

REPORT

Climate Action, Planning and Development

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

From: Rupinder Basi,
Development Planning Supervisor **File:** OCP000010
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;
- 7) 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	<p>Family Friendly Housing Requirements (Rental)</p> <p>2 & 3 BDR: 2 units - 29% (min. 25%) 3 BDR: 2 units – 29% (min. 5%)</p> <p>Family Friendly Housing Requirements (Strata Market)</p> <p>2 & 3 BDR: 124 units – 45% (min. 30%) 3 BDR: 28 units – 10% (min. 10%)</p>	<p><u>Secured Market Rental</u></p> <p>STUDIO: 4 units 1 BDR: 6 units 2 BDR: 2 units 3 BDR: 2 units Total: 14 Units</p> <p><u>Strata Market</u></p> <p>STUDIO: 48 units 1 BDR: 99 units 2 BDR: 96 units 3 BDR: 28 units Total: 271 Units</p>
Parking (TDM strategies outlined in Section 5.3 of this report)	<p>Residential (Strata) – 315 resident spaces and 27 visitor spaces</p> <p>Residential (Market Rental) – 14 resident spaces and 2 visitor spaces</p> <p>Church – 25 spaces</p> <p>Disabled Access Parking – 9 spaces</p> <p>Total Required = 378</p>	<p>Total Provided = 202 spaces</p> <ul style="list-style-type: none"> - 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

Land Use Designation

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 (Frequent Transit Network)	25 metres (82 feet)
Bus Stop (Sixth St / Columbia St) (Frequent Transit Network)	102 metres (335 feet)

5.0 ANALYSIS

5.1 Tower Height, Scale and Massing

Downtown Design 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 [here](#).

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 [here](#). 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 ([agenda](#) / [minutes](#)). 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:

13. Report to Council for Consideration of First and Second Reading of OCP Amendment and Heritage Bylaws;
14. 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
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