

*Appendix A:*  
*Applicant Drawing Submission*



FRANCL  
ARCHITECTURE

CONWEST  
GROUP OF COMPANIES



514 Carnarvon St

The Holy Trinity  
Anglican  
Cathedral  
Renewal

APC

514 Carnarvon St

10/18/21

# Project Team



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

# Table of Contents



00	Cover	23	Traffic Report	48	Floor Plan- Level 2
01	Project Team	24	Public Transit And Proposed TDM Initiatives	49	Floor Plan- Level 3
02	Table of Contents	25	Aerial View	50	Floor Plan- Level 4
		26	Aerial View	51	Floor Plan- Level 5
03	Conwest Cover Letter	27	Rendering	52	Floor Plan- Level 6-7
04	Reconciliation, Inclusion, and Engagement	28	Rendering	53	Floor Plan- Level 8 -28
05	Reconciliation, Inclusion, and Engagement	29	Rendering	54	Floor Plan- Level 29
06	BC Housing Letter and AOA	30	Rendering	55	Floor Plan- Level 30
07	Translink	31	Rendering	56	Floor Plan- Roof
		32	Rendering	57	East and North Elevations
				58	West and South Elevations
08	City of New Westminster - Strategic Plan	33	FSR Areas and Exclusions	59	Sections
09	Holy Trinity Cathedral Development Vision	34	Unit Summary	60	Sections
10	Holy Trinity Cathedral Development Vision	35	Shadow Analysis		
11	Holy Trinity - Heritage Rationale	36	Project Survey	61	Ground Level Overall Landscape Plan
12	Holy Trinity Cathedral - Heritage Rationale	37	Project Context and Tower Separation	62	Roof Level Overall Landscape Plan
13	Holy Trinity Cathedral - Heritage Rationale	38	View Analysis		
14	Holy Trinity Cathedral - Heritage Rationale	39	View Analysis		
15	Holy Trinity Cathedral - Heritage Rationale	40	View Analysis		
16	Cathedral Restoration And Seismic Works	41	Pedestrian Route		
17	Public Realm Design Guidelines and Master Plan	42	Site Plan		
18	Urban Context	43	Floor Plan - P5		
19	Architectural Design Rational	44	Floor Plan- P3-4		
20	Architectural Design Rational	45	Floor Plan- P2		
21	L1/L2 Heritage Design Response	46	Floor Plan- P1		
22	L1/L2 Heritage Design Response	47	Floor Plan- Level 1		

514 Carnarvon St

Table of Contents



# Conwest Cover Letter

FRANCL  
ARCHITECTURE

CONWEST



Delivered By Email

October 18, 2021

Mr. Rupinder Basl, 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 Carnarvon 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 managed 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 hənqəmínəm 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 Holy 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,

  
Joe Carreras, AACI, P.App  
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

CONWEST  
Group of Companies

514 Carnarvon St

Conwest Cover  
Letter

# 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 8<sup>th</sup>, 2021, and September 17<sup>th</sup>, 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 hənqəminəm 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 hənqəminəm, and/or additional language opportunities;
- Incorporation of Kwantlen First Nation public artwork (see Public Art Incorporation Drawing attached);
- Spaces for programming to support the Kwantlen 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 Iaci, 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

FRANCL  
ARCHITECTURE

CONWEST  
GROUP OF COMPANIES

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](http://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.vancouver.anglican.ca/anglican-church/the-diocese-of-new-westminster](http://www.vancouver.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](http://www.vancouver.anglican.ca/diocesan-ministries/indigenous-justice)).

- 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 hənqəminəḥ;
- 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

Leggett to Basi re Reconciliation 2021 09 23

Example:



təməsewtx<sup>™</sup> Aquatic &  
Community Centre

Page 2 of 2

New Westminster Aquatic Centre  
named "Sea Otter" in hənqəminəḥ

514 Carnarvon St

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@holyltrinitycathedral.ca](mailto:housingsociety@holyltrinitycathedral.ca)

June 4<sup>th</sup>, 2021

Carla Jones,  
HTC Housing Society  
514 Carnarvon St  
New Westminster, 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](mailto: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)



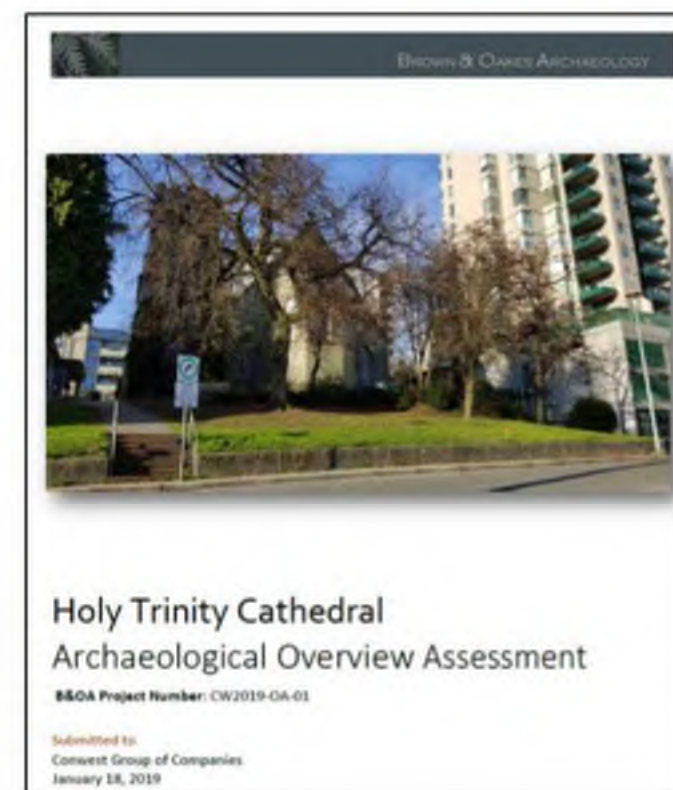
Kwkwetlem First Nation  
Lands and Resources Department  
2-45 Colony Farm Road  
Coquitlam, B.C. V3C 5K3  
604-540-8680

k'w'ik'w'ə'xəm

Prepared by Brown & Oakes Archeology

Report dated January 18, 2019

CONWEST  
GROUP OF COMPANIES



514 Carnarvon St

## RECOMMENDATIONS

1. 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



Letter of Support re: Integrated Development Program

December 12, 2018



TransLink  
400 - 287 Nelson's Court  
New Westminster, BC V3L 0E7  
Canada  
Tel 778.376.7500  
www.translink.ca  
South Coast British Columbia  
Transportation Authority

CONWEST  
Group of Companies

December 12, 2018

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

514 Carnarvon St

Dear Mr. Basi:

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 Carnarvon Street which includes the proposed pedestrian plaza, elevator and pedestrian access between Carnarvon 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 BRISH COLUMBIA TRANSPORTATION AUTHORITY

Per:   
Glen Bury  
Development Manager, Real Estate Programs & Partnerships

Cc: Joe Carreira, Conwest Ventures Ltd.

Translink

# City of New Westminster - Strategic Plan

The City of New Westminster's Council has developed 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



Environment and Climate



Facilities, Infrastructure, and Public Realm



Reconciliation, Inclusion, and Engagement



Sustainable Transportation



# Holy Trinity Cathedral Development Vision

## 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

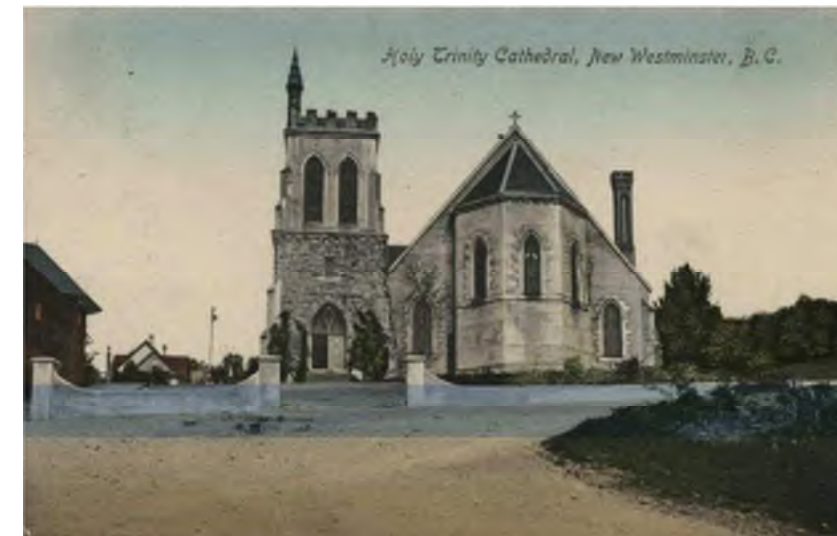
- The project will deliver a revitalized cathedral and create a new parish hall to deliver continued community services.
- This revitalization will include:
  - Space for community functions including programming, events and recreation;
  - A sense of belonging and community for disadvantaged populations; 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 energy-efficiency 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 GHG 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 sloping site.
- A publicly accessible plaza will also provide a community gathering space with a variety of programming and socializing options.



FRANCL  
ARCHITECTURE

CONWEST  
GROUP OF COMPANIES

514 Carnarvon St

Holy Trinity  
Cathedral  
Development  
Vision



# Holy Trinity Cathedral Development Vision

## 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 hənq̓əmiṇəṁ, 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.

## 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

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

## HERITAGE VALUE

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

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

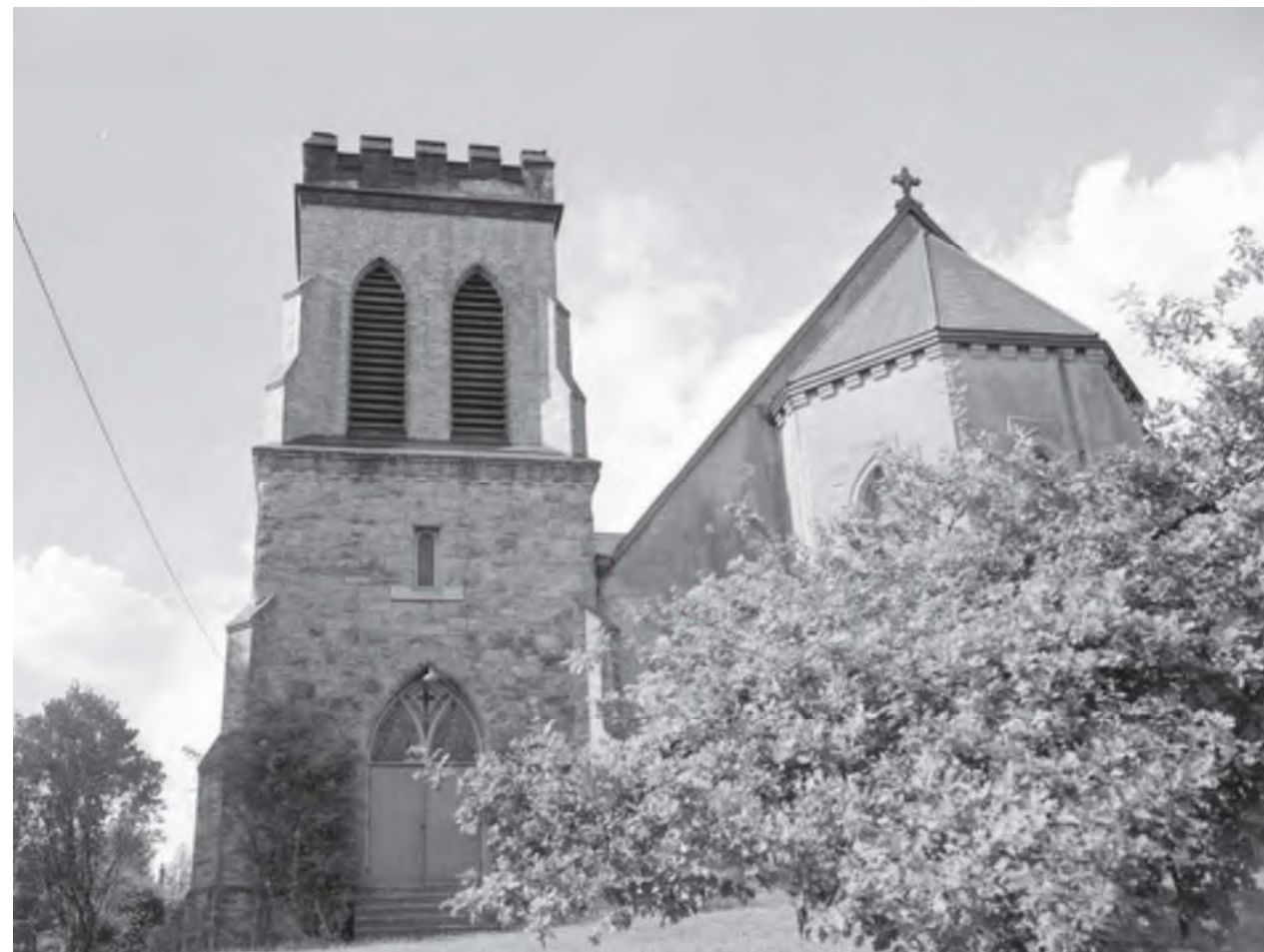
This cathedral is of architectural significance for its Gothic Revival style, popular in ecclesiastical construction of the time, and its majestic tower, which was redesigned in 1910 by architect Frank G. Gardiner. Gardiner had a prolific local architectural career, particularly with partner A.L. Mercer. 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.



