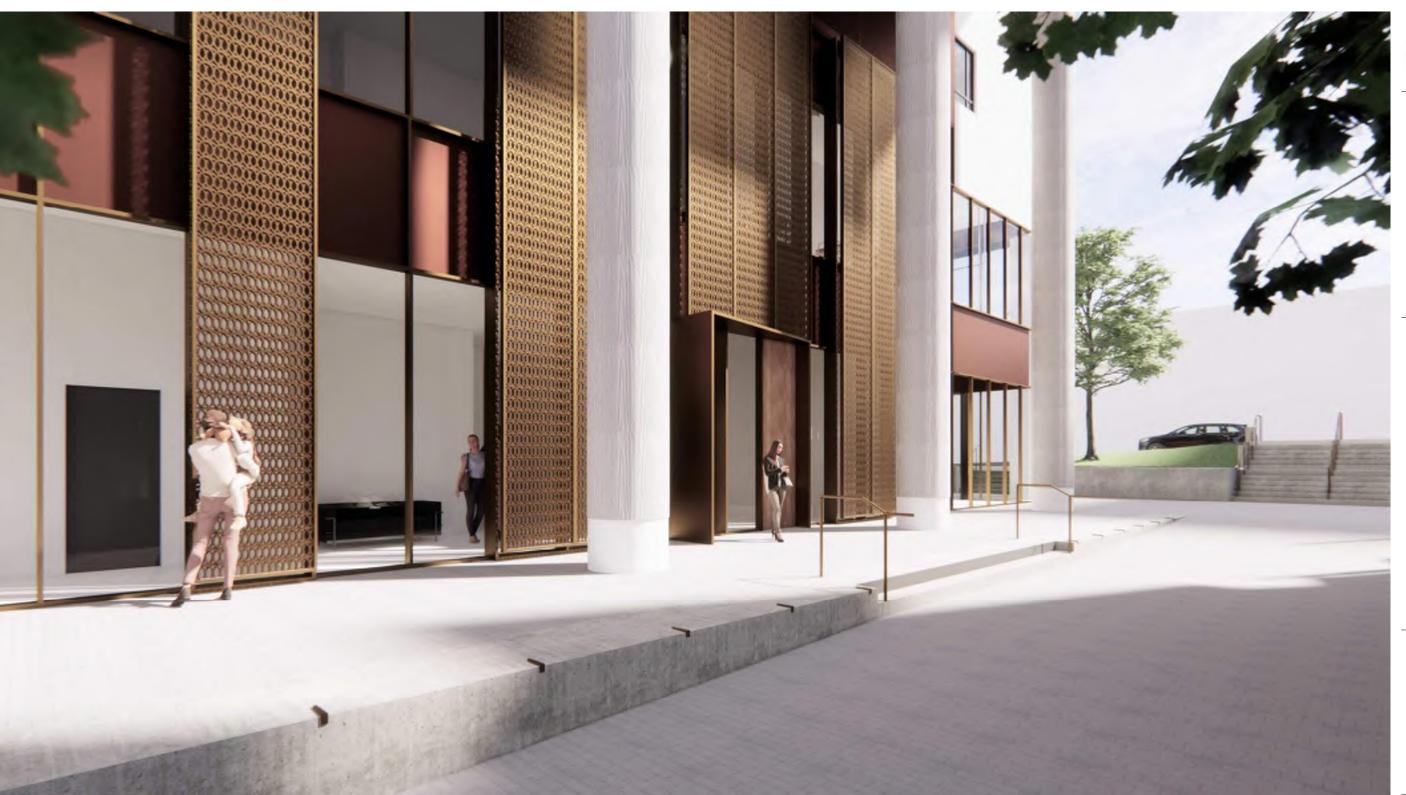


CONWEST

514 Carnarvon St

Rendering





CONWEST

514 Carnarvon St

Rendering

FSR Areas and Exclusions



PROJECT DA	TA SUMMARY								
CIVIC ADDRESS	 S	514 CARNA	RVON ST						
LEGAL ADDRES	SS PAR	CEL 1, VICTORIA GARDENS REFERENCE PLAN 7470							
EXISTING ZON		- PUBLIC AND INSTITUTIONAL DISTRICTS (LOWRIS							
SITE AREA		m2		SF					
(INCL.CHURCH	SITE)	3,105.6		33,428					
(EXCL.CHURCH	·	2,133.1		22,960					
	OVERAGE @ GRADE	17.36%		(INCL.CHURCH SITE)					
	OVERAGE @ 40'	22.99%		(,					
GROSS AREA P		m2		SF					
		21,285.0		229,117.3					
NET AREA (FSF	R AREA)	m2		SF					
Proposed	•	19,543.0		210,365.4					
FSR		,		•					
Proposed		6.3							
BUILDING HEI	GHT (m)	Proposed		Storeys					
	. ,	90m		30					
TOTAL UNITS		285		100%					
Residential	Units	171		60%					
Adaptable S		37	12.98%	40.000/					
Adaptable F	amily Units	77	27.02%	40.00%					
PARKING COU	NT	Proposed		Required					
	Market Rental Secured Market	151		314					
D. Maria	Rental	10		10 30					
Residential	Visitor	13							
	Residential total	174		354					
		17		25					
Church	Church/Visitor shared	8							
Car Share		1							
Total		200		379					
% Parking Red	luction	47%							
LOADING		Proposed		Required					
	Type A	1		1					
BICYCLE COUN	т	Proposed		Required					
		358		357					
BICYCLE COUN	T AT GRADE	3							

