

Notice of Public Hearing – Committee of Adjustment Application

File # A-101/25 - 0 (245) LOUIS AVE

Date Mailed: December 24, 2025

Electronic hearing:

By videoconference on January 8, 2026 at 3:30 PM

Why am I receiving this notice?

As an adjacent property owner you are receiving this courtesy notice of hearing because an application has been submitted for consent and/or minor variance to a property located close to you. Formal notice of the hearing was given by publication of the Committee of Adjustment’s Agenda Record in the Windsor Star on December 24, 2025. as required by the Planning Act.

Sections 45(1) & 54(5) of the Planning Act authorize the Committee of Adjustment to consider these requests.

Application details are posted on the City of Windsor website along with the Administrative recommendation(s). For the latest Administrative comments check the City’s website page for **Committee of Adjustment-Meeting Agenda** after 12:00 noon on the Friday prior to the hearing date.

APPLICANT AND PROPERTY INFORMATION

LEGAL DESCRIPTION: SANDWICH CON 1; PT LOT 88; PLAN 136 PT BLK A; LOTS 10 TO 12; PT LOTS 7 TO 9

OFFICIAL PLAN DESIGNATION	ZONING OF SUBJECT LAND(S)
Residential	Residential RD2.2

Applicant/Owner(s)	Authorized Agent(s)	Subject Property
Owner Name: HIATUS HOUSE OF WINDSOR Applicant Name: Lassaline Planning Consultants		0 LOUIS AVE (LOT NORTH OF 267 LOUIS AVE)

PURPOSE OF APPLICATION

Minor Variance - Requesting relief for decreased minimum front yard depth, decreased required number of parking spaces, decreased minimum parking area separation from a building wall containing a habitable room window and decreased minimum separation between a building and the point of intersection of any two streets.

By-Law	Provision	Provision Description	Requirement	Proposed
Zoning By-Law 8600				
	S.20(1)250.a)	Minimum Front Yard Depth	6.0 m	2.5 m
	S.24.20.5.1	Required Number of Parking Spaces	65 spaces	30 spaces
	5.15.5	Minimum Building Separation from the Point of Intersection of any Two Streets	6.0 m	5.4 m

	25.5.20.1.6	Parking Area Separation from a building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area	4.50 m	2.00 m
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Type of Consent Application Transaction: N/A

How do I participate if I have comments or concerns?

Submit written comments

Although neighbours cannot appeal a decision, you are entitled to notice and may make written submissions before the application is considered by the Committee of Adjustment. You can send your written comments regarding the application by email (preferred) or regular mail to the Secretary-Treasurer noted below. Include your name, address and application number or address of the property in which you are providing comments. To allow all Committee members the opportunity to review and consider your comments, please provide your written submissions to be received no later than noon the day before the hearing.

Participate in the hearing by videoconference (Microsoft Teams)

Two ways to register: 1) visit the City of Windsor website to self-register OR 2) call or email the Secretary-Treasurer noted below no later than noon the day before the hearing date. You are encouraged to pre-register as a delegation as soon as possible in order to facilitate an orderly registration process. Once registered you will receive confirmation by email including a link to join the virtual hearing.

