



PARKING JUSTIFICATION REPORT

1360 & 1376 HOWARD AVENUE
CITY OF WINDSOR
(ONTARIO)

PROJECT NO: RB-250002.00

DATED: JULY 21, 2025
REVISION 1: NOVEMBER 11, 2025

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1. INTRODUCTION

1.1 Background

Baird AE has been retained to complete a Parking Justification Report in support of the Zoning By-law Amendment for the proposed development at 1360 and 1376 Howard Avenue, located in the City of Windsor. The site is located on the southeast corner of the intersection of Howard Avenue and Ottawa Street in South-Central Windsor. The overall subject land is approximately 0.197 hectares in size which includes a used vehicle automotive dealership consisting of a 2-storey converted building, a large sales and display area, parking lot and grass area.

A site and concept plan for the proposal is attached to Appendix A of this report and the location is shown in Figure 1 below.



Figure 1: Location Plan

1.2 Development Proposal

The new lot will consist of a 4-storey residential apartment building with a total of 25 dwelling units, 25 parking spaces and landscape area. The 4-storey residential apartment building will be built over the grass area and the 2-storey converted building. The site will be oriented towards Howard Avenue with surface parking and landscaped amenity areas located in the rear portion of the site and access to the parking lot shall be through Lillian Street.

To support the development vision for 1360 & 1376 Howard Avenue and to implement the applicable Official Plan policies, we propose to rezone the site from the Residential Districts 2 (RD2.2) and Commercial Districts 2 (CD2.6) to a Residential Districts 3 (RD3.1) Special Provision Zone (Further described in Section 5).

Vehicle access to the development shall be provided via Lillian Street, while pedestrian accesses shall be available from Ottawa Street and Howard Avenue.

2. EXISTING CONDITIONS

2.1 Road Network Characteristics

The existing road network and lane configuration are described in Table 1. The existing usable parking spaces by development are shown in Figure 4.

Table 1: Roadway Characteristics

Component	Howard Avenue	Lillian Street	Ottawa Street
Direction	North-South	North-South	West-East
Speed limits	50 km/h	50 km/h	50 km/h
Cycling Facilities	No	No	Yes

The subject development is located approximately a 5 to 6-minute walk from the 2 transit stations on Giles Boulevard, as shown in Figure 2.



Figure 2: Transit Map

2.2 Existing Parking Areas

As shown in Figure 3, the existing parking lot contains a substantial number of parking spaces, approximately 20 existing parking spaces. A portion of the existing lot will be removed to accommodate the proposed apartment development. The project's intent is to provide a total of 25 parking spaces including one Type A accessible parking space (Refer to Conceptual Site Plan provided in Appendix A).

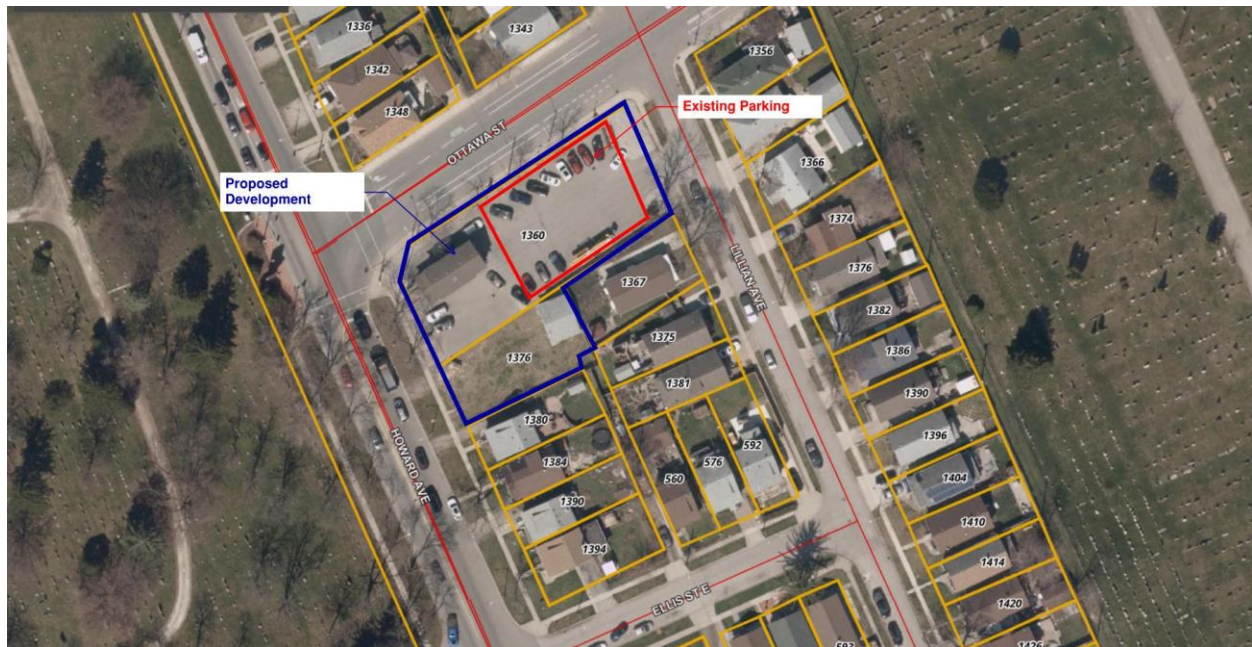


Figure 3: Existing Parking

3. PROPOSED DEVELOPMENT CONDITIONS

The proposed development will include a new 4-storey residential apartment building, landscape and parking lot. The building height is 14.0m, 25 dwelling units, and 25 parking spaces. Post development conditions are shown below in *Figure 4* below:



Figure 4: Post-Development Condition

4. PARKING REQUIREMENTS

The existing development's parking requirements are further evaluated using City's Zoning By-law. Based on the required parking spaces from City of Windsor Zoning By-Law 8600, Table 24.20.5.1 (Attached in Appendix B for reference), the required parking for a development containing multiple dwelling units with a minimum of 5 Dwelling units is 1.25 for each dwelling unit. Moreover, as per City of Windsor Zoning By-Law 86000, Table 24.24.1 (Attached in Appendix B for reference), the required accessible parking space for 25 parking spaces in the parking area is one Type A accessible parking space.