UILDING ARE	GROSS			EXCLUSIONS			TOTAL	NET	
	Gr033	ADADTADITION	ITC EVOLUCION:		Chinach	h 450::			
FLOOR	FLOOR AREA	1BR UNITS	FAMILY UNITS	RESIDENTIAL AMENITY	CHURCH AMENITY	MECH & SERVICE	EXCLUSION AREA	FSR AREA	
				EXCLUSION	EXCLUSION				
Mech. Roof	88	0.0	0.0	0	0	88	88	0	
Level 30	356	0.0	0.0	289	0	4	293	63	
Level 29	753	0.0	11.2	0	0	4	15	738	
Level 28	753	1.9	8.4	0	0	4	14	739	
Level 27	753	1.9	8.4	0	0	4	14	739	
Level 26	753	1.9	8.4	0	0	4	14	739	
Level 25	753	1.9	8.4	0	0	4	14	739	
Level 24	753	1.9	8.4	0	0	4	14	739	
Level 23	753	1.9	8.4	0	0	4	14	739	
Level 22	753	1.9	8.4	0	0	4	14	739	
Level 21	753	1.9	8.4	0	0	4	14	739	
Level 20	753	1.9	8.4	0	0	4	14	739	
Level 19	753	1.9	8.4	0	0	4	14	739	
Level 18	753	1.9	8.4	0	0	4	14	739	
Level 17	753	1.9	8.4	0	0	4	14	739	
Level 16	753	1.9	8.4	0	0	4	14	739	
Level 15	753	1.9	8.4	0	0	4	14	739	
Level 14	753	1.9	8.4	0	0	4	14	739	
Level 13	753	1.9	8.4	0	0	4	14	739	
Level 12	753	1.9	8.4	0	0	4	14	739	
Level 11	753	1.9	8.4	0	0	4	14	739	
Level 10	753	1.9	8.4	0	0	4	14	739	
Level 9	753	1.9	8.4	0	0	4	14	739	
Level 8	753	1.9	8.4	0	0	4	14	739	
Level 7	714	3.7	5.6	0	0	4	13	701	
Level 6	714	3.7	5.6	0	0	4	13	701	
Level 5	714	3.7	5.6	0	0	4	13	701	
Level 4	547	9.3	5.6	0	0	61	76	471	
Level 3	547	9.3	5.6	0	0	61	76	471	
Level 2	500	0.0	0.0	138	279	2	419	81	
Level 1	539	0.0	0.0	119	317	0	436	103	
P1	0	0.0	0.0	0	0	0	0	0	
P2	0	0.0	0.0	0	0	0	0	0	
P3	0	0.0	0.0	0	0	0	0	0	
P4	0	0.0	0.0	0	0	0	0	0	
P5	0	0.0	0.0	0	0	0	0	0	
TOTAL (m2)	21,285	68.5	215.6	546	596	316	1,742	19,543	
TOTAL (sf)	229,117	737.1	2,321	5877.3	6,416	3,402	18,752	210,365	
TOTAL (SI)	GROSS	ADAPTABLE UNITS EXCLUSIONS	2,321	RESIDENTIAL AMENITY EXCLUSION	CHURCH AMENITY EXCLUSION	MECHANICAL	TOTAL	NET	

Adaptable Units Exclusion: 1.85 sm per 1 Bed Unit, 2.80 sm per family unit (2-3 bedroom)

CONWEST

514 Carnarvon St

FSR Areas and Exclusions

Unit Summary

RESIDENTIAL UNIT SUMMARY
UNIT MIX



UNIT TYPE		A1	A2	А3	A4	B1	В2	В3	B4	B5	В6	В7	В8	C1	C2	СЗ	C4	C5	C6	С7	D1	D2	D3	D4	D5	NO. UNITS
USE	LEVEL	STUDIO	STUDIO	STUDIO	STUDIO	1	1 BD	1 BD	1 BD	1BD+DEN				2 BD	2 BD			2 BD ADP		JR.2 BD		3 BD	3	3	3 BD	
				ADP	ADP	BD+DEN	ADP			ADP			ADP		ADP	ADP			DEN ADP		DEN ADP	ADP	BD+DEN	BD+DEN	ADP	
	Mech.																		AUF		ADF					
MARKET	Roof Level 30																									
CONDO	Level 29															1	1		1	1	1]	1	1	1	7
	Level 28	1	1			1	1	1	1					1	1	1	1				1					11
	Level 27	1	1			1	1	1	1					1	1	1	1				1					11
	Level 26	1	1			1	1	1	1					1	1	1	1				1					11
	Level 25	1	1			1	1	1	1					1	1	1	1				1					11
	Level 24	1	1			1	1	1	1					1	1	1	1				1					11
	Level 23	1	1			1	1	1	1					1	1	1	1				1					11
	Level 22	1	1			1	1	1	1					1	1	1	1				1					11
	Level 21	1	1			1	1	1	1					1	1	1	1				1					11
	Level 20	1	1			1	1	1	1					1	1	1	1				1					11
	Level 19	1	1			1	1	1	1					1	1	1	1				1					11
	Level 18	1	1			1	1	1	1					1	1	1	1				1					11
	Level 17	1	1			1	1	1	1					1	1	1	1				1					11
	Level 16	1	1			1	1	1	1					1	1	1	1				1					11
	Level 15	1	1			1	1	1	1					1	1	1	1				1					11
	Level 14	1	1			1	1	1	1					1	1	1	1				1					11
	Level 13	1	1			1	1	1	1					1	1	1	1				1					11
	Level 12	1	1			1	1	1	1					1	1	1	1				1					11
	Level 11	1	1			1	1	1	1					1	1	1	1				1					11
	Level 10	1	1			1	1	1	1					1	1	1	1				1					11
	Level 9	1	1			1	1	1	1					1	1	1	1				1					11
	Level 8	1	1			1	1	1	1					1	1	1	1				1					11
	Level 7	1	1			1	1	1	1	1				1	1		1					1				11
	Level 6	1	1			1	1	1	1	1				1	1		1					1				11
	Level 5	1	1			1	1	1	1	1				1	1		1					1				11
SECURED MARKET	Level 4			1	1						1	1	1					1				1				7
RENTAL	Level 3			1	1						1	1	1					1				1				7
PARISH HALL	Level 2																									
AND OFFICES	Level 1																									
TOTAL		24	24	2	2	24	24	24	24	3	2	2	2	24	24	22	24	2	1	1	22	5	1	1	1	285
		8.42%	8.42%			8.42%		8.42%	8.42%					8.42%			8.42%			0.35%			0.35%	0.35%		60%
	ADP			0.70%	0.70%		8.42%			1.05%	0.70%	0.70%	0.70%		8.42%	7.72%		0.70%	0.35%		7.72%	1.75%			0.35%	40%

CONWEST

514 Carnarvon St

| STUDIO | S

Unit Summary

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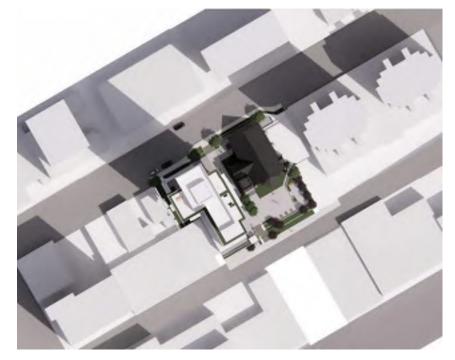
TOTAL

