

PREPARED BY:
MDT URBAN TRAFFIC
SOLUTIONS LTD.



1103 DROUILLARD ROAD

PARKING JUSTIFICATION MEMORANDUM

CITY OF WINDSOR

JUNE 2026

PREPARED FOR:
NC CAPITAL

June 12, 2026

**RE: 1103 DROUILLARD ROAD (WINDSOR, ON) –
PARKING JUSTIFICATION MEMORANDUM**

This Parking Justification Memorandum has been prepared in support of the proposed mixed-use development at 1103 Drouillard Road in Windsor, Ontario, consisting of one commercial unit and six residential dwelling units. The development proposes two on-site parking spaces, resulting in a residential parking rate of 0.33 spaces per dwelling unit compared to the City of Windsor Zoning By-law requirement of 1.0 space per dwelling unit. A review of the commercial component confirmed that the proposed 61 m² commercial unit may accommodate a broad range of permitted uses without generating a parking requirement under City of Windsor Zoning By-law 8600. Accordingly, the requested parking reduction is limited to the residential component of the development.

A review of comparable municipal parking standards and Institute of Transportation Engineers (ITE) parking demand data indicates that reduced parking rates are commonly supported within urban, mixed-use, and transit-supportive environments. The review also confirmed that the subject site benefits from direct access to public transit, an established pedestrian network, nearby commercial and community destinations, and on-street parking opportunities. Consultation with the Ford City BIA identified no concerns regarding the proposed parking supply or parking reduction. In addition, a sightline review confirmed that the proposed access arrangement satisfies applicable Transportation Association of Canada (TAC) requirements.

As part of this review, opportunities to incorporate Transportation Demand Management (TDM) measures were evaluated. A conceptual bicycle parking layout was developed demonstrating the ability to accommodate six secure, covered bicycle parking spaces within the rear parking area, providing one bicycle parking space per dwelling unit and supporting alternative travel modes.

Based on the review completed, the proposed parking supply is considered appropriate for the scale, context, and location of the development. In my professional opinion, the requested parking reduction is supportable from a transportation planning perspective and is not anticipated to result in adverse parking, traffic, or transportation impacts within the surrounding area.

Respectfully submitted,

MDT Urban Traffic Solutions Ltd.



Michael Dworczak, P.Eng.
Founding Principal – Transportation Engineer
michael@mdtconsulting.ca
C: 289.768.5455



Memorandum

1. INTRODUCTION

1.1. Purpose

This memorandum has been prepared to evaluate the transportation and parking implications associated with the proposed mixed-use development at 1103 Drouillard Road in Windsor, Ontario. The proposed development consists of one ground floor commercial unit and six residential dwelling units within a three-storey mixed-use building. Vehicular parking is proposed via two on-site parking spaces located at the rear of the property and accessed from the existing alley. As part of the Stage 1 Planning Consultation process, the City of Windsor requested a Parking Study to support the proposed reduction in parking supply associated with the development.

The purpose of this memorandum is to assess the proposed parking supply, review anticipated parking demand, review applicable parking standards and guidance documents, and assess transportation-related considerations associated with the proposed development.

1.2. Site Location

The subject property is located on the southwest corner of the intersection of Drouillard Road and Richmond Street and is currently a vacant site. The site is designated Mixed Use Corridor in the City of Windsor Official Plan and is zoned Commercial District 2.2 (CD2.2). The surrounding area is characterized by a mix of commercial, residential and institutional land uses. To the east of the site large industrial lands exist containing the Ford Motor Co. Windsor Engine plant.

Figure 1 illustrates the location of the subject site.

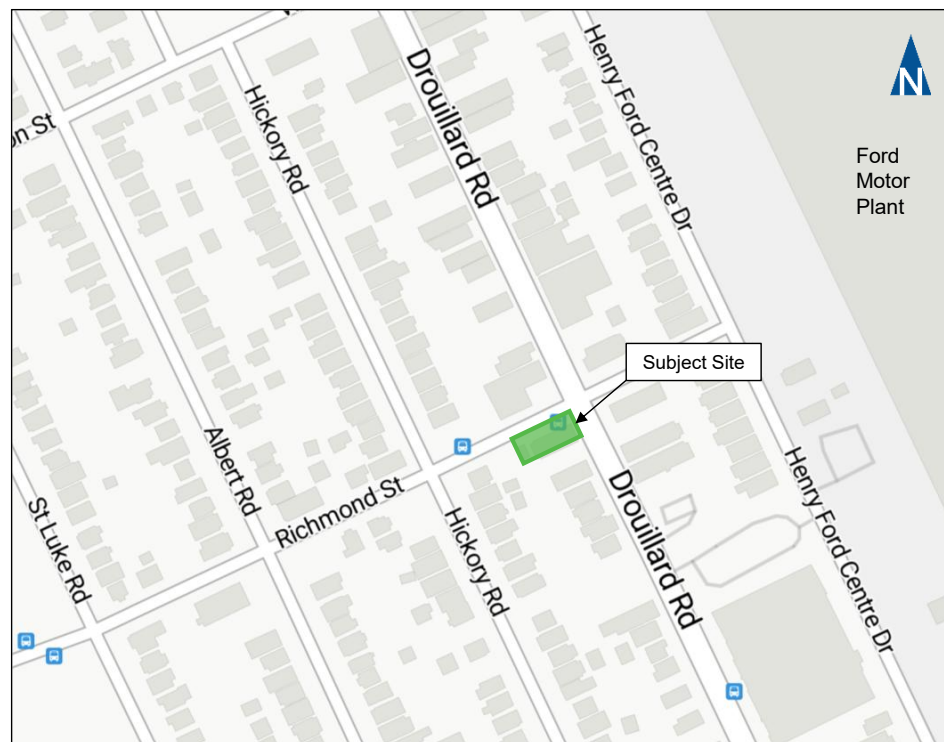


Figure 1 - Location of Subject Site

1.3. Proposed Development

The proposed development consists of a three-storey mixed-use building containing one commercial unit at grade and six residential dwelling units above with frontage onto Drouillard Road. Vehicular parking is proposed at the rear of the property and consists of two sheltered parking spaces accessed via the rear alley to Richmond Street. No vehicular access is proposed directly onto Drouillard Road or Richmond Street.

