

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



PARISH LANE
RESIDENCES





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- 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.



From Signal Hill



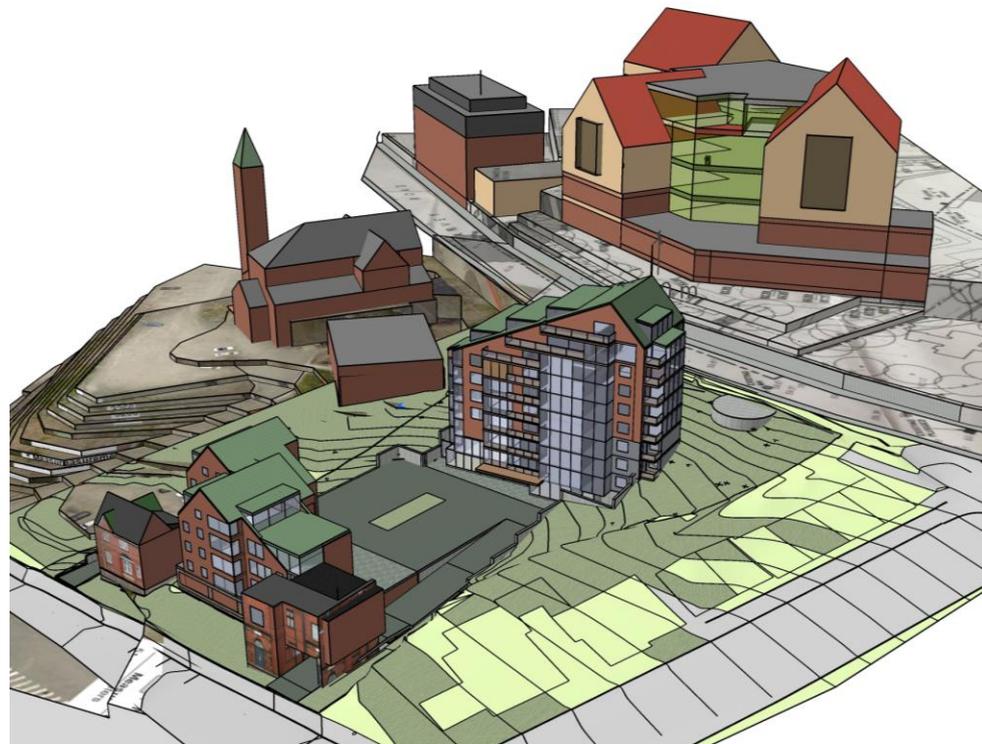
From The Rooms



Queen's Road

Parish Lane Project History¹

- 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)



Original Proposal

1. The full time line 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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Supplementary Information Pages

- 1 Site Plan, Planning, Architecture
- 2 Plans, Parking and Technical
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- 4 From Garrison Hill
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- 6 Zoning, Setbacks and Heights
- 7 Codifying Metric

Appendices

- A. Terms of Reference
- B. Landscape Design
- C. Civil Engineering Documents
- D. Tree Inventory
- E. Site Survey
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- G. On-line Survey Summary
- H. Design Charrette Report
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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

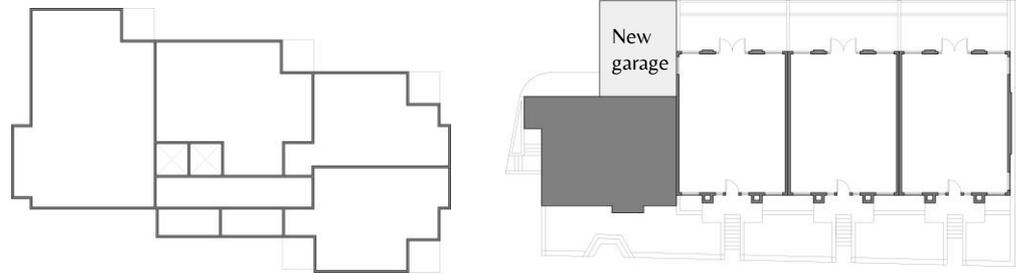
Phase 3 New residential building with up to 36 units – Parish Lane Residences

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



Renovate Residence: Phase 1 **Queen’s Road Townhouses: Phase 2**



Typical Floor Plan Phase 3
Parish Lane Residences

Phase 1 and 2: Renovated residence and
Queen’s Road Townhouses (3)

Building Information (Revised)

Metric	Residence ¹	Queen's Road Townhouses	Parish Lane Residences	Total	Previous Metrics
Footprint	140	300	785	1,225	1,232
No. of floors	3	3	10	3 to 10	4 to 10
Total area (m ²) ²	230	900	7,193	8,323	8,690
Residences	1	3	36	40	40
FAR (combined)	0.67	1.45	1.85	1.72	1.80

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

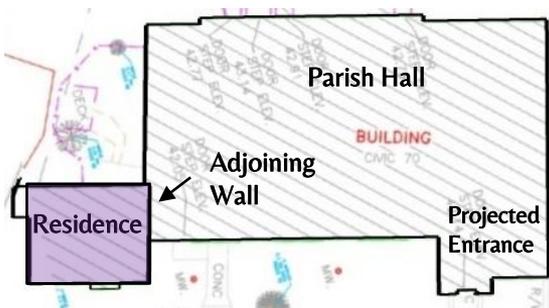
See Appendix J for additional information including detailed breakdown of site areas and FAR’s.

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.



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.

Phase 3

- Complete site development and construct Parish Lane Residences



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.**

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.

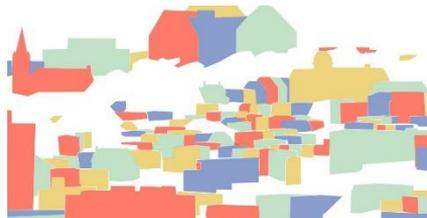




Context

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.

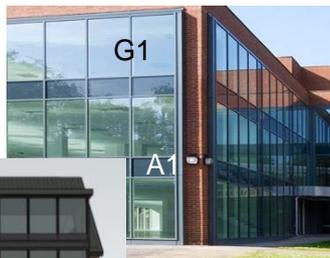
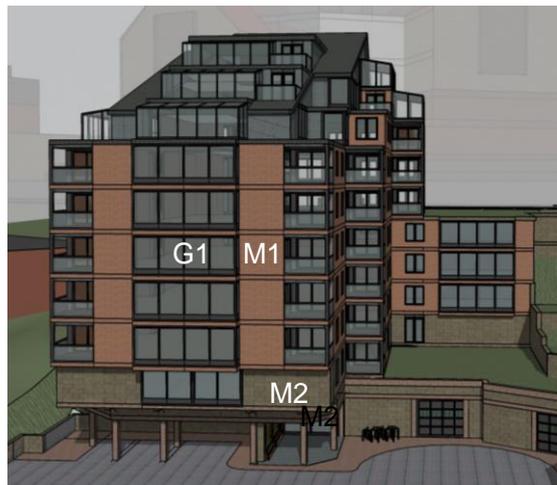
Solid Materials

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

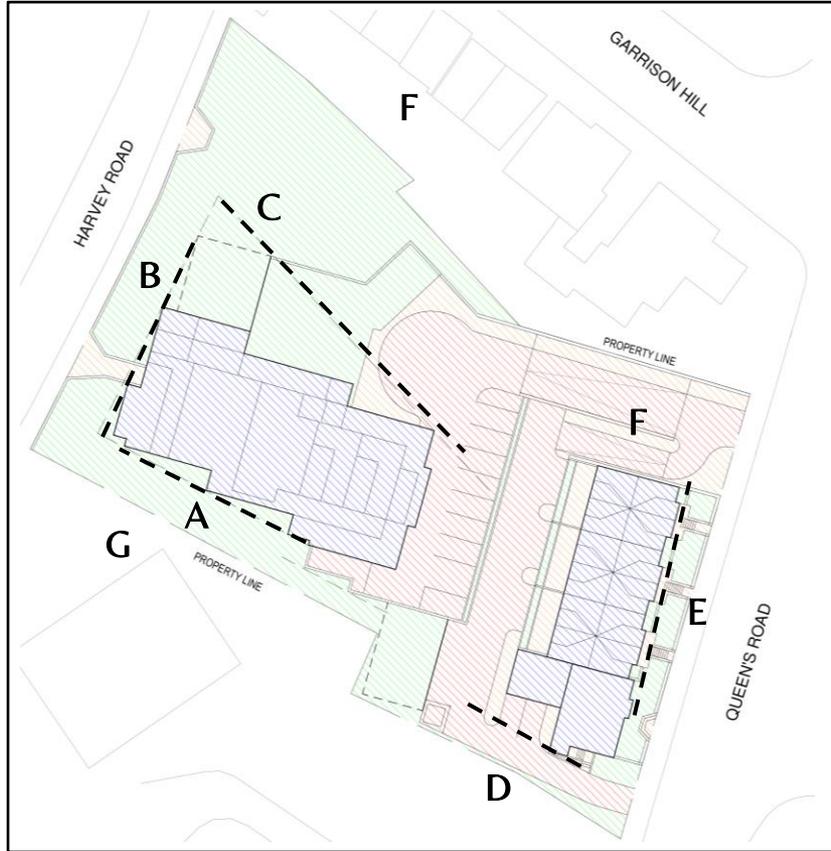
Materials

- 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



From Queen's Road Elevation

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)

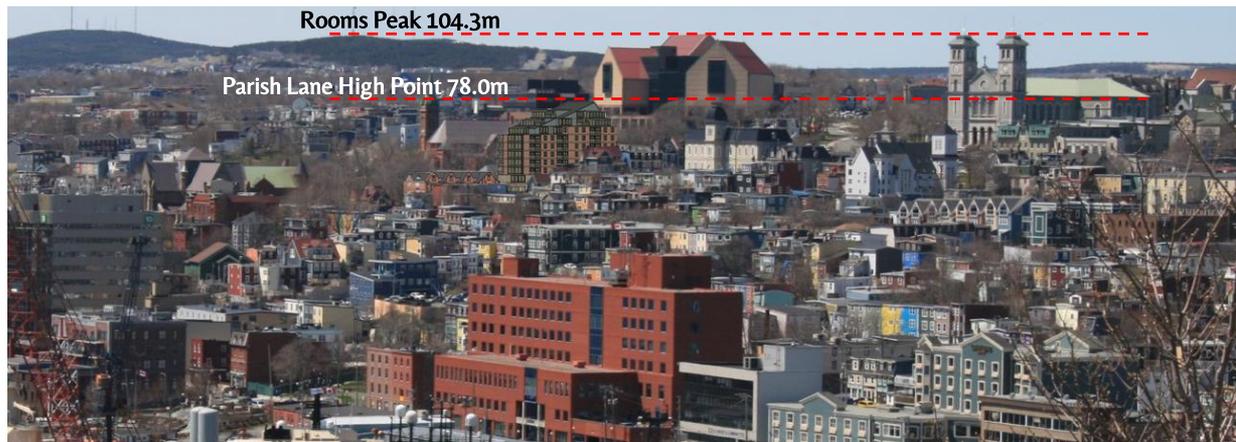
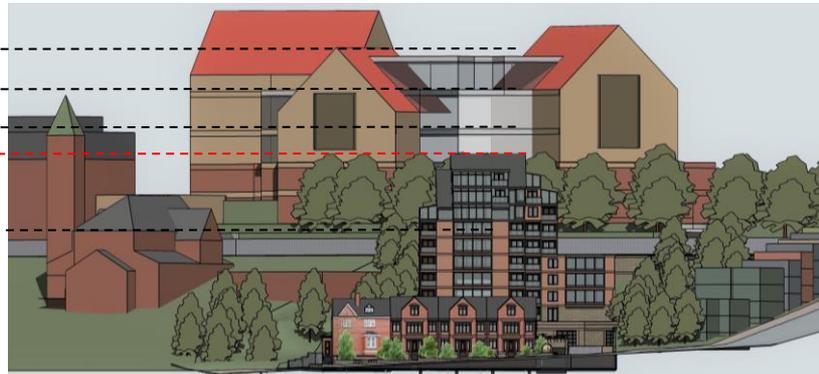
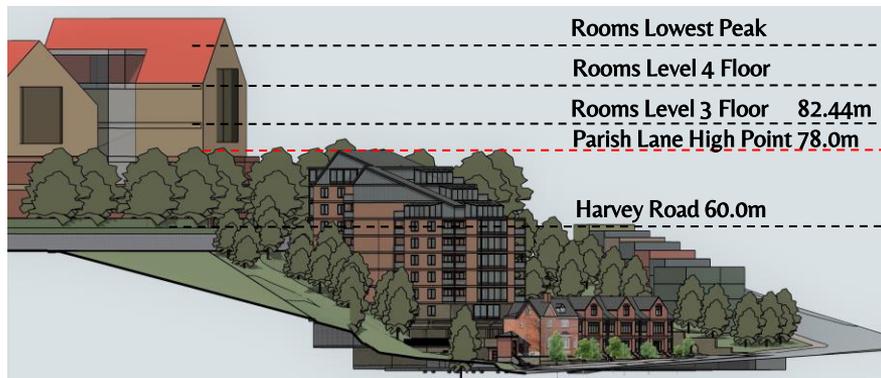
The building forms and roof lines have been designed to compliment the institutional buildings on Queen's Road, and to protect the view from The Rooms. (See pages 24, 25)

Maximum height from Harvey road is 18.0m

Maximum height from Queen's Road is 15.0m

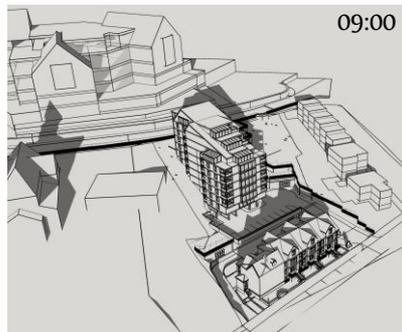


Relative Size and Height of Buildings



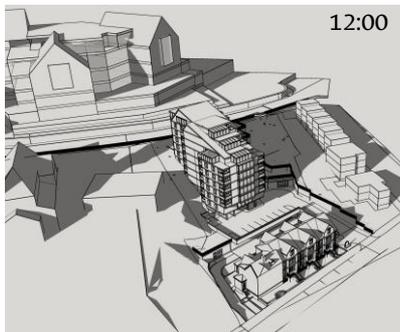
Commentary

- 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.



09:00

December 20 Shadows

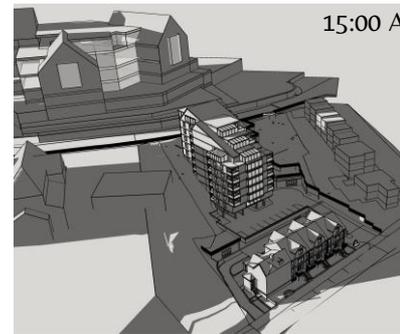


12:00

By 12:00, shadows start to reach back of Garrison Hill houses.



14:00



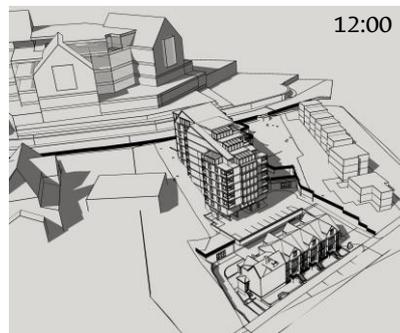
15:00 A

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

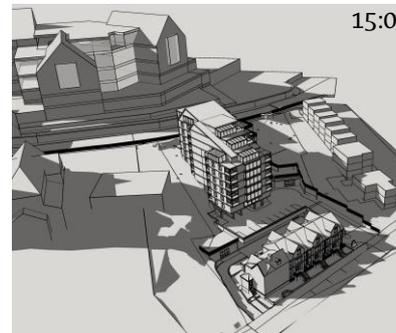


07:00

March 20 Shadows

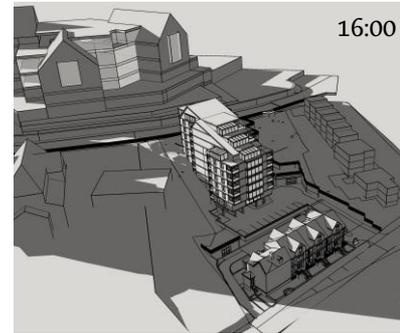


12:00



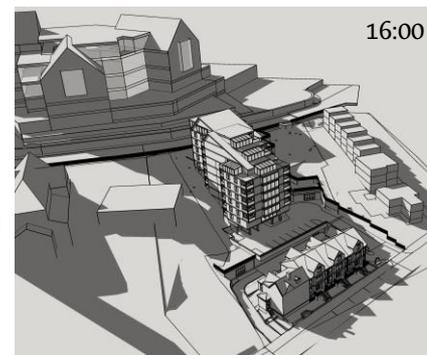
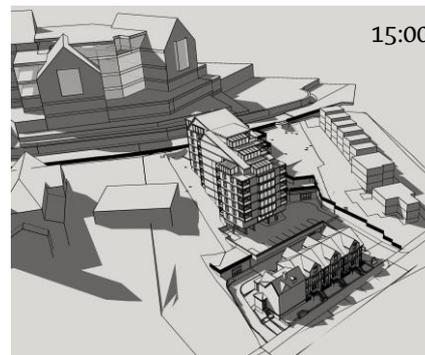
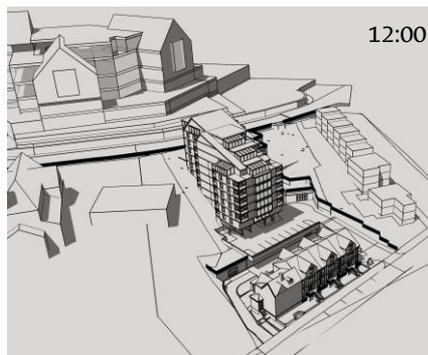
15:00

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



16:00

By 16:00, uphill and adjoining property shadows dominate. Image shows existing shadows *without* new building.



June 20 Shadows

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

Shadowing 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.

