

**1098 ALBERT ROAD
RESIDENTIAL
WINDSOR, ON

PARKING STUDY**

Prepared by:



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1098 ALBERT ROAD RESIDENTIAL, WINDSOR, ON
PARKING STUDY (JANUARY 2024)

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INTRODUCTION AND BACKGROUND

The redevelopment of an existing mixed-use building is proposed for property located at 1098 Albert Road, in Windsor, Ontario. The subject property is located at the northeast corner of Albert Road at Richmond Street; it fronts Albert Road on the west and backs onto an alley on the east. Albert Road is a north / south local road running from Wyandotte Street East at the north to Garry Dugal Park at the south. Richmond Street is a collector road which runs between Walker Road and Henry Ford Centre Drive. The developer is proposing conversion of the existing building to a two-storey four-plex apartment building comprised of 12 bedrooms (3 bedrooms within each of the four dwelling units). The proposed residential redevelopment is to be serviced by three parking spaces; the parking spaces are to be accessed from the alley located to the east of the site. The site plan is provided in Appendix A.

According to Table 24.20.5.1, the City's zoning bylaw requires 1.0 parking space per dwelling unit (for a multiple dwelling containing a maximum of four units); therefore, the bylaw requires four spaces for the proposed four-unit residence. Accordingly, a variance is required to address the shortfall of one parking space. The purpose of this study is to evaluate the proposed on-site parking supply with respect to the anticipated peak parking demand (generated by the subject redevelopment proposal).

ITE PARKING GENERATION MANUAL VS. WINDSOR BYLAW REQUIREMENTS

The Institute of Transportation Engineers (ITE) Parking Generation Manual (6th Edition) reports parking demand studies and statistics from various land uses across North America. Multifamily low-rise residential development (Land Use Code 220) is the most appropriate for the subject development proposal. As referenced in Appendix B, the ITE's average rate per dwelling unit suggests that a minimum parking supply of five parking spaces should sufficiently accommodate the anticipated demand, whereas the ITE's average rate per bedroom suggests a minimum of eight parking spaces. Therefore, the City of Windsor's by-law requirements and the ITE Parking Generation Manual's peak parking demand estimates both require more parking spaces than the amount currently provided on-site.

Since the proposed parking supply may not accommodate the peak parking demand on its own, transit and active transportation options were also evaluated. Currently, Windsor Transit provides Route 3 stops on Richmond Street, less than 150m from the residence; additional transit routes are also provided within the surrounding area. Furthermore, the VIA Rail station is located on Walker Road (approximately 1.25 km north of the development). The following figure shows the Windsor Transit routes located around the subject site (denoted in red):



Figure 1: Windsor Transit Routes

Active transportation facilities are also provided within the study area; sidewalks are provided on both sides of Albert Road and Richmond Street, and several destinations are within walking distance of the development (Garry Dugal Park / Playground / Soccer Field, Gino A Marcus Pool, eating establishments, etc.). Per the City of Windsor’s Active Transportation Master Plan (page 35), modal split for the site could be approximately 16% within a ten-year horizon and 22% by the year 2041. Accordingly, it is the engineers’ opinion that this anticipated modal split trend could result in a further lowering of the site’s peak parking demand.

Realistically, the proposed parking supply is in keeping with current sustainability policies intended to encourage non-auto modes of travel, particularly within built-out and mature neighbourhoods. Furthermore, by limiting the availability of on-site vehicle parking, the developer is being proactive in encouraging an increased modal split for the subject area. Therefore, due to the anticipated increased modal split for the area, it is the engineers' opinion that the proposed on-site parking supply could adequately accommodate the redevelopment's peak parking demand.

Finally, on-street parking is available along the north side of Richmond Street. Once the site is redeveloped, the existing commercial parking spaces could be repurposed for on-street residential parking; overflow parking could also be accommodated on Albert Road, which currently allows for alternating parking between the west and east sides of the road (depending on which month it is).

