

Parkhotel

Land Use Assessment Report

1 Clift's-Baird's Cove

November, 2019



Prepared by

PARTISANS

+

 **John Hearn**
architect

Prepared for



Contents

The Vision	5
A Building Use	6
B Elevation & Building Materials	10
C Building Height & Location	16
D Exterior Equipment & Lighting	32
E Landscaping & Buffering	32
F Building Wind Generation	34
G Snow Clearing / Snow Storage	35
H Off-street Parking & Site Access	36
I Municipal Water & Sewer Services	38
J Traffic	40
K Public Transit	40
L Construction Timeframe	41
Appendix A - Garage Parking Demand	43
Appendix B - Enlarged Diagrams	46
Appendix C - Architectural Drawings	59



Existing A.P. Parking Garage at 1 Clift's-Baird's Cove

The Vision

Newfoundland is having a renaissance. Food, culture, business, and tourism are developing at a quality and pace seldom seen in the province's history. From catchy Gross Morne tourism commercials to Fogo Island's art explosion, to a robust resources economy, all eyes are on the Rock for all cool things Canadian to visit. St John's has been abuzz for the past few years as one of the most progressive food scenes as well. The Parkhotel project, situated in the busy industrial port of St. John's, is only possible because of all of the great things happening in Newfoundland right now. Although having nobly served its original purpose for over 40 years, the A.P. Parking Garage structure is ready for a makeover. The garage, which sits in the center of the port on Harbour Drive, is an eyesore which, if renovated, can be leveraged to become a driver for local economic prosperity and tourism. The owners of the garage—Sonco Group Inc—are a Halifax and St. John's based family-run business who decided that they needed to think outside the box to really bring the garage into the 21st century. Over the years, Sonco Group Inc. studied the possibility of evolving the garage into a better use.

The Team

To ensure the best outcome, Sonco Group Inc. has assembled a team of trusted investors and architects to help establish the right vision for the property. The team is a Canadian story of East meets West, new generation meets old generation expertise. On the East, Sonco Group Inc, which was founded by long-time Atlantic Canadian Michael Novac, chose MARCO and Christopher Hickman as construction partners paired with initial work by the storied local architect John Hearn. Sonco Group Inc., which has a Toronto office run by the next generation of the family, Anthony Novac, brought in Alex Josephson from PARTISANS to be the design architect collaborating on the project. Together, the team engaged in a series of design exercises and conversations about what to do with A.P. Parking Garage. After carefully studying local needs and functional realities of the structure, the team settled on a hotel as being the highest and best use for the site.

Civic Value

The Team recognizes the importance of the site to St. John's, and the potential impact that development could have, both positive and negative. As this LUAR will demonstrate, the proposal for Parkhotel goes to great lengths to limit negative impacts to the fabric of St. John's while seeking to integrate with the fabric of the city through its architectural concept as well as a number of civic gestures intended to improve the immediate vicinity of the A.P. Parking Garage. By augmenting weekend and after-work uses in the area with the introduction of a hotel, creating a more welcoming approach for tourists coming from the port, providing new retail and/or tourist information space at the corner of Cliff's-Baird's Cove and Harbour Drive, and improving the public realm with new sidewalk treatments and furniture, the Parkhotel proposal has a lot to offer the city.

A Building Use

Parkhotel is a proposal for a 4 storey hotel on top of the existing A.P. Parking Garage, with new retail at grade. The existing garage will be maintained as a public parkade.

Hotel

The proposal for Parkhotel is a 4 storey addition on-top of the existing 8-storey A.P. Parking Garage. The addition will house three floors of hotel rooms, while the top floor will house the lobby, lounge, and amenities (including a sauna). To service the hotel, a number of changes are proposed to the existing parkade, including the construction of a new shaft with two elevators rising the full height of the building, as well as a new elevator lobby and hotel servicing space on the ground floor of the garage.



Hotel sauna concept



New ground-level tourist information or retail space

Retail / Tourist Information

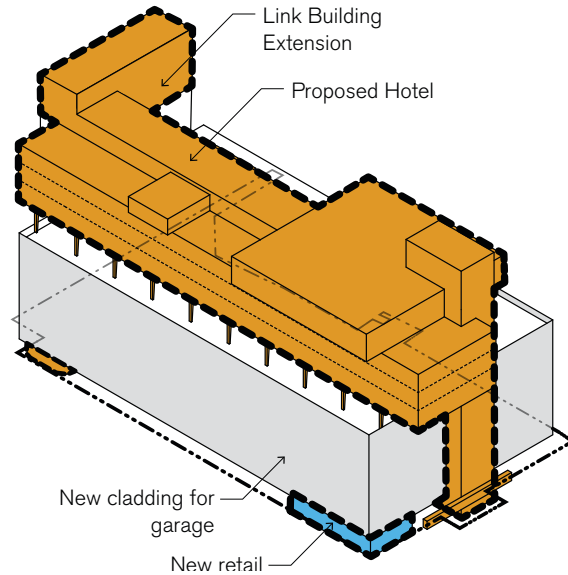
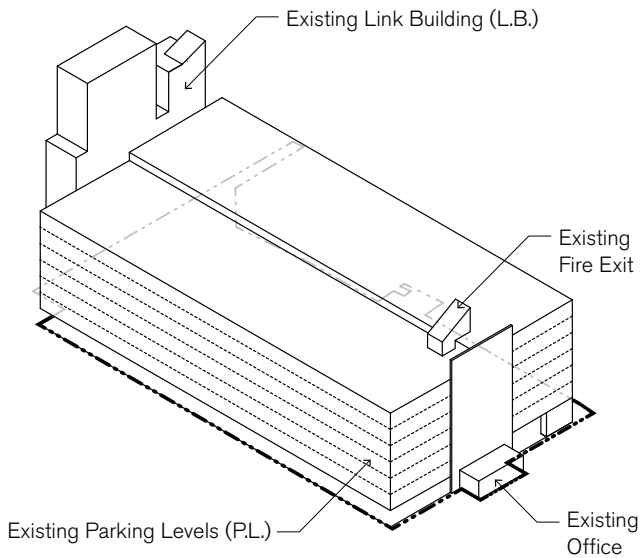
The proposal for Parkhotel includes new ground-level retail or tourist information space at the corner of Clift's-Baird's Cove & Harbour Drive. This will enliven the street corner and make the pedestrian approach from the cruise ships more inviting.

Parking Garage

The existing use of the parking garage is retained with some changes proposed to accommodate the functioning of the proposed hotel. In addition to the changes described above, the proposal also includes a new mechanical room on Level 2 of the garage, and a new elevator vestibule on Level 8 of the garage. This proposal also calls for new cladding for the parking garage to improve its appearance and to help with garage maintenance. More information about the proposed changes to the garage are described in Section H.



- 1 - Hotel
- 2 - Retail
- 3 - Parking Garage



Gross Floor Area—Existing

*Enclosed areas only

L.B. Mech.	96.6 m ² [1,040 ft ²]
L.B. Lvl. 8	159.2 m ² [1,714 ft ²]
L.B. Lvl. 7	160.4 m ² [1,727 ft ²]
L.B. Lvl. 6/P.L. 8	206.1 m ² [2,218 ft ²]
L.B. Lvl. 5/P.L. 6/7	206.1 m ² [2,218 ft ²]
L.B. Lvl. 4/P.L. 4/5	206.1 m ² [2,218 ft ²]
L.B.. Lvl. 3/P.L. 3	206.1 m ² [2,218 ft ²]
L.B. Lvl. 2/P.L. 2	233.7 m ² [2,516 ft ²]
L.B. Lvl. 1/P.L. 1	392.1 m ² [4,220 ft ²]

Total Existing GFA 1,866.3 m² [20,089 ft²]

Gross Floor Area—Proposed

*Excludes existing

Mechanical Lvl	283.2 m ² [3,048 ft ²]
Hotel Level 4	1,570.1 m ² [16,900 ft ²]
Hotel Level 3	1,499.9 m ² [16,145 ft ²]
Hotel Level 2	1,499.9 m ² [16,145 ft ²]
Hotel Level 1	1,499.9 m ² [16,145 ft ²]

Parking Level 8

Hotel Vestibule	94.5 m ² [1,017 ft ²]
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Parking Level 2

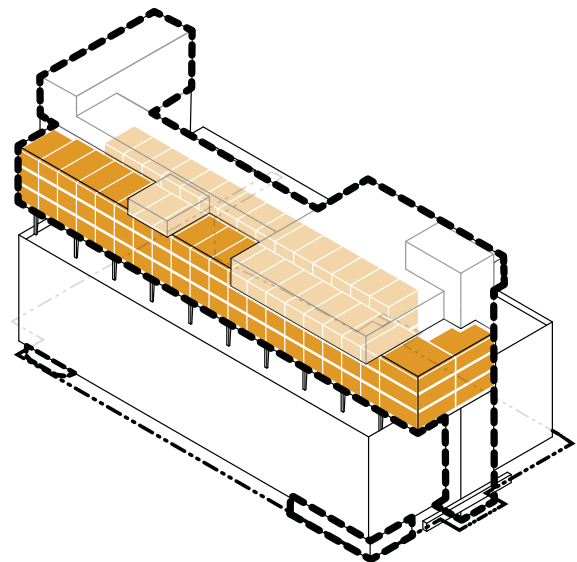
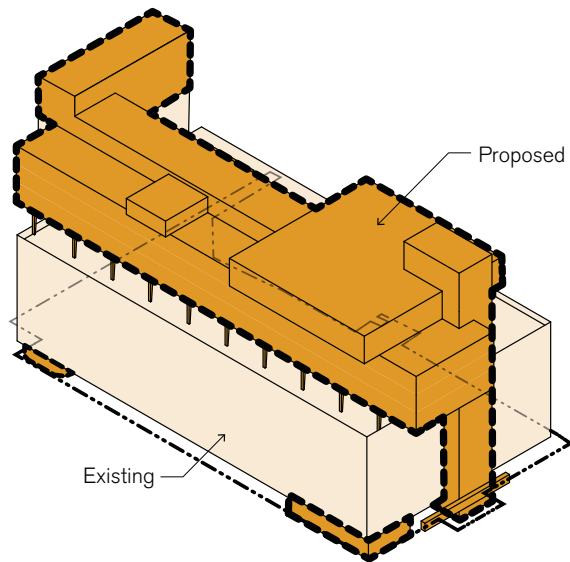
Hotel Entry Mech.	56.7 m ² [610 ft ²]
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Parking Level 1

Hotel Servicing	126.1 m ² [1,357 ft ²]
Hotel Entrance**	(62.8) m ² [(676 ft ²)]
Retail/Tourist Info	139.4 m ² [1,500 ft ²]

Total Proposed GFA 6,706.8m² [72,191 ft²]

**Smaller than existing office & storage resulting in a net loss



FAR

Existing GFA	1,866.3 m ² [20,089 ft ²]
Proposed GFA	6,706.8 m ² [72,191 ft ²]

Total GFA	8,573.1 m² [92,280 ft²]
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Property Area	3,542.6 m ² [37,940 ft ²]
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FAR Proposed	2.42
FAR Allowed	2.25

Hotel Rooms

Hotel Level 4	0
Hotel Level 3	36
Hotel Level 2	36
Hotel Level 1	36

Total Hotel Rooms	108
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B

Elevations & Building Materials

Inspired by the distinct character of St. John's, Parkhotel is composed of a series of coloured volumes drawn from the iconic streetscapes of the city and harbour

Architectural Concept

The design of Parkhotel is treated as a composition of volumes, the elevations and materials of which respond to the specific functions of each volume. As a collection of smaller elements, this strategy allows the building to appear less imposing and more in-scale with the fabric of St. John's.

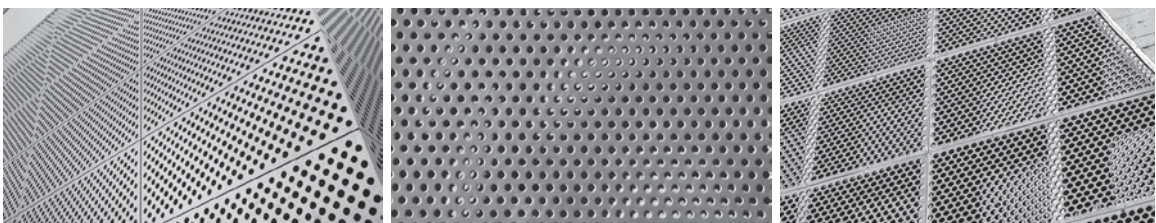
Volumes

The largest of these volumes, the hotel room volume, features a regular grid of glazing and spandrel that aligns with the existing structure of the garage and the layout of the hotel rooms. The desire for large windows for views across the harbour, as well as the division of the hotel rooms drives this approach. The other volumes of the composition are accentuated with colour drawn from the characteristic bright colours of St. John's iconic streetscapes.

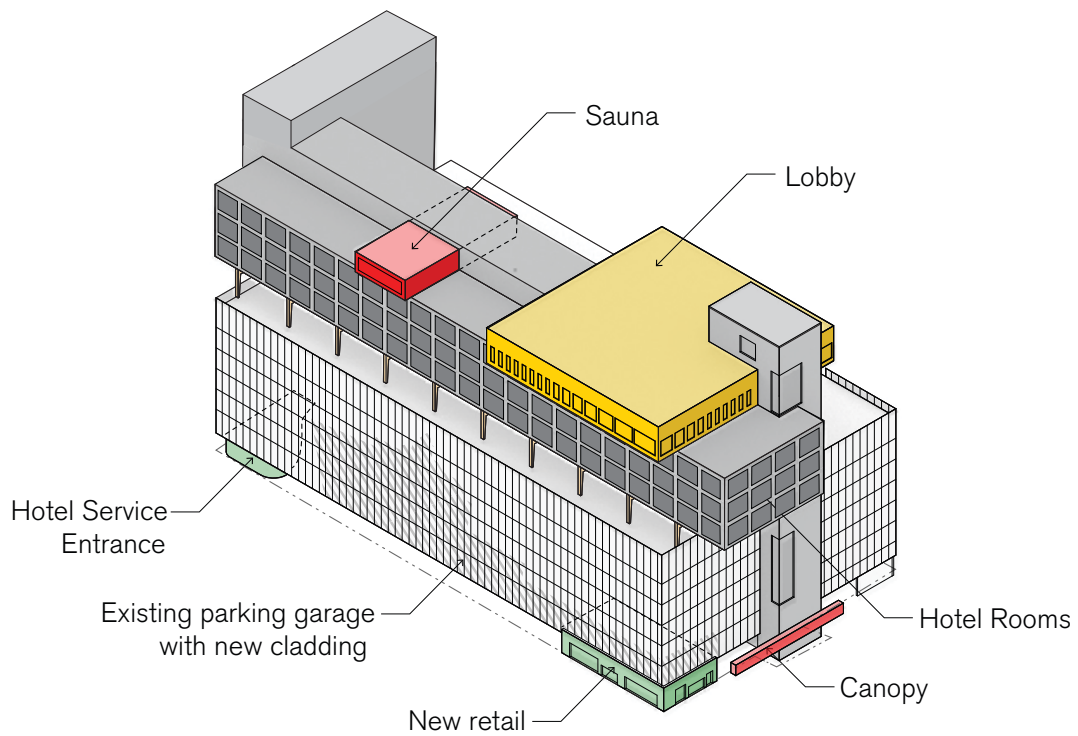
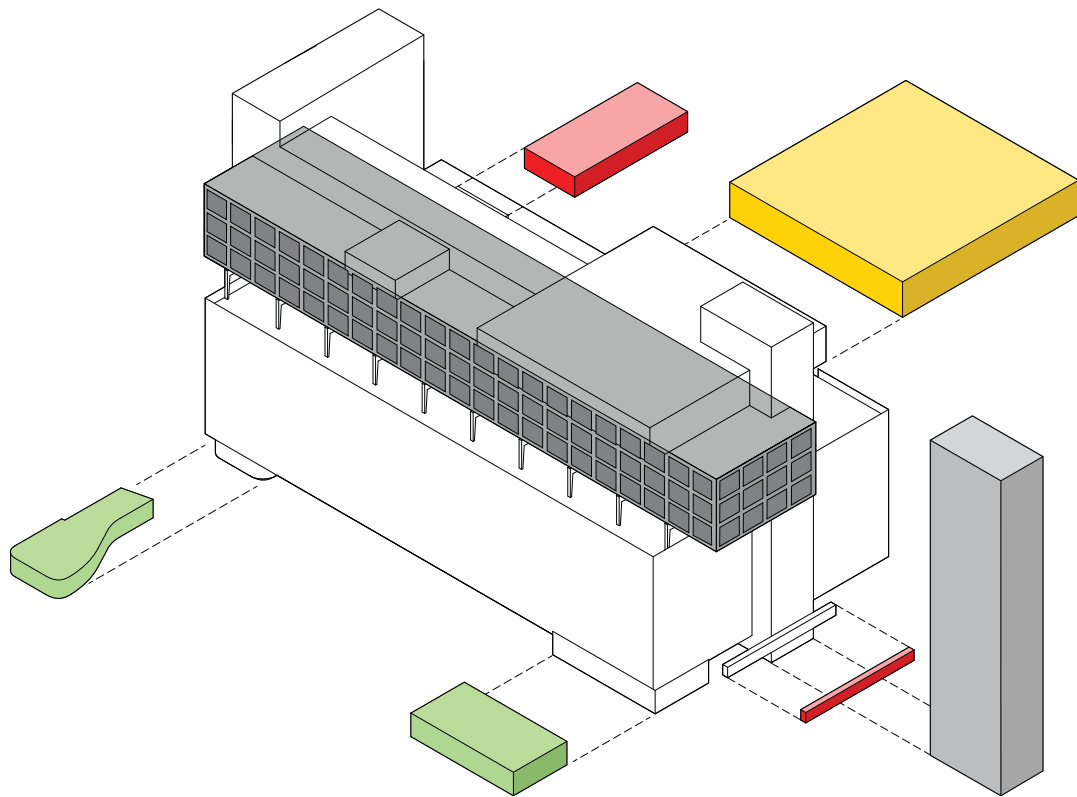
The penthouse structure housing mechanical equipment, will be the only large volume on the roof. The rest of the roof top will contain normal exhaust vents for the kitchen, plumbing ventilation stacks etc

New Cladding for A.P. Parking Garage

The proposed screen wrapping the existing garage would be a perforated, powder-coated white metal. The perforations allow the garage to vent naturally without the need for mechanical ventilation, while providing both a new image for the garage, and a degree of protection from the elements for the structure and parking garage users.