Shadowing 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





View, Church Hill and Veterans Square

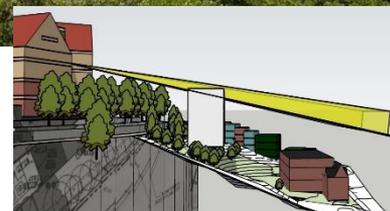
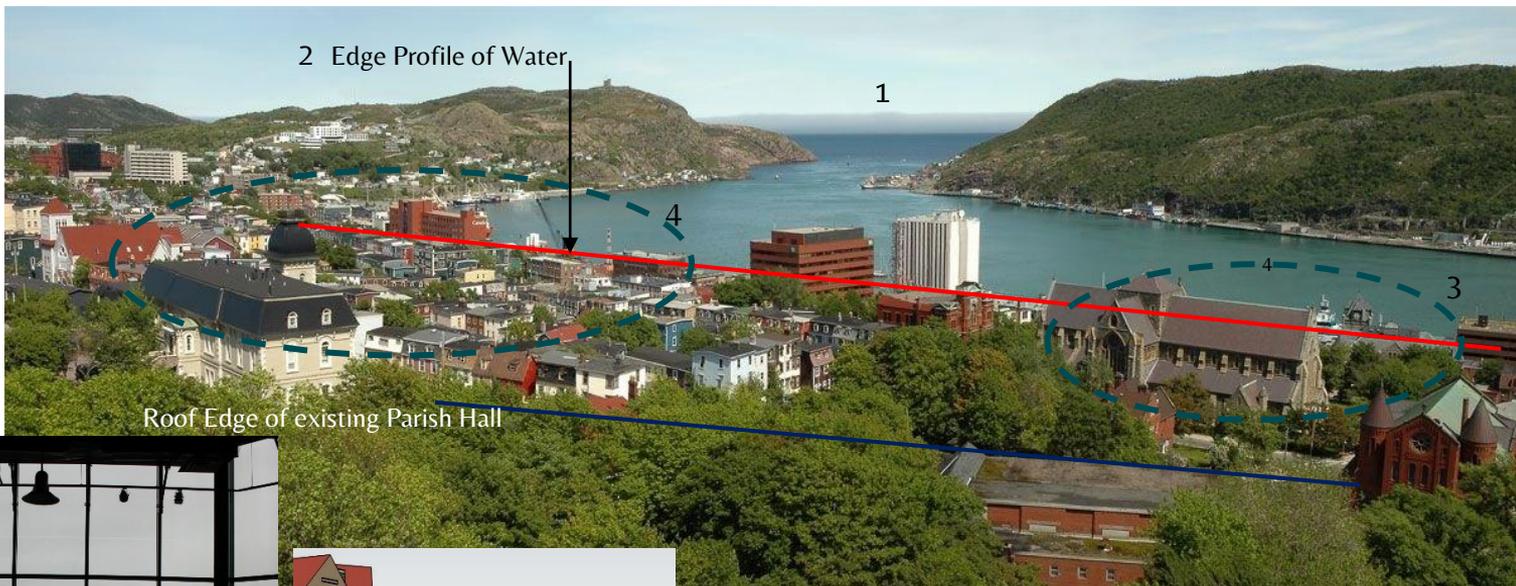


Cathedral St. and Queen's Road





Approach to View From The Rooms



Vantage Point
Level 3, Centre of Public Space

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

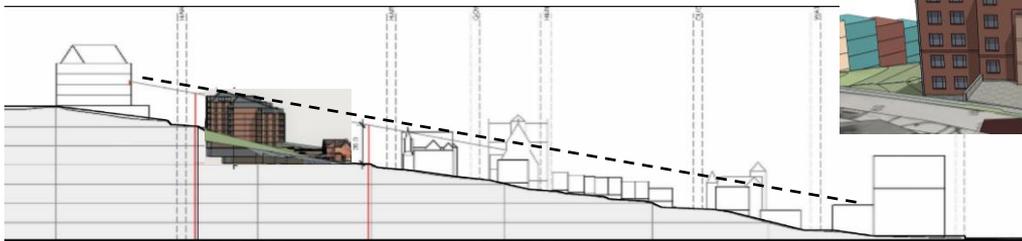
With the exception of The Rooms, little concern has been expressed about the view, and no comment about the initially proposed criteria. Nonetheless, view protection has been a key design focus.



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.

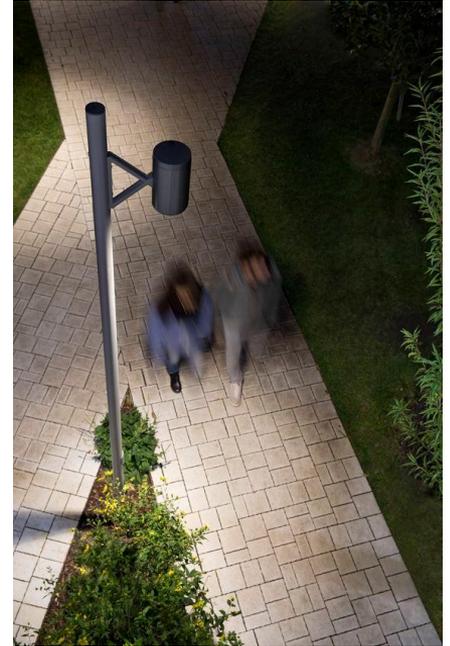
Driveways and parking lots will be illuminated to an average of 20 Lux, using dark-sky-friendly fixtures and poles not exceeding the height of those already installed nearby. Light fixtures will be selected with distribution patterns which prevent light from spilling onto neighboring properties.

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.

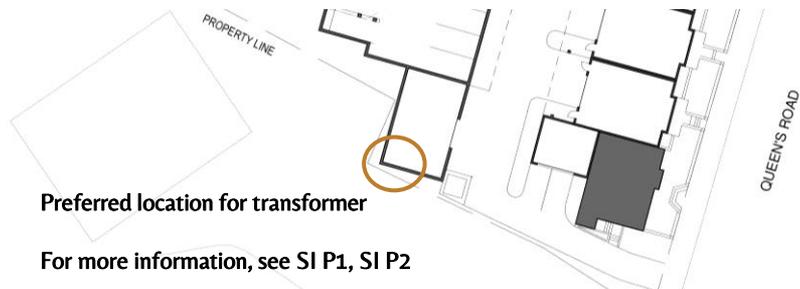


Exterior Equipment

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, LPO

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.

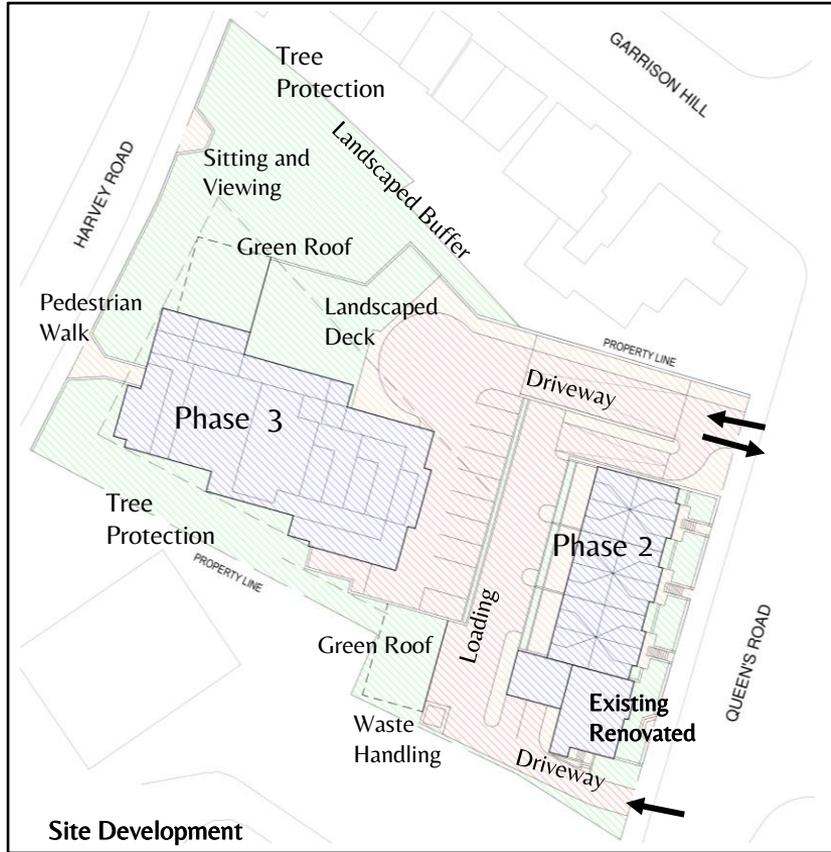
The building will be powered from a pad-mount transformer located on the property. The location of the transformer will be subject to further analysis and coordination with Newfoundland Power, but will generally be accessible for maintenance purposes, protected from traffic, and located discreetly to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



Site Information (Revised)

Metric	Current Site	Initial Proposal	This Proposal	Change
Landscape (m ²)	2,897	2,399	2,397	(2)
Parking/drives (m ²)	1,070	1,183	1,218	35
Buildings (m ²)	873	1,253	1,225	(28)
Site (m ²)	4,840	4,840	4,840	0
Total floor area (m ²)		8,690	8,323	(367)
FAR		1.80	1.72	-0.1

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



Landscape Concept



LEGEND

- 1 Building 1 Deck Entry
- 2 Pedestrian Viewing Deck
- 3 Black Metal Railing to match existing
- 4 Green Roof
- 5 Private Roof Garden with Re-purposed Brick Pavers
- 6 Building 1 Lower Entrance with Planting
- 7 Walkway with Re-purposed Brick Pavers
- 8 Visitor Parking lot
- 9 Raised Planters with Salt-tolerant Evergreen Planting
- 10 Planting with Trellis and Vines on Retaining Wall
- 11 Coniferous Screen Planting
- 12 Existing Residence
- 13 Townhouses
- 14 Private Patios with Planters
- 15 Queens Road Entrances with Terraced Planting
- 16 Re-purposed Brick Seating Area
- 17 Re-purposed Brick Interpretation Area

Design Approach

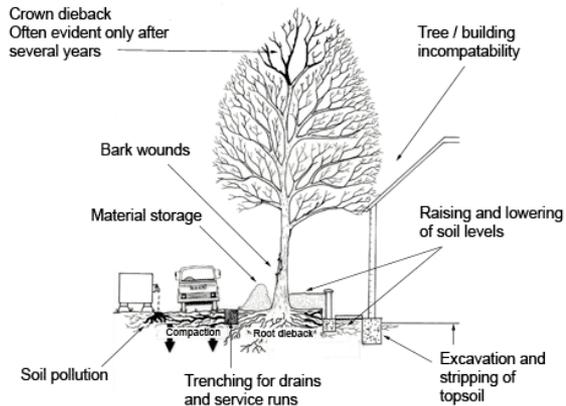
The Landscape plan has been modified in accordance with many of the recommendations in from the public meetings and the design charette.

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



Common Problems to be Mitigated

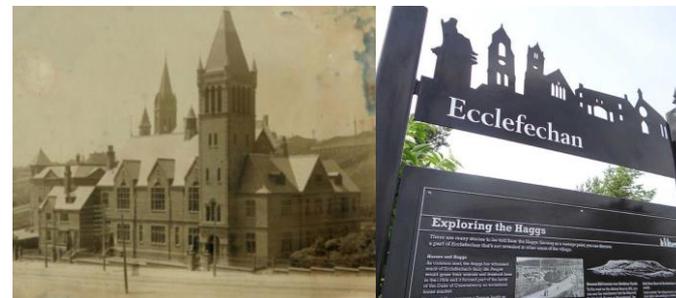
Tree Protection

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

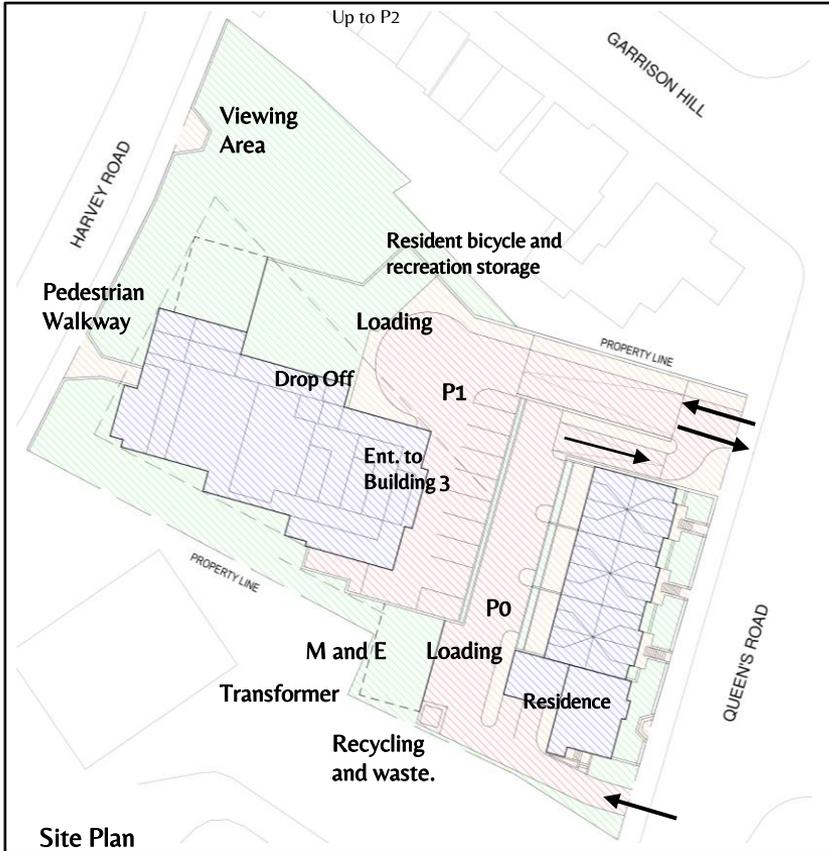




Landscape Key Concepts

- Townhouse balconies with planting
- Privacy screening
- Roof deck gardens
- Native and adaptive, low maintenance planting
- Adaptive re-use of bricks





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

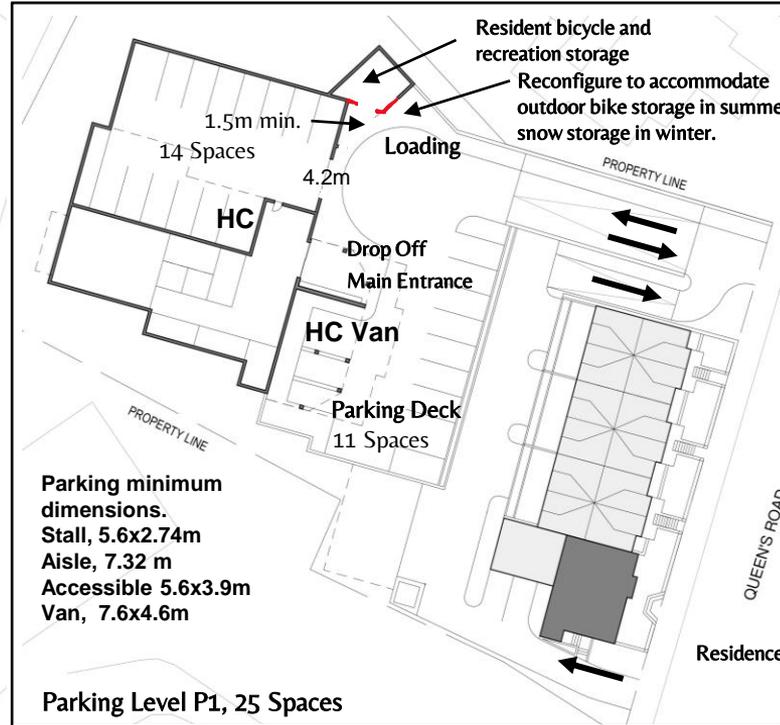
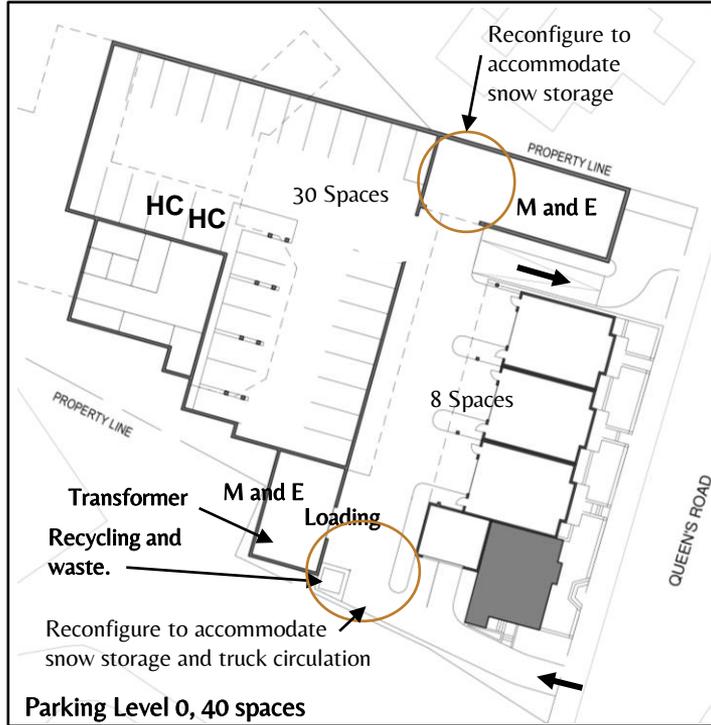
- The New Residential Building will be fully accessible from Harvey Road, Queen's Road and the parking deck.
- The Townhouses will have level access at the rear garage level. Design provision will accommodate a future lift, if required.

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



Resident Parking (covered)	44 Spaces
Resident LPO	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.

Fire Water

The development will be protected with a combined automatic sprinkler system. The stairwells will have connections for firefighters in a standpipe arrangement. 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.

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.

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.

All commentary is consistent with the requirements of the National Plumbing Code of Canada 2015 ; ASHRAE 2013 ; NFPA13/14 and ASPE 2010. Calculations have been carried out to determine site servicing requirements. More detailed calculations will be conducted as the design and site configuration advances.

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.

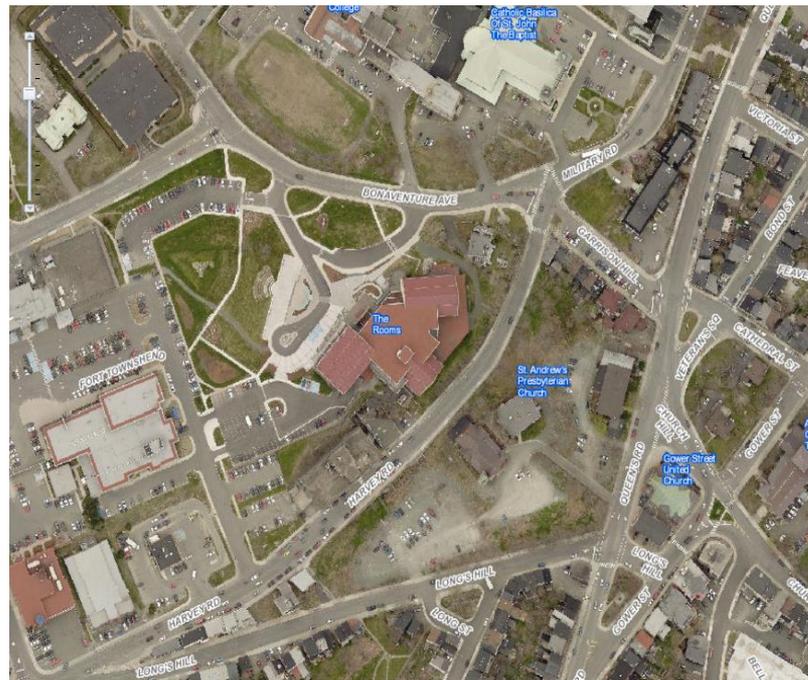
The parking deck will be accessible to the City's GoBus service.