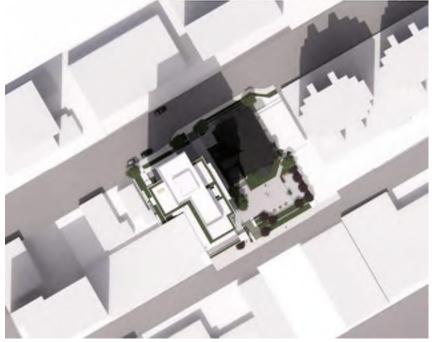
48 48 28 25 24 28 285 UNIT TOTALS 16% 10% % Unit Type 18% 37% 34% 11% % Totals

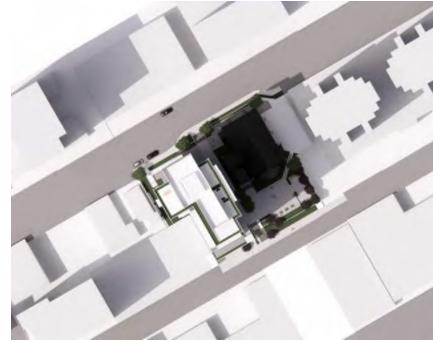
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Shadow Analysis









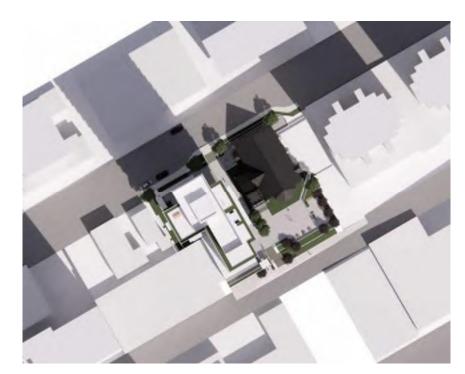
CONWEST

514 Carnarvon St

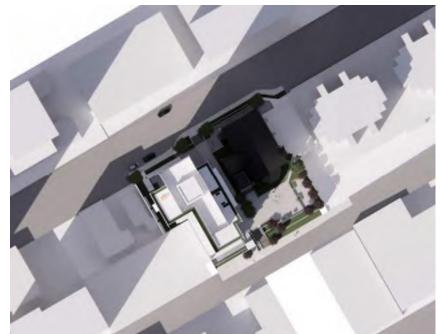
June 21st 10.00 am

June 21st 12.00 pm

June 21st 2.00 pm







Shadow Analysis

