Land Use Assessment Report
Parish Lane Residences, 66-70 Queen's Road
Revision 5 B, July 2, 2020

Response to City Comments from June 19, 2020
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**Introduction**

**Proponent**  Parish Lane Development Inc.

**Property**  66-70 Queen's Road, St. John’s, NL

**Consultants**  Philip Pratt, Architect  
                     Paul Chafe, Architect  
                     Tract Consulting Inc.  
                     ABCostello Engineering  
                     Progressive Engineering and Consulting Inc.  
                     RAN Engineering Inc.

**Objective**  Develop 40 residential units in two new buildings on the property while integrating an historic residence.

**Key Issues**  The reuse of zoned open space.  
                 Protection of trees and neighbouring properties.  
                 Demolition of one heritage building.  
                 Views from The Rooms and Harvey Road.  
                 Massing and imagery in Heritage Area 1.
History of the Property

• The Parish Hall and Residence, 66-70 Queen's Road, was built following the 1892 fire and was reopened to the public during 1895.

• For over 70 years the Parish Hall was utilized as a school and a central gathering place and was an important community asset.

• The Parish Hall was extensively damaged by fire during February 1966 and was rebuilt during 1970 utilizing architectural design and materials common in late 20th century institutional structures.

• For another five decades the hall was used for church functions, a dancing school, theatre production, thus remaining as an important community asset.

• The hall and residence had outlived its historic use and was marketed for sale by The Diocesan Synod of Eastern NL. This consumed a two-year period.

• Parish Lane Development Inc. acquired the property in December 2019 with the goal of redeveloping the site for residential use.
Parish Lane Project History

This development was introduced to the City of St John’s during the fall of 2018. The first formal meeting was held on November 22, 2018 with the Built Heritage Experts Panel (BHEP).

During the first quarter of 2019, the development proposal was refined and a formal application was submitted to the City on January 31, 2019.

The City issued a Terms of Reference for a Land Use Assessment Report (LUAR) on May 19, 2019.

Four revisions of the LUAR were submitted to the City and Revision 4 was published for public review via a public meeting held on November 27, 2019.

Based on the feedback from the public meeting, an extensive public consultation process was undertaken.

Key elements of the public consultation process included:

a. Meetings with The Rooms, culminating with a public session with Rooms’ stakeholders

b. In partnership with Happy City St. John’s and Heritage NL, a three-phased public engagement process was undertaken:
   i. An on-line survey was initiated (attached as Appendix G)
   ii. Focus groups were held with stakeholders
   iii. Design charrette lead by ERA Partners was undertaken (attached as Appendix H)

1. The full timeline for the development is attached as Appendix F.
Outcome of the Public Consultation Process

• The public consultation process brought forward many thoughtful and helpful suggestions. While not all suggestions can be accommodated, several design themes evolved.

• The scope of recommended changes has resulted in a significant redesign of the project.

• The key recommendations were:
  1. Increase the setback from Garrison Hill
  2. Improve the view from The Rooms and Harvey Road
  3. Reduce parking surface area
  4. Increase the landscaped area adjacent to Garrison Hill
  5. Provide a more residential feeling on Queen's Road
  6. Coordinate access with The Kirk
  7. Develop measures whereby the proposal can be codified

• The full set of recommendations and suggestions and the proponent’s response is attached as Appendix I.

• Several alternatives were prepared and discussed, though the Kirk ultimately decided not to participate in joint access measures.

• This Revision 5 B incorporates City comments dated May 22nd, 2020 and subsequent City comments dated June 19, 2020.

Revised Proposal
Main Concept Components

- Up to 40 residences: one in the existing residence; three new townhouses; and a new residence building (to be known as The Parish Lane Residences).
- Protection and reuse of the Parish Residence.
- Vehicular and pedestrian access from Queen's Road and pedestrian access from Harvey Road.
- Tree and property protection.
- Fully landscaped.
- Primarily covered parking and accessible visitor parking.
Introduction  This LUAR has been amended as requested by the City on August 24, September 13, and October 24, 2019. This current revision represents significant proponent revisions as submitted on April 22, 2020.