Examples of perforated metal facades

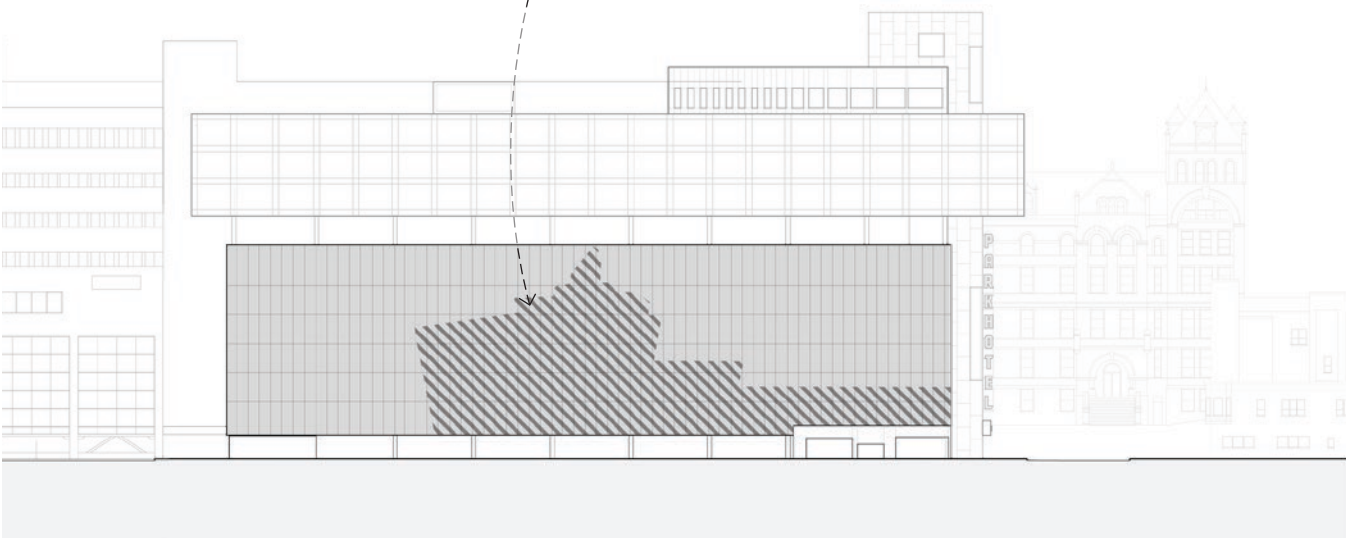


Garage Cladding

Pictured below is a notional concept of how the garage cladding can be used as a canvas to imprint graphic design. In this concept, the garage screen features a silhouette graphic of the large distinctive supply vessels of St John's harbour applied to its surface. The moorage directly in-front of the A.P. Parking Garage is frequently home to tug & supply ships—and the act of imprinting their silhouette on the garage screen is a way of connecting Park Hotel to the harbour, and recognizing its position as a backdrop for the activity of the harbour.

However, in lieu of designing a graphic as part of this project, we have decided to offer the City the garage screen as a blank canvas for possible involvement of the local Arts Community. Furthermore, if the City wants to engage an artist through a competition, we wish to have input into the final selected piece. It is very important that the artwork compliment or enhance the architecture and colours of the new hotel.

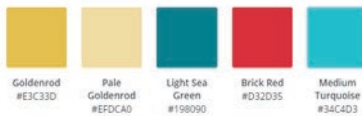
The existing brick veneer and concrete block backup will be removed to accommodate the new garage screen. While the details of the screen construction are not yet finalized, the new garage screen wall assembly will be slimmer than the existing masonry construction. Therefore the new garage screen facade will not project past the existing brick wall and will stay within the existing property line.



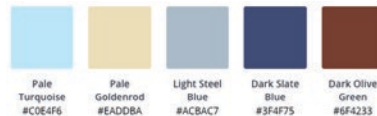
Approach to Colour

St. John's is a city known for its colourful harbour and cityscape. The colours of Parkhotel are drawn from this rich territory. As proposed, the colour scheme is inspired by the bold, bright colours of the city's famous clapboard houses, placing Parkhotel at home with its city backdrop. There are however many other possible colour palettes using this methodology. The colours of Parkhotel can develop as the project progresses through more investigations, some of which are suggested below.

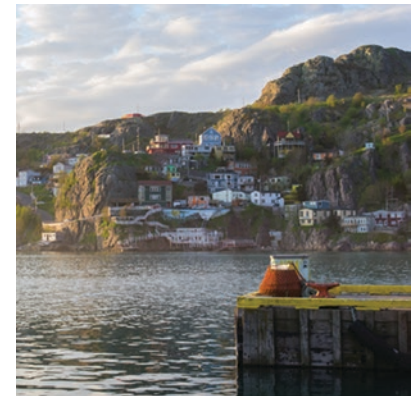
Cityscape



Icebergs



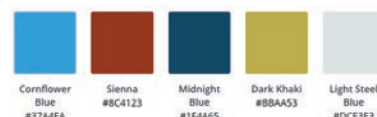
Harbour



Signal Hill

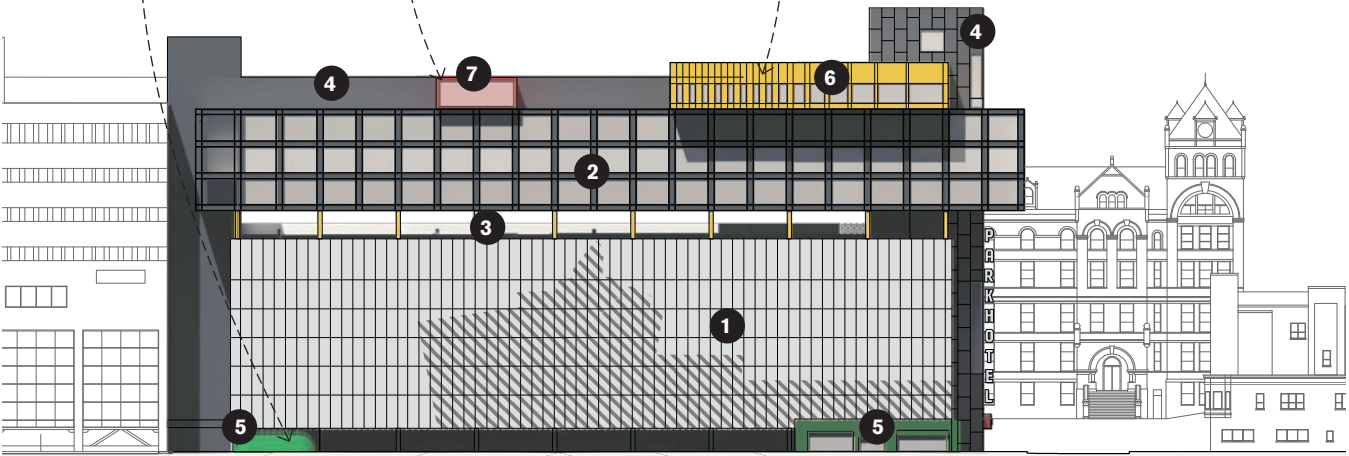


Streetscape



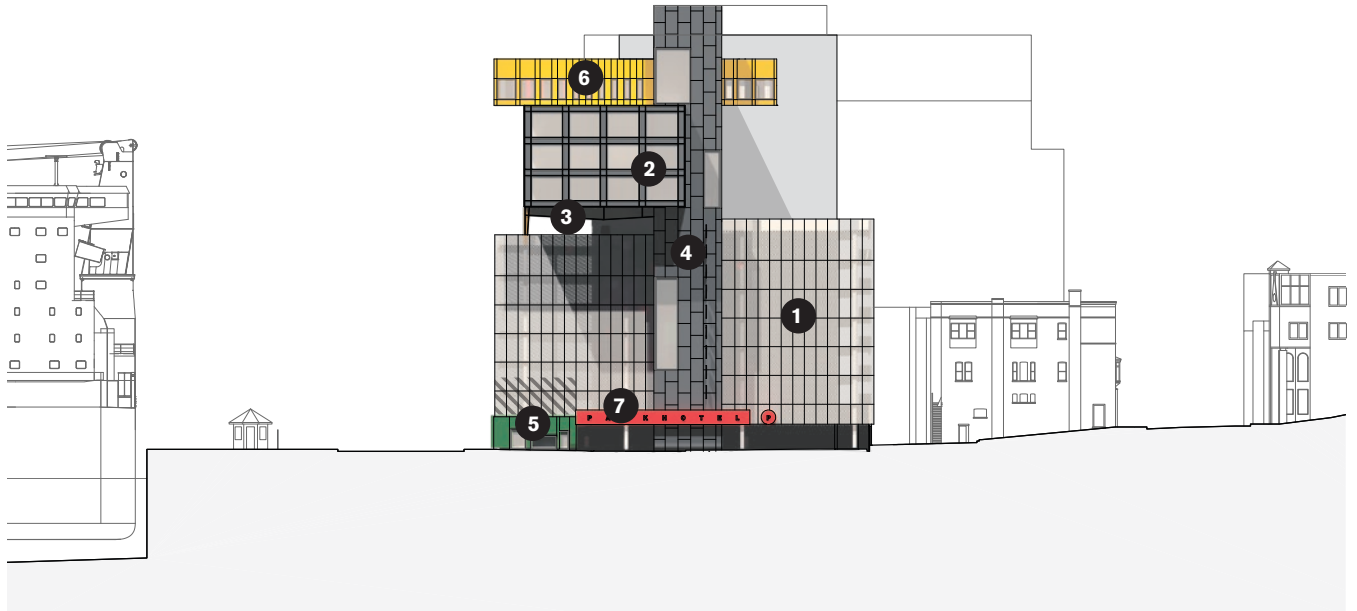
Atlantic Coast



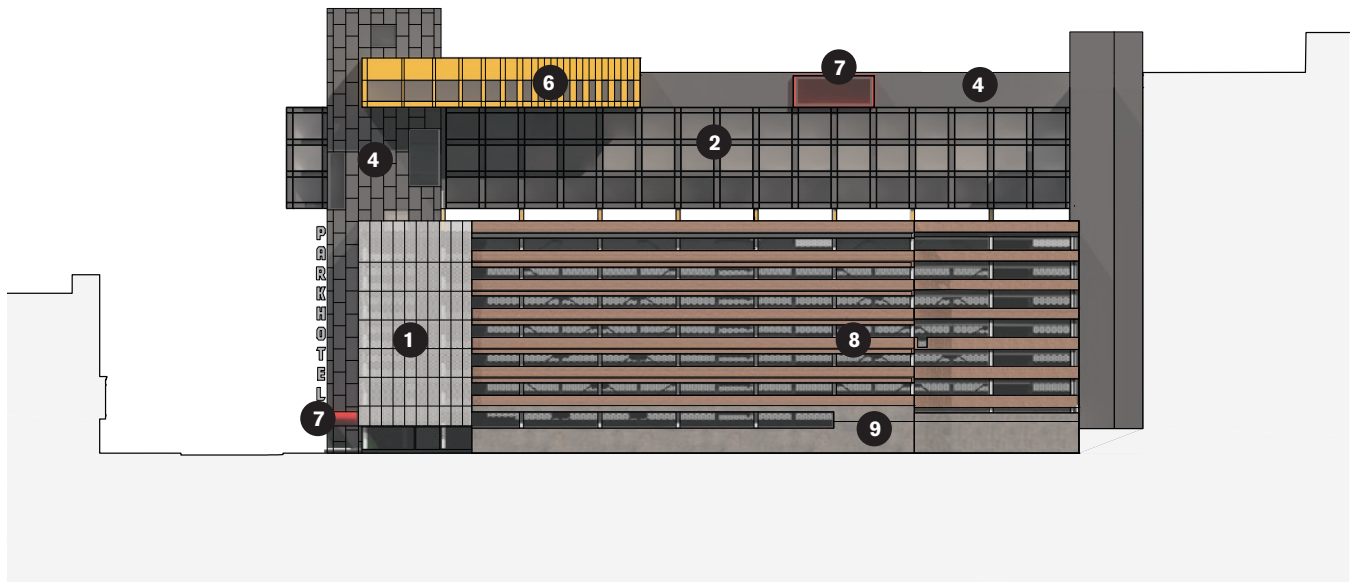


Harbour Drive Elevation

- | | |
|--|--|
| 1 - White powder-coated perforated aluminum screen | 6 - Powder coated metal panel (yellow) |
| 2 - Glazing system w/ black spandrel | 7 - Powder coated metal panel (red) |
| 3 - Painted steel structure | 8 - Existing brick |
| 4 - Powder-coated metal panel (dark gray) | 9 - Existing concrete |
| 5 - Powder-coated metal panel (green) | |



Cliff's-Baird's Cove Elevation



Lane Elevation

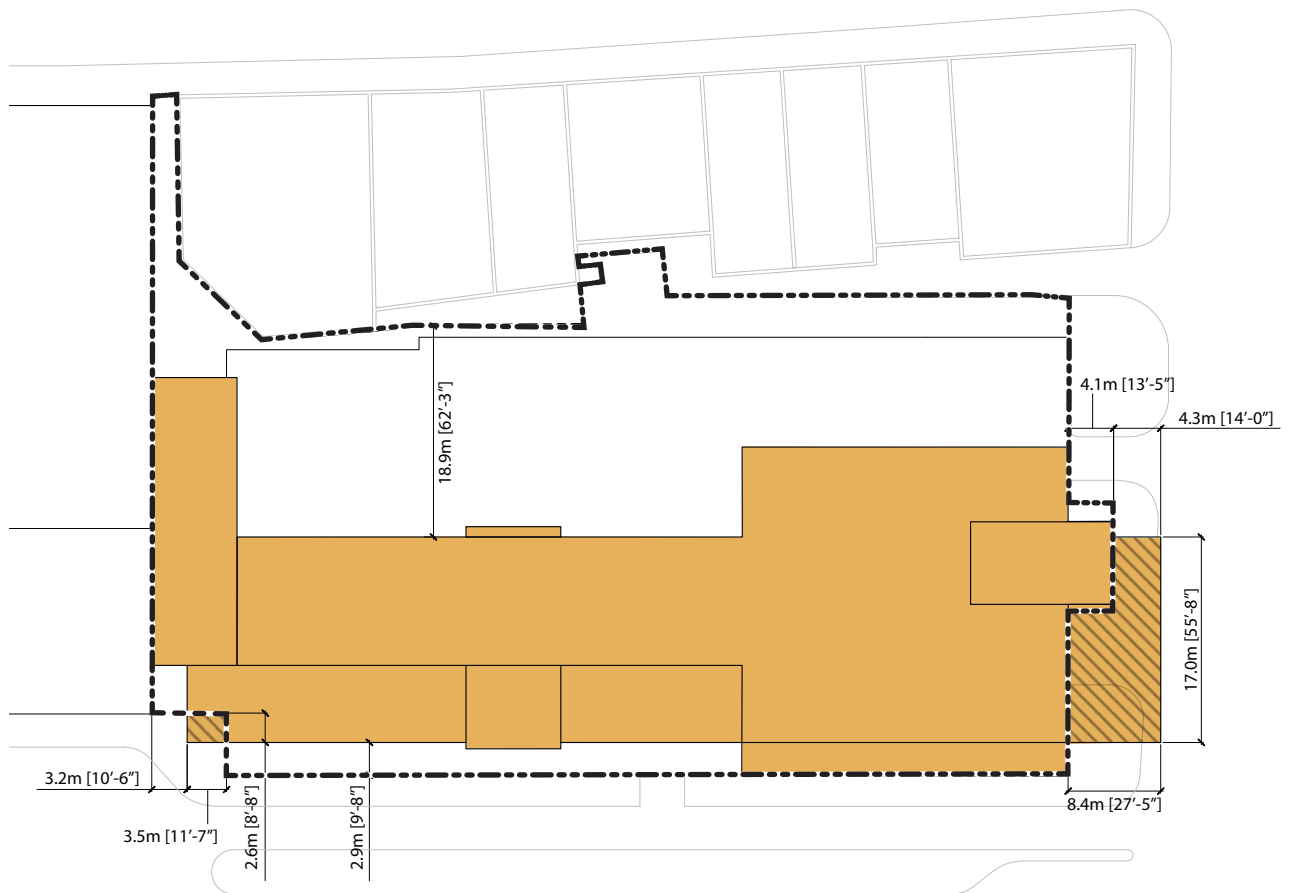
C

Building Height & Location

Parkhotel is setback as far as it can be from the buildings along Water Street. Small portions of the building project beyond the property line at the north and south ends of the site.