March/September 21st 10.00 am

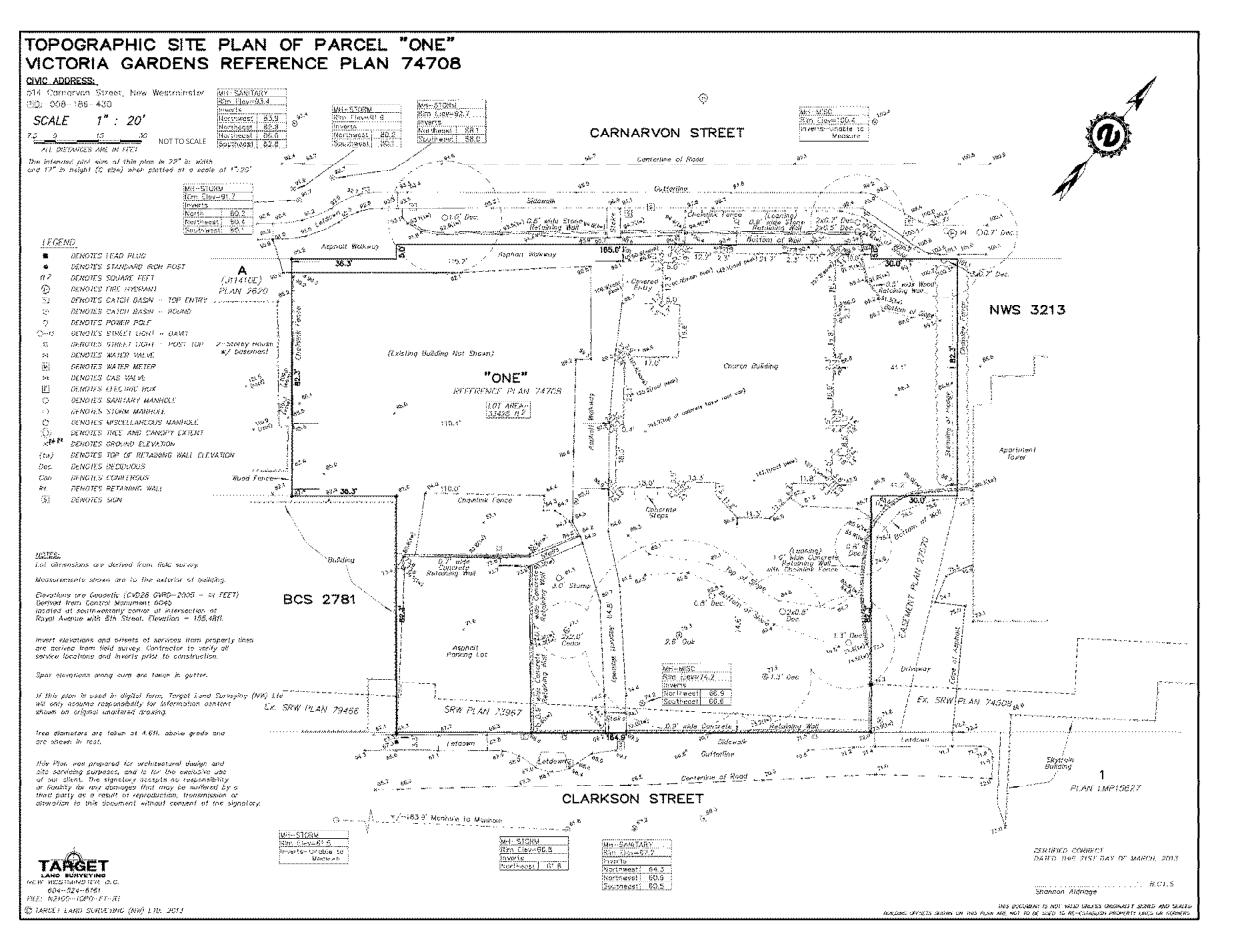
March/September 21st 12.00 pm

March/September 21st 2.00 pm



Project Survey





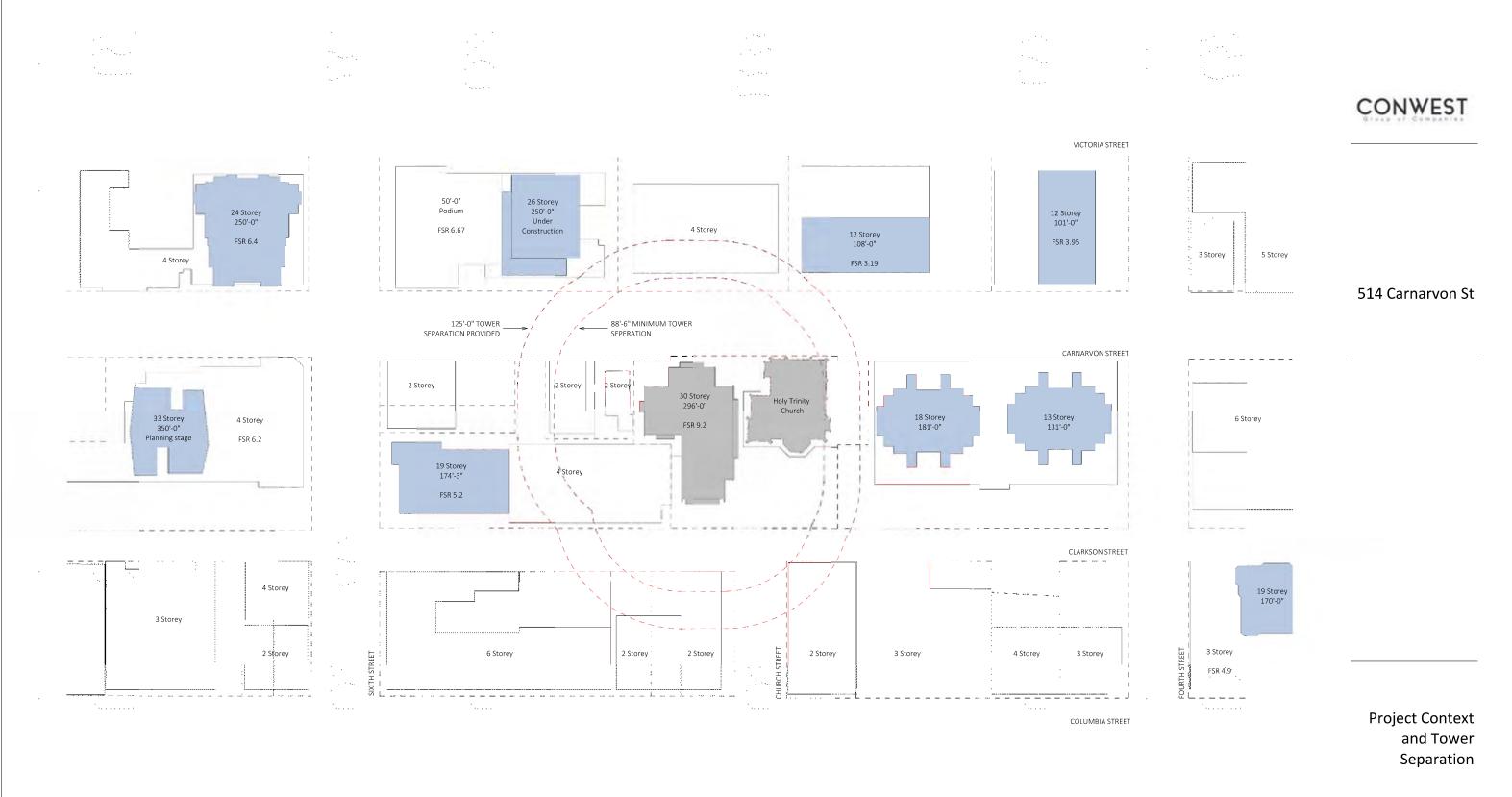
CONWEST

514 Carnarvon St

Project Survey

Project Context and Tower Separation





View Analysis

1:500



CONWEST



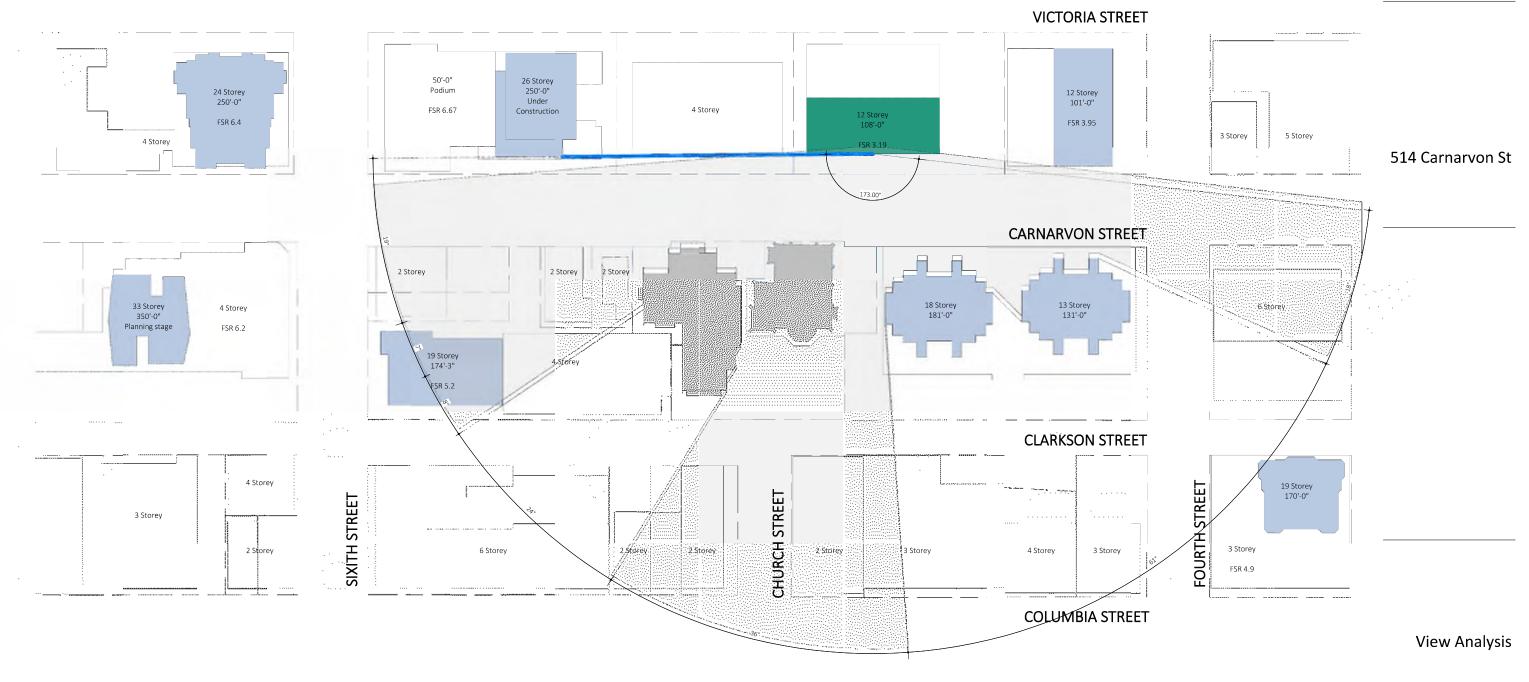
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View Analysis