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Building Use
There will be two new residential groups and one renovated building, accommodating up to 40 residences.

**Phase 1** Renovate existing residence as a single family home.

**Phase 2** Three new townhouses – Queen’s Road Townhouses

**Phase 3** New residential building with up to 36 units – Parish Lane Residences

Other than building related common areas, circulation, storage spaces, bicycle storage, service spaces and parking, there will be no other uses in the project.

**Parish Lane Residences: Phase 3**

**Building Information (Revised)**

<table>
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<tr>
<th>Metric</th>
<th>Residence</th>
<th>Queen’s Road Townhouses</th>
<th>Parish Lane Residences</th>
<th>Total</th>
<th>Previous Metrics</th>
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<tr>
<td>Footprint</td>
<td>140</td>
<td>300</td>
<td>785</td>
<td>1,225</td>
<td>1,232</td>
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<tr>
<td>No. of floors</td>
<td>3</td>
<td>3</td>
<td>10</td>
<td>3 to 10</td>
<td>4 to 10</td>
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<td>Total area (m²)²</td>
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<td>900</td>
<td>7,193</td>
<td>8,323</td>
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<td>1</td>
<td>3</td>
<td>36</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>FAR (combined)</td>
<td>0.67</td>
<td>1.45</td>
<td>1.85</td>
<td>1.72</td>
<td>1.80</td>
</tr>
</tbody>
</table>

1 includes new garage
2 Floor areas do not include covered garages and utility spaces

**Site Area = 4,840m²**

Overall FAR: 8,323/4,840 = 1.7

Overall residential density: 4,840/40 = 120 m²/Residence

At 50m²/unit, site could accommodate 96 residences

See Appendix J for additional information including detailed breakdown of site areas and FAR’s.
**Existing Buildings.** Currently the site includes The Cathedral Parish Hall and Residence, which share a common wall. Both are designated Municipal Heritage Structures.

**The Residence** was occupied until 2017. As the first phase of development, this residence is being renovated while maintaining the original exterior.

**The Parish Hall will be removed.** It has been heavily altered over the years, is in marginal condition, has a compromised structure, has a serious mold problem, and, in our opinion, does not have a viable ongoing use.

**Character Defining Elements** as outlined in the ‘Statement of Significance’ will be protected or acknowledged in this proposal. The Residence is being renovated. Key elements from the entrance such as the classical revival arched transom, pilasters, keystone decoration, dentals and quoining will be salvaged and used as part the entrance to the Central Townhouse.

**Parish Hall**

**Residence**

**Adjoining Wall**

**Projected Entrance**

Schematic only, to be refined during Detail Design.
PROTECTION AND REUSE

Demolition
The intention is to deconstruct as opposed to demolish. This includes areas close to the Residence, including elements of the original entrance and other areas deemed to be of interest.

Landfill diversion will be an important consideration with several specific techniques:
- **Recycling**: items such as steel trusses from 1970’s era renovations;
- **Repurposing**: items such as heavy timbers and construction stone will be used in landscape design; and
- **Reuse**: items such as interior doors, hardwood flooring and cabinetry, if useful, will be offered for pick up or through Helping Hands or offered for free pick-up.

Original Brick
The red brick has been identified as a significant heritage component of this building and the surrounding institutional buildings. A visual survey indicates that the original brick on the Parish Hall, and some on the Residence has already been replaced. Some brick has significantly deteriorated and crumbles upon touch.

- **Strategy**: Original brick, pilasters and keystones will be salvaged by hand deconstruction. Viable pieces will be used for repair of the Residence and as part of an interpretative sculptural element.
- **Storage of salvage materials**: This original material will be stored on pallets offsite in St. John’s metro area in a weather protected building.