SUMMARY AND CONCLUSIONS

The redevelopment of an existing mixed-use building is proposed for property located at 1098 Albert Road, in Windsor, Ontario. The subject property is located at the northeast corner of Albert Road at Richmond Street; it fronts Albert Road on the west and backs onto an alley on the east. Albert Road is a north / south local road running from Wyandotte Street East at the north to Garry Dugal Park at the south. Richmond Street is a collector road which runs between Walker Road and Henry Ford Centre Drive. The developer is proposing that the existing building be converted to a two-storey four-plex apartment building comprised of 12 bedrooms (within four dwelling units). The proposed residential redevelopment is to be serviced by three parking spaces, which will be accessed from the alley located to the east of the site.

The City's zoning bylaw requires four spaces for the subject residential redevelopment, so a variance will be required. The ITE Parking Generation Manual (6th Edition) references suggest that a minimum parking supply of five spaces could accommodate the subject development's four units. On-street parking is available on both Albert Road and Richmond Street; additionally, the subject site is within proximity of existing active transportation facilities and reliable transit options. Accordingly, it is anticipated that the site's increased modal split will reduce auto-reliance for those dwelling within the proposed residence.

The proposed parking supply is in keeping with current sustainability policies intended to encourage non-auto modes of travel, particularly within built-out and mature neighbourhoods. Furthermore, by limiting the availability of on-site vehicle parking, it is the engineers' opinion that the current site plan proactively encourages an increased modal split for the subject area.

Finally, on-street parking is available along the north side of Richmond Street. Once the site is redeveloped, the existing commercial parking spaces could be repurposed for on-street residential parking; overflow parking could also be accommodated on Albert Road, which currently allows for alternating parking between the west and east sides of the road (depending on which month it is).

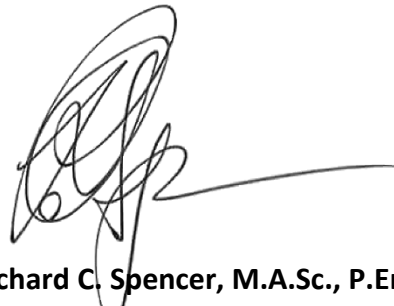
Therefore, it is the engineers' opinion that the proposed on-site parking supply of three parking spaces could adequately accommodate the anticipated peak parking demand for the subject four-unit residential development proposal.

All of which is respectfully submitted,

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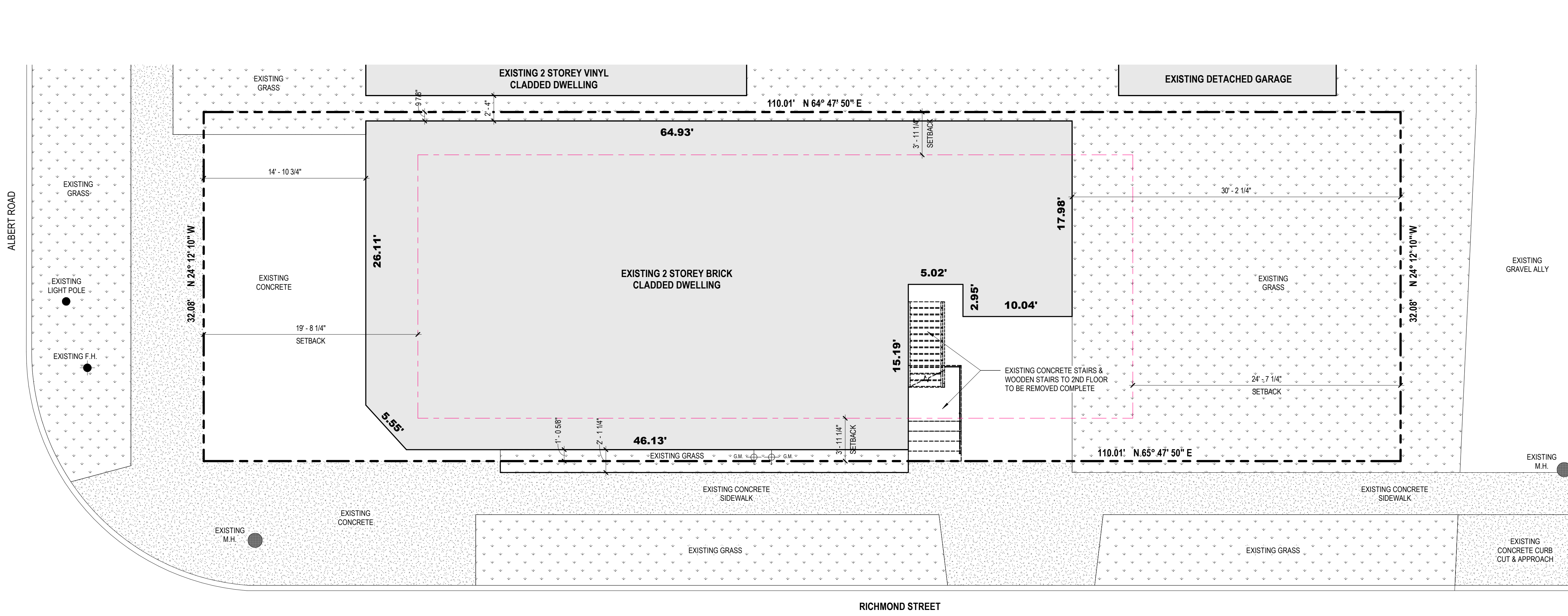