Figure 2 illustrates the proposed site layout and access arrangement.

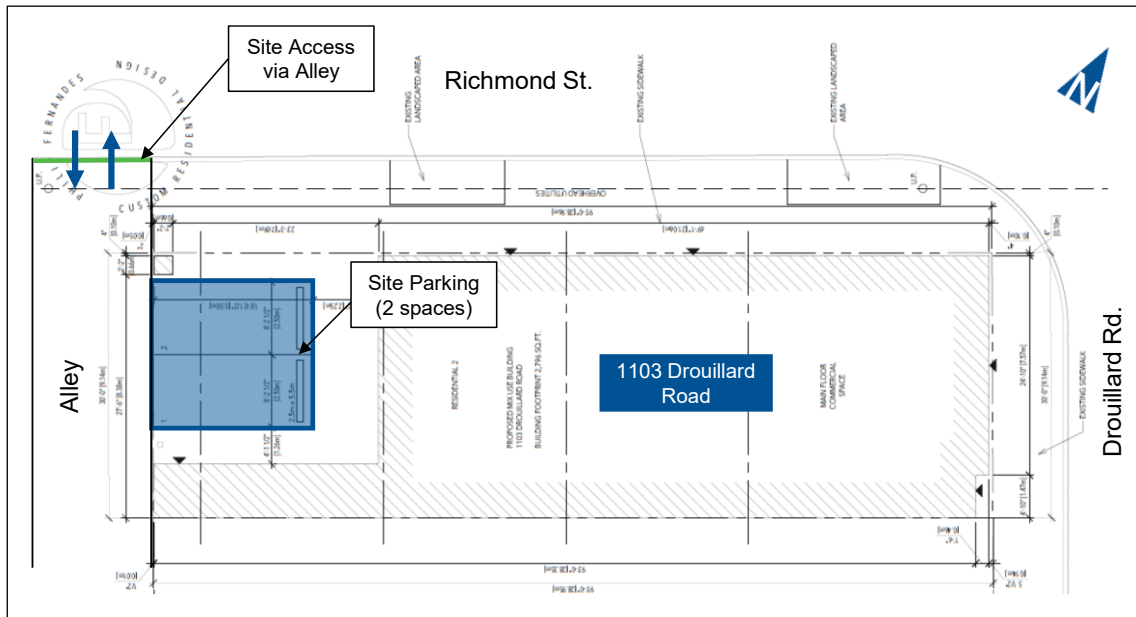


Figure 2 – Proposed Site Layout and Access Arrangement

2. EXISTING TRANSPORTATION CONDITIONS

2.1. Road Network

The subject site fronts onto both Drouillard Road and Richmond Street and is additionally served by an existing rear public alley that provides vehicular access to the proposed parking area.

Drouillard Road is a north-south roadway classified as a Class 1 Collector Road in the City of Windsor and functions as a traditional main street corridor within the Ford City Business Improvement Area (BIA) corridor. The roadway provides access to a variety of commercial, residential, and institutional land uses and accommodates both vehicular and pedestrian activity. On-street parking is provided along portions of Drouillard Road, supporting adjacent commercial uses. The posted speed limit is 50 km/h.

Richmond Street is an east-west roadway also classified as a Class 1 Collector Road and provides access to the surrounding residential neighbourhood. The posted speed limit is 50 km/h.

Vehicular access to the proposed development is provided exclusively from the rear alley. The proposed access arrangement eliminates the need for new driveways on either Drouillard Road or Richmond Street and minimizes potential conflicts with pedestrians, cyclists, and through traffic.

2.2. Existing Parking

On-street parking is available within the vicinity of the subject site in the form of residential street parking on adjacent local roads and metered public parking along Drouillard Road as part of the Ford City BIA corridor.

On-street parking on the surrounding local streets provides parking opportunities for residents and visitors within walking distance of the proposed development. The City of Windsor also maintains a Residential Permit Parking Program in designated areas of the city, allowing eligible residents to obtain up to two residential parking permits and one visitor permit, subject to municipal eligibility requirements and approval.

Metered public parking along Drouillard Road primarily support nearby businesses, commercial uses, and visitors to the corridor. As of early 2026, metered parking enforcement within the City of Windsor is in effect from 9:00 a.m. to 6:00 p.m., Monday through Saturday, with parking available outside of these enforcement periods.

Figure 3 illustrates the available on-street parking supply surrounding the development. Residential on-street parking opportunities on local streets are identified in red, while metered public parking spaces along Drouillard Road are identified in blue. Together, these parking resources supplement the proposed on-site parking supply and provide additional flexibility for residents, visitors, and commercial patrons.