**Newer brick** will be used in the landscape, reused through pick up, and/or landfill ballast. **Construction stone** will be used in landscape and/or landfill ballast. **Timbers** will be used in landscape and/or reuse through free pick up.
Protection Strategy
The Cathedral Parish Hall and Residence, are two connected structures. Both are designated Municipal Heritage Structures. The Residence and the projected entrance are the most original, significant, and visible components.

The Residence will be protected and restored as a single-family home.

The Projected Entrance has been recorded and will be disassembled and stored with key elements being reused.

Sequence of Demolition and Construction
Phase 1 and Phase 2
• Restoration of Residence
• Install all the necessary water and sewer infrastructure servicing all phases of the proposed development prior to the City installing the final course of asphalt on Queen’s Road (currently scheduled for the summer of 2020).
• Site cleanup, erection of safety barriers and fences, tree protection and grubbing of areas directly affected.
• Digitally record and catalogue, deconstruct by hand, clean and store essential stone components.
• Deconstruct the remainder of the Hall.
• Design and permits, Phase 2
• Construction of Phase 2 and associated work.

Additional Information Residence Process
• A renovation permit has been issued, and the Residence is presently being renovated.
• The renovation of the Residence has revealed that the common wall with the Parish Hall is structurally sound and will be maintained.
• The proposed townhouses will be attached to the existing residence, but will be an independent structure.

Phase 3
• Complete site development and construct Parish Lane Residences

Additional Information Projected Entrance
• By hand removals of non-original materials.
• Digital 3D scans and drawings are complete. Design a sculptural and interpretative element incorporating these components.
Phase 1: Renovation of the Residence (1)
The Residence is being renovated as Phase 1. Work is being carried out in accordance with City standards. This includes a balance between code and Heritage requirements.

Phase 2: Queen’s Road Townhouses (3)
As a result of concerns and suggestions from the design charrette, the Queen’s Road building is changed from a 14-unit apartment building to three townhouses.

Phase 3: Parish Lane Residences (36)
Based on the public consultation process, the upper building has been rotated and the design modified. The number of residences increases from 25 to 36.

Total number of proposed residences on the site matches the initial proposal (40).

Legal Construct for Property Ownership
Given the three-phase approach to the development, and the planned combination of freehold and condominium real property ownership structures, Appendix J outlines the proposed legal constructs to ensure property rights are appropriately established.
Context
The following three visual contexts, each of which forms a background, influences the design:
1. From Queen's Road.
2. Looking down from The Rooms.
3. From a distance such as Signal Hill.

Approach
The design has considered these visual contexts. The larger structure primarily as seen from a distance, the townhouses more to the immediate area.

Streetscapes Institutional Core
The new townhouses on Queen's Road primarily relate to the red brick church buildings. They reflect the residential interface and borrow many elements from the original Parish Hall.

Looking Down
From The Rooms, the buildings incorporate the dramatic shapes of the nearby churches and the broken forms of the downtown.

From a Distance
From a distance the buildings compliment the larger forms of the churches, commercial buildings, and The Rooms.
Phase 2: Queen’s Road Townhouse’s Materials
- The building will be of combustible and non combustible construction.
- Cladding is solid and rainscreen masonry, composite panel rainscreen, glass, and machine coated aluminum.
- Colours and textures of exterior materials will be selected to blend with and complement the existing residence.

Glass window wall and punched windows
- Machine coated aluminum.

Patios and balconies will be integral with the structure.
Railings will be glass and aluminum.

Roof: Asphalt shingles to match the residence

Materials
B1 Clay stack brick, Shaw red range
C1 Composite rainscreen
G1 Clear glass
A1 Machine coated aluminum
E1 Existing brick
S1 Natural and cultured stone

Cladding technology is evolving.
In addition to traditional material choices that provide superior durability, thermal and weather protection are available.

Solid Materials
Calcium silicate masonry (CSMU), cultured stone, brick.

