



PARKING JUSTIFICATION REPORT

FRED'S FARM FRESH CONDOS MIX-USE DEVELOPMENT

**2144 HURON CHURCH ROAD
WINDSOR, ONTARIO**

PROJECT NO. 22-072

DATE: APRIL 17, 2024



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1. INTRODUCTION

1.1 Background

Baird AE has been retained to prepare a Parking Justification Report to support Applications for Official Plan Amendment and Zoning By-law Amendment for the proposed mixed-use (commercial/residential) development on Huron Church in the City of Windsor.

The study was undertaken to ensure parking requirements at the existing Fred's Farm Fresh are met and to determine the adequacy of parking provisions in meeting the requirements of the proposed development. This study is also a supportive document for the approval of severance for Fred's Farm Fresh, to create a new lot for the proposed development.

The development will consist of one new mid-rise building, landscape open space and parking lot and is located west of Daytona Avenue and in the northeast quadrant of Huron Church Road and Northwood Street.

The site and concept plan for the proposed development are attached to this report and the location is shown in Figure 1 below.

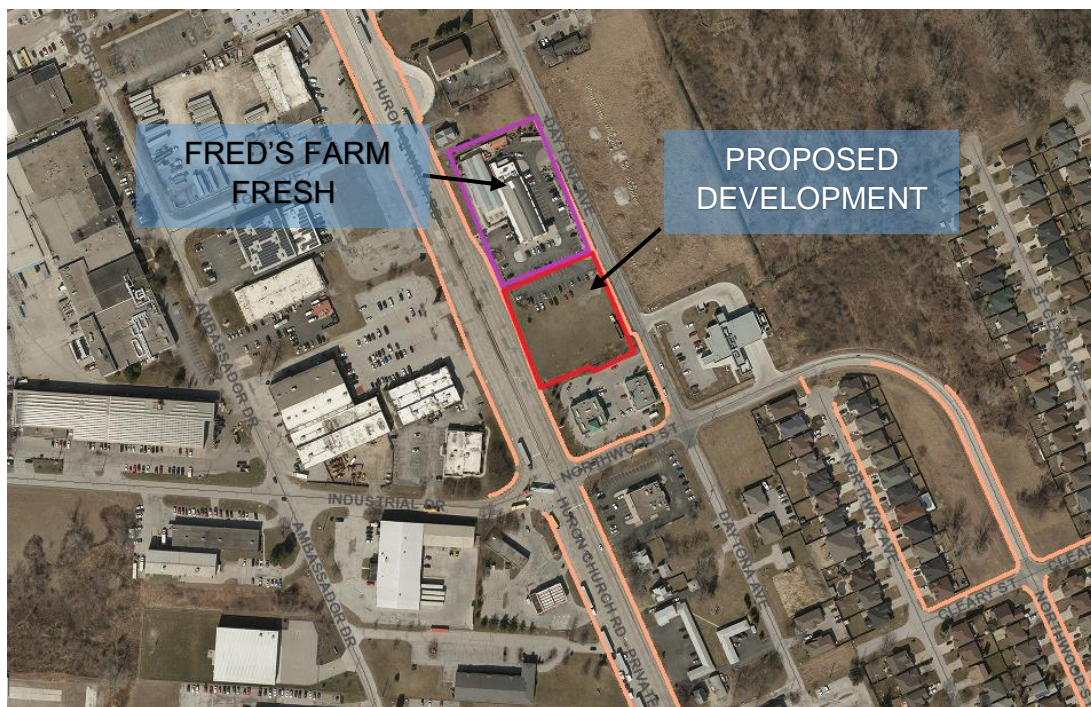


Figure 1: Proposed Development Site

1.2 Existing Development

The overall subject land is approximately **1.28** hectares in size, which includes existing buildings, a parking lot and landscape open space.

1.3 Development Proposal

The subject property, being severed from Fred's Farm Fresh, is approximately **0.57** hectares in size, which includes a section of the adjoining property's parking lot. The proposed development will consist of one 6-storey mixed-use building, with commercial space on the first floor and residential dwelling units on the remaining 5 floors above.

Access to the development will be provided from Huron Church and Daytona Avenue.

Table 1: Proposed Building

FLOOR	UNITS
1	One Commercial Space (2,945 sq.ft.)
2-4	18 1-BR Suites and 18 2-BR Suites (36 units total)
5-6	8 1-BR Suites and 14 2-BR Suites (22 units total)

2. PROPOSED CONDITION

The proposed development will include a combined use building, landscape open space, and a parking lot as shown in Figure 4 below. The development will have **83 parking stalls** to serve both residents and workers/visitors to the commercial space on the first floor; 4 of these will be accessible parking spaces.

Table 2: Road Network Characteristics

Component	Huron Church Road	Daytona Avenue
Direction	North-South	North-south
Speed limits	60 km/h	50 km/h
Cycling Facilities	No	No
On-Street Parking	No	No

The subject development is located along Huron Church Rd., which is one of the busiest roads in the city. The nearest bus route is a 6-minute walk away at the intersection of Ambassador Drive and Industrial Drive, as shown in Figure 2 below.



Figure 3: Transit Map Around Subject Development

3.2 Existing Parking Areas

The parking area currently has **98** parking stalls, which is significantly more than the minimum parking requirement of 76 stalls, as laid out in Table 5 below.

As shown in Figure 3, **31** parking stalls will be lost due to the lot creation for the proposed new development. Huron Church Road and Daytona Avenue cannot be used to provide additional parking, as both roads do not allow on-street parking.



Figure 4: Existing Parking Spaces to be Lost to Severance

3.3 Proposed Development's Parking Demand Based on City of Windsor Zoning By-law Section 8600

To facilitate the proposed development, a Zoning By-law Amendment is required.

Table 3: Parking Demand - City of Windsor By-law 8600

Land Use	Units/Sq. m	Min. Parking Rate	Parking Required	Parking Provided	Deficit (-) / Surplus (+)
1 st Floor Commercial Space	273.57 sq. m.	1/22.5 sq. m.	12	83	-1
2 nd -6 th Floor Residential Dwelling Units	58 units	1.25/unit	72		

3.4 Proposed Development’s Parking Demand Based on ITE Parking Generation Manual

The proposed development is investigated using the Institution of Transportation Engineering (ITE) Parking Generation, 5th Edition. The number of parking spots required for the proposed development is calculated using the following ITE Manual land uses: Multifamily Housing -Mid-Rise (ITE 221) and Retail Store – (ITE 851).

Table 4: Parking Demand – ITE Parking Generation

Land Use	Units/Sq. m	Avg. Parking Rate	Parking Required	Parking Provided	Deficit (-) / Surplus (+)
1 st Floor Commercial Space (851)	2944.68 sq. ft.	5.44/1000 sq. ft.	16	83	-9
2 nd -6 th Floor Suites (221)	58 units	1.31/unit	76		

3.5 Retained Parcel's Parking Demand Based on City of Windsor Zoning By-law Section 8600

To facilitate the proposed development, a Zoning By-law Amendment is required.

Table 5: Parking Demand - City of Windsor By-law 8600

Land Use	Units/Sq. m	Min. Parking Rate	Parking Required	Parking Provided	Deficit (-) / Surplus (+)
Commercial Retail Building	1,107.34 sq. m.	1/22.5 sq. m.	49	67	-9
Existing Garden Centre	628.28 sq. m.	1/22.5 sq. m.	27		

3.6 Retained Parcel Parking Demand Based on ITE Parking Generation Manual

The existing development is investigated using the Institution of Transportation Engineering (ITE) Parking Generation, 5th Edition. The number of parking spots required for the existing development was calculated by comparing the rates for ITE 820 (Shopping Centre) and ITE 850 (Retail Store) and selecting the larger of the two.

Table 6: Parking Demand – ITE Parking Generation

Land Use	Units/Sq. m	Avg. Parking Rate	Parking Required	Parking Provided	Deficit (-) / Surplus (+)
Commercial Retail Building (850)	11,602 sq. ft.	2.93/1000 sq. ft.	32	67	+22
Garden Centre (820)	6,762 sq. ft.	1.95/1000 sq. ft.	13		

In comparison with ITE parking analysis of existing and proposed development, the deficit of 9 parking stall (see Table 4) will be adjusted in the Fred's farms parking. Hence, no additional parking is needed for existing and proposed development. Further justification related to demand of stall are explained in the section below.