K1 Timeframe

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

Phase	Activity	2020 Q1	2020 Q2	2020 Q3	2020 Q4	2021 Q1	2021 Q2	2021 Q3	2021 Q4	2022 Q1	2022 Q2	2022 Q3
Phase 1	Secure and renovate residence and existing parish hall demolition	█	█									
Phase 2	Construct Townhouses (3 Units)			█	█							
Phase 3	New residential building up to 36 units*					█	█	█	█	█	█	█

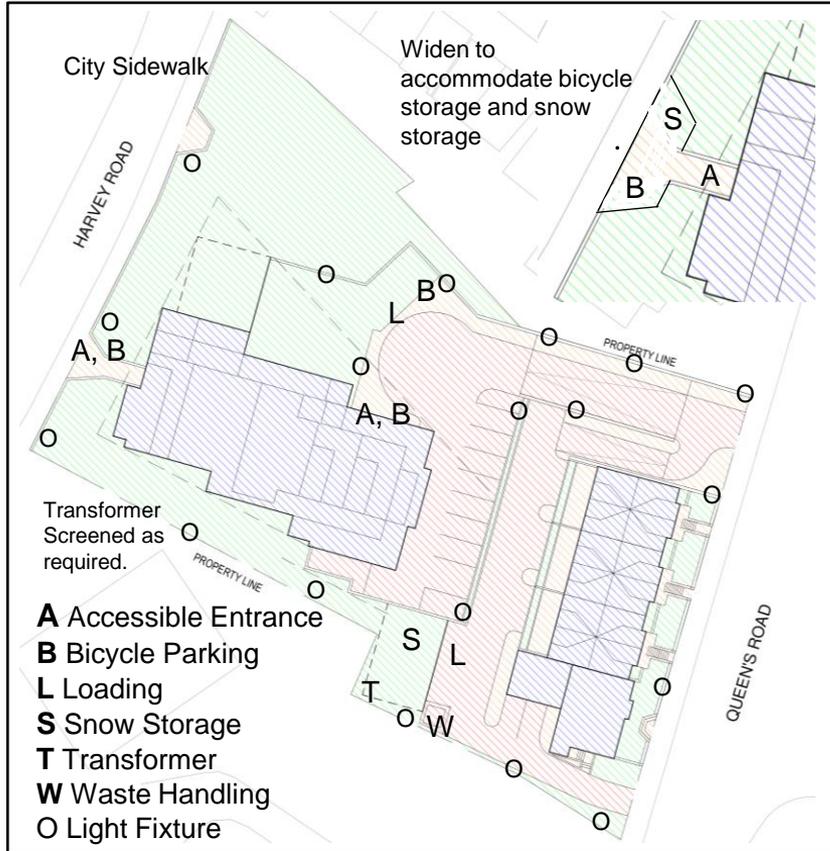
* Timing for Phase 3 is market dependent





SI P1 Site Plan, Planning and Architecture

See Appendix C, Sheet 2 for more detail



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.

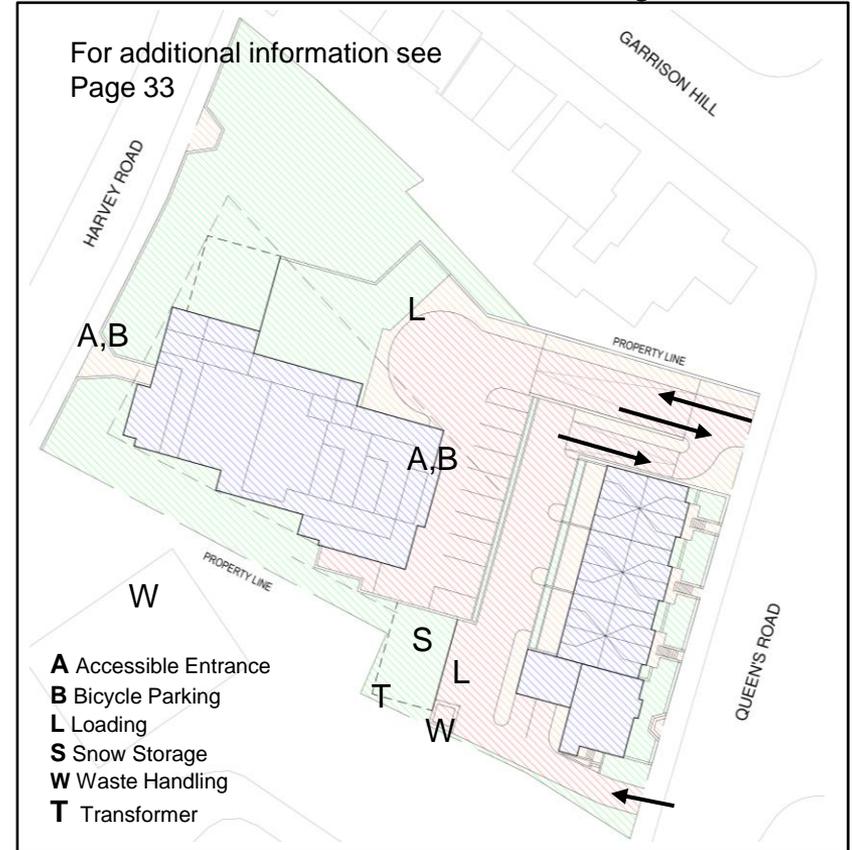
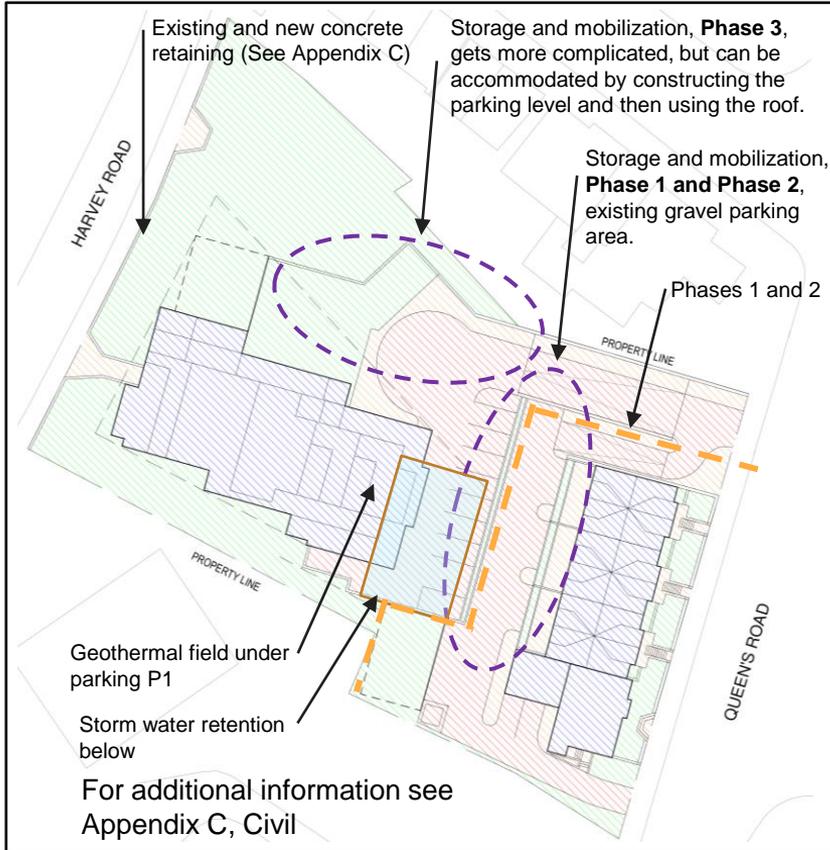


Waste Management

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.



SI P2 Site Plan, Parking and Technical





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.



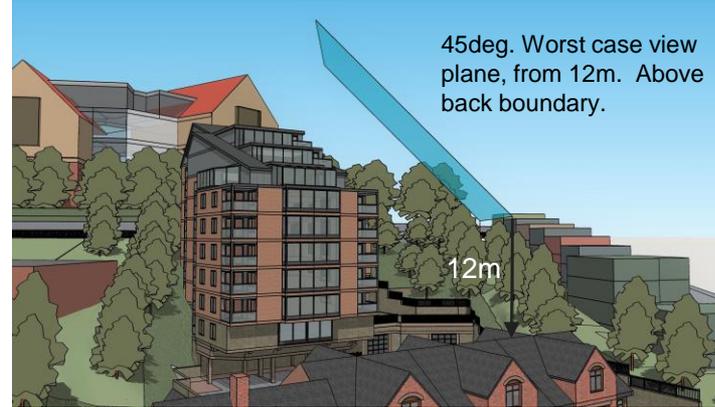
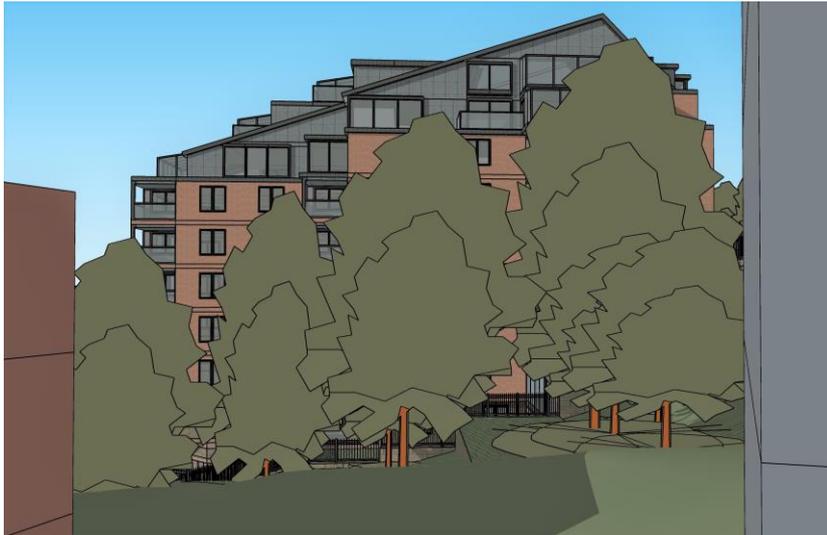


SI P4 From Garrison Hill

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.



Parish Lane - Tree Inventory

LEGEND

TREE TYPE	DIAMETER (M)	SYMBOL
MAPLE	< 0.2	
MAPLE	0.2 - 0.45	
MAPLE	> 0.5	
ASPEN	0.1 - 0.2	
POPLAR	0.1 - 0.7	

TO REMAIN TO BE REMOVED

TREE PROTECTION

	EXISTING	PROTECTED	
LARGE > 0.5M	15	9	60%
MEDIUM 0.2 - 0.45M	21	16	76%
	36	25	69%

NOTES:

- SMALLER TREES IN THIS AREA TO BE PROTECTED IN PHASE 1, AND SELECTIVELY EDITED AS PART OF DETAILED LANDSCAPE PLAN
- FOR NEW TREES AND VEGETATION, SEE LANDSCAPE PLANS



Tree Inventory

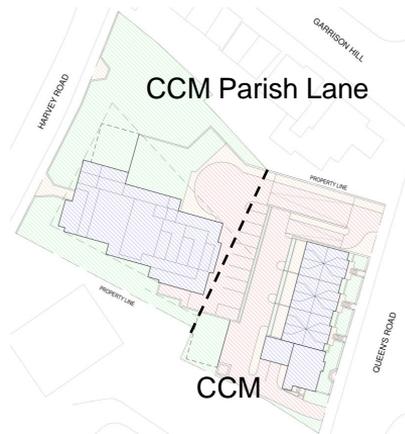
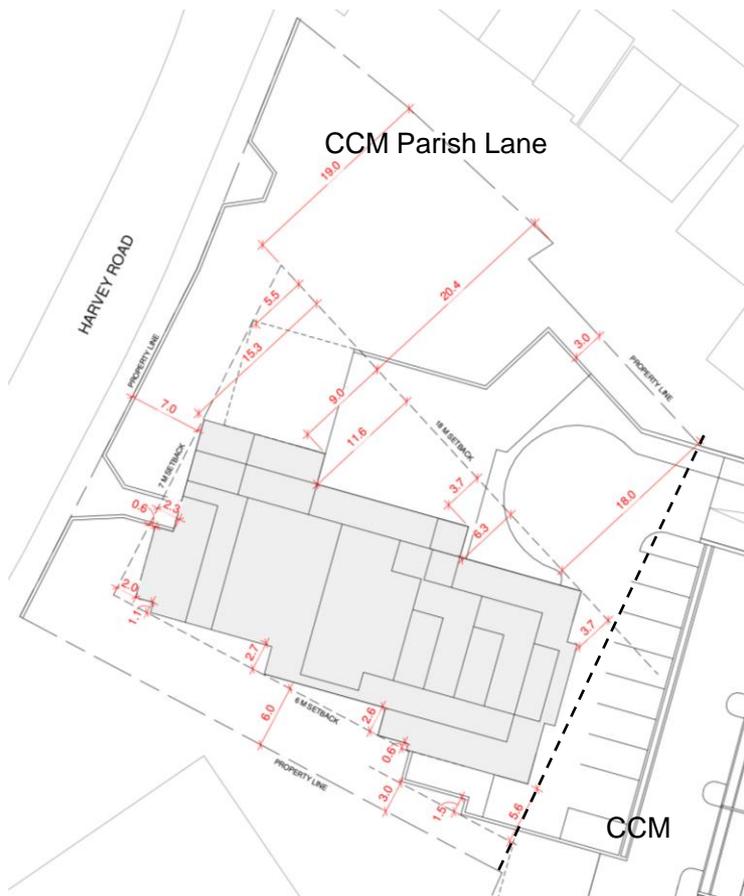
This high-level inventory shows the larger trees to be protected using approved techniques during construction. This work will be overseen by qualified personnel, including the City Arborist.

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

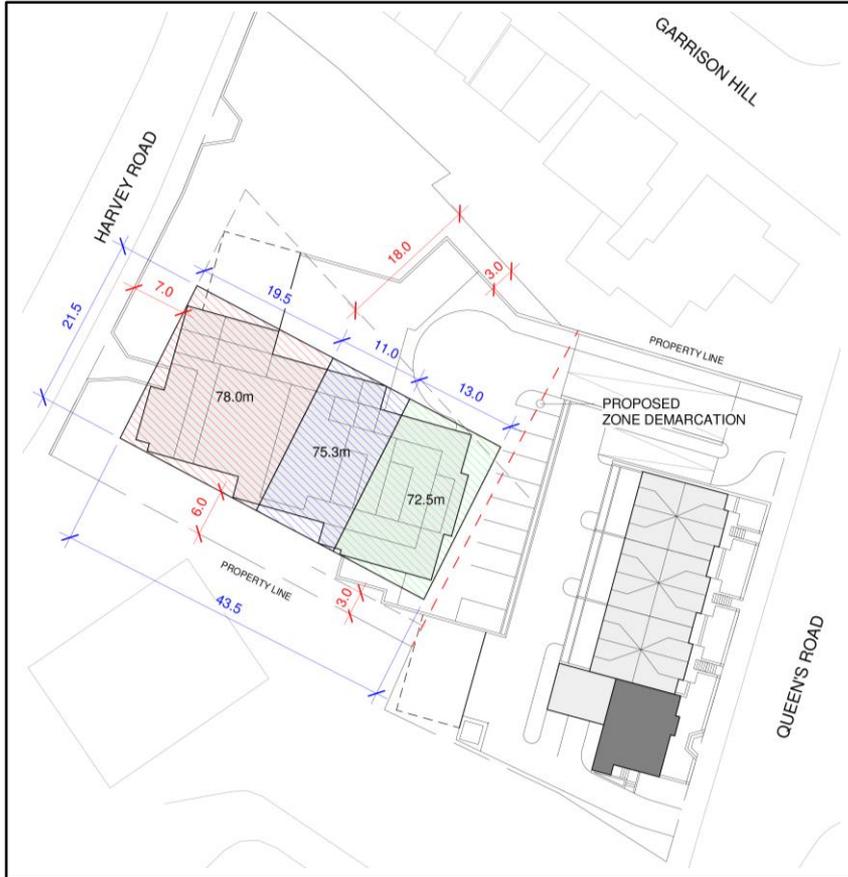
CCM for the portion presently Zoned Institutional.
CCM Parish Lane for the area presently zoned Open Space.

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





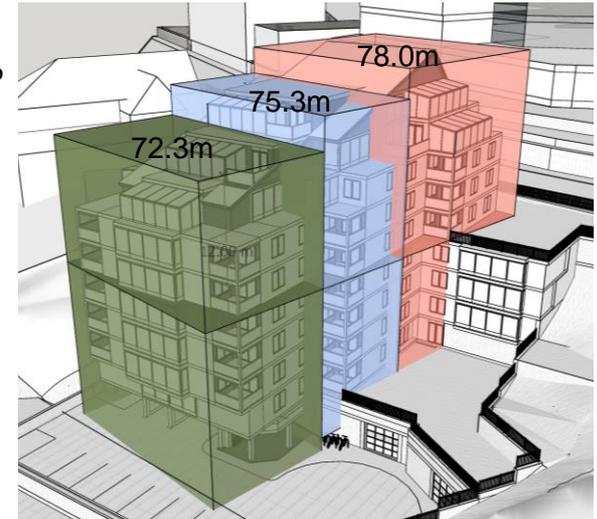
Codifying Metrics

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



Land Use Assessment Report

Parish Lane Residences, 66-70 Queen's Road

Revision 5 B, July 2, 2020

Appendices



Appendix A	Terms of Reference.....	1
Appendix B	Existing Site Conditions and Landscape Plan.....	5
Appendix C	Civil Engineering Documents	13
Appendix D	Tree Inventory	24
Appendix E	Site Survey	25
Appendix F	Timeline for Parish Lane Development Application	26
Appendix G	On-Line Survey Summary	27
Appendix H	Design Charrette Report.....	28
Appendix I	Response to Design Charrette	38
Appendix J	Legal Construct for Property Ownership.....	47
Appendix K	Arborist’s Plan	51
Appendix L	Response to June 19, 2020 Comments.....	52

**TERMS OF REFERENCE
LAND USE ASSESSMENT REPORT (LUAR)
APPLICATION FOR A 40-UNIT RESIDENTIAL DEVELOPMENT AT 68 QUEEN'S ROAD (CATHEDRAL PARISH HALL)
PROPONENT: PARISH LANE DEVELOPMENT INC.**

The proponent shall identify significant impacts and, where appropriate, also identify measures to mitigate impacts on land uses adjoining the subject property. All information is to be submitted under one report in a form that can be reproduced for public information and review. The numbering and ordering scheme used in the report shall correspond with that used in this Terms of Reference and a copy of the Terms of Reference shall be included as part of the report (include an electronic PDF version with a maximum file size of 15MB). A list of those persons/agencies who prepared the Land Use Assessment Report shall be provided as part of the report. The following items shall be addressed by the proponent at its expense:

A Building Use

- 1 Identify the size of the proposed building by:
 - a) Gross Floor Area, and
 - b) Floor Area Ratio (FAR).
- 2 Identify all proposed uses/occupancies within the building by their respective floor area
- 3 Identify which portions of the Designated Heritage Building are proposed to be demolished.
- 4 Identify how the remaining Designated Heritage Buildings will be protected during renovations and how the original arch and windows will be incorporated into the new design.

B Elevation & Building Materials

- 1 Provide elevations of the proposed building.
- 2 Identify the finish and colour of exterior building materials.

C Building Height & Location

- 1 Identify graphically the exact location with a site plan:
 - a) Location of the proposed building in relation to neighbouring buildings;
 - b) Proximity of the building to property lines and identify setbacks;
 - c) Identify any stepbacks of higher storeys from lower storeys;
 - d) Identify any encroachment over property lines;
 - e) Identify the height of the building;
 - f) Information on the proposed construction of patios/balconies (if applicable);
 - g) Potential shadowing/loss of sunlight on adjacent public and private properties, including sidewalks;
 - h) Identify any rooftop structures; and
 - i) Identify if the building will be sprinklered or not, and location of the nearest hydrant.