Rain Screen
Composite panels, fibre cement, CSMU

Architecturally consistent choices will be made from a wide range of surface colour, texture and patterns.
Phase 3: Parish Lane Residence’s Materials
The building structure will be concrete. Cladding is masonry, glass, and machine coated aluminum. Colours and textures of exterior materials will be selected to blend with and complement the development.

Glass window wall and punched windows
Machine coated aluminum.

Patios and balconies will be integral with the structure, and recessed into corners versus projected from the corner. Railings will be glass and aluminum.

Roof: standing seam metal roof, muted colour. Other than dormers, there are no roof top structures.

Materials
M1 Calcium silicate rain screen, Aris Clip ‘Merlot’
M2 Calcium silicate full bed stone, Arriscraft ‘Montecito’
C1 Composite Rainscreen
G1 Clear glass
A1 Machine coated aluminum
R1 Standing Seam metal
**Location of Buildings**

**Minimum Setbacks**
- A. South West boundary: 6.0m
- B. Harvey Road: 7.0m
- C. North East boundary: 18.0
- D. South West boundary: 5.0 (existing)
- E. Queen's Road: (same as existing)
- F. North at Queen's Rd: 15.0

**Minimum Distance to buildings**
- F. Houses on Garrison Hill: 24.0m +-
- G. Kirk Parish Hall: 9.0m +-  

**Step backs**
Floor and roof lines of both buildings step back at the upper levels. See SI P6

**Encroachments**
There are no encroachments.

The Parish Lane Residences building will be equipped with an automatic sprinkler system and a standpipe system. Fire pumps and water storage reservoirs are not required. The parking garage will be equipped with a dry sprinkler system. 

See SI P1 and Appendix C, Civil, for more detail 
See Appendix J for additional information.
**Height of Buildings**

From Harvey Road Elevation:
- 78.0m
- 60.0m Harvey Rd.

From Queen's Road Elevation:
- 18.0m

**Commentary**

It is worth noting that the buildings as proposed are much smaller than would otherwise be permitted in the CCM Zone.

**FAR** 1.7 vs 3.0 (The buildings could be 5,800m² larger)

No setbacks required (Could be built to all property lines including Garrison Hill)

The building forms and roof lines have been designed to compliment the institutional buildings on Queen's Road, and to protect the view from The Rooms. (See pages 24, 25)

Maximum height from Harvey road is 18.0m
Maximum height from Queen’s Road is 15.0m
Commentary

- The highest point of Parish Lane is approximately 4.44 m below the floor of level 3 of The Rooms. However, the stepped design and the sloped roofs reduce the visual impact even further. The buildings are generally not seen against the skyline.
- In terms of building scale, Parish Lane Residences relates primarily to the nearby institutional buildings, some of which are now residential. The Queen’s Road townhouses relate to the existing residence and to the residential downtown.
- Another aspect is that the form and colour relates more consistently with the older structures.
By 12:00, shadows start to reach back of Garrison Hill houses.

By 15:00, shadows reach back of Garrison Hill houses

By 15:00, uphill and adjoining property shadows dominate. Image shows existing shadows without new building.

By 16:00, uphill and adjoining property shadows dominate. Image shows existing shadows without new building.
In Summary
The shadow profiles of Parish Lane are complicated by the surrounding large buildings, the steep hillside, and to some extent, the mature trees.

Impact on Garrison Hill
No impact before 12:00
Shading occurs between 12:00 and 14:00 in mid-winter, and progresses to 14:00 to 16:00 in mid-summer. Later than this, shadows already occur because of the existing topography from the higher elevations on Harvey Road, tree cover and buildings.