4. PARKING JUSTIFICATION

Tables 3 and 5 above suggest parking provisions may not be sufficient to support both the existing Fred's Farm Fresh and the proposed mixed-use development. However, a thorough consideration of the following factors will indicate otherwise:

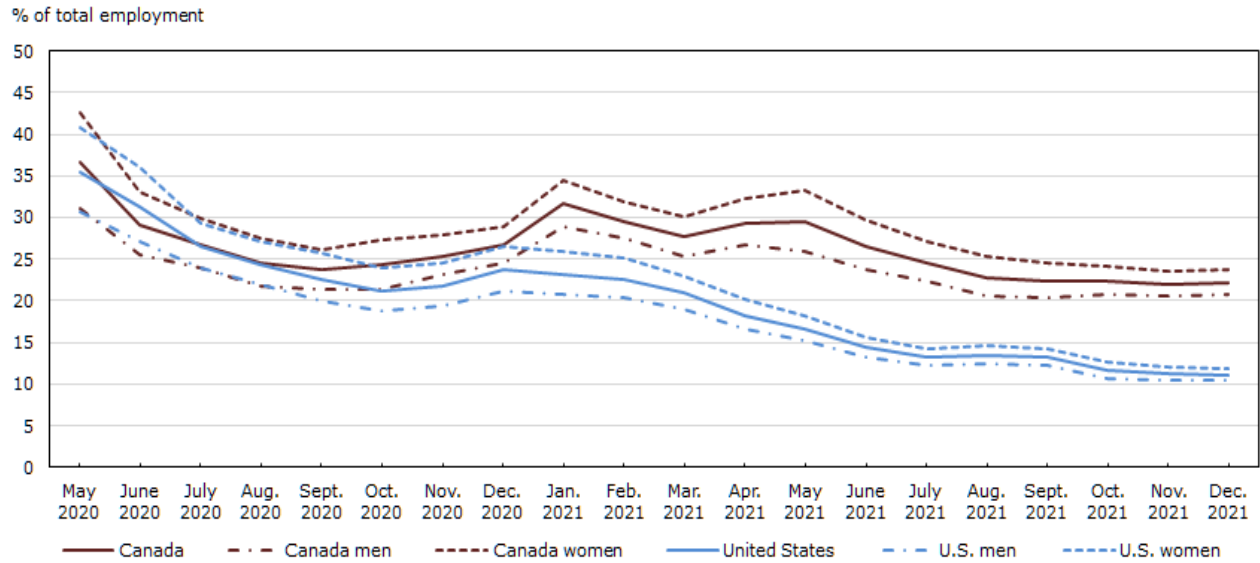
4.1 *Shared Parking Between Residential and Commercial Establishments*

It is reasonable to assume that a significant number of residential parking stalls will be unoccupied between 8am and 5pm on weekdays as residents are away at work. Coincidentally, this is the time of the highest weekday parking demand for the adjacent commercial establishment. According to Statistics Canada, **22%** of employees work from home. Assuming all vehicle owners are employed, **78%** of residential parking stalls, i.e., **64** parking stalls will be available for commercial use during weekday working hours. This will lead to a total of **131** parking stalls available for commercial use during the weekdays. Considering the parking demand for the commercial establishment is 74 stalls, this eliminates the need to provide additional commercial parking for Fred's Farm Fresh on weekdays.

According to information obtained from Statistics Canada, an average of 11% of Canadian employees work weekends. 78% of the 11% will not work from home, thus 8.5% of residential parking stalls will be available for commercial use during working hours on weekends. This will provide **7** additional parking stalls for commercial use, which is the number of parking stalls required to meet the parking demand.

It is worthwhile to note that this practice of reducing the need for excess parking complies with the principles of Low Impact Development purveyed by the Ministry of Environment, Conservation and Parks in the Ontario Water Resources Act, R.S.O. 1990. The provision of additional parking stalls will increase the impervious area of the development, which will consequently increase stormwater runoff.

Chart 1
Percentage of employees working from home, Canada and the United States



Sources: Statistics Canada, Labour Force Survey special tabulation; and U.S. Bureau of Labor Statistics.

Figure 5: Percentage of Employees Working from Home

4.2 Overly Conservative Parking Demand by Windsor By-Law 8600

A review of the average parking rates prescribed by comparable municipalities, Guelph and London, reveals that Windsor parking rates are overly conservative. Table 7 below shows the rates prescribed for garden centers in all 3 cities. Should other standards be applied, the number of parking spaces provided will more than suffice for the projected parking demand. We believe that the parking provisions depicted in the design drawings and enumerated in Tables 3 and 5 above will be sufficient for Fred’s Farm Fresh and the proposed development.

Table 7: Parking Rates (Garden Center) for Comparable Cities

City	Parking Rate	Parking Required	Parking Provided
Windsor	1/22.5 sq. m.	74	67
Guelph	1.5/100 sq. m.	11	
London	1/50 sq. m.	34	

To further support the parking relief, a pedestrian connection from the building allows for access to the adjacent existing public sidewalks on the adjacent rights-of-way

and bicycle parking will be provided with the proposed new development, to promote alternative modes of transportation.

5. CONCLUSION

In conclusion, we believe the proposed parking provisions are sufficient to meet the parking demand of Fred's Farm Fresh commercial establishment and the proposed development. Justification for this assertion includes the consideration of the following factors, both of which are explained in the preceding sections of this report:

1. Shared Parking Between Residential and Commercial Establishments.
2. Overly Conservative Parking Demand by Windsor Zoning By-Law 8600.

We, therefore, anticipate that no further changes to parking spaces will be required.

We trust the foregoing is a satisfactory justification for the parking provisions made for existing and proposed developments. However, should you have questions, please contact the undersigned.

All of which is respectfully submitted.

BAIRD AE INC.
700-1350 PROVINCIAL ROAD,
WINDSOR, ONTARIO
N8W 5W1

Reviewed By:

Prepared By:



A handwritten signature in black ink, appearing to read 'Nii Nartei Nartey'.

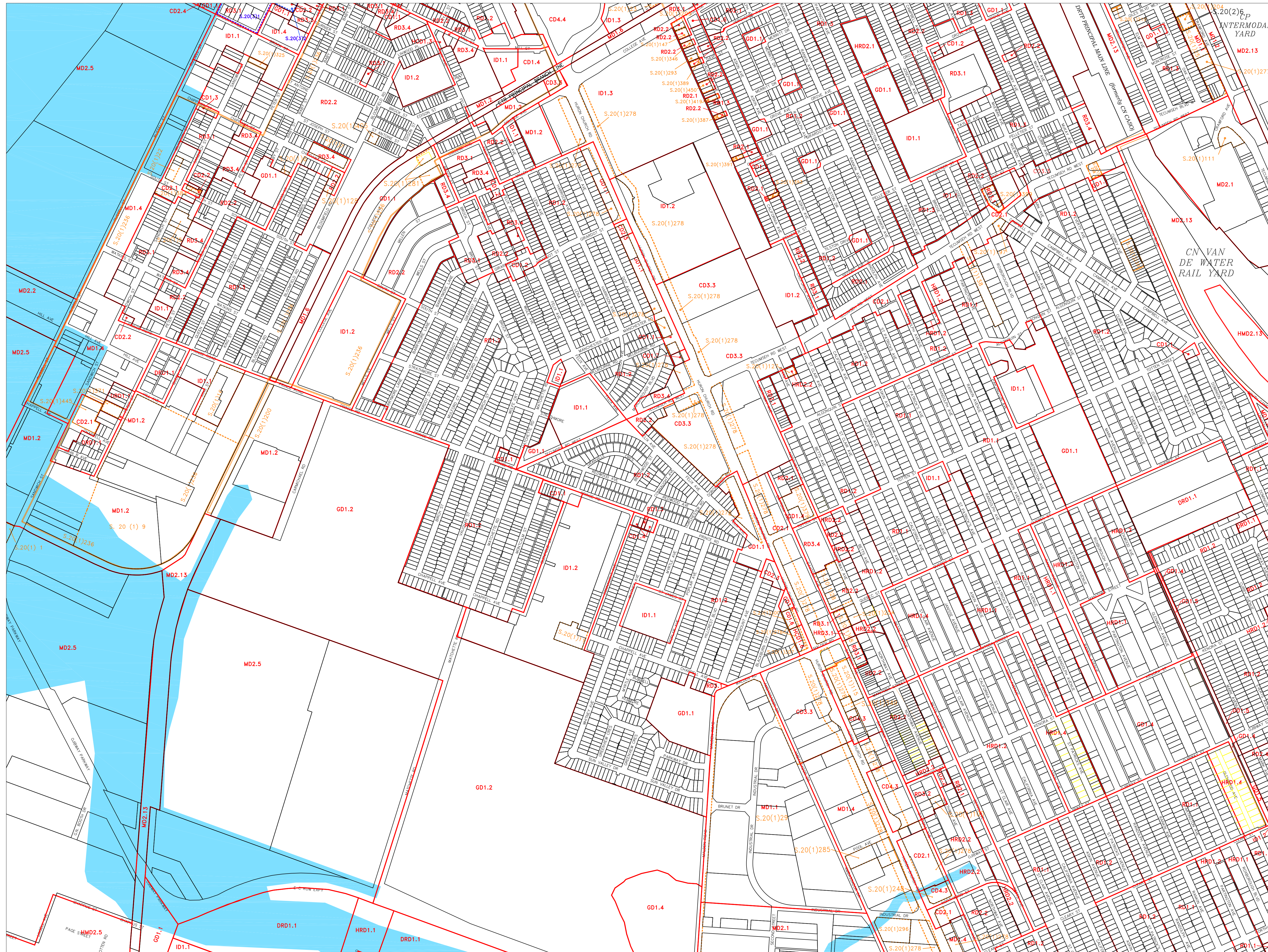
Shurjeel Tunio, P.Eng.
 Senior Project Manager
Baird AE