2 Provide view planes/renderings of the proposed building from the following locations:

The intersection of Church Hill and Veteran's Square;

- a) The intersection of Cathedral Street and Queen's Road;
- b) The intersection of Bonaventure Avenue and Military Road;
- c) Along Harvey Road near the Rooms at street level; and
- d) The Rooms Viewing Window.

3 Provide a Legal Survey of the property.

D Exterior Equipment and Lighting

- 1 Identify the location and type of exterior lighting to be utilized. Identify possible impacts on adjoining properties and measures to be instituted to minimize these impacts.
- 2 Identify the location and type of any exterior HVAC equipment to be used to service the proposed building and identify possible impacts on adjoining properties and measures to be instituted to minimize these impacts.

E Landscaping & Buffering

- 1 Identify with a landscaping plan, details of site landscaping (hard and soft).
- 2 Identify the location and proposed methods of screening of any electrical transformers and refuse containers to be used at the site.
- 3 Identify any additional street-level elements, such as weather protection measures at entrances, street furniture, etc.
- 4 Provide a copy of the completed tree inventory and any tree preservation plans.

F Building Wind Generation

- 1 Identify if the development will alter the wind conditions on adjacent streets, sidewalks and entrances to the building, and identify measures to minimize impacts at the pedestrian level.

G Snow Clearing/Snow Storage

- 1 Provide information on any snow clearing/snow removal operations.

H Off-street Parking and Site Access

- 1 Identify the number and location of off-street parking spaces to be provided.
- 2 Provide a dimensioned and scaled plan of all parking structure and lot layouts, including circulation details.
- 3 Identify the location of all access and egress points, including pedestrian access

I Municipal Services

- 1 Provide a preliminary site servicing plan.
- 2 Identify points of connection to the City's water and sewer system.
- 3 The proposed development will be required to comply with the City's stormwater detention policy. Provide information on how onsite stormwater detention will be managed.

J Public Transit

- 1 Consult with St. John's Metrobus (St. John's Transportation Commission) regarding public transit infrastructure requirements.

K Construction Timeframe

- 1 Indicate any phasing of the project and approximate timelines for beginning and completion of each phase or overall project.
- 2 Indicate on a site plan any designated areas for equipment and materials during the construction period.



LEGEND

-  Prevailing Winds
-  Sun Paths
-  Existing Trees
-  Pedestrian Circulation
-  Vehicle Circulation



LEGEND

- 1 Building 1 Deck Entry
- 2 Pedestrian Viewing Deck
- 3 Black Metal Railing to match existing
- 4 Green Roof
- 5 Private Roof Garden with Re-purposed Brick Pavers
- 6 Building 1 Lower Entrance with Planting
- 7 Walkway with Re-purposed Brick Pavers
- 8 Visitor Parking lot
- 9 Raised Planters with Salt-tolerant Evergreen Planting
- 10 Planting with Trellis and Vines on Retaining Wall
- 11 Coniferous Screen Planting
- 12 Existing Residence
- 13 Townhouses
- 14 Private Patios with Planters
- 15 Queens Road Entrances with Terraced Planting
- 16 Re-purposed Brick Seating Area
- 17 Re-purposed Brick Interpretation Area



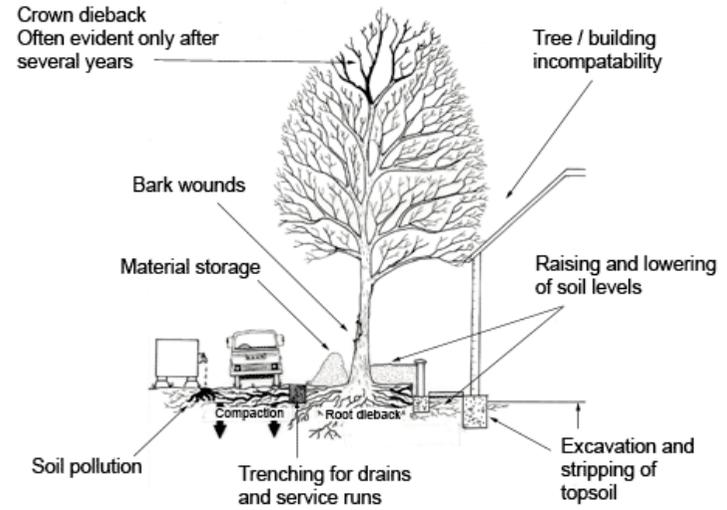
Landscape Concept Key Issues

- Protection of existing trees
- Native and adaptive, low maintenance planting
- Create a pedestrian friendly environment for residents and visitors
- Historic site interpretation and adaptive re-use of bricks
- Create private patio and garden spaces for residents



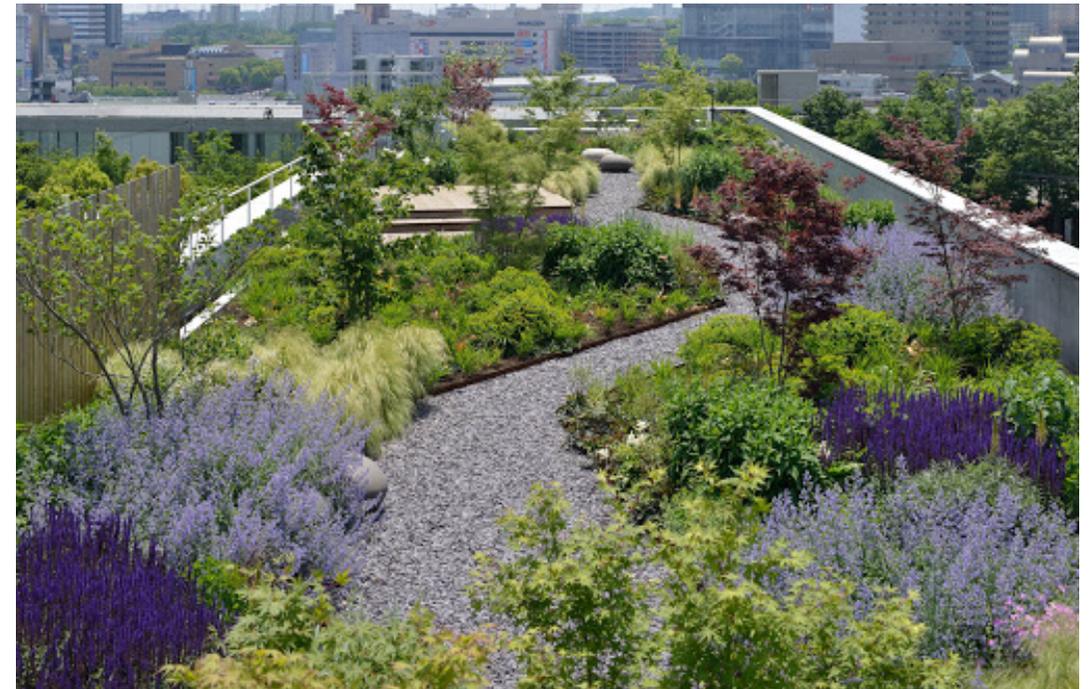
Protection of existing trees

- Landscape Architect will engage the City of St. John’s Arborist to determine the following:
 - Suitable trees to be preserved and protected
 - Suitable trees and shrubs for relocation
 - Suitable trees to be removed
- Design to follow minimum setbacks of Critical Root Zone (CRZ) for all existing trees to remain, and other preventative tree damage design solutions
- Prevent tree damage at all times during construction



Use of appropriate planting

- Low maintenance
- Shade tolerant and naturalized planting on existing slope
- Special planting with seasonal interest at building entrances
- Evergreen hedge and tree planting to help privacy screening for neighbours and residents





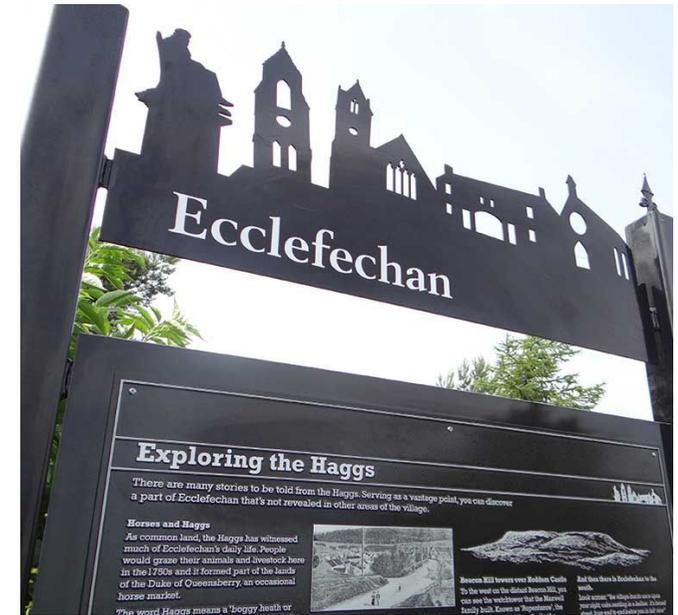
Create a pedestrian friendly environment for residents and visitors

- Terraced planting
- Evergreen planting for seasonal interest
- Well lit for safety and security
- Green walls with vines along walkway
- Building entrance plaza and seating
- Harvey Road viewing deck
- Harvey Road entrance deck



Historic Site Interpretation

- Seating areas
- Historic interpretation of original building
- Adaptive re-use of brick and timbers

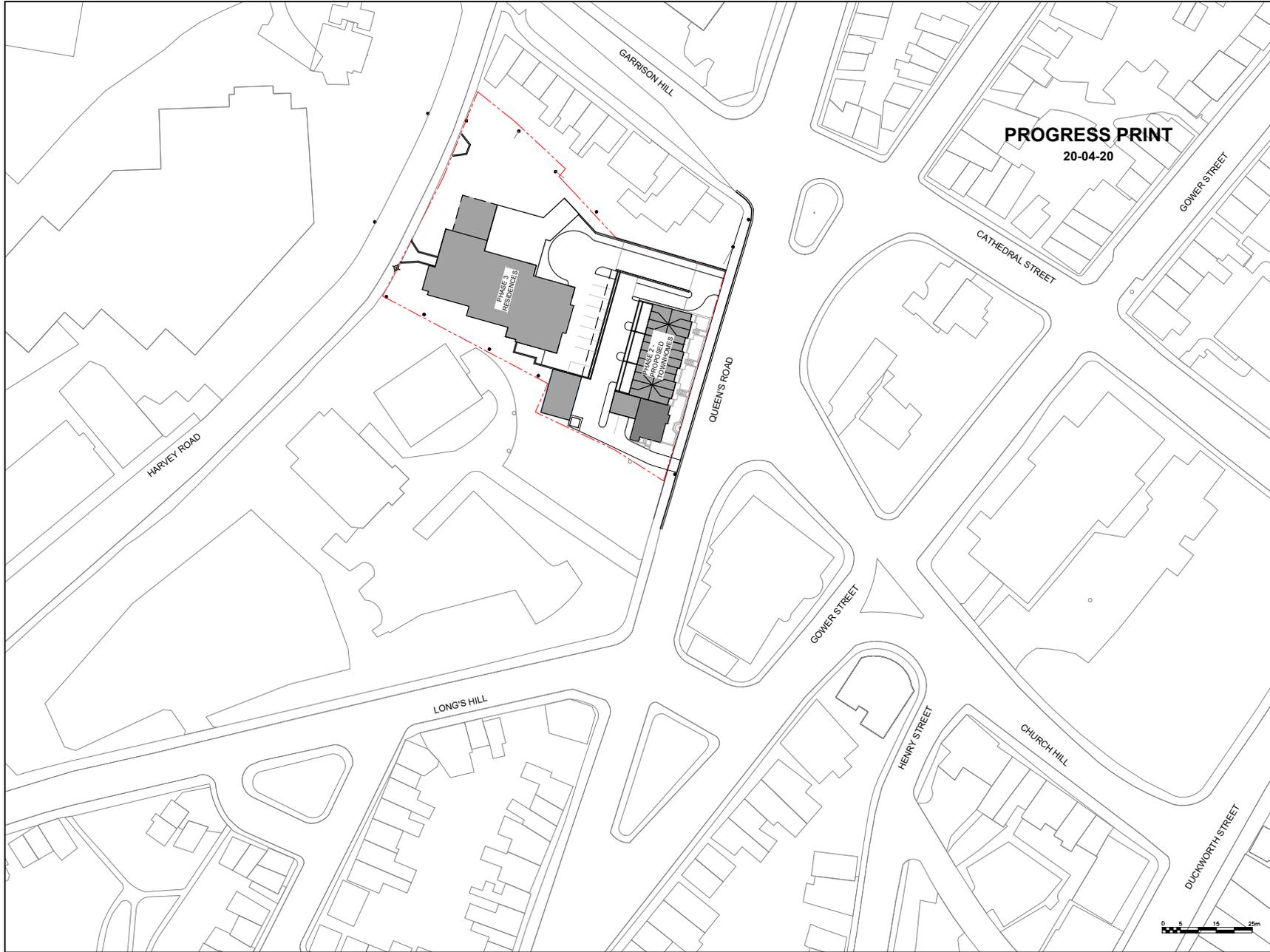


Create private spaces for residents

- Townhouse balconies with privacy screens planting
- Privacy screening
- Private roof deck garden



Event	Page
Overall Location Plan	C1
Proposed Infrastructure Plan	C2
Pre-development Flow Areas	C100
Post-development Flow Areas	C101
Committee of the Whole Review	C100
Meeting with BHEP	C101
Large car turning movements Level P0	SK1
Large car turning movements Level P1	SK2
Mack Terrapro cabover garbage truck turning movement	SK1
Storm retention concrete chamber footprint	SK4



PROGRESS PRINT
20-04-20

CONTRACTOR MUST VERIFY ALL DIMENSIONS AND CONDITIONS ON SITE BEFORE PROCEEDING WITH ANY PORTION OF THIS WORK. REPRODUCTIONS OF THIS DRAWING MAY HAVE BEEN REDUCED OR ENLARGED. REFER TO GRAPHIC SCALE. DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

A - PLAN, SECTION, ELEVATION, OR DETAIL No.
B - No. OF DRAWING WHERE 'X' IS ON SITE PLAN
C - No. OF DRAWING WHERE 'X' IS DETAILED

LEGEND	
SYMBOL	DESCRIPTION
—	NEW SIAMSESE WATER CONNECTION
●	NEW SANITARY MANHOLE
○	NEW SANITARY SEWER MAIN
—	EXISTING SANITARY SEWER MAIN
○	EXISTING MANHOLE
●	NEW STORM MANHOLE
○	NEW STORM SEWER MAIN
—	EXISTING STORM SEWER MAIN
■	NEW CATCH BASIN
□	EXISTING CATCH BASIN
—	NEW WATERMAIN
—	EXISTING WATERMAIN
+	NEW GATE VALVE
+	EXISTING GATE VALVE
⊕	NEW FIRE HYDRANT
⊕	EXISTING FIRE HYDRANT
⊕	CURB STOP
⊕	WATERMAIN TEE
⊕	WATERMAIN BEND
⊕	STUB WITH END CAP
●	POLE
—	SLOPED EMBANKMENT
—	DITCH
—	ROAD SIGNS
—	FENCE
—	RETAINING WALL
—	FINISHED GRADE ELEVATION
—	EXISTING ELEVATION

A			
No.	ISSUED FOR REVISION	APP	DATE



Progressive Engineering & Consulting Inc.

PERMIT STAMP:

PROVINCE OF NEWFOUNDLAND AND LABRADOR
PERMIT HOLDER
This Permit Allows
PROGRESSIVE ENGINEERING & CONSULTING INC.
To practice Professional Engineering
in Newfoundland and Labrador.
Permit No. as issued by P.E.O. 10566
which is valid for the year 2020

OWNER/CLIENT NAME:
PARISH LANE DEVELOPMENT INC.

PROJECT TITLE:
PARISH LANE RESIDENCES

DRAWING TITLE:
OVERALL LOCATION PLAN

DRAWN BY:	DESIGNED BY:	APPROVED BY:
J.P.	J.P.	J.P.
DATE:	DATE:	SCALE:
N/A	MAY 2019	AS SHOWN
PROJECT No.:	DRAWING No.:	REV.:
2019-020	C1	A

PROGRESS PRINT
20/07/02

NOTES:

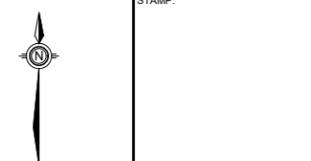
1. ALL WATER, SANITARY AND STORM SEWER MUST BE COMPLETED IN ACCORDANCE WITH THE CITY OF ST. JOHN'S WATER, SEWER AND ROADS SPECIFICATIONS.
2. BUILDINGS TO HAVE SPRINKLERS IN ACCORDANCE WITH THE NATIONAL BUILDING CODE AND TO THE CITY OF ST. JOHN'S REQUIREMENTS.
3. BACK FLOW PREVENTION DEVICES TO BE IN ACCORDANCE WITH THE NATIONAL BUILDING CODE, BFP CODES AND TO THE CITY OF ST. JOHN'S REQUIREMENTS.
4. THE DEVELOPMENT WILL NEED TO COMPLY WITH THE CITY OF ST. JOHN'S WATER METERING AND PREMISES ISOLATION BY-LAWS

CONTRACTOR MUST VERIFY ALL DIMENSIONS AND CONDITIONS ON SITE BEFORE PROCEEDING WITH ANY PORTION OF THIS WORK. REPRODUCTIONS OF THIS DRAWING MAY HAVE BEEN REDUCED OR ENLARGED. REFER TO GRAPHIC SCALE. DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

LEGEND	
SYMBOL	DESCRIPTION
*	NEW SIAMESE WATER CONNECTION
● STR100S	NEW SANITARY MANHOLE
—	NEW SANITARY SEWER MAIN
—	EXISTING SANITARY SEWER MAIN
○	EXISTING MANHOLE
● STR100R	NEW STORM MANHOLE
—	NEW STORM SEWER MAIN
—	EXISTING STORM SEWER MAIN
■ STR100C	NEW CATCH BASIN
□	EXISTING CATCH BASIN
—	NEW WATERMAIN
—	EXISTING WATERMAIN
▶ STR100V	NEW GATE VALVE
◀	EXISTING GATE VALVE
⊕ STR100F	NEW FIRE HYDRANT
⊕	EXISTING FIRE HYDRANT
⊕	CURB STOP
⊕	WATERMAIN TEE
⊕	WATERMAIN BEND
⊕	STUB WITH END CAP
●	POLE
	SLOPED EMBANKMENT
—	DITCH
—	ROAD SIGNS
x — x — x	FENCE
W — W — W	RETAINING WALL
[100.00]	FINISHED GRADE ELEVATION
100.00	EXISTING ELEVATION

No.	REVISIONS	APP	DWN	DATE

NORTH: 

STAMP: 