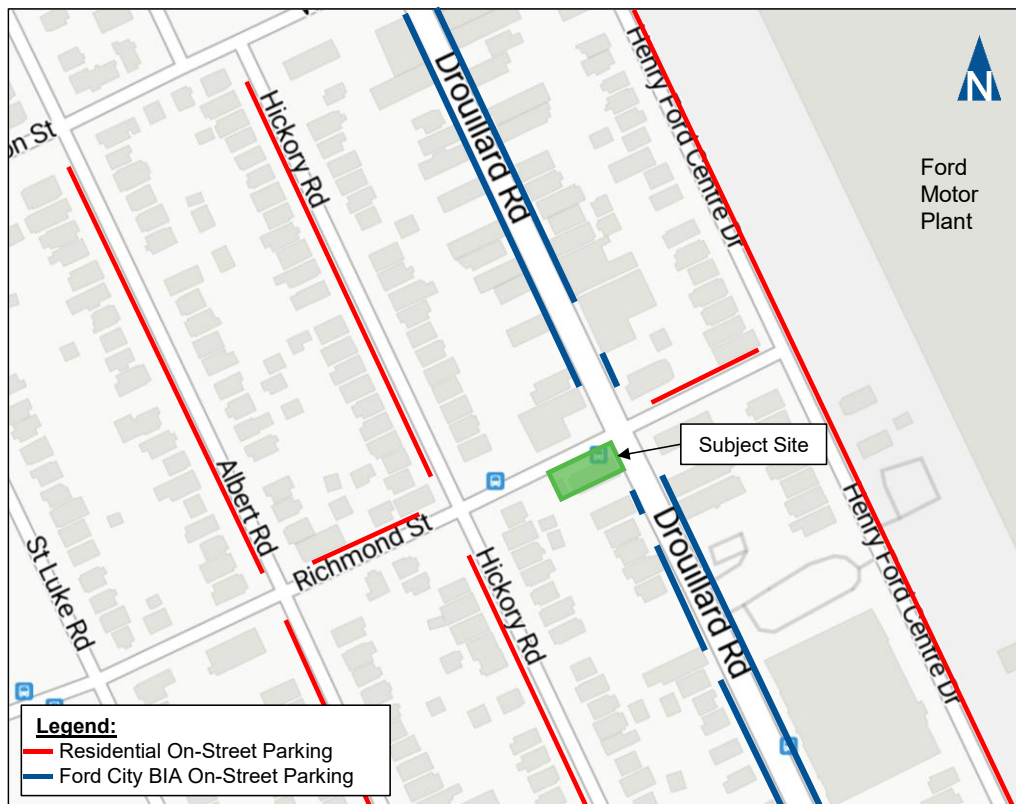


Figure 3 – Local On-Street Parking

2.3. Public Transit

Public transit is accessible immediately adjacent to the site via Transit Windsor Route 3 known as the Central 3 line. The eastbound stop is located on the south side of Richmond Street at the immediate corner of Richmond Street and Drouillard Road. The westbound stop is located on the north side of Richmond Street approximately 40 metres to the west.

Route 3 operates between the Transit Centre on North Service Road East, which functions as Transit Windsor headquarters and main operations hub, and the Hôtel-Dieu Grace Healthcare Terminal in west Windsor. The route provides connections between the Ford City area and a variety of residential, employment, commercial, healthcare, and institutional destinations throughout the City, including areas along Drouillard Road, Tecumseh Road East, Pillette Road, Erie Street, and the University of Windsor area. Transit service operates at approximately 30-minute intervals during weekdays and Saturdays and approximately 60-minute intervals during Sundays and statutory holidays.

Figure 4 outlines the bus route in relation to the subject site.



Figure 4 – Windsor Transit Route 3 (Central 3)

2.4. Active Transportation

The surrounding area contains a connected pedestrian network consisting of sidewalks along both sides of Drouillard Road and Richmond Street, providing direct access to nearby commercial services, community facilities, transit, and surrounding residential neighborhoods.

While there is currently no dedicated on-street cycling facilities within proximity of the site, there are indications of community interest in proposals to incorporate shared cycle lanes along Drouillard Road within the Ford City BIA. This indicates potential future implementation which would complement the site's accessibility and encourage alternative modes of transportation.

3. PARKING ASSESSMENT

3.1. Proposed Parking Supply

The proposed development includes two parking spaces located at the rear of the building which are accessed via the existing alley and does not require direct vehicular access to Drouillard Road or Richmond Street. The proposed parking spaces have dimensions of 2.5 m in width and 5.5 m in length, which meet the minimum parking stall dimensions established by City of Windsor Zoning By-law 8600.

Accordingly, while the proposed development seeks relief from the number of required parking spaces, the proposed parking spaces themselves are appropriately sized and designed to accommodate passenger vehicles.

3.2. Windsor Residential Parking Requirements

The parking supply for the building is planned to be 2 residential parking spaces for 6 dwelling units, with no parking proposed for the commercial unit, which at this point in time has not been defined. This results in a parking ratio of 0.33 spaces/unit. Current by-laws indicate a requirement to achieve 1.0 parking space per unit, resulting in an existing deficiency. **Table 1** summarizes these conditions.

Table 1 - Summary of Existing Site Conditions

Property Details	1103 Drouillard
Total Dwelling Units	6
Total Parking Spaces	2
Parking Availability	0.33 spaces/unit

3.3. Windsor Commercial Parking Requirements

The proposed development includes a ground floor commercial unit with an approximate gross floor area of 61 m² (657 ft²). At the time of this study, a specific commercial use has not been identified. Since the subject property is located within the Ford City BIA, it is therefore subject to the parking provisions contained within Table 24.20.3.1 of Zoning By-law 8600, which establishes reduced parking requirements for designated Business Improvement Areas and other defined urban commercial areas.

Table 2 illustrates the permitted commercial uses that have no minimum parking requirement for a 61 m² GFA commercial space.

**Table 2 - Business Improvement Area Parking Requirements
(Excerpt from Zoning By-law 8600, Table 24.20.3.1)**

Commercial Use	Parking Rate - Minimum
Bake Shop	0
Business Office	0
Convenience Store	0
Food Convenience Store	0
Food Outlet – Take-out	0
Pawnshop	0
Personal Service Shop	0
Pharmacy	0
Professional Studio	0
Repair Shop – Light	0
Restaurant (*Under 90 m ² GFA)	0
Retail Store	0

Based on the above, the proposed 61.0 m² commercial unit can accommodate a variety of permitted commercial uses without generating an additional off-street parking requirement. Accordingly, the primary parking deficiency associated with the proposed development relates to the residential component of the building.

3.4. On-Street Parking Considerations (Residential Permit Parking Program)

As discussed in Section 2.2, the subject site benefits from access to both residential on-street parking on surrounding local streets and metered public parking along the Drouillard Road corridor. These parking resources provide additional opportunities for resident, visitor, and commercial parking demand beyond the two on-site parking spaces proposed as part of the development.

