



# DOWNTOWN BEAUMONT CENTRE-VILLE: PARKING MANAGEMENT REPORT

[2016-10-05]

Prepared for: Town of Beaumont  
Planning & Development Services

Prepared by: **WATT Consulting Group**

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## 1.0 INTRODUCTION

The purpose of this report is to assist the Town of Beaumont with implementing the parking principles and recommendations of the Downtown Urban Design Concept Plan, with regard to specific developments in process currently, as well as advancing the framework for parking in the context of longer term build-out of the Centre-Ville area.

### 1.1 CONTEXT & HISTORY

In July, 2015, Council approved the Downtown Urban Design Concept Plan (DUDCP) to guide and direct redevelopment of downtown Beaumont (Centre-Ville) as a mixed-use destination that encourages pedestrians and creates a central gathering place for residents. The DUDCP addresses parking in a number of sections, and provides policy recommendations in *Section 5.3.3 - Parking*, including mentions of off-street parking bylaw reductions, cash-in-lieu, and shared parking, among other things.

A new CCBCC (Centre Communautaire Beaumont Community Centre) began construction in November, 2014, and was completed in Fall, 2016. The CCBCC is located on the north side of 50 Avenue, east of 55 Street, and north of Ecole Bellevue School. The CCBCC includes surface parking stalls within its development boundary.

Starting in November, 2014, the first phase of Maina Centre-Ville was constructed on the west side of 50 Street approximately mid-way between 50 Avenue and 52 Avenue. The Phase One development consists of commercial units on the main floor with residential units on the upper floors. Certain parking requirements and conditions were established during the approval of this development.

A second phase of Maina Centre-Ville is currently in process of being reviewed between the developer and the Town, and there are parking supply issues that need to be addressed.

In 2016, a parking study was undertaken for the DUDCP area by a team of students from the University of Alberta Urban and Regional Planning Program. The parking study included substantial data collection as well as stakeholder consultation. The report was presented to Governance and Priorities Committee of Beaumont Town Council in June, 2016, where it was concurred that:

- the raw data and research in the report provides a valuable baseline to build upon with further analysis;
- Section 4.0 of the report (Estimates for Future Parking) requires further analysis regarding parking rate calculations and recommendations; and
- additional guidelines are required for parking strategies such as shared parking, cash-in-lieu, parking lot design, etc.

## **1.2 BALANCING MUNICIPAL PARKING STRATEGY WITH DEVELOPMENT PRACTICALITIES**

Based on the results of the April 2016 Downtown Parking Study and this supplementary work, the intent is that projects initiated by the private sector or the Town of Beaumont will have a framework to apply such that Centre-Ville parking is approached in a holistic and strategic manner according to the DUDCP, while recognizing and reflecting market and general public expectations for parking as the DUDCP area evolves over time toward its vision.

In order to apply concepts of integrated parking management such as shared parking (across one or more titled properties), either the relevant area needs to be controlled by a single entity/owner, or a significant degree of cooperation (and/or a formal agreement) is required among multiple owners of parcels within the defined area.

In many cases, including the implementation of the DUDCP, ownership is held by numerous unrelated and potentially competing land owners, each with their own preferred timing and intent for their parcels (e.g. selling, developing, redeveloping).

Generally, the Town will strive to uphold the principles and directives of a strategy such as the DUDCP while recognizing that in order for change to occur from the status quo toward the DUDCP vision, other (mostly private sector) parties must take action based on their assessment of market opportunities.

## **1.3 DUDCP PARKING & DEVELOPMENT PRECINCTS**

This parking framework analysis is based on the following observations with regard to the development area concept identified in DUDCP Figure 7.0 and the development precincts described in DUDCP Section 5.5 (copy of precincts figure attached).