Setbacks & Encroachments

The addition is located at the far east side of the property, resulting in a large setback from the buildings along Water Street. The hotel volume is setback from Harbour Drive, and extends beyond the northern property line and slightly at the southern property line. The proposal also calls for three signs which extend beyond the property lines—a new vertical “Parkhotel” sign along the elevator shaft, a new hotel entrance canopy along Cliff's-Baird's Cove, and a new parking entrance sign also at Cliff's-Baird's Cove.



Setback & Encroachments—Roof Plan

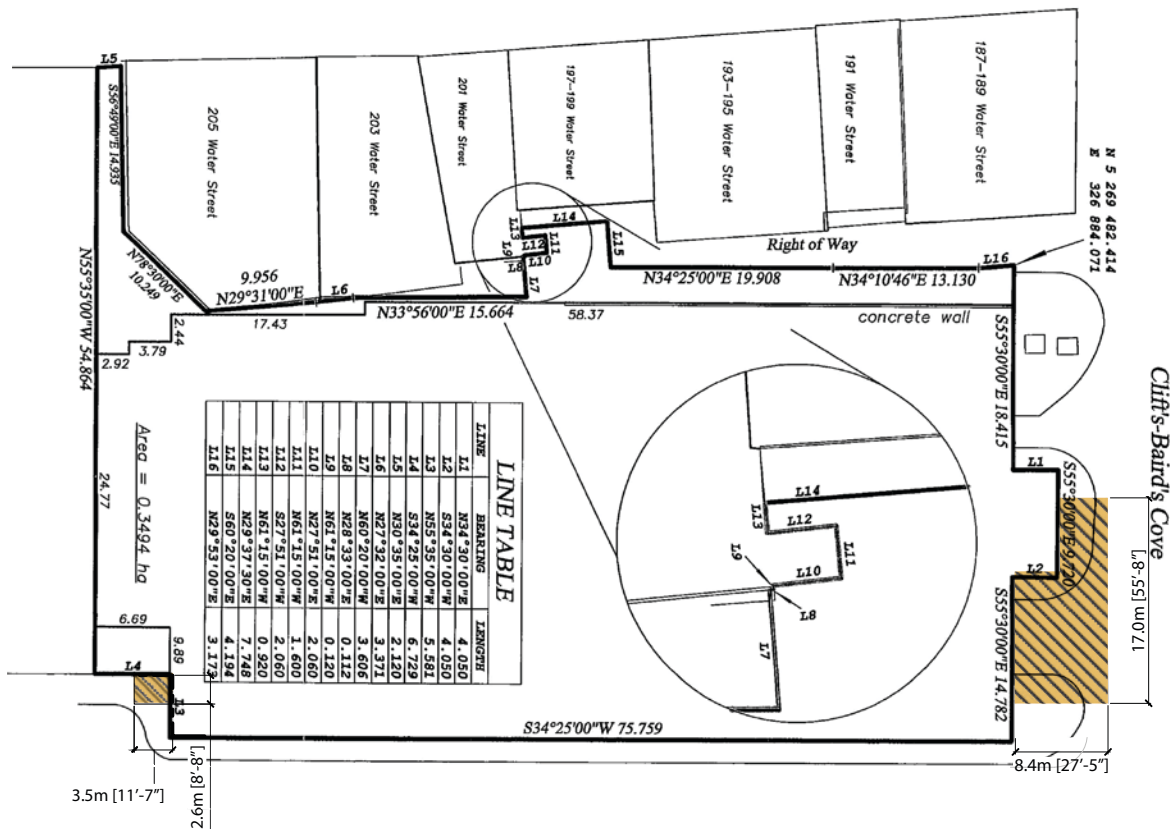
■ Extent of proposal ▨ Proposed Encroachments





Setbacks & Encroachments—Ground Floor

Proposed hotel uses Proposed retail uses

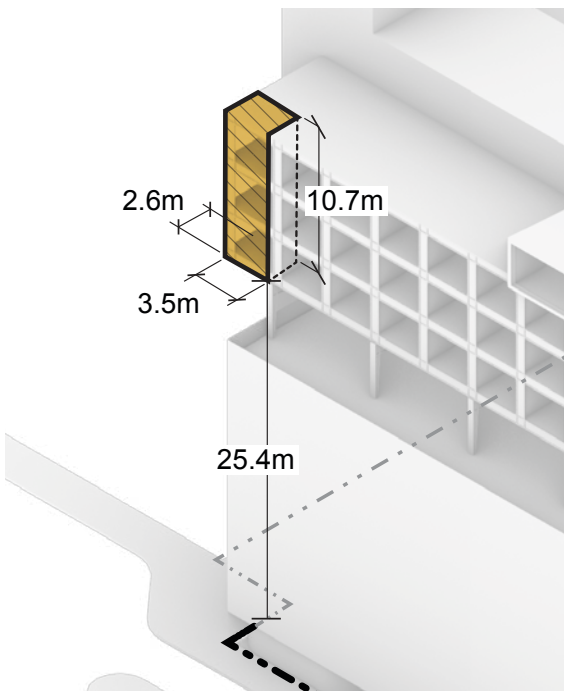
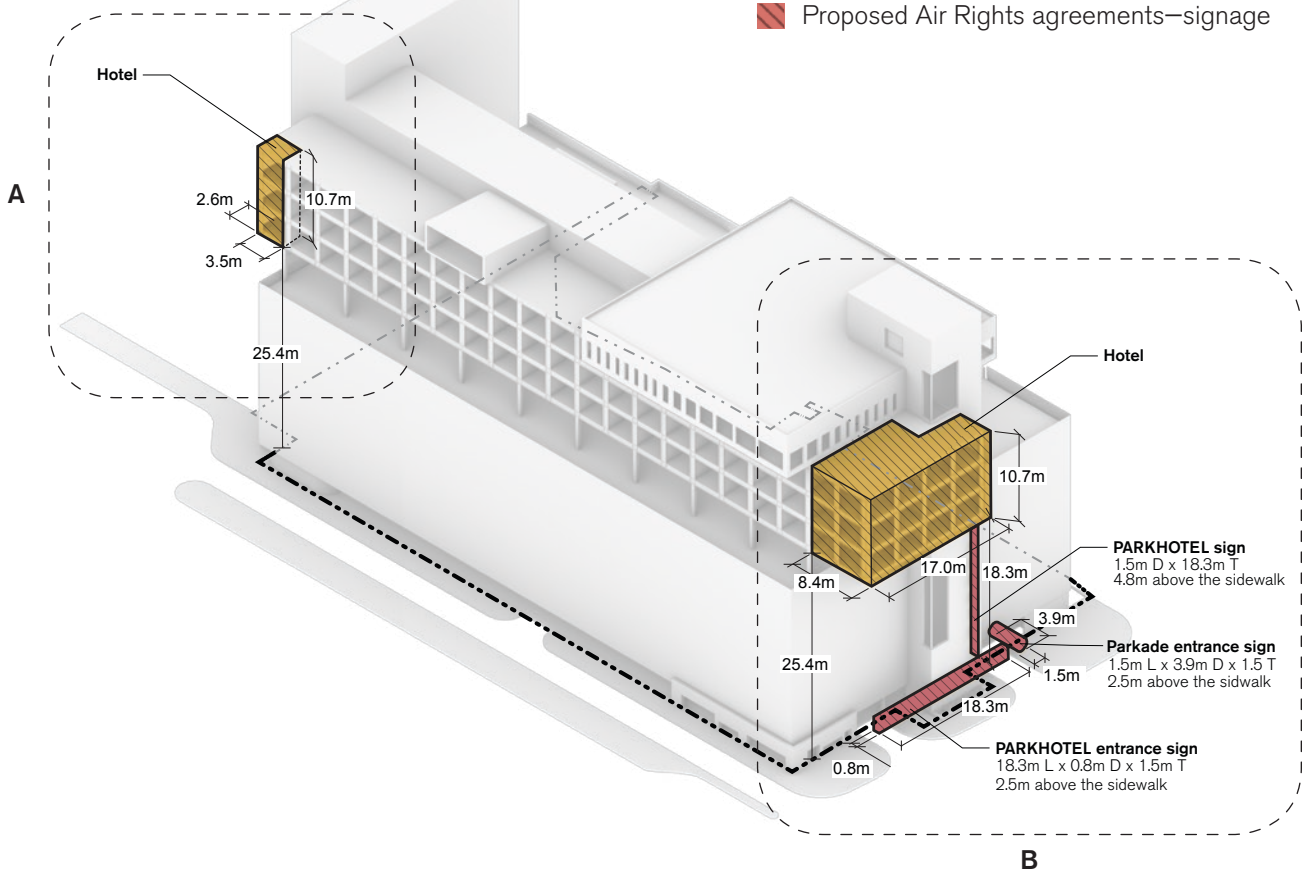


Site Survey with Encroachments

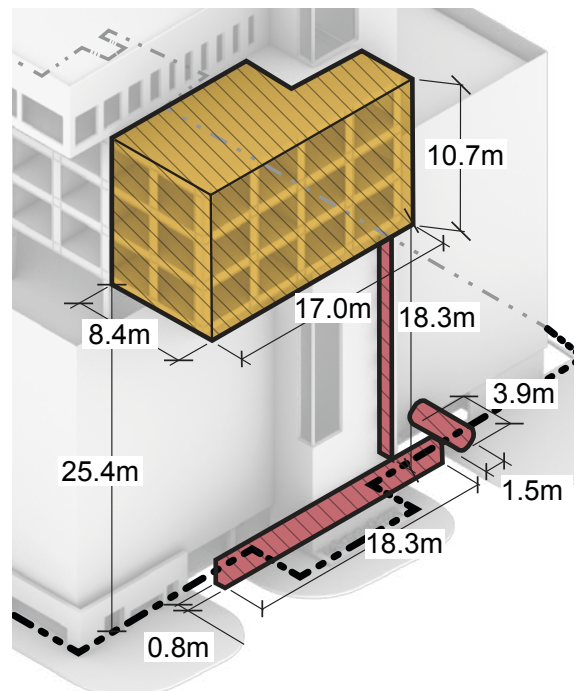
Encroachments

Encroachments & Air Rights

- Proposed Air Rights agreements—building
- Proposed Air Rights agreements—signage



A—Southern encroachment



B—Northern encroachments

The proposal results in a minor increase in shadows cast on adjacent public and private properties.

Shadows

As the shadow study in the following pages shows, the addition of the proposed hotel to the top of the existing parking garage will result in a minor increase in the extent of shadows cast on adjacent public and private properties.

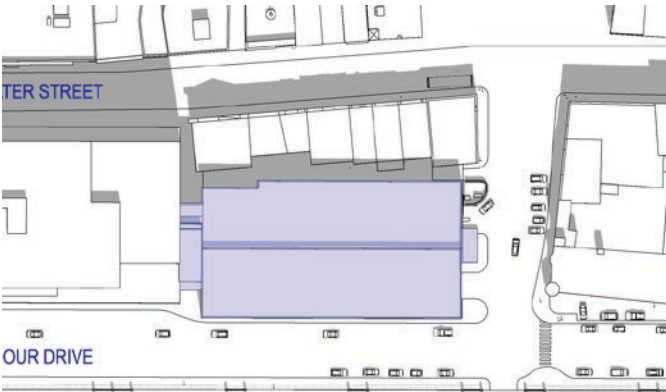
In the morning, shadows from the hotel will fall mostly on the roofs of buildings between the garage and Water Street; this will be the case throughout the year.

In early afternoon, the shadows already cast by the parking garage will be slightly extended by the added height of the hotel; during summer, much of the additional shading will be limited to Cliff's-Baird's Cove and Harbour Drive. In fall, winter and spring, these shadows will reach the sidewalks and buildings on the north side of Cliff's-Baird's Cove, as well as the sidewalk between Harbour Drive and the Port. These areas already receive shading from the existing parking garage, and the increased shadows cast by the proposed hotel will be minimal.

In late afternoon, added shading from the hotel is directed toward the harbour. While a portion of the sidewalk between Harbour Drive and the Port will receive a slight increase in shading throughout the year, most of the additional shadows cast will fall on the marginal pier and the waters of the harbour; this especially the case during spring and summer.

Shadow Studies

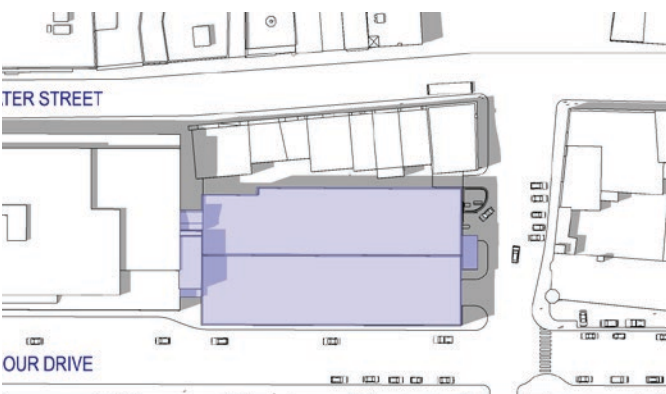
June 21—Existing
9am



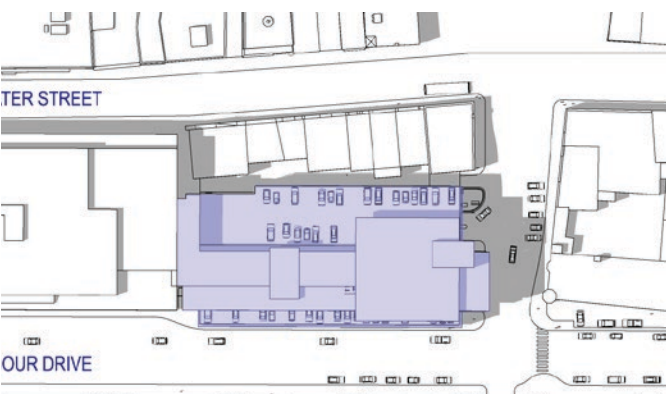
June 21—Proposed
9am



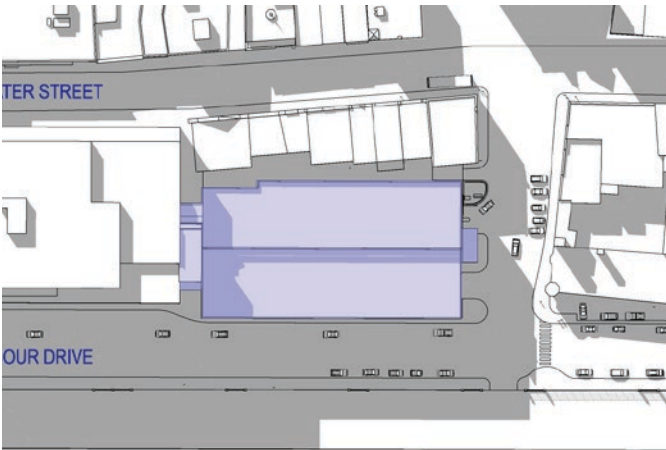
12pm



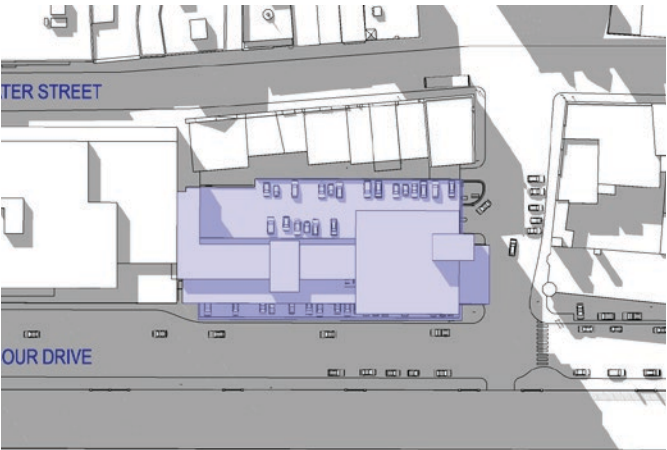
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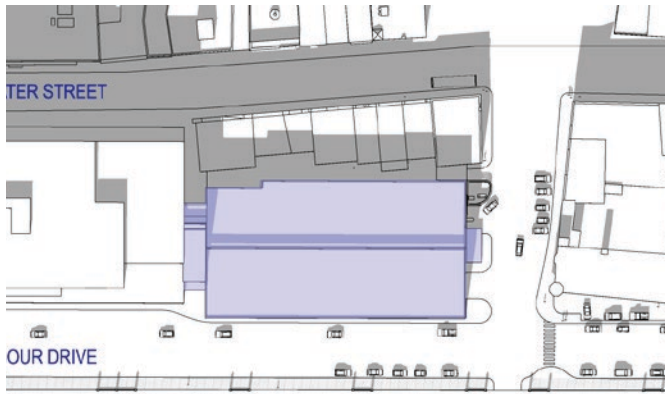
3pm



