

**LAND USE AMENDMENT
DOWNTOWN EAST VILLAGE (WARD 7)
6 AVENUE SE AND CONFLUENCE WAY SE
BYLAW 89D2015**

MAP 15C

EXECUTIVE SUMMARY

This land use application seeks to redesignate the subject parcels from the existing Centre City East Village Mixed Use District (CC-EMU) to a DC Direct Control District based on Land Use Bylaw 1P2007 CC-EMU District. The proposal seeks to:

- Add a new use - parking lot structure below grade;
- Allow for short and long duration parking and parking associated with the use(s) above the parkade on the same parcel;
- And allow for a comprehensive development – where a parkade below grade is developed in conjunction with the use(s) above grade.

PREVIOUS COUNCIL DIRECTION

None

ADMINISTRATION RECOMMENDATION(S)

2015 April 23

That Calgary Planning Commission recommends **APPROVAL** of the proposed Land Use Amendment.

RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION

That Council hold a Public Hearing on Bylaw 89D2015; and

1. **ADOPT** the proposed redesignation of 0.15 hectares ± (0.37 acres ±) located at 620, 624 and 626 – 6 Avenue SE (Plan C, Block 36, Lots 9 to 13) from Centre City East Village Mixed Use District (CC-EMU) to DC Direct Control District to accommodate parking lot - structure, in accordance with Administration's recommendation; and
2. Give three readings to the proposed Bylaw 89D2015.

REASON(S) FOR RECOMMENDATION:

Administration is satisfied that the DC Direct Control District presented would result in a shared parking facility for private and public use. This land use application would comply with statutory and non statutory planning policy contained in the Municipal Development Plan, East Village ARP, Calgary Transportation Plan, Centre City Plan and Parking Policy Framework, to the benefit of the East Village Community.

ATTACHMENT

1. Proposed Bylaw 89D2015
2. Public Submission

**CALGARY PLANNING COMMISSION
REPORT TO COUNCIL
2015 JUNE 15**

**ISC: UNRESTRICTED
CPC2015-090
LOC2014-0155
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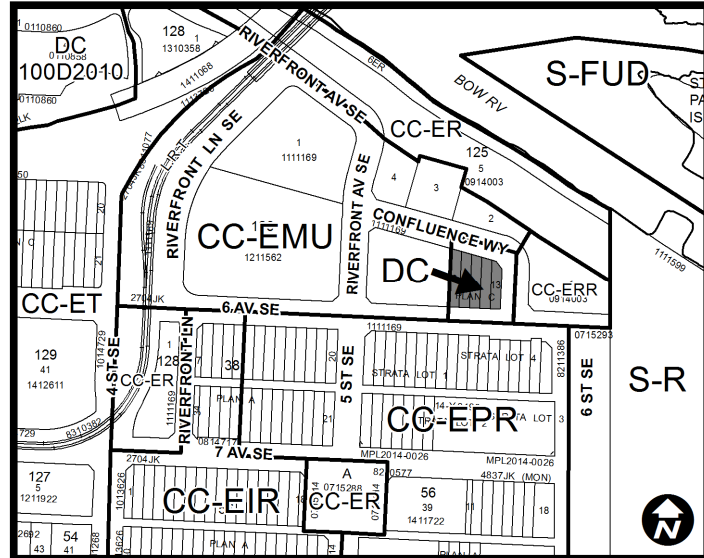
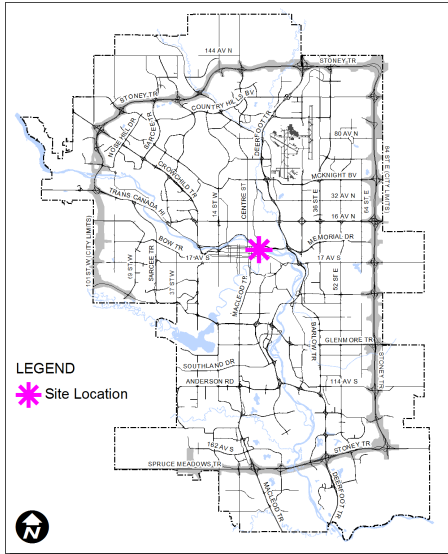
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LOCATION MAPS



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ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION

Recommend that Council **ADOPT**, by bylaw, the proposed redesignation of 0.15 hectares \pm (0.37 acres \pm) located at 620, 624 and 626 – 6 Avenue SE (Plan C, Block 36, Lots 9 to 13) from Centre City East Village Mixed Use District (CC-EMU) to DC Direct Control District to accommodate parking lot - structure (APPENDIX II).

Moved by: M. Logan

Carried: 8 – 0

Absent: Ms. Wade left the room due to a pecuniary conflict of interest and did not take part in the discussion or voting.

Reasons for Approval from Mr. Honsberger:

- Innovative parking management solution addressing business and visitor parking requirements.
- Provides flexibility in long and short term parking provisions.
- Pleased that such a solution was developed and arrived at.
- Congratulations to Administration and the Applicant.

Reasons for Approval from Mr. Wright:

- Parking is an integral part of how we see mobility. In East Village, it seems like we are turning parking rules, protocols, and assumptions upside-down. There likely is no better place to run a pilot on parking than East Village as it is almost overwhelmed with transit options, is compact, is connected to the regional pathway system and is walkable. A recent residential approval saw a building being provided without any parking, while this application looks at no parking as well, but adds the spin of how the parking will be provided and who owns it. The notion of looking at a district parking strategy rather than examining each use and requiring parking makes sense in this district, and in my mind, does not endanger the public interest.

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Applicant:

Brown & Associates Planning Group

Landowner:

East Village Properties Inc

Planning Evaluation Content	*Issue	Page
Density <i>Is a density increase being proposed.</i>	No	-
Land Use Districts <i>Are the changes being proposed housekeeping or simple bylaw amendment.</i>	No	5
Legislation and Policy <i>Does the application comply with policy direction and legislation.</i>	Yes	5
Transportation Networks <i>Do different or specific mobility considerations impact this site</i>	No	5
Utilities & Servicing <i>Is the site in an area under current servicing review and/or has major infrastructure (water, sewer, storm and emergency response) concerns.</i>	No	7
Environmental Issues <i>Other considerations eg. sour gas or contaminated sites</i>	None	8
Growth Management <i>Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.</i>	No	8
Public Engagement <i>Were major comments received from the circulation</i>	No	8

*Issue - Yes, No or Resolved

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PLANNING EVALUATION

SITE CONTEXT

The application site comprises 3 titled parcels within the East Village neighborhood. The immediate context comprises parcels with a mix of uses undergoing revitalization and redevelopment as part of the East Village Master Plan. The Simmons building is located to the northwest, with future development parcels (owned by CMLC) to the north and east, a residential development is to the west and future development parcels to the south.

LAND USE DISTRICTS

The current zoning of the site does not provide for Parking as a listed use. A DC Direct Control District has been proposed by the applicant to allow for the use of an underground parkade on the site. The parkade will allow for short and long duration parking; and parking associated with the use(s) above the parkade on the same parcel in a comprehensive development.

LEGISLATION & POLICY

Administration identified the following Planning policy applicable to the proposed DC Direct Control District:

Municipal Development Plan (MDP)

The MDP makes reference to transportation choice and investment in the primary transit network in a number of areas (specifically Policies 2.5.1 (Transportation choice) and 3.2.1 (Centre City)).

East Village is currently served by LRT (with the closest stop being City Hall station); as well as BRT and regular bus schedules; with pedestrian connections through the neighborhood, and pedestrian links to the surrounding community. Residents in and visitors to East Village are able to take a variety of transportation modes to get to and from the neighborhood. The creation of a DC Direct Control District for a parkade below ground as submitted by the applicant will allow for the creation of parking stalls to cater for the uses above grade on the same parcel as well as support some short duration and long duration parking for residents and visitors to the neighborhood.

The proposed DC Direct Control District would not restrict the City of Calgary's ability to invest in further development of the Primary Transit network.

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East Village Area Redevelopment Plan

The East Village ARP contains a number of policies applicable to the proposal:

Policy 9.4.3 (Transportation Policies) Control both on-street and off-street parking lot operation where necessary to ensure regular turnover and restrict inappropriate use by non-East Village residents or Downtown employees. Install metered parking, time-restricted and user-restricted parking zones as required;

The proposed below grade parkade will provide additional parking supply to supplement the on street parking stalls in East Village. Metered parking, time restrictions and user restricted parking zones would still be able to occur. Administration has sought to reduce the risk associated with use of the parkade by non East Village residents or downtown employees by placing rules in the DC Direct Control District to:

- limit the total number of parking stalls provided;
- restrict the overall number of long stay parking stalls;
- specifying the number of short stay stalls to be provided and
- tying stalls to an above grade use.

9.4.4 (Parking) Work with the Calgary Parking Authority to provide a shared public parking facility to support the local and regional commercial uses planned for Riverfront Lane and the Riverfront District.

The proposed DC Direct Control District contemplates a shared parking facility - in that the parkade will be constructed below grade and the direct control district bylaw allows other uses on the same parcel(s). Although the proposed parkade is not located in the Riverfront District, the subject site is within close proximity to it.

The proposed parkade would provide additional parking to support the needs of the use(s) above grade on the subject parcel and would provide additional short and long term parking for residents and visitors to East Village. A parkade on the subject site would also provide parking for commercial and regional uses and amenities as well as St. Patrick's Island and the river valley.

Administration does not consider an ARP amendment is required in order to facilitate the approval of this land use redesignation.

Calgary Transportation Plan (CTP)

The CTP contains a number of policies which are relevant to this application:

Section 3.9 (Parking), Policy C states: Long stay parking in Activity Centers and Corridors should be limited where high quality alternative modes of travel are in place (such as LRT).

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The application site is within the Centre City and is considered the same as an activity centre, Administration is satisfied with the rules written into the direct control district bylaw; specifically, the defined uses seek to limit the total number of parking stalls provided; and the number of long stay parking stalls provided which Administration considers would mitigate some of the risk associated with affecting transit mode targets.

Section 3.9, Policy D states: *Technology, time restrictions and pricing should be used for addressing parking demand issues, instead of increasing supply in existing areas of the city.*

Technology, time restrictions and pricing would still be able to be used in the neighborhood to address parking demand. The rules of the proposed direct control district bylaw seek to provide flexibility in the control of parking supply on the parcel which Administration considers compliant with the policy intent of the CTP.

Centre City Plan

Policy 4 in section 6.5 (Parking Management) is applicable to the proposal and states: *In order to achieve the proposed transit/vehicle modal split of 60%, limit the creation of new permanent or temporary long stay commercial parking facilities.*

The proposed direct control district bylaw would allow for the creation of a commercial parking facility which would provide short and long stay parking. The proposed direct control district bylaw would affect the transit/vehicle modal split, however, Administration considers appropriate rules have been created in the direct control district bylaw to manage the risk by limiting the number of overall parking stalls which could potentially become long stay parking.

Parking Policy Framework

Policy 6.1.5.3 *Long-stay parking should occur off-street, rather than on-street, in the downtown during weekdays. The supply of long-stay parking will be reduced gradually through development of peripheral surface lots. No new surface parking lots of standalone parking structures shall be created downtown, with the exception of facilities constructed with cash-in-lieu fees given The City's ability to locate parkades in strategic locations and to ensure an appropriate balance of long and short stay stalls.*

The direct control district bylaw would allow for a private parkade. Administration considers the parkade to be a shared facility and is satisfied that the direct control district has appropriate rules to meet the intent of Policy 6.1.5.3.

UTILITIES & SERVICING

Future utility and servicing is met by water, sanitary and storm public mains which exist in the adjacent public right-of-way.

Development site servicing details and approvals will be determined at the Development Permit and Development Site Servicing Plan circulation (DSSP) stage(s).

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ENVIRONMENTAL ISSUES

None applicable

ENVIRONMENTAL SUSTAINABILITY

Environmental sustainability would be evaluated by Administration through the development permit process.

GROWTH MANAGEMENT

This land use proposal does not require additional capital infrastructure investment and therefore, no growth management concerns have been identified.

PUBLIC ENGAGEMENT

Community Association Comments

East Village Neighborhood Association had no objection to the application

Citizen Comments

None at the date of writing this report

CMLC Comments:

CMLC which raised a number of comments which can be summarized as follows:

- This direct control district bylaw is a precursor to two other development applications related to the delivery of a hotel in the community (by Groupe Germaine) and a separate subterranean parking structure (by EVPI);
- To date CMLC's \$357 million investment into the East Village master plan has attracted more than \$2.6 billion of planned development to the neighbourhood;
- Within the redevelopment programme a key deliverable is the construction of a minimum of two hotel projects;
- The proposed additional parking will support public use and activation of East Village. Since 2009, CMLC has phased temporary parking in East Village, to accommodate on site redevelopment, construction staging and place making/event hosting;
- Providing a parkade in this area will be beneficial to accommodate the needs of residents, visitors and Calgarians;

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- It is CMLC's understanding that a minimum of 62 motor vehicles parking stalls would be required on the subject site should a hotel be built out to its full FAR potential under the CC-EMU district. It is understood the proposed DC Direct Control District would allow for a total of 103 motor vehicles parking stalls. CMLC does not see additional 41 stalls as providing a negative impact on the community;
- CMLC value the applicant's long term approach to addressing future needs of the East Village community.

Public Meetings

No Public Meetings were held.