The City of Windsor also maintains a Residential Permit Parking Program in designated areas of the city, allowing eligible residents to obtain up to two residential parking permits and one visitor permit, subject to municipal eligibility requirements and approval. The existence of this program demonstrates that the City recognizes on-street parking as an important component of the overall parking supply available to residential areas.

Accordingly, the availability of on-street parking within the surrounding area assists in mitigating the proposed reduction in off-street residential parking supply.

3.5. Parking Deficiency Summary

Based on the foregoing, the proposed development provides two parking spaces compared to the six spaces required for the residential component of the development, representing a reduction of four spaces (66.7%). The commercial component is satisfied with 0 parking minimum required provided it falls within one of the commercial uses defined in **Table 2**, and therefore does not contribute to the proposed parking reduction.

The following sections evaluate whether the proposed parking reduction can be supported based on comparable parking standards, anticipated parking demand, transportation demand management measures, and the surrounding urban context.

4. COMPARATIVE PARKING STANDARDS REVIEW

4.1. City of Windsor

The Municipality's current Zoning By-law requires a parking rate of 1 parking space per dwelling unit for apartment housing. Applied to the proposed 6-unit mixed-use development, this would result in a requirement of 6 parking spaces. According to the commercial unit size and being within the BIA corridor, there is no minimum parking requirement for the proposed commercial unit provided they are one of the uses defined in **Table 2**.

This results in a proposed residential parking rate of 0.33 spaces per unit, representing a deficiency relative to the current zoning requirement.

4.2. Comparable Municipalities

Broader municipal trends indicate a shift toward reduced parking requirements for apartment housing. For example, the City of Hamilton has identified reduced parking rates as low as approximately 0 spaces in Parking Rate Area 1 (PRA 1) denoted by downtown and transit proximate corridors, and 0.50 spaces per unit within PRA 2 for all other areas within the urban core. This reflects growing recognition that traditional parking standards may overestimate actual vehicle ownership and demand depending on city location and proximity to transit.

Across Ontario, other municipalities are increasingly adopting reduced parking requirements for apartment housing forms in response to changing travel behaviour, lower vehicle ownership rates, and policy direction encouraging efficient land use. Reduced parking rates in the range of approximately 0 to 0.5 and 0.8 spaces per unit are commonly observed, depending on location, unit characteristics, and development context. The proposed parking rate of 0.33 spaces per dwelling unit is therefore consistent with the range of parking standards currently permitted for similar apartment and mixed-use developments throughout Ontario. For comparative context, the rates are summarized below in **Table 3**.

Table 3 - Comparative Municipal Parking Standards

Municipality	Development Type	Rate (per unit)	Spaces Required (6 units)
Hamilton	Dwelling Unit, Mixed Use (5 or less) (PRA 1)	0	0
Hamilton	Dwelling Unit, Mixed Use (5 or less) (PRA 2)	0.5	3
Ottawa	Dwelling Unit, Mixed Use (Abutting Major Street) (Area X, Y and B)	0	0
Ottawa	Dwelling Unit, Mixed Use (All other Cases) (Area X, Y and B)	0.5	3
London	Dwelling Unit (Downtown/Transit Village/Rapid Transit Corridor/Main Street)	n/a	0
London	Dwelling Unit (All other areas)	0.5	3
Toronto	Dwelling Unit, Mixed Use Building (1-bedroom Units, PZA Zone – Centre Core Dense/Transit Hubs)	0.5	3
Toronto	Dwelling Unit, Mixed Use Building (1-bedroom Units, PZB Zone – Outside Centre Core/Transit Serviced)	0.8	5
Proposed Parking Supply:		0.33	2

5. INDUSTRY BENCHMARKING – ITE PARKING GENERATION

In addition to municipal regulatory standards and comparable municipal practices, industry parking generation data was reviewed to provide further benchmarking context for the proposed parking supply. The Institute of Transportation Engineers (ITE) *Parking Generation Manual, 5th Edition* (2019) compiles observed parking utilization data from surveyed developments across North America. These rates represent empirical averages based on field studies and are not prescriptive requirements, but rather technical benchmarks of observed parking demand.

For comparative purposes, the following ITE land use category was reviewed:

- Land Use Code 220 – Multifamily Housing (Low-Rise), Dense Multi-Use Urban

Table 4 illustrates the referenced ITE parking generation rates based on each bedroom available since each unit only provides one bedroom per dwelling unit, providing an accurate understanding that there is a limit to the amount of people that can reside in each dwelling unit.

Table 4 – ITE Parking Generation Rates

ITE Parking Rate	Land Use	Rate (per bedroom)	Spaces Required (6 units)
Multifamily Housing - Low Rise 220 - Dense Multi-Use Urban (no nearby rail transit)	Low-Rise 220	0.48	2.9
Multifamily Housing - Low Rise 220 - Dense Multi-Use Urban (<0.5 mile to rail transit)	Low-Rise 220	0.43	2.6
Proposed Supply:		0.33	2

Under Land Use Code 220 (Low-Rise Multifamily, Dense Multi-Use Urban, no nearby rail transit), the average observed parking demand rate is 0.48 spaces per unit, equating to approximately 2.9 spaces for a 6-unit mixed-use development. Where proximity to rail transit is considered (within 0.5 miles), the observed rate decreases to 0.43 spaces per unit, or approximately 2.6 spaces for 6 dwelling units.

5.1. Conclusion

ITE Parking Generation data represents observed parking utilization at comparable developments and is intended to provide benchmarking context rather than establish regulatory requirements. The reviewed data indicates parking demand ranging from approximately 0.43 to 0.48 spaces per unit for comparable low-rise multifamily developments within dense urban environments.

While the proposed parking supply of two spaces (0.33 spaces per dwelling unit) is lower than the observed ITE averages, the subject site benefits from several characteristics that are not fully reflected in the ITE database, including its location within the Ford City Business Improvement Area (BIA), direct access to Transit Windsor Route 3, proximity to neighbourhood-serving commercial uses, and the proposed provision of secure bicycle parking facilities.