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

514 Carnarvon St

Holy Trinity -  
Heritage  
Rationale



# Holy Trinity Cathedral - Heritage Rationale

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

## Long-Term Conservation and Public Safety

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

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

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

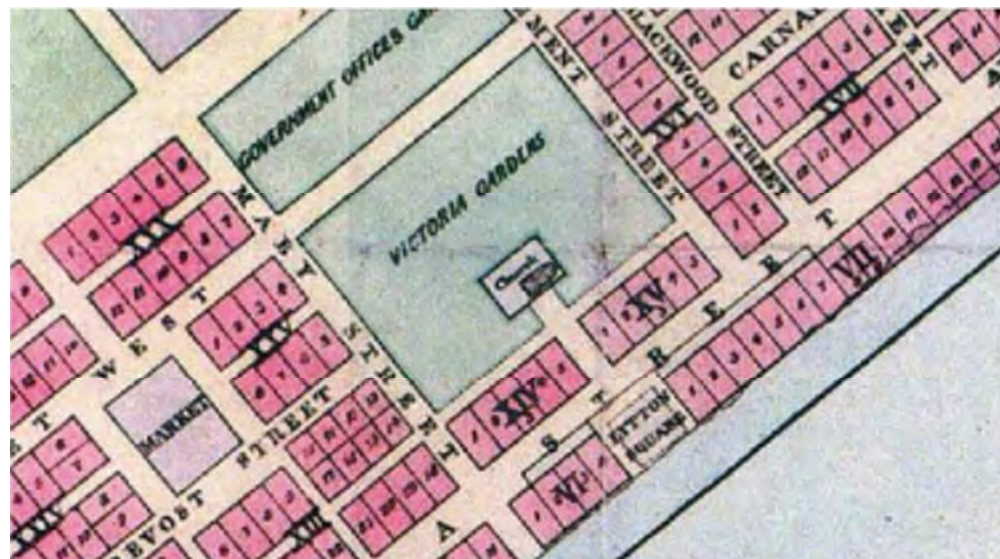
Institutions of faith are critical to the social fabric of the community. HTC, as a long-time anchor to the downtown, has been a trans-formative force that meets the social and faith-based needs of local residents and groups. The location in the downtown core is critical in serving the growing population,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

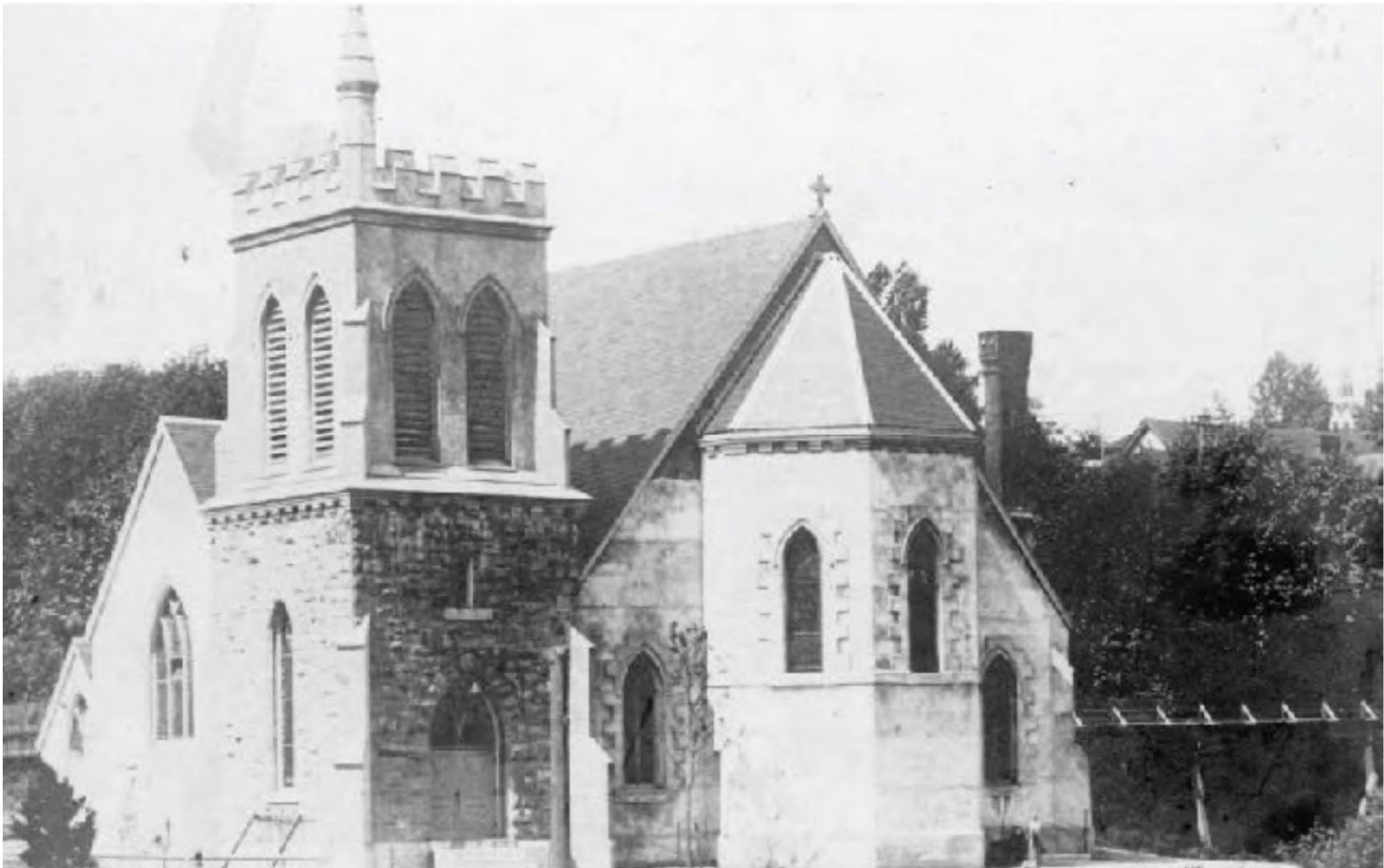
\* Excerpts taken from Heritage Conservation Plan

514 Carnarvon St

Holy Trinity  
Cathedral -  
Heritage  
Rationale

Holy Trinity Cathedral - Heritage Rationale

514 Carnarvon St



HTC view from Clarkson Street, 1900 [NWMA IHP0327]

Holy Trinity  
Cathedral -  
Heritage  
Rationale

\* Excerpts taken from Heritage Conservation Plan



# Holy Trinity Cathedral - Heritage Rationale

## Sustainability

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

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

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

## 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 hənq̓əmiñəm;
- 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 significant historical resource in the City of New Westminster. The Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada is the source used to assess the appropriate level of conservation and intervention. Under the Guidelines, the work proposed for the Holy Trinity Cathedral includes aspects of preservation, rehabilitation and restoration. All proposed interventions to the site have been assessed using the Standards and Guidelines, and are in compliance.

## Contemporary Interventions

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

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

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





# Holy Trinity Cathedral - Heritage Rationale

## ADDITIONAL STANDARDS RELATING TO REHABILITATION

Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.

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:

**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.



Clarkson View



Carnarvon View

\* 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:

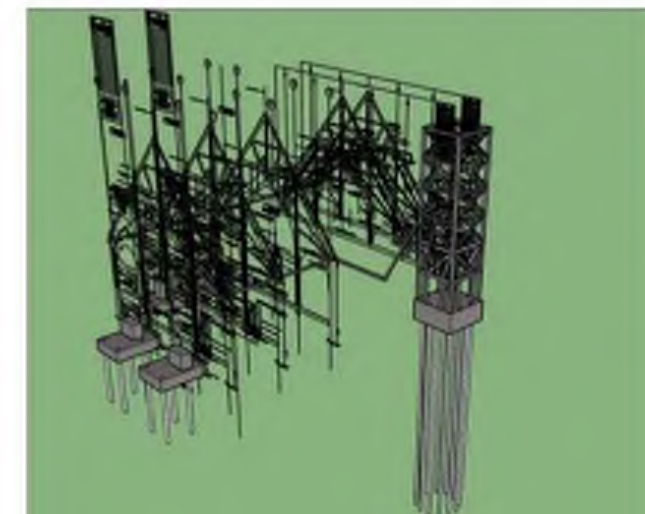
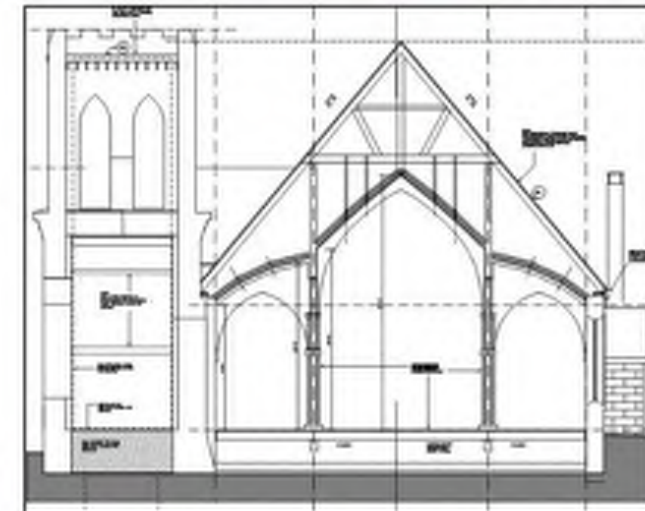
- Refinishing floors, millwork, wood doors and columns.
- Repointing the bell tower.
- Refurbish cement parging, plaster and paint.
- Replace roof, gutters and downspouts.
- Rehabilitate stained glass windows.
- Add washroom facility to the cathedral.
- Install sprinkler fire protection and alarm system.
- 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



# Public Realm Design Guidelines and Master Plan

## 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:

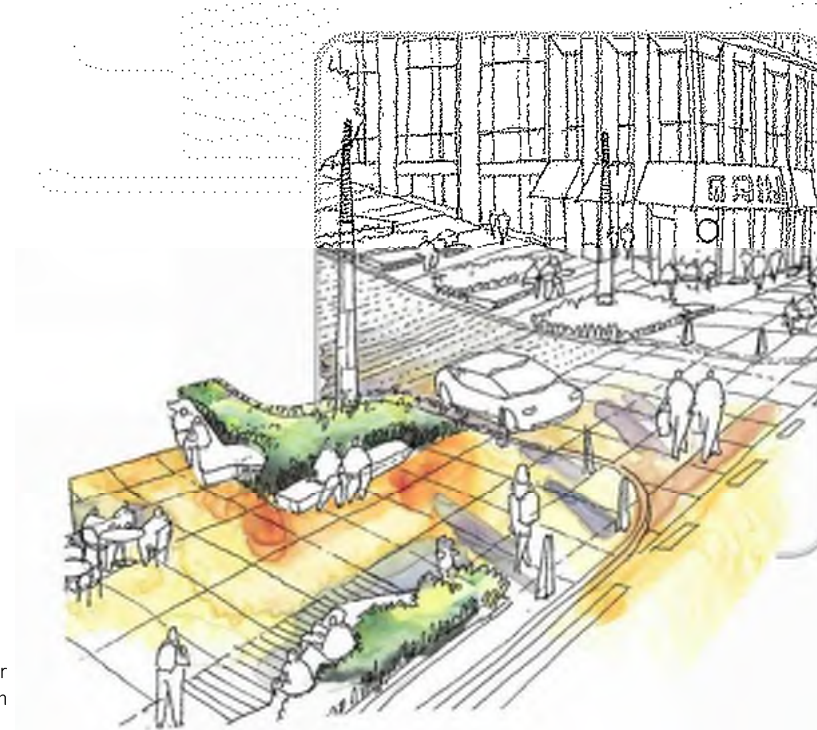
- This heritage revitalization application prioritizes the preservation and restoration of the historic cathedral itself. The new structure has been conceived to respect the commonly accepted Canadian National Heritage principles: compatibility, subordination and distinguishability. Specifically, the new tower responds to the HTC by its stepping form (interpretation of the church buttresses) in section and in plan and will have a complementary materials palette consistent with the Albert Crescent Precinct’s guidelines (refer also to section on ‘Architectural Response’).