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APPENDIX I

APPLICANT'S SUBMISSION

On behalf of East Village Properties Inc. (EVPI), Brown & Associates is proposing a Land Use Redesignation for the site located at 620, 624, and 626 – 6 Avenue SE in the East Village neighbourhood in central Calgary, immediately east of Downtown. The site area is 1,475.5m² (0.15ha, 0.36ac) and the property is legally described as Plan C, Block 36, Lots 9 – 13. The proposed land use amendment is to a Direct Control (DC) District based on the existing Centre City East Village Mixed Use District (CC-EMU) in order to accommodate a Parking Lot – Structure (below grade), which is not a listed use within this district.

The site is intended to be developed as a hotel with an underground parking structure. The hotel is proposed to be developed and jointly owned by EVPI and Groupe Germain. EVPI will solely own the underground parking structure. Under the terms of agreement with EVPI, the proposed hotel will be operated by the affiliate of Groupe Germain under their new “ALT Hotels” brand. Groupe Germain is a leading Canadian-owned and operated hotel chain with properties in all major Canadian cities, including Hotel Le Germain in Downtown Calgary. From the Groupe Germaine’s experience, most of their ALT Hotels clientele arrive for a business-related short stay, for which they take a taxi from and to the airport and as such have sporadic need for parking. As such, their preferred business model is focused on the operation of the hotel and not on operating a parking structure. This has resulted in the desire to create a mutually beneficial relationship with a separately-owned underground parking structure business that could accommodate parking for the hotel when needed. Both the hotel and parking structure owner/operators recognize the inefficiency that would result in securing parking stalls that may or may not be used. As such, a Direct Control District has been prepared which recognizes the relationship and arrangement between the hotel and the underground parkade on the subject parcel, which will be subsequently subdivided vertically into two lots.

The provision of a public parking facility in this location is outlined in the East Village ARP Policy 9.4.4 to support the local and regional commercial uses planned for Riverfront Lane and the Riverfront District.

Both Calgary Municipal Land Corporation (CMLC) and the Calgary Parking Authority (CPA) have been involved in discussions with EVPI and Groupe Germain since the inception of this project. Throughout these discussions CMLC have indicated to EVPI their strong support for the project and have articulated the need for a parking facility in this location. The CPA has responded to an expression of interest prepared by EVPI to manage the parkade and have expressed no objection to a private parking facility in this location.

We look forward to the support of this application by Calgary Planning Commission and Council.

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APPENDIX II

PROPOSED DIRECT CONTROL GUIDELINES

Purpose

- 1 This Direct Control District is intended to provide an underground shared public parking facility to be developed in conjunction with a **use** above **grade**. This facility will support:
- (a) the local and regional commercial **uses** in and the Riverfront District in East Village, as well as any other **use(s)** on the **parcel**;
 - (b) a two phase, comprehensive **development** comprised of the underground and above **grade use**, respectively; and
 - (c) **short duration** and **long duration** parking.

Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District.

Reference to Bylaw 1P2007

- 3 Within this Direct Control District, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

General Definitions

- 4 In this Direct Control District:
- (a) “**short duration**” means a period of time where vehicles are parked to a maximum of 4 hours per day; and
 - (b) “**long duration**” means a period of time where vehicles are parked greater than 4 hours per day.

Defined Uses

- 5 In this Direct Control District, “**Parking Lot – Structure (below grade)**” means a **use** where:
- (a) **motor vehicle parking stalls** are provided for vehicles for a **short duration** or **long duration**, independent of the provision of any other **use**;
 - (b) a parking facility is provided as part of a comprehensive **development** together with an above **grade use(s)**;
 - (c) a parking facility is designed for the parking of vehicles in tiers of floors and the **motor vehicle parking stalls** are provided entirely below **grade**;

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- (d) a maximum of one hundred and three (103) **motor vehicles parking stalls** are provided;
- (e) a minimum of thirty one (31) **motor vehicle parking stalls** are provided as **short duration** parking on the floor closest to **grade**; and
- (f) the parking facility is signed at the **street** level indicating the availability and conditions of use of **motor vehicle parking stalls**.

Permitted Uses

6 The **permitted uses** of the Centre City East Village Mixed Use District (CC-EMU) of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

7 The **discretionary uses** of the Centre City East Village Mixed Use District (CC-EMU) of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) **Parking Lot – Structure (below grade).**

Bylaw 1P2007 District Rules

8 Unless otherwise specified, the rules of the Centre City East Village Mixed Use District (CC-EMU) of Bylaw 1P2007 apply in this Direct Control District.

Required Motor Vehicle Parking Stalls

- 9** (1) **Motor vehicle parking stalls** may only be located on a separate **parcel** from the **use** where:
- (a) the stalls are on **parcels** that form part of a comprehensive **development**; and
 - (b) all **parcels** forming part of the comprehensive **development** are indicated on the same **development permit**.
- (2) The **motor vehicle parking stall** requirement for **Hotel** may be relaxed if supported by a shared parking strategy and protocol to the satisfaction of the **Development Authority**.

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Required Bicycle Parking Stalls

- 10 (1) The minimum number of *bicycle parking stalls – class 1* for:
- (a) each **Dwelling Unit** and **Live Work Unit** is:
 - (i) no requirement where the number of *units* is less than 20.0; and
 - (ii) 0.5 stalls per *unit* where the total number of *units* is 20.0 or more; and
 - (b) any other *use* is the minimum requirement referenced in Part 4 of Bylaw 1P2007.
- (2) There is no requirement for *bicycle parking stalls – class 2* for any *use*.

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APPENDIX III

APPLICANTS RATIONAL

RATIONALE FOR LAND USE AMENDMENT (LOC2014-0155) AND DEVELOPMENT PERMIT (DP2014-4833)

1.0 INTRODUCTION

As agreed with the Administration, we have prepared this document as an amended submission in response to the City's Detailed Team Review dated November 27, 2014. Through this document, we intend to provide additional information and clarity in support of our existing applications, as well as to enable the City of Calgary Administration to make a more informed decision. Hopefully, this amended submission would result in the reversal of Administration's initially stated refusal recommendations.

2.0 CURRENT APPLICATIONS & SITE LOCATION

The proposed land use amendment is to a Direct Control (DC) District based on the existing Centre City East Village Mixed Use District (CC-EMU) in order to accommodate a Parking Lot – Structure (below grade) which is not a listed use within this district. This land use district, which does not allow for a structured parking as a listed use, applies to the entire Riverfront District & Promenade in East Village. Corresponding development permit applications were submitted for a hotel and a parking structure and are awaiting the outcome of this Land Use Amendment Application.

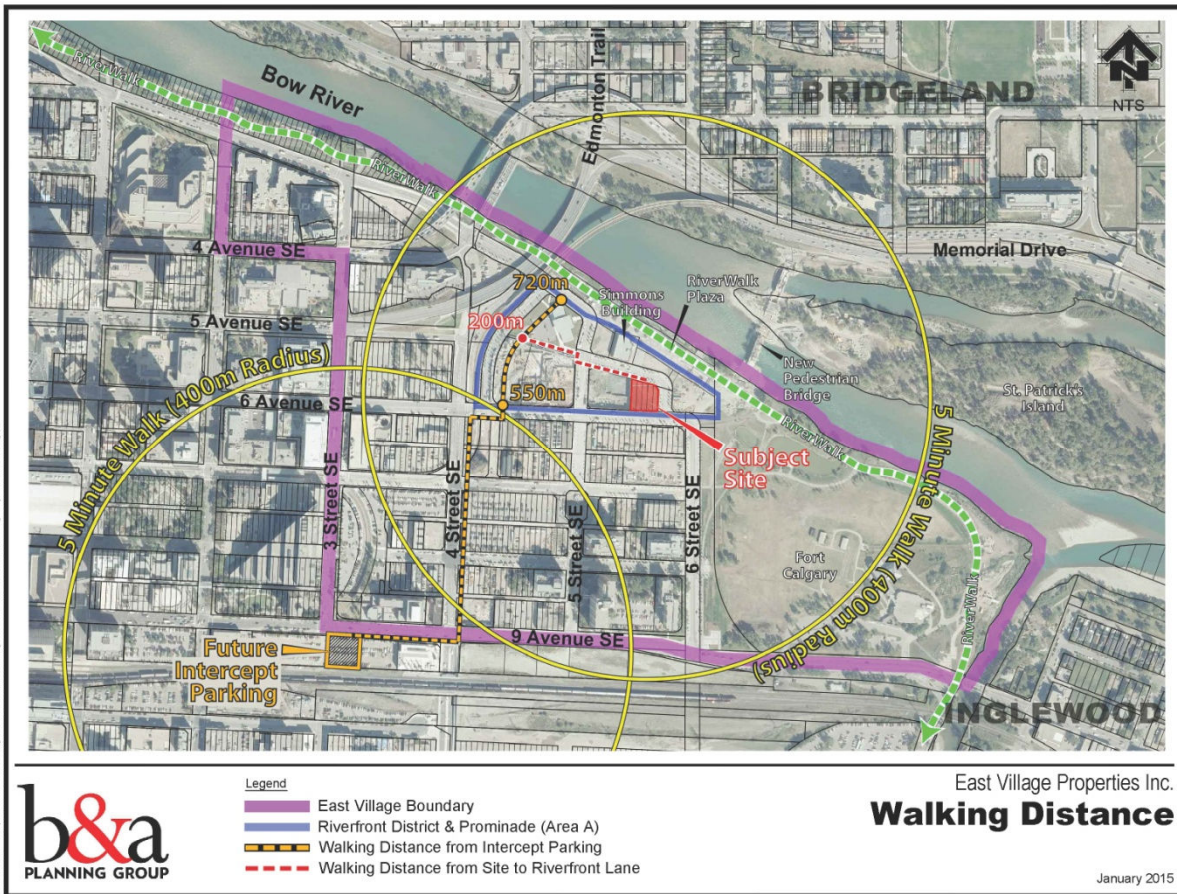
The site is intended to be comprehensively developed as a hotel with an underground parking structure underneath. The hotel superstructure component of the building will be jointly owned by ALT Canada Investment Partnership ("ALT"), which is an affiliate of Groupe Germain Hotels, and East Village Properties Inc. ("EVPI"), an affiliate of Homes by Avi Group of Companies. EVPI will retain 100% ownership of the parking structure. ALT will be solely responsible for the hotel operations. More information on the ownership details will be provided further in this document.

A sufficient amount of parking will be provided within the underground parking structure to address the needs of the hotel (as further outlined in this document) and a mutual access arrangement between EVPI and ALT-EVPI Partnership will ensure ease of access for hotel operation and use. The stalls within the parkade not used by the Hotel (about 63 stalls) will be available to address the parking supply need anticipated to support the local and regional commercial uses planned for Riverfront Lane and the Riverfront District (Policy 9.4.4, East Village ARP). Our client (EVPI) has been working with the Calgary Parking Authority ("CPA") to explore contracting CPA as a third-party operator of the parking structure. CPA has indicated no objection to the proposed parking structure in this location (See ATTACHMENT #1).

Our site is strategically located at the north east periphery of the East Village. The proposed parking structure would accommodate a short walk to (200 m) to Riverfront Lane (future "High Street" of the area). In addition, it provides easy access to some of Calgary's most significant recreational and cultural attractions – RiverWalk, St. Patrick's Island and Fort Calgary.

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Reference has been made in the ARP to a new parking structure described as the "Intercept Lot" located on 9th Avenue SE that will accommodate all displaced East Village off street parking. However, when walking distances are examined more closely the proposed location of the parking structure fails to provide ease of access to Riverfront Lane and the Riverfront District (See attached Walking Distance Map). Riverfront Lane and District lie outside the 5 minute (400 m) walking distance from the Intercept Lot. When traversed by foot, the Riverfront District approximates 550 m distance and in excess of 720 m to the RiverWalk pathway from the Intercept Lot. This graphic illustrates well the need for parking in closer proximity to this destination area as anticipated by Policy 9.4.4 in the East Village ARP both to support the commercial uses as well as the significant regional amenities.

3.0 PROPOSED HOTEL AND PARKADE OWNERSHIP

ALT and EVPI have formed a business partnership. Equity financing requirements for the hotel projects in Canada are generally very high, in the neighbourhood of 50% of total project costs, even for the most well-recognized and reputable hotel operators, making hotel developments significantly more capital intensive than office and condominium projects of comparable cost. Financing requirements for this project imposed on ALT by its Investment Board consisting of *La Caisse de Dépôt et de Placement du Québec*, *Industrielle Alliance of Québec*, *La Capitale Insurance* and *Investissement Québec* among others, specifically requested ALT to compartmentalize project ownership through individual title ownership (vertical strata subdivision), as well as spreading the business and financial risk of parking ownership, development and construction. EVPI has agreed to undertake this risk in order to advance this project.

In addition to 100% ownership of the parkade component of the building, EVPI will also co-own the hotel at completion with ALT.

From the perspective of operational and business efficiency, the proposed co-ownership structure would enable both parties to maximize the returns on their respective investments through the following:

1. The operational arrangements will be set to optimize the use of the parking :
 - a. by sharing occupancy levels and maximizing the residual parking usage for the needs of East Village users and stakeholders.
 - b. by sharing information on hotel reservation trends for future months and adequately adjusting the proper mix between long-term and short-term use parking.
2. Common maintenance of the building will benefit both properties through vested interest of the co-owners.

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4.0 FACTORS AFFECTING PARKING USAGE

Groupe Germain Hôtels, a parent company of ALT, owns and operate more than ten (10) hotels across various markets in Canada. Some hotels are located in urban markets, while other hotels are located in suburban markets, as well as airport vicinity markets.