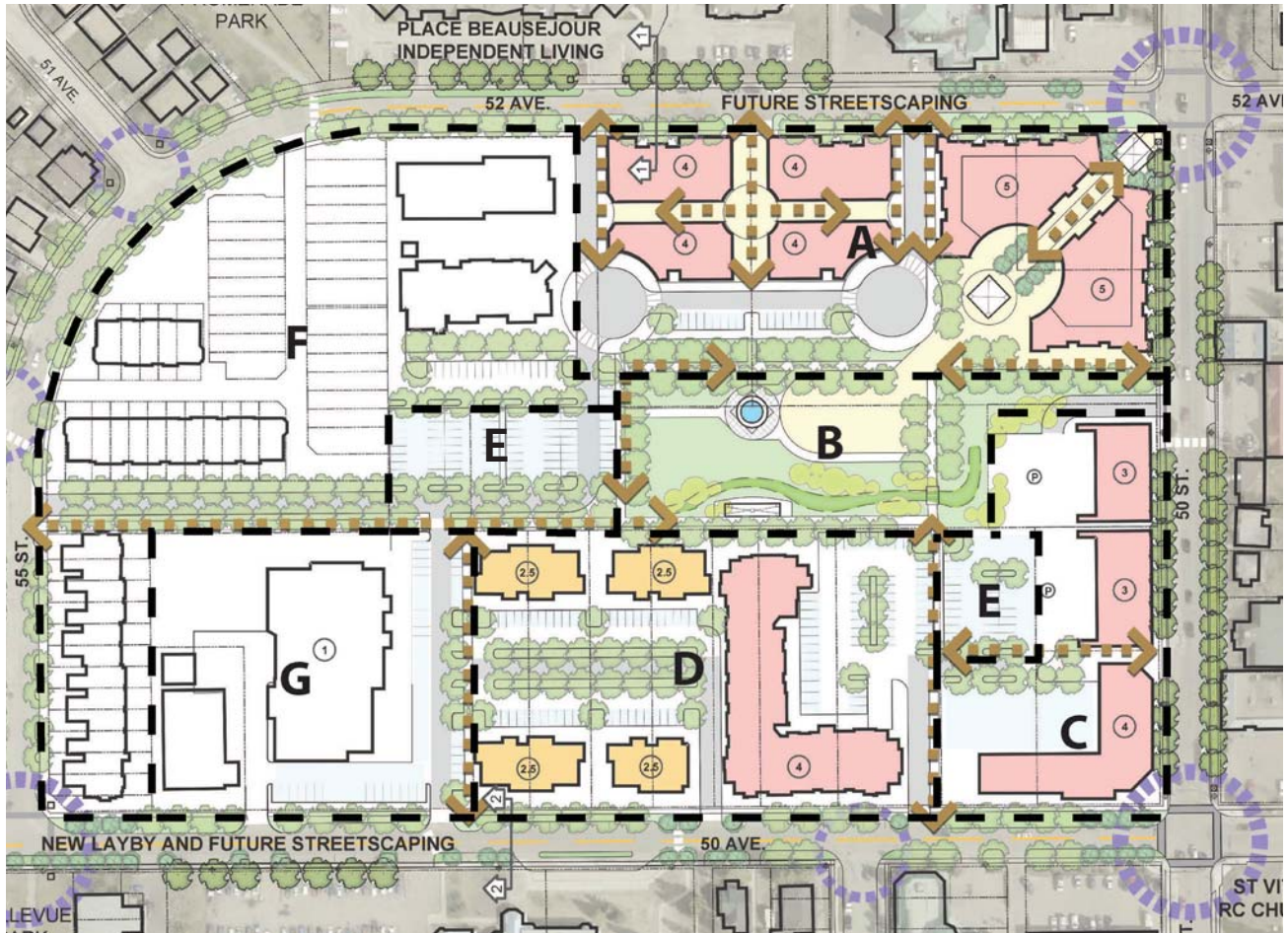
The DUDCP has a major development area north of the proposed Central Park involving redevelopment of Beauvillage Mall, which is not expected to occur in the short-medium term. This area is primarily envisioned as Mixed Use Commercial development and has a small amount of surface parking identified in the DUDCP; it is likely that structured parking and/or significant off-site parking supply will be needed.