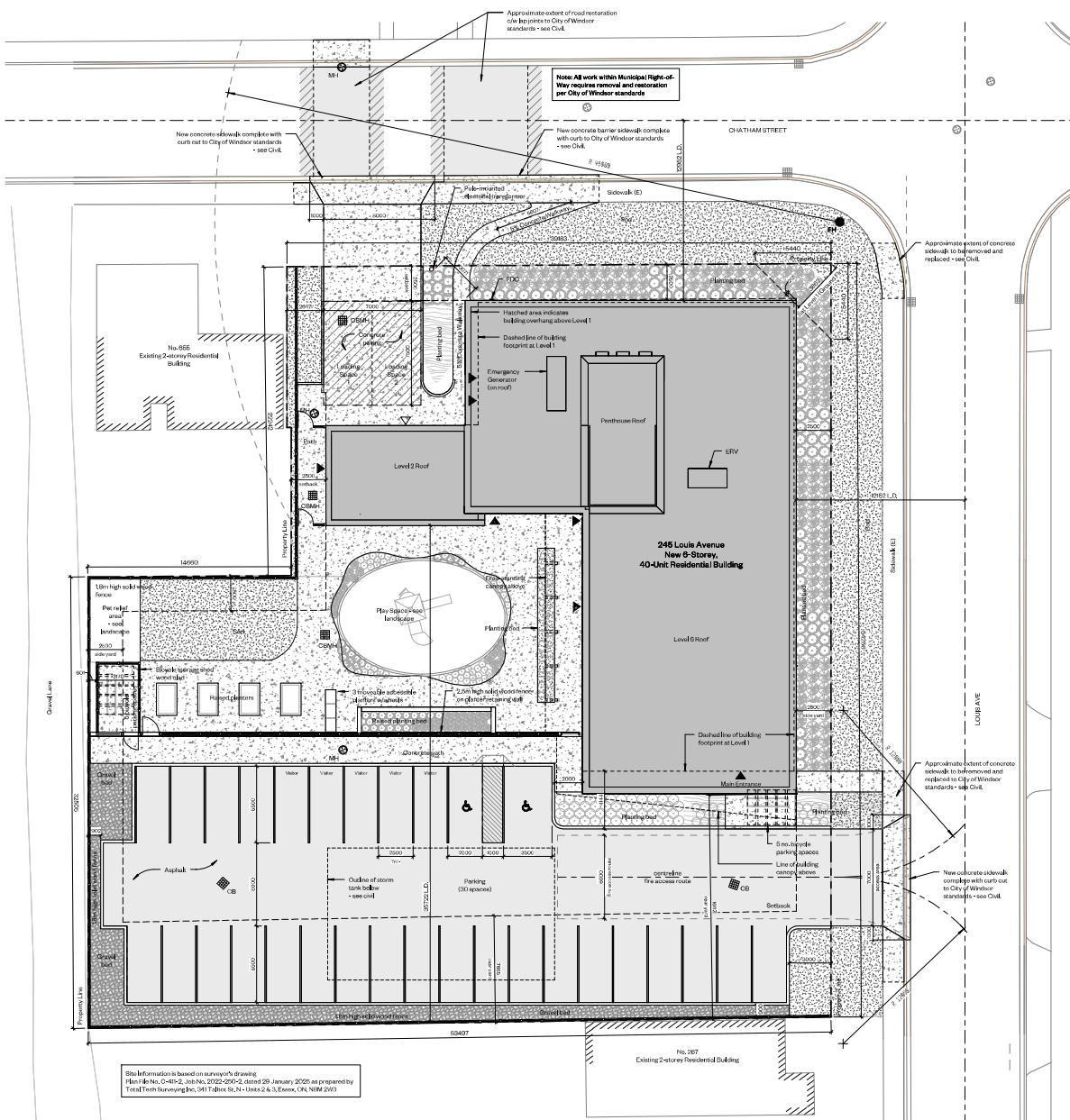
Applicant(s) – Attendance is required. If you do not attend or send a representative, the Committee may proceed in your absence without any further notice to you or reschedule the meeting at a cost to you.

Notice of Decision

If you wish to be notified of the decision for this application, you must make a written request by email or regular mail to the Secretary-Treasurer (jwatson@citywindsor.ca). The written request must be received before noon the day before the hearing date. This will entitle you to be notified of any future Ontario Land Tribunal proceedings in the event of an appeal.