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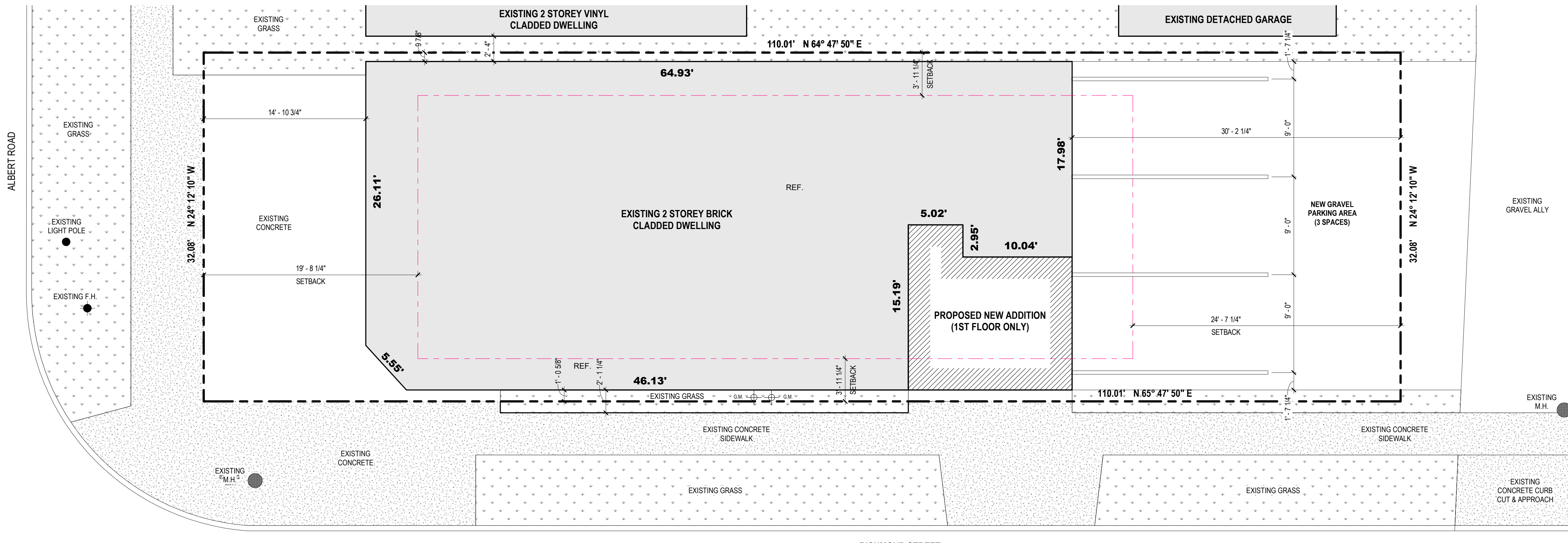