Three other major components of the DUDCP are located south of the proposed Central Park.

- At the west end, there is the CCBCC which is scheduled to open in the latter part of 2016. The CCBCC includes surface parking on-site, the quantity of which was assessed and justified for the CCBCC development. Simultaneously, the Town is developing additional parking on Town-owned lands located west of the proposed Central Park (the westerly "Precinct E – Shared Parking" in DUDCP Section 5.5); this parking will be available for CCBCC users when the on-site CCBCC parking is full.

## 5.5 Precincts

The purpose of the following pages is to outline specific design parameters for new developments for specific portions of the plan area.



Boundaries for each of the Precincts in the Preferred Urban Design Concept

- East of the CCBCC is some proposed Residential Mixed Use redevelopment, for which the timing is undefined. Parking for this future development likely, in practical terms, will be allocated to residents and will tend to be independent of any shared parking concepts for the non-residential components within the DUDCP.
- The rest of the DUDCP area, south of the proposed Central Park and west of 50 Street, is proposed as Mixed Use Commercial Redevelopment, and has potential for integrated parking management. This area includes:
  - Maina Phase One and Phase Two.
  - An existing commercial parcel signed as “Beaumont Town Centre” which is not currently active as a redevelopment area, and timing of redevelopment is unknown.
  - An area to the west of Maina / Beaumont Town Centre which has a marketing sign describing potential multi-family redevelopment that has not proceeded to date.
  - An area labelled “Precinct E – Shared Parking” in DUDCP Section 5.5. This easterly Precinct E area is located on private property in the DUDCP figures.

## 2.0 CASH-IN-LIEU FRAMEWORK

This section describes the rationale and calculations of a framework for cash-in-lieu of parking for the DUDCP area.

### 2.1 RATIONALE FOR CASH-IN-LIEU OF PARKING

The Downtown Urban Design Concept Plan (DUDCP) established the vision for a mixed-use destination that encourages pedestrians and creates a central gathering place for residents. The concept plan includes precincts of various land use mixes, along with proposed building massing and locations.

As compared to existing and historical development in the Centre-Ville area of Beaumont, the DUDCP incorporates increased building heights and densities, and allocates less space for surface parking. Although the nature of the DUDCP, municipal transportation planning, and livability goals should support a longer-term trend toward less parking being required, in the short-medium term, the market feasibility of commercial and residential development will rely on a reasonable supply of parking. Calculations presented later in this section demonstrate that there is insufficient space for surface parking to accommodate various scenarios of parking demand for the DUDCP area.

Creating more space for surface parking within the DUDCP area would require converting non-parking areas (such as the Central Park) to parking, which appears unacceptable and would vary substantially from the intent of the DUDCP.

Requiring individual development parcels to provide below-grade parking will in many cases be too expensive and inefficient when implemented in a small footprint such as beneath one specific development. A larger underground parkade (e.g., a shared parkade) would be typically cheaper per stall.

The above combination of factors indicates that some form of collective parking supply will be necessary in order to fulfil reasonable supplies of parking to support the DUDCP vision and concept. It is further evident that additional parking needs to be in the form of below-grade or above-grade parking within the DUDCP area, or some format of parking outside the DUDCP area.

Once the form and location of the collective parking supply is established, it can be implemented either:

- “up front” by one proponent (the Town or a developer), with costs recovered from subsequent participants; or
- in future, using pooled contributions to costs from initial participants.

Cash-In-Lieu of parking is a suitable mechanism to recover or assemble participant contributions toward this process.

## 2.2 LOCATION AND OPTIONS FOR ADDITIONAL PARKING

The parking does not necessarily need to be immediately adjacent to each component of the DUDCP, particularly when walking to, from, and within the DUDCP area is appealing, by virtue of appropriate pedestrian infrastructure and high-quality urban design. However, it is realistic to say that parking still needs to be in reasonably close proximity to the DUDCP destinations, at least for customers/clients. Allocating staff parking to remote / off-site / overflow parking areas also seems to be impractical in the context of attracting and retaining staff in downtown Beaumont.