Proposed dwelling units = 25

Required parking = $1.25 \times 25 = 31$ spaces

Total 31 parking spots are required for the proposed development. According to Site Plan provided in Appendix A, the parking area contains 25 on-site parking spaces including one Type-A accessible parking space.

The deficit parking requirements are to be addressed as per Transportation Demand Management (TDM) further provided in Section 6. Moreover, parking relief from the City is to be requested for 6 deficit parking spaces.

5. PROPOSED PROPERTY BOUNDARY CONDITION

1360 Howard Avenue belongs to Zoning classification Commercial District 2.6 (CD 2.6), whereas 1376 Howard Avenue falls under Zoning classification of Residential District 2.2 (RD 2.2). We propose to eliminate the existing boundary line that separated these two zoning districts and propose zoning classification for the entire site to be Residential District 3.1-XX (RD 3.1-XX). Refer to *Figure 5, Table 2, Figure 6* and Appendix A for the reference.

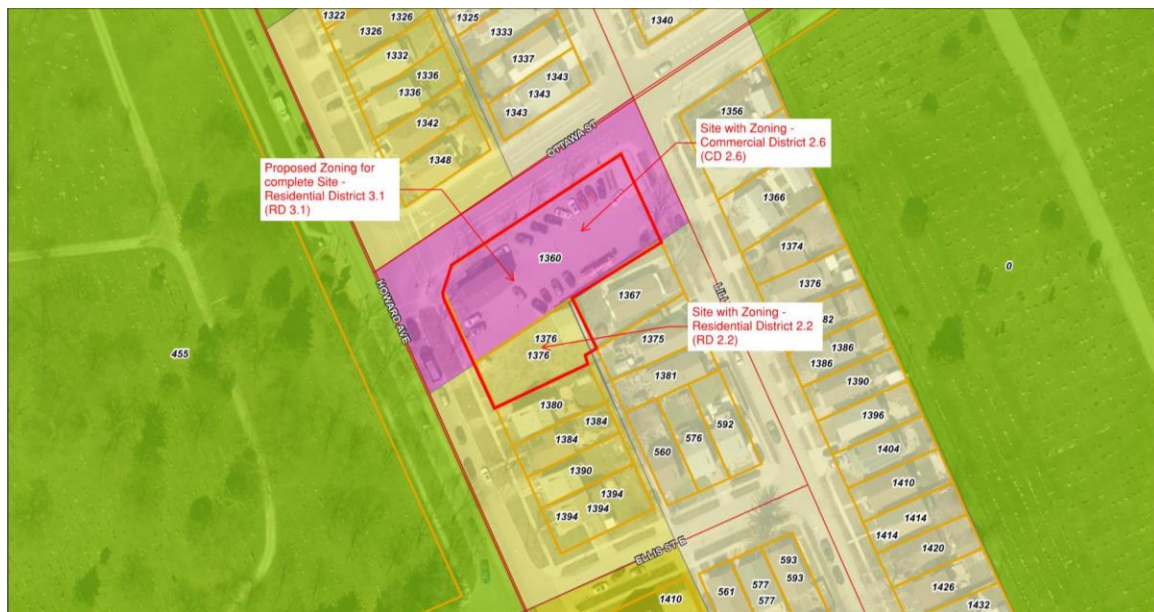


Figure 5: Land Boundary Condition

Table 2 provided below depicts the existing and proposed zoning classification for the proposed development area.

Table 2: Zoning Classification

Property	Existing Zoning Classification	Proposed Zoning Classification
1360 Howard Avenue	Commercial District 2.6 (CD 2.6)	Residential District 3.1-XX (RD 3.1-XX)
1376 Howard Avenue	Residential District 2.2 (RD 2.2)	Residential District 3.1-XX (RD 3.1-XX)

Figure 6 provided below describes the proposed special regulations for the property:

4.2 Proposed Special Regulations Overview

Zone Requirements	Standard RD3.1 Zone Regs	Proposed RD3.1-XX Zone Regs ('-' means no change)
Permitted Uses	See detailed list in Section 12.1.1	-
Lot Frontage (min.)	18.0m	-
Lot Area (min.)	540m ² for the first 5 dwelling units and 67.0m ² per unit for each additional dwelling unit.	-
Lot Coverage (max.)	35%	37%
Main Building Height (max.)	14.0m	-
Front Yard Depth (min.)	6.0m	3.0m
Rear Yard Depth (min.)	7.5m	4.1m
Side Yard Depth (min.)	a) Where a habitable room window of any dwelling unit faces a side yard: 6.0m b) Any other side yard: 3.0m	Interior Side Yard Depth: 3.0m Exterior Side Yard Depth: 0.0m
Landscaped Open Space (min.)	35%	30%
Parking (min.)	Multiple Dwelling: 1.25 per unit	Multiple Dwelling: 1.0 per unit

Figure 6: Proposed Zoning Regulations

6. TRANSPORTATION DEMAND MANAGEMENT (TDM)

The proposed development provides 25 parking spaces, compared to the 31 required under the City of Windsor Zoning By-law, resulting in a deficit of 6 spaces. However, several factors support this reduction.

To promote sustainable transportation and reduce reliance on personal vehicles, the development incorporates the following Transportation Demand Management (TDM) measures:

Theoretically, the proposed will utilize existing transit availability and active transportation options were assessed as supplementary measures.

- **Transit Access:**

The site is within a 5 to 6-minute walk to two bus stops located on Giles Boulevard, offering convenient public transit access (Refer to Figure 7 for reference).



Figure 7: Transit Map

- **Bicycle Routes and Proposed Parking stalls/racks:**

The City of Windsor is promoting active transportation; the developer is contributing to this initiative by providing bicycle parking spaces, which supports cycling as a sustainable mode of transport.

Permanent 5 to 6 bicycle racks shall be provided on-site for both residents and visitors, supporting active transportation.