Nii Nartei Nartey, M.Eng. E.I.T.
 Junior Engineer
Baird AE

Appendix A

SITE PLAN AND BACKGROUND INFORMATION

Zoning District Map 4



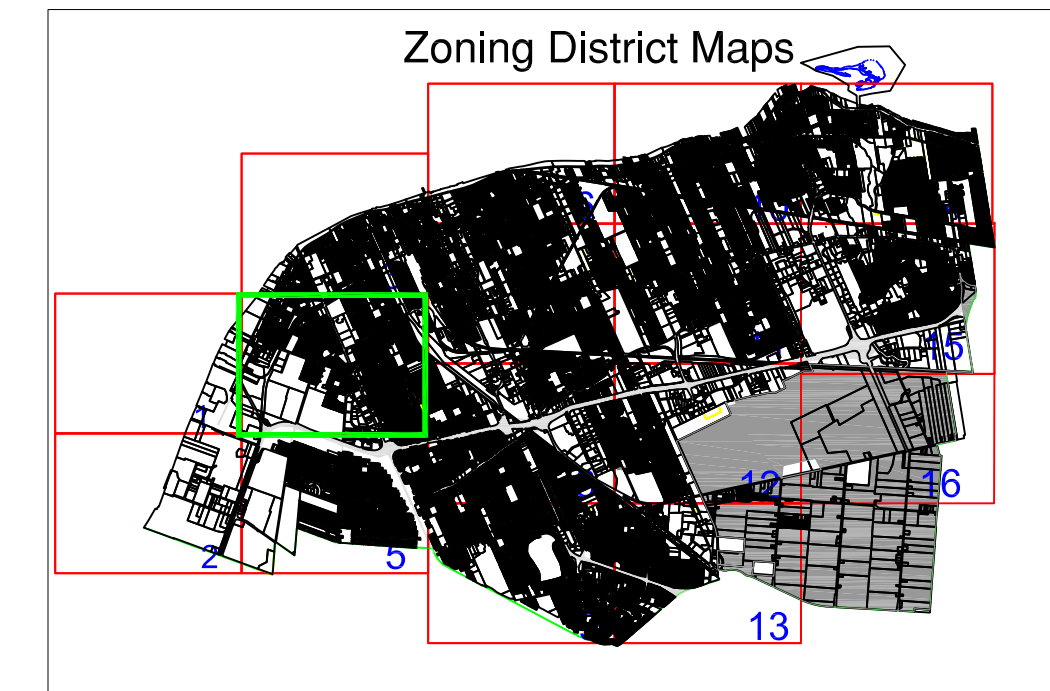
LEGEND:

- Zone Boundary¹
- Specific Zoning Exemptions²
- Specific Zoning Regulation⁵
- Specific Temporary Zoning Exemptions³
- Registered Plan Parcel Limits
- Ownership Parcel Limits
- Municipal Boundary Line
- Inland Watercourse Flood Prone Area⁴
- Detroit River/Lake St. Clair Flood Prone Area⁴

NOTES:

1. Each Zoning District symbol corresponds to a zoning district set out in the text of By-law 8600 (i.e., CD1.1 - Commercial District 1.1).
2. See Subsection 20(1) and the relevant clause for the specific special provisions.
3. See Subsection 20(2) and the relevant clause for the specific special provisions.
4. Represents the approximate limits of land subject of potential flooding along the Detroit River, Lake St. Clair and inland watercourses as determined by the Essex Region Conservation Authority (ERCA). Within these areas, buildings or structures are generally restricted and possibly prohibited. Application for building permits will be referred to ERCA for its review and the issuance of permits prior to the issuance of any building permit by the City of Windsor.
5. See Subsection 20(3) and the relevant clause for the specific special provisions.

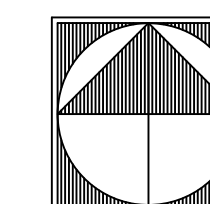
DATE	BY-LAW #	REVISIONS	DATE	BY-LAW #
06/05/04	42-2004		01/18/21	3-2021
10/05/04	27-2004		08/31/21	123-2021
10/05/04	107-2003		12/07/21	176-2021
07/07/04	109-2004		12/15/21	144-2021
07/06/03	330-2003		12/15/21	138-2021
02/11/04	346-2004		08/22/22	36-2022
25/11/04	361-2004		09/22/22	118-2022
21/02/05	2-2005		09/22/22	118-2022
21/02/05	2-2005		10/18/22	108-2022
01/03/05	47-2005		10/18/22	128-2022
18/04/05	71-2005			
20/04/05	75-2005			
24/04/05	313-2004			
06/07/05	121-2005			
26/05/05	130-2005			
08/08/05	171-2005			
08/08/05	194-2005			
13/10/05	239-2005			
24/10/05	225-2005			
04/09/06	158-2006			
30/07/06	110-2006			
14/08/06	147-2006			
21/08/06	146-2006			
23/10/06	178-2006			
13/11/06	184-2006			
04/09/07	214-2006			
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31/12/08	198-2008			
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11/02/10	152-2009			
11/02/10	10-2010			
22/10/10	148-2010			
14/03/11	20-2011			
14/03/11	27-2011			
23/03/11	28-2011			
30/03/11	65-2011			
08/04/11	71-2011			
08/22/11	80-2011			
28/12/07	233-2007			
13/09/08	324-2004			
22/11/11	132-2011			
22/12/11	208-2011			
10/01/12	209-2011			
06/06/12	52-2012			
28/09/12	128-2012			
30/10/12	30-2009			
30/10/12	24-2009			
07/11/12	164-2012			
09/05/13	67-2013			
21/05/13	56-2013			
08/10/13	159-2013			
22/10/13	154-2013			
22/10/13	167-2013			
13/03/14	18-2014			
09/06/14	78-2014			
13/08/14	114-2014			
27/08/14	101-2013			
25/06/15	67-2015			
29/07/15	B/L 8600 1.20.30.5			
02/08/16	1-2016			
07/05/17	56-2017			
07/05/17	63-2017			
08/23/17	108-2017			
08/23/17	110-2017			
08/23/17	117-2017			
05/24/18	177-2017			
06/19/18	63-2018			
09/04/18	120-2018			
03/01/19	189-2018			
06/25/19	64-2019			
11/01/19	97-2019			
12/18/19	120-2019			
12/18/19	128-2019			
09/23/20	111-2020			
09/25/20	110-2020			
10/06/20	122-2020			
12/01/20	148-2020			
01/27/20	170-2020			