### Off-Site Options

Off-site options such as the Ken Nichols Recreation Centre, Ecole Bellevue School, and St. Vital Catholic Church each have their own profile of peak usage times, which poses challenges to sharing with commercial (retail, office) uses generated by the DUDCP.

### Below Central Park

One scenario initially considered for this analysis was to develop underground parking beneath the Central Park area. Such a facility might be contiguous with underground parking for adjacent development in Precinct A (beneath the redeveloped Beauvillage Mall), but it would be on Town-owned land, and under Town control (as to timing, integration with the Central Park above, parking charges, etc.). Cash-in-lieu of parking could be at least one source of funding for the underground parkade. However, this scenario is not possible since the Town is now considering the installation of an underground stormwater storage tank facility.

### Above-Grade in Precinct E near CCBCC

Another conceivable scenario is to develop an above-grade parkade in the western Precinct E, near the CCBCC. Although it would be less expensive than an equivalent underground parkade, it would have potential impacts on the quality of the Central Park, such as visual blocking from the west, sun shadow impacts, and similar.

### Oversize Precinct A Underground Parkade

It appears that the current concept for higher-density development and minimal surface parking in Precinct A will likely necessitate provision of underground parking as part of that precinct development. It is conceivable that this parking could be “oversized” (similar to oversizing other common-good utilities such as a sewer line) to accommodate the additional parking needs of the balance of the DUDCP area.

## 2.3 CASH-IN-LIEU CALCULATIONS

Based on the conceptual site plan in the DUDCP, and associated floor area calculations, an estimate was prepared of parking requirements for the fifteen buildings conceptually planned for the area. The results of this analysis are summarized in Table 1 below.

- The first estimate (second column in the table) is based on the Town of Beaumont Land Use Bylaw.
- The second estimate (third column in the table) is based on “expected” parking ratios derived from (limited) local data on existing Beaumont downtown commercial land uses, from the 2016 parking survey. These ratios also correspond well with another data sample from the Calgary area.
- The third estimate (fourth column in the table) is based on accounting for complementary peak parking patterns among DUDCP land uses (e.g., office parking drops in the evening, when restaurant parking demand is higher and thus a single parking space can be “shared” between different business uses); this estimate excludes any sharing of resident parking stalls.
- The fourth estimate (fifth column in the table) is based on similar shared parking analysis, but including sharing of resident parking stalls.

**TABLE 1 - SUMMARY OF PARKING REQUIREMENTS AND PARKADE OPTIONS**

	Per Land Use Bylaw	Per Expected Parking Ratio	Reduced for Shared Parking (excluding resident parking stalls)	Reduced for Shared Parking (including resident parking stalls)
Parking Requirement (stalls)	1108	864	823	743
Surface Parking Supply as per DUDCP (stalls)	173	173	173	173
Parking To Be Accommodated	935	690	650	570
• below grade (@ \$35,000/stall)	\$32,700,000	\$24,200,000	\$22,800,000	\$20,000,000
• above grade (@ \$25,000/stall)	\$23,400,000	\$17,300,000	\$16,300,000	\$14,300,000
• at grade equivalent (@ \$10,000/stall)	\$9,400,000	\$6,900,000	\$6,500,000	\$5,700,000

Detailed calculations behind this summary table are contained in **TABLE 2 - PARKING DEMAND**.



The top row of Table 1 depicts the total number of parking stalls required for the DUDCP area according to each of the four estimate parameters described above. Subtracting the DUDCP surface parking supply (N=173) yields the third row: parking that needs to be accommodated by other than surface parking within the DUDCP.

The final three rows of the table provide indications of approximate costs for supplying the various numbers of stalls in one of three ways.

- Costed based on below-grade (underground) parking, for which the cost is approximately \$35,000 per stall.
- Costed based on above-grade parking, for which the cost is approximately \$25,000 per stall.
- Costed based on an equivalency of surface parking stalls (not a real option within the DUDCP area) for which a cost of approximately \$10,000 per stall is selected.