Figure 8: City of Windsor - Bike Lanes

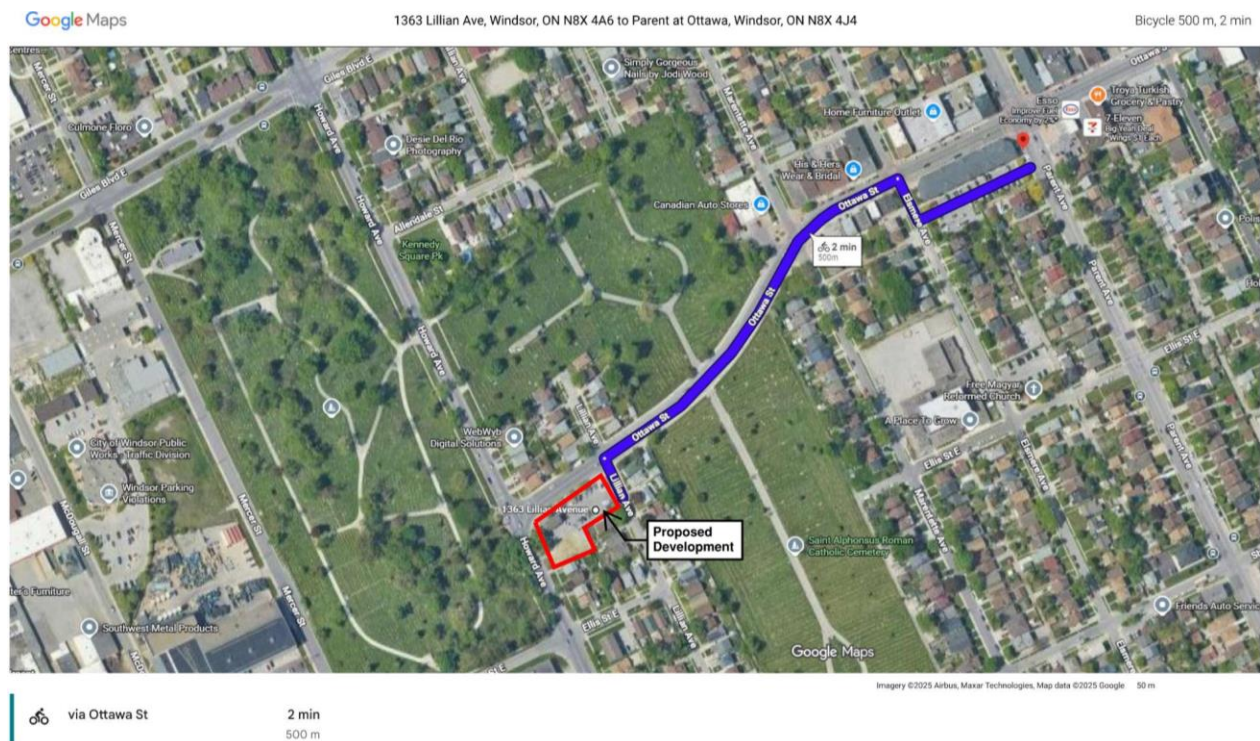


Figure 9: Bike Route to nearest Transit Access with Bike Lanes

Existing bicycle lanes are provided along Ottawa Street, which connects to the bus stops located approximately 500 metres east of the proposed development, at the intersection of Ottawa Street and Parent Avenue (Refer to Figure 8 and Figure 9 for reference). It takes approximately two minutes to reach these bus stops by bicycle. This convenient connection further encourages residents to utilize active transportation modes, including cycling and public transit.

- **Reduced Vehicle Reliance:**

Not all residents require parking, as the site's location, access to transit, and walkability reduce the need for car ownership.

Furthermore, the total number of the parking permits issued by the owner shall not exceed the number of available on-site parking spaces.

Overall, the proposed Transportation Demand Management (TDM) measures provide practical alternatives to car use and help justify the reduced parking supply.

7. CONCLUSION

The proposed 4-storey apartment building at 1360 and 1376 Howard Avenue includes 25 dwelling units and 25 parking spaces. As per City of Windsor Zoning By-law, the proposed development requires 31 parking spaces, resulting in a deficit of six. This shortfall will be mitigated through the implementation of Transportation Demand Management (TDM) measures, which are expected to reduce private vehicle dependence and promote sustainable travel options. Furthermore, the owner will manage parking through a controlled permit system to ensure that the number of parking permits issued does not exceed the available on-site parking supply. A parking relief will be requested from the City of Windsor to formally address the identified parking deficiency.

The site is proposed to be rezoned from RD2.2 and CD2.6 to a unified RD3.1-XX Special Provision Zone to support residential use. Vehicle access will be provided from Lillian Street, with pedestrian access from Howard Avenue and Ottawa Street.

Proximity to public transit and the inclusion of on-site permanent bicycle parking support Transportation Demand Management (TDM) strategies, encouraging sustainable travel choices and helping to mitigate the reduced parking supply. Not all residents are expected to require personal vehicles, further supporting the adequacy of the proposed parking.

We trust that the above meets your purpose. However, should you have any questions, please do not hesitate to contact the undersigned.

All of which is respectfully submitted.

Reviewed By:



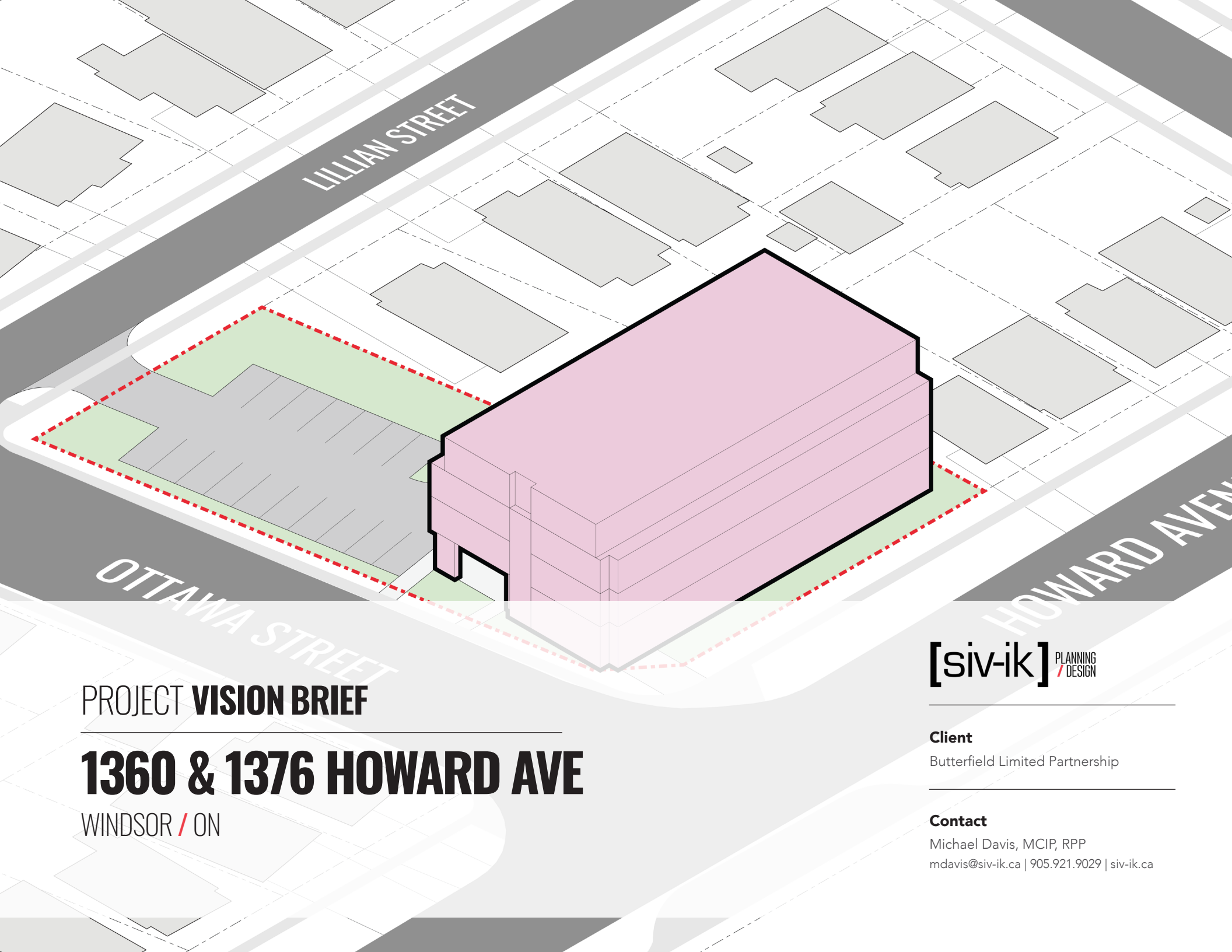
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Prepared By:

A handwritten signature in black ink, appearing to read "Aatif", written over a faint yellow rectangular stamp.

Mohammad Aatif Baki, M.Eng.
Civil E.I.T.
Baird AE

APPENDIX A: SITE PLAN AND BACKGROUND INFORMATION



PROJECT **VISION BRIEF**

1360 & 1376 HOWARD AVE

WINDSOR / ON

[siv-ik] PLANNING
DESIGN

Client

Butterfield Limited Partnership

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PREPARED FOR
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VERSION 1.0

ISSUED
12.19.2024

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ABOUT THIS REPORT
This report has been prepared by Siv-ik Planning and Design Inc. for Butterfield Limited Partnership The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the preliminary concept design for 1360 & 1376 Howard Avenue. The graphics and supporting text are intended to highlight links between those factors the specific planning/design response proposed for the site. The report describes the relevant details of the proposed Zoning By-law Amendment to articulate our understanding of, and vision for, the site in a manner that supports preliminary stakeholder consultation for the proposed development.
www.siv-ik.ca

2. PLANNING FRAMEWORK

2.1 City-Structure

Figure 2 provides visual context for the site’s positioning relative to Windsor’s city-structure, including the City’s network of major streets. The project site contains frontage on Howard Avenue which is now identified as a Class II Arterial by the City of Windsor Official Plan and Ottawa Street. This intersection occupies a strategic position within the City of Windsor’s overall urban structure, serving as a critical node that bridges residential, commercial, and mixed-use areas. This intersection is characterized by its proximity to established neighborhoods, which contribute to the city’s historical and cultural fabric, and its accessibility to major arterial routes, enhancing connectivity to key destinations across Windsor.

The site is located in the Walkerville Planning District, in close proximity to Downtown Windsor. Howard Avenue, a significant north-south corridor, facilitates the movement of people and goods between the core and suburban areas, connecting to the E.C. Row Expressway and Downtown Windsor. Ottawa Street, on the other hand, is a vibrant commercial corridor that supports local businesses, featuring specialty shops, restaurants, and services that attract both residents and visitors. Together, these streets create a dynamic intersection that embodies Windsor’s goals of fostering complete and connected communities.