Appendix A

SITE PLAN



OVERALL SITE PLAN - EXISTING
SCALE: 3/16" = 1'-0"



OVERALL SITE PLAN - NEW WORK
SCALE: 3/16" = 1'-0"

SITE DATA MATRIX	
BUILDING INFORMATION	
BUILDING CLASSIFICATION	GROUP C 9.10.2.1.(1)
FACING STREET(S)	2
PRINCIPAL ENTRY	SEE PLAN
PRIMARY FIREFIGHTER'S ENTRY	SEE PLAN
BARRIER FREE ENTRY	SEE PLAN
BUILDING AREA	
FIRST FLOOR (FOOTPRINT)	1,954 SF / 181.53 SM
SECOND FLOOR	1,954 SF / 181.53 SM
TOTAL BUILDING	3,908 SF / 363.06 SM
SITE INFORMATION	
CURRENT ZONING	RD1.3
PROPOSED USE	RD1.3 SITE SPECIFIC* DOUBLE-DUPEX DWELLING

SITE DATA MATRIX		
ZONING DATA		
ZONING DATA	REQUIRED	PROVIDED
MINIMUM LOT AREA	360 sq m (3,875 sq ft)	327 sq m (3,520 sq ft)
MINIMUM LOT FRONTAGE	N/A	N/A
MINIMUM LOT DEPTH	N/A	N/A
SETBACKS		
FRONT YARD	6.0m (19.6')	4.52m (14' - 10")
INTERIOR SIDE YARD	1.20m (3.9')	0.25m (0' - 10")
EXTERIOR SIDE YARD	1.20m (3.9')	0.30m (1' - 0")
REAR YARD	7.50m (24.6')	9.19m (30' - 2")
MAX. LOT COVERAGE	45%	80%
MAX. BUILDING HEIGHT	9m (30')	7.52m (24' - 8")
PARKING		
PARKING SPACES	1 PER SUITE = 4	3 (MINOR VARIANCE REQUIRED)

LEGEND					
(Symbol)	LANDSCAPING (SEE LANDSCAPE DRAWINGS)	(Symbol)	ASPHALT SURFACE	(Symbol)	EXISTING BUILDING COVERAGE
(Symbol)	CONCRETE SURFACE	(Symbol)	NEW BUILDING COVERAGE	(Symbol)	PROPERTY LINE
(Symbol)		(Symbol)		(Symbol)	PROPERTY LINE

B.F. - "BARRIER FREE PARKING" SIGN
 F.R. - "FIRE-ROUTE - NO PARKING" SIGN
 B.D.O. - "BUS DROP OFF ZONE" SIGN
 S.S. - "STOP" SIGN

REFER TO PLAN FOR LOCATION OF ALL SIGNAGE (REVIEW w/ ARCHITECT PRIOR TO FINAL PLACEMENT)

- NOTES:**
- REFER TO CIVIL DRAWINGS FOR ALL PAVEMENT MATERIAL PROFILES AND BASE MATERIALS
 - REFER TO LANDSCAPE PLAN FOR LANDSCAPE INFORMATION
 - REFER TO CIVIL DRAWINGS FOR ALL PROPOSED GRADES
 - ALL CONCRETE APRONS AT EXTERIOR DOOR OPENINGS TO MEET FLUSH (BARRIER FREE).
 - PROVIDE BARRIER FREE CURB DROPS WHERE SIDEWALKS MEET ASPHALT PAVEMENT.