## 2.4 CASH-IN-LIEU AMOUNT

The selection of a cash-in-lieu (CIL) amount may consider numerous factors, but is initially proposed to represent the per-stall cost of a parking structure (below-grade or above-grade) to accommodate parking needs of DUDCP conceptual land uses, beyond the amount of surface parking that can be located within the DUDCP area.

- ❖ If an underground (less visual / surface impacts) option is desired, a CIL value of **\$35,000 per stall** would be appropriate.
- ❖ If an above-grade option (likely over the western Precinct E area) is desired, a CIL value of **\$25,000 per stall** would be appropriate.

If a lower value is deemed appropriate, the implication is that the Town (or some other unknown funding source) would make up any shortfall in cost. One option of this type would be a CIL value of **\$10,000 per stall**, based on developers paying only the cost of equivalent theoretical surface parking stalls (for those they are unable to supply). The incremental (and unavoidable) costs of providing additional parking in either an above-grade or below-grade configuration would be covered by the Town or other funding sources as noted.

Building	LAND USE		UNITS	FLOOR AREA		PARKING REQUIREMENT - LAND USE BYLAW			PARKING SUPPLY PER SITE PLANS	EXPECTED PARKING BASED ON INDIVIDUAL USES (NO SHARED PARKING)			
				sq.ft.	m²	LAND USE	RATE	APPLIED TO THE SITE		RATE	APPLIED TO THE SITE	Parking Accommodated	Potential Parking Spillover
#1	Commercial	Retail			528	Retail Store, General	5.0 /100m²	26	18	2.20 /100m²	12	1	11
		Office			528	Personal, Financial and Office Services	3.0 /100m²	16		1.95 /100m²	10	1	10
		Restaurant			528	Eating and Drinking Establishments (Minor)	5.0 /100m²	26		5.00 /100m²	26	2	24
	Residential	Bachelor	2				1.0 / bachelor and 1-bedroom unit	2		1.00 / bachelor and 1-bedroom unit	2	0	2
		One-Bedroom	6				1.0 / bachelor and 1-bedroom unit	6		1.00 / bachelor and 1-bedroom unit	6	1	5
		Two-Bedroom	6				1.5 / 2 bedroom unit	9		1.50 / 2 bedroom unit	9	1	8
		Three-Bedroom	1				2.0 / 3 or more bedroom unit	2		2.00 / 3 or more bedroom unit	2	0	2
		Visitor	15				0.2 / unit	3		0.15 / unit	2	0	2
						<b>Total Building #1</b>	<b>91</b>		<b>Total Building #1</b>	<b>70</b>	<b>5</b>	<b>64</b>	
#2	Commercial	Retail			528	Retail Store, General	5.0 /100m²	26	18	2.20 /100m²	12	1	11
		Office			528	Personal, Financial and Office Services	3.0 /100m²	16		1.95 /100m²	10	1	10
		Restaurant			528	Eating and Drinking Establishments (Minor)	5.0 /100m²	26		5.00 /100m²	26	2	24
	Residential	Bachelor	2				1.0 / bachelor and 1-bedroom unit	2		1.00 / bachelor and 1-bedroom unit	2	0	2
		One-Bedroom	6				1.0 / bachelor and 1-bedroom unit	6		1.00 / bachelor and 1-bedroom unit	6	0	6
		Two-Bedroom	6				1.5 / 2 bedroom unit	9		1.50 / 2 bedroom unit	9	1	8
		Three-Bedroom	1				2.0 / 3 or more bedroom unit	2		2.00 / 3 or more bedroom unit	2	0	2
		Visitor	15				0.2 / unit	3		0.15 / unit	2	0	2
						<b>Total Building #2</b>	<b>91</b>		<b>Total Building #2</b>	<b>70</b>	<b>5</b>	<b>64</b>	
#3	Commercial	Retail			406	Retail Store, General	5.0 /100m²	20	18	2.20 /100m²	9	1	8
		Office			406	Personal, Financial and Office Services	3.0 /100m²	12		1.95 /100m²	8	1	7
		Restaurant			406	Eating and Drinking Establishments (Minor)	5.0 /100m²	20		5.00 /100m²	20	2	19
	Residential	Bachelor	1				1.0 / bachelor and 1-bedroom unit	1		1.00 / bachelor and 1-bedroom unit	1	0	1