### 4.7 Contextual Response:

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

### 4.8 Safety:

- Safety has been on the forefront of our thinking and manifests itself through the provision of “eyes” on the street – lobbies facing Carnarvon Street, residential 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.



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 Carnarvon 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.





# Architectural Design Rational

## 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 first capital of British Columbia.

## HERITAGE

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

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



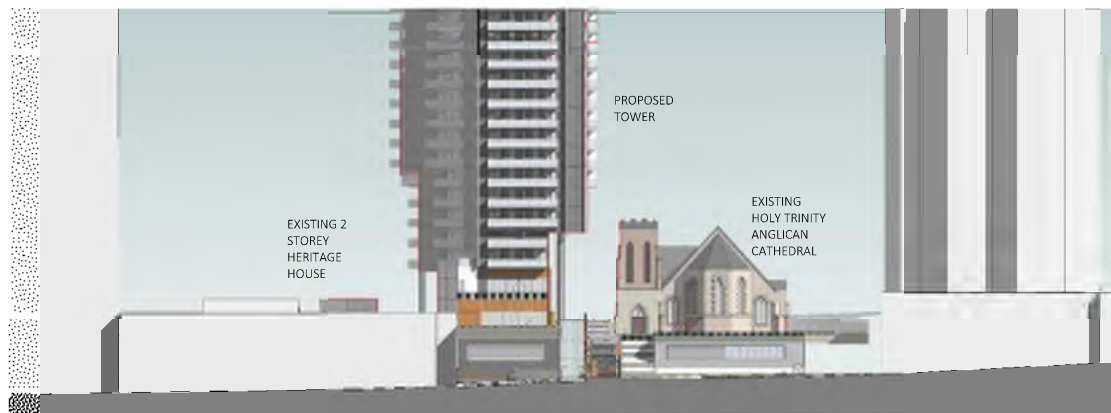
# Architectural Design Rational

## 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 signifcant and recognizable architectural creativity and excellence while contributing to the strength and beauty of the city's skyline.
2. Contribute to a strong urban design concept in relation to the surrounding buildings, streetscape and open space context.
3. Have a form that is slender, sleek and clean in its overall configuration. Groups of iconic buildings should relate to each other such that they read as a unified cluster rather than simply as individually-designed structures.
4. Have a modern character, providing an urban design contrast which would enhance the heritage character of the overall city.
5. Use high-quality architectural materials such as large surfaces of glass, white-toned walls of metal and stone or high-quality painted concrete.
6. Consider roof forms that add to the iconic quality of a building and/or grouping 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 floor plate one storey higher than the original submission to provide additional separation between the tower and the church. The Architectural approach for this heritage revitalization proposal takes its cues from the Cathedral itself. The proposed new building, for the 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, reflects on and mirrors the Cathedral's column and buttress rhythm.

Starting at the 3rd floor, the new structure starts to incrementally and carefully cantilever, the stepping principles directly borrowed from the Cathedral tower and buttress wall motifs. The height of the steps are calibrated to respond to the stepping of the bell tower elements. The stepping principles are also applied to the new building plan, modulating the north-south dimension of the new building as well as in section, modulating the massing on the lower 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

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



1. Metal Panel  
Copper Colour

2. Rendered  
Concrete

3. Bronze Coloured Mullion  
Caps and Portals

4. Bronze dual layer  
screens

5. Wood Door

L1/L2 Heritage  
Design Response





# Traffic Report



INFORMATIONAL - INDICATIVE & NON-BINDING

August 23, 2021

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

Attention: Peter French

Dear Peter,

Re: Carshare arrangements at HTC Redevelopment located at 514 Carnarvon Street New Westminster

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:

1. 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;
2. 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.

Modo 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 Modo membership privileges under the umbrella of the multi-user membership and become "Partner Users".

Modo is interested in working with Conwest (514 Carnarvon) LP and be part of the proposed development at 514 Carnarvon Street in New Westminster whose occupants and nearby residents may no longer need to own a car of their own for their personal and business needs.

Sylvain Cebire  
Director of Business Development

Enclosure: as mentioned above.

CONWEST  
Group of Companies

514 Carnarvon St

Traffic Report

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



# Public Transit And Proposed TDM Initiatives



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



- End of Trip facility
- Public bike share station
- Wayfinding sinage



- Accessible connection from Carnarvon 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.

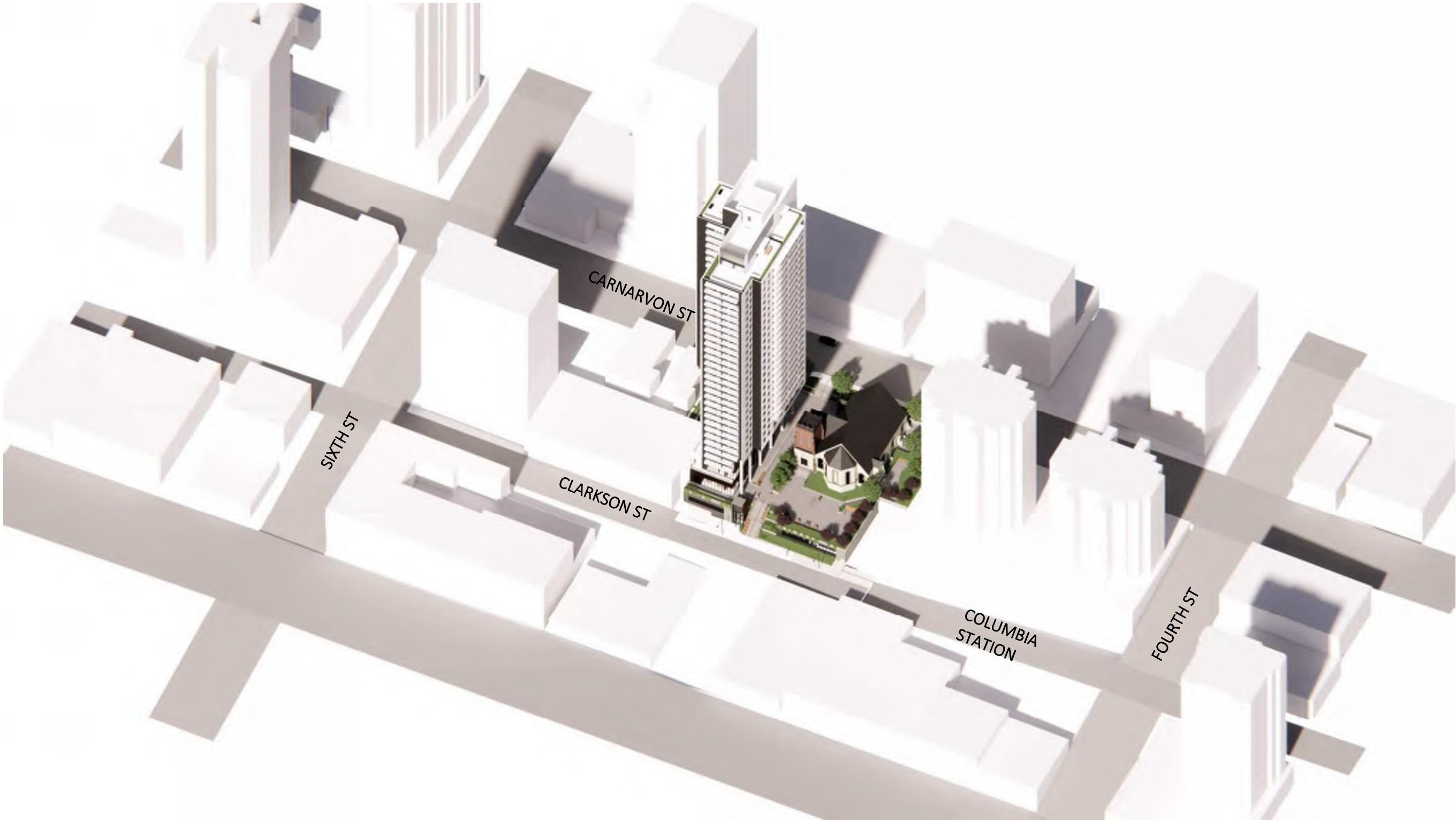
Highly accessible by walking and according to "walkscore.com", achieves 96 out of 100.

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.