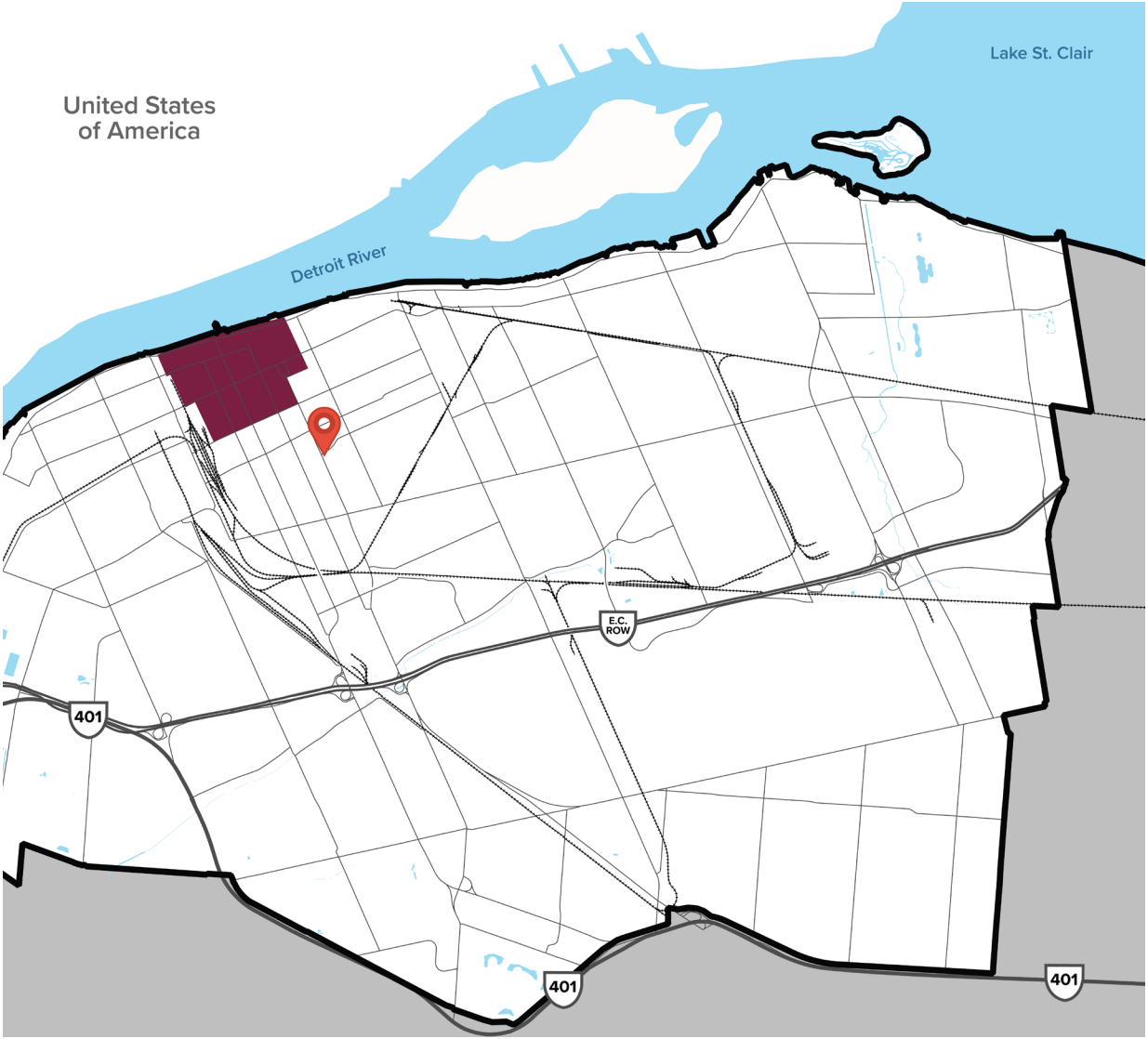
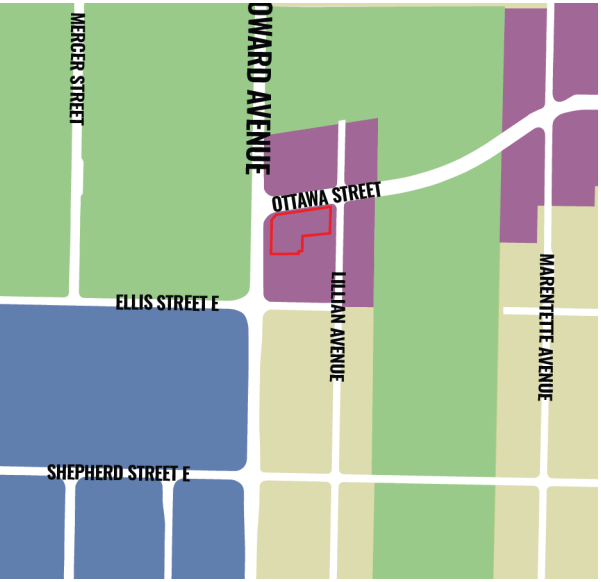


Figure 2: City-Wide Context

2.2 City of Windsor Official Plan

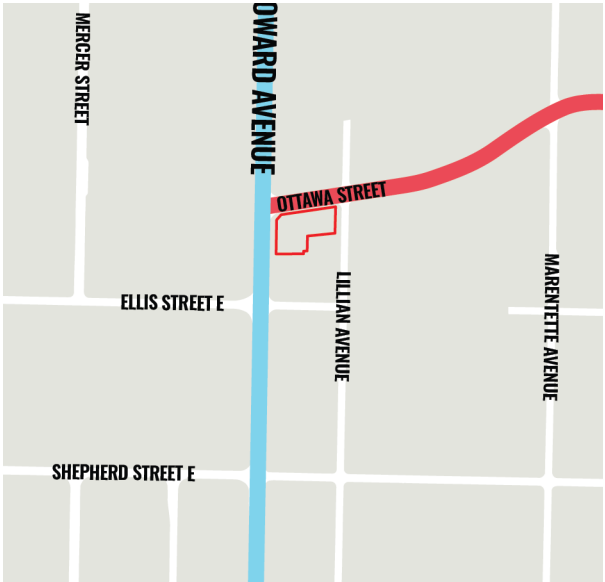
The project site is within the “Mixed Use Corridor” designation as per Schedule D - Land Use Plan - of the City of Windsor Official Plan. Lands designated as “Mixed Use Corridor” are intended become vibrant mixed-use commercial and residential areas. Ideally, the predominant form of new or redeveloped housing should be Medium and High Profile residential buildings with ground floor and possible second floor commercial uses and upper floor residential dwellings. In accordance with the permitted uses policies of 6.5.3.1, Medium and High Profile residential uses either as stand-alone buildings or part of a commercial-residential mixed use buildings shall be throughout the Corridors. The project site is bounded by a Class II Arterial Road (Howard Avenue) to the west and a Class I Collector Road to the North (Ottawa Street), as illustrated on the Schedule F- Roads and Bikeways of the City of Windsor Official Plan. Class II Arterial Roads are intended to carry higher volumes of traffic and direct vehicular accesses to new developments are discouraged. From a built form and intensity perspective, heights are generally limited to 4-storeys or less in the designations except for locations at the intersection of to higher order streets. The subject site, in accordance with policy 6.5.3.3 a), would potentially qualify for said taller building heights given it’s corner location at Howard Avenue and Ottawa Street.