Accordingly, the ITE analysis should be considered alongside the broader planning and transportation context discussed in the following sections. When combined with the site's urban location, transit accessibility, active transportation opportunities, and proposed bicycle parking enhancements, the reduced parking supply is considered supportable and only 1 parking space below the observed ITE rate.

6. TRANSPORTION DEMAND MANAGEMENT (TDM)

6.1. Walking

The subject property is located within the Ford City Business Improvement Area (BIA), an established mixed-use corridor characterized by a compact urban form and a variety of nearby commercial, employment, and community destinations. Sidewalks are provided along both Drouillard Road and Richmond Street, providing direct pedestrian access to local businesses, services, parks, schools, and transit stops.

The surrounding pedestrian environment supports walking as a practical transportation option for many daily trips and reduces reliance on private automobile ownership for future residents.

6.2. Transit

The subject property benefits from direct access to Transit Windsor Route 3 (Central 3), with transit stops located immediately adjacent to the site at the intersection of Drouillard Road and Richmond Street. Route 3 provides connections between the Ford City BIA, downtown Windsor, employment areas, healthcare facilities, educational institutions, and other destinations throughout the City.

Transit service operates at approximately 30-minute intervals during weekdays and Saturdays and approximately 60-minute intervals during Sundays and statutory holidays. The availability of transit service immediately adjacent to the site provides residents with a viable alternative to private automobile travel and supports a reduced parking supply.

6.3. Cycling

As part of this study, opportunities to reduce automobile parking demand through Transportation Demand Management (TDM) measures were evaluated. Based on the available space within the rear parking area, the site layout was reviewed to determine whether bicycle parking could be accommodated while maintaining the proposed vehicle parking supply. **Figure 5** illustrates a conceptual bicycle parking arrangement within the covered rear parking area. The full drawing can be found in **Appendix A**.

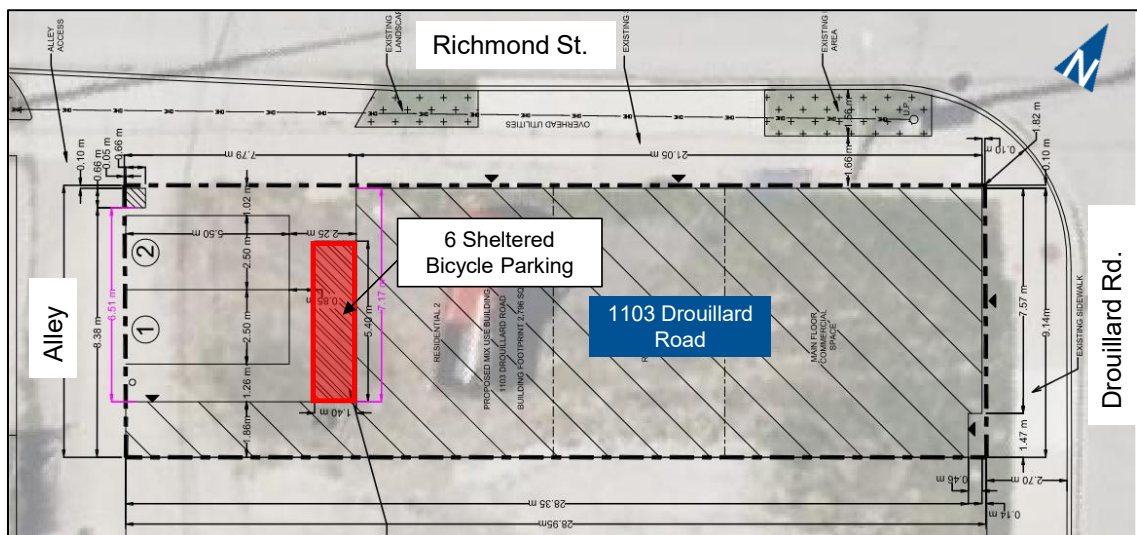


Figure 5 - Proposed Bicycle Parking Layout

Consistent with the dimensions outlined in the City of Toronto Bicycle Parking Guidelines for angled bicycle parking, the bicycle parking area would occupy approximately 1.4 m in depth and 5.4 m in length while maintaining convenient access and maneuverability for cyclists. The proposed bicycle parking would consist of three bicycle locking rings accommodating two bicycles per ring, providing a total supply of six bicycle parking spaces. This equates to one bicycle parking space per residential dwelling unit and provides secure, weather-protected bicycle storage for future residents.

The provision of dedicated bicycle parking is a recognized Transportation Demand Management measure that encourages cycling as an alternative to private vehicle ownership and use. Given the site's location within the Ford City BIA, proximity to transit service, and access to nearby destinations, cycling represents a practical transportation option for many local trips. The proposed bicycle parking therefore enhances the site's transportation options and assists in reducing parking demand associated with the development.

6.4. On-Street Parking

On-street parking opportunities exist within portions of the surrounding road network, including Drouillard Road and nearby local streets. In addition, the City of Windsor introduced a Residential On-Street Permit Parking Program in 2025, allowing eligible residents to obtain permits for overnight parking on designated residential streets.

These opportunities provide supplementary parking options for residents and visitors and complement the proposed on-site parking supply. While not relied upon to satisfy zoning requirements, the availability of on-street parking represents an additional parking resource within the surrounding neighbourhood.

6.5. Local Ford City BIA Consultation

As part of this review, the Ford City BIA was contacted to provide an opportunity for input regarding the proposed development and associated parking reduction. A copy of the correspondence is included in **Appendix B**.

The Ford City BIA advised that members of its Board attended the public open house held on March 26, 2026, and did not raise any concerns regarding parking associated with the proposed development. No additional comments or concerns were provided regarding the proposed parking supply or parking reduction. Accordingly, no concerns related to parking were identified through the Ford City BIA consultation process.

