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DATE:	April 8, 2020
SUBJECT:	**1200-1220 University Avenue West, Windsor – Review of Parking Requirements for Mixed Use Development**
OUR FILE:	19-1364

Our client, AIPL Canada, is proposing to redevelop the lands at 1100-1220 University Avenue West in the City of Windsor, Ontario. There are currently three buildings on the site. These include:

- 1100 University Avenue West – an existing two-storey office building;
- 1200 University Avenue West – an existing one-storey commercial building; and
- 1220 University Avenue West – an existing one-storey commercial building.

The commercial building located at 1220 University Avenue West is actually split into a north and south portion, with the southern part being commercial in nature, while the northern part is an amenity to the main building. As part of the redevelopment, a subsequent five-storey residential building, containing 123 unit building is proposed at the northern end of the site.

According to Section 24.20.3.1.2 of the City of Windsor's Zoning By-law 8600, the subject lands are located within a commercial district (defined as the north and south side of University Avenue between Dougall Avenue and Randolph Avenue). As such, the parking requirements are governed by the values identified in Table 24.20.3.1 of Zoning By-law 8600. Within that table, the minimum parking required for business office and retail stores is 0. As a result, the existing uses at 1100 University Avenue (office building) and 1200 and 1220 University Avenue (commercial buildings) do not require the provision of on-site parking.

The residential component of the proposed development (123 units in a five-storey building) is required to provide parking as per Section 24.20.5 of Zoning By-law 8600. Within that section, it states that a "multiple dwelling containing a minimum of 5 dwelling units" is required to provide 1.25 parking spaces per unit. Therefore, the development needs to provide 153 parking spaces (1.25 x 123 = 153.75; rounded down to 153).

The proposed site plan contains 133 parking spaces, resulting in a deficiency of 20 parking spaces on site.

Of the 133 on-site parking spaces proposed, 23 spaces are earmarked for users of the office building through an existing lease agreement between the owner and tenants. This results in 110 parking spaces remaining on site for the 123 proposed residential units, which corresponds to a rate of approximately 0.9 parking spaces per unit. The intent of this memorandum is to review the specific parking needs associated with the residential building to confirm whether the proposed parking rate of 0.9 spaces per unit will be suitable to meet the needs of the site.

Normally for parking justification studies, the parking demands at a similar residential building(s) – a proxy site(s) - would be surveyed to determine actual parking demands for a residential building like this. The results from that proxy site survey could then be applied to the subject site to determine an appropriate parking requirement for the site. Given the on-going COVID-19 pandemic, any parking demand surveys at proxy sites would not yield representative results. This is because:

1) the proposed tenancy within the residential building is expected to be at least 50% students; and
2) social distancing restrictions would result in artificially lower parking demands associated with visitors to a residential building.

Any off-site residential buildings that are geared to students would now be less than 100% occupied, as many students may have simply "gone home" for the summer since they're completing their course work online. As a result, parking surveys at residential buildings geared to students would yield lower than normal parking demands at this time.

Therefore, the parking requirements contained within Zoning By-law 8600 were reviewed, as they relate to students, to understand whether the proposed on-site parking supply for residential uses is sufficient.

Table 1 summarizes the anticipated residential unit count for the site.

Table 1 – Proposed Residential Units by Type

Unit Type	Number of Units
Bachelor	53
1-Bedroom	9
2-Bedroom	44
3-Bedroom	8
4-Bedroom	9
Total	***123***

Again, based on a straight application of the Zoning By-law 8600 parking requirements, each of these 123 residential units would need to provide 1.25 parking spaces on site. However, this does not address the situation where a number of students could be occupying units within the building.

In Zoning By-law 8600, college or university housing for students is required to provide parking at a rate of 1 space for every 4 beds (0.25 spaces per bed).

As noted earlier, the proposed residential building on site is expected to be occupied by at least 50% students, if not more, given its close proximity (within 1.25 – 1.50 kilometers) to the University of Windsor's main campus and downtown campus and the St. Clair College downtown campus (within 1.0 – 1.25 kilometers). Rather than speculate on how much more than 50% of the building will be occupied by students (i.e., 60% or 70%), the analyses within this memorandum assumed a conservative 50% of the building's units would be occupied by students.

Table 2 summarizes the anticipated parking requirement for the residential component of the site based on an even split of the units for students versus others (i.e., 50% of bachelor units, 50% of 1-bedroom units, etc.).

Table 2 – Parking Requirements Based on a 50/50 Split of Units

Unit Type	# of Units	# Units Occupied by		Parking Requirement*		Total Parking Required
		Students	Others	Students	Others	
Bachelor	53	27	26	6.75	32.50	39.25
1-Bedroom	9	4	5	1.00	6.25	7.25
2-Bedroom	44	22	22	11.00	27.50	38.50
3-Bedroom	8	4	4	3.00	5.00	8.00
4-Bedroom	9	4	5	4.00	6.25	10.25
Total	***123***	***61***	***62***	***25.75***	***77.50***	***103.25***

* based on a rate of 0.25 spaces/bed for students and 1.25 spaces/unit for others; one bed per bedroom has been assumed, including one bed in bachelor units

Based on a straight 50/50 split of units within the residential building between students and other residents, there would be a requirement for 103 parking spaces for the building. However, it is recognized that some of the units would be more attractive to students than others. These include the 3-bedroom and 4-bedroom units as well as the bachelor units. Non-student residents would probably be more likely to want the 1-bedroom and 2-bedroom units. Families with a need for more than 2 bedrooms are more likely to look elsewhere (e.g., single-detached, semi-detached or townhouse dwellings).

Based on that logic, and still assuming that only 50% of the units are occupied by students, it was assumed that the 3-bedroom and 4-bedroom units would be entirely occupied by students. That would account for 17 of the 61 student-occupied units. The next most significant unit to be occupied by students would be bachelor units. It was assumed that 75% of the bachelor units (40) would be used by students. The remaining 4 student-occupied units were assumed to be 2-bedroom units. Table 3 summarizes the parking requirements based on this rationalized scenario.

Table 3 – Parking Requirements Based on a Rationalized Split of Units

Unit Type	# of Units	# Units Occupied by		Parking Requirement*		Total Parking Required
		Students	Others	Students	Others	
Bachelor	53	40	13	10.00	16.25	26.25
1-Bedroom	9	0	9	0.00	11.25	11.25
2-Bedroom	44	4	40	2.00	50.00	52.00
3-Bedroom	8	8	0	6.00	0.00	6.00
4-Bedroom	9	9	0	9.00	0.00	9.00
Total	***123***	***61***	***62***	***27.00***	***77.50***	***104.5***

* based on a rate of 0.25 spaces/bed for students and 1.25 spaces/unit for others; one bed per bedroom has been assumed, including one bed in bachelor units

Based on a rationalized split of units within the residential building between students and other residents, there would be a need for 104 parking spaces for the building.

Given that 110 parking spaces are proposed on site for the residential building, it would appear that the supply proposed should be sufficient based on the premise that at least 50% of the unit occupants will be students.

To further reinforce the notion that parking at the subject site is not as critical as other locations within the city, the City of Windsor is currently completing an Environmental Assessment (EA) for University Avenue between Huron Church Road and McDougall Street. While not complete yet, the EA is envisioning that the section of University Avenue West adjacent to the subject site will be transformed into a corridor which prioritizes public transit and active transportation modes of travel. When transformed, the subject site will be more attractive to students (who are less likely to own a vehicle), since they can travel to either university or college campus by bus, cycling or walking.

Yours sincerely,

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