Schedule D - Land Use



- Mixed Use Corridor
- Residential
- Industrial
- Open Space

Schedule F - Roads & Bikeways

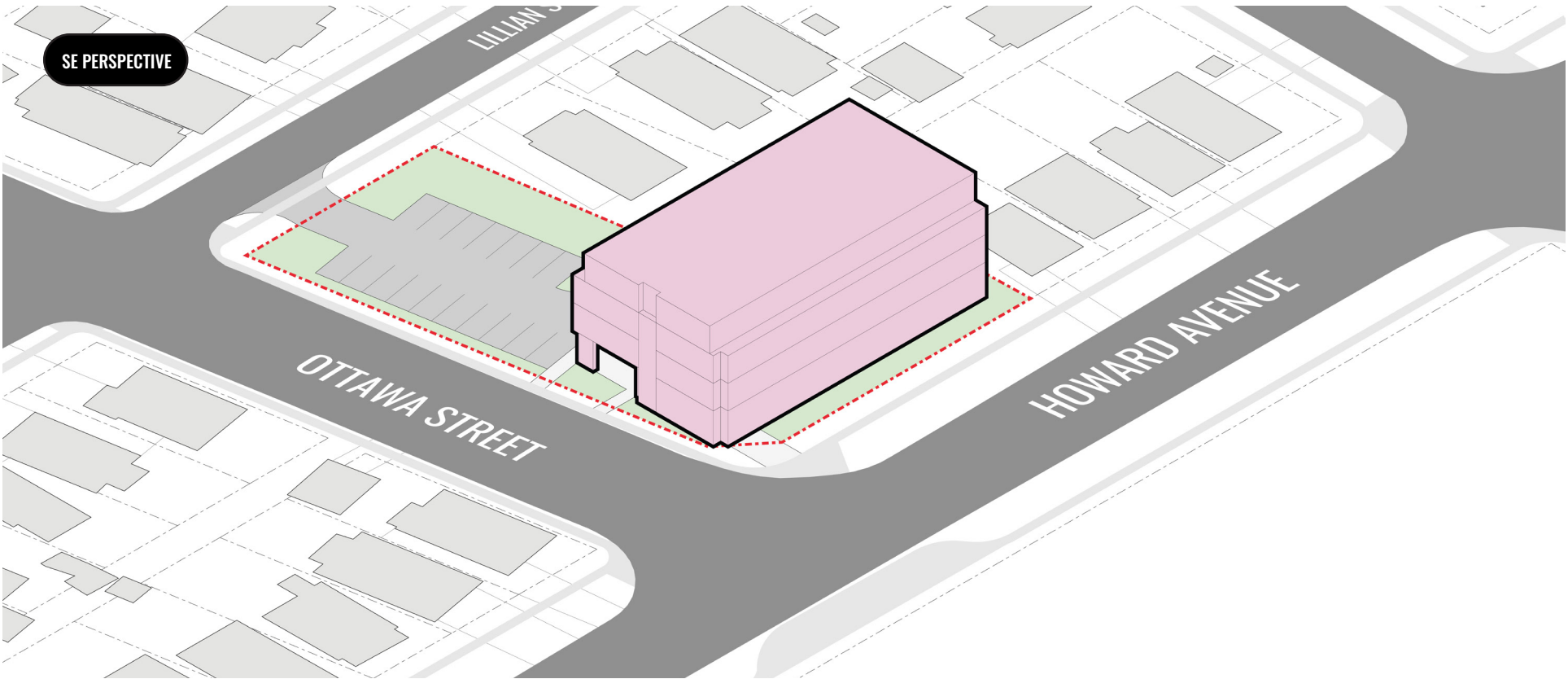


- Class II Arterial Road
- Class I Collector Road

3. PRELIMINARY CONCEPT DESIGN

3.1 4-Storey Multiple Dwelling (Walk-Up Apartment)

The preliminary concept plan illustrated on page 05-06 of this brief envisions the development of a 4-storey residential apartment building with a total of 25 dwelling units. The built form is oriented towards Howard Avenue with surface parking and landscaped amenity areas located in the rear portion of the site. Access is proposed to remain in its current general location, stemming from Lillian Avenue. The site design provides for a total of 25 surface parking stalls (1.0 stalls per unit). Direct pedestrian connections from the building towards the adjacent City sidewalks have been provided to integrate the development with the existing public realm. Main floor units facing Howard Avenue are envisioned to have direct unit entrances and designed as barrier-free. The building has been conceived as a “walk-up” style without an interior elevator system. The upper units as planned as “two-storey” units with access from a common corridor on the 3rd floor. The preliminary concept represents the desirable implementation of the proposed Zoning By-law Amendment outlined in Section 4 of this brief.



CONCEPT AT-A-GLANCE

Site Area	0.197 ha.
Height	4-Storeys (14.0m)
Residential Units	25
Commercial (GFA)	n/a
Parking	1.0 Per Unit
Amenity Area	10.5m2 per unit
Lot Coverage	36.2%
Landscape OS	31.6%
Density	127uph

LEGEND

- Site Boundary
- Apartment Building
- Principal Entrance
- Pedestrian Connections
- Common Amenity Space
- Enhanced Landscaping

Note: Simplified site plan prepared by Siv-ik Planning & Design Inc.

4. ZONING APPROACH

4.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for a medium density/medium-profile residential development (i.e., 25-unit Multiple Dwelling). To support the development vision for 1360 & 1376 Howard Avenue and to implement the applicable Official Plan policies, we propose to rezone the site from the Residential Districts 2 (RD2.2) and Commercial Districts 2 (CD2.6) to a Residential Districts 3 (RD3.1()) Special Provision Zone. The proposed Zoning By-law will provide a framework for residential intensification in an appropriate medium-profile building form. The proposed zone includes special regulations to account for the urban context of the site and implement applicable form-based policy directions of the City of Windsor Official Plan including Section 6.5.3.3.c) which encourages buildings at the street frontage lot line with parking accommodated at the rear of the site. The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design outcomes but are not directly tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process.