Impact on Queen’s Road and Harvey Road
No impact on Queen’s Road in comparison to existing.
Shading on Harvey Road between 09:00 and 12:00 in winter and 07:00 and 11:00 in summer
View Planes

Along Harvey Road Near The Rooms

Intersection of Bonaventure Ave. and Military Road
Land Use Assessment Report | C7  Building Height and Location

View, Church Hill and Veterans Square

Cathedral St. and Queen’s Road
Approach to View From The Rooms

Original Criteria for View Protection
1. No interference with Narrows view
2. No intrusion above line of the harbour
3. Protect view of the Cathedral
4. Responds to composition and texture of the downtown

Comment on Public Meetings
With the exception of The Rooms, little concern has been expressed about the view, and no comment about the initially proposed criteria. Nonetheless, view protection has been a key design focus.
Impact on View From The Rooms

Design Approach
In addition to the view of the Narrows and harbour, the design of the building respects and reflects the view of the City itself given the sloped roofs and broken forms of the nearby churches. Materials are muted in colour and texture. The buildings generally follow the stepped profile of the downtown.

In Relation to Previous Design
The rotated building now moves the impact toward the west. It appears less imposing but impacts the view of the Cathedral from this specific vantage point. It also offers less impact from Level 4 of The Rooms.
Exterior Lighting

The project site is located within a heavily developed part of the City’s downtown, but with limited artificial light sources. Accordingly, the quantity and style of light fixtures associated with this project will respect the neighbourhood’s existing aesthetic.

Driveways and parking lots will be illuminated to an average of 20 Lux, using dark-sky-friendly fixtures and poles not exceeding the height of those already installed nearby. Light fixtures will be selected with distribution patterns which prevent light from spilling onto neighboring properties.

Balconies for individual residences will have discreet lighting installed in the canopies above for resident use in the evening. These fixtures will be no more powerful than typical in residential construction, and will be fully recessed, reducing glare. Where a balcony does not have a canopy, light fixtures will be selected to reduce the amount of glare visible from the street and adjacent properties.

Exterior lighting will be low level, as a minimum required for safety and security. Lighting will be directed downward and designed to prevent glare for adjoining properties.

Light fixtures as shown are representative versus specific and represent the type of fixtures that achieve the objectives of safety with minimum light spill on to neighbouring property.

A tentative layout is shown on SI P1.
**Exterior Equipment**

All occupied spaces will be heated, mechanically cooled and ventilated. The inside parking garages will be ventilated. A geothermal field is recommended to allow energy to be stored and reused. The field will be located below parking garage, LP0.

No exposed heating or cooling equipment outside will be outside. A central low temperature energy loop is recommended. The use of exposed louvers and grilles in the exterior walls will be minimized and where required, they will be strategically located. Central HVAC systems are favoured to reduce peppering the building exterior with penetrations, myriad hoods and louvers.

The building will be powered from a pad-mount transformer located on the property. The location of the transformer will be subject to further analysis and coordination with Newfoundland Power, but will generally be accessible for maintenance purposes, protected from traffic, and located discreetly to minimize visual impact on the site.

An emergency generator will be located in the parking garage in an acoustically insulated concrete room. The generator unit will not be heard by the building occupants or by any neighbours. It will produce much less noise than the ambient street sounds. An oil tank will be located inside the concrete room. The tank will be double walled. The products of combustion will be vented up and away from the garage and away from occupants and neighbours.

All services for power, communications and data will be buried.

The dwelling units will be complete with low temperature in-floor radiant heat, and air side mechanical cooling. Each dwelling unit will have its own heat pump unit which will be fully located inside the dwelling. Domestic hot water will be generated with this system as well. Energy will be taken from, or given to, a water-based energy loop. This energy loop will be connected to a drilled-well geothermal field. All the energy will be stored in this drilled well field. Preliminary calculations are indicating that 17 drilled wells will provide the best return on investment for the owners. These wells will not be visible from the surface. No fumes are developed and no noise is generated. This system is passive in every way. All energy for the dwelling units is reclaimed and reused with this configuration. This HVAC approach for inner-city development meets or exceeds all environmental and energy use codes and standards.

For more information, see SI P1, SI P2.
Site Information (Revised)

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<th>Change</th>
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<td>1,183</td>
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<td>1,253</td>
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Viewing Area and Pedestrian Walk
These will be constructed toward the end of Phase 3. Hopefully 2023. They will be structurally independent and designed to fit functionally and aesthetically with the City retaining wall and fence.