From one project to another, it is somewhat difficult to predict the exact utilization rate of parking for an upcoming property. In some instances, one hotel may experience a higher level of parking usage if guests arrive from a neighbouring city and the opposite may be true if guests come from the airport in higher proportions.

Adding to the complexity of forecasting an accurate amount of needed parking space is the natural ramp-up period of a hotel stabilization, which could take up to three years before the hotel is considered fully-stabilized.

Hotel operators normally estimate hotel parking usage on an annual basis looking at the historic relationship of the overall occupancy versus revenues related to parking in the specific properties. Then, averaged revenue values are correlated to the number of rooms occupied. This approach does not take into account seasonality adjustments but does provide a reliable basis for the number of stalls that will be used during a year.

5.0 ESTIMATED PARKING USAGE

In order to present reliable forecasts, we have looked at hotel properties having similar sizes and profiles in urban contexts across Canada. For the purpose of this exercise, we used *Hotel Le Germain Calgary* and *Hotel Le Germain Montréal*. We do feel that an ALT property in East Village would resemble a mix of both given the difference in guest profile visiting the two brands; although we do believe that Calgary ALT property could attract more rental vehicles travelling directly from the Calgary International Airport.

<u><i>Hotel Le Germain Calgary</i></u>		<u><i>Hotel Le Germain Montréal</i></u>	
Parking Revenues	380,000\$	Parking Revenues	217,648\$
Cost/night	40.00\$	Cost/night	30.00\$
# of vehicles	9,460	# of vehicles	7,255
# of nights	39,214	# of nights	26,150
% of vehicles/night	24%	% of vehicles/night	28%

Based on the data presented above, it is fair for us to assume that the ALT Hotel proposed in East Village will use anywhere between 24% and 28% of its occupied rooms.

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Provided below, is a parking usage at 5-yr stabilization model forecast based on the information above and adapted for ALT Hotel in Calgary East Village:

PARKING USAGE SIMULATION					
	Years				
	1	2	3	4	5
# of rooms	154	154	154	154	154
Occupancy %	45%	65%	70%	72%	75%
# of occupied rooms	25295	36537	39347	40471	42158
Parking usage ratio	26%	26%	26%	26%	26%
# of occupied stalls / night	18	26	28	29	30
# of occupied stalls if hotel full	40	40	40	40	40

6.0 PARKING USAGE AT MARKET PRICE

The nature of the relationship between EVPI and ALT is ideal from an investment risk perspective, as it will facilitate the transmission of information between the two parties to the benefit of both. It is in the best interests of ALT to diligently provide EVPI with occupancy forecasts to help the parking operator determine the right mix of short term and long term parking usage. At the same time, it is in the best interests of EVPI to allocate sufficient number of stalls and accommodate ALT's parking usage forecasted demand, both as an individual parkade owner as well as a co-owner of the hotel.

It is important to highlight that the cost of inner-city parking in Calgary is one of the highest in Canada and this factor continues to be a serious concern to the hotel investment feasibility analysis. While the hotel guests will pay for their parking usage, it is not feasible for the hotel to commit to paying for the stalls it doesn't use, given the unpredictable fluctuations in their day-to-day business volume.

7.0 PLANNING RATIONALE - REVIEW OF CITY POLICY

City Planning and Transportation have indicated in the DTR that they do not support the application based on their review and interpretation of the following City of Calgary planning documents:

- CENTRE CITY PLAN (non-statutory)
- A PARKING POLICY FRAMEWORK FOR CALGARY (non-statutory)
- CALGARY TRANSPORTATION PLAN (non-statutory)
- EAST VILLAGE ARP (statutory)

We have reviewed the following documents and others in response to these comments.

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7.1 MUNICIPAL DEVELOPMENT PLAN (2010)

The Municipal Development Plan is the statutory general plan that outlines how growth within the city will be accommodated. The MDP specifically addresses the Centre City and also contains City-Wide Policies that are relevant to our application.

All of the City-Wide policy sections recognize the importance that mobility plays in connecting people to places and its role in supporting a vibrant economy and creating quality sustainable communities. Of particular focus and relevance to our location is providing connectivity to destinations of major employment (Downtown Core), cultural (Fort Calgary) and recreational (RiverWalk & St Patrick's Island and their amenities) significance within the city. This is particularly highlighted in *Creating a Prosperous Economy* in addressing creating a city that is attractive to people as follows:

2.1.1 Creating a city attractive to people

Objective Create a city that provides a good quality of life for its citizens; attracts and retains an educated, creative and diversified workforce; and has the financial capacity to support existing and future generations.

d. Provide mobility networks to connect citizens with major employment areas, places of learning and cultural and recreational destinations.

In the City-Wide Policy section *Connecting the City* highlights the importance of providing increased mobility choices is a key direction in Council's policy for the development of the MDP and CTP and further articulated in Section 2.5 Connecting the city's goal. The importance of maintaining transportation choice (Transportation Choice 2.5.1) within the city for the automobile while increasing emphasis on alternative modes is one of the objectives in working towards this goal.

2.5 Connecting the city

2.5.1 Transportation choice

Objective: Maintain automobile, commercial goods and emergency vehicle mobility in Calgary while placing increased emphasis on sustainable modes of transportation (walking, cycling and transit).

Creating a vibrant Centre City is recognized within the MDP Section *Shaping a More Compact Urban Form*. Policies relate to reinforcing the Downtown's position as the principal destination for business, culture, recreation, tourism and entertainment as follows:

2.2.3 A vibrant Centre City

Objective: Create a liveable, vibrant and diverse Centre City.

Centre City Policies

a. Reinforce the Downtown's position as Calgary's principal business centre, premier urban living environment and centre for the arts, culture, recreation, tourism and entertainment.

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This policy is repeated within the specific policies for the Centre City and outlines how it will be achieved.

3.2.1 Centre City

Land use policies

a. Reinforce the Centre City as the focus of business, employment, cultural, recreation, retail and high density housing within Calgary. This will be achieved by:

- i. Supporting the Downtown district as the location of choice for business and the largest employment centre in the city;*
- ii. Developing high-density residential and support services;*
- iii. Encouraging a greater mix of cultural, recreation and leisure activities;*
- iv. Investing in the development of the Primary Transit Network; and,*
- v. Providing high-quality pedestrian and cycling connections within the Centre City and to communities, Activity Centres and Corridors beyond its boundaries.*

All of these MDP policies support the vitality of downtown businesses, employment and the downtown as a recreational/cultural focal point for the City. It further recognizes the need for mobility choice in accessing these destinations. The MDP recognizes and commits to maintaining the role of the automobile while increasingly emphasizing the use of alternative modes.

Parking is noted in various locations throughout the MDP, including the need to reduce demand for vehicle parking through improved transit and alternative transportation and minimizing the impacts of parking on transit and pedestrian areas by locating in peripheral locations away from transit facilities and pedestrian precincts. Of particular note, the MDP states that “vehicle parking should ultimately be contained within structured facilities or underground.” The MDP also mentions requirements for bicycle parking, a mix of short and longer-stay parking for different users, carpool / shared parking, and parking for “vehicles with environmental benefits.”

7.2 CALGARY TRANSPORTATION PLAN (2009)

The Transportation Plan is non-statutory in nature and provides a comprehensive policy framework for transportation in Calgary. The Plan recognizes that the design of the transportation system has a significant impact on the urban form. It contributes to the shape of our communities and employment centres and it determines how we move within and among these places.

The policies address the objective of transportation choice for Calgarians and the need to strike a balanced approach as follows:

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3.1 Transportation choice

Objective: Maintain automobile, commercial goods and emergency vehicle mobility in Calgary while placing increased emphasis on sustainable modes of transportation (walking, cycling and transit).

Policies

h. On facilities where multiple users compete for priority, a balanced approach should be used to address the trade - offs and risks of various design decisions.

Parking is also addressed within plan. The policies below are referenced by Administration in the DTR reasons for not supporting the application.

3.9 Parking

Objective

Manage parking in Centre City, Activity Centres, Corridors and TODs to support an affordable and diverse housing mix, promote development, consider business vitality, increase densities, encourage using all modes of transportation, improve air quality and reduce the environmental footprint of the city.

Policies

c. Long-stay parking in Activity Centres and Corridors should be limited where high-quality alternative modes of travel are in place (such as LRT or BRT).

d. Technology, time restrictions and pricing should be used for addressing parking demand issues, instead of increasing supply in existing areas of the city.

We have included the objective for the Parking policies to ensure the reasoning behind these policies are not lost. The objective highlights the need to manage parking in the Centre City with consideration to business vitality and encourage the using of all modes of transportation. This is particular relevant to our application as our proposed parking structure will support business vitality in the area as articulated by the East Village ARP and encourage the use of various modes of transportation. Policy 3.9 (c) and (d) applies a “*should*” related to long stay parking where alternative modes are in place and for addressing parking demand issues. This allows for accommodating situations where the strict policy application is not reasonable or practical; which we believe is applicable in this situation considering the locational context.

7.3 CENTRE CITY PLAN (2007)

The Centre City Plan is a non-statutory policy document and does not supercede any other existing approved Area Redevelopment Plans, Policy Consolidations or Bylaws (Legal Basis, Centre City Plan).

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Recognizing that the provisions within this document cannot supercede policy in the East Village ARP, we provide the following to address the concerns raised by Administration.

The Centre City Plan (CCP) presents a general vision for Calgary's Centre City, focussing on urban structure, neighbourhood planning, transportation, and urban design, among other topics including parking management. Policies referenced by Administration are as follows:

6.5 Parking Management

- 2. Encourage and investigate all options to increase short-stay on-street parking, especially during evening and weekend hours.**
- 4. In order to achieve the proposed transit/vehicle modal split of 60%, limit the creation of new permanent or temporary long-stay commercial parking facilities.**

Our proposal does not have any impact on discouraging short stay on-street parking. It does, however, provide an option to accommodate more short stay parking in the area.

It is recognized that the Plan's approach is to "*limit*", not refuse all permanent or temporary long stay commercial parking facilities; especially if they are strategically located near the commercial "*high street*" and city amenities that have a regional attraction.

7.4 PARKING POLICY FRAMEWORK FOR CALGARY (2011)

The Parking Policy Framework for Calgary is not statutory in nature. Where there is a conflict between this document and policy in a statutory plan and the land use bylaw, the statutory plan and bylaw shall supercede these policies (Purpose and Role of the Parking Policy Framework, Parking Policy Framework for Calgary). Recognizing that the provisions within this document cannot supercede policy in the East Village ARP, we provide the following to address the concerns raised by Administration.

The purpose of the Parking Policy Framework for Calgary is to provide a clear direction and basis for the thoughtful management of parking in Calgary. Its role is to outline the objectives with respect to parking that the City aims to achieve to successfully implement the goals of the Municipal Development Plan, Calgary Transportation Plan and other policy documents. It also provides a planning framework for how parking should be provided in the city, the roles and responsibilities in governing parking policy, and what needs and objectives should be met in doing so. Finally, the Parking Policy Framework provides both the City and the Calgary Parking Authority with the policy framework that Council wants to achieve with respect to the provision, financing and operation of parking in Calgary.

The Downtown Long-Stay Vehicle Parking Strategy is articulated in this document. It references the importance of shared public parking facilities as follows:

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“The advantage of providing shared, public parking facilities versus constructing the full amount of parking in individual developments is that the shared facilities are generally better utilized throughout the day. Shared parking can be made available outside of the business day, supporting cultural, recreational and retail uses after business hours. Parking can be centralized in strategically located facilities around the perimeter of downtown, reducing internal traffic circulation. The free-fare zone of the LRT facilitates this model by allowing parkers to leave their vehicles at the edge of the downtown and travel easily within it by transit.”

This strategy aligns directly with our proposed shared approach to parking and our peripheral strategic location near cultural and recreational facilities.

Policies referenced by Administration are as follows:

6.1.5 Downtown Long Stay Parking Policies

(3) Long-stay parking should occur off-street, rather than on-street, in the downtown during weekdays. The supply of long-stay parking will be reduced gradually through development of peripheral surface lots. No new surface parking lots or standalone parking structures shall be created downtown, with the exception of facilities constructed with cash-in-lieu fees given The City’s ability to locate parkades in strategic locations and to ensure an appropriate balance of long and short stay stalls.

6.1.7(1) On-street parking in the downtown should focus on providing convenient parking for users with short stay needs to encourage the retention of certain types of businesses in the downtown core.

6.1.7(5) The provision of additional short stay parking in new developments in the land use bylaw should continue to be supported.

Policy 6.1.5(3) recognizes that long stay parking should occur in dedicated parking facilities located on the periphery of downtown in alignment with our proposed parking structure. Our proposed parking structure is a below grade shared parking facility with a Hotel use above **not** a surface or standalone parking structure and is located in a strategic location within the East Village to accommodate an appropriate balance of long and short stay stalls as the East Village redevelops. Ultimately, the parking structure will perform a necessary supply of parking to support the Riverfront District and its “high street” Riverfront Lane. As well as provide parking opportunities for other significant city amenities in the immediate area.

Policy 6.1.7(1) provides direction for on-street short stay parking, for which our application is not threatening rather providing an additional option for the accommodation of short stay parking.

Policy 6.1.7(5) supports our application of providing additional short stay parking in the area.

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Further policies in Section 5.1.2 support our proposal for providing long stay parking in the interim until the East Village is further developed then converting to short stay parking.