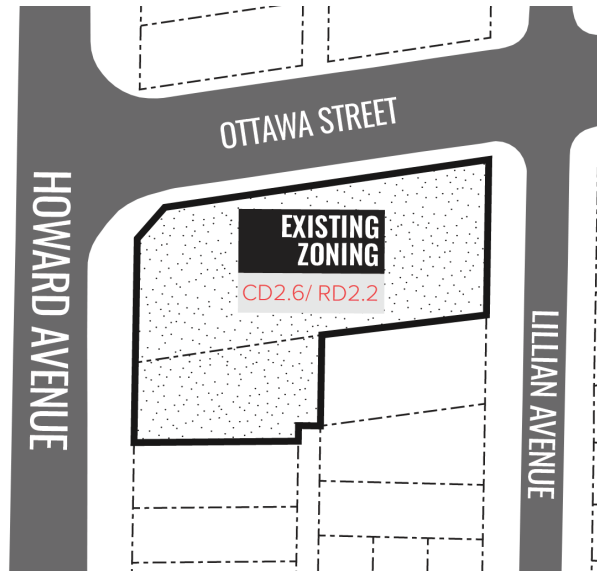


Figure 3: Existing Zoning

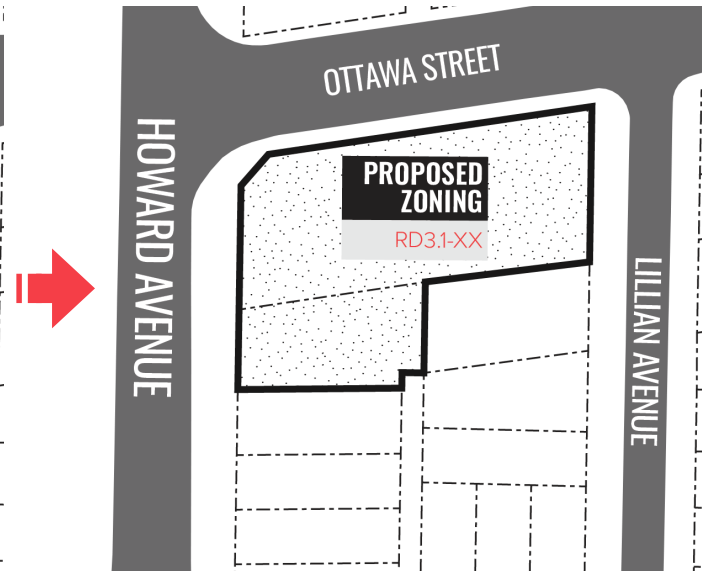


Figure 4: Proposed Zoning

4.2 Proposed Special Regulations Overview

Zone Requirements	Standard RD3.1 Zone Regs	Proposed RD3.1-XX Zone Regs ('-' means no change)
Permitted Uses	See detailed list in Section 12.1.1	-
Lot Frontage (min.)	18.0m	-
Lot Area (min.)	540m2 for the first 5 dwelling units and 67.0m2 per unit for each additional dwelling unit.	-
Lot Coverage (max.)	35%	37%
Main Building Height (max.)	14.0m	-
Front Yard Depth (min.)	6.0m	3.0m
Rear Yard Depth (min.)	7.5m	4.1m
Side Yard Depth (min.)	a) Where a habitable room window of any dwelling unit faces a side yard: 6.0m b) Any other side yard: 3.0m	Interior Side Yard Depth: 3.0m Exterior Side Yard Depth: 0.0m
Landscaped Open Space (min.)	35%	30%
Parking (min.)	Multiple Dwelling: 1.25 per unit	Multiple Dwelling: 1.0 per unit

Table 1: Special Regulations Overview

5. ADDITIONAL CONSIDERATIONS

5.1 Applications Required

It is anticipated that the following Planning Act applications will be required in order to implement the planned vision for the project site:

- 1. Zoning By-law Amendment: To rezone the site from the Residential Districts 2 (RD2.2) and Commercial Districts 2 (CD2.6) to a Residential Districts 3 (RD3.1(_)) Special Provision Zone, with special provisions to address the site context and applicable policy framework.
- 2. Site Plan Control: To implement the specific development design envisioned in the preliminary development concept illustrations.

5.2 Issues for Clarification

From the proponent’s perspective, the following attributes are critical to the success of the development vision. As such, the project team would appreciate any specific insights that City Staff are able to offer on the following:

- 1. Staff perspective on the proposed built form, height, massing and site layout.
- 2. Known site servicing opportunities and constraints.
- 3. Reports and studies required for the complete Zoning By-law Amendment application.