Aerial View

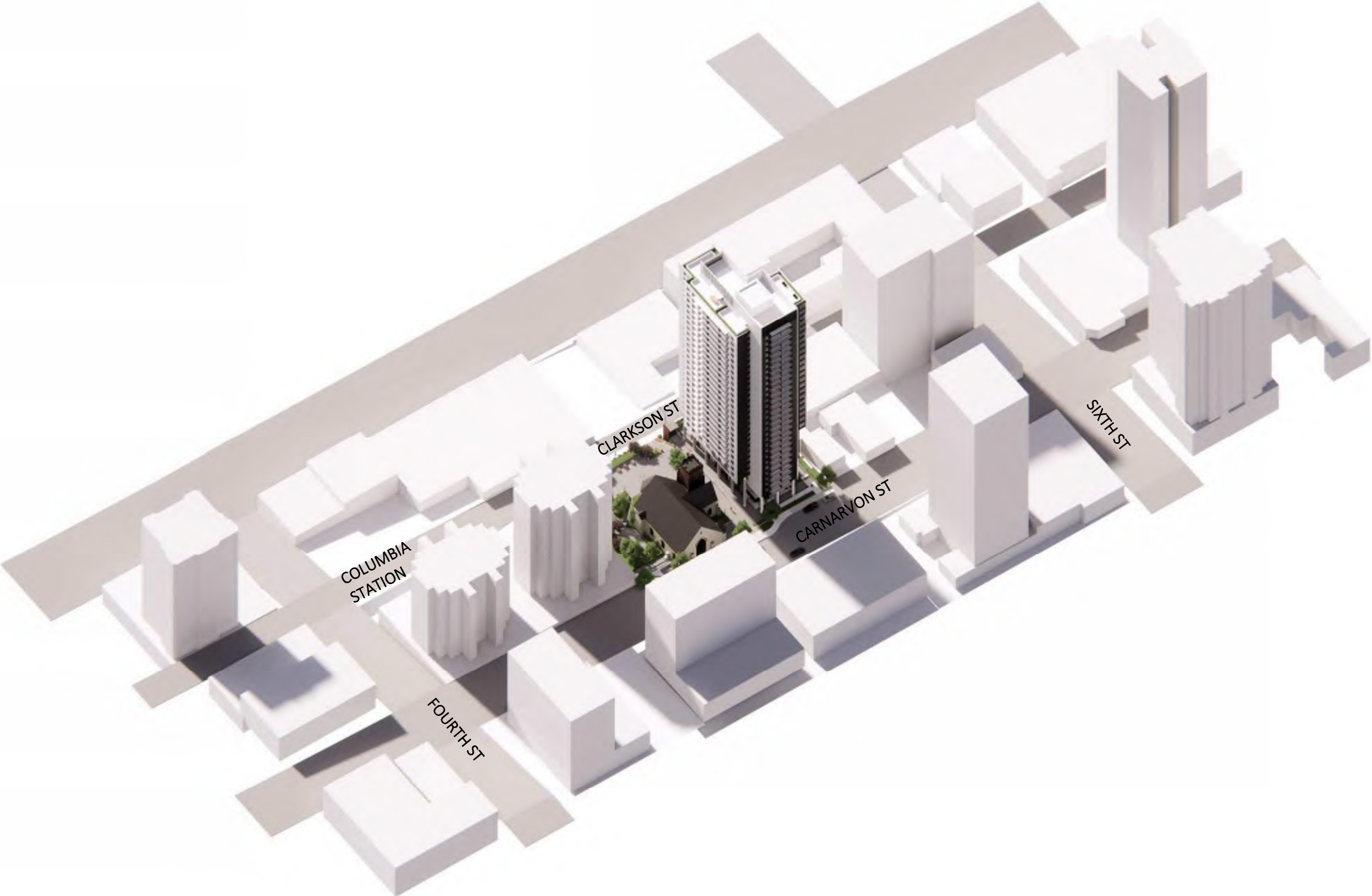
514 Carnarvon St



Aerial View



Aerial View











514 Carnarvon St

Rendering

Night View from Plaza









Rendering

Pedestrian Corridor from Clarkson









CONWEST  
Group of Companies

514 Carnarvon St

Rendering

# FSR Areas and Exclusions



514 Carnarvon St

PROJECT DATA SUMMARY			
CIVIC ADDRESS		514 CARNARVON ST	
LEGAL ADDRESS		PARCEL 1, VICTORIA GARDENS REFERENCE PLAN 74708	
EXISTING ZONING		P1- PUBLIC AND INSTITUTIONAL DISTRICTS (LOWRISE)	
SITE AREA		m2	SF
(INCL.CHURCH SITE)		3,105.6	33,428
(EXCL.CHURCH SITE)		2,133.1	22,960
TOWER LOT COVERAGE @ GRADE		17.36%	(INCL.CHURCH SITE)
TOWER LOT COVERAGE @ 40'		22.99%	
GROSS AREA PROPOSED		m2	SF
		21,285.0	229,117.3
NET AREA (FSR AREA)		m2	SF
Proposed		19,543.0	210,365.4
FSR			
Proposed		6.3	
BUILDING HEIGHT (m)		Proposed	Storeys
		90m	30
TOTAL UNITS		285	100%
Residential Units		171	60%
Adaptable Single Units		37	12.98%
Adaptable Family Units		77	27.02%
40.00%			
PARKING COUNT		Proposed	Required
Residential	Market Rental	151	314
	Secured Market Rental	10	10
	Visitor	13	30
	Residential total	174	354
Church		17	25
Church	Church/Visitor shared	8	
	Car Share	1	
Total		200	379
% Parking Reduction		47%	
LOADING		Proposed	Required
Type A		1	1
BICYCLE COUNT		Proposed	Required
		358	357
BICYCLE COUNT AT GRADE		3	

BUILDING AREAS (m2)								
FLOOR	GROSS FLOOR AREA	EXCLUSIONS		RESIDENTIAL AMENITY EXCLUSION	CHURCH AMENITY EXCLUSION	MECH & SERVICE	TOTAL	NET
		ADAPTABLE UNITS EXCLUSIONS					EXCLUSION AREA	FSR AREA
		1BR UNITS	FAMILY UNITS					
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	GROSS	ADAPTABLE UNITS EXCLUSIONS		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)

FSR Areas and Exclusions



Unit Summary

RESIDENTIAL UNIT SUMMARY																														
UNIT MIX																														
UNIT TYPE		A1	A2	A3	A4	B1	B2	B3	B4	B5	B6	B7	B8	C1	C2	C3	C4	C5	C6	C7	D1	D2	D3	D4	D5	NO. UNITS				
USE	LEVEL	STUDIO	STUDIO	STUDIO ADP	STUDIO ADP	1 BD+DEN	1 BD ADP	1 BD	1 BD	1BD+DEN ADP	1BD ADP	1 BD+DEN	1BD ADP	2 BD	2 BD ADP	2 BD ADP	JR.2 BD	2 BD ADP	2 BD+DEN ADP	JR.2 BD	3 BD+DEN ADP	3 BD ADP	3 BD+DEN	3 BD+DEN	3 BD ADP					
	Mech. Roof																													
MARKET CONDO	Level 30																													
	Level 29																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						1			11	
	SECURED MARKET RENTAL	Level 4			1	1						1	1	1					1				1			7				
Level 3				1	1						1	1	1					1				1			7					
PARISH HALL AND OFFICES	Level 2																													
	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%			

		STUDIO	STUDIO ADAPTABLE	1 BD	1 BD ADAPTABLE	1 BR+ DEN	1 BD+ DEN ADAPTABLE	JR 2BD	JR 2BD ADAPTABLE	2 BD	2BD ADAPTABLE	2 BD + DEN	2 BD + DEN ADAPTABLE	3 BD	3 BD ADAPTABLE	TOTAL
MARKET CONDOS	UNIT TOTALS	48	0	48	24	24	3	25	0	24	46	0	1	2	26	271
	% Unit Type	18%	0%	18%	9%	9%	1%	9%	0%	9%	17%	0%	0%	1%	10%	37%
	% Totals	18%		37%				35%						10%		
	46%															
SECURED MARKET RENTAL	UNIT TOTALS	0	4	0	4	0	2	0	2	0	0	0	0	0	2	14
	% Unit Type	0%	29%	0%	29%	0%	14%	0%	14%	0%	0%	0%	0%	0%	14%	100%
	% Total Rental	29%		43%				14%						14%		
	29%															
TOTAL	UNIT TOTALS	48	4	48	28	24	5	25	2	24	46	0	1	2	28	285
	% Unit Type	17%	1%	17%	10%	8%	2%	9%	1%	8%	16%	0%	0%	1%	10%	40%
	% Totals	18%		37%				34%						11%		
	45%															