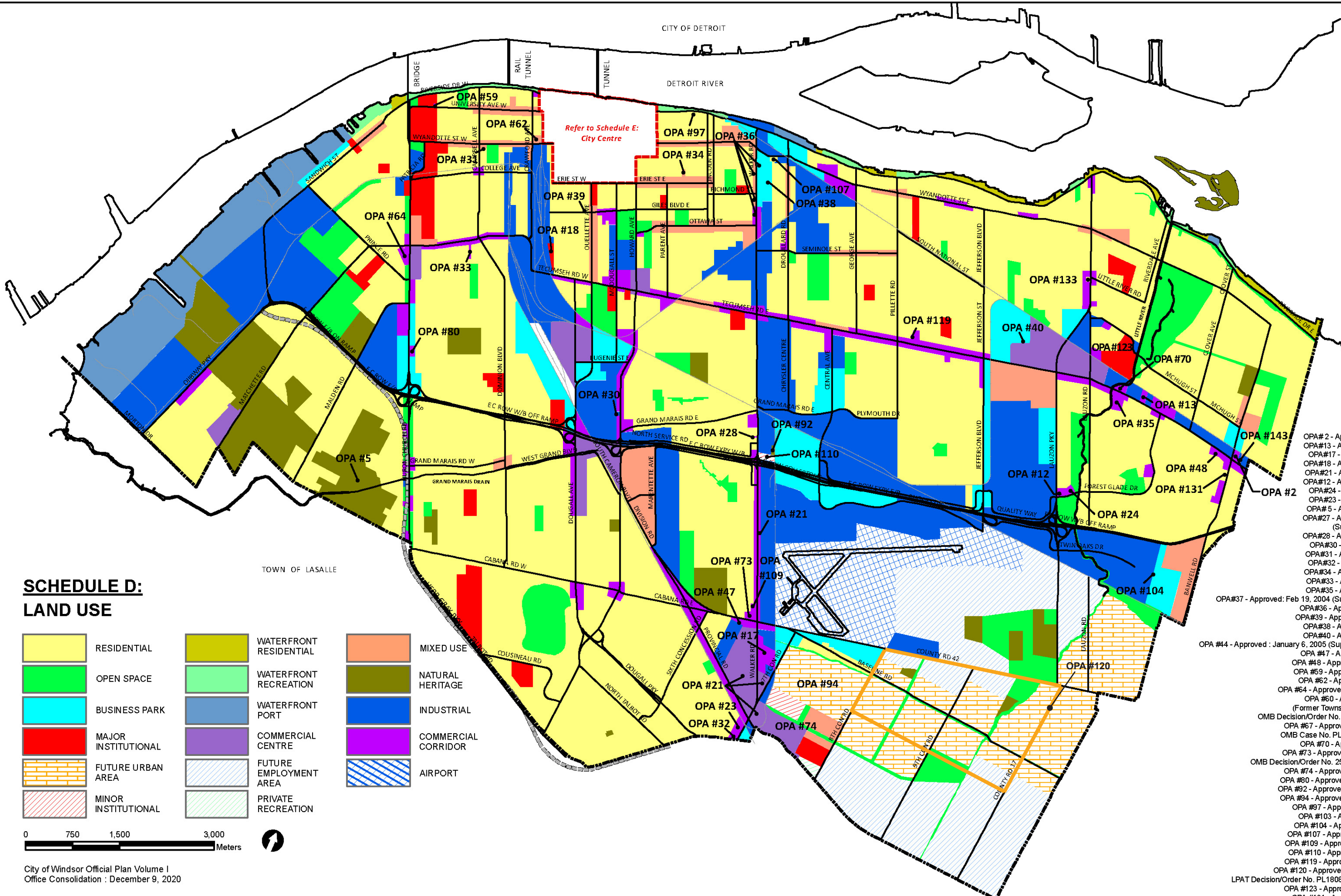
This forms Part of Schedule 'A'.

City of Windsor Zoning By-law 8600

Scale 1:6000



Zoning District Map 4

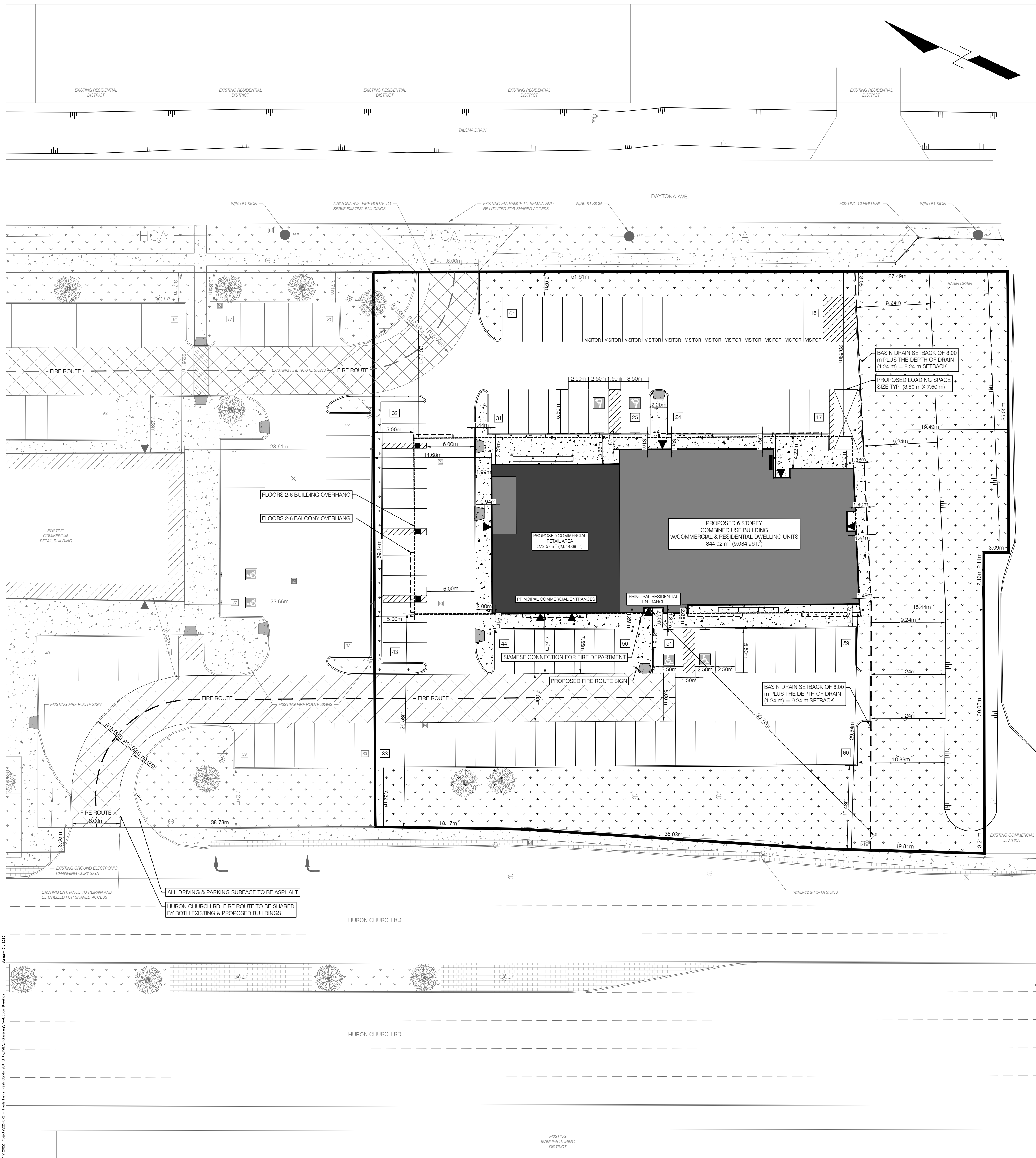


**SCHEDULE D:
LAND USE**

	RESIDENTIAL		WATERFRONT RESIDENTIAL		MIXED USE
	OPEN SPACE		WATERFRONT RECREATION		NATURAL HERITAGE
	BUSINESS PARK		WATERFRONT PORT		INDUSTRIAL
	MAJOR INSTITUTIONAL		COMMERCIAL CENTRE		COMMERCIAL CORRIDOR
	FUTURE URBAN AREA		FUTURE EMPLOYMENT AREA		AIRPORT
	MINOR INSTITUTIONAL		PRIVATE RECREATION		