Contact Information:
 Jessica Watson
 Secretary-Treasurer
 Committee of Adjustment
 Suite 320, 350 City Hall Square West
 Windsor, ON N9A6S1
 Phone: 519-255-6543 ext. 6450 or 6436
COAdjustment@citywindsor.ca





1 Site Plan

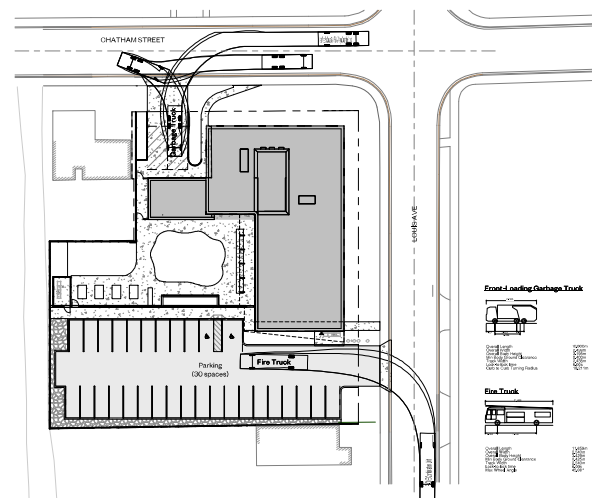
1 - 150

2 Vehicle Maneuvering Plan

1 - 400

Zoning Summary		
LOCATION: 245 Louis Avenue, Windsor, ON	ZONE: Residential District RD 2.2 S20X1050	LOT AREA: 2,592m ²
BUILDING AREA: 7,250m ²	GROSS FLOOR AREA: 4,016m ²	
		Proposed
Exterior lot line setback (front) Chatham Street	5.0m Site Specific Zoning Exception 250	2.8m
Exterior lot line setback (rear)	7.5m Site Specific Zoning Exception 250	9.11m
Interior lot line setback	2.5m Site Specific Zoning Exception 250	2.5m (East - Louis Avenue) 4.39m (West)
Height	6-stories (maximum) Site Specific Zoning Exception 250	6-stories
Landscaped Open Space Yard	20% (min.) Site Specific Zoning Exception 250	22% (569m ²)
Dwelling Unit Density	-	40 units
Parking Spaces (Total)	120 (Unit = 50 spaces 170m ² Office = 4 spaces = 54 Total)	30 spaces Office will be used by tenant apartment staff who park on the neighbouring shelter site.
Designated Visitor Spaces	7 spaces ^(a)	6 spaces
Designated Accessible Spaces	2 Type A, 2 Type B	1 Type A, 1 Type B
Bicycle Parking	3 spaces ^(c)	10 spaces
Loading Space	2 spaces ^(d)	2 spaces
Parking Area Separation from: Street (from lot line abutting a street)	3.0m	3.0m (Louis Avenue)
Interior lot line	0.8m	0.8m
Building wall containing habitable room and/or (for same lot)	4.5m	2.0m

(a) Visitor parking to be provided at a rate of 10%, 15% of 37 parking spaces = 5.55. Rounded down to nearest whole number = 5 parking visitor parking spaces required.
(b) 7 bicycle spaces for the first 10 spaces plus 1 for each additional 10 spaces.
(c) Loading space 3.0m x 7.5m required for dwelling units in building with OFA between 1,000m² to 7,500m².
(d) Loading space 3.0m x 7.5m required for non-residential portion of building between 275m² to 2,500m².
(e) Accessible parking spaces to be provided at a rate of 2%, 3% of 30 parking spaces = 0.6. Rounded up to nearest whole number = 1 Type A & 1 Type B accessible parking spaces required.