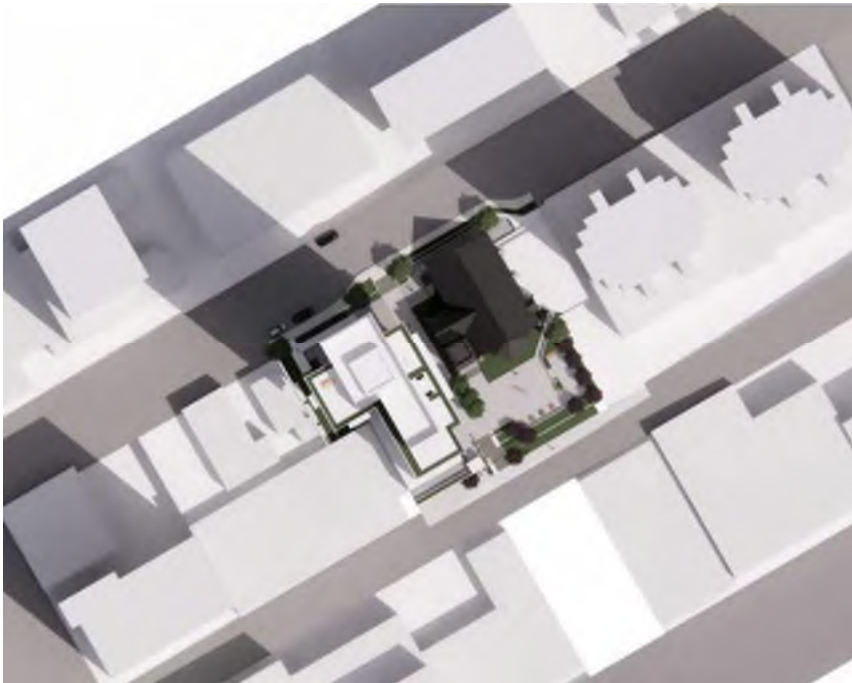


514 Carnarvon St

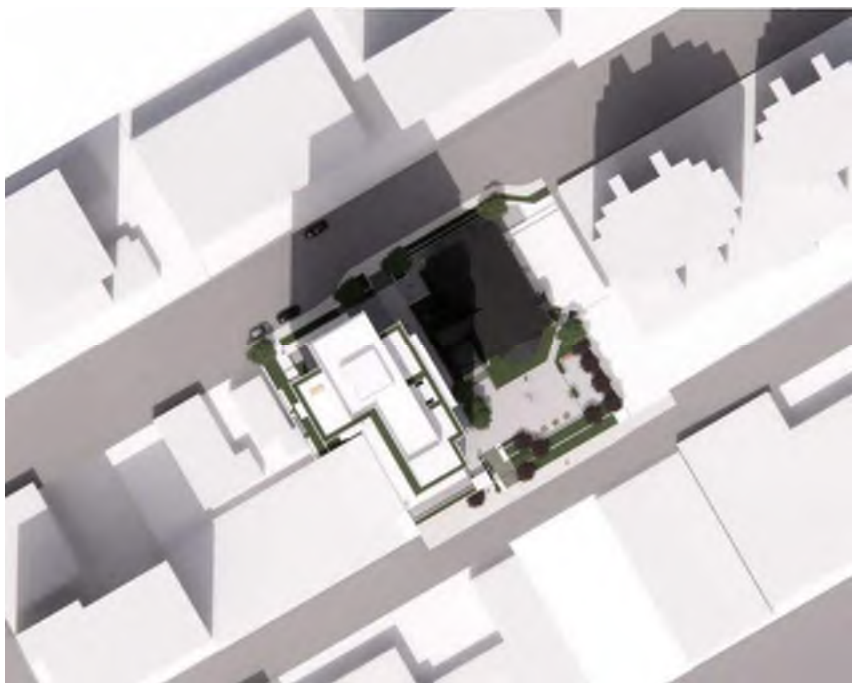
Unit Summary

Shadow Analysis

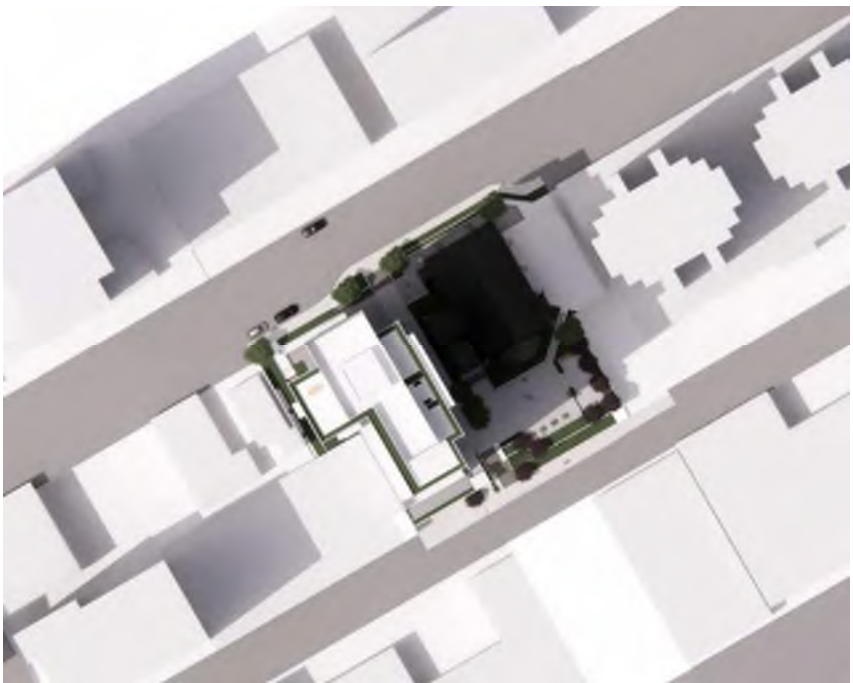
514 Carnarvon St



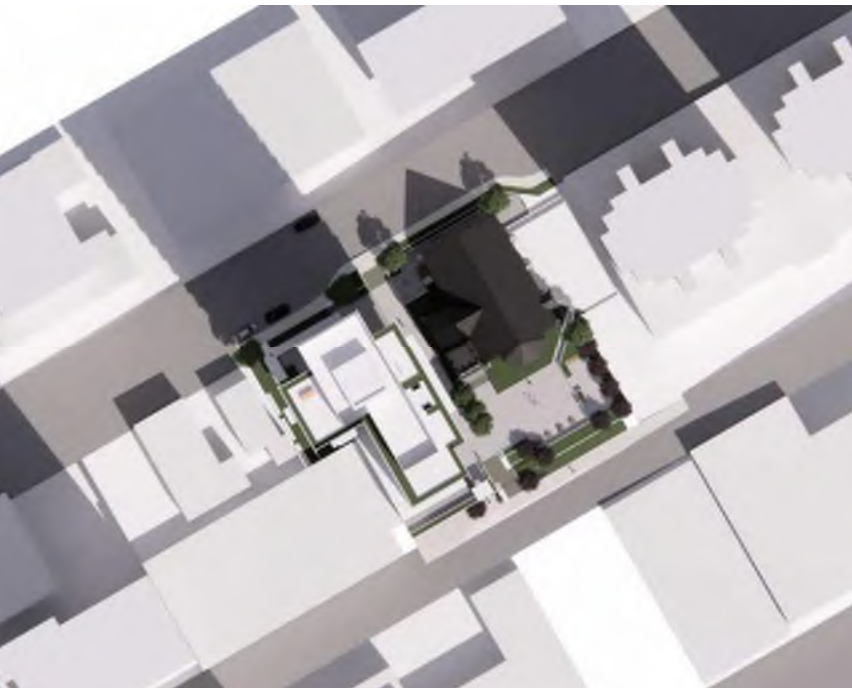
June 21st 10.00 am



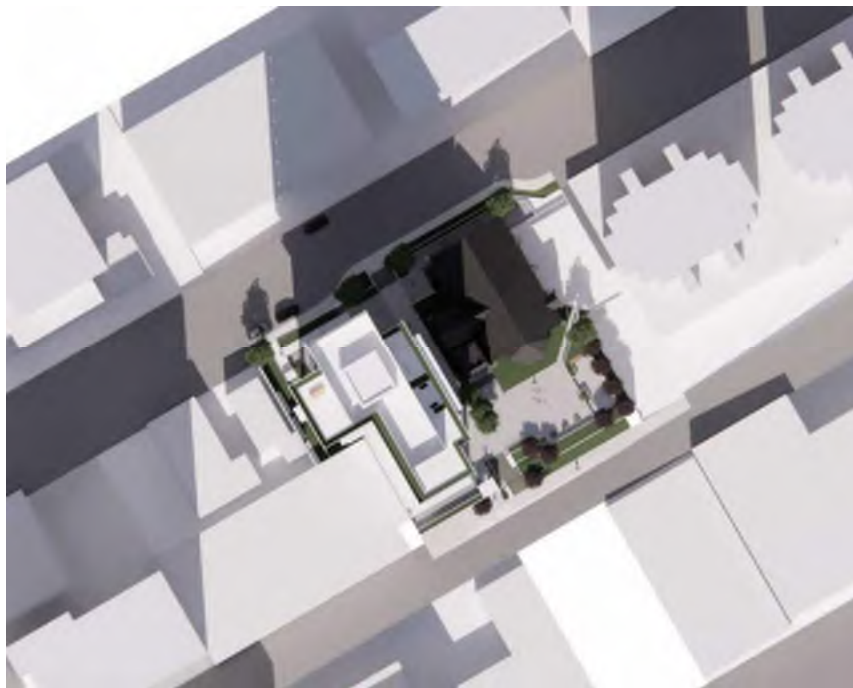
June 21st 12.00 pm



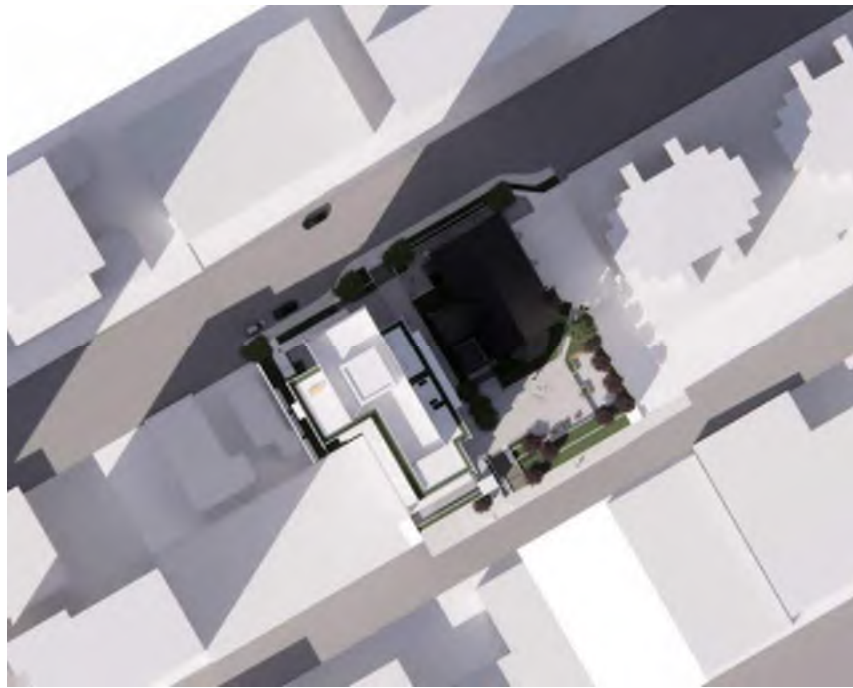
June 21st 2.00 pm



March/September 21st 10.00 am



March/September 21st 12.00 pm



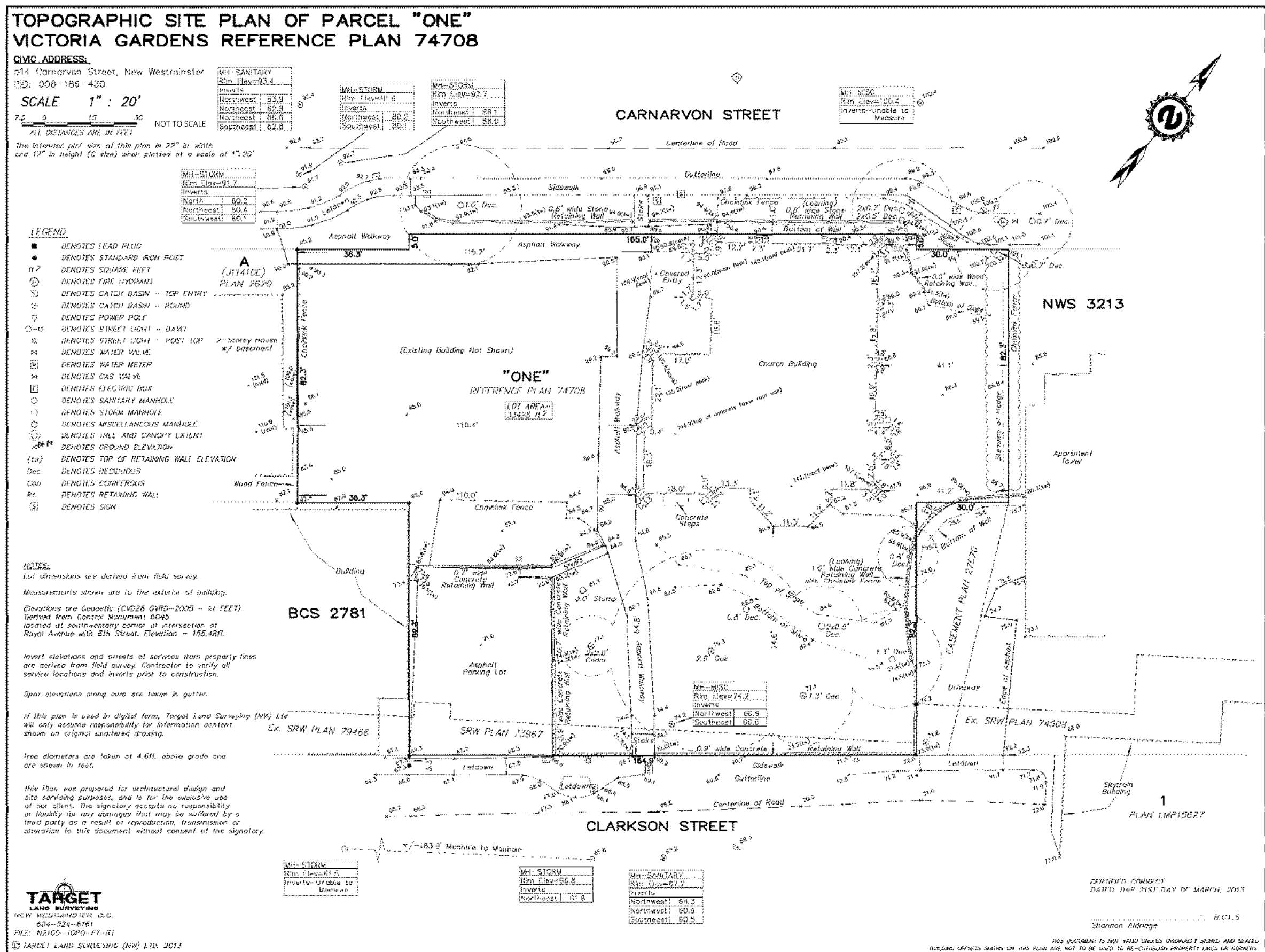
March/September 21st 2.00 pm



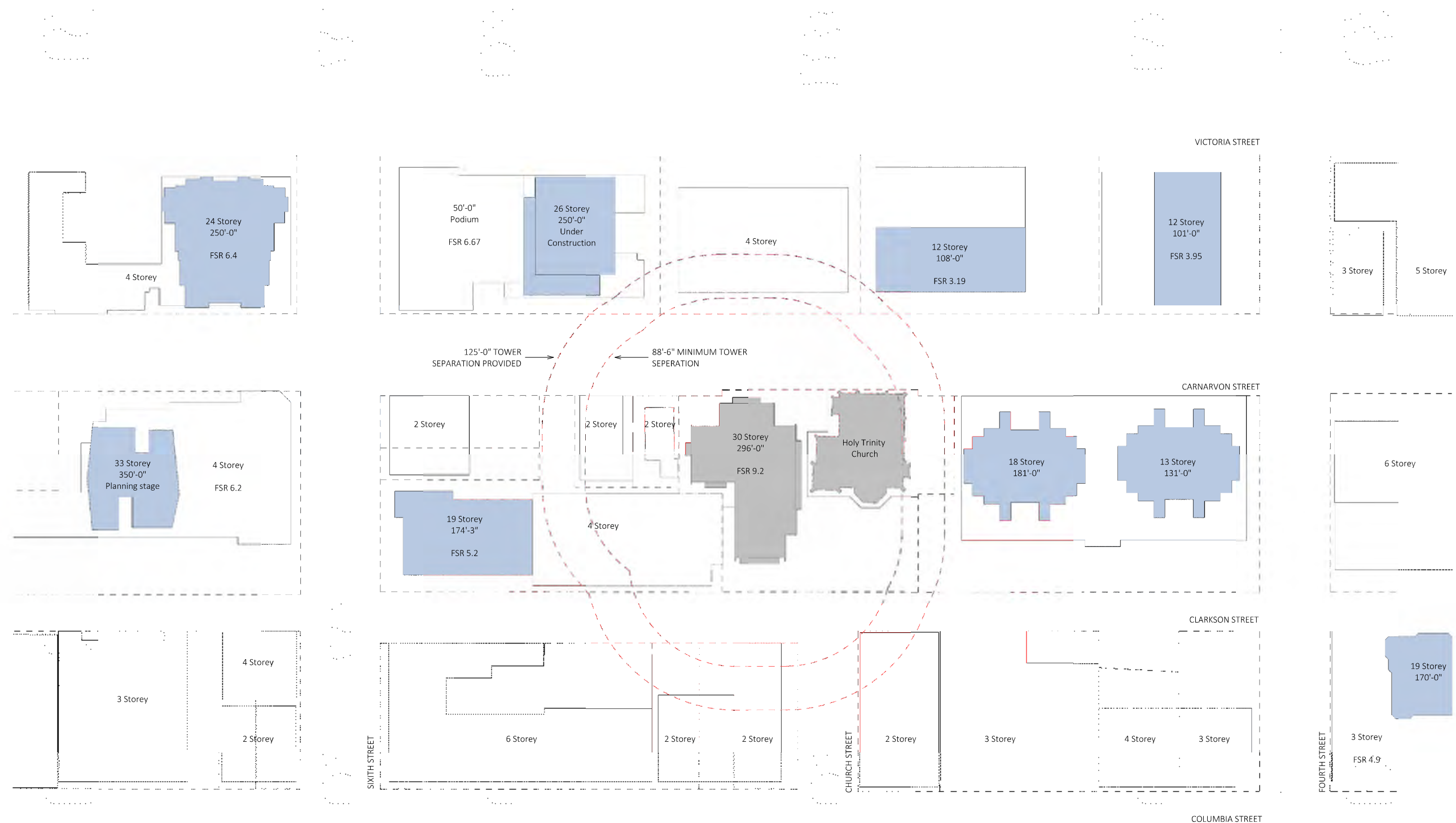
Shadow Analysis



# Project Survey



# Project Context and Tower Separation

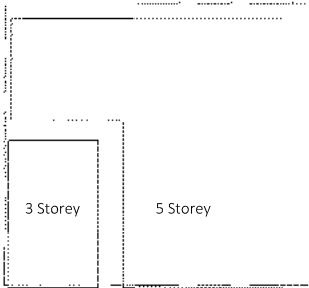


514 Carnarvon St

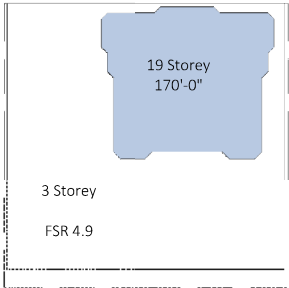
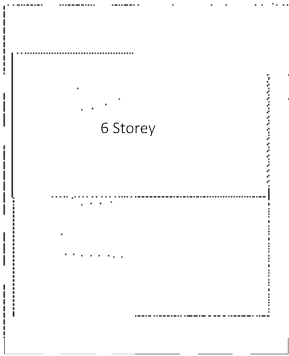
Project Context  
and Tower  
Separation