6.6. TDM Conclusion

The subject property benefits from a combination of transportation demand management measures, including a walkable urban environment, direct access to public transit, and the opportunity to provide six secure bicycle parking spaces within the covered rear parking area. In addition, supplementary on-street parking opportunities exist within the surrounding neighbourhood and no concerns regarding parking were identified through consultation with the Ford City BIA.

Collectively, these measures provide transportation alternatives for future residents and help reduce reliance on private automobile ownership and use. From a transportation planning perspective, the proposed transportation demand management strategy is appropriate for the scale and context of the development and supports the reduced parking supply proposed for the site.

7. SIGHTLINE REVIEW

The high-level sightline review indicates that visibility to the north along Drouillard Road is generally available from the Richmond Street stop-controlled approach. Visibility to the south appears to be constrained by the proposed urban corner conditions and the location of the building envelope close to the street line, which is the primary concern of the City of Windsor staff.

During the Stage 1 Planning Consultation process, City staff noted that reconstruction within the historical non-conforming building envelope would generally maintain the existing sightline condition associated with the site. Notwithstanding, Transportation Planning requested a sightline review to assess the proposed relief associated with Section 5.15.5 of Zoning By-law 8600.

Given that the historical and proposed building conditions are substantially similar, drivers exiting Richmond Street may be required to advance cautiously beyond the stop line to obtain an improved view to the south before completing a turning movement. This operating condition is consistent with constrained urban main street environments where buildings are located close to the street line and is not expected to represent a material change from the historical condition of the site. The same condition exists at multiple locations along Drouillard Road, most notably at the following intersections that are within immediate proximity to the site at Whelpton Street/Drouillard Road and Ontario Street/Drouillard Road, both one block north and one block south of the site, respectively.

Figure 6 and **Figure 7** show an aerial image of these sites for context.



Figure 6 – Comparable Sightlines @ Whelpton Street/Drouillard Road: NE Corner



Figure 7 – Comparable Sightlines @ Ontario Street/ Drouillard Road: SW Corner

To confirm sight distance requirements, an Intersection Sight Distance (ISD) review was completed for the eastbound approach to the Richmond Street at Drouillard Road intersection.

7.1. Intersection Sight Distance Requirements

Intersection sight distance (ISD) requirements were determined in accordance with the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017)¹. The required intersection sight distance (ISD) was calculated using the following relationship:

$$ISD = 0.278 \times V \times tg$$

Where:

- ISD = required intersection sight distance (m)
- V = major road design speed (km/h)
- tg = gap acceptance time (s)

Drouillard Road has a posted speed limit of 50 km/h; therefore, a 60 km/h design speed was utilized for the purposes of this assessment. For a design speed of 60 km/h, the following requirements apply:

- **Case B1 - Left Turn from Minor Road:** $ISD = 0.278 \times 60 \times 7.5 = 125 \text{ m}$
- **Case B2 - Right Turn from Minor Road:** $ISD = 0.278 \times 60 \times 6.5 = 108 \text{ m}$ (110 m rounded)
- **Case B3 - Crossing Movement from Minor Road:** $ISD = 0.278 \times 60 \times 6.5 = 108 \text{ m}$ (110 m rounded)

¹ Transportation Association of Canada (TAC). *Geometric Design Guide for Canadian Roads*. Ottawa, Ontario: Transportation Association of Canada, June 2017.

7.2. Intersection Sight Distance Conclusion

Consistent with TAC departure sight triangle methodology, the driver position was assessed approximately 3.0 m back from the edge of travelled way on Drouillard Road, representing a stopped vehicle positioned at the Richmond Street approach. This approach was taken due to the lack of visible stop bar. There is a stop sign placed along Richmond Street, however the location is fairly stepped back from the intersection due to the presence of the bus stop and crosswalk. Understanding that drivers will first stop at the sign prior to entering the intersection to assess a clear gap from pedestrians first, a position beyond the stop sign was assessed at approximately 3.0m from the edge of the travelled way for Drouillard Road. This is consistent with TAC methodology.

Figure 8 and **Figure 9** illustrate the available sight distance from the Richmond Street approach relative to the applicable TAC intersection sight distance requirements. The full intersection sight distance drawings are found in **Appendix C**.