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Rev	Description	Date
1	Client B. Crofting	Mar 7, 2025
2	Issued for SPC Stage 2	Aug 6, 2025
4	Issued for SPC Revision	Dec 11, 2025
5	Minor Variance	Dec 15, 2025

Site Plan Legend

- Property Line
- Exit
- Overhead Door
- Proposed Building
- Fire Hydrant
- Proposed Trees - see landscape
- MH - Manhole - see civil
- CB - Catchbasin - see civil
- CBMH - Catchbasin Manhole - see civil
- New Concrete Paving
- New Asphalt Paving - see civil
- Existing



WORKSHOP

Workshop Architecture Inc.
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Hiatus House Transitional
Housing
245 Louis Ave, Windsor, ON N6A 1K1

PROJECT CODE:	SCALE:
DATE:	As indicated
Dec 2025	STATUS:
	Minor Variance

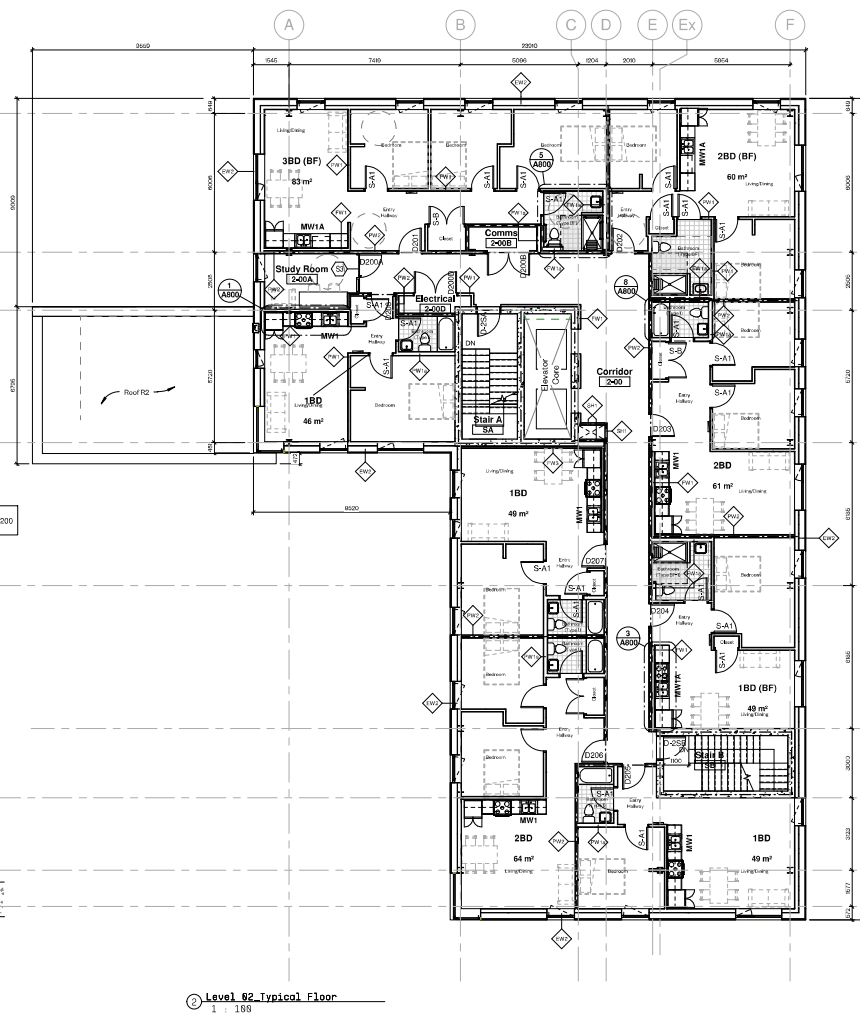
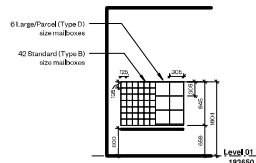
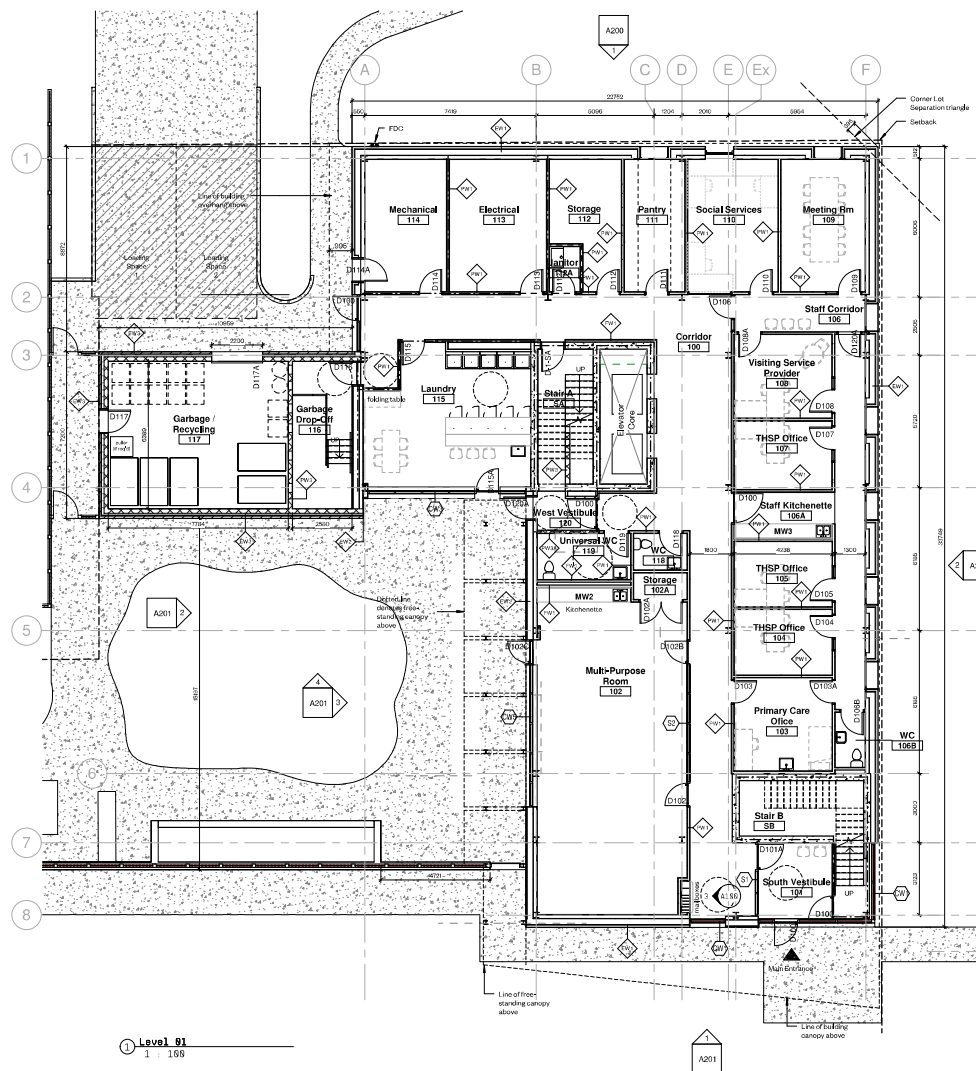
Site Plan