- AS AMENDED BY:
- OPA# 2 - Approved: Dec. 11, 2000
 - OPA#13 - Approved: Nov. 22, 2001
 - OPA#17 - Approved: Jan. 3, 2002
 - OPA#18 - Approved: Mar. 15, 2002
 - OPA#21 - Approved: July 16, 2002
 - OPA#12 - Approved: Aug. 21, 2002
 - OPA#24 - Approved: Oct. 7, 2002
 - OPA#23 - Approved: Oct. 9, 2002
 - OPA# 5 - Approved: Oct. 29, 2002
 - OPA#27 - Approved: Dec. 16, 2002 (Superseded by OPA #40)
 - OPA#28 - Approved: Dec. 16, 2002
 - OPA#30 - Approved: Apr. 7, 2003
 - OPA#31 - Approved: Apr. 14, 2003
 - OPA#32 - Approved: May 5, 2003
 - OPA#34 - Approved: May 20, 2003
 - OPA#33 - Approved: June 2, 2003
 - OPA#35 - Approved: Aug. 11, 2003
 - OPA#37 - Approved: Feb 19, 2004 (Superseded by OPA #40)
 - OPA#36 - Approved: March 3, 2004
 - OPA#39 - Approved: March 26, 2004
 - OPA#38 - Approved: July 21, 2004
 - OPA#40 - Approved: July 21, 2004
 - OPA#44 - Approved: January 6, 2005 (Superseded by OPA #131)
 - OPA#47 - Approved: May 10, 2005
 - OPA#48 - Approved: August 18, 2005
 - OPA#59 - Approved: March 27, 2007
 - OPA#62 - Approved: June 15, 2007
 - OPA#64 - Approved: September 20, 2007
 - OPA#60 - Approved: May 7, 2007 (Former Township of Sandwich South)
 - OMB Decision/Order No. 2667 - October 5, 2007
 - OPA#67 - Approved: December 4, 2015
 - OMB Case No. PL080049 - April 26, 2016
 - OPA#70 - Approved: April 20, 2009
 - OPA#73 - Approved: September 7, 2006
 - OMB Decision/Order No. 2513 - February 12, 2009
 - OPA#74 - Approved: December 4, 2009
 - OPA#80 - Approved: November 22, 2010
 - OPA#92 - Approved: September 19, 2016
 - OPA#94 - Approved: December 21, 2016
 - OPA#97 - Approved: October 6, 2014
 - OPA#103 - Approved: June 1, 2015
 - OPA#104 - Approved: June 24, 2015
 - OPA#107 - Approved: August 15, 2016
 - OPA#109 - Approved: February 6, 2017
 - OPA#110 - Approved: August 22, 2016
 - OPA#119 - Approved: October 15, 2018
 - OPA#120 - Approved: September 17, 2018
 - LPAT Decision/Order No. PL180842 - December 3, 2019
 - OPA#123 - Approved: January 21, 2020
 - OPA#131 - Approved: August 4, 2020
 - OPA#133 - Approved: November 9, 2020
 - OPA#143 - Approved: June 13, 2022



LEGEND	
[Symbol]	EXISTING NUMBERED PARKING SPACES
[Symbol]	PROPOSED NUMBERED PARKING SPACES
[Symbol]	PARKING/ROAD SIGN
[Symbol]	ACCESSIBLE SPACE SYMBOL
[Symbol]	BICYCLE PARKING SPACE SIZE TYP. (0.60 m X 2.50 m)
[Symbol]	CURB CUT
[Symbol]	EXISTING FIRE HYDRANT
[Symbol]	EXISTING WATER VALVE
[Symbol]	PROPOSED BUILDING ENTRANCE
[Symbol]	PROPOSED OVERHEAD DOOR
[Symbol]	FLOORS 2-6 BUILDING OVERHANG
[Symbol]	FLOORS 2-6 BALCONY OVERHANG
[Symbol]	EXISTING BUILDING
[Symbol]	PROPOSED RESIDENTIAL GROUND FLOOR
[Symbol]	PROPOSED COMMERCIAL RETAIL GROUND FLOOR
[Symbol]	LANDSCAPE OPEN SPACE
[Symbol]	SIDEWALK/CONCRETE
[Symbol]	FIRE ROUTE
[Symbol]	EXISTING TREE
[Symbol]	EXISTING LIGHT POLE (LP)
[Symbol]	EXISTING HYDRO POLE (HP)
[Symbol]	GUY WIRE
[Symbol]	EXISTING CATCH BASIN
[Symbol]	PROPOSED SUPPORT COLUMN FOR CANTILEVERED FLOORS
[Symbol]	EXISTING HYDRO CABLE
[Symbol]	EXISTING WOODEN BOARD FENCE
[Symbol]	PROPERTY LINE
[Symbol]	DRAIN SETBACK

- NOTES:
- BUILDING TO BE SPRINKLERED.
 - ALL FIRE DEPARTMENT SIGNAGE TO BE COMPLETED AFTER CONSTRUCTION IN COORDINATION WITH FIRE DEPARTMENT.
 - FIRE ROUTE TO BE IN COMPLIANCE WITH OBC REQUIREMENTS.
 - ALL ACCESSIBLE PARKING SPACES TO HAVE RB-93 SIGNS INSTALLED (TYPE 'A' TO HAVE RB-93I SIGN INSTALLED & TYPE 'B' TO HAVE RB-93 SIGN INSTALLED).
 - PARKING AREA TO BE CLOSED IN WITH 0.150 m BARRIER CURBING.
 - GARBAGE DISPOSAL UNIT LOCATED WITHIN THE BUILDING. TO BE ROLLED OUT TO LOADING AREAS FOR PRIVATE SERVICE PICK UP.
 - ALL LIGHTING TO BE DARK SKY COMPLIANT.