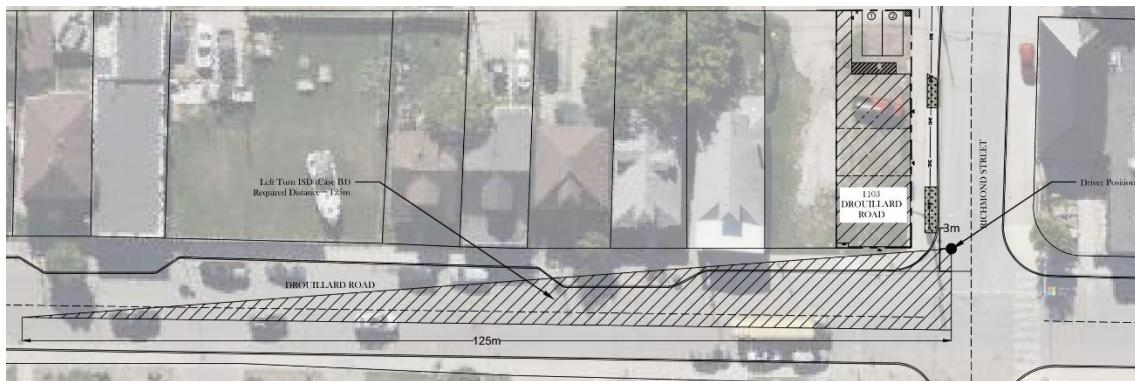


Figure 8 – Available Sight Distance South, Case B1 Left Turn

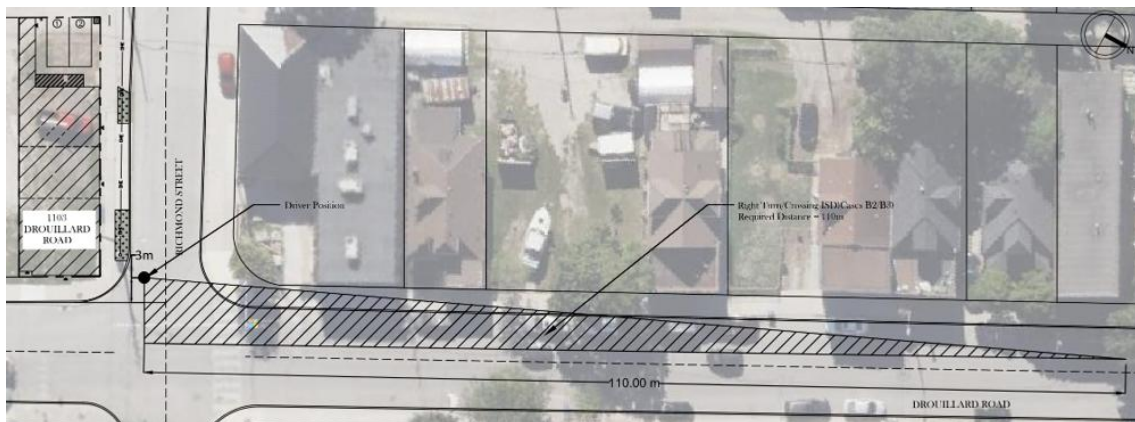


Figure 9 – Available Sight Distance North, Case B2 Right Turn/Case B3 Crossing Movement

Based on the review completed, the available sight distances of 125m to the south and 110m to the north for a design speed of 60 km/h exceed the applicable TAC requirements in both directions. Accordingly, the proposed development is not anticipated to result in adverse sight distance impacts at the intersection of Richmond Street and Drouillard Road.

8. PARKING JUSTIFICATION AND CONCLUSION

This memorandum has evaluated the transportation and parking implications associated with the proposed mixed-use development at 1103 Drouillard Road in Windsor, Ontario. The proposed development consists of six residential dwelling units and one ground-floor commercial unit supported by two on-site parking spaces accessed from the existing rear alley. The review confirmed that the proposed parking spaces satisfy the dimensional requirements of City of Windsor Zoning By-law 8600. While the proposed development provides a residential parking rate of 0.33 spaces per dwelling unit, which is lower than the current Zoning By-law requirement of 1.0, several factors support the requested parking reduction. The proposed commercial unit may also accommodate a broad range of permitted uses without generating a parking requirement under Zoning By-law 8600.

The subject site is located within the Ford City BIA and benefits from direct access to Transit Windsor Route 3, a connected pedestrian network, nearby commercial and community destinations, and on-street parking opportunities. Consultation with the Ford City BIA further identified no concerns regarding the proposed parking supply or parking reduction. In addition, a review of intersection sight distance at Richmond Street and Drouillard Road confirmed that the available sight distances satisfy applicable Transportation Association of Canada (TAC) requirements and that the proposed development is not anticipated to result in adverse sight distance impacts.

A review of comparable municipal parking standards and Institute of Transportation Engineers (ITE) parking demand data demonstrates that reduced parking rates are commonly supported within urban, mixed-use, and transit-supportive environments. While the proposed parking supply is lower than current Windsor zoning requirements, comparable municipal parking standards and the ITE parking demand assessment support a reduced parking rate for developments of this nature. In addition, the site has been optimized to accommodate six secure, covered bicycle parking spaces as a Transportation Demand Management measure, providing one bicycle parking space per dwelling unit and supporting alternative travel modes. These measures, together with available on-street parking opportunities in the surrounding area, further support the proposed parking reduction.

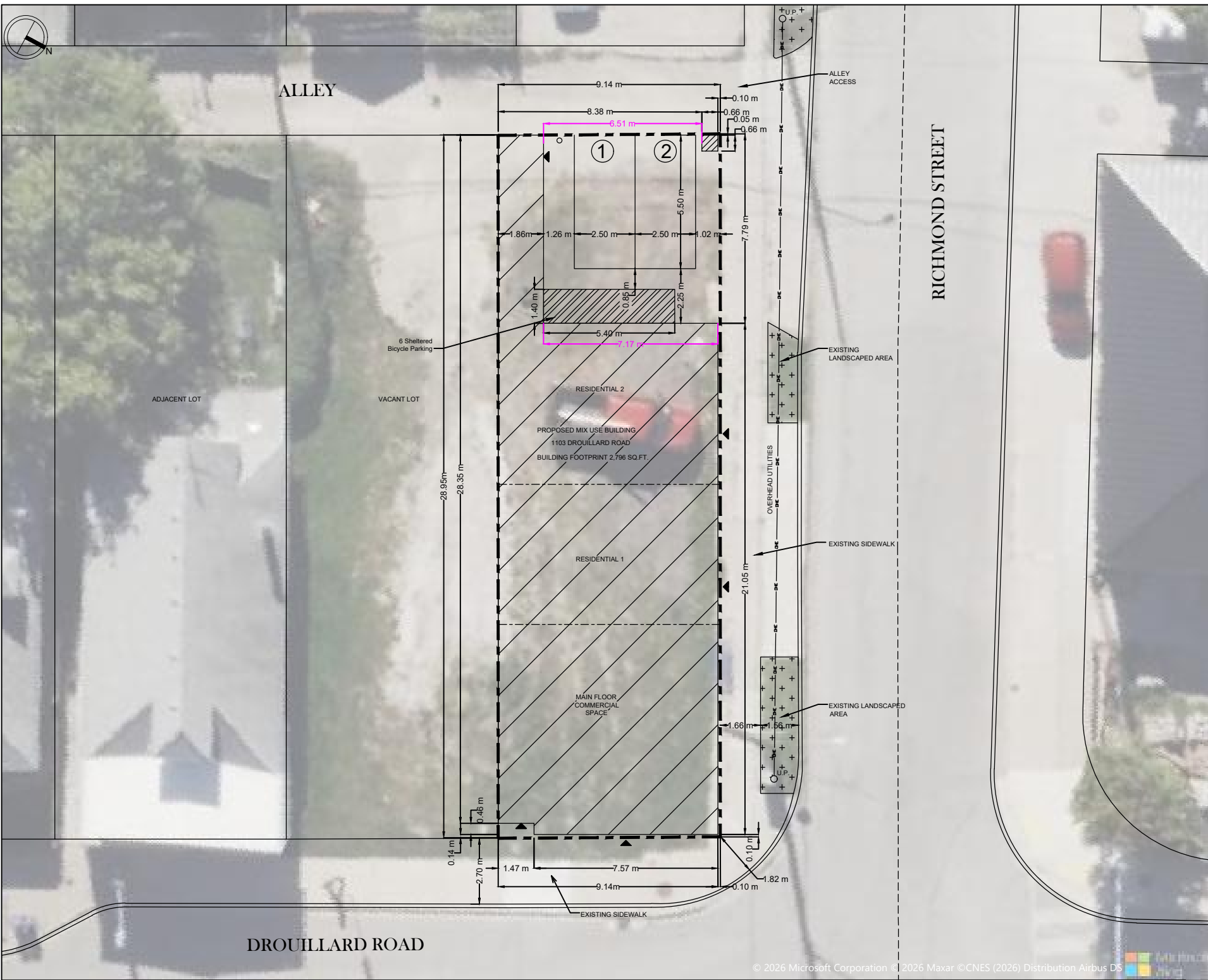
Based on the review completed, the proposed parking supply is considered appropriate for the scale, context, and location of the development. In my professional opinion, the requested parking reduction is supportable from a transportation planning perspective and is not anticipated to result in adverse parking, traffic, or transportation impacts within the surrounding area.