5.1.2 Commercial Areas

Managing Long Stay Parking Supply

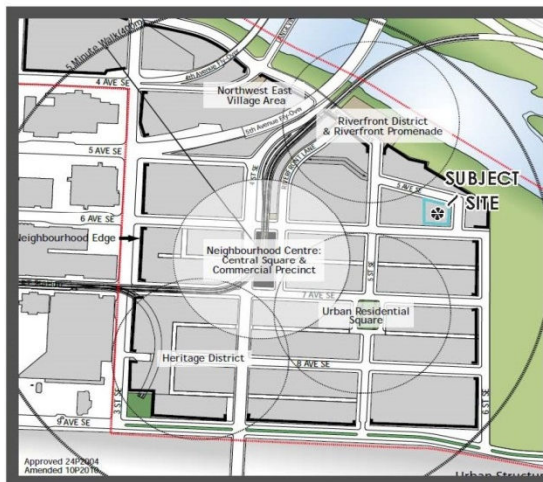
(13) Generally, long-stay parking will be located adjacent to uses with little short-stay parking demand within the commercial area (e.g. vacant lands, warehouses, etc. at the discretion of the Traffic Engineer).

(17) When short-stay demand in an area exceeds 90 per cent and long-stay parking is available in the commercial area, area businesses/groups may propose to The City as to whether the preference is to increase the pricing of parking in the short-stay area or convert long-stay space to short-stay space to increase the short-stay parking supply.

7.5 EAST VILLAGE AREA REDEVELOPMENT PLAN (2010)

The East Village Area Redevelopment Plan (ARP) is a **statutory document adopted by Bylaw**. The East Village ARP recognizes within its Vision statement section that it must be flexible so that landowners and developers can respond to the prevailing market conditions, and support creativity and innovation in design while responding to community aspirations.

The site lies in close proximity to the Riverfront District and River Promenade.

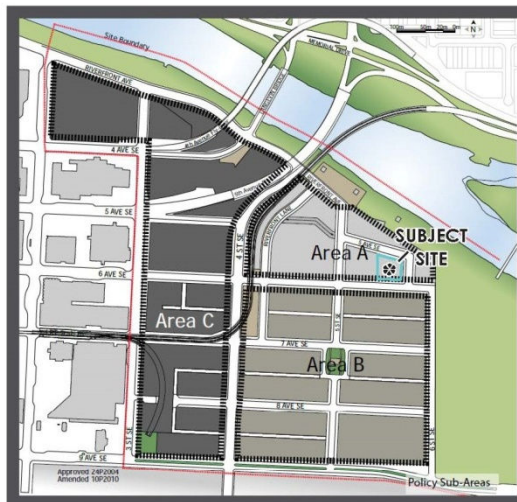


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The site is contained within Area A of the Policy Sub-Areas which outlines the following:

This area is primarily characterized by its proximity to the Bow River, and the Riverfront Promenade. A 35 metre development setback allows for the creation of a multiuse waterfront plaza for informal and formal public activities and accommodates the Regional Pathway system. The majority of the promenade/plaza is hard surfaced to accommodate formal uses such as markets and festivals. The Riverfront Promenade recreational area is proposed to be bounded by a variety of commercial uses occurring at ground level that may include entertainment, retail, personal service and restaurants as part of larger mixed use residential development. No office buildings are proposed for Area A. Three small buildings are proposed within the 35 metre setback and located on the Riverfront Promenade to serve seasonal uses that, in combination, total no more than 200 metres square. The buildings within the riverfront district and fronting onto the Riverfront Promenade provide ground floor entertainment and retail oriented commercial uses with upper storey residential uses that step back to protect the public riverfront from shadows. A signature site at the northeast corner of the riverbank lands is provided to serve residential uses above the second storey with opportunity for small scale commercial including restaurant use at grade.



Section 9.4 addresses parking in the ARP with the following relevant policies:

- 9.4.1 Allow use of minimum bylaw parking rates and permit further reductions where appropriate;
- 9.4.2 Encourage shared parking solutions and optimize the use of the available on-street parking supply;
- 9.4.3 Control both on-street and off-street parking lot operation where necessary to ensure regular turnover and restrict inappropriate use by non-East Village residents or Downtown employees. Install metered parking, time-restricted and user-restricted parking zones as required;

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- 9.4.4 Work with the Calgary Parking Authority to provide a shared public parking facility to support the local and regional commercial uses planned for Riverfront Lane and the Riverfront District; Bylaw 10P2010*
- 9.4.5 Work with the Calgary Parking authority to consider options for the accommodation of displaced off-street East Village parking in a new Intercept Lot as per Fig.9.03*
- 9.4.7 Additional parking restrictions for office use in East Village should be considered to limit the long-term commuter parking impact and to encourage alternative modes of transportation. Bylaw 6P2014*

Policy 9.4.1 supports the reduction of bylaw parking rates as proposed for the hotel use.

Policy 9.4.2 encourages shared parking solutions as proposed in our application as the parkade structure will accommodate both hotel parking and be available to others frequenting the area.

Policy 9.4.3 directs the control of off street parking lot operations for which EVPI is prepared to provide a variety of parking services to accommodate the evolving parking demands of the developing East Village neighbourhood.

Policy 9.4.4 specifically addresses the need for a shared public parking facility in this part of East Village. It recognizes that a destination is being created in this location, one that will attract City-wide attention and should be able to accommodate people that chose to drive to this location. Our client, EVPI, has initiated an RFP process and received a business proposal from the Calgary Parking Authority to provide parkade equipment supply, operation and maintenance services.

Policy 9.4.5 recognizes the need to work with the CPA to address specifically the displaced off-street East Village parking as development occurs on surface parking lots. Administration has indicated that the Intercept Lot will provide for **both** the lost off-street parking and the needs of the Riverfront District. Due to the distance from the Riverfront District is not practical to expect this lot to address the needs of local and regional commercial uses planned for Riverfront Lane and District, not to mention to significant recreational and cultural amenities nearby.

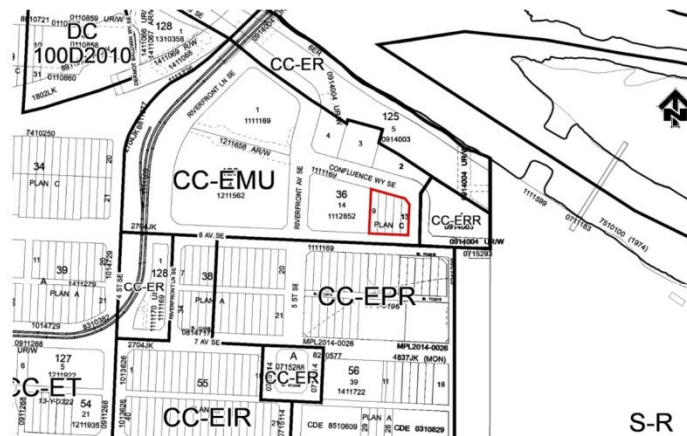
Policy 9.4.7 supports parking restrictions for office use in East Village to “limit” not eliminate long term commuter parking. This has been done in recent DP applications in the Riverfront District through, in some cases, 0 parking requirements for office. This will likely put additional pressure on the on-street parking supply. As such, having a shared public parking facility available such as our proposal can accommodate those employees that must use a private automobile for mobility and those visiting the office uses.

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7.6 LAND USE BYLAW

The existing land use is Centre City East Village Mixed Use District (CC-EMU). Within this district, Hotel is a listed discretionary use and Parking Lot – Structure is not listed as a use within the district. As such, should our application not be successful no structured parking facility can be located in this part of the East Village as anticipated by Policy 9.4.4.



7.7 EAST VILLAGE PARKING REVIEW (2013)

Comments provided from the City with respect to this parking study include:

“The East Village Parking Review undertaken by D.A Watt Consulting (dated January 22, 2013) concludes that parking demand in areas of East Village are expected to be higher than the supply within a short walking distance in the long term, but recommends CMLC consult with the CPA for opportunities to increase the supply. This planned increase and consultation is on-going, with a new CPA parkade identified as per the policies of the East Village ARP outlined above. The construction of this parkade should satisfy the shortages outlined within the Parking Review Study. The study does not recommend the construction of new private parking facilities such as the one being proposed.”

Our clients, EVPI have been working with both CMLC and the CPA since prior to the submission of our application. The CPA has been approached by EPVI to operate the proposed parkade and have prepared a management proposal which is presently under consideration. The CPA has indicated to Administration that they have no objection to the proposed parkade in this location.

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The Walking Distance Map contained within this document illustrates the shortfall in the location of the proposed Intercept parking facility of which we understand has limited funding at present. Our proposed shared parking facility will address the public parking demand as it relates to the retail developments within the Riverfront Lane and Riverfront District as well as demands associated with the RiverWalk, St. Patrick's Island and Fort Calgary . The study does not appear to address parking associated with the significant cultural and recreational facilities available in this location.

8.0 CONCLUSION

We submit that our application is supported by existing City statutory policy and can be supported by City non-statutory policy. Our application provides for a shared off street parking solution in a strategic location to ensure business vitality for the Riverfront District. Further, our application provides a balanced mobility approach to support the City's significant investment in recreational and cultural infrastructure (RiverWalk, St Patrick's Bridge, St. Patrick's Island improvements and Fort Calgary).

Support of our project has been voiced by CLMC to EVPI and the CPA has indicated no objection with a parking structure in this location. The strategic location is specifically recognized in Policy 9.4.4 of the approved East Village ARP as offering transportation choices to a location that will become a City-wide and regional destination.

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ATTACHMENT #1- EMAIL FROM CALGARY PARKING AUTHORITY

From: Reachel Knight [<mailto:Reachel.Knight@calgaryparking.com>]
Sent: Friday, March 06, 2015 4:21 PM
To: Naum Shteinbah
Cc: David Armstrong
Subject: RE: EOI- EVPI/Alt Hotel Follow Up

Naum,

Please be advised that the CPA has been included on the circulation of the Alt Hotel and I provided the following comments to the case manager (Gareth Webster) on December 31, 2014:

The CPA has been approached by EPVI to operate the subject parkade. We have prepared a management proposal and from what we understand the contract has not been awarded as yet. Given that the CPA has been working with EVPI to develop a management agreement for the subject parkade, the CPA has no objections for the installation of the private standalone parking facility at 620-626 6 Ave SE.

For any further questions or concerns, please contact me at the below-noted telephone number.

Thanks

Reachel Knight | Planning and Development Coordinator
Calgary Parking Authority | 620 - 9th Ave. S.W. | Calgary AB T2P 1L5
T: 403-537-7020 | C: 403-650-2035 | F: 403-537-7001
Reachel.Knight@calgaryparking.com | www.calgaryparking.com



**CALGARY PARKING
AUTHORITY**

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APPENDIX IV

D.A. WATT CONSULTING EAST VILLAGE PARKING REVIEW 2013

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EAST VILLAGE
Parking Review



Contact Information:

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East Village

Parking Review



January 22, 2013

PERMIT TO PRACTICE D. A. WATT CONSULTING GROUP LTD. Signature <i>[Handwritten Signature]</i> Date <u>January 22, 2013</u> PERMIT NUMBER: P 3818 The Association of Professional Engineers, Geologists and Geophysicists of Alberta

Prepared for: **CMLC**
Prepared by: **D.A. Watt Consulting**
File: **2888.T01**
Date: **January 22, 2013**

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APPENDIX A: DEVELOPMENT ASSUMPTIONS

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1.0 EXECUTIVE SUMMARY

Calgary's East Village is located between the Bow River and 9 Avenue south; it is bounded by Fort Calgary on the East, 3 Street SE on the West. Currently, East Village is largely comprised of vacant lots. Many of these vacant lots are currently used as long term surface parking facilities.

Recently, major redevelopment projects have been announced for East Village and substantial changes are anticipated over the next 15 years. D.A. Watt Consulting (DAW) was retained by CMLC to review the current and future parking supply and demand and comment on any anticipated issues. This report concentrates on a review of public parking opportunities within East Village and surrounding area.

A review of existing public parking opportunities indicated there is currently a total of 2,525 public parking spaces within East Village and the surrounding area (550 on-street and 1,975 off-street). Parking demand surveys indicated that this parking supply is currently underutilized and that there is a significant amount of additional parking capacity within East Village during both the weekday and the weekend peak periods.

As development within East Village progresses over the next decade, the majority of the public surface lots will be removed and replaced by mixed-use development. Factoring in the anticipated surface lot closures, the total parking supply in East Village and surrounding area is expected to decrease by approximately 775 stalls in the long term, leaving a total of 1,750 parking stalls (550 on-street and 1,200 off-street).

Currently, the majority of parking demand in East Village is a result of the abundant supply of inexpensive parking in close proximity to Downtown. Currently, parking in East Village is among the most inexpensive parking available in close proximity to Downtown and this attracts a disproportionate number of parkers, considering the minimal amount of existing development.

As the parking supply is reduced, it is reasonable to assume that the cost of parking will increase and the availability of parking will decrease. Although it is likely that most of the new office and retail developments will include an element of public parking (especially on weekday evenings and weekends), the supply of weekday daytime public parking stalls will be significantly reduced. As a result, it is anticipated that some of the existing parking demand will be displaced from East Village and the drivers will either search out parking elsewhere or convert to an alternate mode of transportation.

As development progresses, on-street parking in particular will be utilized by customers of neighborhood businesses and visitors to residential buildings.

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Examining parking demand from future uses, it is likely that the majority of the demand from office and residential developments will be accommodated on-site, with the exception of visitor parking (note that residential developments have a bylaw requirement to provide some visitor parking). The majority of the future parking demand in East Village will be due to retail development, carry-over of existing demand and office, residential visitor parking and residential overflow parking (residents with more than one vehicle). In the interim years (next 4-8 years) localized parking shortages may also occur due to construction road closures.