CONWEST

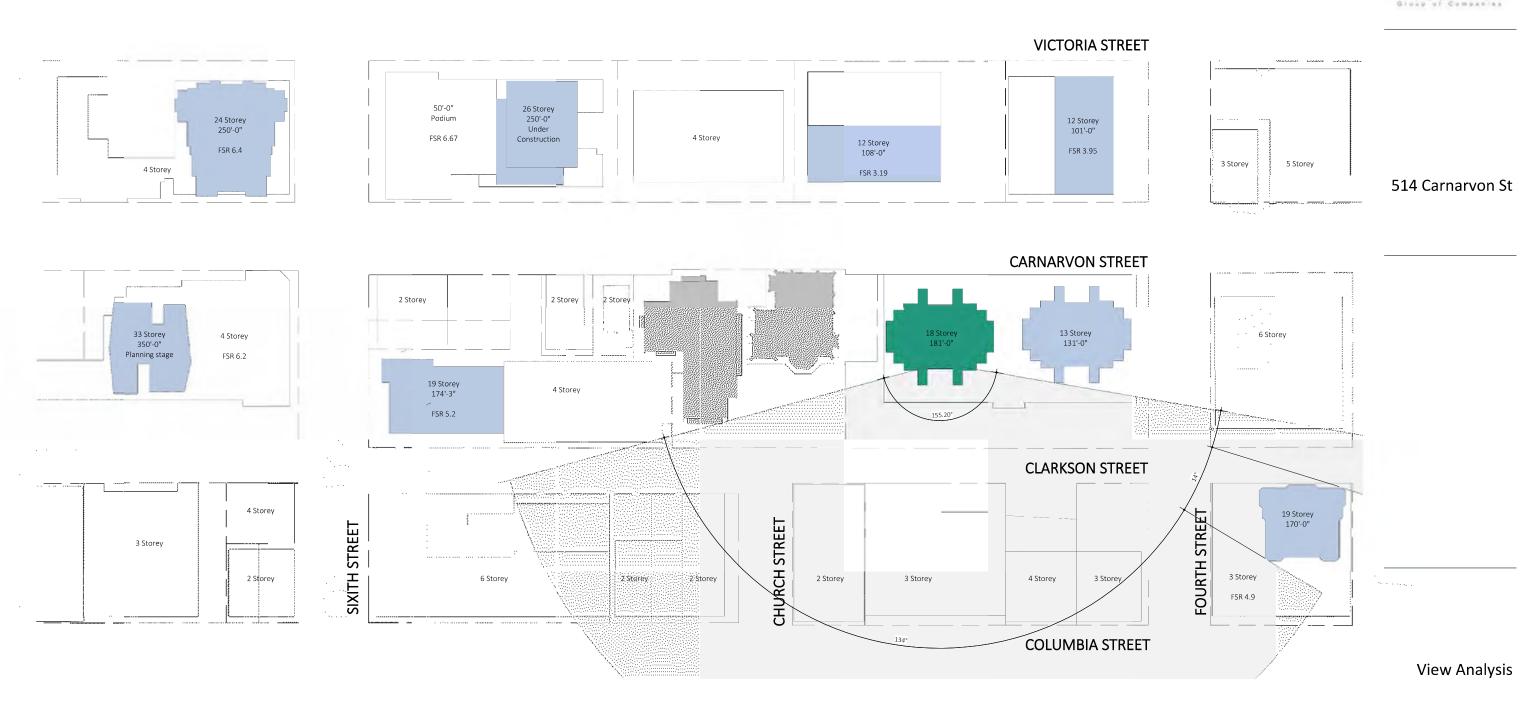


425 Carnarvon St

View Analysis



CONWEST



1 ± 20 Carnarvon St

Pedestrian Route





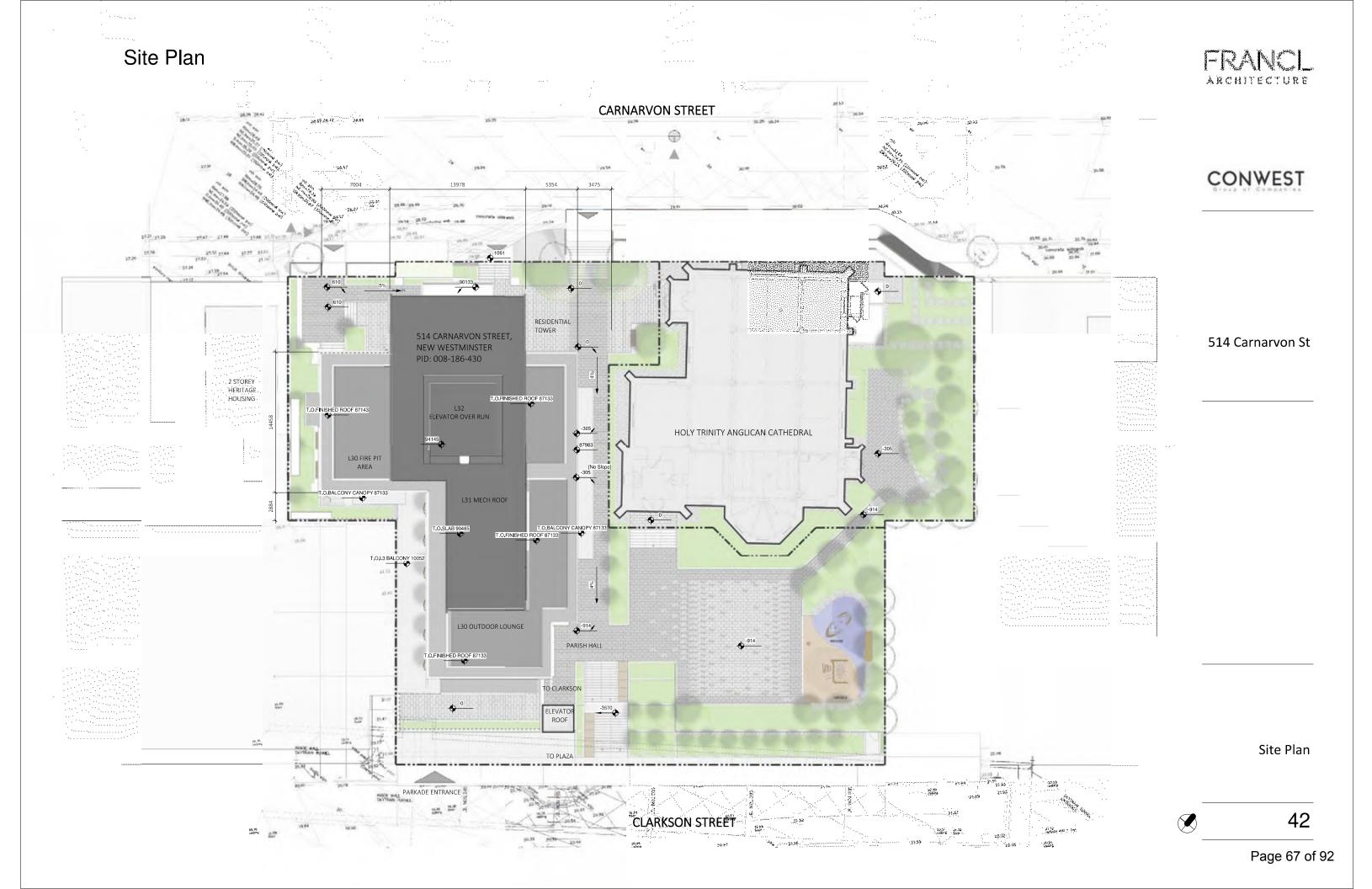
CONWEST

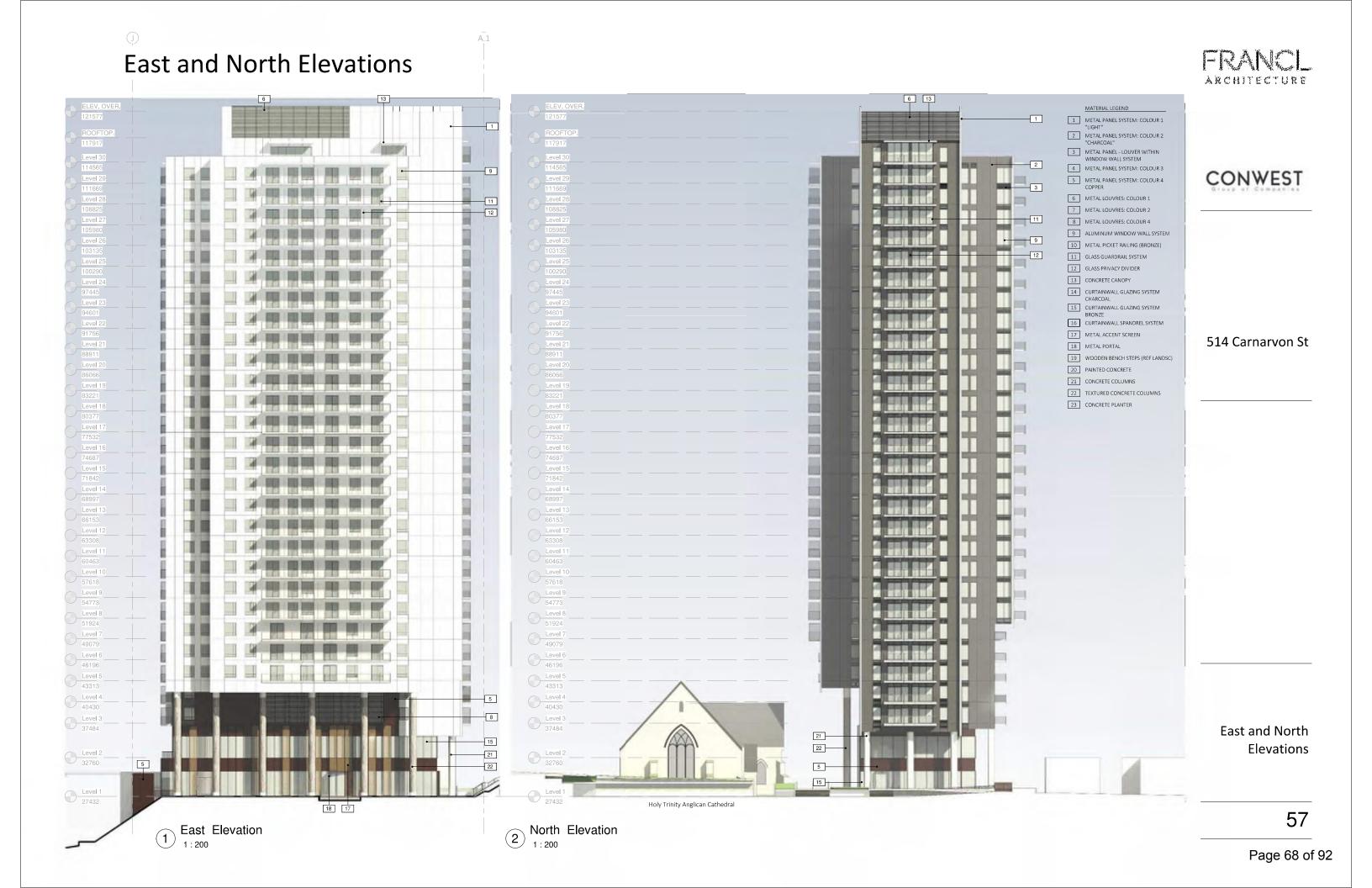
514 Carnarvon St

Pedestrian Route

41

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MATERIAL LEGEND

13

Level 6 46196

Level 5 43313

Level 3 37484

Level 1 27432

Level P1

CLARKSON

21 ---

South Elevation

4

METAL PANEL SYSTEM: COLOUR 1
"LIGHT"

METAL PANEL SYSTEM: COLOUR 2
"CHARCOAL"

3 METAL PANEL - LOUVER WITHIN WINDOW WALL SYSTEM
4 METAL PANEL SYSTEM: COLOUR 3

5 METAL PANEL SYSTEM: COLOUR 4 COPPER

6 METAL LOUVRES: COLOUR 1
7 METAL LOUVRES: COLOUR 2

METAL LOUVRES: COLOUR 4
 ALUMINUM WINDOW WALL SYSTEM
 METAL PICKET RAILING (BRONZE)