3pm



September 23—Existing
9am



September 23—Proposed
9am



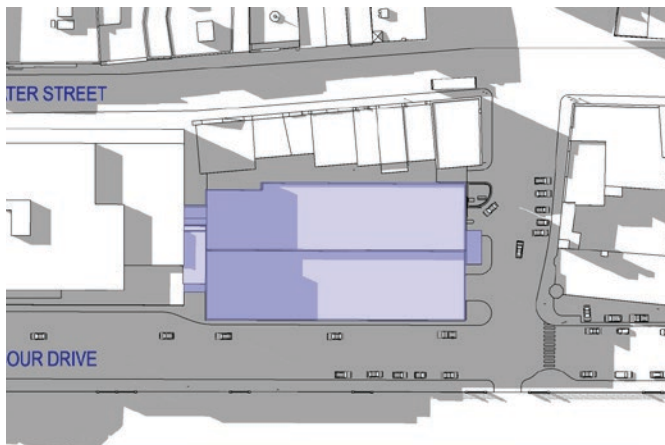
12pm



12pm



3pm

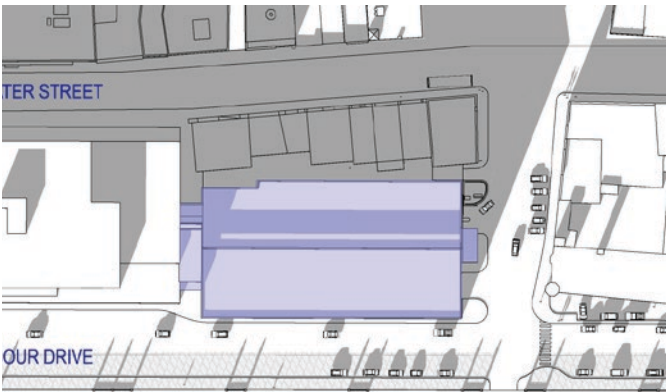


3pm



Shadow Studies

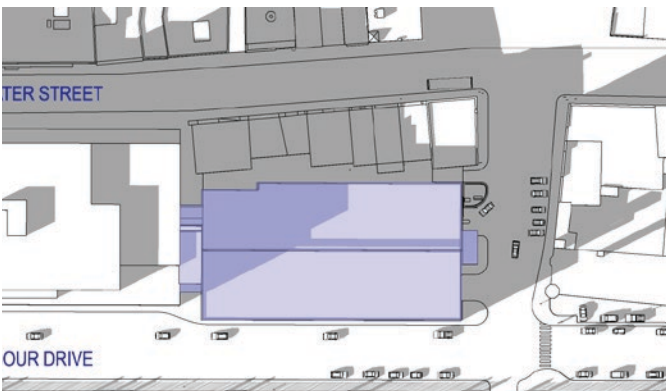
December 21—Existing
9am



December 21—Proposed
9am



12pm



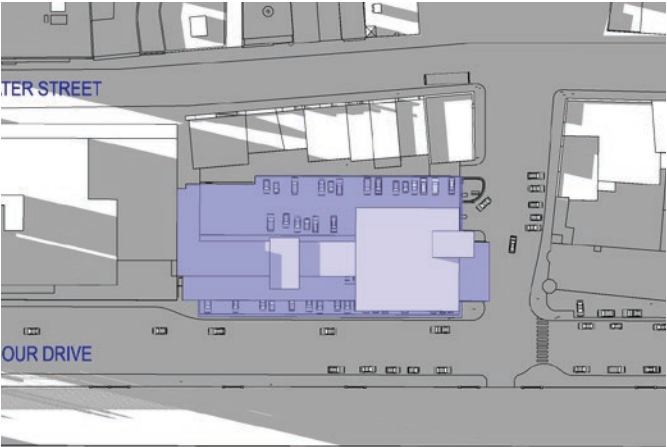
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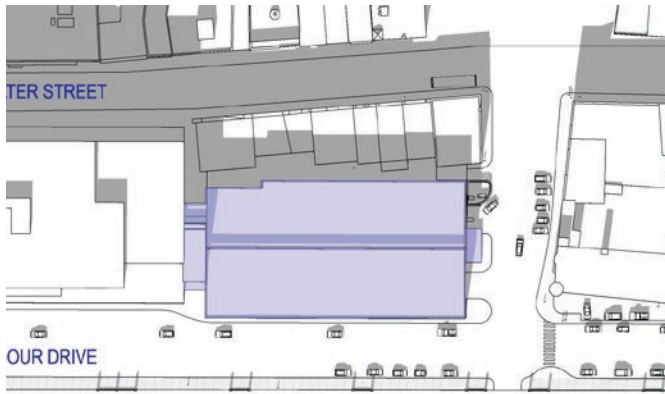
3pm



3pm



March 20—Existing
9am



March 20—Proposed
9am



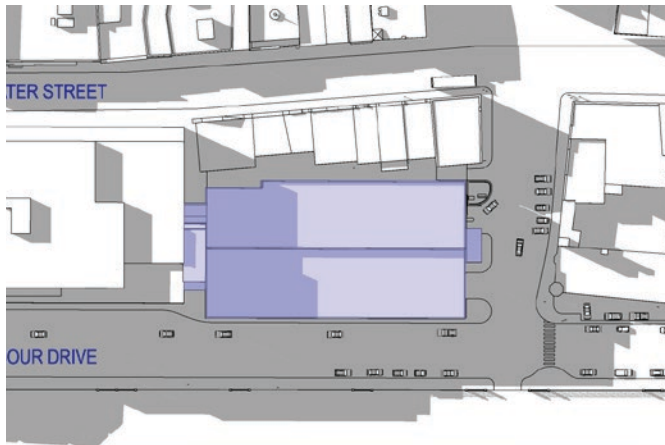
12pm



12pm



3pm



3pm



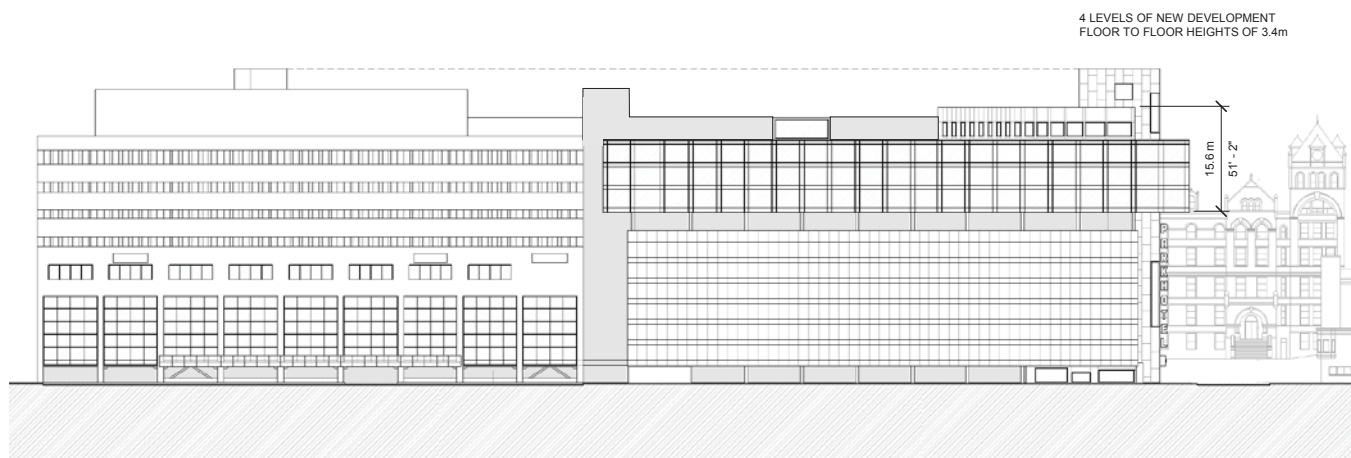
The proposed building height does not exceed that of the adjacent Atlantic Place office building.

Building Height Comparison

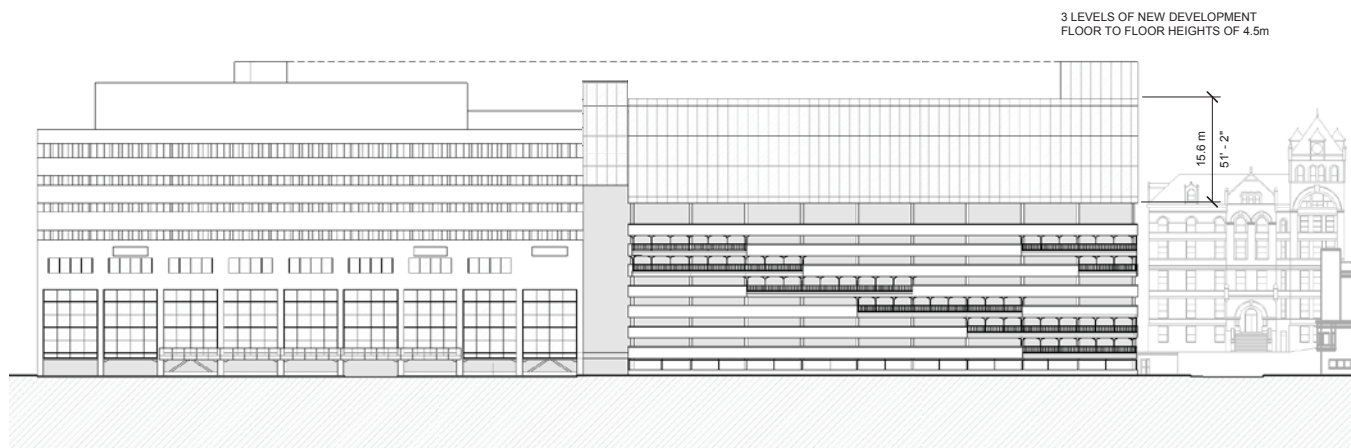
Building Height: 46.8m from Harbour Drive to top of mechanical penthouse.

Building Height Above Atlantic Place: 0m

Increases to shadows cast from the property will result from the height of new development, and not from the number of levels proposed. The zoning regulations for the A.P. Parking Garage limit the number of levels for a new development rather than its height. As our design proposes modest floor-to-floor heights, we are able to limit the overall height (and thus the shadows cast), of the proposed hotel to a dimension that is comparable to a development with fewer, levels but more generous floor-to-floor heights.



Proposed 4-storey hotel addition



3-storey addition with taller floor to floor heights (for comparison)

View Planes

The city requested a series of specific and updated images from the Parkhotel group. These are included as part of this submission, as indicated in the key plan below.



Viewplane locations



1 - View from Water Street, near the bottom of the Courthouse steps



2 - View from courthouse steps



3 - View looking up Clift's-Baird's Cove



4 - View from Harbour Drive along the Port Side



5 - View from The Rooms, 9 Bonaventure Avenue



6 - View from the St. John's Harbour

D

Exterior Equipment & Lighting

Enhanced lighting is proposed for the public realm immediately adjacent to the property. Lighting design will minimize impacts on adjacent properties.

Exterior lighting for the project will consist of architectural lighting to enhance the façade, pedestrian-scaled site lighting in the sidewalks adjacent to the property, and signage. To minimize adverse impacts on adjoining properties, site lighting will be designed to provide a safe and inviting atmosphere for the sidewalks immediately adjacent to the property, without creating unnecessary glare or excessive light pollution. Hotel signage will be illuminated in two locations--the canopy above the new entrance on Cliff's-Baird's Cove, and the vertical signage along the elevator shaft.

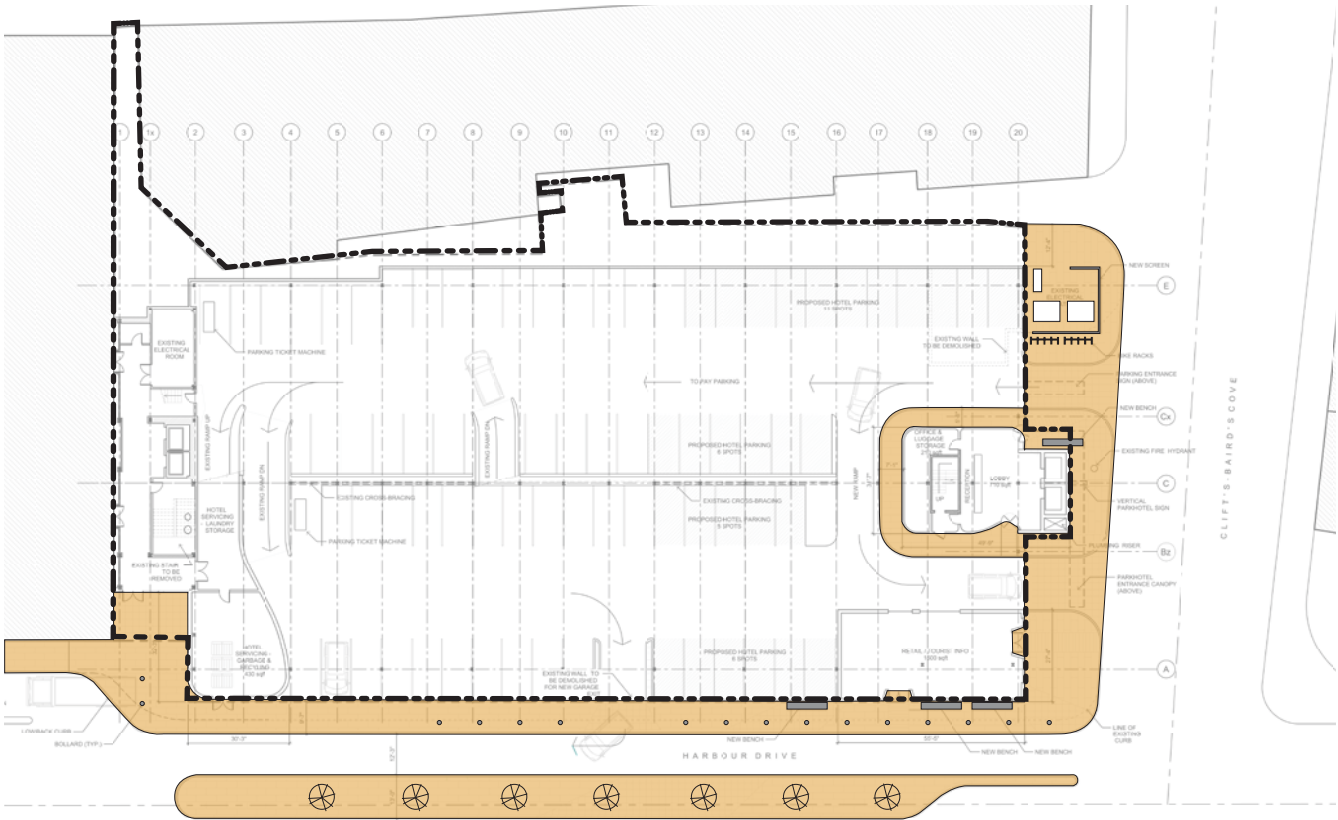
E

Landscape & Buffering

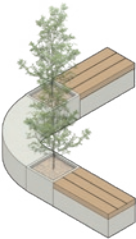
Expanded sidewalks, new street furniture, and decorative pavers will enhance the streetscape adjacent to Parkhotel

Landscaping for the proposed development will be limited to the sidewalks adjacent to the property, along Cliff's-Baird's Cove and Harbour Drive. In keeping with the prestigious character of the hotel, these areas will be enhanced and made more inviting to pedestrians. This will be achieved by expanding the existing 2m Harbour Drive sidewalk to 3m, providing movable City approved street furniture, such as benches, planters and waste receptacles which can be stored in the winter to accommodate snow clearing. The use of decorative pavers will also add character and visual interest to the area. As part of these enhancements, the existing electrical transformers will be screened. The screening of these existing transformer will be designed in conjunction with the City and the Utility to ensure access and clearances. Since waste from the hotel will be stored within the building, there will not be any refuse containers requiring screens.

Public Realm Plan



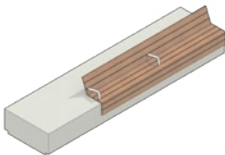
Notional Public Realm Furniture



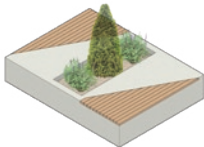
L-Bench



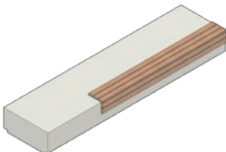
Planter



Seated Bench



Planter Bench



Lounge Bench



Twig Bench

F

Building Wind Generation

Negligible effects expected on adjacent streets, sidewalks, and building entrances

The added height associated with the hotel is expected to have negligible impact on adjacent streets, sidewalks and building entrances. The exterior walls of the proposed hotel will not be coplanar with the existing parking garage, and will be elevated above the street by approximately 25m. This discontinuity of surface, along with the distance between the new development and the ground, will limit the impact of the proposed hotel on ground-level wind patterns. To shelter proposed entrances from existing winds, which can be quite strong near the waterfront, the hotel's entry will be recessed from the street.