The results of the study for the longer term indicated that the parking demand in some areas of East Village is expected to be higher than the supply within a short walking distance. These areas are identified in **Figure ES-1** and include the west side of East Village and along 4th Street, the parking supply for the remainder of East Village is expected to be adequate (meets demand or surplus). Areas with localized parking shortages will put pressure on short term parking in adjacent areas. As a result of this anticipated shortage it is recommended that CMLC, in consultation with the Calgary Parking Authority (CPA), look for opportunities to increase the parking supply and investigate opportunities for a parking structure, either within or in close proximity to East Village.

It is our understanding that CPA recognizes that development will trigger the need for an additional parking structure to be constructed in East Village. Based on recent discussions with CPA, it is further understood that the site that is currently being considered for the parkade is Lot 62 on the south side of 9th Avenue. Timing of the new parkade is undetermined at this time.

Other recommended strategies to manage parking demand include the following:

- In areas where short stay retail developments are proposed, consider implementing short stay only on-street parking zones on the adjacent block faces. These zones should be signed (5-15 minutes only) to encourage high turnover of these spaces.
- Ensure parking zones in East Village are signed as 2-3 hour parking during weekday daytime hours to prevent long term use by nearby office developments.
- Ensure residential developments in area meet minimum bylaw visitor parking rates.
- Consider securing temporary public parking for retail developments built in the short term (less than 5 years) to ensure that these businesses are provided with ample parking supply until a sufficient number of residents live in East Village to support these uses.
- Consider securing temporary public parking for residential developments if construction of adjacent parcels is expected to temporarily restrict parking opportunities.
- Enact residential parking permit zones and restrict the number of permits issued to residents of East Village to limit residential parking demand.

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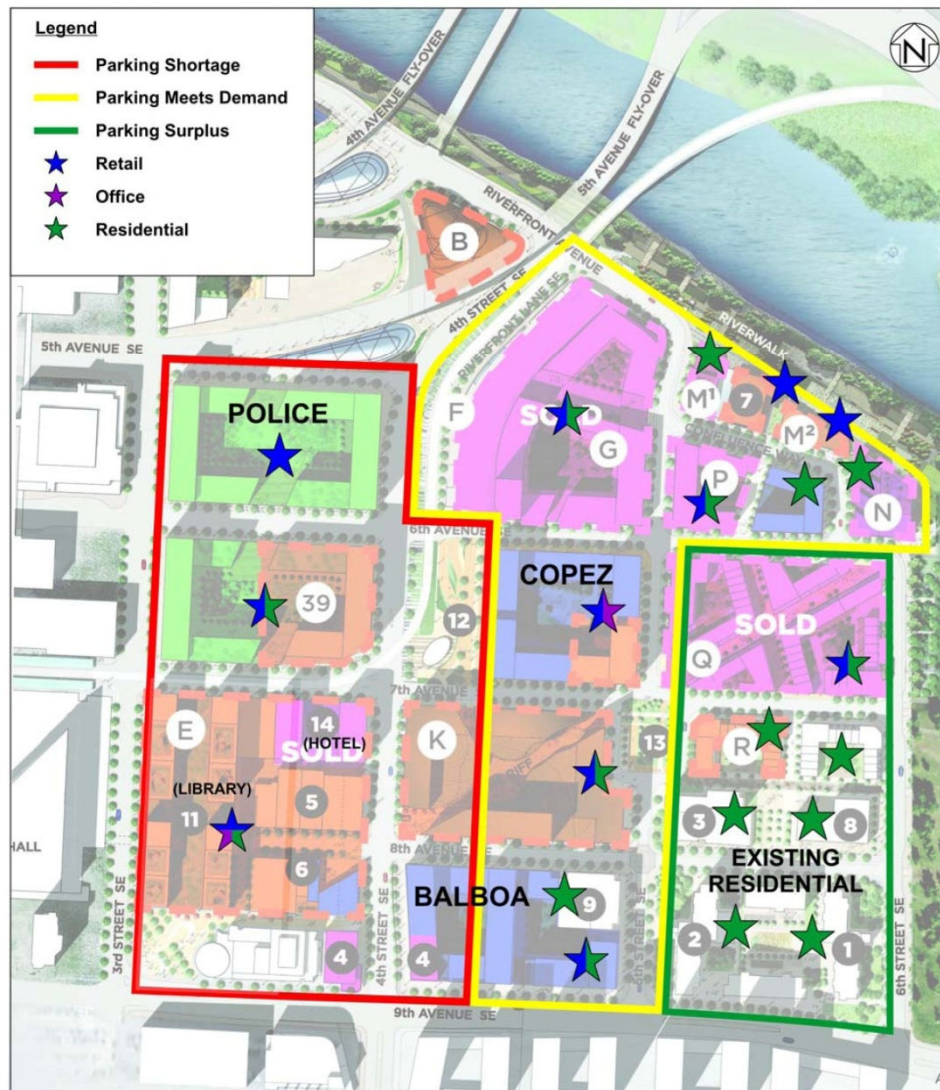


FIGURE ES-1: LONG TERM EAST VILLAGE PARKING DEMAND

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2.0 INTRODUCTION

2.1 Background

Calgary's East Village is located between the Bow River and 9 Avenue south; it is bounded by Fort Calgary on the East, 3 Street SE on the West. The area is shown in **Figure 1**. Currently, East Village is largely comprised of vacant lots. Many of these vacant lots are currently used as long term surface parking facilities.

Recently, major redevelopment projects have been announced for East Village and substantial changes are anticipated over the next 15 years. Of particular concern to this report is the off-street parking supply within East Village which will be substantially reduced as development replaces existing surface parking lots.

D.A. Watt Consulting (DAW) was retained by CMLC to review the current and future parking supply and demand and comment on any anticipated issues. This report concentrates on a review of public parking opportunities within East Village and surrounding area.

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FIGURE 1: EAST VILLAGE MASTER PLAN MAP

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2.2 Scope of Work

In discussion with the CMLC, the following scope of work was established for this study:

- Document Existing Parking Supply
- Document Existing Parking Demand
- Estimate Future Parking Supply
- Estimate Future Parking Demand
- Identify potential short-falls in the future parking supply

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3.0 EXISTING CONDITIONS

3.1 Existing Parking Supply

In November 2011, DAW completed an initial inventory of public parking opportunities in East Village and the surrounding area. This estimate was further updated as the study progressed throughout 2012. There are currently approximately 1,975 off-street parking spaces and 550 on-street parking spaces within East Village and the surrounding area. The existing parking supply within East Village and the surrounding area is shown in **Figure 2**.

The majority of the off-street parking spaces are long term monthly parking spaces reserved 24 hours 7 days a week, the remainder of the off-street parking spaces are hourly parking. The on-street parking spaces are primarily 2-3 hour parking.

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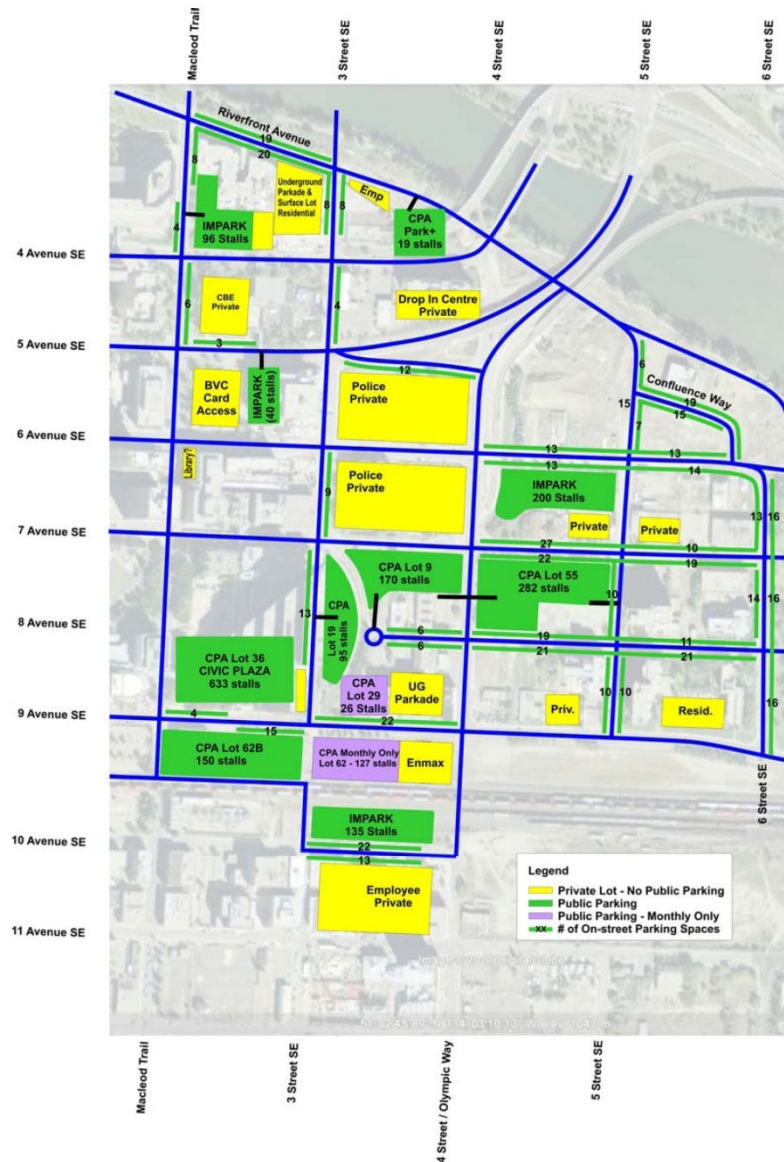


FIGURE 2: EXISTING PARKING SUPPLY

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3.2 Existing Parking Demand

Surveys of the existing parking demand were conducted on a Thursday and a Saturday in November 2011 to establish an order of magnitude estimate of the current occupancy of the existing public parking facilities. The number of parked vehicles was observed every two hours between 6:00 a.m. and 6:00 p.m.. The results of the survey are summarized graphically in Figure 3 and Figure 4.

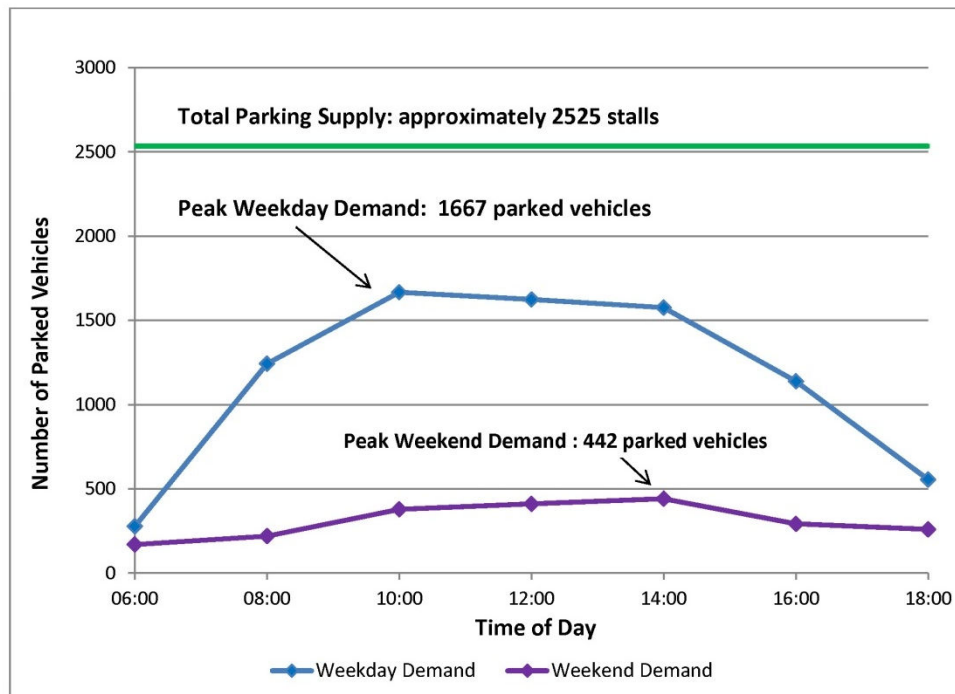


FIGURE 3: EXISTING PARKING DEMAND

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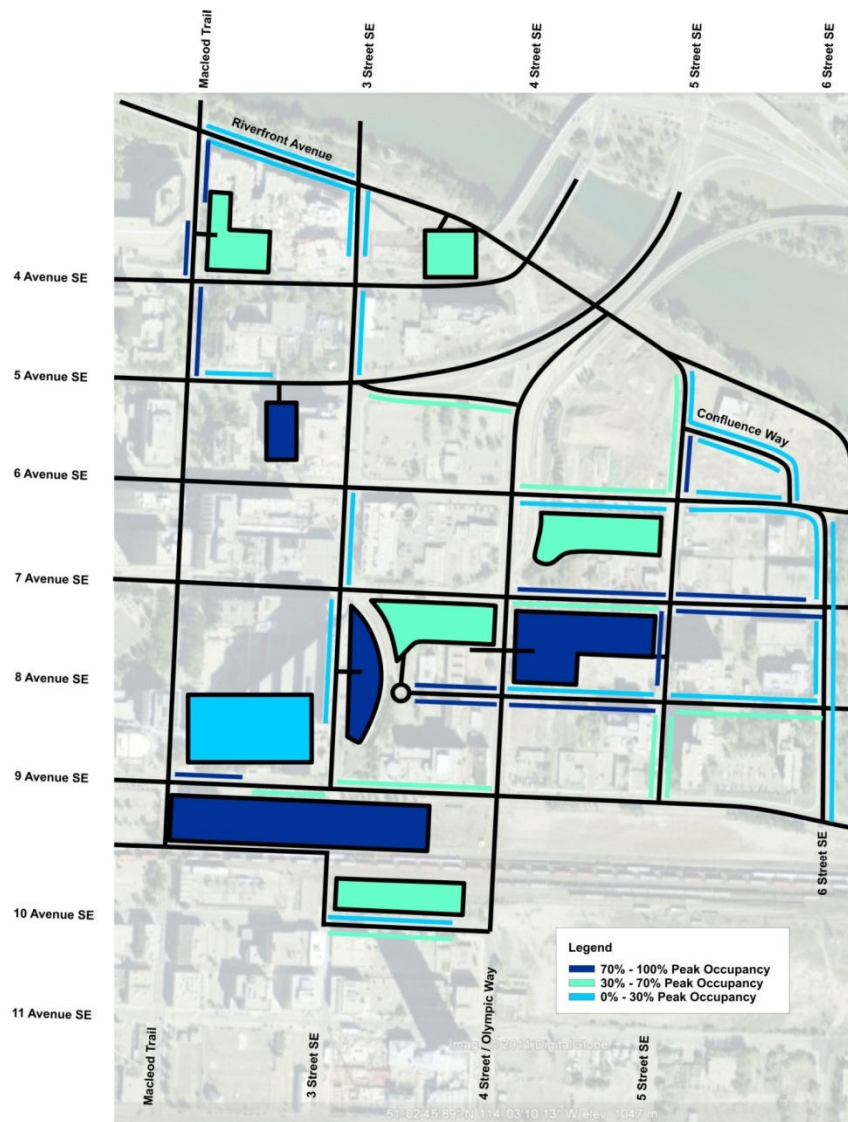