See sheet H1 and H2 for Parking and Access.

For more information, see SI P1, SI P2, SI P5
Design Approach
The Landscape plan has been modified in accordance with many of the recommendations from the public meetings and the design charette.

Screening and specific details will be developed in line with the Landscape Design in Appendix B

For more information, see SI P1, SI P2, SI P5
Landscape Key Concepts (Site Wide)
- Protection of existing trees
- Native and adaptive, low maintenance planting

Tree Protection
A tree inventory has been prepared as the basis for protection of existing trees, and new planting. Urban forestry will be involved and landscape will meet City Standards. The tree inventory is included in Appendix D, and updated in SI P5

Landscape Key Concepts (Public Areas)
- Create a pedestrian friendly environment
  - Queen’s Road Townhouses
  - Queen’s Road pedestrian entrance
  - Green walls with vines along walkway
  - Building entrance plazas
  - Harvey Road viewing deck
- Historic site interpretation and adaptive re-use of bricks

Common Problems to be Mitigated
Landscape Key Concepts
• Townhouse balconies with planting
• Privacy screening
• Roof deck gardens
• Native and adaptive, low maintenance planting
• Adaptive re-use of bricks
F1 Wind Generation
Wind generation and mitigation is extremely difficult to predict accurately especially in St. John's because of the terrain and highly variable wind directions.

Generation
• Funneling along Harvey and Queen's Road.
• Down gusts.

Mitigation
• There are 2 separate buildings: both have broken horizontal and vertical forms and which break up wind flow.
• Both are set back from the road reducing gusts at sidewalks.
• Trees, even in winter, help break up air flow,
• Buildings themselves sometimes create shelter,
• At the pedestrian level, covered and sheltered entrances protect residents and visitors from wind and falling ice.

Probable Impact
Increased funneling along Harvey Road is possible, including between the new buildings. There may also be increased gusts near the building faces.
It is unlikely wind generation will be severe because of the mitigating factors listed above.

G1 Snow Clearing and Storage
Snow clearing will take place according to City Regulations. As most parking is underground which limits the total exposed area.
See SI P1 for diagram and additional information
**Land Use Assessment Report | H1 Off-Street Parking and Site Access**

**Loading**
The central parking deck will be designed to accommodate delivery vehicles up to 5 tons capacity. A second loading area on the south west side will accommodate additional loading and garbage removal.

**Vehicular Access**
- Vehicular access will be from Queen's Road.
- There is one-way into Level P0 at the south west corner, and a two-way ramp at the north east corner.
- Final design will be coordinated with the City Engineering Department.

**Internal Circulation**
Access to P0 from south driveway
Access to P1 and parking deck from northeast driveway.

**Pedestrian Accessibility A**
- The New Residential Building will be fully accessible from Harvey Road, Queen’s Road and the parking deck.
- The Townhouses will have level access at the rear garage level. Design provision will accommodate a future lift, if required.

**Bicycle Parking**
- There will be several locations on site for bike stands and inside storage.

Additional information and layouts are detailed in Appendix C Civil, SI P1 and SI P2
Land Use Assessment Report | H2 Off-Street Parking and Site Access

Resident Parking (covered)  44 Spaces
Resident LP0  8
Visitor Parking (surface)  11 Spaces
Total Parking  63 Spaces
As Required  40 Spaces

Bicycle Parking B
Spaces will be provided off Harvey Road, Queen's Road and the deck.
Additional resident spaces will be located in the parking garage.

All parking and accessibility standards will be met or exceeded.

For additional information and layouts see Appendix C Civil, SI P1, SI P2
Section I. Municipal Services

Domestic Potable Water

The total plumbing “fixture units” of the development, including hose bibs for maintenance, combine to 700FU’s. Using the Hunter C curve as per the National Plumbing Code of Canada, this development requires up to 90 USGPM of water at peak (morning) use. A dedicated 100mm potable water main is recommended. Individual 25mm water supplies to each house will be installed. Back flow prevention will be provided for all water supplies.