SITE DATA:			
EXISTING SITE ZONING:	COMMERCIAL DISTRICT 2.1 (CD2.1) SITE SPECIFIC EXCEPTION (CD2.1-S.20(1)278)		
PROPOSED SITE ZONING:	COMMERCIAL DISTRICT 2.2 (CD2.2) SITE SPECIFIC EXCEPTION XX(CD2.2-S.20(1)XX)		
PERMITTED USE:	DWELLING UNITS IN A COMBINED USE BUILDING WITH RETAIL STORE ON THE MAIN FLOOR, AMONGST OTHER USES PERMITTED WITHIN THE CD2.2-S.20(1)XX ZONE		
PROPOSED USE:	DWELLING UNITS IN A COMBINED USE BUILDING		
DESCRIPTION:	REQUIRED:	PROVIDED:	ZONING COMPLIANCE:
MIN. LOT AREA:	0.00 m ² (0.00 ft ²)	5,486.83 m ² (59,059.75 ft ²) 0.55 ha (1.36 ac)	COMPLIES
MIN. FRONTAGE:	0.00 m (0.00 ft)	75.93 m (249.11 ft)	COMPLIES
MAX. BUILDING HEIGHT:	14.00 m (45.93 ft)	20.12 m (66.00 ft)	RELIEF REQUESTED
MIN. FRONT YARD SETBACK (WEST):	0.00 m (0.00 ft)	26.58 m (87.20 ft)	COMPLIES
MIN. INTERIOR YARD SETBACK (SOUTH):	0.00 m (0.00 ft)	15.44 m (50.66 ft)	COMPLIES
MIN. REAR YARD SETBACK (EAST):	0.00 m (0.00 ft)	20.59 m (67.55 ft)	COMPLIES
MIN. INTERIOR YARD SETBACK (NORTH):	0.00 m (0.00 ft)	5.00 m (16.40 ft)	COMPLIES
MIN. HURON CHURCH ROAD LANDSCAPED OPEN SPACE YARD:	10.00 m ² (32.81 ft ²) SEPARATION	MIN. OF 7.32 m (24.02 ft)	RELIEF REQUESTED
LOT COVERAGE:	0.00% MAX.	20.03% (1,229.13 m ² , 13,230.25 ft ²)	COMPLIES
AMENITY AREA:	12.00 m ² (129.17 ft ²) PER DWELLING UNIT: 56 DWELLING UNITS = 672.00 m ² (7,233.35 ft ²)	INDOOR AMENITY AREA: 213.40 m ² (2,297.02 ft ²) OUTDOOR LANDSCAPE OPEN SPACE: 1,521.71 m ² (16,379.55 ft ²) TOTAL AMENITY AREA: 1,735.11 m ² (18,676.57 ft ²) = 29.92 m ² (322.06 ft ²) PER DWELLING UNIT	COMPLIES
RESIDENTIAL PARKING CALCULATED BASED ON DWELLING UNITS:	MULTIPLE DWELLING CONTAINING A MIN. OF 5 DWELLING UNITS 1.25 SPACES PER DWELLING UNIT: 58 DWELLING UNITS = 72 SPACES	1.23 SPACES PER DWELLING UNIT: 58 DWELLING UNITS = 71 SPACES	RELIEF REQUESTED
COMMERCIAL RETAIL PARKING CALCULATED BASED ON GFA:	1 SPACES PER 22.5 m ² (242.19 ft ²) OF COMMERCIAL RETAIL GFA: 288.00 m ² (3,100.00 ft ²) GFA = 12 SPACES	12	COMPLIES
ACCESSIBLE PARKING (INCLUDED IN TOTAL PARKING NUMBER CALCULATIONS):	BOTH TYPE 'A' & TYPE 'B' SPACES ARE TO BE 2% OF TOTAL PARKING COUNT: 77 TOTAL SPACES = 2 TYPE 'A' & 2 TYPE 'B' SPACES	2 TYPE 'A' 2 TYPE 'B'	COMPLIES
VISITOR PARKING:	MIN OF 15% OF PARKING SPACES SHALL BE MARKED FOR VISITOR PARKING = 12 SPACES	12 SPACES	COMPLIES
BICYCLE PARKING:	WHEN 20 OR MORE TOTAL PARKING SPACES THERE SHALL BE 2 BICYCLE SPACES FOR THE FIRST 19 PARKING SPACES PLUS 1 BICYCLE SPACE FOR EACH ADDITIONAL 20 PARKING SPACES: 83 PARKING SPACES = 6 BICYCLE SPACES	6 SPACES	COMPLIES
LOADING SPACES:	FOR A MULTIPLE DWELLING WITH 9 OR MORE UNITS THAT HAS A GFA OF 1,000 m ² TO 7,500 m ² = 1 SPACE	1 SPACE FOR 6,984.54 m ² (75,180.96 ft ²) RESIDENTIAL GFA	COMPLIES

LOT/BUILDING INFO:	
LOT AREA:	SEVERED PARCEL: 5,486.83 m ² (59,059.75 ft ² , 0.55 ha, 1.36 ac)
BUILDING AREA:	PROPOSED BUILDING AREA: 844.02 m ² (9,084.96 ft ²)
INDOOR GROSS FLOOR AREA (GFA):	COMMERCIAL: 288.00 m ² (3,100.00 ft ²) RESIDENTIAL DWELLING UNITS: 4,853.09 m ² (52,292.05 ft ²) AMENITY & COMMON AREA: 1,226.71 m ² (13,204.20 ft ²) TOTAL GFA: 6,372.80 m ² (68,596.25 ft ²)
TOTAL UNITS:	58 RESIDENTIAL UNITS & 1 RETAIL UNIT
HEIGHT OF BUILDING/ NUMBER OF STOREYS:	6 STOREYS @ 20.12 m (66.00 ft)
TOTAL PARKING SPACES:	83 TOTAL SPACES (4 ACCESSIBLE SPACES, 12 VISITOR SPACES, & 67 STANDARD SPACES)
BUILDING USE, OCCUPANCY, & CLASSIFICATION:	RESIDENTIAL GROUP 'C' & MERCANTILE 'E' MINOR OCCUPANCY FOR COMMERCIAL: 3.2.2.43 GROUP 'C', UP TO 6 STOREYS, NON-COMBUSTIBLE

PROJECT TITLE: **FRED'S FARM FRESH CONDOS**

2144 HURON CHURCH RD, CITY OF WINDSOR, ONTARIO

SHEET NUMBER: **22-072**

DATE: JANUARY 31, 2023

SCALE: 1:250

DRN BY: CFS

CHK BY: BP

27 Princess Street, Unit 102
Leamington ON N8H 2X8

1350 Provincial Road, Unit 700
Windsor ON N8W 5W1

BAIRDIAE
architecture + engineering

DATE: JANUARY 31, 2023

SCALE: 1:250

DRN BY: CFS

CHK BY: BP

CONCEPT SITE PLAN - SEVERED PARCEL

KEY PLAN
1:1,750













SITE

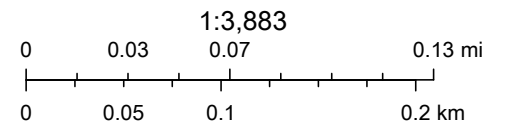
03

Fred's Farm Fresh Residential Development



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- | | | | |
|---|--|---|--|
|  Service Centres |  Hospitals |  Customer Care Centres |  Windsor Loop |
|  Court Buildings |  Fire |  Long Term Care Facility |  Existing Multi-Use Trails_HGP |
|  Police |  Municipal Parking Lots |  City Facility Buildings |  Existing Multi-Use Trails - No Bikes |





Legend

My School Neighbourhood

Bus_Stops

- Bus Stop

School Parking Limits

- No Parking At All Times
- No Parking With Exception
- Residential On Street Permit Parking
- No Stopping At All Times
- No Stopping or Parking with Exception
- No Restriction At All Times
- Limited Parking Restrictions
- Street Meter Parking
- Parking With Exception
- Alternate Side No Parking At All Times
- Limited Alternate Side No Parking
- Residential Alternate On Street Permit Parking

Sidewalk

- Sidewalk

POWERED BY

Appendix B

BY-LAW AND ITE PARKING GENERATION

Art Gallery	1 for each 45 m ² GFA
Automatic Car Wash	0
Automobile Repair Garage	1 for each 45 m ² GFA
Automobile Sales Lot	1 for each 45 m ² GFA
Bake Shop	1 for each 22.5 m ² GFA
Bakery	1 for each 45m ² GFA for the first 2,700 m ² GFA and 1 for each additional 180 m ²
Billiard Hall	1 for each 22.5 m ² GFA
Bingo Hall	1 for each 22.5 m ² GFA
Bowling Alley	4 per alley
Building Material Recycling Centre	1 for each 45 m ² GFA
Business Office	1 for each 45 m ² GFA
Church (including a Church Hall)	1 for each 5.5 m ² GFA uses as a church, chapel or sanctuary AND 1 for each 36 m ² GFA not used as a church, chapel or sanctuary
Club	1 for each 22.5 m ² GFA
Coin Operated Car Wash	0
College Student Residence	1 for each 4 beds
Collision Shop	1 for each 45 m ² GFA
Combined Use Building – Dwelling Units	1.25 for each dwelling unit
Commercial School	2.5 for each classroom or teaching area AND 1 for each 22.5 m ² of GFA of cafeteria, auditorium, gymnasium and other area of assembly
Confectionary	1 for each 45 m ² GFA for the first 2,700 m ² GFA AND 1 for each additional 180 m ²
Confectioner’s Shop	1 for each 22.5 m ² GFA
Contractor’s Office	1 for each 45 m ² GFA used as a business office AND 1 for each 200 m ² GFA used as a warehouse
Convenience Store	1 for each 22.5 m ² GFA
Convent or Monastery	1 for each 4 beds
Correctional Facility	1 for each 2 beds
Day Nursery	1.5 for each classroom or teaching area
Double-duplex Dwelling	4
Drive-through Food Outlet	1 for each 22.5 m ² GFA
Drive-through Restaurant	1 for each 7.5 m ² GFA
Duplex Dwelling	2
TABLE 24.20.5.1 - REQUIRED PARKING SPACES	
USE	PARKING RATE - MINIMUM
Elementary School	1.5 for each classroom or teaching area
Entertainment Lounge	1 for each 7.5 m ² GFA