FIGURE 4: EXISTING PARKING DEMAND BY LOCATION (DURING WEEKDAY PEAK HOUR 10:00 A.M.)

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The principal results of the survey are summarized below:

Weekday

- The peak parking demand of 1677 parked vehicles was observed during the weekday at approximately 10:00 a.m.. The existing parking supply was approximately 65% utilized.
- On the weekday, parking patterns follow a typical downtown commuter pattern, where vehicles arrive early in the morning, stay for most of the day and depart in the afternoon.
- The peak weekday evening parking demand was approximately 556 vehicles (22% utilized).
- The majority of the parking demand is located in the southwest corner of East Village close to City Hall.

Weekend

- The weekend peak parking demand of 442 vehicles was observed at approximately 2:00 p.m. The existing parking supply was approximately 17% utilized.
- On the weekend, the peak parking demand was substantially lower than the peak weekday demand, which indicates the majority of the parked vehicles on a weekday are not residents of the area.

The results of the survey indicate that there is currently a significant amount of additional parking capacity within East Village during both the weekday and the weekend.

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4.0 FUTURE CONDITIONS

4.1 Future Parking Supply

As development within East Village progresses over the next decade, the majority of the public surface lots will be removed and replaced by mixed-use development. According to current development plans provided by CMLC, the surface lots identified below are anticipated to be closed and replaced by development according to the following schedule:

Surface Lot Closures	Development
Year 2014	
<ul style="list-style-type: none"> CPA Lot 19 – on 3rd Street SE across from City Hall (95 Stalls) CPA Lot 9 – SW Corner of 7th Avenue / 4th Street SE (170 Stalls) CPA Lot 29 – 8th Avenue east of LRT tracks (26 Stalls) 	Block E Hilton Hotel Public Library Retail (assumed) Office Development (assumed) Residential National Music Centre St Louis Hotel
Year 2022 (approximate delivery)	
<ul style="list-style-type: none"> CPA Lot 55 – South side of 7th Avenue east of 4th Street (282 Stalls) 	Block K Mixed Use Development (assumed)
Year 2026 (approximate delivery)	
<ul style="list-style-type: none"> Impark Lot – South side of 6th Avenue east of 4th Street (200 Stalls) 	Copez Block Retail Development (assumed) Office Development (assumed)

The on-street parking supply is expected to remain approximately the same as today. Other future changes to on-street parking in East Village may include the conversion of some free parking zones to pay parking zones.

Factoring in the anticipated surface lot closures, the total parking supply in East Village and surrounding area is expected to decrease by approximately 775 stalls in the long term, leaving a total of 1,750 parking stalls (550 on-street and 1,200 off-street).

4.2 Impact of Redevelopment in East Village

Currently, the majority of parking demand in East Village is a result of the abundant supply of inexpensive parking in close proximity to Downtown. Currently, parking in East Village is among the most inexpensive parking available in close proximity to Downtown and this attracts a disproportionate number of parkers, considering the minimal amount of existing development.

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As the parking supply is reduced, it is reasonable to assume that the cost of parking will increase and the availability of parking will decrease. Although it is likely that most of the new office and retail developments will include an element of public parking (especially on weekday evenings and weekends), the number of weekday daytime public parking stalls will be significantly reduced. As a result, it is anticipated that some of the existing parking demand will be displaced from East Village and the drivers will either search out parking elsewhere or convert to an alternate mode of transportation.

As, development progresses, on-street parking in particular will be utilized by customers of neighborhood businesses and visitors to residential buildings.

4.3 Future Parking Demand

The following section includes commentary on the expected patterns and trends in future parking demand in East Village. The commentary is separated into the three major types of anticipated uses; retail, office and residential.

4.3.1 Retail

Retail parking demand is primarily associated with the weekday peak periods (morning and afternoon). In a downtown area, this demand is typically reduced during the weekday lunch hour when trips are primarily walk-in. Retail parking demand during evenings and weekends is expected to be significantly lower than the peak weekday demand.

Typically patrons of traditional retail developments (restaurants, clothing stores, consumer goods stores) have a low tolerance for long walking distances and expect convenient on-street or underground parking facilities. This will be particularly true during the initial years of development in East Village while there may not be sufficient residents within walking distance to support retail developments. However, in the longer term, it is expected that traditional retail developments will be more strongly supported by residents of the area which will reduce their dependence on convenient parking. A useful strategy may be to provide temporary short-term parking to retail developments opened in the short term to ensure sufficient parking is provided.

Patrons of short stay businesses such as cafés, bakeries, pharmacies etc. have an even lower tolerance for long walking distances. Again, in the longer term, it is expected that traditional retail developments will be more strongly supported by residents of the area which will reduce their dependence on convenient parking. A useful strategy for short stay businesses may be to provide short stay on-street parking (5-15 minutes) in close proximity to the development (within 100 m) to promote a high turnover of these prime parking spaces.

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Retail parking demand was analyzed in detail for all of East Village on a block by block basis. For each block where detailed estimates were not available the anticipated parking demand was estimated by applying a standard downtown retail parking demand rate of 2.5 vehicles / 93 m² net floor area to the anticipated development. Development assumptions were provided by CMLC and are included in **Appendix A**. Parking supply was either estimated based on the most recent information provided by CMLC or by applying the City of Calgary parking bylaw rates outlined for the district each block is in.¹

The anticipated parking demand was then compared to the expected parking supply and the resulting surplus/deficit parking supply identified.

The results of the retail parking demand review are included in **Table 1**. Using the results of the parking survey, the available public parking supply in the vicinity of each block was evaluated using the level-of-service (LOS) criteria for walking distances from parking.² This criteria defines LOS A as the best or ideal performance, LOS B is good, LOS C is average and LOS D is below average but minimally acceptable. For this evaluation parking opportunities within a LOS A were evaluated. This supply was evaluated at both the development horizon year and the year 2026 (when all surface lots within East Village are anticipated to be closed).

Blocks where the parking demand is expected to exceed the parking supply within a LOS A walking distance (120 m) are highlighted in blue. This highlights blocks that are most likely to experience an excess parking demand. However, it is also important to consider that the parking supply for each block overlaps with the adjacent blocks. This means that even if one particular block has sufficient supply when measured in isolation, the cumulative effect of adjacent developments may exceed the available supply when considered jointly. The interaction of various blocks is examined in detail in **Section 3.4**.

¹Note: The Balboa and Copez Blocks are privately held and all development assumptions should be considered preliminary.

² Urban Land Institute *Shared Parking*, 2005.

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TABLE 1: ESTIMATED RETAIL PARKING DEMAND AND SUPPLY

Location	Anticipated Development Year	On-Site Parking Demand @ 2.5 / 93 m ² NFA	On-Site Parking Supply For Retail Uses (Estimated from Bylaw or CMLC Forecasts ⁴)	Estimated Shortage (-) Or Surplus (+) On-Site Parking Stalls	Short Stay Parking within LOS A (120 m) (at 2026 horizon year)	Estimated Shortage (-) Or Surplus (+) Overall Short Stay Parking Stalls
Building 7 (Simmons Building)	2014	37 ³	0 ⁴	-37	62	+25
Block E (Hillier, St Louis, King Edward Hotel)	2014	31	0 ⁴	-31	151	+120
Block Q	2014/2018	106	46	-60	262	+202
Block F/G (Embassy/ Bosa)	2014/2018	80	49 ^{4,5}	-31	90	+59
Block P (West)	2015	13	26 ⁴	+13	115	+128
Block M2	2015	21	0 ³	-21	62	+41
Police Block	2016	743	600 ⁴	-143	29	-114
Block 39 (East)	2016	74	33	-41	53	+12
Block K ⁶	2016/2018	425	465	+40	150	+190
Copez	2026	212	93	-119	115	-4
Balboa	2026	170	74	-96	93	-3

Blocks with a shortage of parking that cannot be accommodated on-street within a LOS A walking distance

³ Estimated in Simmons Site Parking Demand Letter, DAW Consulting, September 7, 2012.

⁴ Based on CMLC forecasts and development expectations

⁵ Proposed combined visitor/ commercial parking stalls - 38 stalls for phase 1 and 11 additional stalls for phase 2

⁶ Block K offers opportunities for mixed use development (i.e. retail and/or office and residential) for the purposes of this study a mix of retail and residential uses was assumed

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Looking at the results of **Table 1**, there is sufficient capacity in East Village to accommodate the overall future retail parking demand. However, considering the need to provide convenient parking within a short walking distance and considering the majority of the proposed retail developments are located in the areas with the least on-street parking, it is more likely that a localized parking shortage will occur near the larger proposed retail developments. These localized parking shortages will put pressure on short term parking in adjacent areas. This is particularly likely for the Police Block, the Copez Block and Balboa Block.

4.3.2 Office

The parking supply for office developments is typically based on City of Calgary parking bylaw requirements. Parking supply for office developments will be developed for each individual development in negotiation with the City of Calgary on a case-by-case basis during the development approval process.

The bylaw parking requirements for all East Village districts is 1.0 stalls per 100 m² gross usable floor area (GUFA) except for the East Village Transition District (Located on the west side of East Village next to Downtown). In the transition district the bylaw parking requirement is reduced to 1.0 stalls per 150 m² GUFA with a further allowance for a 50% reduction combined with a cash-in-lieu payment. The land use bylaw for the transition district also provides allowances to provide surplus parking if it is signed as short stay only.

This is roughly comparable to the parking requirements for other downtown areas which have a requirement of 1.0 stalls per 140 m² net floor area. Compared to the bylaw parking requirements of 2.0 stalls per 100 m² GUFA for a suburban office development, parking is significantly restricted by the bylaw in East Village.

This restriction is based on a desire to encourage the use of public transit in the downtown and East Village area and to limit motor vehicle traffic. Recent mode split surveys for travel to work in the downtown area indicate that only 33% of trips to work are auto driver oriented with the remaining trips primarily transit oriented.⁷

Once development in East Village is well underway it is expected that the mode split in East Village will eventually be similar to the remainder of downtown. Therefore it is expected that the majority of excess parking demand will use transit facilities to/from work. However, some excess demand related to daytime visitors should still be expected. These users are best served by short stay public parking opportunities.

⁷ City of Calgary, *Mobility Monitor Issue #40*, March 2012.

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Given that the land use bylaw for the majority of the East Village districts does not include a mechanism to provide additional short stay parking on-site, the majority of the visitor demand will need to be accommodated off-site in public parking facilities.

4.3.3 Residential

The parking supply for residential developments is typically based on City of Calgary parking bylaw requirements. Parking supply for residential developments will be developed for each individual development in negotiation with the City of Calgary on a case-by-case basis during the development approval process.

The bylaw parking requirements for all East Village districts is 0.75 resident parking stalls per unit plus 0.1 visitor parking stalls per unit except for the East Village Transition District.

In the transition district the bylaw parking requirement is reduced to 0.5 resident stalls per unit plus 0.1 visitor parking stalls per unit with a maximum of 1.0 resident stalls per unit. Similarly to office developments, the minimum number of motor vehicle parking stalls may be restricted to 50% in combination with cash-in-lieu payments. The land use bylaw for the transition district also provides allowances to provide additional parking if it is signed as short stay only.

The East Village parking bylaw rates are slightly higher than the rest of downtown which requires a minimum of 0.5 resident stalls per unit to a maximum of 1.0 resident stalls per unit plus 0.15 visitor parking stalls per unit. However, should the 50% reduction be applied to the transition district, the parking supply will be significantly restricted.