		One-Bedroom	4				1.0 / bachelor and 1-bedroom unit	4		1.00 / bachelor and 1-bedroom unit	4	0	4
		Two-Bedroom	4				1.5 / 2 bedroom unit	6		1.50 / 2 bedroom unit	6	0	6
		Three-Bedroom	1				2.0 / 3 or more bedroom unit	2		2.00 / 3 or more bedroom unit	2	0	2
		Visitor	10				0.2 / unit	2		0.15 / unit	2	0	2
						<b>Total Building #3</b>	<b>68</b>		<b>Total Building #3</b>	<b>52</b>	<b>4</b>	<b>48</b>	
#4	Commercial	Retail			406	Retail Store, General	5.0 /100m²	20	18	2.20 /100m²	9	1	8
		Office			406	Personal, Financial and Office Services	3.0 /100m²	12		1.95 /100m²	8	1	7
		Restaurant			406	Eating and Drinking Establishments (Minor)	5.0 /100m²	20		5.00 /100m²	20	2	19
	Residential	Bachelor	1				1.0 / bachelor and 1-bedroom unit	1		1.00 / bachelor and 1-bedroom unit	1	0	1
		One-Bedroom	4				1.0 / bachelor and 1-bedroom unit	4		1.00 / bachelor and 1-bedroom unit	4	0	4
		Two-Bedroom	4				1.5 / 2 bedroom unit	6		1.50 / 2 bedroom unit	6	0	6
		Three-Bedroom	1				2.0 / 3 or more bedroom unit	2		2.00 / 3 or more bedroom unit	2	0	2
		Visitor	10				0.2 / unit	2		0.15 / unit	2	0	1
						<b>Total Building #4</b>	<b>68</b>		<b>Total Building #4</b>	<b>52</b>	<b>4</b>	<b>48</b>	
#5	Commercial	Retail			1,436	Retail Store, General	5.0 /100m²	72	0	2.20 /100m²	32	0	32
		Office			1,436	Personal, Financial and Office Services	3.0 /100m²	43		1.95 /100m²	28	0	28
		Restaurant			1,436	Eating and Drinking Establishments (Minor)	5.0 /100m²	72		5.00 /100m²	72	0	72
							<b>Total Building #5</b>	<b>187</b>			<b>Total Building #5</b>	<b>131</b>	<b>0</b>
#6	Commercial	Retail			1,436	Retail Store, General	5.0 /100m²	72	0	2.20 /100m²	32	0	32
		Office			1,436	Personal, Financial and Office Services	3.0 /100m²	43		1.95 /100m²	28	0	28
		Restaurant			1,436	Eating and Drinking Establishments (Minor)	5.0 /100m²	72		5.00 /100m²	72	0	72
							<b>Total Building #6</b>	<b>187</b>			<b>Total Building #6</b>	<b>131</b>	<b>0</b>
#7	Commercial	Restaurant			604	Eating and Drinking Establishments (Minor)	5.0 /100m²	30	27	5.00 /100m²	30	19	11
		Two-Bedroom	8				1.5 / 2 bedroom unit	12		1.50 / 2 bedroom unit	12	7	5
		Visitor	8				0.2 / unit	2		0.15 / unit	1	1	0
							<b>Total Building #7</b>	<b>44</b>			<b>Total Building #7</b>	<b>43</b>	<b>27</b>
#8	Commercial	Retail			532	Retail Store, General	5.0 /100m²	27	26	2.20 /100m²	12	10	2
		Office			669	Personal, Financial and Office Services	3.0 /100m²	20		1.95 /100m²	13	11	2
		Restaurant			135	Eating and Drinking Establishments (Minor)	5.0 /100m²	7		5.00 /100m²	7	6	1
							<b>Total Building #8</b>	<b>53</b>			<b>Total Building #8</b>	<b>31</b>	<b>26</b>
#9	Commercial	Retail			403	Retail Store, General	5.0 /100m²	20	0	2.20 /100m²	9	0	9
		Office			403	Personal, Financial and Office Services	3.0 /100m²	12		1.95 /100m²	8	0	8
		Restaurant			403	Eating and Drinking Establishments (Minor)	5.0 /100m²	20		5.00 /100m²	20	0	20
	Residential	Bachelor	3				1.0 / bachelor and 1-bedroom unit	3		1.00 / bachelor and 1-bedroom unit	3	0	3
		One-Bedroom	12				1.0 / bachelor and 1-bedroom unit	12		1.00 / bachelor and 1-bedroom unit	12	0	12
		Two-Bedroom	12				1.5 / 2 bedroom unit	18		1.50 / 2 bedroom unit	18	0	18
		Three-Bedroom	3				2.0 / 3 or more bedroom unit	6		2.00 / 3 or more bedroom unit	6	0	6
		Visitor	30				0.2 / unit	6		0.15 / unit	5	0	5
						<b>Total Building #9</b>	<b>97</b>		<b>Total Building #9</b>	<b>80</b>	<b>0</b>	<b>80</b>	