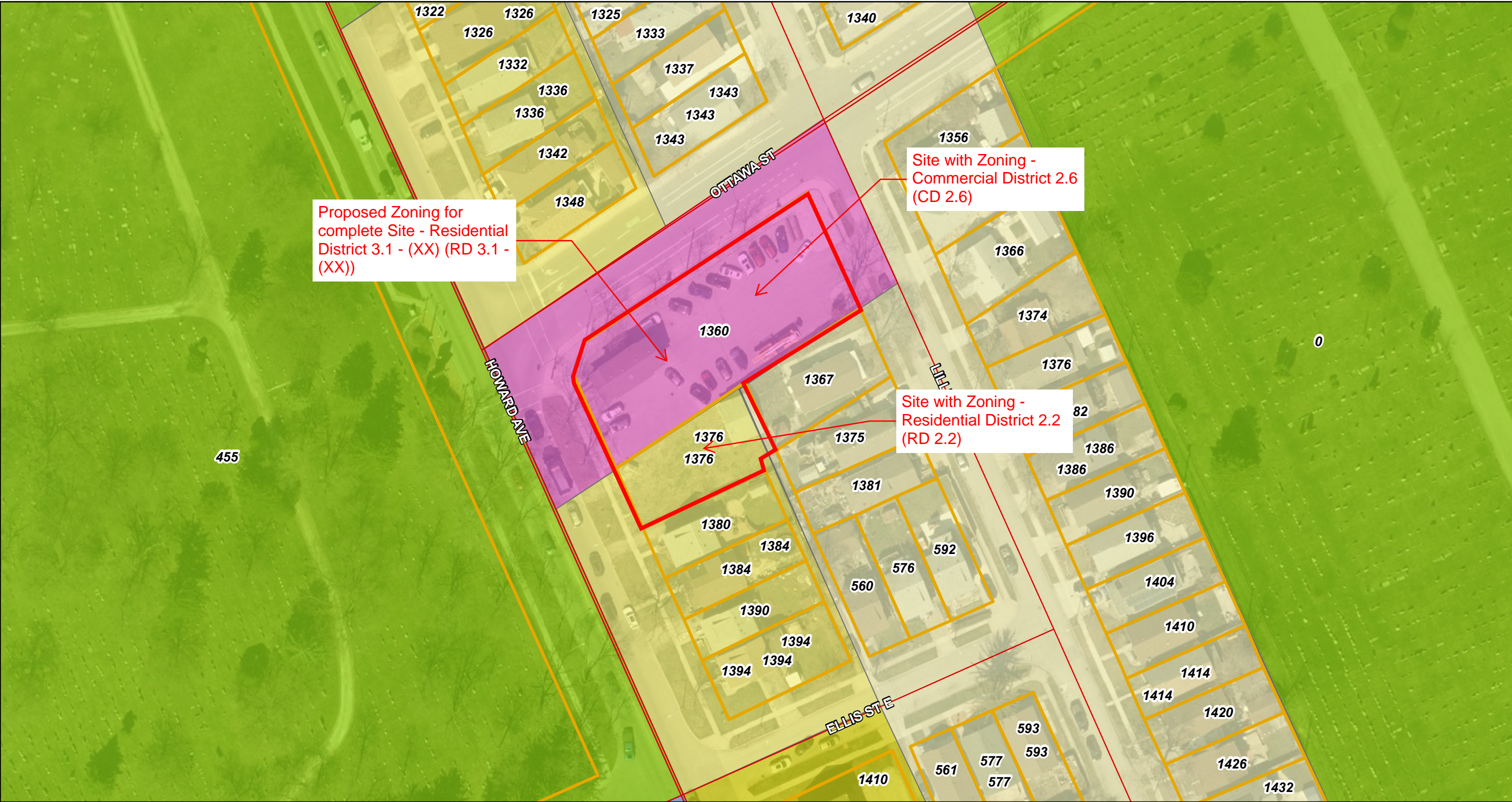
REFERENCES

- 1. Provincial Planning Statement, 2024.
- 2. City of Windsor Official Plan.
- 3. City of Windsor Zoning By-law 8600.
- 4. City of Windsor, MappMyCity (Last updated December 01, 2024).



APPENDIX B: CITY OF WINDSOR ZONING BY-LAW 8600

ArcGIS Web Map



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1:767

Major Roads

Street Centreline

Address Parcels

Manufacturing Districts 2

Green Districts

Residential Districts 1

Residential Districts 2

Residential Districts 3

CityBoundary

EdgeofPavement

StreetCentreline

BuildingFootprints

Parcels

CityBoundary

CityBoundary

CityBoundary

24.20.5 REQUIRED PARKING SPACES – ALL OTHER AREAS AND USES NOT LISTED IN TABLES 24.20.1.1 AND 24.20.3.1

(B/L 144-2015 Nov 6/2015; B/L 169-2018 Dec 19/2018)

- .1 The required minimum number of parking spaces shall be as shown opposite the respective use as shown in Table 24.20.5.1:

TABLE 24.20.5.1 – REQUIRED PARKING SPACES	
USE	PARKING RATE – MINIMUM
Adult Entertainment Parlour	1 for each 7.5 m ² GFA
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

TABLE 24.20.5.1 – REQUIRED PARKING SPACES	
USE	PARKING RATE – MINIMUM
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
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 repose 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 boat 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

TABLE 24.20.5.1 – REQUIRED PARKING SPACES	
USE	PARKING RATE – MINIMUM
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
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

TABLE 24.20.5.1 – REQUIRED PARKING SPACES	
USE	PARKING RATE – MINIMUM
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
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
Transport Terminal	5 parking spaces, or 1 for each 45.0 m ² GFA, whichever is greater
University Student Residence	1 for each 4 beds
Veterinary Clinic	1 for each 13.5 m ² GFA
Veterinary Office	1 for each 13.5 m ² GFA
Warehouse	1 for each 200 m ² GFA
Wholesale Store	1 for each 45 m ² GFA
Workshop	1 for each 45 m ² GFA for the first 2,700 m ² GFA AND 1 for each additional 180 m ²
All other commercial uses not specifically listed	1 for each 36 m ² GFA
All other industrial uses not specifically listed	1 for each 45 m ² GFA for the first 2,700 m ² GFA AND 1 for each additional 180 m ² GFA

(B/L 144-2015 Nov 6/2015; B/L 169-2018 Dec 19/2018)

24.24 ACCESSIBLE PARKING SPACE PROVISIONS

[ZNG/4046]

(B/L 48-2014 Apr 15/2014)

24.24.1 REQUIRED ACCESSIBLE PARKING SPACES

- .1 There shall be provided *accessible parking spaces* as shown in Table 24.24.1:

TABLE 24.24.1 – REQUIRED ACCESSIBLE PARKING SPACES		
TOTAL NUMBER OF PARKING SPACES IN PARKING AREA	REQUIRED NUMBER OF ACCESSIBLE PARKING SPACES – MINIMUM	
	TYPE A	TYPE B
1 to 25	1 space	0
26 to 100	2 percent of parking spaces	2 percent of parking spaces
101 to 200	1.5 percent of parking spaces	0.5 space plus 1.5 percent of parking spaces
201 to 1,000	0.5 space plus 1 percent of parking spaces	1 space plus 1 percent of parking spaces
1,001 or more	5 spaces plus 0.5 percent of parking spaces	5.5 spaces plus 0.5 percent of parking spaces

- .2 If the calculation of the number of required Type A and Type B *accessible parking spaces* results in a number containing a fraction, the number shall be rounded up to the nearest whole number:

24.24.10 SIZE OF ACCESSIBLE PARKING SPACE

- .1 A Type A *accessible parking space* shall have a minimum width of 3.5 m and a minimum length of 5.5 m.
- .2 A Type B *accessible parking space* shall have a minimum width of 2.5 m and a minimum length of 5.5 m.

24.24.15 ACCESS AISLES

- .1 An *access aisle* shall be provided for all *accessible parking spaces*.
- .2 An *access aisle* may be shared by two *accessible parking spaces* and shall have a minimum width of 1.5 m, shall extend the full length of the *accessible parking space*, and shall be marked with high tonal contrast diagonal lines.

[ZNG/7205]

(B/L 92-2025 May 26/2025)

24.24.20 CURB CUT OR RAMP FOR ACCESSIBLE PARKING SPACE

- .1 Where a *parking area* is bounded by perimeter curbing which separates the principal pedestrian entrance of a *building* from the *parking area*, there shall be provided and maintained at least one curb cut or ramp that has a minimum width of 1.2 m and a maximum slope of 1:8 where elevation is less than 7.5 cm or 1:10 where elevation is 7.5 cm to 20 cm.
- .2 The curb cut or ramp shall be designed and located to provide unobstructed access between an *accessible parking space* and the principal pedestrian building entrance. This provision does not preclude the construction of perimeter curbing around the *parking area* as required by this by-law except insofar as is required to satisfy this provision.

APPENDIX C: PHOTOS



Looking north from Howard Avenue towards the site



Looking southwest from Lillian Avenue towards the site



Looking south from Ottawa Street towards the site