In our experience dealing with downtown and beltline residential developments, developers often wish to provide more than the minimum required parking stalls so that at minimum each unit includes a parking stall with its title. Some developments have historically requested even more parking than one stall per unit and been permitted this relaxation on the basis that the extra stall is primarily used for vehicle storage and does not increase the trip generation of a particular residential development.

Again similarly to office it is anticipated that the bylaw parking requirements will serve the majority of the parking demand for residential developments. Residential developments in downtown areas often experience surplus visitor parking demand, however, this demand is primarily on evening and weekends and does not overlap with weekday peak demand times. Considering that ample supply is expected during evenings and weekends, no problems are foreseen with residential parking demand.

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Special consideration should be given to the East Village Transition District if developers wish to provide the minimum amount of parking required. If the minimum bylaw parking rate is applied to the majority of developments in this area, an unanticipated demand for long term parking may be created.

4.4 Block by Block Analysis

Considering the parking demand patterns and trends discussed in Section 3.3, the following sections include a block by block analysis intended to identify areas in East Village where future parking demands may create supply issues and to provide recommendations on strategies to address these situations.

4.4.1 Police Block

Development Horizon	<ul style="list-style-type: none"> • 2016
Development Type	<ul style="list-style-type: none"> • 350,000 ft² retail
Anticipated Parking Issues	<ul style="list-style-type: none"> • Shortage of on-site parking supply. • Very little on-street parking supply to meet demand. • High usage of on-street parking by adjacent uses.
Recommendations	<ul style="list-style-type: none"> • Pursue other public parking opportunities for adjacent developments to reduce the pressure on the on-street parking in this area. • Look for opportunities to provide additional short-stay parking stalls on-site. • If short stay retail development is considered for this block, some on-street parking on the adjacent block faces should be signed as short stay only (5-15 minutes) to encourage high turnover of these spaces.

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4.4.2 Block 39 (East)

Development Horizon	<ul style="list-style-type: none"> • 2016
Development Type	<ul style="list-style-type: none"> • 300 Residential Units (East Block 39) • 35,000 ft² retail (East Block 39)
Anticipated Parking Issues	<ul style="list-style-type: none"> • Shortage of on-site parking supply. • Very little on-street parking supply to meet demand. • High usage of on-street parking by adjacent uses. • Visitors to residential uses may have difficulty finding parking during weekday peak hours.
Recommendations	<ul style="list-style-type: none"> • Pursue other public parking opportunities for adjacent developments to reduce the pressure on the on-street parking in this area. • Ensure residential developments in area meet minimum bylaw visitor parking rates. • Look for opportunities to provide additional short-stay parking stalls on-site. • If short stay retail development is considered for this block, some on-street parking on the adjacent block faces should be signed as short stay only (5-15 minutes) to encourage high turnover of these spaces.

Note: Block 39 West contains a City of Calgary parking structure which is currently used for private monthly parking (and therefore has not been included in the public parking supply inventory). The CMLC would like to acquire this portion of the land from the City of Calgary to be resold for future development. Should this occur, the parking structure would be removed and replaced with private development. This would potentially further increase parking demands in this area.

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4.4.3 Block E – Library, Mixed Use Development

Development Horizon	<ul style="list-style-type: none"> 2014/2018
Development Type	<ul style="list-style-type: none"> Calgary Public Library 10,000 ft² Retail (Building 5 and Building 6) 14,190 ft² Office (Building 5 and Building 6) 160 Residential Units
Anticipated Parking Issues	<ul style="list-style-type: none"> Shortage of on-site parking supply. Moderate supply of parking in adjacent areas. High usage of on-street parking by adjacent uses. No on-site parking supply for library customers. No on-site parking for building 5 and building 6. Library customers will be primarily walk-in or transit users and are not expected to create an excess of parking demand. The peak parking demand for this block is likely to occur on evenings and weekends.
Recommendations	<ul style="list-style-type: none"> When considered in isolation this block appears to have sufficient parking supply. Pursue other public parking opportunities for adjacent developments to reduce the pressure on the on-street parking in this area. Ensure residential developments in this block meet minimum bylaw rates for residents and visitor parking rates.

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4.4.4 Block E - Hilton Hotel

Development Horizon	<ul style="list-style-type: none"> • 2014
Development Type	<ul style="list-style-type: none"> • 320 Room Hilton Hotel
Anticipated Parking Issues	<ul style="list-style-type: none"> • Hotel guest parking demand will be accommodated on-site. • Visitor parking demand (i.e. conference/event) will not be accommodated on-site. • Moderate supply of parking in adjacent areas. • High usage of on-street parking by adjacent uses. • The peak parking demand for this block is likely to occur on evenings and weekends due to events and functions.
Recommendations	<ul style="list-style-type: none"> • Pursue other public parking opportunities for adjacent developments to reduce the pressure on the on-street parking in this area. • Look for opportunities to provide additional short-stay parking stalls in the vicinity of the site to accommodate evening peak hour parking demand.

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4.4.5 Block E - National Music Centre

Development Horizon	<ul style="list-style-type: none"> • 2015
Development Type	<ul style="list-style-type: none"> • Interactive music history venue, galleries, recording studios, office/meeting space, exhibitions, concert hall, library, rehearsal areas, a small café/gift shop and artist in residence spaces. • Restaurant to be developed in King Edward Hotel
Anticipated Parking Issues	<ul style="list-style-type: none"> • No on-site parking for visitors or employees • 12 on-site parking stalls will be provided for use by significant donors, volunteers, or for performing musicians. They are not intended to be used for employee parking. • Moderate usage of on-street parking by adjacent uses. • The peak parking demand will occur primarily in the evening and on weekends. • The majority of the on-street capacity in this area will be taken up during evenings when events are taking place at the NMC.
Recommendations	<ul style="list-style-type: none"> • Pursue other public parking opportunities for adjacent developments to reduce the pressure on the on-street parking in this area. • Look for opportunities to provide additional short-stay parking stalls in the vicinity of the site to accommodate evening peak hour parking demand. • Sign on-street parking zones in this area as 2-3 hour parking during weekday daytime hours to prevent long term use by nearby office developments.

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4.4.6 Block F/G

Development Horizon	<ul style="list-style-type: none"> 2014/2018
Development Type	<ul style="list-style-type: none"> 639 Residential Units 37,500 ft² retail
Anticipated Parking Issues	<ul style="list-style-type: none"> Shortage of on-site parking supply. Moderate supply of parking in adjacent areas. Moderate usage of on-street parking by adjacent uses. Visitors to residential uses may have difficulty finding parking during weekday peak hours.
Recommendations	<ul style="list-style-type: none"> When considered in isolation this block appears to have sufficient parking supply. Pursue other public parking opportunities for adjacent developments to reduce the pressure on the on-street parking in this area. Ensure residential developments in area meet minimum bylaw visitor parking rates. Look for opportunities to provide additional short-stay parking stalls on-site. Sign on-street parking zones in this area as 2-3 hour parking during weekday daytime hours to prevent long term use by nearby office developments.

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4.4.7 Copez Block

Development Horizon	<ul style="list-style-type: none"> • 2026
Development Type ⁸	<ul style="list-style-type: none"> • 100,000 ft² retail • 500,000 ft² office
Anticipated Parking Issues	<ul style="list-style-type: none"> • Shortage of on-site parking supply. • Moderate supply of parking in adjacent areas. • High usage of on-street parking by adjacent uses. • Visitors to office uses will have difficulty finding parking during weekday peak hours.
Recommendations	<ul style="list-style-type: none"> • When considered in isolation this block appears to have sufficient parking supply. • Pursue other public parking opportunities for adjacent developments to reduce the pressure on the on-street parking in this area. • Sign on-street parking zones in this area as 2-3 hour parking during weekday daytime hours to prevent long term use by nearby office developments.

⁸ Note: The Copez Block is privately held and all development assumptions should be considered preliminary.

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4.4.8 Block K

Development Horizon	<ul style="list-style-type: none">• 2016/2018
Development Type	<ul style="list-style-type: none">• 600 residential units• 200,000 ft² retail/office
Anticipated Parking Issues	<ul style="list-style-type: none">• Shortage of on-site parking supply.• Moderate supply of parking in adjacent areas.• Visitors to residential uses will have difficulty finding parking during weekday peak hours, particularly on evenings when events are taking place at the nearby National Music Centre.
Recommendations	<ul style="list-style-type: none">• Pursue other public parking opportunities for adjacent developments (i.e. National Music Centre) to reduce the pressure on the on-street parking in this area.• Sign on-street parking zones in this area as 2-3 hour parking during weekday daytime hours to prevent long term use by nearby office developments.

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4.4.9 Balboa Block

Development Horizon	<ul style="list-style-type: none"> • 2026
Development Type ⁹	<ul style="list-style-type: none"> • 500 residential units • 80,000 ft² retail
Anticipated Parking Issues	<ul style="list-style-type: none"> • Shortage of on-site parking supply. • Moderate supply of parking in adjacent areas. • Moderate usage of on-street parking by adjacent uses. • Visitors to residential uses will have difficulty finding parking during weekday peak hours, particularly on evenings when events are taking place at the nearby National Music Centre.
Recommendations	<ul style="list-style-type: none"> • Pursue other public parking opportunities for adjacent developments (i.e. National Music Centre) to reduce the pressure on the on-street parking in this area. • Sign on-street parking zones in this area as 2-3 hour parking during weekday daytime hours to prevent long term use by nearby office developments.

⁹ Note: The Balboa Block is privately held and all development assumptions should be considered preliminary.

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4.4.10 Block M1

Development Horizon	<ul style="list-style-type: none"> • 2016
Development Type	<ul style="list-style-type: none"> • 12 Residential Units
Anticipated Parking Issues	<ul style="list-style-type: none"> • Parking demand will primarily be accommodated on-site. • Moderate supply of parking in adjacent areas. • Moderate usage of on-street parking by adjacent uses. • Visitors to residential uses may have difficulty finding parking during weekday peak hours.
Recommendations	<ul style="list-style-type: none"> • Ensure residential developments in area meet minimum bylaw visitor parking rates. • Sign on-street parking zones in this area as 2-3 hour parking during weekday daytime hours to prevent long term use by nearby office developments.

4.4.11 Building 7 (Simmons Building)

Development Horizon	<ul style="list-style-type: none"> • 2014
Development Type	<ul style="list-style-type: none"> • 17,500 ft² Leased Retail Development (Café / Roasterie, Restaurant and Bakery)
Anticipated Parking Issues	<ul style="list-style-type: none"> • No parking provided on-site. • Parking demand is expected to be higher in the short term than in the long term. In the longer term as more residents live in East Village, dependence on the auto use is expected to decrease. • Moderate use of parking in adjacent areas.
Recommendations	<ul style="list-style-type: none"> • Some on-street parking on the adjacent block faces should be signed as short stay only (5-15 minutes) to encourage high turnover of these spaces. • Look for opportunities to temporarily secure off-site parking to ensure convenient parking can be provided in the short term until there is a sufficient base of residents living in East Village to support this development.

Note: The parking demand for the Simmons Building was examined in greater detail in the Simmons Site Parking Demand Letter, DAW Consulting, September 7, 2012.

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4.4.12 Block M2

Development Horizon	<ul style="list-style-type: none"> • 2015
Development Type	<ul style="list-style-type: none"> • 10,000 ft² Leased Retail Development
Anticipated Parking Issues	<ul style="list-style-type: none"> • No parking provided on-site. • Parking demand is expected to be higher in the short term than in the long term. In the longer term as more residents live in East Village, dependence on the auto use is expected to decrease. • Moderate use of parking in adjacent areas.
Recommendations	<ul style="list-style-type: none"> • If short stay retail development is considered for this block, some on-street parking on the adjacent block faces should be signed as short stay only (5-15 minutes) to encourage high turnover of these spaces. • Look for opportunities to temporarily secure off-site parking to ensure convenient parking can be provided in the short term until there is a sufficient base of residents living in East Village to support this development.

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 6 AVENUE SE AND CONFLUENCE WAY SE
 BYLAW 89D2015**

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4.4.13 Block N

Development Horizon	<ul style="list-style-type: none"> • 2022
Development Type	<ul style="list-style-type: none"> • Hotel/Multi-Family Development • 125 Residential Units
Anticipated Parking Issues	<ul style="list-style-type: none"> • Parking demand will primarily be accommodated on-site. • Moderate supply of parking in adjacent areas. • Moderate usage of on-street parking by adjacent uses. • Visitors to residential uses may have difficulty finding parking during weekday peak hours due to use by adjacent retail developments.
Recommendations	<ul style="list-style-type: none"> • Ensure residential developments in area meet minimum bylaw visitor parking rates. • Sign on-street parking zones in this area as 2-3 hour parking during weekday daytime hours to prevent long term use by nearby office developments.

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4.4.14 Block P (West)

Development Horizon	<ul style="list-style-type: none"> • 2015
Development Type	<ul style="list-style-type: none"> • 191 Residential Units • 6,000 ft² Retail
Anticipated Parking Issues	<ul style="list-style-type: none"> • Parking demand will primarily be accommodated on-site. • Moderate supply of parking in adjacent areas. • Moderate usage of on-street parking by adjacent uses. • Visitors to residential uses may have difficulty finding parking during weekday peak hours due to use by adjacent retail developments.
Recommendations	<ul style="list-style-type: none"> • Ensure residential developments in area meet minimum bylaw visitor parking rates. • Sign on-street parking zones in this area as 2-3 hour parking during weekday daytime hours to prevent long term use by nearby office developments.