It is worth noting that any changes to wind patterns, however negligible, will result from the height of new development, and not necessarily from the number of levels proposed. As mentioned elsewhere in this report, the zoning regulations for the A.P. Parking Garage limit the number of levels for a new development, rather than its height. As our design proposes modest floor-to-floor heights, we are able to limit the overall height (and thus the impact on local wind patterns), of the proposed hotel to a dimension that is comparable to a development with fewer, levels but more generous floor-to-floor heights.

G Snow Clearing / Snow Storage

Existing snow-clearing practices are expected to be required less frequently

The A.P. Parking Garage must clear snow from its parking levels to enable it to function as a parkade. Snow clearing involves dumping snow from the top level of the garage to trucks below a few times per winter, often after several large snowfalls. This involves street closures and is often scheduled between 12am and 5am. The addition of the screen to the parking garage as part of the Parkhotel proposal is expected to greatly reduce the amount of snow accumulation inside the garage and reduce the need for snow clearing operations.



Off-street Parking & Site Access

Parking required for the hotel will be absorbed within the surplus of AP Parking Garage's existing spaces.

Off-Street Parking

Parkhotel will make use of the existing off-street parking at the A.P. Parking Garage. A small number of parking stalls will be removed to accommodate new vehicular circulation on the ground level of the parkade, as well as the new retail, hotel servicing, and hotel entrance spaces. Parking stalls required for the Parkhotel addition will be either reallocated from the existing stalls in the case of those required for hotel rooms (reserved for guest use), or absorbed within the existing surplus parking stalls of the garage in the case of those stalls required for non-reserved uses including banquet/meeting use, and retail/tourist info. This is not expected to impact the capacity of the parkade as the peak demands of public parking-use and hotel-use are offset. Hotel demand is greater during evenings and weekends, whereas public parking demand is greater during weekdays from 9am to 5pm. For further details, as well as the existing parking demand profile from the past 4 years, please see Appendix A.

It should be noted that this applicant is requesting parking relief from Council for this proposed development. 54 parking spaces are required, therefore parking relief for 21 parking spaces is requested.

Off-Street Parking Count

Existing parking stalls in the A.P. Parking Garage	720
Parking stalls to be removed as part of Proposal	(17)
Total parking stalls	703
Parking stalls required for hotel rooms 1 stall per 4 sleeping units (108 rooms / 4 = 27 stalls) *As per zoning bylaw 9.1.2 (1)(i)(ii)	(27)
Total publicly available rental parking spaces provided	676
Minimum required publicly available rental parking spaces *As per zoning bylaw 10.51.3 (b)	670

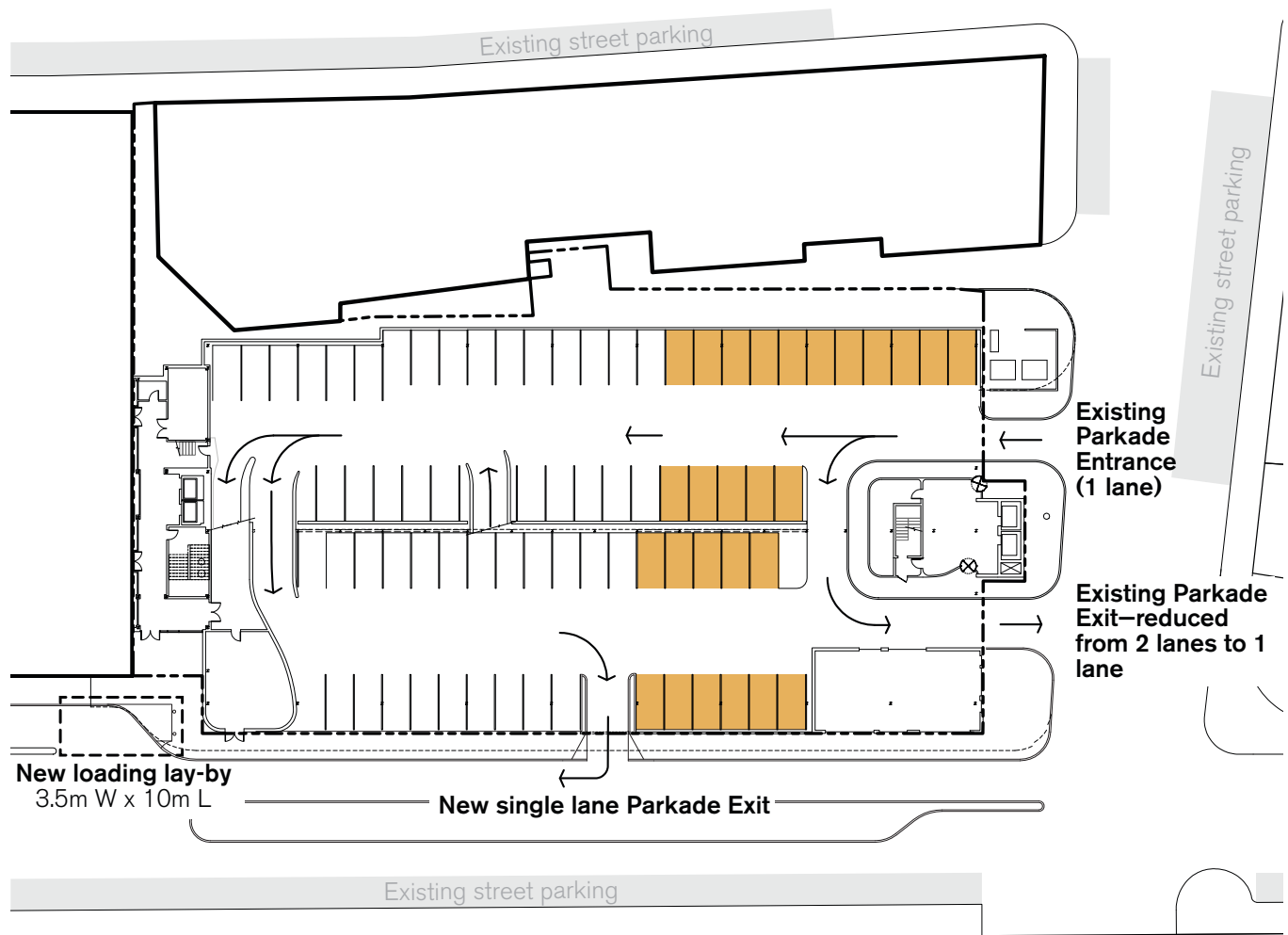
Off-Street Parking to Be Absorbed

Parking stalls required for banquet/meeting use 1 stall per 7 m ² (175 m ² / 7 = 25 stalls) *As per zoning bylaw 9.1.2 (1)(i)(ii)	25
Parking stalls required for retail 1 stall per 75 m ² (132 m ² / 75 = 2 stalls) *As per zoning bylaw 9.1.2 (1)(i)(b)	2
Total parking stalls to be absorbed in publicly available spaces	27

Ground level vehicular circulation in the garage will change to accommodate hotel uses. A new vehicular exit & loading lay-by on Harbour Drive are proposed

Site Access

Changes to vehicular circulation are proposed for the ground level of the garage, including a turn-around and drop-off for hotel patrons which circles around the new hotel entrance, as well as a new single-lane exit at Harbour Drive relocated from the existing two-lane exit at Cliff's-Baird's Cove to provide room for the new retail / tourist information space. Loading for the hotel is proposed the southwest corner of the site near the existing Link Building on City owned property. This loading lay-by would provide shipping and receiving to the hotel for deliveries, garbage, and linen services.



■ Stalls reallocated for hotel only-use (27)



Municipal Water and Sewer Services

The attached sketch at right, “Proposed Service Connections,” shows the proposed servicing scheme for the building development.

Water will be supplied to the building by means of connection to the existing 400-millimetre diameter cast-iron public water main located on Harbour Drive.

Sanitary Sewer will be discharged from the building by means of connection to the existing 300-millimetre diameter iron public sanitary sewer main located on Harbour Drive. The demand from the new hotel will require use of approximately 16% of the sanitary main capacity. The total capacity of the pipe is estimated to be 59 l/s; however, the remaining capacity of the sanitary main will need to be confirmed by the City. Based on preliminary sizing, the peak sanitary flow rate is estimated at 9.5 L/s. Additionally, all interior floor area catch basins of the parking garage will be tied into an oil-grit separator and will be connected to the sanitary sewer.

Storm Water Runoff will be collected by means of existing manholes and catch basins located along Harbour Drive and Cliff's-Baird's Cove. Internal storm piping for the parking structure will be re-routed to discharge into the existing 600-millimetre diameter PVC (SDR35) on Harbour Drive. Since the building is only expanding vertically, there will be not be any increase in storm runoff. Runoff from the roof will be accommodated by the storm sewer service, separate from the internal parking areas.

We acknowledge that we are aware that the existing storm and sanitary systems along Harbour Drive have high hydraulic grade lines and that under high rainfall events and tidal conditions the systems are known to become pressurized. As such, we will be providing backflow prevention devices on services. We are also aware the proposed system may not function as intended once the mains become pressurized.

The anticipated generation rates for the storm sewer system is: 100 year return period is 72.8 L/s, 25 year return period is 59 L/s.” Also, connections to the sewer mains will be made at a proposed or existing manhole.

J

Traffic

Parkhotel is not expected to significantly impact traffic or parking availability

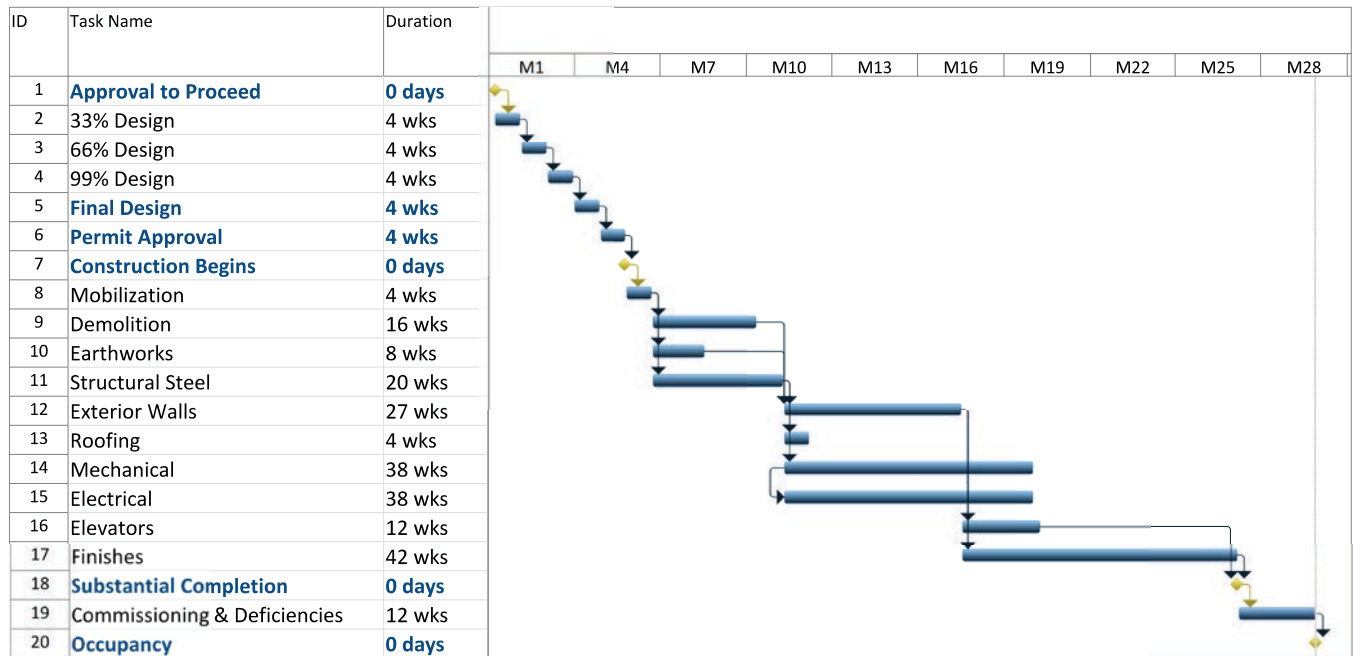
Although we were unable to find any industry reporting on hotel parking demand due to the varied types of parking arrangements provided to hotel patrons in different locations, it is our experience and position that parking requirements for the proposed A.P. Parking Garage uses—hotel and public parking—would be such that when the demand for hotel use is higher (evenings and weekends), the demand for public parking would be very low. Conversely, when demand for public parking is higher (9am to 5pm, Monday to Friday), the demand for hotel parking would be minimal. For further information please refer to Appendix A.

K

Public Transit

No public transit infrastructure requirements apply to this property.

L Construction Timeframe



Construction Logistics

Marco will work with the City during construction of the Park Hotel to ensure impact to traffic and pedestrian flows will be minimized.

At various times throughout construction we will need to close down one lane only of Harbour Drive or Cliff's-Baird's Cove. Both roads will not be closed simultaneously. Marco will work with a reputable Traffic Control company to submit a traffic control plan to the City for review, and they will also be onsite during the street shutdowns to ensure all measures are in place for pedestrian and vehicular safety and control. Timing of the lane closures will be in accordance with the City's requirements for rush hour traffic, cruise ship arrivals and departures, and will also take into account public transit routes. In order to minimize the impact to traffic flows, we will use the top floor of the current parking garage outside of the new developed area as a laydown and staging area for construction where possible. This will allow materials to be lifted to this level quickly, and reduce the amount of time impacting the traffic below. We will have a crane in place at the current top level for installation, allowing work to progress with no impact to the streets below. Where work is required from the street, for siding and other items, lifts, scaffolding and other means will be used from the sidewalk when possible to reduce the traffic impacts. Proper pedestrian controls will be in place during those scopes of work.

Appendix A

Garage Parking Demand



Sonco Group Inc.

1718 Argyle Street
Halifax, Nova Scotia
Canada B3J 3N6

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Fax: (902) 425-0581
E-mail: sonco@sonco.ca

Sonco Gaming Inc.

Sonco Parking
(A Division of Sonco Group Inc.)

*Investment, Development,
and Management of
Commercial Properties
and Gaming Facilities*

A.P. Parking Garage 1 Cliff's Baird's Cove Unused Parking Stalls – 2015 to 2018

The numbers recorded in the attached spreadsheet are derived from the A.P. Parking Garage Car Counter with unused stalls recorded twice a day (10:30 am and 2:00 pm).

Transactions Affecting Stall Usage

- Husky and Subsea 7 move to 351 Water Street
- 351 Water Street Parking and Duckworth Street Metro Park open
- Oil prices drop
- High vacancy in Atlantic Place allows existing Atlantic Place tenants more convenient spots in the Atlantic Place underground parking garage (Chevron)
- School Board leaves Atlantic Place (65 parking spots)
- Scotia Centre office vacancy allows existing Scotia Centre tenants more convenient spots in Scotia Centre underground parking garage (Cox & Palmer)
- Suncor moves to Kelsey Drive (20 spots)
- Talon Energy – from 38 to 23 and then downsizing until they moved out of Atlantic Place
- Peter Kiewit – downsizing (15 spots)
- Above losses are corporate. Many individual monthly parkers lost as a result of oil company layoffs.

Hotel Parking Demand

Although we were unable to find any industry reporting on hotel parking demand due to the varied types of parking arrangements provided to hotel patrons in different locations, it is our experience and position that parking requirements for the proposed A.P. Parking Garage uses – hotel and public parking – would be such that when the demand for hotel use is higher (evening and weekends), the demand for public parking would be very low. Conversely, when the demand for public parking is higher (9 am to 5 pm Monday to Friday), the demand for hotel parking would be minimal.