9. REFERENCES AND SOURCES

- City of Windsor. Zoning By-law 8600, as amended.
- City of Windsor. Official Plan.
- Transit Windsor. Route 3 (Central 3) Schedule and Route Information.
- Institute of Transportation Engineers (ITE). Parking Generation Manual, 5th Edition, 2019.
- Transportation Association of Canada (TAC). Geometric Design Guide for Canadian Roads, 2017.
- City of Hamilton. Zoning By-law No. 05-200, Parking Requirements.
- City of Ottawa. Zoning By-law 2008-250, Part 4 - Parking Provisions.
- City of London. Zoning By-law No. Z.-1, Section 4.0 – General Provisions (Parking Requirements)
- City of Toronto. Zoning By-law 569-2013, Chapter 200 – Parking Space Regulations
- City of Toronto. Bicycle Parking Guidelines.

APPENDIX A

(Proposed Bicycle Parking Layout)



General Legend

----- Property Boundary

Rev	Date	Description	By	Chkd.
D	06.12.26	Issued for Approval	EB	MD
C	05.25.26	Issued for Approval	EB	MD
B	05.19.26	Issued for Approval	EB	MD
A	05.15.26	Issued for Approval	EB	MD

Client:

NC Capital

Project:

1103 Drouillard Road,
Windsor, ON N8Y 2R2

Title:

Proposed
Parking Plan

Scale @ A4: 1:5

Prepared by: E. Beggs
Checked: M. Dworczak
Date: June 2026

Country: Canada

Drawing Status: Approval

Drawing No.: 1001

Revision: D

APPENDIX B

(Ford City BIA Consultation)

Michael Dworczak

From: Ford City BIA <info@fordcity.ca>
Sent: June 9, 2026 6:58 PM
To: Michael Dworczak
Subject: Re: 1103 Drouillard Road – Request for Ford City BIA Input

Hi Michael,

Apologies for the delay! Board members attended the public open house and did not raise any comments regarding parking.

Thank you for reaching out and keeping us informed.

Best,
Maria

On Mon, Jun 1, 2026 at 8:38 AM Michael Dworczak <michael@mdtconsulting.ca> wrote:

Hello Maria,

My name is Michael Dworczak, P.Eng. owner and Principal of MDT Urban Traffic Solutions Ltd. I am currently preparing a Parking Justification and Transportation Review Memorandum in support of a proposed mixed-use development at 1103 Drouillard Road in Windsor. The proposal consists of a three-storey mixed-use building containing one ground floor commercial unit and six residential units, with two on-site parking spaces accessed from the rear alley. For reference, I have attached the public open house materials which summarize the proposed development and site layout.

As part of the City of Windsor Zoning By-law Amendment application process, the City has requested that any comments from the Ford City BIA regarding the parking justification be included within the study submission. I would appreciate any comments, concerns, or observations the BIA may wish to provide regarding the proposed development and proposed parking supply. If possible, I would appreciate receiving any feedback by **June 9, 2026**. If no comments are received by that date, I will note within the memorandum that the Ford City BIA was contacted as part of the study process and that no comments were received prior to completion of the study.

Please let me know if you require any additional information regarding the proposal.

Thank you for your time and consideration.

Best Regards,

Michael Dworczak, P.Eng | Principal

MDT Urban Traffic Solutions Ltd. | www.mdtconsulting.ca

c 289.768.5455 | michael@mdtconsulting.ca



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Maria Mediratta
Coordinator, Ford City BIA
fordcity.ca

APPENDIX C

(Intersection Sight Distance Drawings)



SITE TRIANGLE LOOKING SOUTH

Scale: 1:15



B	06.12.26	Issued for Approval	EB	MD	
A	06.11.26	Issued for Approval	EB	MD	
Rev	Date	Description	By	Chkd.	



SITE TRIANGLE LOOKING NORTH

Scale: 1:15

Client:	
NC Capital	
Project:	
1103 Drouillard Road, Windsor, ON N8Y 2R2	
Title:	
Intersection Sight Distance Review	
Scale @ A4: 1:15	
Prepared by: E. Beggs	Checked: M. Dworczak
Date: June 2026	
Country: Canada	
Drawing Status: Approval	
	
Drawing No.: 1002	Revision: B