4.4.15 Block P (East)

Development Horizon	<ul style="list-style-type: none"> • 2026
Development Type	<ul style="list-style-type: none"> • 200 Residential Units¹⁰
Anticipated Parking Issues	<ul style="list-style-type: none"> • Parking demand will primarily be accommodated on-site. • Moderate supply of parking in adjacent areas. • Moderate usage of on-street parking by adjacent uses. • Visitors to residential uses may have difficulty finding parking during weekday peak hours due to use by adjacent retail developments.
Recommendations	<ul style="list-style-type: none"> • Ensure residential developments in area meet minimum bylaw visitor parking rates. • Sign on-street parking zones in this area as 2-3 hour parking during weekday daytime hours to prevent long term use by nearby office developments.

¹⁰ Note: This block is privately held and all development assumptions should be considered preliminary.

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4.4.16 Block Q

Development Horizon	<ul style="list-style-type: none"> 2014/2018
Development Type	<ul style="list-style-type: none"> 722 Residential Units 50,000 ft² Retail
Anticipated Parking Issues	<ul style="list-style-type: none"> Parking demand will primarily be accommodated on-site. Moderate supply of parking in adjacent areas. Low usage of on-street parking by adjacent uses. Visitors to this residential site should expect a reasonable supply of parking in close proximity.
Recommendations	<ul style="list-style-type: none"> Ensure residential developments in area meet minimum bylaw visitor parking rates. Sign on-street parking zones in this area as 2-3 hour parking during weekday daytime hours to prevent long term use by nearby office developments. If construction of nearby residential developments is expected to temporarily restrict on-street parking (i.e. Block P and N), consider providing temporary parking at an alternate location for the duration of construction.

4.4.17 Block R

Development Horizon	<ul style="list-style-type: none"> 2022
Development Type	<ul style="list-style-type: none"> 200 Residential Units
Anticipated Parking Issues	<ul style="list-style-type: none"> Parking demand will primarily be accommodated on-site. Moderate supply of parking in adjacent areas. Low usage of on-street parking by adjacent uses. Visitors to this residential site should expect a reasonable supply of parking in close proximity.
Recommendations	<ul style="list-style-type: none"> Ensure residential developments in area meet minimum bylaw visitor parking rates. Sign on-street parking zones in this area as 2-3 hour parking during weekday daytime hours to prevent long term use by nearby office developments.

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4.5 Summary of Block-By-Block Analysis

The results of the block-by-block analysis are summarized in **Figure 5**. The coloured zones identify areas where the parking supply is expected to meet demand, be lower than the demand (shortage) or be higher than the demand (surplus). A shortage of parking is expected on the west side of East Village and along 4th Street, the parking supply for the remainder of East Village is expected to be adequate (meets demand or surplus). Areas with localized parking shortages will put pressure on short term parking in adjacent areas. For this reason, we recommend that additional public short stay opportunities be investigated.

In the interim years (next 2-8 years) localized parking shortages may also occur due to construction road closures. The short stay parking supply should be carefully monitored and if necessary, temporary parking opportunities pursued to alleviate parking shortages due to construction.

4.6 Long Term Parkade Plans

As identified in the block-by-block analysis, there is expected to be a demand for additional short-stay public parking opportunities in East Village as a result of new development. In addition, while some of the existing parking is expected to be displaced, some of this existing demand is also expected to remain resulting in an overall increased demand from the existing situation.

To address long term parking concerns within East Village, CMLC in consultation with the CPA, should look for opportunities to increase the overall parking supply as per the policies outlined in the East Village Area Redevelopment plan.¹¹

Additional public parking opportunities should be located on the west side of East Village and be located as centrally (i.e. north to south) as possible. However, it is understood that opportunities for a parkade structure may be limited to land already owned by the City.

¹¹ The City of Calgary. East Village ARP, Policy 9.4.5: Work with the Calgary Parking Authority to consider options for the accommodation of displaced off-street East Village parking in a new Intercept Lot.

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It is our understanding that CPA recognizes that development will trigger the need for an additional parking structure to be constructed in East Village. Based on recent discussions with CPA, it is further understood that the site that is currently being considered for the parkade is Lot 62 on the south side of 9th Avenue. Timing of the new parkade is undetermined at this time.

A parkade located in Lot 62 would be within approximately 500 m walking distance (7 minutes) of roughly 50% of East Village. This parkade would be within approximately 400 m (5.5 minutes) walking distance of all areas identified as having a potential parking shortfall as illustrated in **Figure 5**.

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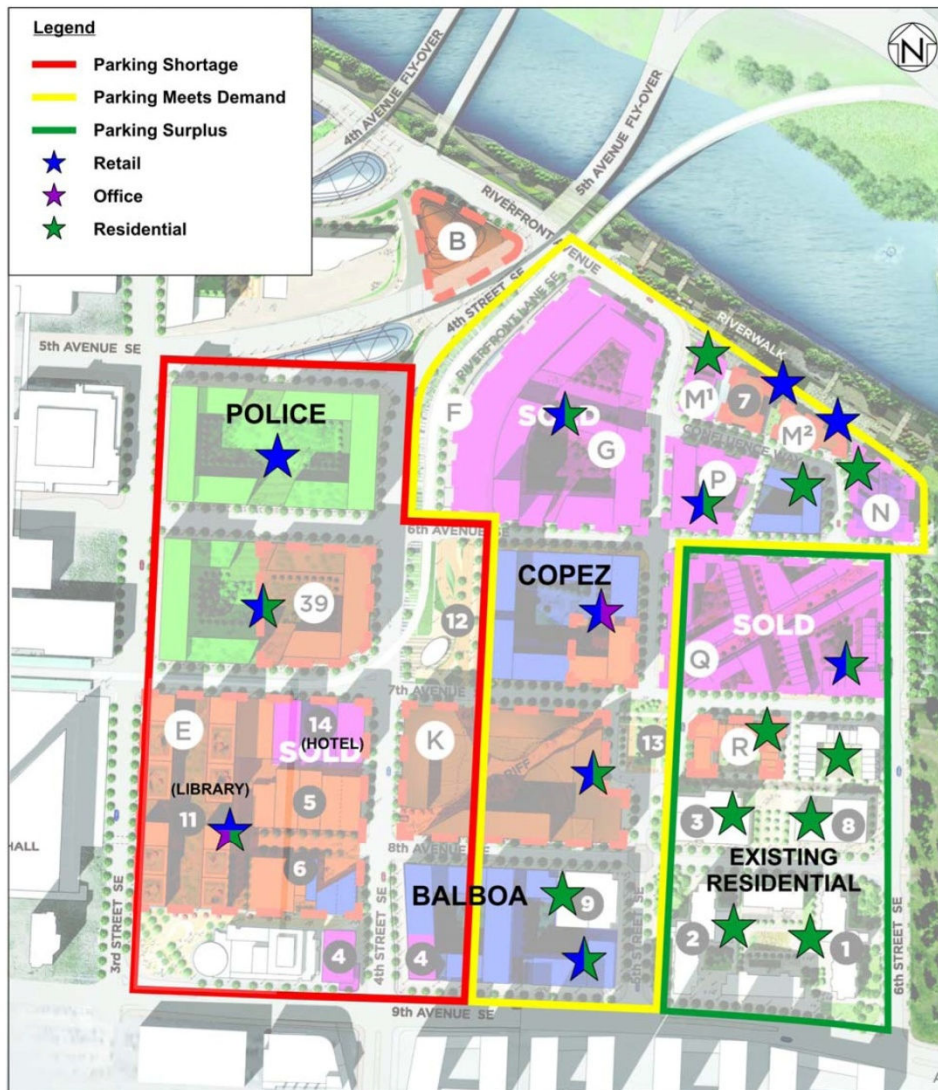


FIGURE 5: LONG TERM EAST VILLAGE PARKING DEMAND

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5.0 CONCLUSIONS

Examining parking demand from future uses, it is likely that the majority of the demand from office and residential developments will be accommodated on-site, with the exception of visitor parking (note that residential developments have a bylaw requirement to provide some visitor parking). The majority of the future parking demand in East Village will be due to retail development, carry-over of existing demand and office, residential visitor parking and residential overflow parking (residents with more than one vehicle). In the interim years (next 4-8 years) localized parking shortages may also occur due to construction road closures.

The results of the study for the long term indicated that the parking demand in areas of East Village is expected to be higher than the supply within a short walking distance. These areas are identified in **Figure 5** and include the west side of East Village and along 4th Street. As a result of this anticipated shortage it is recommended that CMLC, in consultation with the CPA, look for opportunities to increase the parking supply and investigate opportunities for a parking structure either within or in close proximity to East Village.

Other recommended strategies to manage parking demand include the following:

- In areas where short stay retail developments are proposed, consider implementing short stay only on-street parking zones on the adjacent block faces. These zones should be signed (5-15 minutes only) to encourage high turnover of these spaces.
- Ensure parking zones in East Village are signed as 2-3 hour parking during weekday daytime hours to prevent long term use by nearby office developments.
- Ensure residential developments in area meet minimum bylaw visitor parking rates.
- Consider securing temporary public parking for retail developments built in the short term (less than 5 years) to ensure that these businesses are provided with ample parking supply until a sufficient number of residents live in East Village to support these uses.
- Consider securing temporary public parking for residential developments if construction of adjacent parcels is expected to temporarily restrict parking opportunities.
- Enact residential parking permit zones and restrict the number of permits issued to residents of East Village to limit residential parking demand.

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APPENDIX A: DEVELOPMENT ASSUMPTIONS

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**EV Parking Study: Development Snapshots
As of January 18, 2013**

Master Plan Parcel	Note	Building	Site Area Sq. Ft.	Status	Owner	Land Use	FAR	Dev Potential	Dev Assumpt.	Parking Inc.	Parking Demand	Parking Req
1 BLOCK E (CMLC owned)	CPA rented		25,000	Hotel - Under Offer	Private	CC-ET	7	180,000	320	TBD		112
1	CPA rented		80,000	Public Library	CMLC	CC-ET	7	250,000	Office	TBD		155
1	8 Avenue		26,017	Future Development Sites	CMLC	CC-ET	7	182,119	160 Units		21	250
1	Hillier		3,251	Historical Renovation	CMLC	CC-ET	3	5,705	10,000 Retail			9
1	St Louis		13,017	Historical Renovation	CMLC	CC-ET	3	18,485	14,190 Office			9
1	Future Cantos NMC			Historical Renovation	CMLC	CC-ET	3	155,000	Mixed Uses			
1	King Edward Hotel			Historical Renovation	CMLC	CC-ET	3	5,000	Restaurant	0	11	5
2	TBD DA Watt		90,500	Future Development	Balboa	CC-EPR	6.65	600,000	80,000 Retail		170	74
2	Orange Lots			Future Development	Balboa	CC-EPR	6.65	500	500 units			425
3	Existing											
3	George C. King Tower											
3	Existing											
3	Murdoch Manor											
4	Block R		25,060	Future Dev. Site	CMLC	CC-EPR	5.65-6.65	Residential	200 Units			200
4	Existing											
4	Golden Age Club											
4	Existing											
4	Rivertwin Condos											
5	Block K		121,846	Future Mixed-Use Development	CMLC	CC-EPR	7	800,000	200,000 sq retail		425	465
5									600 units			
6	Block 39 (East)		62,430	Future Development	Private	CC-ET	7	400,000	35,000 retail		74	33
7	Copez: 6/7 Ave + 4/5 St		92,030	Future Development	Copez	CC-ET	7	600,000	300 units			150
8	Block Q		128,632	In Design - Phase 2	Fram	CC-EPR	5.7	Residential	100,000 retail		212	93
8									722 Units	775		310
9	Police Block		123,516	Future Development	Private	CC-ET	7	800,000	50,000 retail		106	46
9									350,000 retail		743	952
10	BLOCK F/G		159,462	In Design - Phase 1 - Feb 2012	Embassy/Bosa	CC-EMU	4.58	730,000	0	700		
10									24,711		52	23
10									Ph 1: Com			
10									Ph 1: Res			173
10									Ph 2: Res			233
10									Ph 3: Com		27	12
10									Ph 3: Res			137
10									218,287			199
11	Block P (West)		33,049	In Design - Phase 1 - Feb 20	Fram	CC-EMU	6.65	6,000 Retail	191 Units			
11	P East		29,600	Future Development	Private	CC-EMU	6.65	190,000	200 units		13	170
12	Block M1		11,625	Future Phase	Fram	CC-EMU	3	Residential	12 Units			20
12	Block N		27,557	Future Phase	Fram	CC-ERR	5	Residential	125 Units			125
12	Simmons		14,962	Future Retail Development	CMLC	CC-EMU		17,394	Leased Retail		37	100
12	M2		10,874	Future Retail Development	CMLC	CC-EMU		10,000	Leased Retail		21	50

DAW Estimate

Bylaw rates

Residential: 0.75 / unit for residents +0.1/unit for visitor
Office (under 0.4 ha): 1/100 m2 - 0.75/50 m2 (max 1.5 stalls)
Retail (under 0.4 ha): 1/100 m2 or 0 when above ground floor
Office (over 0.4 ha): 1/100 m2 - 0.75/50 m2 (max 1.5 stalls)
Retail (over 0.4 ha): 4 /100 m2 above ground floor or 1/100 on ground floor

CC-ET
Office: 1/150 m2
Residential: min 0.5 / unit for resident , max 1.0 stalls per unit +0.1 / unit for visitor
-50% for cash in lieu
can add 10 stalls to 10% maximum (1.25 stalls) for short stay

Estimate Retail Demand
2.5 / 93 m2
0.02688172
0.022849462
85% GFA = NFA
ft2
gfa ft2
NFA
ft2
gfa ft2