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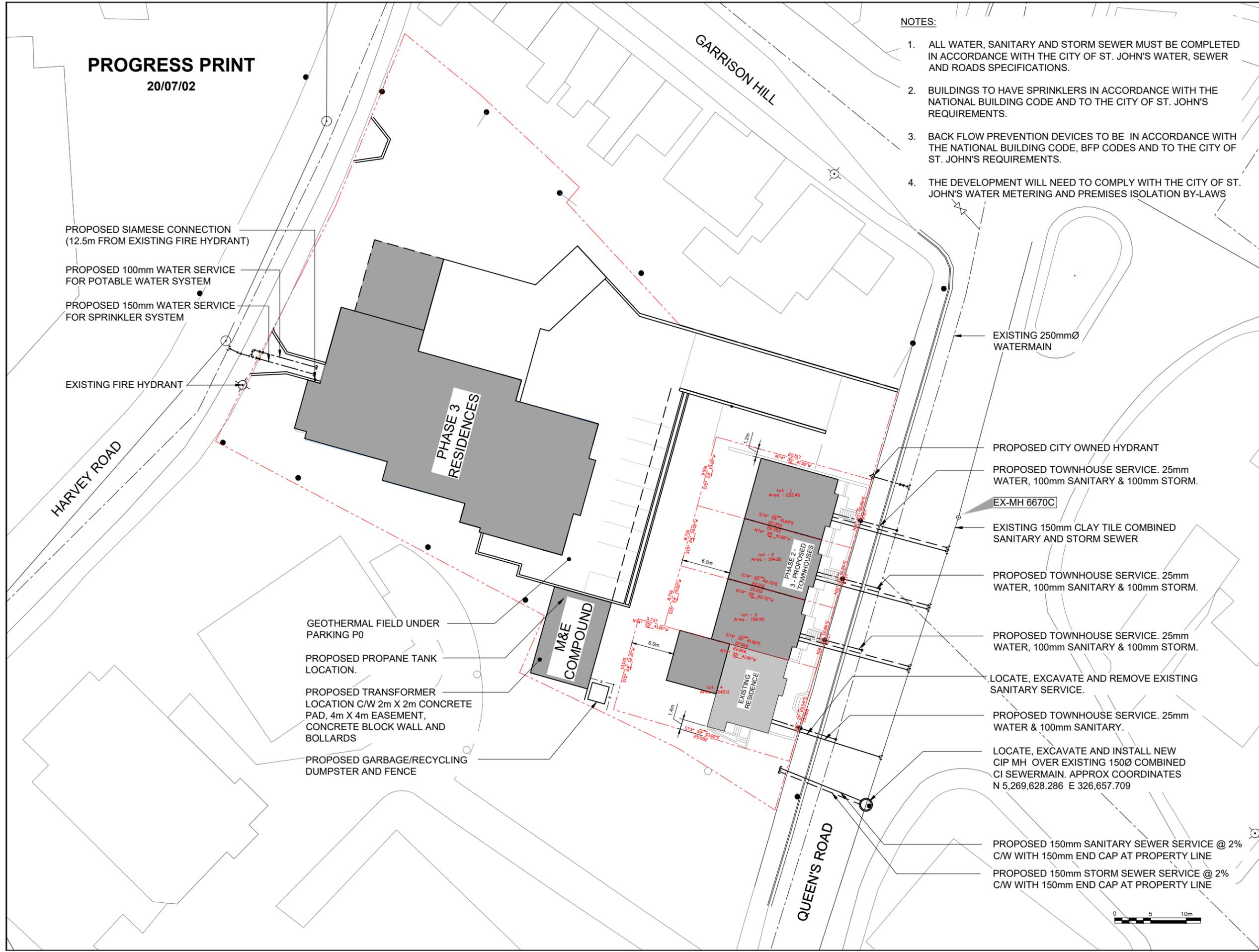
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To practice Professional Engineering in Newfoundland and Labrador, Permit No. as issued by PEG N0566 which is valid for the year 2020

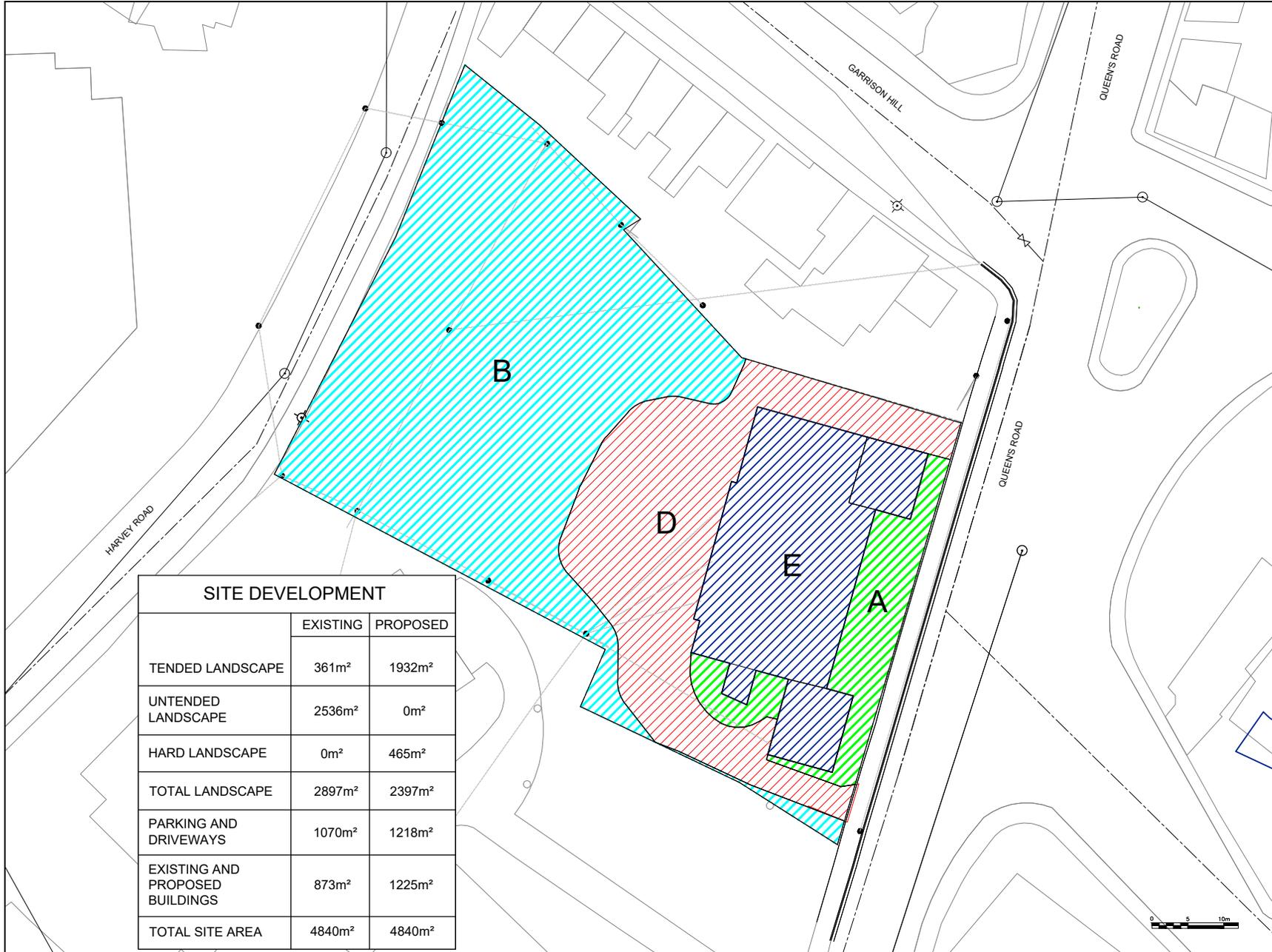
OWNER/CLIENT NAME:
PARISH LANE DEVELOPMENT INC.

PROJECT TITLE:
PARISH LANE RESIDENCES

DRAWING TITLE:
PROPOSED INFRASTRUCTURE PLAN

DRAWN BY: J.P.	DESIGNED BY: J.P.	APPROVED BY:
MAE No: N/A	DATE: MAY 2019	SCALE: AS SHOWN
PROJECT No: 2019-020	DRAWING No: C2	REV: A





SITE DEVELOPMENT		
	EXISTING	PROPOSED
TENDED LANDSCAPE	361m ²	1932m ²
UNTENDED LANDSCAPE	2536m ²	0m ²
HARD LANDSCAPE	0m ²	465m ²
TOTAL LANDSCAPE	2897m ²	2397m ²
PARKING AND DRIVEWAYS	1070m ²	1218m ²
EXISTING AND PROPOSED BUILDINGS	873m ²	1225m ²
TOTAL SITE AREA	4840m ²	4840m ²

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 C - No. OF DRAWING WHERE 'A' IS DETAILED

- TENDED LANDSCAPE
- UNTENDED LANDSCAPE
- HARD LANDSCAPE
- PARKING AND DRIVEWAYS
- EXISTING AND PROPOSED BUILDINGS

PROGRESS PRINT
 20-04-20

A	ISSUED FOR REVIEW	APP	DWN	DATE
No.	REVISIONS			

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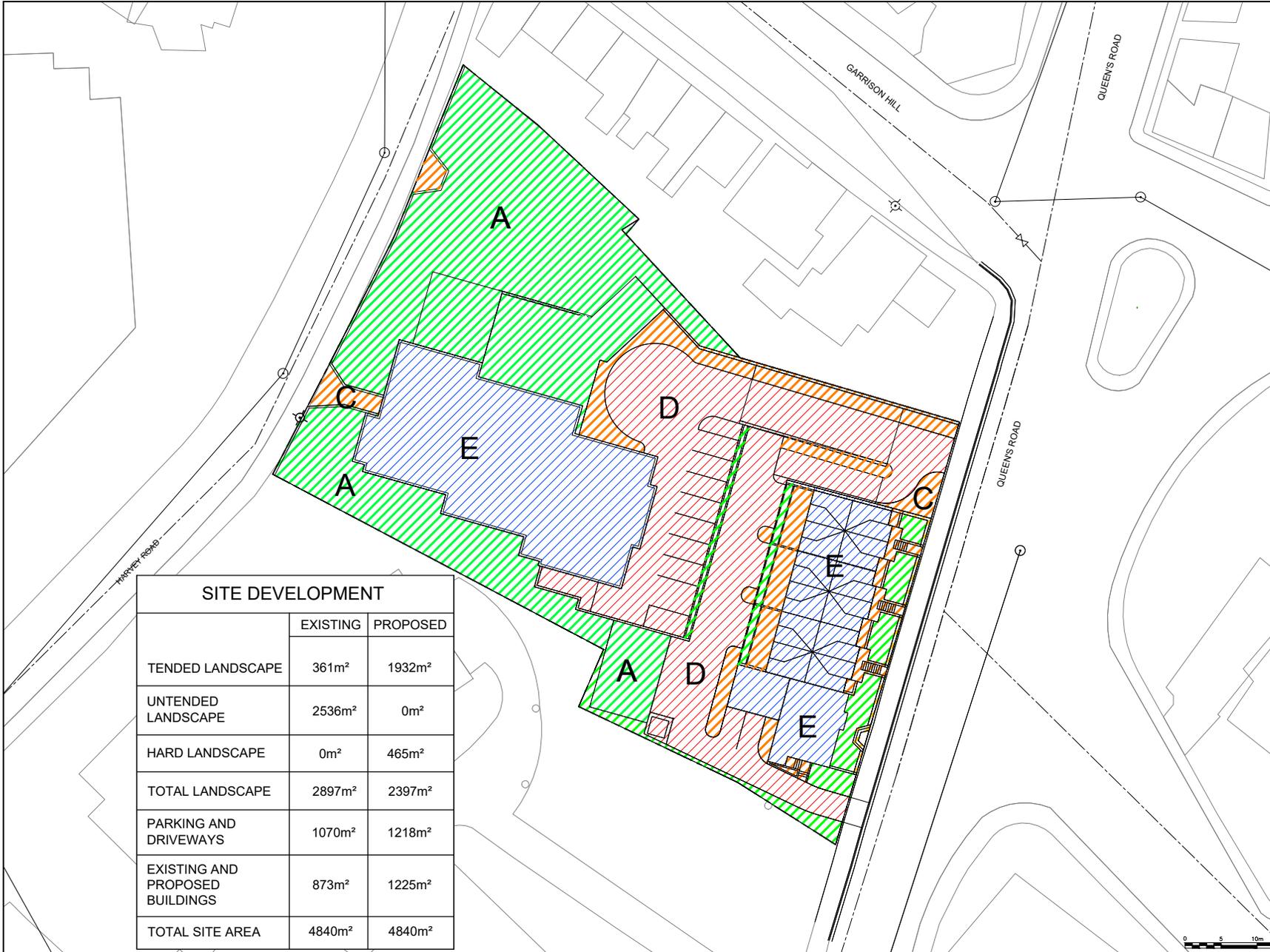
PERMIT STAMP:

OWNER/CLIENT NAME:
PARISH LANE DEVELOPMENT INC.

PROJECT TITLE:
PARISH LANE RESIDENCES

DRAWING TITLE:
PRE - DEVELOPMENT FLOW AREAS

DRAWN BY:	DESIGNED BY:	APPROVED BY:
C.L.	C.L.	
DATE:	DATE:	SCALE:
N/A	APRIL 2020	AS SHOWN
PROJECT No.:	DRAWING No.:	REV.:
2019-020	C100a	A



SITE DEVELOPMENT		
	EXISTING	PROPOSED
TENDED LANDSCAPE	361m ²	1932m ²
UNTENDED LANDSCAPE	2536m ²	0m ²
HARD LANDSCAPE	0m ²	465m ²
TOTAL LANDSCAPE	2897m ²	2397m ²
PARKING AND DRIVEWAYS	1070m ²	1218m ²
EXISTING AND PROPOSED BUILDINGS	873m ²	1225m ²
TOTAL SITE AREA	4840m ²	4840m ²

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- EXISTING AND PROPOSED BUILDINGS

PROGRESS PRINT
20-04-20

A	ISSUED FOR REVIEW	APP	DWN	DATE
No.	REVISIONS			

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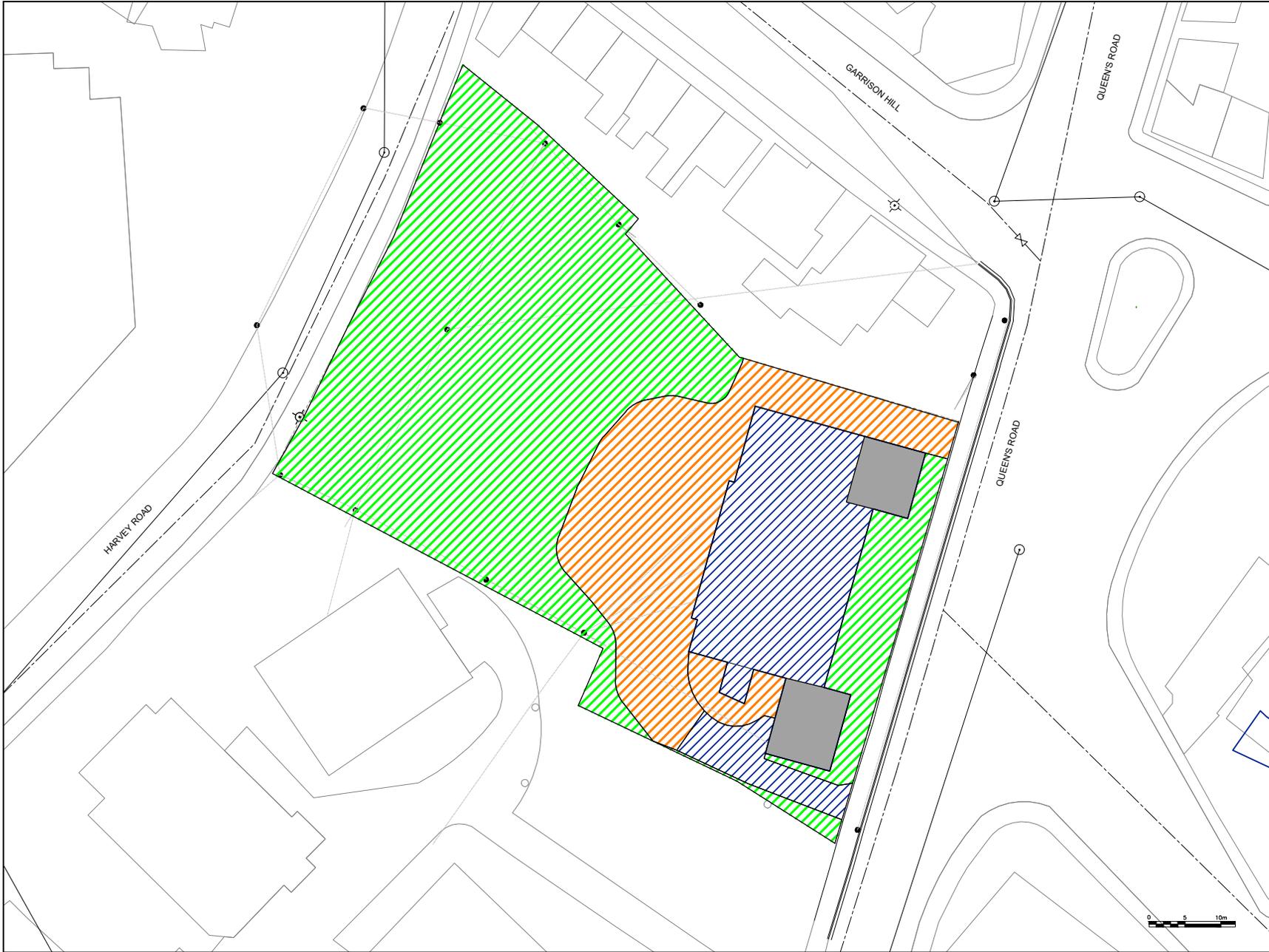
PERMIT STAMP:

OWNER/CLIENT NAME:
PARISH LANE DEVELOPMENT INC.