# View Analysis

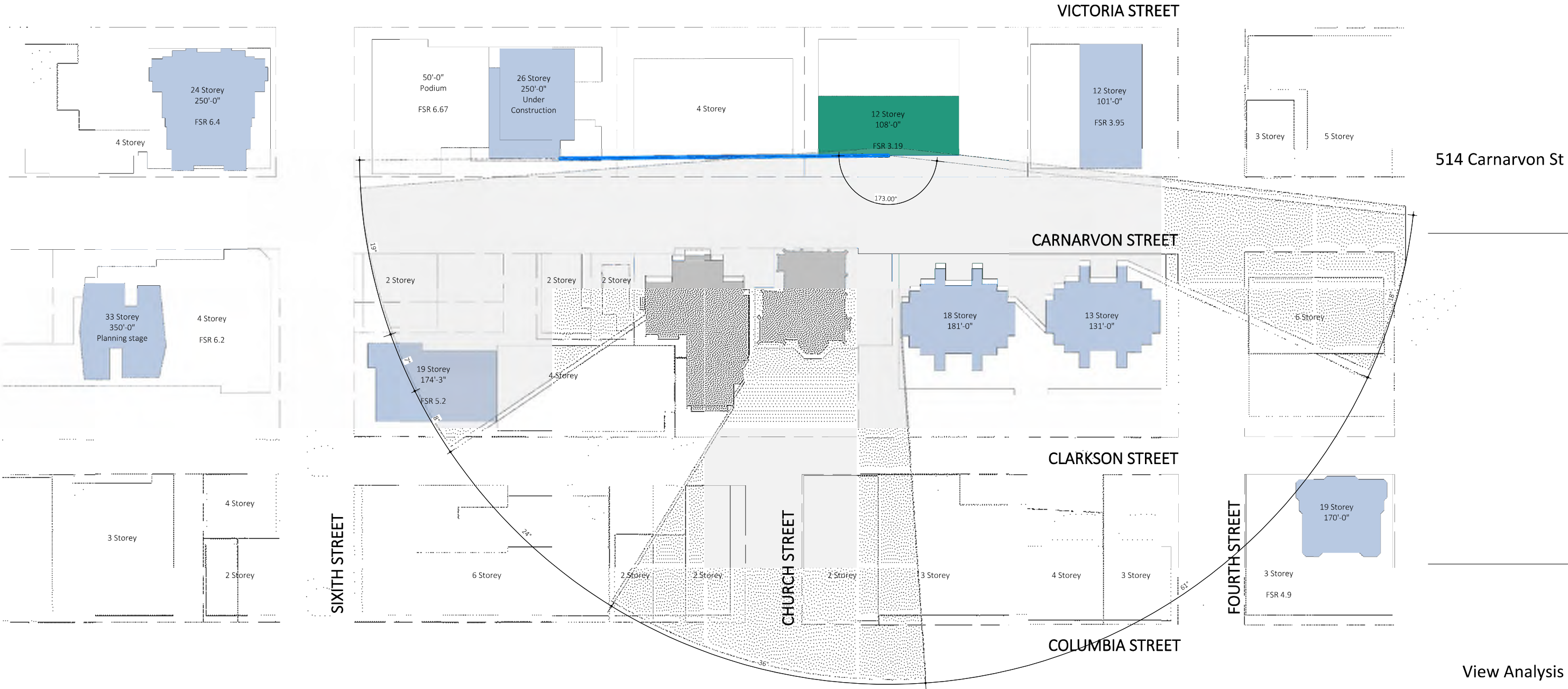


514 Carnarvon St



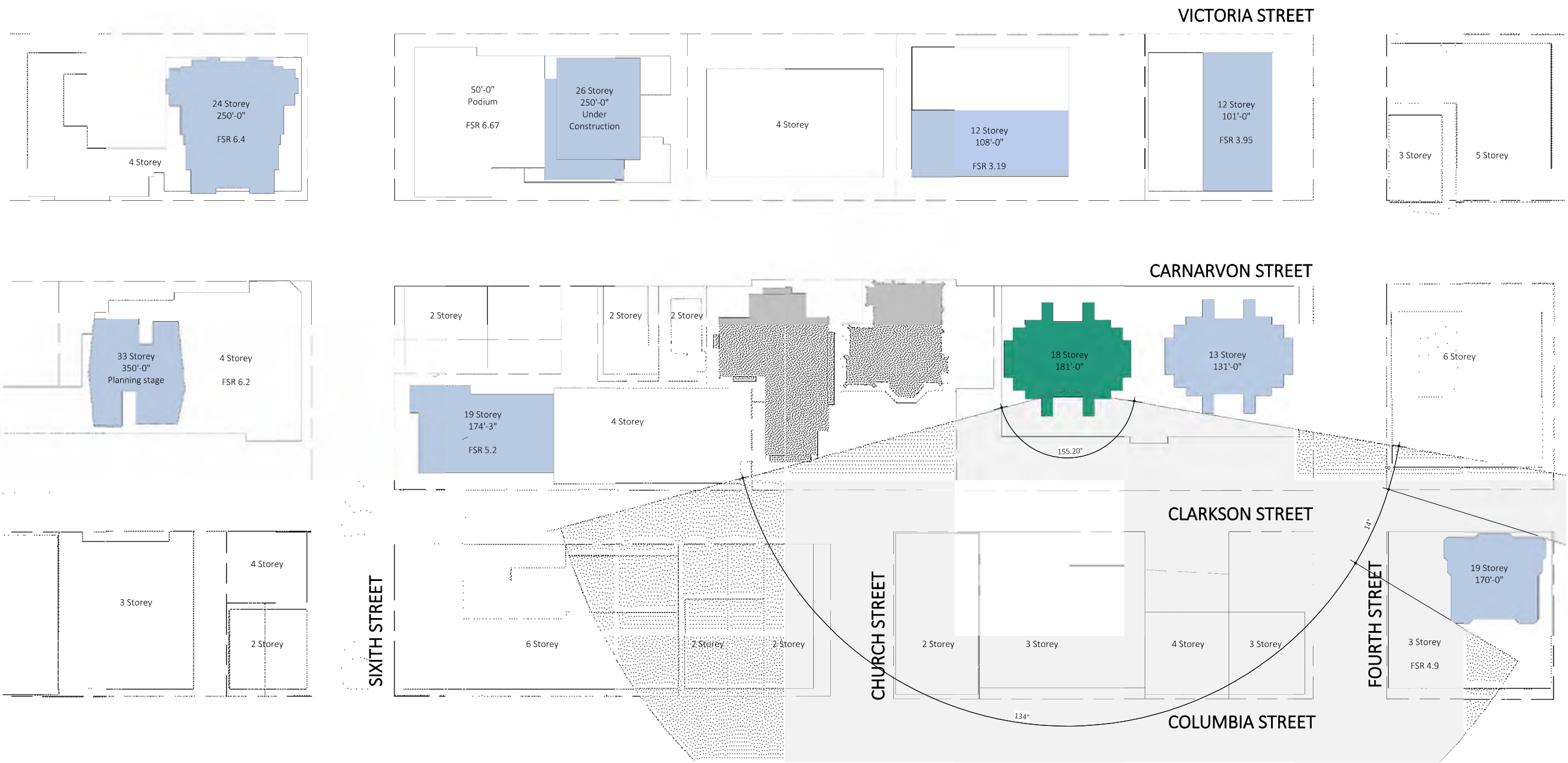
View Analysis

# View Analysis





# View Analysis



514 Carnarvon St

View Analysis

Pedestrian Route



514 Carnarvon St

Pedestrian Route



**CONWEST**  
Group of Companies

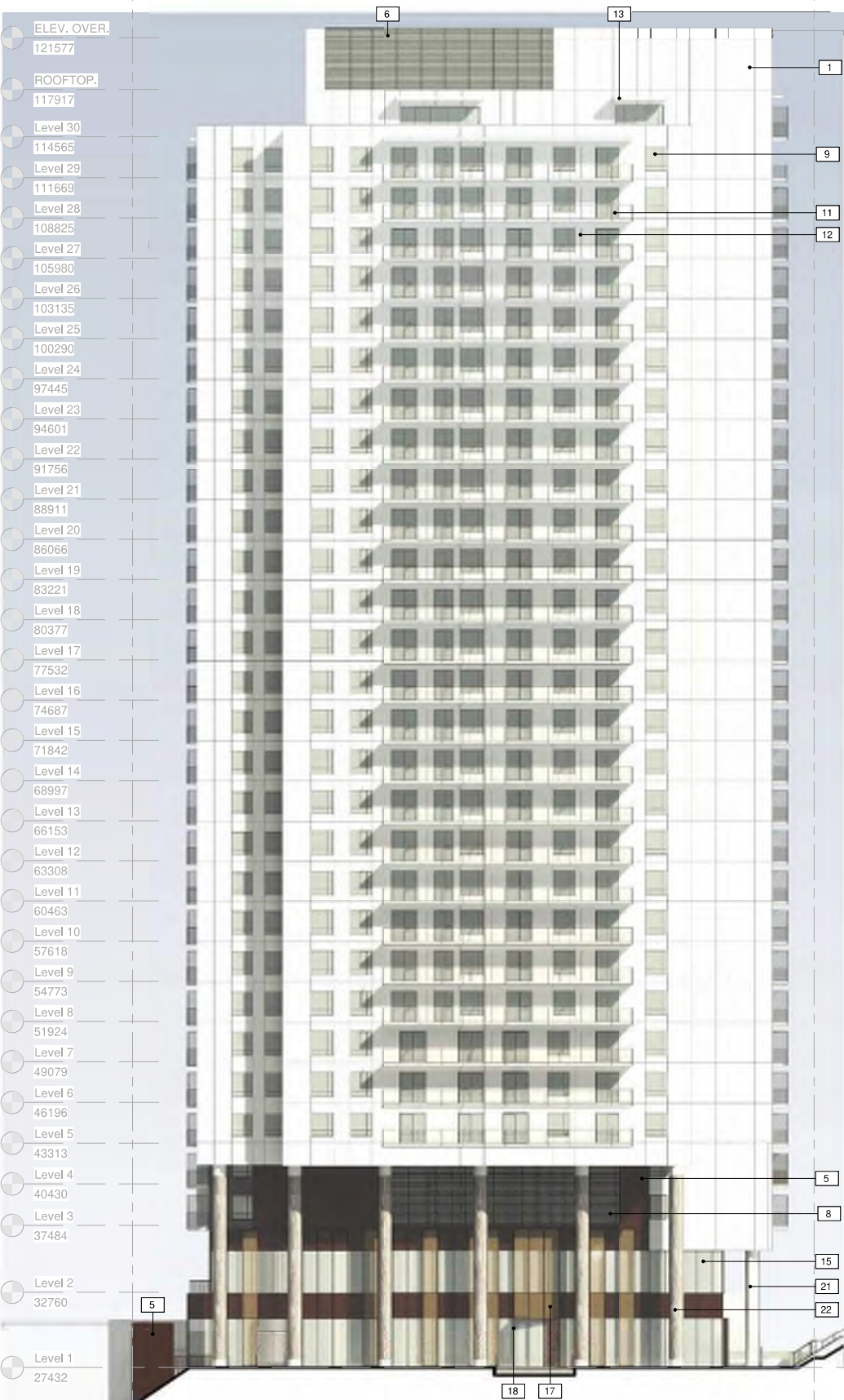


42

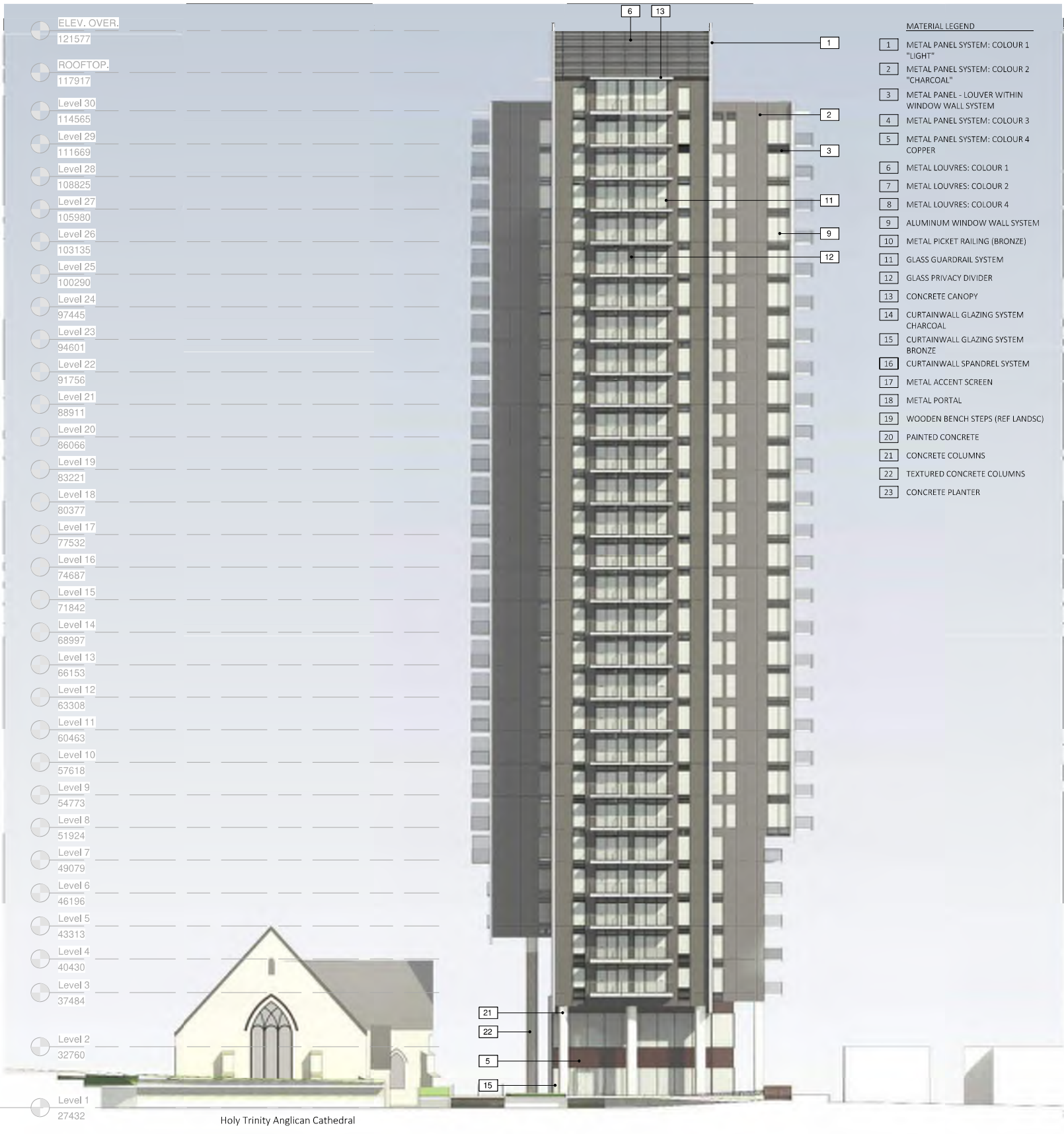




# East and North Elevations



1 East Elevation  
1 : 200



2 North Elevation  
1 : 200

Holy Trinity Anglican Cathedral

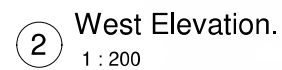


FRANCL  
ARCHITECTURE



### West and South Elevations

58



1 South Elevation  
1 : 200



# Ground Level Overall Landscape Plan

514 Carnarvon St

Ground Level  
Overall  
Landscape Plan

GENERAL NOTES			
<b>General Notes</b>			
1. Refer to architectural drawings for all walls and floor levels and elevations, unless otherwise noted.			
2. Refer to project landscape and site plan for all other conditions and elevations.			
<b>Planting Notes</b>			
1. All plants to be planted to be per BCSA and BCSA standards.			
2. Plant selection subject to availability at the time of planting.			
3. Contractor shall source specified plant material and only after area of search has been exhausted will substitutions be considered.			
4. All trees to be planted in accordance with BCSA Standards.			
5. All plants to be sourced from nurseries certified free of P. mycoplasma.			
6. Plant size and selected container classes are specified according to the B.C. landscape standards current edition, for container classes #2 and smaller, plant sizes shall be as shown in the plant list and the standard for all other plants, both plant size and container class shall be as shown in the plant list. Specifically, when the plant list calls for #1 class containers, these shall be as defined in the BCSA (2020) Standards.			
7. All trees to have minimum 10 cubic metres of growing medium unless otherwise specified.			
8. Prior to start of planting the contractor is to submit a list of available perennials to the Landscape Architect for selection of temporary perennials in the garden plots & flower pots.			
<b>Soil Preparation and Placement Notes</b>			
1. All growing medium placed on project to meet or exceed BCSA and B.C. Landscape Standards latest edition.			
2. Submit a soil analysis by an approved independent soil testing laboratory for each type of growing medium being used on the project. Provide to the Landscape Architect for review and approval. Clearly identify source and type for each. A minimum of 10 cubic metres of growing medium is required. Provide one composite sample of each type of approved growing medium for each different application within the project. Minimum 1 litre per cubic metre.			
3. Soil shall be made of at least seven (7) different plant species.			
4. Contractors shall not move or work growing medium in application when they are excessively wet, extremely dry or frozen or in any manner which will adversely affect growing medium structure. Growing medium whose structure has been destroyed for handling under these conditions will be rejected. Growing medium shall not be hand-delivered wet or frozen conditions.			
5. Soil drainage shall be three (3) inch diameter drain gravel free from any oil and clay.			
6. Place growing medium, except structure to required both grades and minimum depths.			
<b>Irrigation Notes</b>			
1. All soft landscape areas are to be irrigated with a high efficiency irrigation system. A high efficiency irrigation system installed in all common areas, including househouse porches, one planting and open terrace areas.			
2. The irrigation system design and installation shall be in accordance with the irrigation industry of B.C. Standards and Guidelines.			
DRAWING LIST			
L-1.1	Ground Level Overall Landscape Plan	1/16" = 1' 0"	
L-1.2	Ground Level Planting Plan	1/8" = 1' 0"	
L-1.3	Roof Top Landscape Plan	1/8" = 1' 0"	
L-1.4	Landscape sections	1/4" = 1' 0"	
L-1.5	Landscape sections	1/4" = 1' 0"	
L-1.6	Landscape sections	1/4" = 1' 0"	
MATERIALS KEY			
P1	Brookway 100mm Pavers, 23.62 X 11.81 X 3.94"		
P2	Brookway 100mm Pavers, 23.62 X 11.81 X 3.94"		
P3	CP Concrete (offsite)		
P4	100mm-thick, Saw cut as per plan.		
P5	Wood decking		