Appendix B

ITE PARKING GENERATION REFERENCES

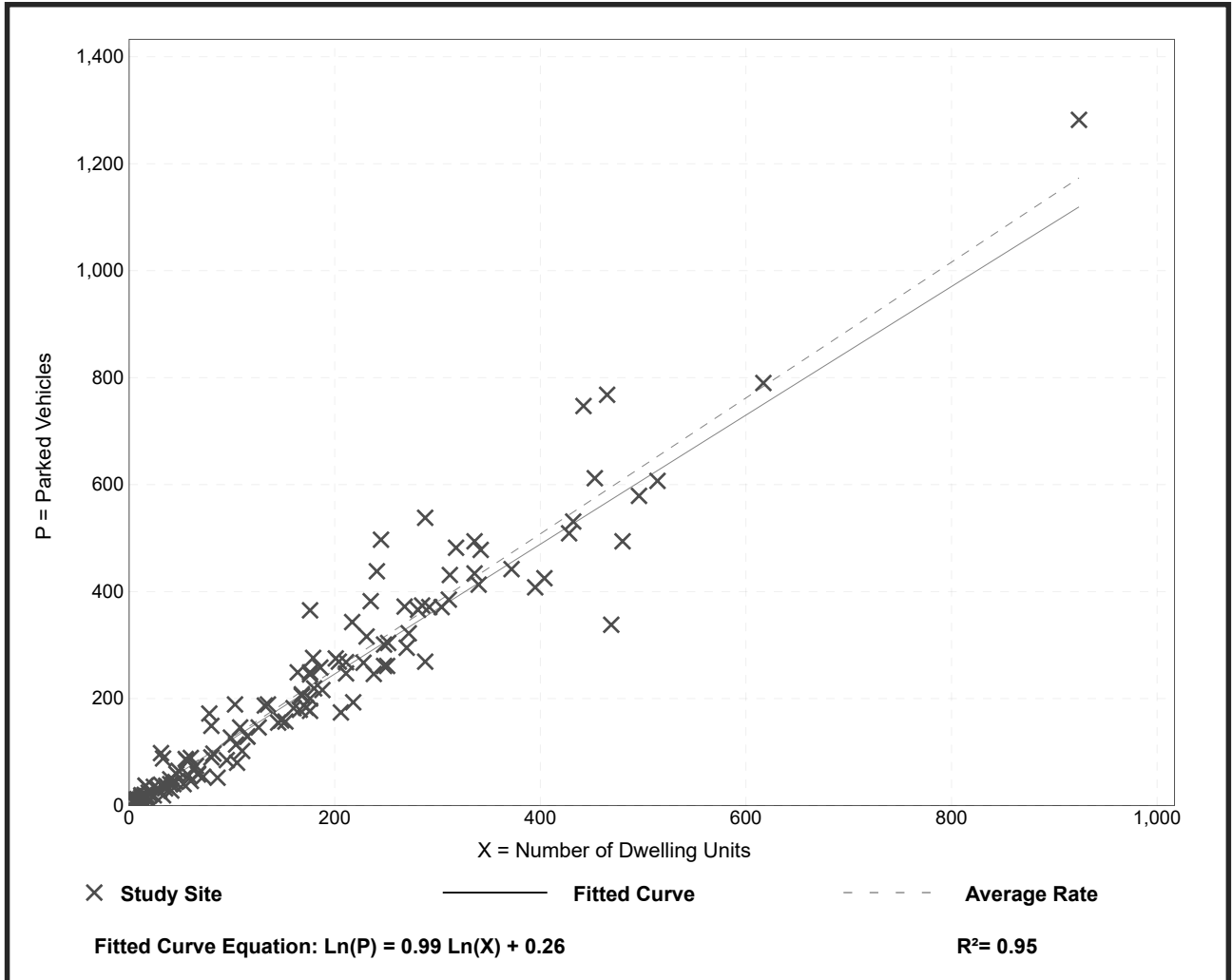
Multifamily Housing - 2+ BR (Low-Rise) - Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
 Number of Studies: 143
 Avg. Num. of Dwelling Units: 154

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.27	0.58 - 3.16	1.07 / 1.59	1.22 - 1.32	0.29 (23%)

Data Plot and Equation



Multifamily Housing - 2+ BR (Low-Rise) - Not Close to Rail Transit (220)

Peak Period Parking Demand vs: Bedrooms
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
 Number of Studies: 97
 Avg. Num. of Bedrooms: 192

Peak Period Parking Demand per Bedroom

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.68	0.36 - 2.09	0.61 / 0.86	0.65 - 0.71	0.16 (24%)

Data Plot and Equation