PROJECT TITLE:
PARISH LANE RESIDENCES

DRAWING TITLE:
POST - DEVELOPMENT FLOW AREAS

DRAWN BY:	DESIGNED BY:	APPROVED BY:
T.P.	T.P.	
DATE:	DATE:	SCALE:
N/A	MAY 2019	AS SHOWN
PROJECT No:	DRAWING No:	REV:
2019-020	C101a	A



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-  AREA OF LANDSCAPING (2821m²)
-  AREA OF GRAVEL (1012m²)
-  AREA OF HARD SURFACE TO BE REMOVED (822m²)
-  AREA OF HARD SURFACE TO REMAIN (185m²)

PERCENT HARD SURFACE = 21%
 PERCENT LANDSCAPING = 58%
 PERCENT GRAVEL = 21%

PROGRESS PRINT
 20-04-20

A	ISSUED FOR REVIEW				
No.	REVISIONS	APP	DWN	DATE	

NORTH

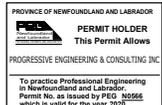


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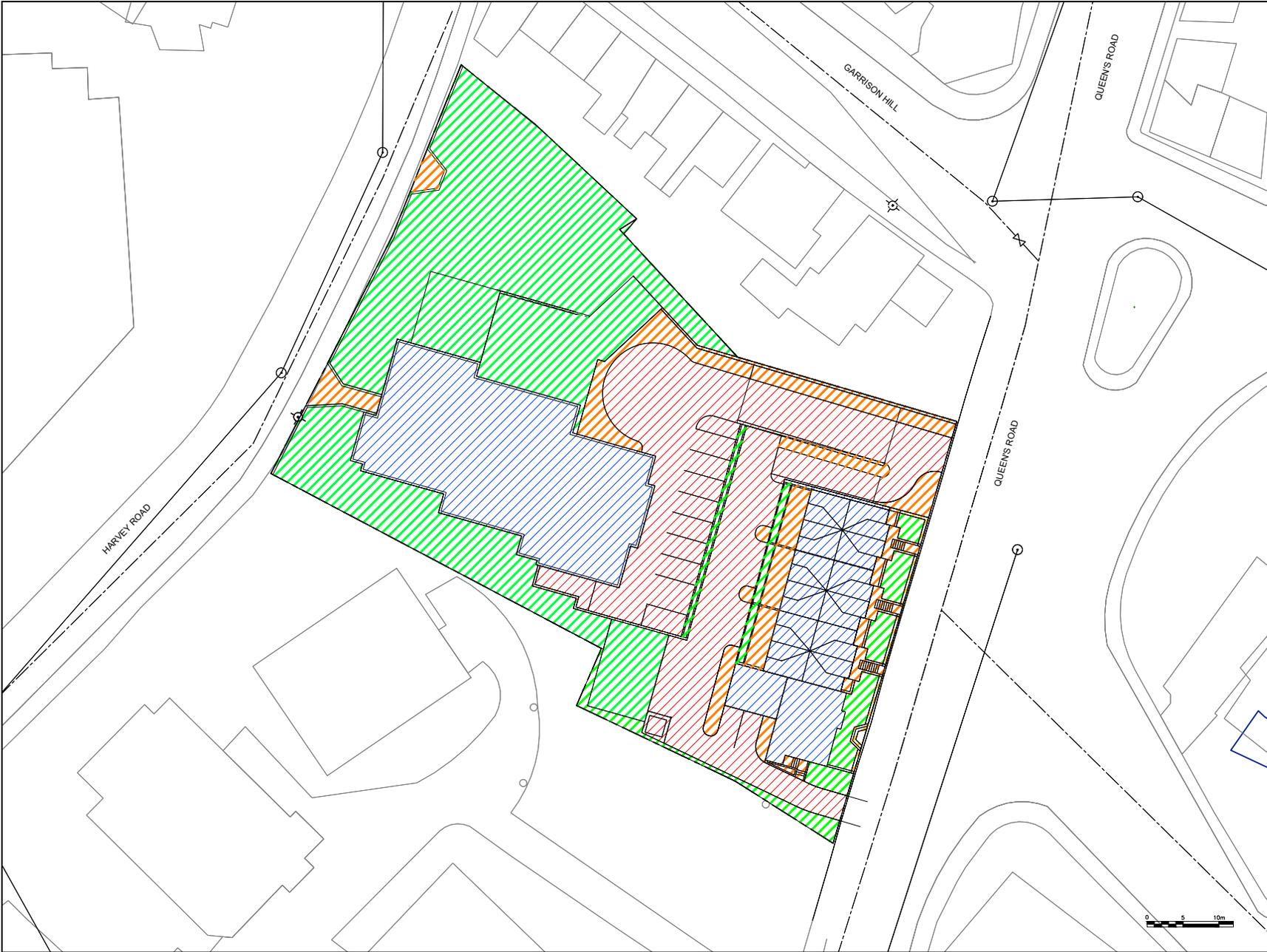
OWNER/CLIENT NAME:
PARISH LANE DEVELOPMENT INC.

PROJECT TITLE:
PARISH LANE RESIDENCES

DRAWING TITLE:
PRE - DEVELOPMENT FLOW AREAS

DRAWN BY: T.P.	DESIGNED BY: T.P.	APPROVED BY:
DATE: N/A	DATE: APRIL 2020	SCALE: AS SHOWN
PROJECT No: 2019-020	DRAWING No: C100	REV: A





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-  AREA OF LANDSCAPING (1932m²)
-  AREA OF HARD SURFACE (1225m²)
-  AREA OF CONCRETE (465m²)
-  AREA OF ASPHALT (1218m²)

PERCENT HARD SURFACE = 60%
 PERCENT LANDSCAPING = 40%

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A	ISSUED FOR REVIEW	APP	DWN	DATE
No.	REVISIONS			

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OWNER/CLIENT NAME:
PARISH LANE DEVELOPMENT INC.

PROJECT TITLE:
PARISH LANE RESIDENCES

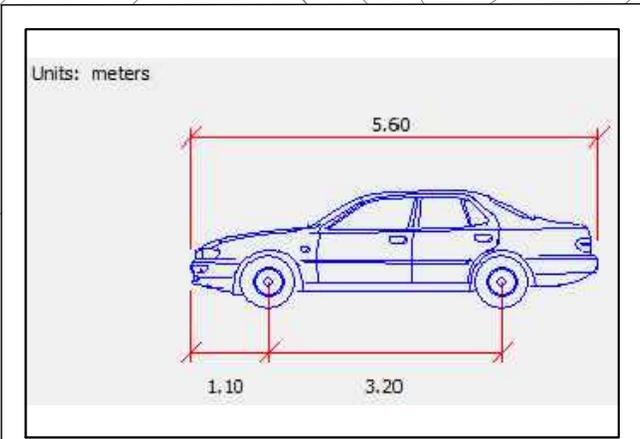
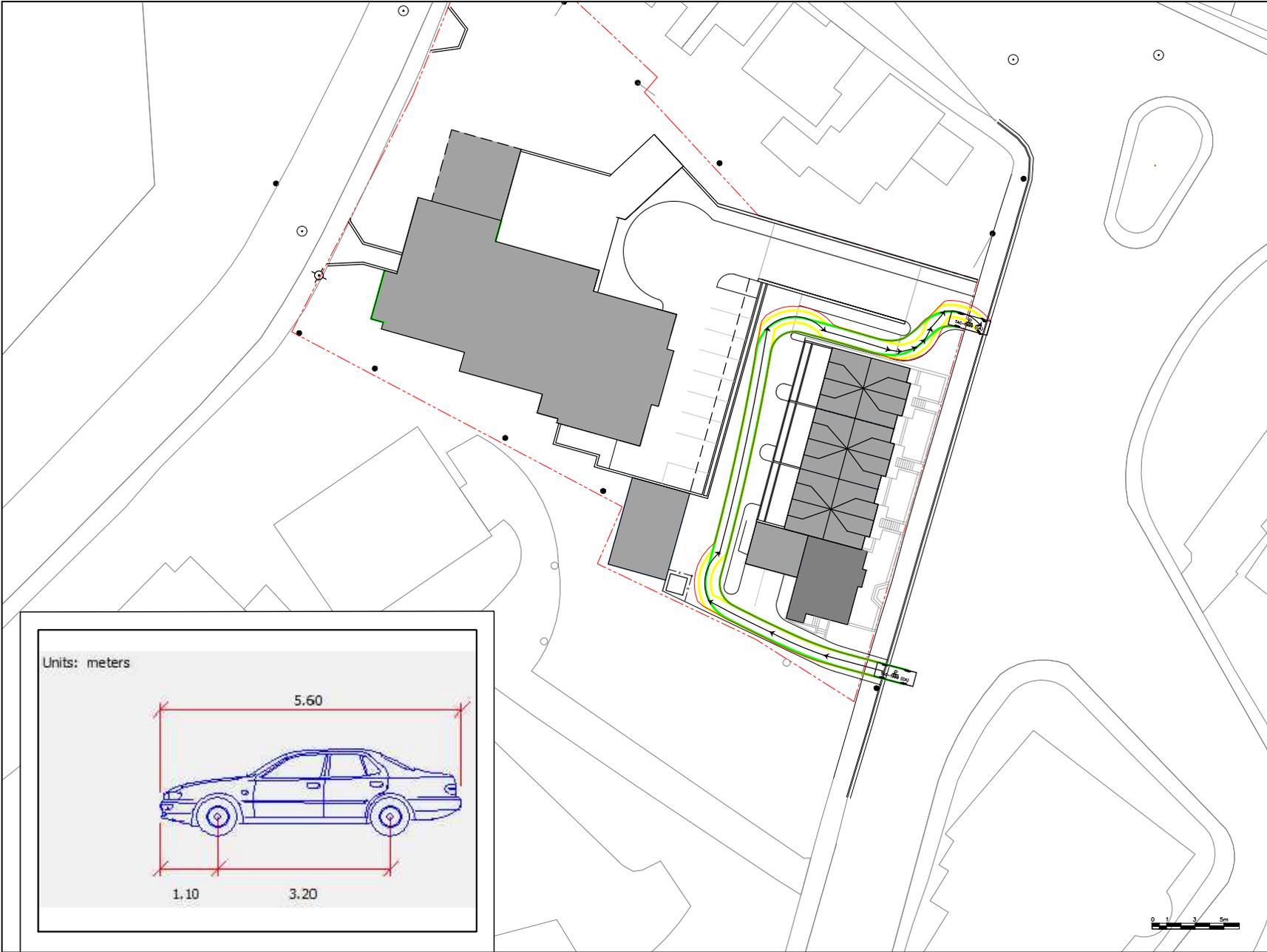
DRAWING TITLE:
POST - DEVELOPMENT FLOW AREAS

DRAWN BY:	DESIGNED BY:	APPROVED BY:
C.L.	C.L.	

DATE:	DATE:	SCALE:
N/A	APRIL 2020	AS SHOWN

PROJECT No.:	DRAWING No.:	REV.:
2019-020	C101	A



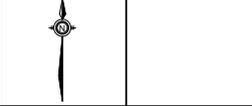


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 20-04-20

A		ISSUED FOR REVIEW		APP	DWN	DATE
No.	REVISIONS					



Progressive Engineering & Consulting Inc.

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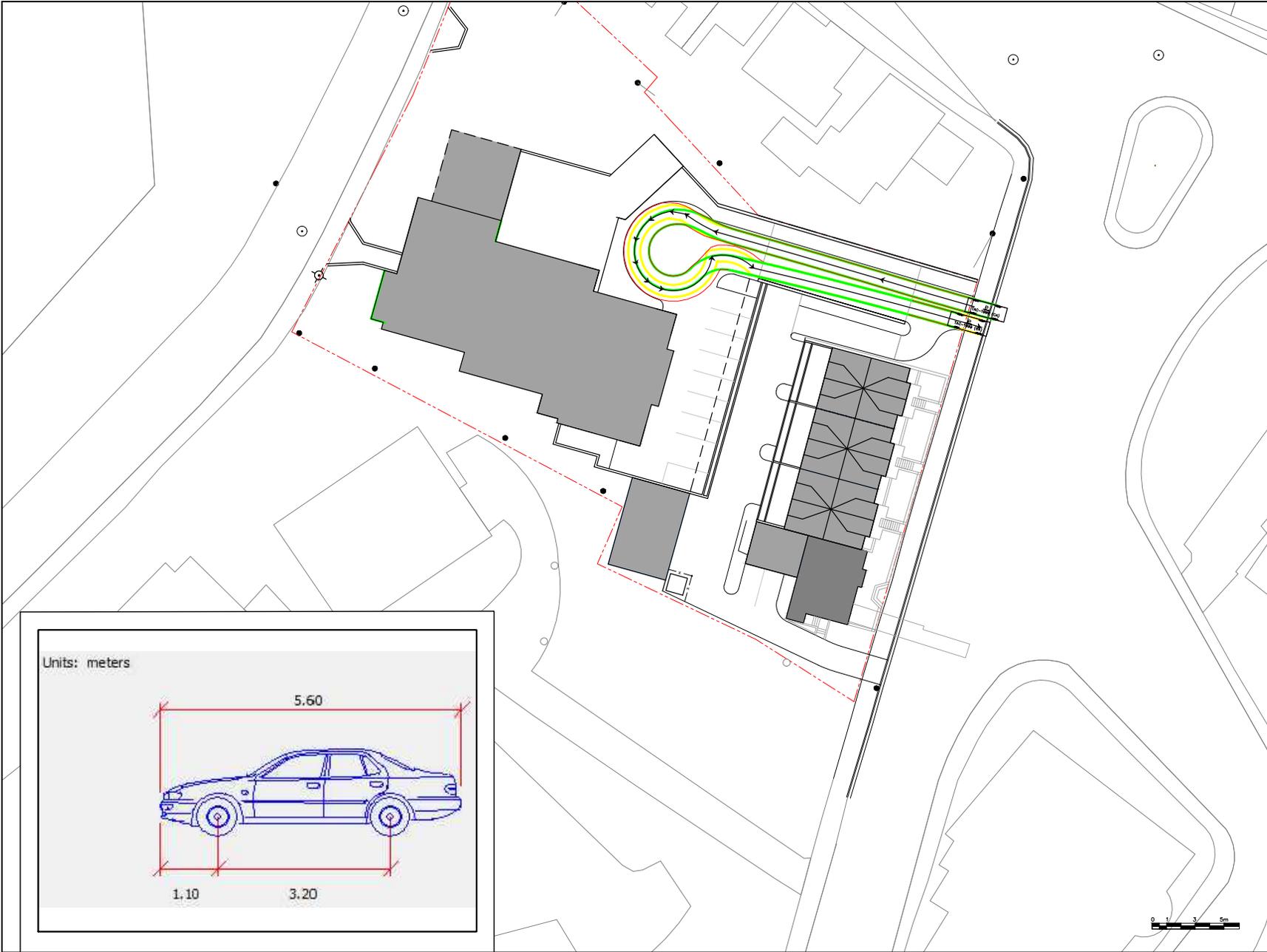
OWNER/CLIENT NAME:
PARISH LANE DEVELOPMENT INC.

PROJECT TITLE:
PARISH LANE RESIDENCES

DRAWING TITLE:
LARGE CAR TURNING MOVEMENT LEVEL - P0

DRAWN BY: J.P.	DESIGNED BY: J.P.	APPROVED BY:
DATE: MAY 2019	SCALE: AS SHOWN	REV:
PROJECT No: 2019-020	DRAWING No: SK1	REV: A





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B
C

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20-04-20

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OWNER/CLIENT NAME:
**PARISH LANE
DEVELOPMENT INC.**

PROJECT TITLE:
**PARISH LANE
RESIDENCES**

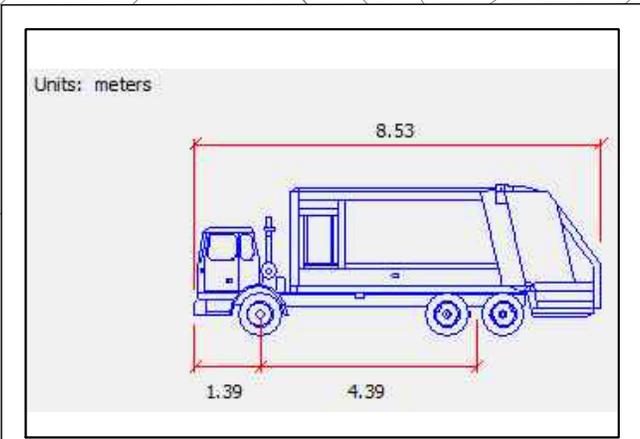
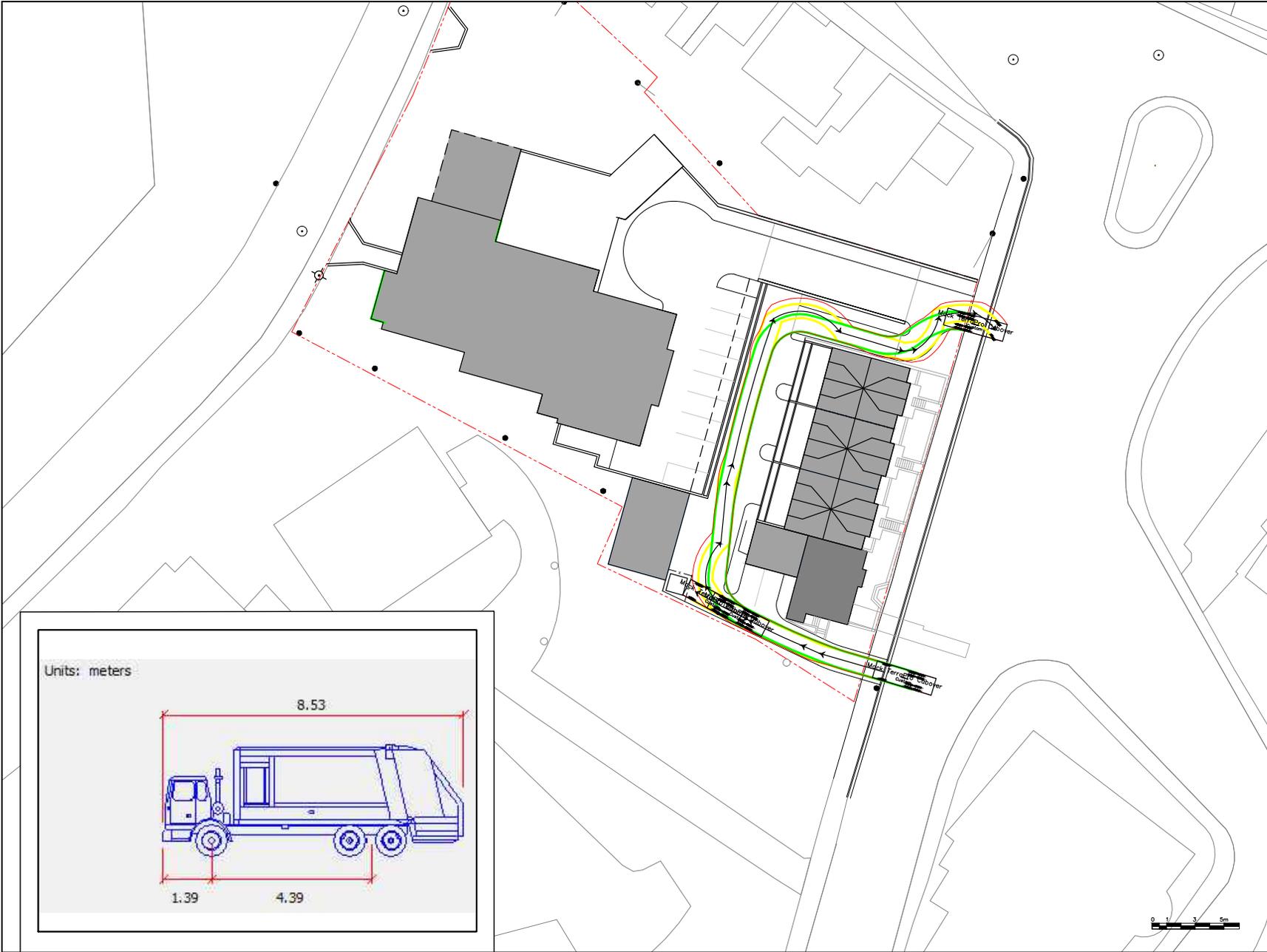
DRAWING TITLE:
**LARGE CAR
TURNING MOVEMENT
LEVEL - P1**

DRAWN BY:	DESIGNED BY:	APPROVED BY:
J.P.	J.P.	

DWG. No.	DATE	SCALE
N/A	MAY 2019	AS SHOWN

PROJECT No.	DRAWING No.	REV.
2019-020	SK2	A





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 20-04-20

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No.				

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 which is valid for the year 2020

OWNER/CLIENT NAME:
PARISH LANE DEVELOPMENT INC.