P6	Pour in Place Rubber		
P7	Colour: Shades of Blue		
P8	Brookway 60mm Pavers 23.62 X 11.81 X 2.56"		
P9	Colour: Natural		
FURNITURE KEY		LIGHTING LEGEND	
F1	Wood Bench	L1	Lamp Standard
F2	Outdoor lounge furniture	L2	Scene Lighting
F3	Cedar Table and Logs	L3	Up Lighting
F4	Bike Stalls	L4	Step Lights
F5	Advantage H&L	L5	LED Lighting
L6	Existing Street Light to be replaced. Civil to specify and coordinate.		
L7	Existing Street Light.		
STAIRCASE TYPE			
Type A	R @ 4"	T @ 12"	
Type B	R @ 7"	T @ 11"	
PLANT LIST			
<b>Tree</b>			
1	Acacia	Acacia	Acacia
2	Acacia	Acacia	Acacia
3	Acacia	Acacia	Acacia
4	Acacia	Acacia	Acacia
5	Acacia	Acacia	Acacia
6	Acacia	Acacia	Acacia
7	Acacia	Acacia	Acacia
8	Acacia	Acacia	Acacia
9	Acacia	Acacia	Acacia
10	Acacia	Acacia	Acacia
11	Acacia	Acacia	Acacia
12	Acacia	Acacia	Acacia
13	Acacia	Acacia	Acacia
14	Acacia	Acacia	Acacia
15	Acacia	Acacia	Acacia
16	Acacia	Acacia	Acacia
17	Acacia	Acacia	Acacia
18	Acacia	Acacia	Acacia
19	Acacia	Acacia	Acacia
20	Acacia	Acacia	Acacia
21	Acacia	Acacia	Acacia
22	Acacia	Acacia	Acacia
23	Acacia	Acacia	Acacia
24	Acacia	Acacia	Acacia
25	Acacia	Acacia	Acacia
26	Acacia	Acacia	Acacia
27	Acacia	Acacia	Acacia
28	Acacia	Acacia	Acacia
29	Acacia	Acacia	Acacia
30	Acacia	Acacia	Acacia
31	Acacia	Acacia	Acacia
32	Acacia	Acacia	Acacia
33	Acacia	Acacia	Acacia
34	Acacia	Acacia	Acacia
35	Acacia	Acacia	Acacia
36	Acacia	Acacia	Acacia
37	Acacia	Acacia	Acacia
38	Acacia	Acacia	Acacia
39	Acacia	Acacia	Acacia
40	Acacia	Acacia	Acacia
41	Acacia	Acacia	Acacia
42	Acacia	Acacia	Acacia
43	Acacia	Acacia	Acacia
44	Acacia	Acacia	Acacia
45	Acacia	Acacia	Acacia
46	Acacia	Acacia	Acacia
47	Acacia	Acacia	Acacia
48	Acacia	Acacia	Acacia
49	Acacia	Acacia	Acacia
50	Acacia	Acacia	Acacia
51	Acacia	Acacia	Acacia
52	Acacia	Acacia	Acacia
53	Acacia	Acacia	Acacia
54	Acacia	Acacia	Acacia
55	Acacia	Acacia	Acacia
56	Acacia	Acacia	Acacia
57	Acacia	Acacia	Acacia
58	Acacia	Acacia	Acacia
59	Acacia	Acacia	Acacia
60	Acacia	Acacia	Acacia
61	Acacia	Acacia	Acacia
62	Acacia	Acacia	Acacia
63	Acacia	Acacia	Acacia
64	Acacia	Acacia	Acacia
65	Acacia	Acacia	Acacia
66	Acacia	Acacia	Acacia
67	Acacia	Acacia	Acacia
68	Acacia	Acacia	Acacia
69	Acacia	Acacia	Acacia
70	Acacia	Acacia	Acacia
71	Acacia	Acacia	Acacia
72	Acacia	Acacia	Acacia
73	Acacia	Acacia	Acacia
74	Acacia	Acacia	Acacia
75	Acacia	Acacia	Acacia
76	Acacia	Acacia	Acacia
77	Acacia	Acacia	Acacia
78	Acacia	Acacia	Acacia
79	Acacia	Acacia	Acacia
80	Acacia	Acacia	Acacia
81	Acacia	Acacia	Acacia
82	Acacia	Acacia	Acacia
83	Acacia	Acacia	Acacia
84	Acacia	Acacia	Acacia
85	Acacia	Acacia	Acacia
86	Acacia	Acacia	Acacia
87	Acacia	Acacia	Acacia
88	Acacia	Acacia	Acacia
89	Acacia	Acacia	Acacia
90	Acacia	Acacia	Acacia
91	Acacia	Acacia	Acacia
92	Acacia	Acacia	Acacia
93	Acacia	Acacia	Acacia
94	Acacia	Acacia	Acacia
95	Acacia	Acacia	Acacia
96	Acacia	Acacia	Acacia
97	Acacia	Acacia	Acacia
98	Acacia	Acacia	Acacia
99	Acacia	Acacia	Acacia
100	Acacia	Acacia	Acacia
101	Acacia	Acacia	Acacia
102	Acacia	Acacia	Acacia
103	Acacia	Acacia	Acacia
104	Acacia	Acacia	Acacia
105	Acacia	Acacia	Acacia
106	Acacia	Acacia	Acacia
107	Acacia	Acacia	Acacia
108	Acacia	Acacia	Acacia
109	Acacia	Acacia	Acacia
110	Acacia	Acacia	Acacia
111	Acacia	Acacia	Acacia
112	Acacia	Acacia	Acacia
113	Acacia	Acacia	Acacia
114	Acacia	Acacia	Acacia
115	Acacia	Acacia	Acacia
116	Acacia	Acacia	Acacia
117	Acacia	Acacia	Acacia
118	Acacia	Acacia	Acacia
119	Acacia	Acacia	Acacia
120	Acacia	Acacia	Acacia
121	Acacia	Acacia	Acacia
122	Acacia	Acacia	Acacia
123	Acacia	Acacia	Acacia
124	Acacia	Acacia	Acacia
125	Acacia	Acacia	Acacia
126	Acacia	Acacia	Acacia
127	Acacia	Acacia	Acacia
128	Acacia	Acacia	Acacia
129	Acacia	Acacia	Acacia
130	Acacia	Acacia	Acacia
131	Acacia	Acacia	Acacia
132	Acacia	Acacia	Acacia
133	Acacia	Acacia	Acacia
134	Acacia	Acacia	Acacia
135	Acacia	Acacia	Acacia
136	Acacia	Acacia	Acacia
137	Acacia	Acacia	Acacia
138	Acacia	Acacia	Acacia
139	Acacia	Acacia	Acacia
140	Acacia	Acacia	Acacia
141	Acacia	Acacia	Acacia
142	Acacia	Acacia	Acacia
143	Acacia	Acacia	Acacia
144	Acacia	Acacia	Acacia
145	Acacia	Acacia	Acacia
146	Acacia	Acacia	Acacia
147	Acacia	Acacia	Acacia
148	Acacia	Acacia	Acacia
149	Acacia	Acacia	Acacia
150	Acacia	Acacia	Acacia
151	Acacia	Acacia	Acacia
152	Acacia	Acacia	Acacia
153	Acacia	Acacia	Acacia
154	Acacia	Acacia	Acacia