Sanitary Sewerage

Plumbing fixtures will generally be low flow type and will all collect into a single yard main. The lower two floors of the inside parking structure will have floor drains with sediment traps. These garage drains will collect to a single sand and grease interceptor, and then connect to the main. The total expected sanitary flow is 720 Fixture Units. This flow can be easily drained by a 150mm line at a minimal slope. A single 150mm sewerage main is recommended for the works. The townhouses will each have an individual sewage lateral to the street main.

Fire Water

The development will be protected with a combined automatic sprinkler system. These standpipes will be located in the stairwells and will also serve as the mains for the dwelling units. The parking structure will have a dedicated dry system. All sprinkler systems and standpipes will be designed using hydraulic methods as per NFPA 13/14. The most needy zone will likely be the parking structure. The inside hose allowances will be provided through the Siamese connections. Considering all requirements, up to 350 USGPM if water will be required in an extreme event. This fire water flow can be provided through a dedicated 150mm water main. A fire pump will not be required. The townhouses and the existing residence will not have automatic sprinkler systems.

Storm Water

Rain and snow melt from the roof areas will be collected in gutters and rain water leaders. The total equivalent area is 1,300 square meters. The design condition is the “18mm rainfall” as per the National Plumbing Code of Canada. This rain density equates to 23,400 litres per event which can be easily collected into a 150mm leader with a minimal slope. A single 150mm storm drain is recommended for roof drainage.

The roof drainage from the town houses will be collected into individual gutters and drained to grade.

Storm Water Retention

Storm water will be retained on site with discharge as per City requirements. Storm and sanitary connections will be coordinated with the City.
Preliminary Site Servicing Plan
(see revised Appendix C for more information)

Proposed Storm water retention. See Appendix C SK7
J1 Public Transit
Parish Lane Residences is located on two bus routes: Harvey Road and Queen's Road. Stops are located nearby, and no changes will be required. The proposed development will not impact the existing stops.

The parking deck will be accessible to the City's GoBus service.

K1 Timeframe
Restoration of the Residence has started. Construction of Phase 2 will start upon approval of the project.

<table>
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<th>Phase</th>
<th>Activity</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
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<th>2025</th>
<th>2026</th>
<th>2027</th>
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<tbody>
<tr>
<td>Phase 1</td>
<td>Secure and renovate residence and existing parish hall demolition</td>
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<tr>
<td>Phase 2</td>
<td>Construct Townhouses (3 Units)</td>
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<tr>
<td>Phase 3</td>
<td>New residential building up to 36 units*</td>
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* Timing for Phase 3 is market dependent
Driveways and Circulation
Driveways and circulation have been simplified in this proposal. Specific design issues will be addressed as part of Detailed Design. All work will conform with City Standards. A minimum of 6.0m driveways will be provided for all 2 way traffic.

Waste Management
An active waste management and recycling program will be developed in coordination with local licenced operators. This will include internal storage and sorting. Pick up operations will be programmed to suit including appropriate size trucks. Appendix C, SK6 shows turning for a garbage truck.
Storage and mobilization, **Phase 3**, gets more complicated, but can be accommodated by constructing the parking level and then using the roof.

Storage and mobilization, **Phase 1 and Phase 2**, existing gravel parking area.

For additional information see Page 33

**A,B** Accessible Entrance
**B** Bicycle Parking
**L** Loading
**S** Snow Storage
**W** Waste Handling
**T** Transformer

For additional information see Appendix C, Civil

Existing and new concrete retaining (See Appendix C)

Geothermal field under parking P1

Storm water retention below
Phase 2 Queen’s Road Townhouses
As an outcome of the design charrette, Phase 2 has been changed from a 14-unit apartment to three townhouses. Each has two main floors, a basement with a garage and spare room, and an attic loft.
Phase 3 Parish Lane Residences
This will contain up to 36 residences. The main entrance is from Queen’s Road. A walkway gives an accessible and emergency connection to Harvey Road. Underground and visitor parking is provided.
From Garrison Hill

The view angle of better than 45 deg from a height of 12m at the property line, is maintained. This diagram shows even the closest location is significantly below the City's proposed standard.