PROJECT TITLE:
PARISH LANE RESIDENCES

DRAWING TITLE:
MACK TERRAPRO CABOVER GARBAGE TRUCK TURNING MOVEMENT - LEVEL P0

DRAWN BY:	J.P.	DESIGNED BY:	J.P.	APPROVED BY:	
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DATE:	N/A	DATE:	MAY 2019	SCALE:	AS SHOWN
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PROJECT No.:	2019-020	DRAWING No.:	SK3	REV.:	A
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Parish Lane - Tree Inventory

LEGEND

TREE TYPE	DIAMETER (M)	SYMBOL
MAPLE	< 0.2	
MAPLE	0.2 - 0.45	
MAPLE	> 0.5	
ASPEN	0.1 - 0.2	
POPLAR	0.1 - 0.7	

TO REMAIN  TO BE REMOVED 

TREE PROTECTION

	EXISTING	PROTECTED	
LARGE > 0.5M	15	9	60%
MEDIUM 0.2 - 0.45M	21	16	76%
	36	25	69%

NOTES:

- ① SMALLER TREES IN THIS AREA TO BE PROTECTED IN PHASE 1, AND SELECTIVELY EDITED AS PART OF DETAILED LANDSCAPE PLAN
- ② FOR NEW TREES AND VEGETATION, SEE LANDSCAPE PLANS



Tree Inventory

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.

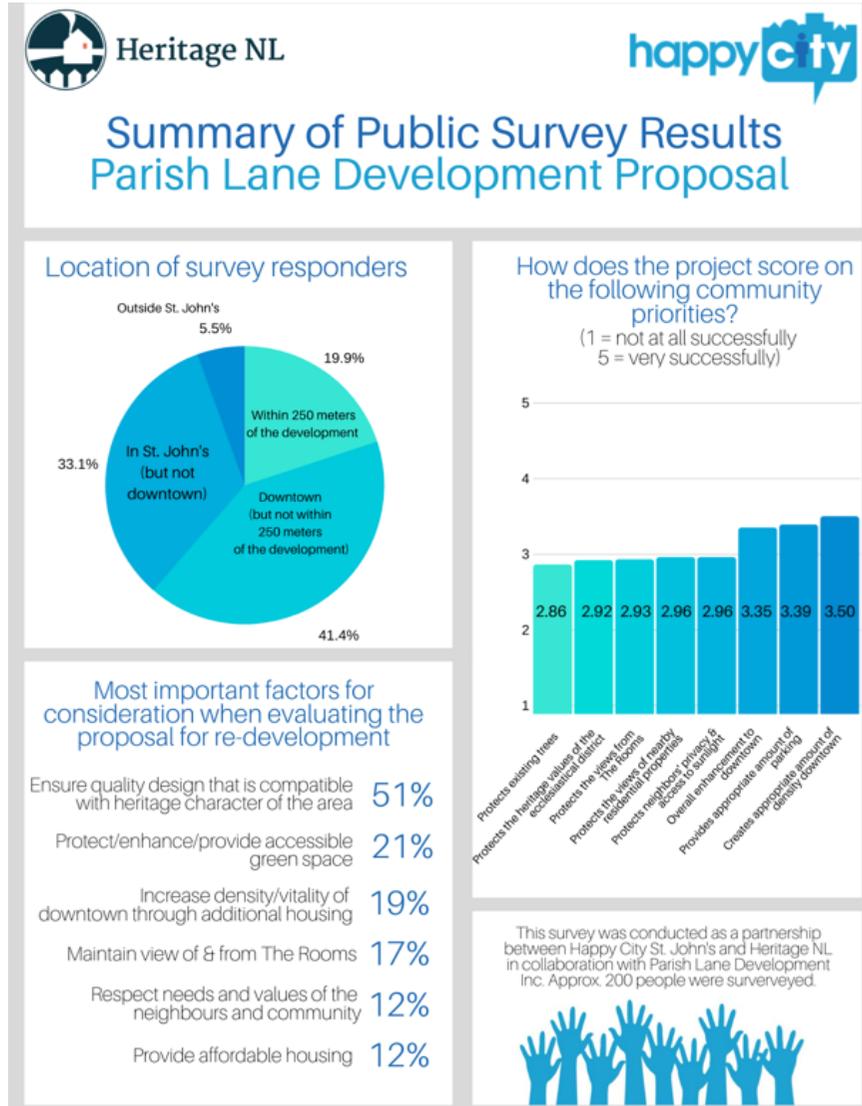
In addition new trees will be planted as part of the overall site and landscape redevelopment.

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.

ID	Event	Date
1	Meeting with BHEP	22-Nov-18
2	Introduction meeting with Kirk, Gower Street and Anglican Cathedral	24-Jan-19
3	Formal application submitted	31-Jan-19
4	Meeting with The Rooms	06-Mar-19
5	Committee of the Whole Review	23-Apr-19
6	Meeting with BHEP	15-May-19
7	LUAR Submitted	14-Jun-19
8	LUAR Revision 1 submitted	30-Aug-19
9	Meeting with BHEP	17-Sep-19
10	LUAR Revision 2 submitted	20-Sep-19
11	LUAR Revision 3 submitted	25-Oct-19
12	Meeting with City and Proponent	29-Oct-19
13	LUAR Revision 4 Submitted	06-Nov-19
14	Public Meeting	27-Nov-19
15	Meeting with Heritage NL and Happy Cities	10-Dec-19

ID	Event	Date
16	Meeting with Rooms	13-Dec-19
17	Meeting with City and Rooms	07-Jan-20
18	On Line Survey Completed	10-Jan-20
19	Public consultation with the Rooms	15-Jan-20
20	Focus Group	31-Jan-20
21	Meeting with City Planning Department	05-Feb-20
22	Meeting with The Kirk on shared access	14-Feb-20
23	Design Charette	27-Feb-20
24	Meeting with City Planning Department (teleconference)	27-Mar-20
25	Meeting with City Planning Department (teleconference)	31-Mar-20
26	LUAR Revision 5 Submitted	22-Apr-20
27	Comments from City on Revision 5	22-May-20
28	Response to Comments submitted Revision 5 A	03-Jun-20
29	Comments from City on Revision 5 A	19-Jun-20
30	Response to Comments submitted Revision 5 A	02-Jul-20





ERA Architects Inc.
#600-625 Church St
Toronto ON, M4Y 2G1

Date: March 25, 2020

Sent by: EMAIL

To: Richard Parly
CEO, Parish Lane Developments
rick@parly.ca

Jerry Dick
Executive Director, Heritage NL
Jerry@heritagenl.ca

**Subject: RE: 66-68 Queen's Road, St. John's: Cathedral Parish Hall- Charrette
Feedback & Conservation Strategy**

Dear Richard & Jerry,

ERA would like to thank Parish Lane Developments, Heritage Newfoundland, Paul Chafe, and Happy City for allowing us to join you in facilitating a stakeholder workshop (Charrette) held at Gower Street United Church on February 20, 2020 concerning the redevelopment proposal for the Cathedral Parish Hall site at 66-68 Queen's Road. We would also like to thank the approximately 20 participants, including Garrison Hill and other local residents, the Rooms, members of St. John's Basilica, the Kirk, Gower Street United Church, the Anglican Cathedral, and the City of St. John's.

Charrette Overview

The purpose of this Charrette was to gather opinions and feedback from all parties to describe what success looks like on this site in an effort to balance the many perspectives on the redevelopment of the Cathedral Parish Hall and surrounding landscaped space.

The Charrette consisted of three brainstorming sessions, which explored the main themes that emerged from prior public consultation, consisting of a public survey and a focus group. The sessions were divided as follows:

Session 1: Queen's Road-Treatment of the retained heritage fabric, uses of the Glebe House and experience from Queen's road in terms of massing, height and use.

Session 2: Architectural Expression-Appropriate architectural expression within the heritage district (materials, building forms, massing) and the protection of views.

Session 3: Circulation, Parking and Open Space-Vehicular and pedestrian circulation, treatment of open space, including level of public access and viewing opportunities.

We have prepared an overview to capture the feedback obtained over the three thematic Charrette sessions and hope to have represented and captured all the voices and perspectives heard. (Refer to 'Charette Feedback,' appended to this memo).

We have also prepared a recommended conservation strategy based on stakeholder feedback, our understanding of the planning and heritage policy framework and the goals of the project, that may fine-tune your approach to development on the site. (Refer to 'Conservation Objectives & Mitigation Measures,' appended to this memo). A conceptual diagram 'Conservation Strategy Opportunities,' illustrating one potential way this Conservation Strategy could be achieved on the site is also appended to this memo.

Next Steps

It is our understanding that the rezoning of the site from 'Institutional' and 'Open Space' to 'Commercial Central Mixed' is in progress, and that Parish Lane Developments & its consultant team are working with City Planning to establish parameters for future development on the site. Going forward, these parameters must be adequately flexible to allow for the ongoing exploration of various alternative site plans and architectural designs that address the feedback received throughout the public engagement process, including the Charrette as well as the various mitigation strategies outlined in the appended: 'Conservation Objectives & Mitigation Strategies'.

Further dialogue with stakeholders, heritage experts, elected officials and City Planning will facilitate the creation of a development scheme that conserves the tangible and intangible heritage value of the site within the Ecclesiastical District.

A handwritten signature in blue ink, consisting of a stylized, cursive 'P' and 'E' followed by a horizontal line and a vertical line.

Philip Evans, Principal ERA Architects Inc., OAA, AAA, MRAIC, CAHP

Charrette Feedback

The following section provides an overview of feedback received at the Charrette by theme.

Feedback Themes

- 1. Cultural value:** The site is viewed as a cultural heritage landscape in and of itself. Its landscaped space has played a central role (church yard, school yard, now naturalized space) in the continuing use of the site and has historically contributed to the “campus-like” setting of ecclesiastical and educational buildings within this block. This site played an important role in the social and spiritual life of St. John’s residents.
- 2. Parking:** The visual impact of parking should be reduced wherever possible, including reducing the amount of parking and siting parking underground. Parking entrances along Queen should be minimized, if possible, as this cuts into available street parking and makes the street less pedestrian friendly. There is a potential to share parking with the adjacent Kirk to help meet demand at peak times.
- 3. Adjacencies to Garrison Hill residents:** The development’s massing should be sited away from the Garrison Hill residences to allow for “breathing room,” a transition in scale, reduction of shadowing impacts and the appearance of “towering over” the houses. Grade-related residences along Queen’s Road could bring activity to this area and provide transition the adjacent low-rise residential character.
- 4. Views:** Views through, over and towards the site from all directions should be considered in the design of the development. The development has an opportunity to curate views of the city from Harvey Road. Protecting views from The Rooms observation decks needs to be balanced with a full range of concerns about the protection of other views, and the provision of sufficient buffers. The integrity of the Ecclesiastical District depends on new development being visually subordinate and consistent with existing buildings, in particular, when viewed from Downtown.

APPENDIX

- 5. Built form:** Height, massing and setbacks should take cues from historic uses on the site and adjacent residential and ecclesiastical uses. Opportunities exist to redistribute density on the site, including redirecting density towards the Kirk property line. Built form along Queen’s Road should be pedestrian-scaled and animate the public realm.
- 6. Architectural treatment:** Articulation, detailing and materials should be used to break up the massing of the building(s). The treatment should respect the adjacent ecclesiastical district buildings in style and appearance and should not dominate them.
- 7. Institutional relationship on the block:** The development’s massing and siting should reference the historically “campus-like” setting of the block, which contained low, large footprint buildings, with some narrow tall elements (e.g. spires, dormers) surrounded by ample green space. Where possible, this former use should be interpreted through the integration of portions of the remaining heritage building.
- 8. Public contribution and amenity:** Site planning should preserve as much contiguous green space and as many mature trees as possible. Public access to green space should be encouraged and shared with the adjacent Kirk site, including through potential connections from Harvey Road and Queens Road.
- 9. Approval and engagement process:** In future, more extensive public engagement outside of a mandatory public meeting should be considered as a part of development approvals in St. John’s. Ideally, engagement should occur before and in tandem with the design process to establish guiding objectives, understand the tangible and intangible cultural heritage values of the site and workshop urban design and heritage concerns.

Conservation Objectives & Mitigation Strategies

Following a review of the feedback from the Charrette, ERA proposes that the following Conservation Strategy be discussed and explored. Each component of the Strategy is related to the feedback themes above and consists of a **broad objective (bolded)** and suggested targeted *mitigation strategies (italicized)*.

This Conservation Strategy, which serves as an urban design strategy for the site, is conceptually illustrated in Figure 1 (in the following section), indicating where suggested strategies can be implemented on the site.

A. Recognize the site as a Cultural Heritage Landscape

- *Consider writing a Statement of Significance for the site that recognizes the “campus-like setting” (i.e. institutional scale building and surrounding landscaped space) as a heritage attribute of the site (Feedback Themes 1 and 8);*
- *Use best practices as per the Standard and Guidelines for the Conservation of Historic Places in Canada to ensure redevelopment is subordinate to and compatible with the immediate physical heritage assets in and adjacent to the site within the Ecclesiastic District (Feedback Themes 5, 6 and 7);*
- *Interpret the historic evolution of the site throughout its history and the role this site has played in the cultural and spiritual life of the City, through plaques, installations, and other forms of commemoration (Feedback Theme 7); and*
- *Continually engage residents to realize the future value of the site (Feedback Theme 9).*

B. Provide landscaped spaces that reinforce the campus quality of the former institutional properties

- *Consider maintaining a larger portion of contiguous green space and mature trees along the rear lot line of Garrison Hill homes, the shared lot line with the Kirk and along Harvey Road (Feedback Themes 1, 3, 7, 8);*
- *Explore the opportunity to integrate pedestrian circulation between the Kirk and the site (Feedback Theme 8); and*
- *Consider design measures that will enhance public access to green space on this former institutional site (Feedback Theme 8).*

C. Ensure vehicular access and accommodation on the site enhances the public realm and campus feel of the site

- *Limit the visual impact of surface parking (i.e. visitor parking) and provide as much parking underground as feasible (Feedback Theme 2);*
- *Where driving surfaces are required, explore creative screening measures like landscape treatments to reduce their visual impact (Feedback Theme 2);*
- *Consolidate servicing, parking and drop off access points along Queens Road, through partnership with the adjacent Kirk property (Feedback Theme 2); and*
- *Explore the possibility of eliminating the vehicular entry through the easternmost bay of the Parish Hall building to maintain the integrity of retained building fabric (Feedback Themes 1, 2).*

D. Respect the historic and adjacent relationship between the institutional character of the block and residential edge along Garrison Hill

- *Explore the feasibility of shifting west portion of development south (i.e. rotating the orientation of the building east-west, while availing of the narrows and harbour views) to create an increased setback to the rear lot line of properties along Garrison Hill (Feedback Themes 3 and 4); and*
- *Maintain existing treed buffer to the rear properties along Garrison Hill (Feedback Theme 8).*

E. Ensure public views to, from and around the site are respected

- *Articulate and define views along the Harvey Road edge of the site and at the top of Garrison Hill and outline specific criteria to conserve significant views (Feedback Themes 1, 4); and*
- *Site and mass buildings to maintain a “procession of views” through and across the site. The historic setting of Harvey Road, formerly the southeastern edge of Fort Townsend and the residential context of Garrison Hill should be respected in the height, massing and placement of buildings (Feedback Themes 1, 4, 5).*

APPENDIX

F. Have regard for views to, from and around other civic cultural institutions (the Rooms, Basilica, Gower Street United Church, the Kirk)

- *Limit impact on the Rooms' views of the narrows, the Anglican Cathedral, and the Harbor from the 3rd floor viewing deck of the Rooms in particular, and demonstrate regard for other views outlined in the St. John's Heritage Areas, Heritage buildings and Public Views, 2003 document (Feedback Theme 4 and 5); and*
- *Conduct a further study of the framing of views of significant components of the cultural landscape outlined in the Charrette (see detailed notes in 'Charrette Feedback' section of this appendix) and those included in the St. John's Heritage Areas, Heritage buildings and Public Views, 2003 document should shape the siting and massing of buildings (Feedback Theme 4).*

G. Recognize and respect the historic institutional built form character of along Harvey Road

- *Incorporate statuary building massing, scale and orientation found among surrounding ecclesiastical buildings (Feedback Themes 6, 7);*
- *Provide building orientation that is consistent with the historic evolution of the site, by siting proposed buildings within green spaces, while maintaining a smaller footprint for tall elements (Feedback Themes 6, 7); and*
- *Provide landscaped space between buildings, in keeping with the aggregate of the institutional built form historically found on the site (Feedback Themes 5, 6, 7).*

H. Recognize and respect the historic residential built form character along Garrison, and as it turns into Queen's Road

- *Consider adapting the remnant Parish Hall central building façade elements as grade-related terrace housing that relate to Queen's Road (feasibility to be confirmed based on structural studies) (Feedback Themes 3, 5, 6);*
- *Improve the former Parish Hall's relationship to Queen's Road, through visually permeable openings (windows/doors) and at-grade entrances that facilitate eyes on the street (Feedback Theme 3, 5); and*
- *Explore the possibility of interpreting the historic institutional use of the building by utilizing the main arched opening as a primary building entrance, and/or*

integrating elements that interpret spires, arches or masonry motifs found among surrounding ecclesiastical buildings (Feedback Theme 7).

I. Ensure high quality architectural design and materials

- *Development should consider an appropriate transition from the sidewalk along Queen's Rd to the building face, by using high-quality craftsmanship and red brick in place of the 1970s renovation in the central portion of the building (Feedback Theme 6);*
- *The overall development should include ample articulation, detailing and use of materials with texture to break up the surface tension of vertical planes (Feedback Theme 6); and*
- *A study of the surrounding prevailing scale, materiality, colours and patterns of articulation (i.e. bays, openings) as found on both existing historical buildings, along with those that formerly existed in the precinct could inform design of the development (Feedback Themes 5, 6, 7).*

J. Be authentic to building types

- *Rather than reference the prominent and distinguished character of the Rooms museum, explore ways to reference the historic uses on the site and the adjacent low-rise built form for the residential redevelopment of the site (Feedback Themes 3 and 7); and*
- *Explore archival resources on the Parish Hall and the wider block, such as photos and maps that can offer important documentary evidence of the site's evolving character (Feedback Theme 1, 6, 7).*

K. Consider opportunities to share, support and collaborate with the various institutions on the block

- *Explore opportunities to provide the adjacent Kirk daycare with access to the landscaped space (Feedback Themes 2, 4, 8, 9); and*
- *Consider sharing parking and a two-way driveway with the Kirk to the south to optimize site design and allow for efficiencies in the creation of pedestrian circulation and landscaped space (Feedback Themes 2,4, 8 and 9).*

Figure 1: Conservation Strategy Opportunities



Conservation Strategy Objectives

- (A)** Recognize the site as a Cultural Heritage Landscape
- (B)** Provide landscaped spaces that reinforce the campus quality of the former institutional properties
- (C)** Ensure vehicular access and accommodation on the site enhances the public realm and campus feel of the site
- (D)** Respect the historic and adjacent relationship between the institutional character of the block and residential edge along Garrison Hill
- (E)** Ensure public views to, from and around the site are respected
- (F)** Have regard for views to, from and around other civic cultural institutions (the Rooms, Basilica, Gower Street United Church, the Kirk)
- (G)** Recognize and respect the historic institutional built form character along Harvey Road
- (H)** Recognize and respect the historic residential built form character along Garrison, and as it turns into Queen's Road
- (I)** Ensure high quality architectural design and materials
- (J)** Be authentic to building types
- (K)** Consider opportunities to share, support and collaborate with the various institutions on the block

This figure conceptually represents one potential way the Conservation Strategy described in the following section could be implemented on the site. This concept plan, which serves as an urban design strategy, is informed by feedback obtained during the February 20, 2020 Charrette. Letters correspond with the 'Objectives' of the Conservation Strategy, as outlined in the attached memo and listed above for reference. Note: 'Objectives' I and J are not included on this diagram.