GLASS GUARDRAIL SYSTEM
 GLASS PRIVACY DIVIDER
 CONCRETE CANOPY
 CURTAINWALL GLAZING SYSTEM

15 CURTAINWALL GLAZING SYSTEM BRONZE

16 CURTAINWALL SPANDREL SYSTEM
17 METAL ACCENT SCREEN
18 METAL PORTAL

19 WOODEN BENCH STEPS (REF LANDSC)

22 TEXTURED CONCRETE COLUMNS

20 PAINTED CONCRETE
21 CONCRETE COLUMNS

23 CONCRETE PLANTER

3

12

15

5

19

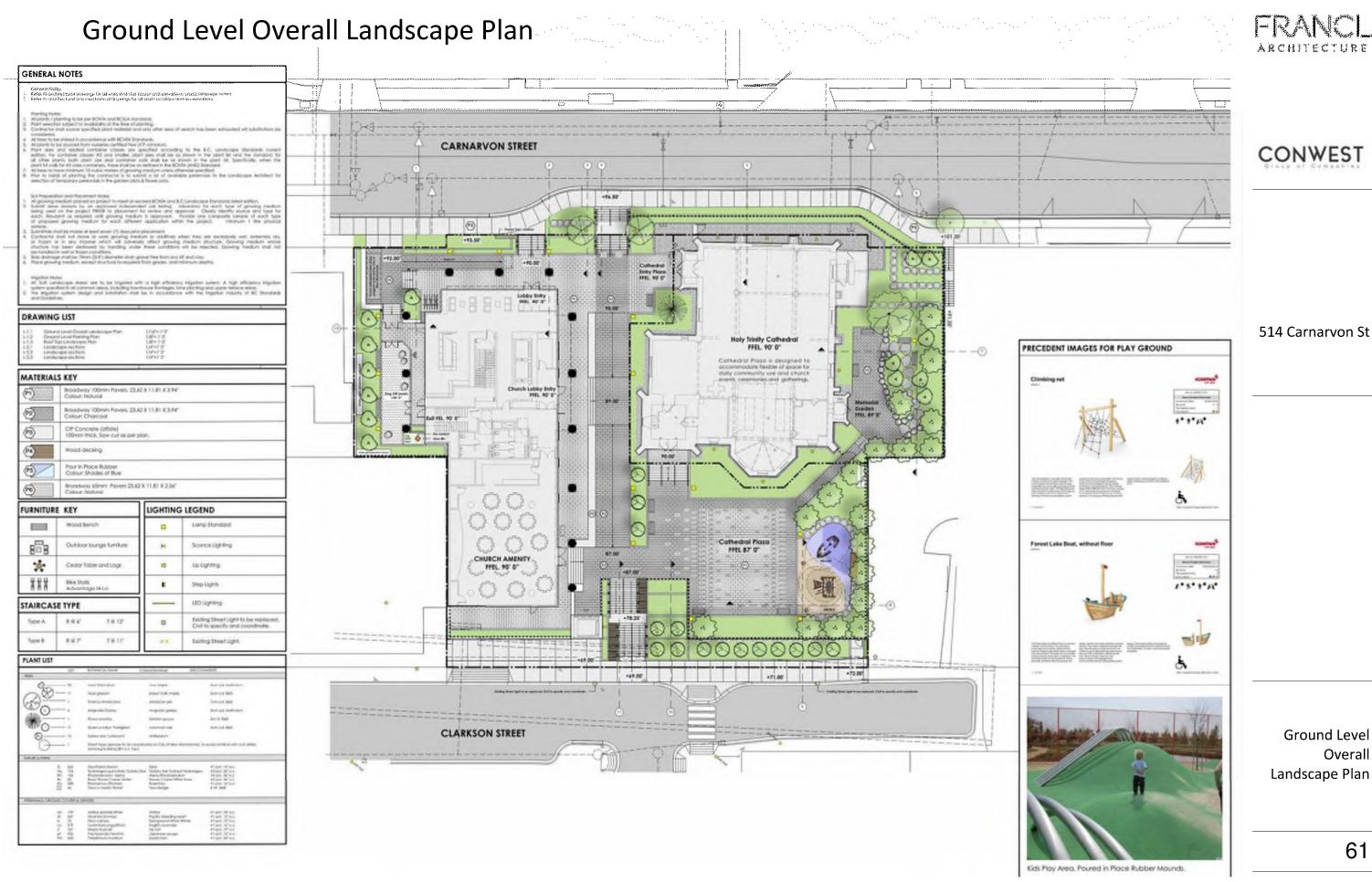
CONWEST

514 Carnarvon St

West and South Elevations

58

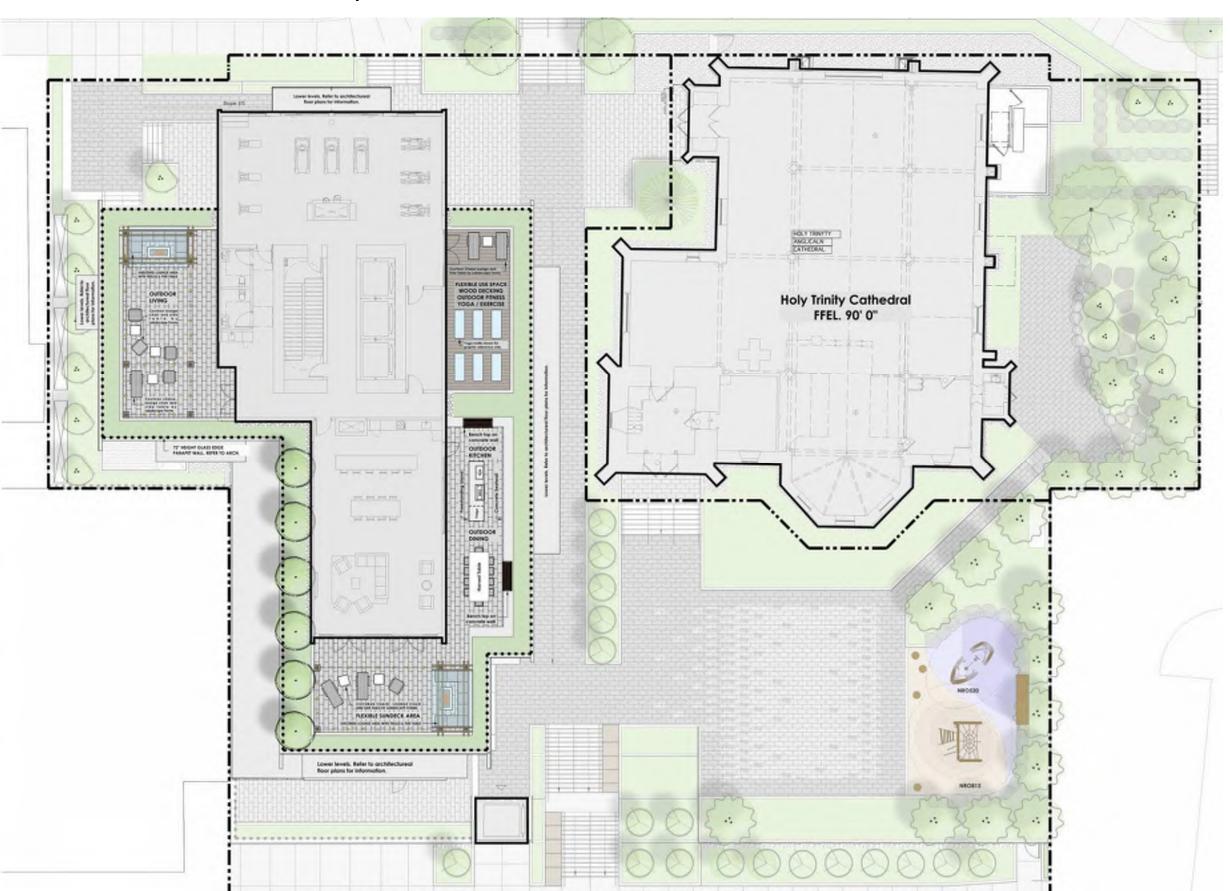
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Ground Level Overall Landscape Plan