Building	LAND USE		UNITS	FLOOR AREA		PARKING REQUIREMENT - LAND USE BYLAW			PARKING SUPPLY PER SITE PLANS	EXPECTED PARKING BASED ON INDIVIDUAL USES (NO SHARED PARKING)				
				sq.ft.	m <sup>2</sup>	LAND USE	RATE	APPLIED TO THE SITE		RATE	APPLIED TO THE SITE	Parking Accommodated	Potential Parking Spillover	
#10	Commercial	Retail			383	Retail Store, General	5.0 /100m <sup>2</sup>	19	56	2.20 /100m <sup>2</sup>	8	3	5	
		Office			383	Personal, Financial and Office Services	3.0 /100m <sup>2</sup>	11		1.95 /100m <sup>2</sup>	7	3	5	
		Restaurant			383	Eating and Drinking Establishments (Minor)	5.0 /100m <sup>2</sup>	19		5.00 /100m <sup>2</sup>	19	7	12	
	Residential	Bachelor	3				1.0 / bachelor and 1-bedroom unit	3		1.00 / bachelor and 1-bedroom unit	3	1	2	
		One-Bedroom	12			Apartment	1.0 / bachelor and 1-bedroom unit	12		1.00 / bachelor and 1-bedroom unit	12	4	8	
		Two-Bedroom	12				1.5 / 2 bedroom unit	18		1.50 / 2 bedroom unit	18	7	11	
		Three-Bedroom	3				2.0 / 3 or more bedroom unit	6		2.00 / 3 or more bedroom unit	6	2	4	
Visitor	30				0.2 / unit	6	0.15 / unit	5	2	3				
						<b>Total Building #10</b>	<b>95</b>		<b>79</b>	<b>29</b>	<b>49</b>			
#11	Residential	Bachelor	5			Apartment	1.0 / bachelor and 1-bedroom unit	5	1.00 / bachelor and 1-bedroom unit	5	2	3		
		One-Bedroom	20				1.0 / bachelor and 1-bedroom unit	20	1.00 / bachelor and 1-bedroom unit	20	7	13		
		Two-Bedroom	20				1.5 / 2 bedroom unit	30	1.50 / 2 bedroom unit	30	11	19		
		Three-Bedroom	5				2.0 / 3 or more bedroom unit	10	2.00 / 3 or more bedroom unit	10	4	6		
		Visitor	50				0.2 / unit	10	0.15 / unit	8	3	5		
						<b>Total Building #11</b>	<b>75</b>		<b>73</b>	<b>27</b>	<b>46</b>			
#12	Residential	Bachelor	1			Apartment	1.0 / bachelor and 1-bedroom unit	1	1.00 / bachelor and 1-bedroom unit	1	1	0		
		One-Bedroom	4				1.0 / bachelor and 1-bedroom unit	4	1.00 / bachelor and 1-bedroom unit	4	4	0		
		Two-Bedroom	4				1.5 / 2 bedroom unit	6	1.50 / 2 bedroom unit	6	5	1		
		Three-Bedroom	1				2.0 / 3 or more bedroom unit	2	2.00 / 3 or more bedroom unit	2	2	0		
		Visitor	10				0.2 / unit	2	0.15 / unit	2	1	0		
						<b>Total Building #12</b>	<b>15</b>		<b>15</b>	<b>13</b>	<b>2</b>			