The view from Garrison Hill Houses is difficult to project. The image on the right shows a standard elevation. The image below depicts the view from the Garrison Hill houses as one looks through the trees.
This high-level inventory shows the larger trees to be protected using approved techniques during construction. This work will be overseen by qualified personnel, including the City Arborist.

In addition, new trees will be planted as part of the overall site and landscape redevelopment.

Thinning smaller trees, and grooming larger ones will allow more light and improve the health of all trees, including those on adjoining properties.

For greater clarity, the toned areas show larger trees to be removed.

Old Earth Arborists have been retained to design and execute the tree protection and growth plan. See Appendix K.
Requested Zoning
CCM for the portion presently Zoned Institutional. CCM Parish Lane for the area presently zoned Open Space.

Setbacks Heights and Steps
All of the setbacks for above ground structures as are shown on page 16, exceed the minimum requirements of the proposed CCM Zone.

These 2 diagrams show the setbacks in more detail, and the steps in the height along Harvey Road. Additional information on townhouse setbacks is shown in Appendix J.
Codifying Metrics

A concern expressed is about how to codify and ensure that the project is built as designed. Typical mechanisms include minimum setbacks and maximum heights.

The more complicated vertical and horizontal stepping, which is a key component of this project, can also be captured and logically defined. As shown in the diagrams this can be achieved by:

- Creating 3 ‘boxes’
- Each has a maximum height.
- Each has its own setbacks.

These can be recorded as part of the Zone Specific requirements. The proponent will provide all of the necessary modeling and supplementary information as may be required by the City.
**Reuse of Zoned Open Space**
Part of the property is zoned Open Space. Although untended and largely unused because of the steep slope, it still represents a civic amenity. Offsets will include:
- Maintenance of residual open space; and
- Viewing and sitting area off of Harvey Road and Queen's Road.

**Protection of Neighbouring Property and Trees**
The proposed buildings are located to the extent possible, on the west side of the site.

Buffering includes existing and new trees, privacy screens and fencing.

An inventory of 4” trees and larger has been prepared. Trees not directly affected by the work will be protected. *(See SI P5)*

**Demolition of a Listed Building**
Although extensively altered over the years, the Parish Hall remains a listed heritage building. However, it has no practical reuse. Components such as bricks and timbers will be reused in the landscape.

**The Existing Residence** will be renovated as a single family home as part of Phase 1.

**The View from The Rooms** will be protected. This was an important consideration in design.
Meeting Objectives

Parish Lane has been carefully conceived to be a viable project for the proponent, and at the same time to be a good neighbour. It will be a positive contribution to the urban fabric.

An initial proposal and associated LUAR was submitted in November last year. Following extensive public consultation process, including a design charrette, the project has been extensively modified.

This LUAR and the associated Appendices demonstrates the Parish Lane Residences will be a significant asset to the community.

Meets most of the objectives from Design Charrette
- Rotates the upper building
- Improves the views from the Rooms and Harvey Road
- Increases the setback to Garrison Hill
- Increases the landscaped area adjacent to Garrison Hill
- Relocates and lowers the parking and driveway area
- Provides a more residential feeling on Queen’s Road
- Develops measures whereby the proposal can be codified
Land Use
Assessment Report
Parish Lane Residences, 66-70 Queen's Road

Appendices

A. Terms of Reference
B. Landscape Design
C. Civil Engineering Documents
D. Tree Inventory (revised)
E. Site Survey
F. Timeline for Parish Lane Development Application
G. On-line Survey Summary
H. Design Charrette Report
I. Response to Design Charrette
J. Legal Construct for Property Ownership
K. Arborist’s Plan
L. Response to June 19, 2020 Comments