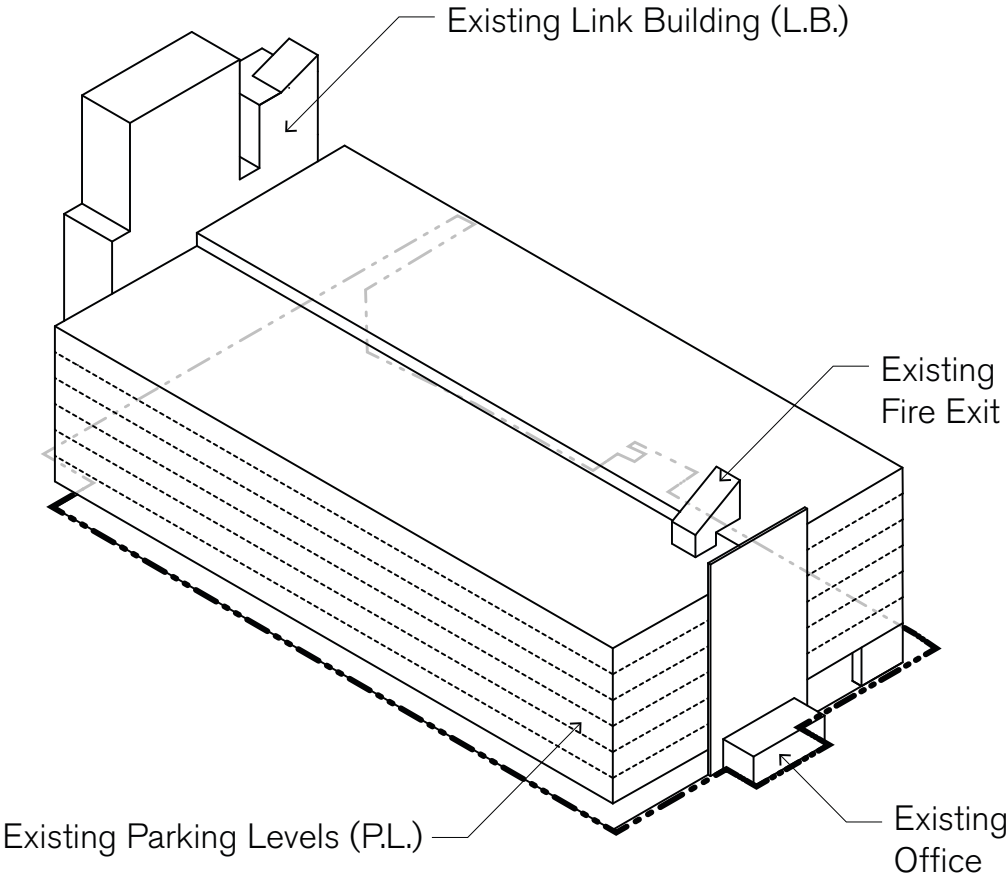
As an example, the General Manager of one of the busiest downtown hotels in Halifax with 203 guest rooms and 217 underground parking stalls has confirmed that although the hotel rents out 150 spots to non-hotel guests (112 to office workers from nearby office towers and 28 spots during the evening to Bar staff), during the day the parking garage is never over 50 percent full and at night there are rarely issues with parking capacity.

/dlm
December 31, 2018

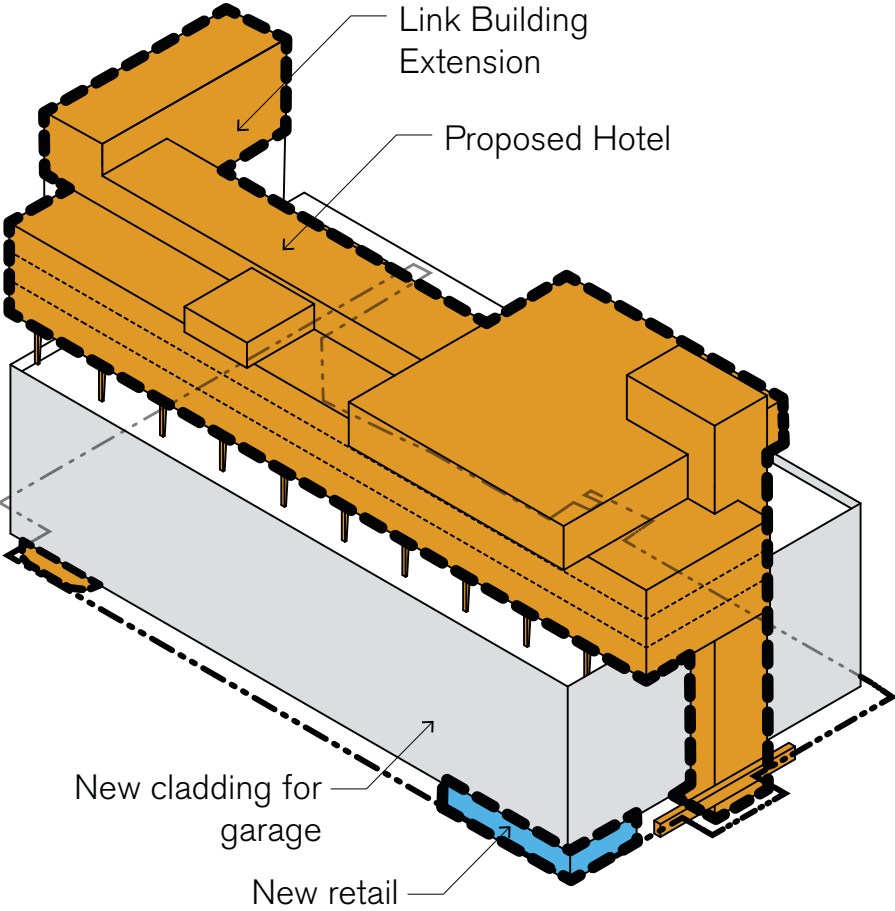
A. P. Parking Garage 1 Clift's Baird's Cove				
Unused Parking Stalls - Monthly Average				
Year	Month	Unused spaces at 10:30 am	Unused spaces at 2:00 pm	Average per day
2015				
	Jan	112	107	110
	Feb	91	99	95
	Mar	97	106	102
	Apr	127	139	133
	May	128	138	133
	Jun	135	144	140
	Jul	192	194	193
	Aug	218	199	209
	Sep	175	174	175
	Oct	160	173	167
	Nov	179	172	176
	Dec	268	223	246
2016				
	Jan	166	181	174
	Feb	180	191	186
	Mar	218	225	222
	Apr	230	234	232
	May	214	213	214
	Jun	222	234	228
	Jul	283	280	282
	Aug	287	286	287
	Sep	248	260	254
	Oct	256	272	264
	Nov	309	304	307
	Dec	355	372	364
2017				
	Jan	290	295	293
	Feb	282	292	287
	Mar	315	324	320
	Apr	347	347	347
	May	305	317	311
	Jun	321	309	315
	Jul	344	345	345
	Aug	380	367	374
	Sep	321	325	323
	Oct	310	313	312
	Nov	327	329	328
	Dec	396	397	397
2018				
	Jan	339	343	341
	Feb	357	356	357
	Mar	360	367	364
	Apr	380	381	381
	May	375	381	378
	Jun	370	372	371
	Jul	385	380	383
	Aug	395	400	398
	Sep	351	355	353
	Oct	350	358	354
	Nov	350	343	347
	Dec	402	417	410

Appendix B

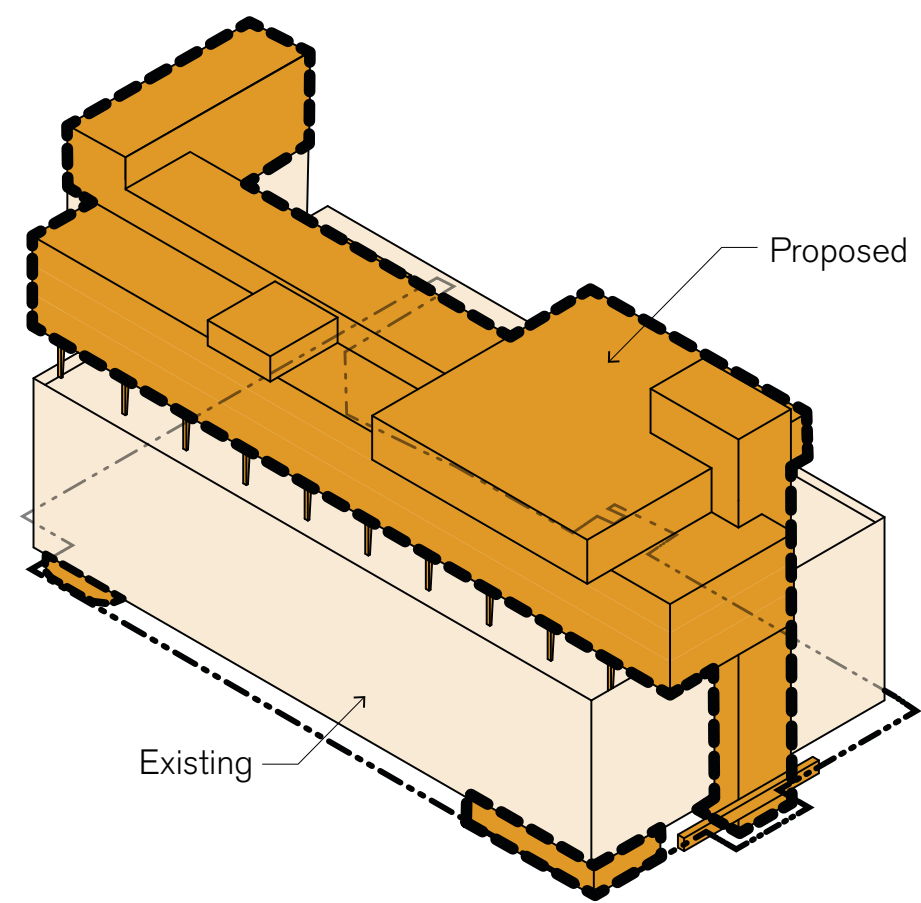
Enlarged Diagrams



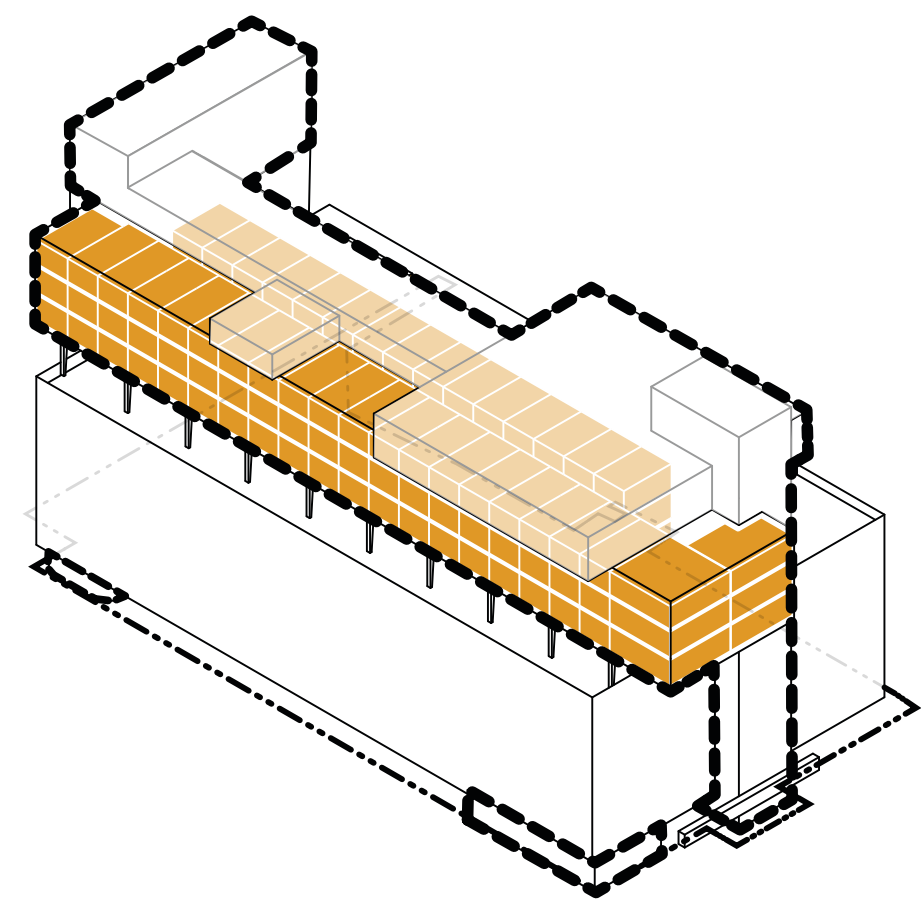
Gross Floor Area – Existing



Gross Floor Area – Proposed



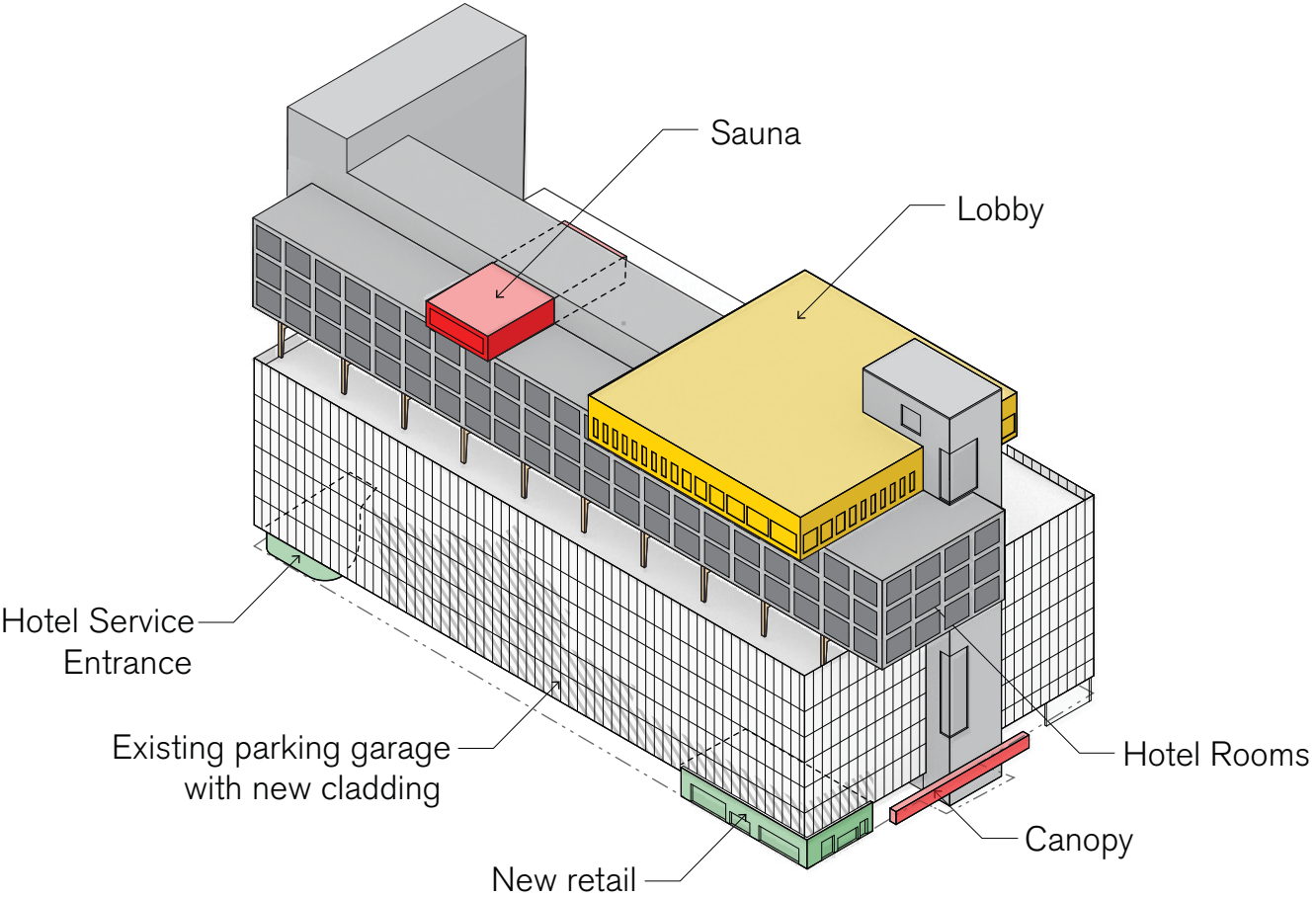
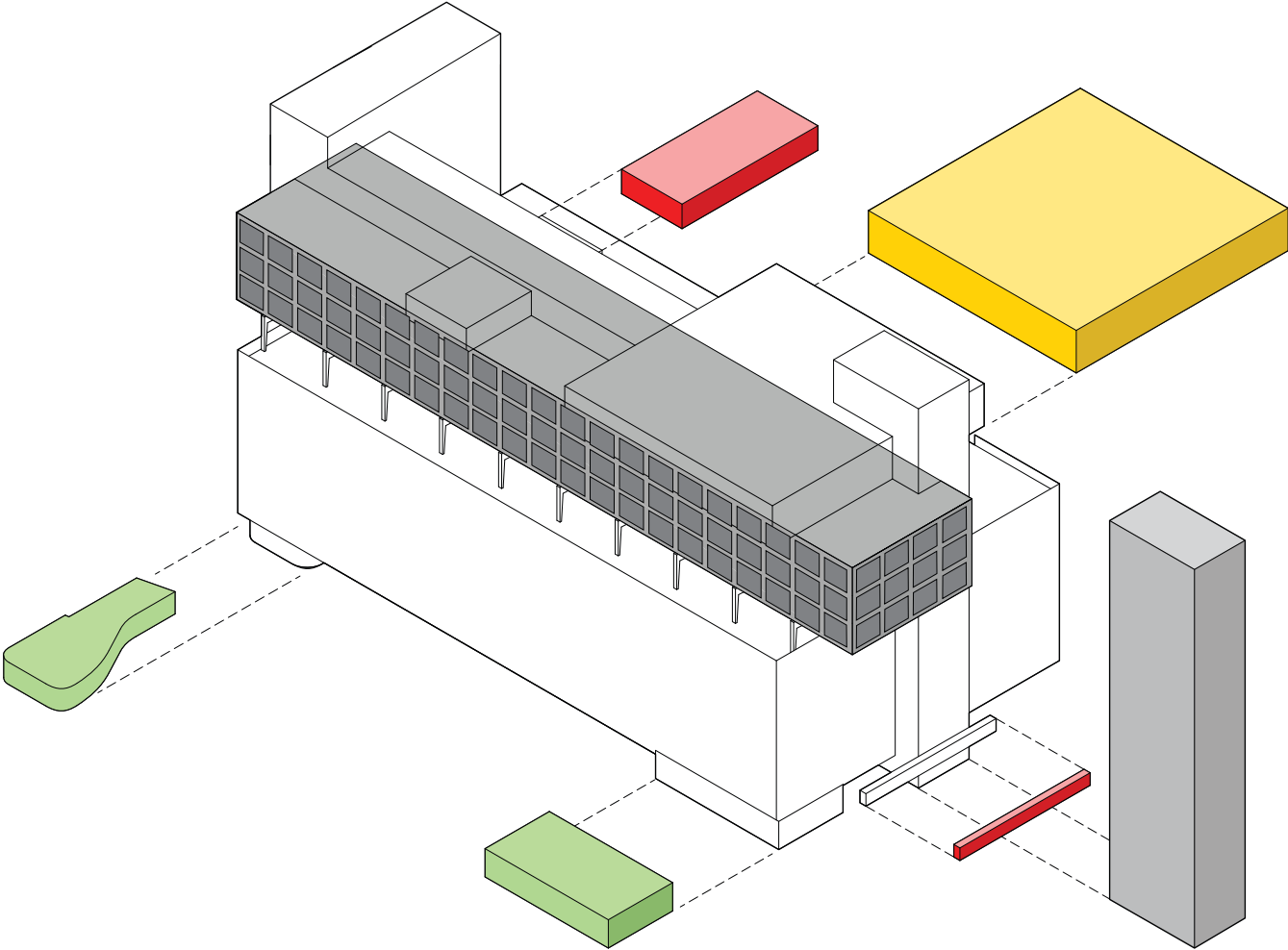
FAR