Exhibition Hall	1 for each 36 m ² GFA
Financial Office	1 for each 45 m ² GFA
Food Convenience Store	1 for each 22.5 m ² GFA
Fraternity or Sorority House	1 for each 4 beds
Funeral Home	1 for each 5.5 m ² GFA used for a chapel, sanctuary or reposing room
Games Arcade	1 for each 22.5 m ² GFA
Garden Centre	1 for each 22.5 m ² GFA
Gas Bar	1 for each 45 m ² GFA
General Salvage Operation	1 for each 45 m ² GFA for the first 2,700 m ² GFA AND 1 for each additional 180 m ²
Group Home	1
Health Studio	1 for each 36 m ² GFA
Heavy Repair Shop	1 for each 45 m ² GFA for the first 2,700 m ² GFA AND 1 for each additional 180 m ²
Hospital	1 for each bed
Hotel	1 for each guest room AND 1 for each 22.5 m ² GFA used for a restaurant, convention hall, meeting room and other places of assembly.
Library	1 for each 45 m ² GFA
Light Repair Shop	1 for each 45 m ² GFA
Lodging House	1 for each 6 beds
Major Commercial Centre (exclusive of a hotel or motel)	1 for each 22.5 m ² GFA
Marina	0.5 for each 1 boat docking space AND 1 for each 1 boar anchorage space
Material Transfer Centre	1 for each 45 m ² GFA for the first 2,700 m ² GFA AND 1 for each additional 180 m ²
Medical Office	1 for each 13.5 m ² GFA
Micro-brewery	1 for each 45 m ² GFA
Minor Commercial Centre	1 for each 22.5 m ² GFA and when the combined GFA of all restaurants and entertainment lounges Exceeds 30% of the GFA of the Centre, 1 for each 7.5 m ² GFA of all restaurants and entertainment lounges in excess thereof
Mobile Home	1
TABLE 24.20.5.1 - REQUIRED PARKING SPACES	
USE	PARKING RATE - MINIMUM
Motel	1 for each guest room AND 1 for each 22.5 ² GFA used for a restaurant, convention hall, meeting room and other places of assembly
Motor Vehicle Dealership	1 for each 45 m ² GFA

Motor Vehicle Salvage Operation	1 for each 45 m ² GFA for the first 2,700 m ² GFA AND 1 for each additional 180 m ²
Multiple Dwelling containing a maximum of 4 Dwelling units	1 for each dwelling unit
Multiple Dwelling containing a minimum of 5 Dwelling units	1.25 for each dwelling unit
Museum	1 for each 45 m ² GFA
Outdoor Market	0
Pawnshop	1 for each 22.5 m ² GFA
Personal Service Shop	1 for each 22.5 m ² GFA
Pharmacy	1 for each 22.5 m ² GFA
Place of Entertainment and Recreation	1 for each 36 m ² GFA
Power Generation Plant	1 for each 200 m ² GFA
Professional Studio	1 for each 45 m ² GFA
Public Hall	1 for each 7.5 m ² GFA
Residential Care Facility	1 for each 4 beds
Restaurant	1 for each 7.5 m ² GFA
Retail Store	1 for each 22.5 m ² GFA
Secondary School	1.5 for each classroom or teaching area AND 1 For each 22.5 m ² of GFA of cafeteria , auditorium, gymnasium and other area of assembly
Self-storage Facility	2
Semi-Detached Dwelling	1 for each dwelling unit
Service Station	1 for each 45 m ² GFA
Shelter	1 for each 6 beds
Single –unit Dwelling	1
Stacked Dwelling Unit	1 for each dwelling unit
Take-Out Food Outlet	1 for each 22.5 m ² GFA
Temporary Outdoor Vendor’s Site	0
Theatre	1 for each 6 seats
Tourist Home	1 for each guest room AND 1 for each 22.5 m ² GFA used for a restaurant, convention hall, meeting room and other places of assembly
TABLE 24.20.5.1 - REQUIRED PARKING SPACES	
USE	PARKING RATE - MINIMUM
Townhome Dwelling having an attached garage or carport	1 for each dwelling unit
Townhome Dwelling without an attached garage or carport	1.25 for each dwelling unit

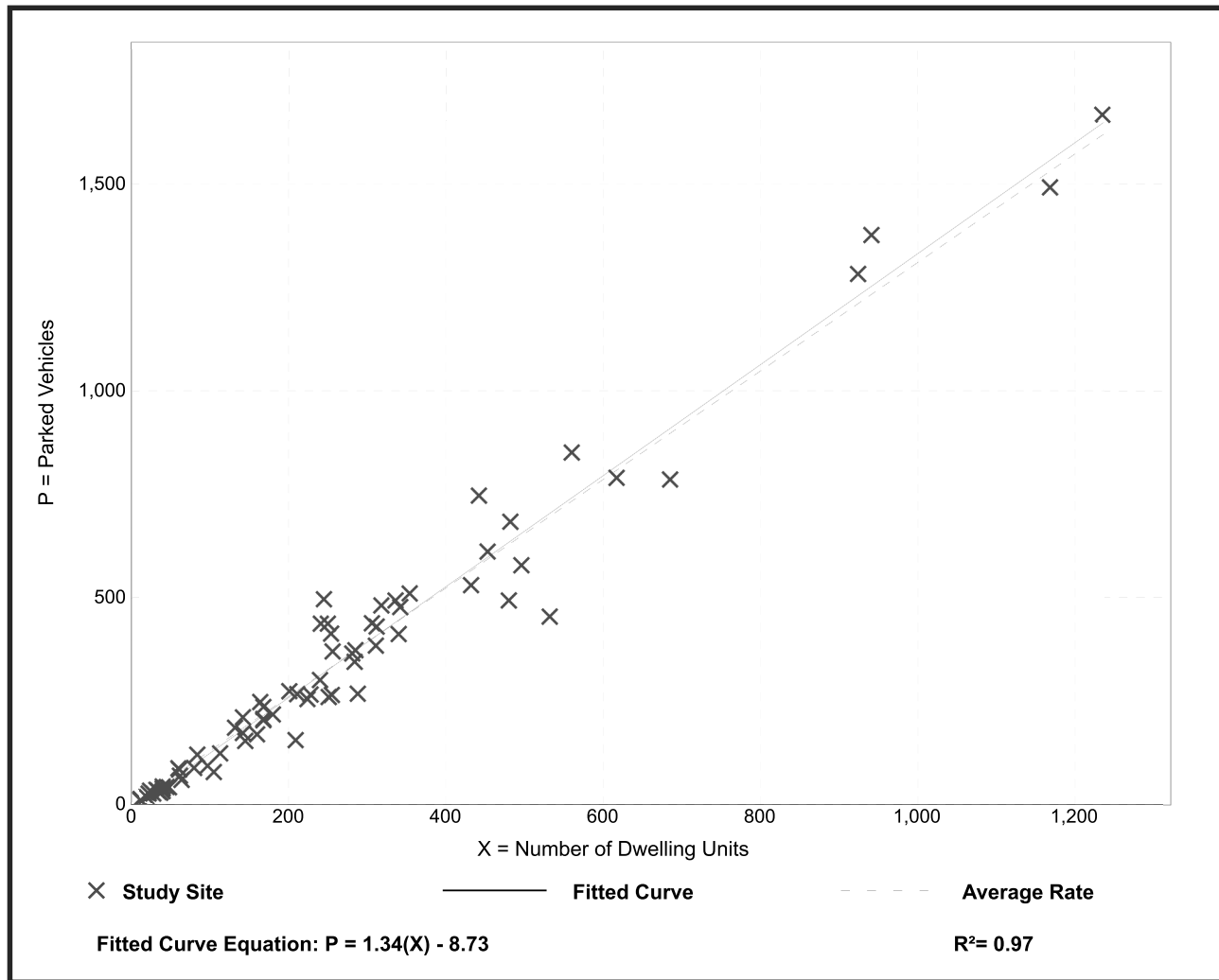
Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban (no nearby rail transit)
Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.
 Number of Studies: 73
 Avg. Num. of Dwelling Units: 261

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	0.75 - 2.03	1.13 / 1.47	1.26 - 1.36	0.22 (17%)