155	Acacia	Acacia	Acacia
156	Acacia	Acacia	Acacia
157	Acacia	Acacia	Acacia
158	Acacia	Acacia	Acacia
159	Acacia	Acacia	Acacia
160	Acacia	Acacia	Acacia
161	Acacia	Acacia	Acacia
162	Acacia	Acacia	Acacia
163	Acacia	Acacia	Acacia
164	Acacia	Acacia	Acacia
165	Acacia	Acacia	Acacia
166	Acacia	Acacia	Acacia
167	Acacia	Acacia	Acacia
168	Acacia	Acacia	Acacia
169	Acacia	Acacia	Acacia
170	Acacia	Acacia	Acacia
171	Acacia	Acacia	Acacia
172	Acacia	Acacia	Acacia
173	Acacia	Acacia	Acacia
174	Acacia	Acacia	Acacia
175	Acacia	Acacia	Acacia
176	Acacia	Acacia	Acacia
177	Acacia	Acacia	Acacia
178	Acacia	Acacia	Acacia
179	Acacia	Acacia	Acacia
180	Acacia	Acacia	Acacia
181	Acacia	Acacia	Acacia
182	Acacia	Acacia	Acacia
183	Acacia	Acacia	Acacia
184	Acacia	Acacia	Acacia
185	Acacia	Acacia	Acacia
186	Acacia	Acacia	Acacia
187	Acacia	Acacia	Acacia
188	Acacia	Acacia	Acacia
189	Acacia	Acacia	Acacia
190	Acacia	Acacia	Acacia
191	Acacia	Acacia	Acacia
192	Acacia	Acacia	Acacia
193	Acacia	Acacia	Acacia
194	Acacia	Acacia	Acacia
195	Acacia	Acacia	Acacia
196	Acacia	Acacia	Acacia
197	Acacia	Acacia	Acacia
198	Acacia	Acacia	Acacia
199	Acacia	Acacia	Acacia
200	Acacia	Acacia	Acacia
201	Acacia	Acacia	Acacia
202	Acacia	Acacia	Acacia
203	Acacia	Acacia	Acacia
204	Acacia	Acacia	Acacia
205	Acacia	Acacia	Acacia
206	Acacia	Acacia	Acacia
207	Acacia	Acacia	Acacia
208	Acacia	Acacia	Acacia
209	Acacia	Acacia	Acacia
210	Acacia	Acacia	Acacia
211	Acacia	Acacia	Acacia
212	Acacia	Acacia	Acacia
213	Acacia	Acacia	Acacia
214	Acacia	Acacia	Acacia
215	Acacia	Acacia	Acacia
216	Acacia	Acacia	Acacia
217	Acacia	Acacia	Acacia
218	Acacia	Acacia	Acacia
219	Acacia	Acacia	Acacia
220	Acacia	Acacia	Acacia
221	Acacia	Acacia	Acacia
222	Acacia	Acacia	Acacia
223	Acacia	Acacia	Acacia
224	Acacia	Acacia	Acacia
225	Acacia	Acacia	Acacia
226	Acacia	Acacia	Acacia
227	Acacia	Acacia	Acacia
228	Acacia	Acacia	Acacia
229	Acacia	Acacia	Acacia
230	Acacia	Acacia	Acacia
231	Acacia	Acacia	Acacia
232	Acacia	Acacia	Acacia
233	Acacia	Acacia	Acacia
234	Acacia	Acacia	Acacia
235	Acacia	Acacia	Acacia
236	Acacia	Acacia	Acacia
237	Acacia	Acacia	Acacia
238	Acacia	Acacia	Acacia
239	Acacia	Acacia	Acacia
240	Acacia	Acacia	Acacia
241	Acacia	Acacia	Acacia
242	Acacia	Acacia	Acacia
243	Acacia	Acacia	Acacia
244	Acacia	Acacia	Acacia
245	Acacia	Acacia	Acacia
246	Acacia	Acacia	Acacia
247	Acacia	Acacia	Acacia
248	Acacia	Acacia	Acacia
249	Acacia	Acacia	Acacia
250	Acacia	Acacia	Acacia
251	Acacia	Acacia	Acacia
252	Acacia	Acacia	Acacia
253	Acacia	Acacia	Acacia
254	Acacia	Acacia	Acacia
255	Acacia	Acacia	Acacia
256	Acacia	Acacia	Acacia
257	Acacia	Acacia	Acacia
258	Acacia	Acacia	Acacia
259	Acacia	Acacia	Acacia
260	Acacia	Acacia	Acacia
261	Acacia	Acacia	Acacia
262	Acacia	Acacia	Acacia
263	Acacia	Acacia	Acacia
264	Acacia	Acacia	Acacia
265	Acacia	Acacia	Acacia
266	Acacia	Acacia	Acacia
267	Acacia	Acacia	Acacia
268	Acacia	Acacia	Acacia
269	Acacia	Acacia	Acacia
270	Acacia	Acacia	Acacia
271	Acacia	Acacia	Acacia
272	Acacia	Acacia	Acacia
273	Acacia	Acacia	Acacia
274	Acacia	Acacia	Acacia
275	Acacia	Acacia	Acacia
276	Acacia	Acacia	Acacia
277	Acacia	Acacia	Acacia
278	Acacia	Acacia	Acacia
279	Acacia	Acacia	Acacia
280	Acacia	Acacia	Acacia
281	Acacia	Acacia	Acacia
282	Acacia	Acacia	Acacia
283	Acacia	Acacia	Acacia
284	Acacia	Acacia	Acacia
285	Acacia	Acacia	Acacia
286	Acacia	Acacia	Acacia
287	Acacia	Acacia	Acacia
288	Acacia	Acacia	Acacia
289	Acacia	Acacia	Acacia
290	Acacia	Acacia	Acacia
291	Acacia	Acacia	Acacia
292	Acacia	Acacia	Acacia
293	Acacia	Acacia	Acacia
294	Acacia	Acacia	Acacia
295	Acacia	Acacia	Acacia
296	Acacia	Acacia	Acacia
297	Acacia	Acacia	Acacia
298	Acacia	Acacia	Acacia
299	Acacia	Acacia	Acacia
300	Acacia	Acacia	Acacia
301	Acacia	Acacia	Acacia
302	Acacia	Acacia	Acacia
303	Acacia	Acacia	Acacia
304	Acacia	Acacia	Acacia
305	Acacia	Acacia	Acacia
306	Acacia	Acacia	Acacia
307	Acacia	Acacia	Acacia
308	Acacia	Acacia	Acacia
309	Acacia	Acacia	Acacia
310	Acacia	Acacia	Acacia
311	Acacia	Acacia	Acacia
312	Acacia	Acacia	Acacia
313	Acacia	Acacia	Acacia
314	Acacia	Acacia	Acacia
315	Acacia	Acacia	Acacia
316	Acacia	Acacia	Acacia
317	Acacia	Acacia	Acacia
318	Acacia	Acacia	Acacia
319	Acacia	Acacia	Acacia
320	Acacia	Acacia	Acacia
321	Acacia	Acacia	Acacia
322	Acacia	Acacia	Acacia
323	Acacia	Acacia	Acacia



Roof Level Overall Landscape Plan