Hotel Rooms

Diagrams from:

Section B: Elevations & Building Materials

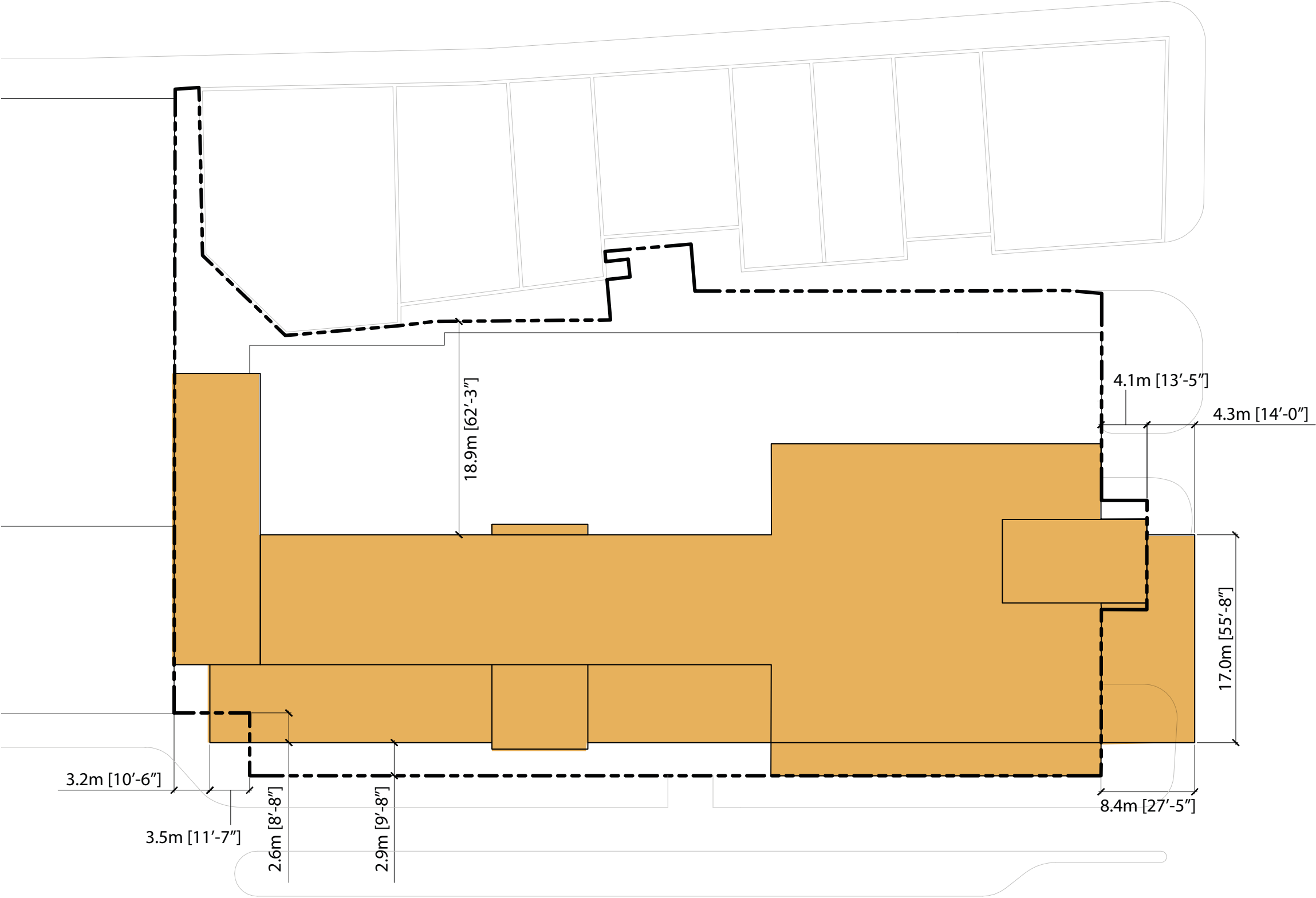


Diagrams from:

Section C: Building Height & Location

Roof Plan—Setbacks & Encroachments

Proposed hotel uses

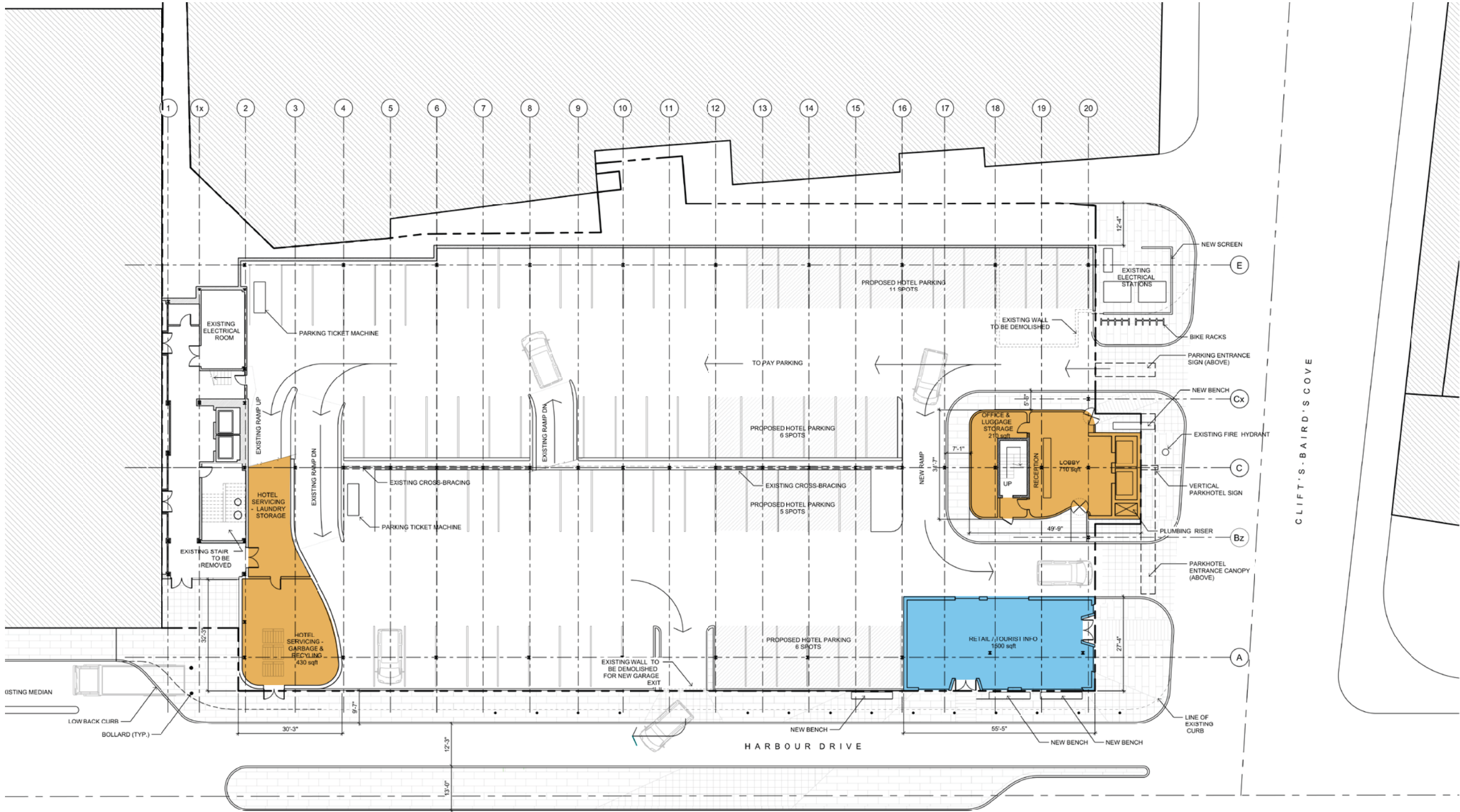


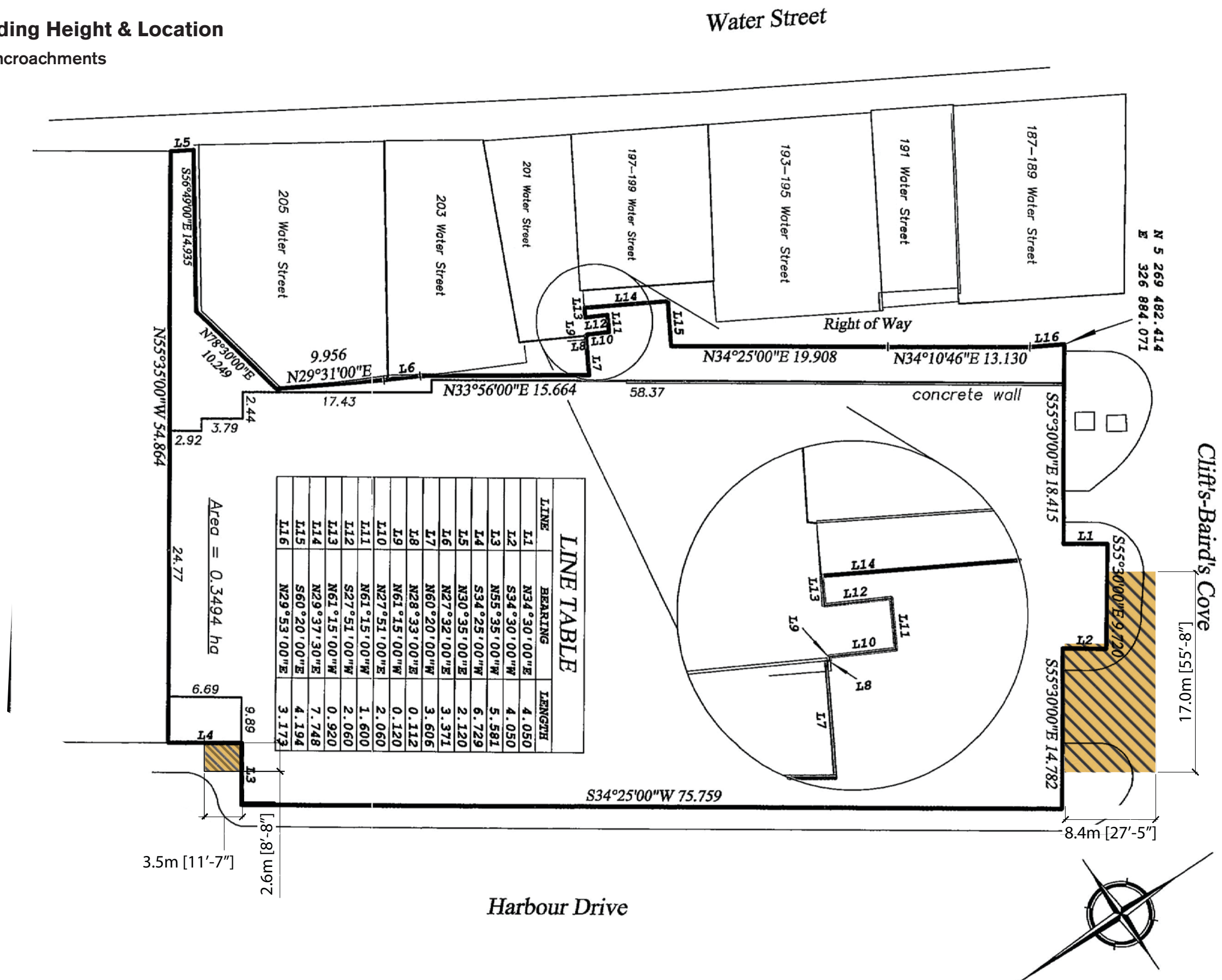
Diagrams from:

Section C: Building Height & Location

Ground Floor—Setbacks & Encroachments

Proposed hotel uses Proposed retail uses

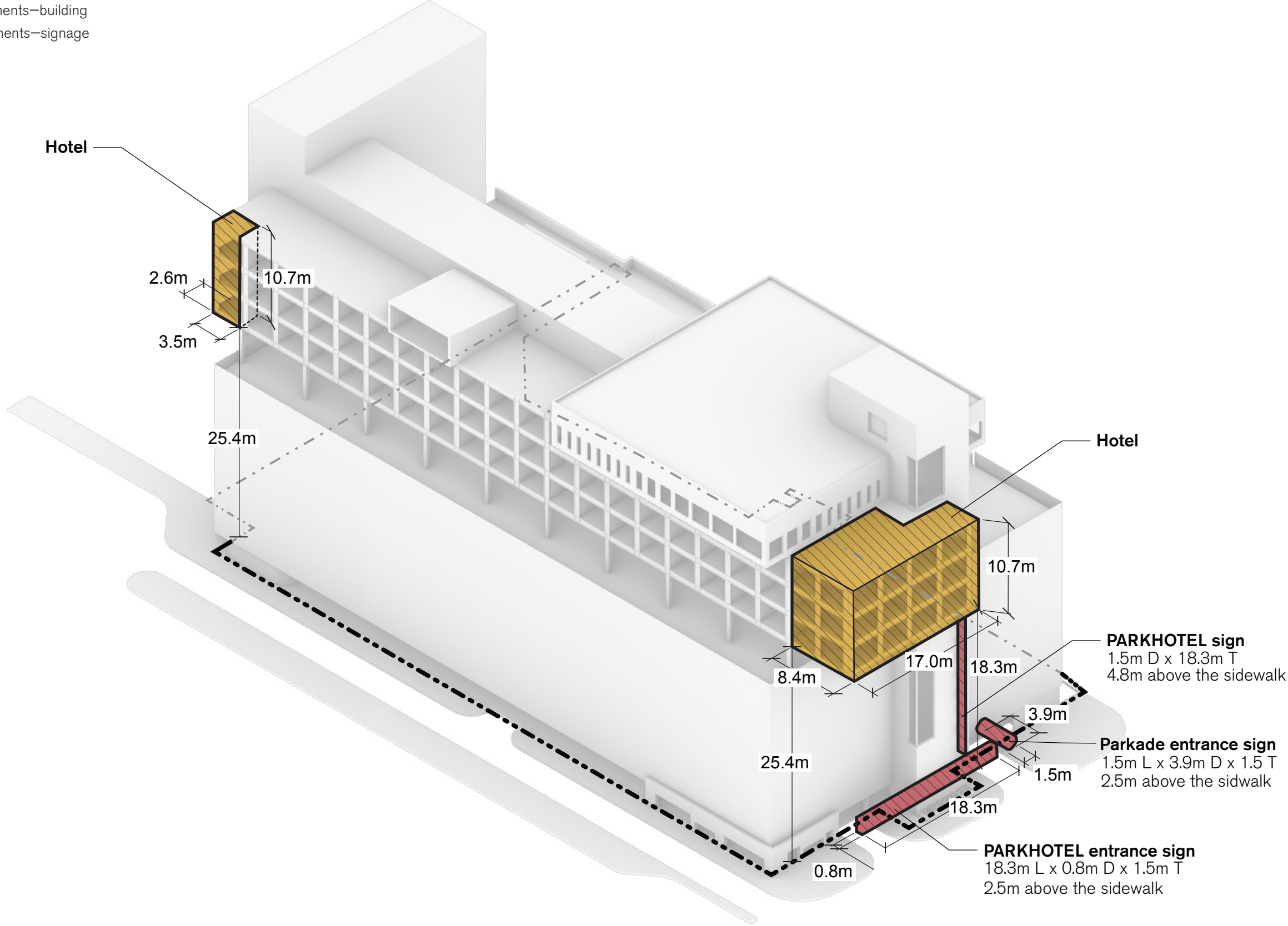




Diagrams from:
Section C: Building Height & Location

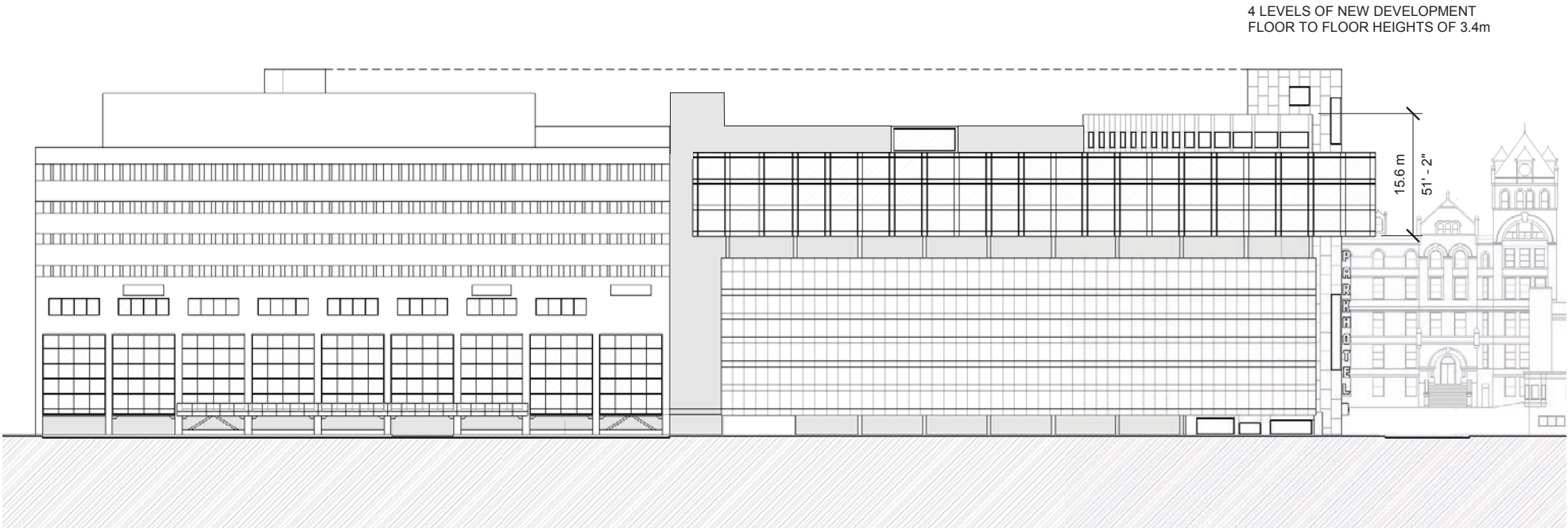
Air Rights

- Proposed Air Rights agreements—building
- Proposed Air Rights agreements—signage

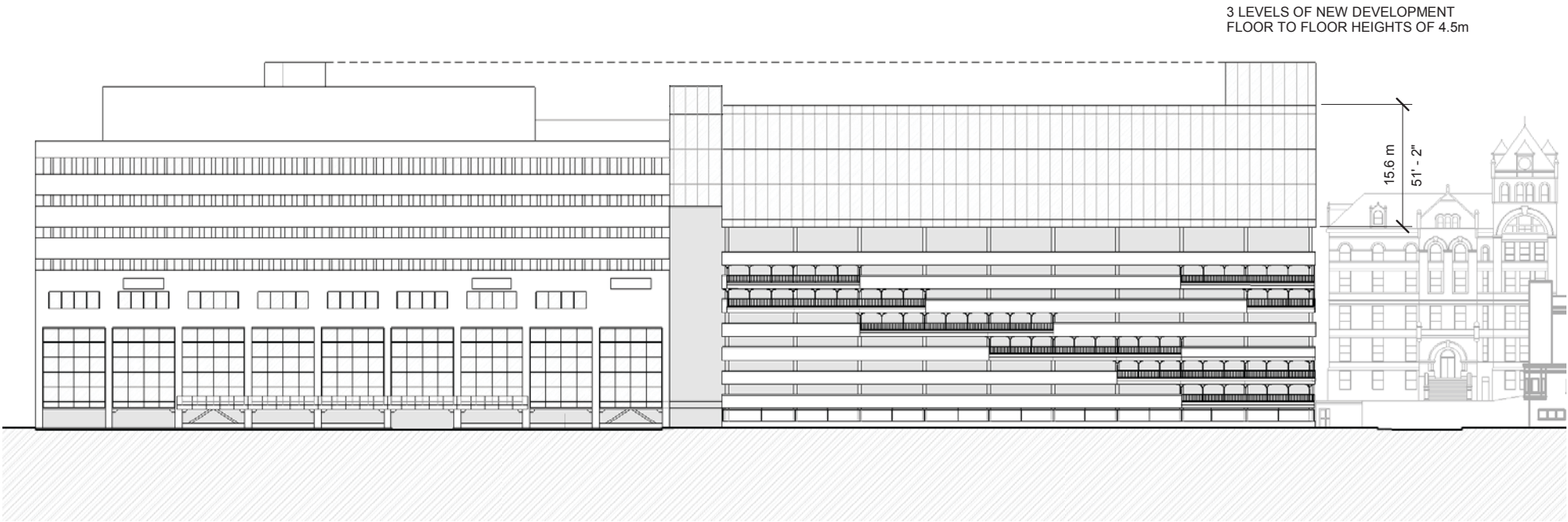


Diagrams from:

Section C: Building Height & Location



Proposed 4-storey hotel addition

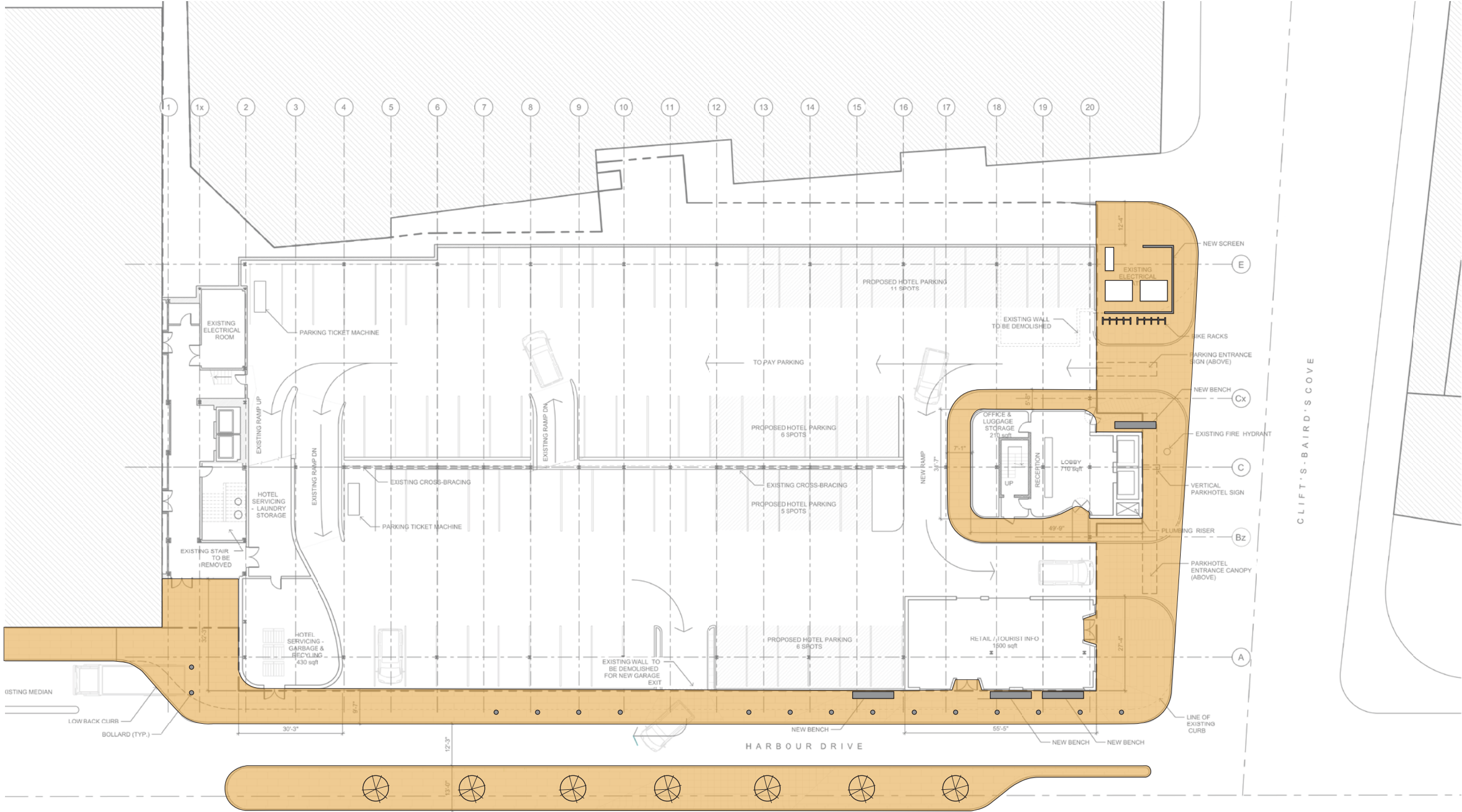


3-storey addition with taller floor to floor heights (for comparison)

Diagrams from:

Section E: Landscape & Buffering

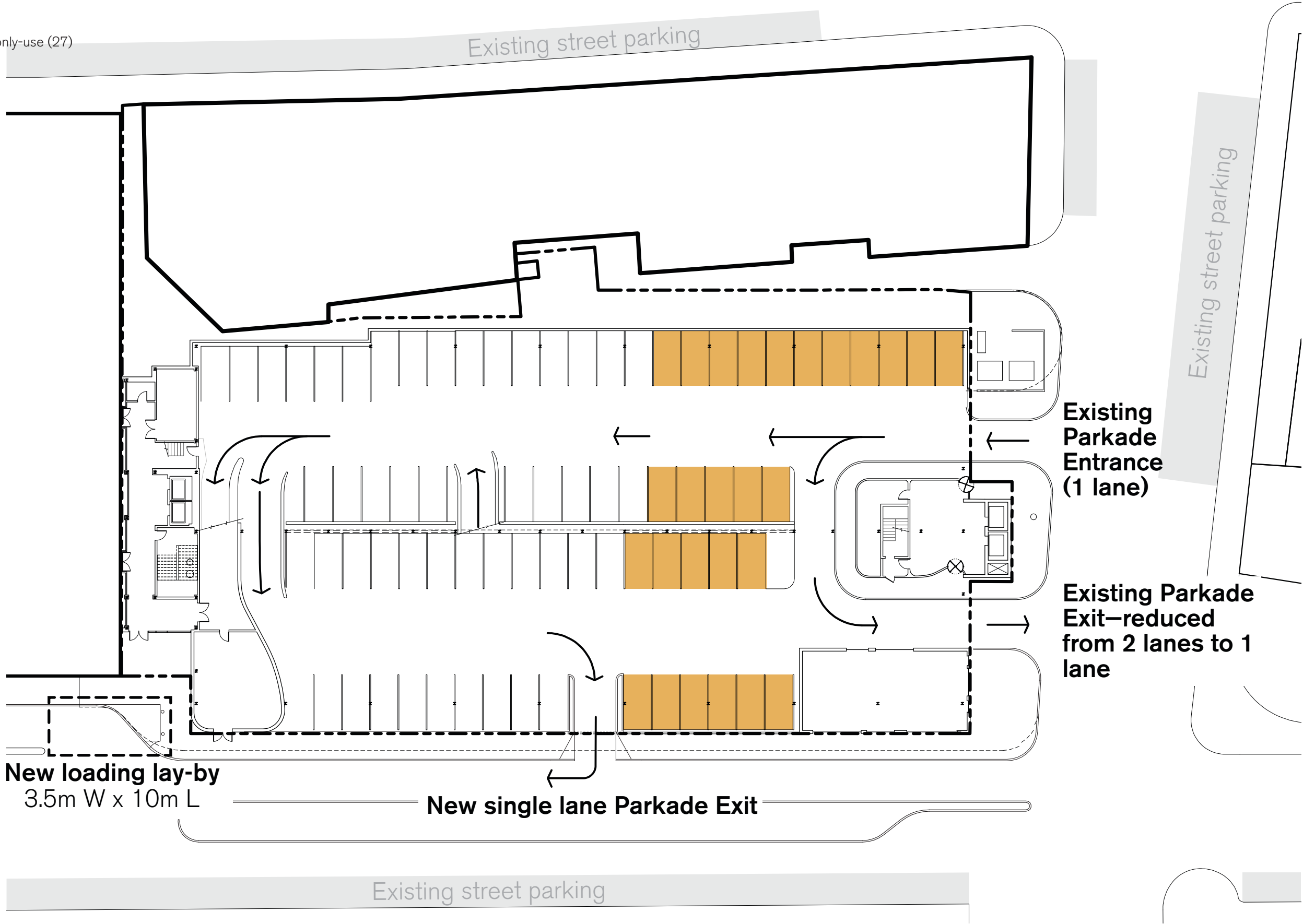
Public Realm Plan



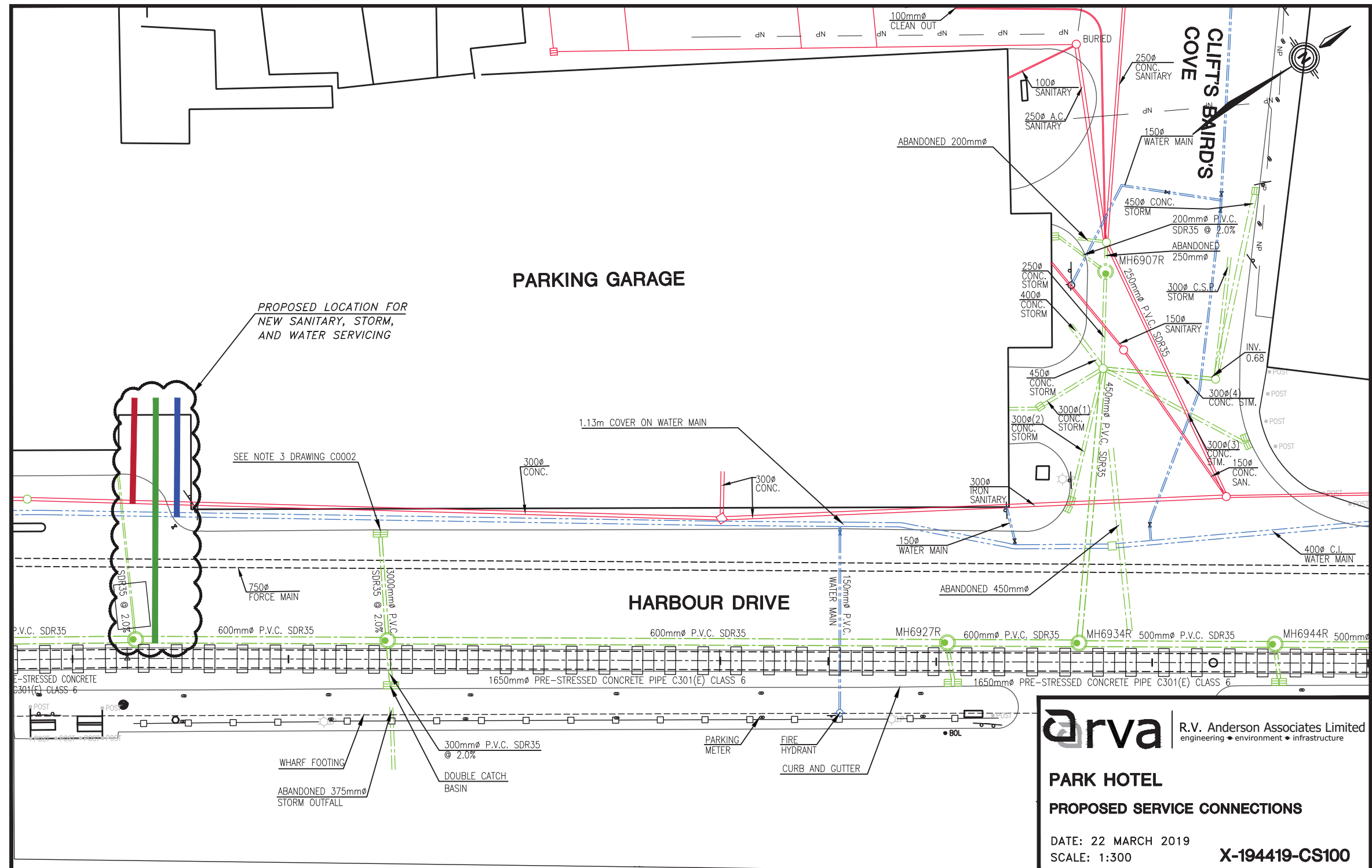
Diagrams from:
Section H: Off-Street Parking & Site Access

Site Access

Stalls reallocated for hotel only-use (27)



Section I: Municipal Water and Sewer Services



Diagrams from:

Section L: Construction Timeline