Data Plot and Equation



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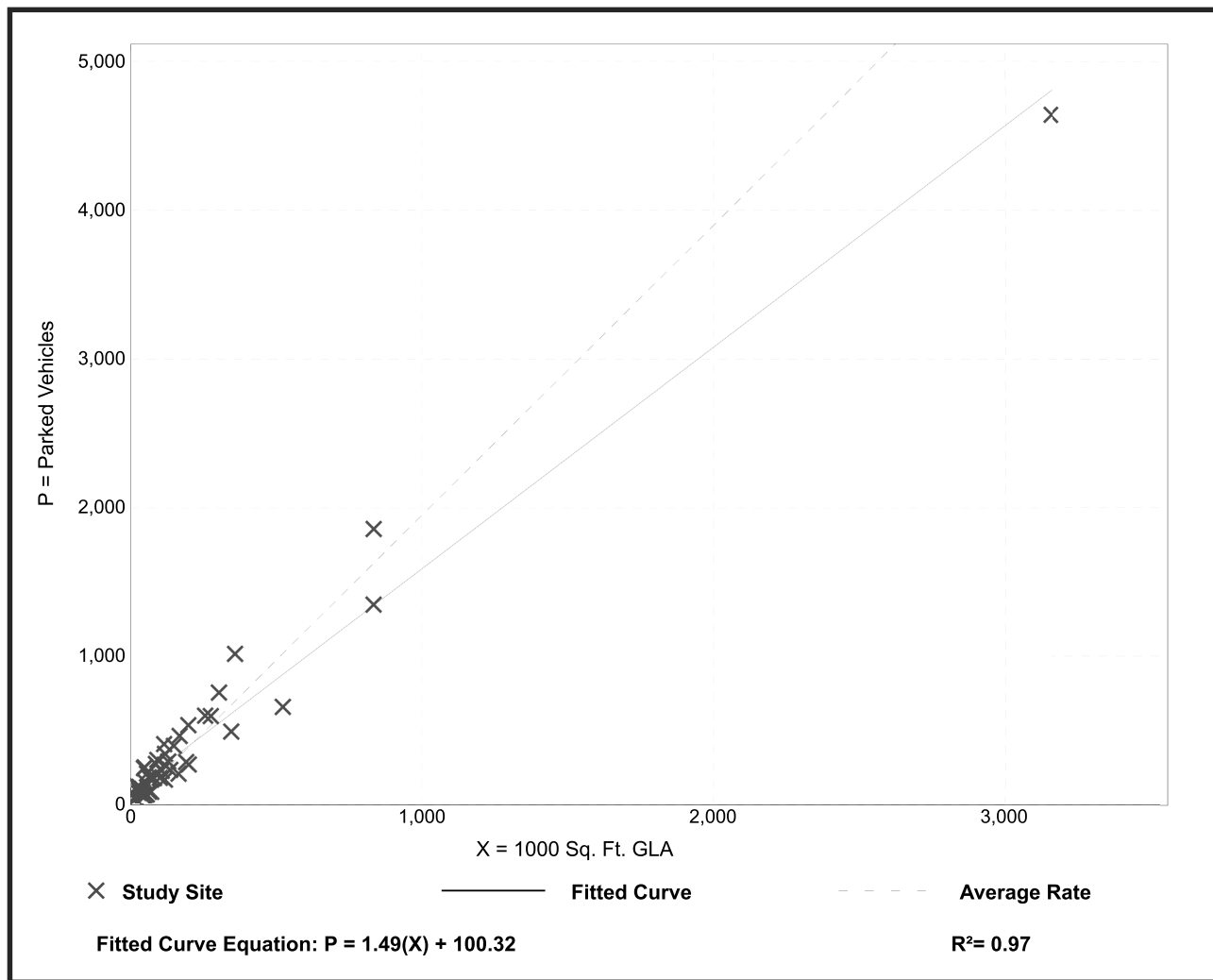
Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 12:00 - 6:00 p.m.
 Number of Studies: 46
 Avg. 1000 Sq. Ft. GLA: 218

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	1.27 - 7.98	1.99 / 3.68	1.73 - 2.17	0.75 (38%)

Data Plot and Equation



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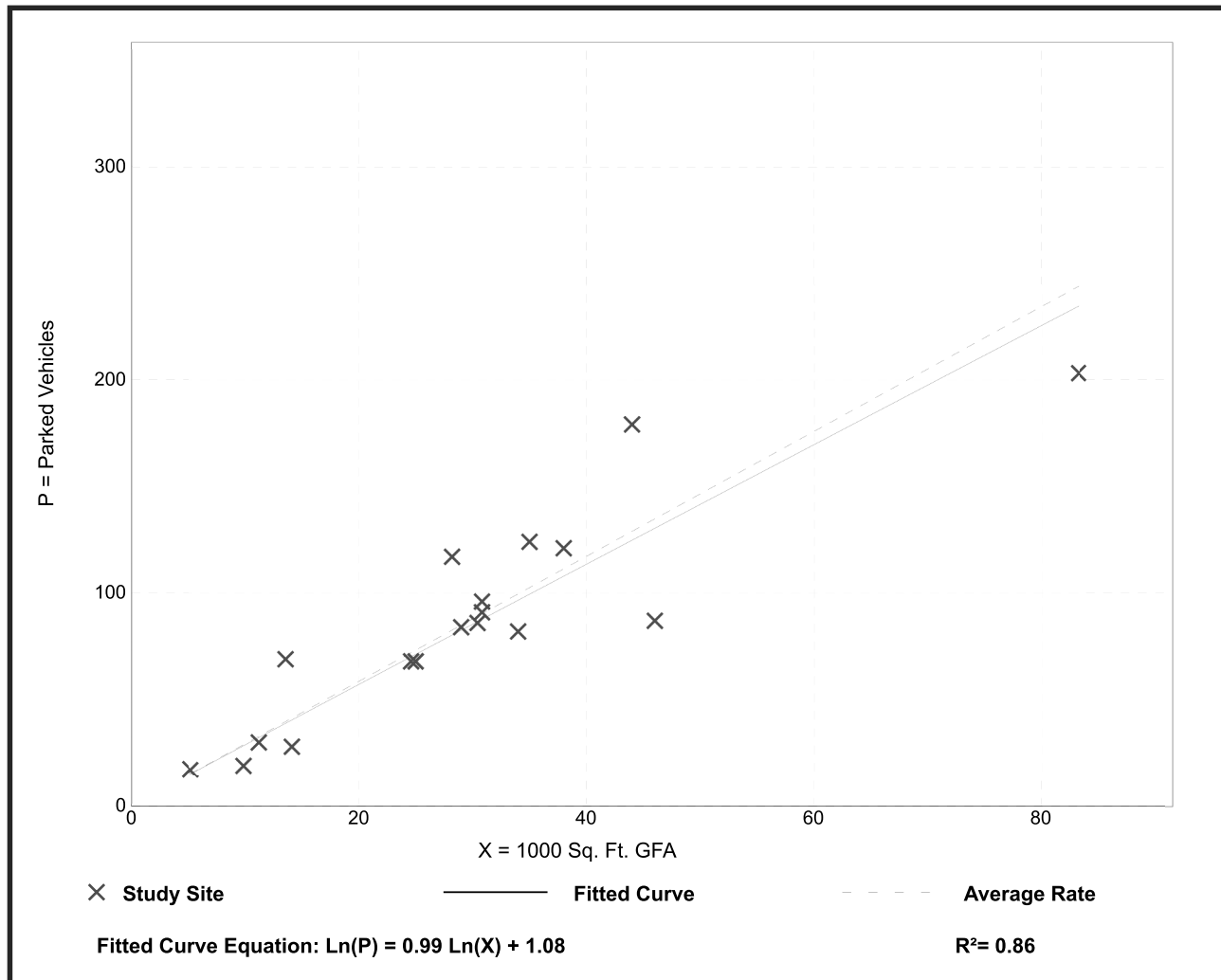
Supermarket (850)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 12:00 - 6:00 p.m.
 Number of Studies: 19
 Avg. 1000 Sq. Ft. GFA: 29

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.93	1.89 - 5.08	2.70 / 4.07	***	0.73 (25%)

Data Plot and Equation



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Appendix C

PHOTOS



Looking north from Huron Church Road toward Fred's Farm Fresh



Looking north from Daytona Ave toward Fred's Farm Fresh



Looking south from Huron Church Road toward Fred's Farm Fresh



Looking southwest from Daytona Ave toward Fred's Farm Fresh parking lot