Design Charrette Recommendations Summary

The findings of the on-line survey, focus groups and the design Charrette were instrumental in the total redesign of the Parish Lane site. For the nine major design charrette recommendations, the following table highlights the design’s response and the proponent’s response.

	Charrette Recommendation	Design Response	Proponent’s Response
1	<p>Cultural value: The site is viewed as a cultural heritage landscape in and of itself. Its landscaped space has played a central role (church yard, school yard, now naturalized space) in the continuing use of the site and has historically contributed to the “campus-like” setting of ecclesiastical and educational buildings within this block. This site played an important role in the social and spiritual life of St. John’s residents.</p>	<p>The larger building was rotated 90 degrees to maintain consistency of the historical pattern of larger institutional and religious buildings to be oriented toward the harbour.</p> <p>Landscaped space between buildings is in keeping with the aggregate of the institutional built form historically found on the site</p> <p>The configuration of built versus green space continues the historical rhyme as you walk along the block that affords views through the site toward the harbour. This visual connection to the harbour was at one time functionally significant and the impact on the organization of the built environment is important to maintain.</p>	<p>The cultural and historic characteristics of the site have been a major influence throughout the design process. The campus-like spacing of the buildings has been maintained.</p> <p>Fundamentally, the proposal is to adapt an unused and derelict building and provide housing for forty families for the next few centuries.</p>

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	Charrette Recommendation	Design Response	Proponent's Response
2	<p>Parking: The visual impact of parking should be reduced wherever possible, including reducing the amount of parking and siting parking underground. Parking entrances along Queen should be minimized, if possible, as this cuts into available street parking and makes the street less pedestrian friendly. There is a potential to share parking with the adjacent Kirk to help meet demand at peak times.</p>	<p>Servicing, parking and drop off access points have been consolidated to Queen's Road. The western entrance has been reduced to a single one-way lane. All underground parking has been moved toward the center of the site. The development along Queen's Rd. has been adjusted to Townhouses with pedestrian access to the street</p>	<p>All the resident parking has been placed underground and only visitor parking is on the surface.</p> <p>There will be no parking structures visible from Queen's Road or Harvey Road.</p> <p>Many access design options were evaluated. Once the concept of a joint entrance with the Kirk was unavailable, the only workable solution was two entrances off Queen's Road.</p>

	Charrette Recommendation	Design Response	Proponent's Response
3	<p>Adjacencies to Garrison Hill residents: The development's massing should be sited away from the Garrison Hill residences to allow for "breathing room," a transition in scale, reduction of shadowing impacts and the appearance of "towering over" the houses. Grade-related residences along Queen's Road could bring activity to this area and provide transition the adjacent low-rise residential character.</p>	<p>Building orientation has been rotated to north-south to increase the setback to the rear lot line of properties along Garrison Hill. This adjustment maintains a larger portion of contiguous green space and mature trees between the development and the Garrison Hill homes.</p>	<p>By rotating the major building 90 degrees the minimum setback of the above-ground buildings from the Garrison Hill property lines was increased from 12 meters to 18 meters.</p> <p>The recommendation of graded residences on Queen's Road was incorporated in the design.</p>

	Charrette Recommendation	Design Response	Proponent's Response
4	<p>Views: Views through, over and towards the site from all directions should be considered in the design of the development. The development has an opportunity to curate views of the city from Harvey Road. Views from the Rooms observation decks are not the primary concern for most. The integrity of the Ecclesiastical District depends on new development being visually subordinate</p>	<p>Sitting and viewing areas have been provided along Harvey Road and Queen's Road. They have been positioned to take advantage of the existing mature trees and significant views through the site.</p> <p>The height of upper building has been changed to step down the site in relation to the topography. This stepping is a common characteristic of how the buildings traditional worked with the steep slopes of the downtown core. One of the best examples of this is the adjacent residences of Garrison Hill.</p>	<p>Rotating the major building 90 degrees and moving the bulk of the mass towards the Kirk property has substantially opened up the views from Harvey Road towards the Narrows and St. John's downtown.</p> <p>Moreover, the redesign substantially opens open the views from the Rooms' observation deck toward the eastern section of St. John's harbour.</p>

	Charrette Recommendation	Design Response	Proponent's Response
5	<p>Built form: Height, massing and setbacks should take cues from historic uses on the site and adjacent residential and ecclesiastical uses. Opportunities exist to redistribute density on the site, including redirecting density towards the Kirk property line. Built form along Queen's Road should be pedestrian-scaled and animate the public realm.</p>	<p>See items 1-5 above.</p> <p>The relationship of the development to Queen's Road is improved through visually permeable openings (windows/doors) and at-grade entrances that facilitate eyes on the street and animate streetscape.</p> <p>The transition from the sidewalk along Queen's Road to the building face utilizes high-quality craftsmanship and red brick.</p>	<p>This was a major consideration of the re-design and the objective has been accomplished.</p>

	Charrette Recommendation	Design Response	Proponent's Response
6	<p>Architectural treatment: Articulation, detailing and materials should be used to break up the massing of the building(s). The treatment should respect the adjacent ecclesiastical district buildings in style and appearance and should not dominate them.</p>	<p>The surrounding prevailing scale, materiality, colours and patterns of articulation (i.e. bays, openings) were studied. Archival resources on the Parish Hall were explored.</p> <p>Elements of the building design integrate masonry motifs found among surrounding ecclesiastical buildings.</p> <p>The building forms are articulated with dormers and bump outs similar in scale to the surrounding context.</p> <p>Materials with texture break up the surface tension of vertical planes.</p>	<p>The objective has been accomplished.</p>

	Charrette Recommendation	Design Response	Proponent's Response
7	<p>Institutional relationship on the block: The development's massing and siting should reference the historically "campus-like" setting of the block, which contained low, large footprint buildings, with some narrow tall elements (e.g. spires, dormers) surrounded by ample green space. Where possible, this former use should be interpreted through the integration of portions of the remaining heritage building.</p>	<p>As in the original, the townhouses are attached to the Residence. Key visual elements, in particular the projecting gables, are strong references to the original Parish Hall.</p> <p>The separate residential building further back on the site in fact enhances the "campus-like" setting.</p> <p>While not a direct reference, the stacked balconies mirror the vertical elements from the original building as well as the Kirk, and Gower Street Church.</p>	<p>Design of all aspects has been conscious of the physical and historic contexts.</p> <p>As with many things, this is a matter of balance. The design team has tried to make the buildings feel like they belong without being imitations and feel like they are new without being overt.</p>

	Charrette Recommendation	Design Response	Proponent's Response
8	Public contribution and amenity: Site planning should preserve as much contiguous green space and mature trees as possible. Public access to green space should be encouraged and shared with the adjacent Kirk site, including through a connection that links Harvey Road and Queens Road.	See Item 4 above	The redesign has enlarged the contiguous green space and protected the mature trees as much as possible.
9	Approval and engagement process: In future, more extensive public engagement outside of a mandatory public meeting should be required as a part of development approvals in St. John's. Ideally, engagement should occur before and in tandem with the design process to establish guiding objectives, understand the tangible and intangible cultural heritage values of the site and workshop urban design and heritage concerns.	The feedback and recommendations to date have informed the design and strengthened the proposed development.	Statutory change is supported by the proponent. There will ongoing engagement with the stakeholders through the evaluation process.

Given the phasing of the proposed development, the proposed mixed ownership structure of the completed development and the shared use of driveways and utility easements, the following is a description of the proposed legal constructs through the development cycle.

Currently, the site is 100% owned by Parish Lane Development Inc. (“PLDI”) incorporated in Newfoundland and Labrador (corporation number 80276).

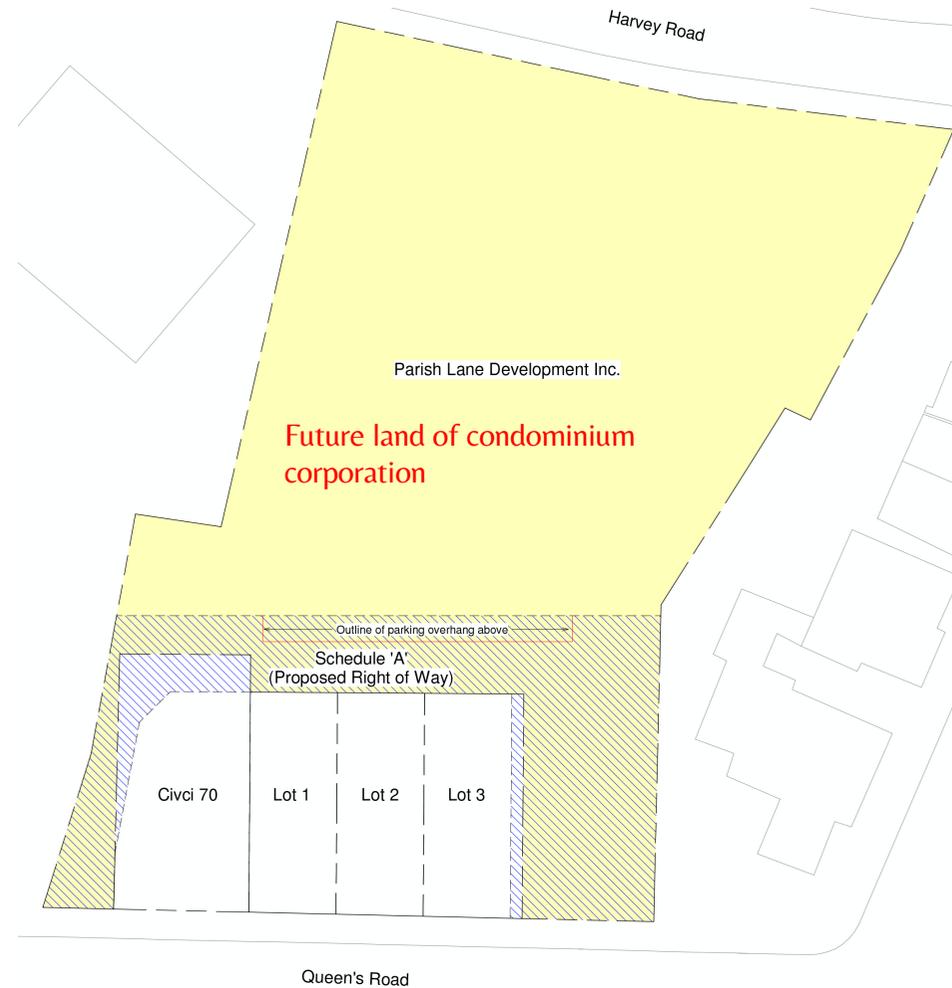
The overall concept is as follows:

1. Queen’s Road Townhouses and existing residence: Freehold land with access to a right of way by the owners of the townhouses. These owners will also grant a partial easement to other parcel owners.
2. Parish Lane Residences: Establish a Newfoundland and Labrador condominium corporation where the owners have full title to the individual residences and an undivided interest in the shared parts of the property. A component of the shared parts of the property will include access to the right of way and use of an overhang a section of the right of way.

Table J1 summaries the proposed ownership through the development cycle while Figure J1 provides a graphic representation of the various land parcels.

Parcel	Ownership of Parcel			Rights
	Current Status	Phase 2	Phase 3	
70 Queen's Road House	PLDI	Freehold transferred to purchaser	No Change	Unencumbered use of right of way and grant of unencumbered use of right of way to other parcel owners.
Lot 1	PLDI	Freehold transferred to purchaser	No Change	Unencumbered use of right of way and grant of unencumbered use of right of way to other parcel owners.
Lot 2	PLDI	Freehold transferred to purchaser	No Change	Unencumbered use of right of way and grant of unencumbered use of right of way to other parcel owners.
Lot 3	PLDI	Freehold transferred to purchaser	No Change	Unencumbered use of right of way and grant of unencumbered use of right of way to other parcel owners.
Right of way	PLDI	PLDI	PLDI	Not applicable
Parish Lane Residences	PLDI	PLDI	Establish condominium corporation	Unencumbered use of right of way
Overhang	PLDI	PLDI	Condominium corporation	Air right use of right of way above 42.6 meters elevation

Figure J1
Graphic Representation of Property Ownership after Phase 2 Completion



Proposed Easement Parameters

Parish Lane Development Inc. – **Grantor**

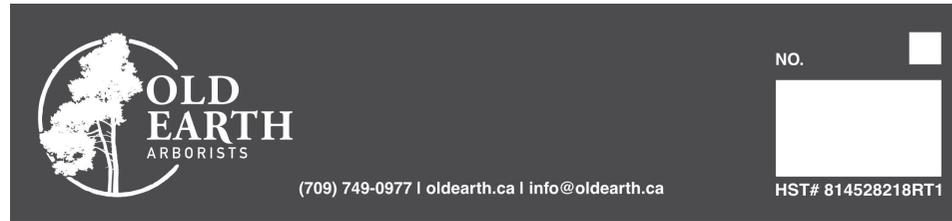
Each Future Freehold title owners – **Grantee**

And

Condominium Corporation (to be incorporated) - **Grantee**

After standard words of conveyance of the freehold title to each of the 4 freehold owners the following wording would apply.:

THE GRANTOR HEREBY GRANTS unto the Grantee the full right, liberty and easement to a right of way for persons and vehicles to pass and repass over the piece or parcel of land of the Grantor as described and delineated on Schedule “A” annexed hereto (the “ROW”) **TO HOLD** the same unto the Grantee, and the Grantee’s heirs, executors, administrators and assigns forever, **RESERVING NEVERTHELESS THEREFROM UNTO THE GRANTOR** the right to allow the development over that portion of the ROW as is generally delineated on Schedule “A”, of an overhang extending from abutting property of the Grantor, **AND THE GRANTEE AGREES** that the future cost of upkeep of the ROW, including, without limiting the generality of the foregoing, snow removal, repair, replacement, and general maintenance, shall be borne by the Grantee in proportion to the total number of other freehold and condominium units as shall also be granted an easement over the ROW from time to time.



Budget Proposal

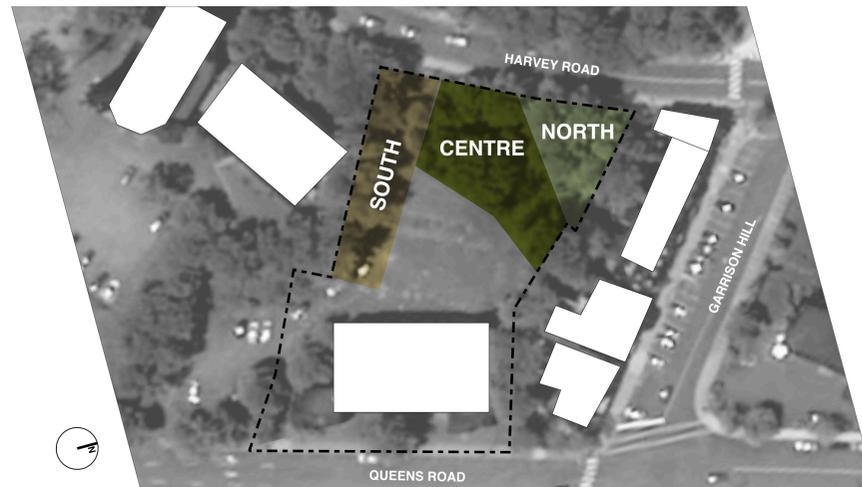
For
Parish Lane Development
Attn: Richard Parfy

SITE ADDRESS
66-70 Queens Rd.
St. John's, NL

Old Earth Arborists to provide personnel, equipment and consulting services to facilitate planned development, tree retention and maintain general health of existing tree assets at Parish Lane grounds.

Tree pruning and removal operations will be performed to highest standards of arboriculture practices. All work areas to be well defined to pedestrian and vehicle traffic, public areas shall be kept clear of brush and debris, as is reasonable during the execution of work.

Work is itemized based on phase and area of work, see diagram for defined regions.



PRUNING		
<p>Trees are climbed into upper crown and pruned thoroughly to minimize stem or branch failure, while highlighting tree form. Crown cleaning to include; removal of crossing, crowded limbs, new vertical growth, fortification of weakly attached or overreaching limbs, correction of failed limbs, dead wooding to standard of 1". Pre-construction clearance pruning to reduce risk of stem or branch injury by machinery. Clearance from structures by 4m and 5m from roofs, raise limbs 3m above pathways, and 4.5m above driveways. Work sites will be thoroughly cleaned and cleared of debris daily.</p>		
South – 15 significant trees		
Centre		
North – 6 significant trees		
REMOVALS		
<p>Tree take-downs to facilitate construction, daylight and provide spacing to established trees in conservation areas. Removal of mature trees in construction zone and declining or standing dead stems at property boundaries. Young growth/non-mature trees in understory of tree protection areas to be thinned manually to avoid root damage and severing by machinery. All work to be performed using arborist methodology; directional control, rigging operations where required. All wood and debris to be processed, chipped and hauled from site.</p>		
South – 5 significant trees		
Centre – 7 significant trees and understory tree clearing		
North – understory trees		
CONSULTING		
<ul style="list-style-type: none"> • Consultation, physical locating and instruction for erection of fixed-temporary construction fencing, staking and flagging, designating Tree Protection Zones, inclusive of signage; • Provide written excavation standards, inclusive of critical root zone information, root severing and grading/piling consequential affects; • 4x 1hr availability for consulting with excavation contractor, foundation/formwork contractor, framing/envelope contractor and landscape contractor; • 8 hrs excavation supervision, manual root pruning where required; • Recommendations of monetary retainer to sub-contractors performing excavation, grubbing, demolition, civil and landscape work; • Community availability and neighbourhood engagement; • Screen planting/privacy considerations. 		
2 YEAR PHASED MAINTENANCE		
<p>Tree maintenance budget inclusive of general observations and reporting, risk assessments performed after significant weather events and practical remediation and maintenance services to existing trees for one day per year after completion of project.</p>		

Specific Comments

1 a	Side yards	See C2, Page 36, and Appendix J for update
1 b	Boundary Lines'	See C2, Page 36, and Appendix J for updates
1 c	FAR for each Lot	See Page 9 and Appendix J

Projected Entrance

An additional commitment is made to incorporate elements of the projected entrance in the townhouse design. (See Page 10 for additional information and conceptual image)

General Comments

1	Existing Trees	An Arborist has been appointed and plan has been sent to the City Arborist.
2	Landscape	Detailed landscape plans will be prepared by a qualified landscape architect.
3	Retaining Wall on Harvey Rd.	Work will be designed so that developer's works can be independent from City's works.
4	Pedestrian access from Harvey Rd.	See Page 38 for revisions.
5	Bike Parking	See page 34 and 38 for revisions.
6	Pedestrian Connection	The pedestrian connection from Queens Road to Harvey Road was considered redundant in the Design Charrette.
7	Waste Management and Garbage Truck	Level P0 will be reconfigured during detailed design to accommodate better truck movement and snow storage. In addition, the waste management strategy will be refined to include latest unobtrusive and environmentally practical technology. See Pages 34 and 38 for revisions.
8	Snow Storage	See Pages 34 and 38 for revisions.
9	Sidewalk on P1	See Page 34 for revisions.
10	Bike Parking	See Pages 34 and 38 for revisions.
11	Entry to P1	See Page 38 for revision.
12	Accessible Parking	Meets requirements and will adhere to 'Universal Design Standards'.
13	Detail Design Stage	Proponent is committed to working in conjunction with the City during all design stages.