#13	Residential	Bachelor	1			Apartment	1.0 / bachelor and 1-bedroom unit	1	1.00 / bachelor and 1-bedroom unit	1	1	0		
		One-Bedroom	4				1.0 / bachelor and 1-bedroom unit	4	1.00 / bachelor and 1-bedroom unit	4	4	0		
		Two-Bedroom	4				1.5 / 2 bedroom unit	6	1.50 / 2 bedroom unit	6	5	1		
		Three-Bedroom	1				2.0 / 3 or more bedroom unit	2	2.00 / 3 or more bedroom unit	2	2	0		
		Visitor	10				0.2 / unit	2	0.15 / unit	2	1	0		
						<b>Total Building #13</b>	<b>15</b>		<b>15</b>	<b>13</b>	<b>2</b>			
#14	Residential	Bachelor	1			Apartment	1.0 / bachelor and 1-bedroom unit	1	1.00 / bachelor and 1-bedroom unit	1	1	0		
		One-Bedroom	3				1.0 / bachelor and 1-bedroom unit	3	1.00 / bachelor and 1-bedroom unit	3	3	0		
		Two-Bedroom	3				1.5 / 2 bedroom unit	5	1.50 / 2 bedroom unit	5	4	1		
		Three-Bedroom	1				2.0 / 3 or more bedroom unit	2	2.00 / 3 or more bedroom unit	2	1	0		
		Visitor	8				0.2 / unit	2	0.15 / unit	1	1	0		
						<b>Total Building #14</b>	<b>12</b>		<b>12</b>	<b>10</b>	<b>1</b>			
#15	Residential	Bachelor	1			Apartment	1.0 / bachelor and 1-bedroom unit	1	1.00 / bachelor and 1-bedroom unit	1	1	0		
		One-Bedroom	3				1.0 / bachelor and 1-bedroom unit	3	1.00 / bachelor and 1-bedroom unit	3	3	0		
		Two-Bedroom	3				1.5 / 2 bedroom unit	5	1.50 / 2 bedroom unit	5	4	1		
		Three-Bedroom	1				2.0 / 3 or more bedroom unit	2	2.00 / 3 or more bedroom unit	2	1	0		
		Visitor	8				0.2 / unit	2	0.15 / unit	1	1	0		
						<b>Total Building #15</b>	<b>12</b>		<b>12</b>	<b>10</b>	<b>1</b>			
								<b>Total Site</b>	<b>1108</b>	<b>173</b>		<b>864</b>	<b>173</b>	<b>690</b>
								<b>Total Residential</b>	<b>307</b>			<b>296</b>	<b>103</b>	<b>194</b>
								<b>Total Commercial</b>	<b>802</b>			<b>567</b>	<b>70</b>	<b>497</b>
												<b>133</b>	<b>Total Retail</b>	<b>117</b>
												<b>121</b>	<b>Total Office</b>	<b>105</b>
Commercial breakdown is assumed 33% restaurant, 33% retail, 33% office												<b>313</b>	<b>Total Restaurant</b>	<b>275</b>
Residential breakdown is assumed 10% bachelor, 40% one-bedroom, 40% two-bedroom, 10% three-bedroom												<b>266</b>	<b>Total Residents</b>	<b>174</b>
												<b>31</b>	<b>Total Visitors</b>	<b>20</b>