Roof Level Overall Landscape Plan





CONWEST

514 Carnarvon St

Roof Level Overall Landscape Plan



Public Input for Official Community Plan Amendment and Heritage Revitalization Agreement: 514 Carnarvon Street

December 7, 2021

Name	Public Input Submissions Date Submitted	Date Received	#
Sarah Polson	November 23, 2021	December 1, 2021	C-1
Pacific Immigrant Resources Society.	December 1, 2021	December 1, 2021	C-2

Correspondence received until 4pm on Wednesday, December 1, 2021 will be distributed with the APC agenda package. Later correspondence will be distributed On-Table at the meeting.

Doc #1961510

Updated: December 1, 2021

From: External-Dev Feedback

To: <u>Priya Bal</u>

Subject: FW: [EXTERNAL] 514 Carnarvon St. Project

Date: Wednesday, December 1, 2021 10:28:38 AM

Lisa Wambaa | Public Engagement Planning Assistant T 604.636.3552 | C 604.240.6394 | E <u>lwambaa@newwestcity.ca</u>

From: Personal Information Removed

Sent: Tuesday, November 23, 2021 4:01 PM

To: External-Dev Feedback < devfeedback@newwestcity.ca>

Subject: [EXTERNAL] 514 Carnarvon St. Project

CAUTION: This email originated from outside of the City of New Westminster's network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I'm writing to express my concerns about the 514 Carnarvon St. project for Holy Trinity Cathedral. I'm a resident in the Quantum building at 39 6th St.

I am not opposed to Holy Trinity's restoration and seismic upgrade work. I think it's an important part of New West's history that should be preserved. However, I am concerned about the 30-story tower project and its impact on the surrounding area.

My concerns are:

- 1. The impact on the natural light for the low-rise building across the street from the proposed project. There is quite a bit of shadowing already on those building from surrounding towers, and it will be even more so with another tower.
- 2. Street parking is incredibly limited in this neighbourhood. 200 parking stalls for 285 units will not be enough even for a building that is close to transit. There are notices in our building all the time for people looking for a parking space in the building. I'm sure we are not alone in that regard.
- 3. This neighbourhood has seen some pretty significant increases in traffic with the most recent tower at Carnarvon & 6th, and there is another tower already in the works at the other corner of Carnarvon & 6th. Depending on the time of day, traffic can be quite backed up with people trying to get onto Royal to the Patullo Bridge. Also before and after school drop offs and pickups at Qayqayt, there is more traffic in the area. This project will add another potential 200 vehicles trying to get access in and out of the neighbourhood.
- 4. How does this impact Qayqayt Elementary? It is a relatively new school and has already had to add two more mobile units to accommodate the increase of families in the district. How will the city/district adjust for not only the tower going in at 6th & Carnarvon and the other recent towers in the downtown area but this one as well?
- 5. Currently the distance between our building (Quantum 39 6th St.) and the tower on the far side of the church still allows for some feeling of privacy on the side of the building facing the church. A tower in between takes that away, and I suspect you will hear a lot of that from residents in our building and the one on the other side of the church.

There are a lot of positive things about this project - accommodations for EVs, family units, etc. But the size and scope seem out of proportion for this neighbourhood. I would be much more willing to support a project that included a low rise or smaller tower with a smaller footprint in the neighbourhood.

Thank you for your time.

Best regards, Personal Information Removed November 26, 2021

City of New Westminster, 511 Royal Avenue, New Westminster, BC V3L 1H9

To City of New Westminster Mayor and Council,

Re: Proposed Official Community Plan Amendment and Heritage Revitalization Agreement for Holy Trinity Cathedral at 514 Carnarvon St.

I am writing to confirm that I met with the Conwest Development Team on November 5th, 2021 and had the opportunity to discuss the Holy Trinity Cathedral revitalization and proposed development at 514 Carnarvon Street in New Westminster. The Pacific Immigrant Resources Society acknowledges the significance and importance of this project to the City of New Westminster.

The Pacific Immigrant Resources Society (PIRS) is a non-profit organization serving immigrant and refugee women and children since 1975. PIRS assists women in breaking through language barriers, accessing information, meeting material needs, and overcoming social isolation through providing programming for newcomer women and their children. The Holy Trinity Cathedral Parish Hall has served as a facility for programming in New Westminster for the past five years. Currently, PIRS uses the Holy Trinity Cathedral Parish Hall on Monday and Wednesday mornings for English classes.

The proposed development allows for Holy Trinity Cathedral's facilities to be improved and expanded through the development of a new Parish Hall to be utilized by the community. PIRS recognizes the benefits of this proposed development to the Downtown New Westminster community.

We look forward to seeing this proposed development move forward. PIRS trusts that this letter provides the support necessary to move this project forward.

Sincerely,

Personal Information Removed

Valerie Lai Program Coordinator

The Pacific Immigrant Resource Society

Cc: Rupinder Basi, Supervisor, Development Planning, City of New Westminster Joe Carreira, VP Development, Conwest Developments