Project North

Drawing Station

A050



Unit types	Quantity per floor	Area per unit
1 bed BF	1	40 m ²
1 bed	3	40 m ²
2 bed BF	1	61 m ²
2 bed	2	61 m ²
3 bed BF	1	84 m ²
Total per floor	8	403 m²

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Rev	Description	Date
1	Close B Ceiling	Mar 7, 2025
3	Issued for SPC Stage 2	Aug 6, 2025
4	Issued for SPC Revision	Dec 11, 2025
5	Minor Variance	Dec 15, 2025

Legend
New partition as scheduled

Symbol Legend
Partition Tag - refer to Assembly Schedule
Exterior Wall Tag - refer to Assembly Schedule
Window tag - refer to Window Schedule
Glazed Screen tag - refer to Screen Schedule
New Door tag - refer to Door Schedule

MW1 Millwork Tag
Ceiling Material
Height above Finished Floor
(E) Existing
N.C. Not in Contract
Blanked Communication & Electrical Panel - refer to Electrical



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Hiatus House Transitional Housing

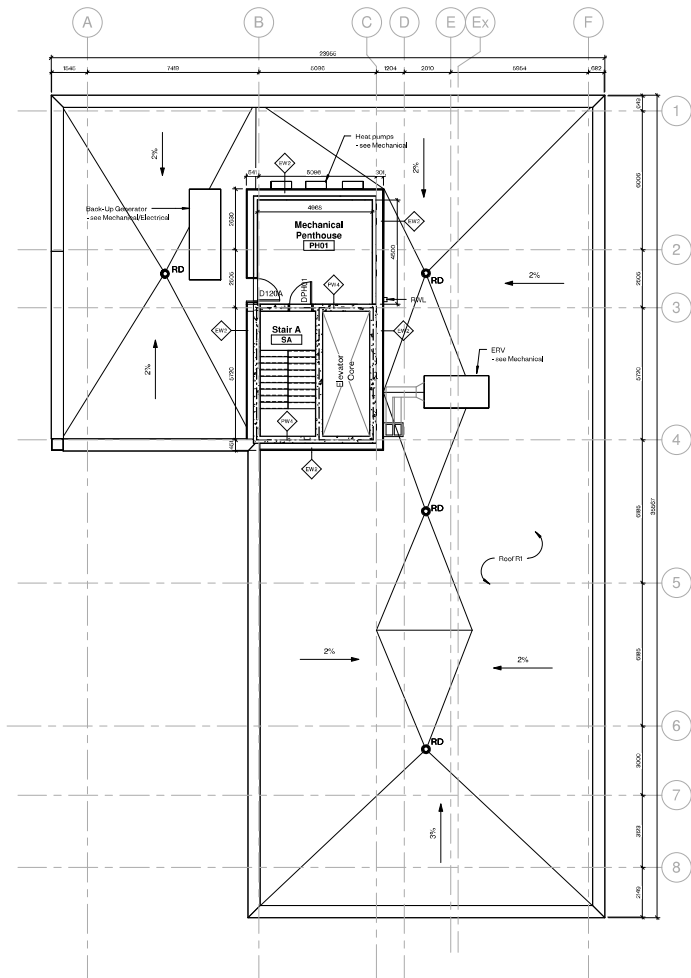
215 Louis Ave, Windsor, ON N6A 1K1

PROJECT CODE: 3418
DATE: Dec 2025
STATUS: Minor Variance

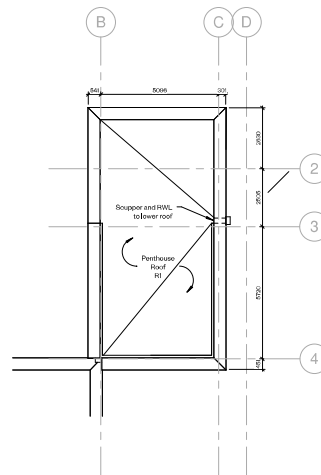
Plans



Project Name
Drawing Number
A100



③ Roof
1 : 168



④ Mech Penthouse
1 : 169

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Rev	Description	Date
1	Class B Coting	Mar 7, 2025
2	Coordination	July 18, 2025
3	Issued for SPC Stage 2	Aug 6, 2025
5	Minor Variance	Dec 15, 2025

Legend

□ New partition as scheduled

Symbol Legend

- ◊ PAV Partition Tag - refer to Assembly Schedule
- ◊ EXW Exterior Wall Tag - refer to Assembly Schedule
- ◊ WND Window tag - refer to Window Schedule
- ◊ EXS Glass/Screening - refer to Screen Schedule
- ◊ NDC New Door Tag - refer to Door Schedule
- MTW Millwork Tag
- ◊ CMH Ceiling Material Height above Finished Floor
- (E) Existing
- N/C Not in Contract
- Braided Communication & Electrical Panel - refer to Electrical



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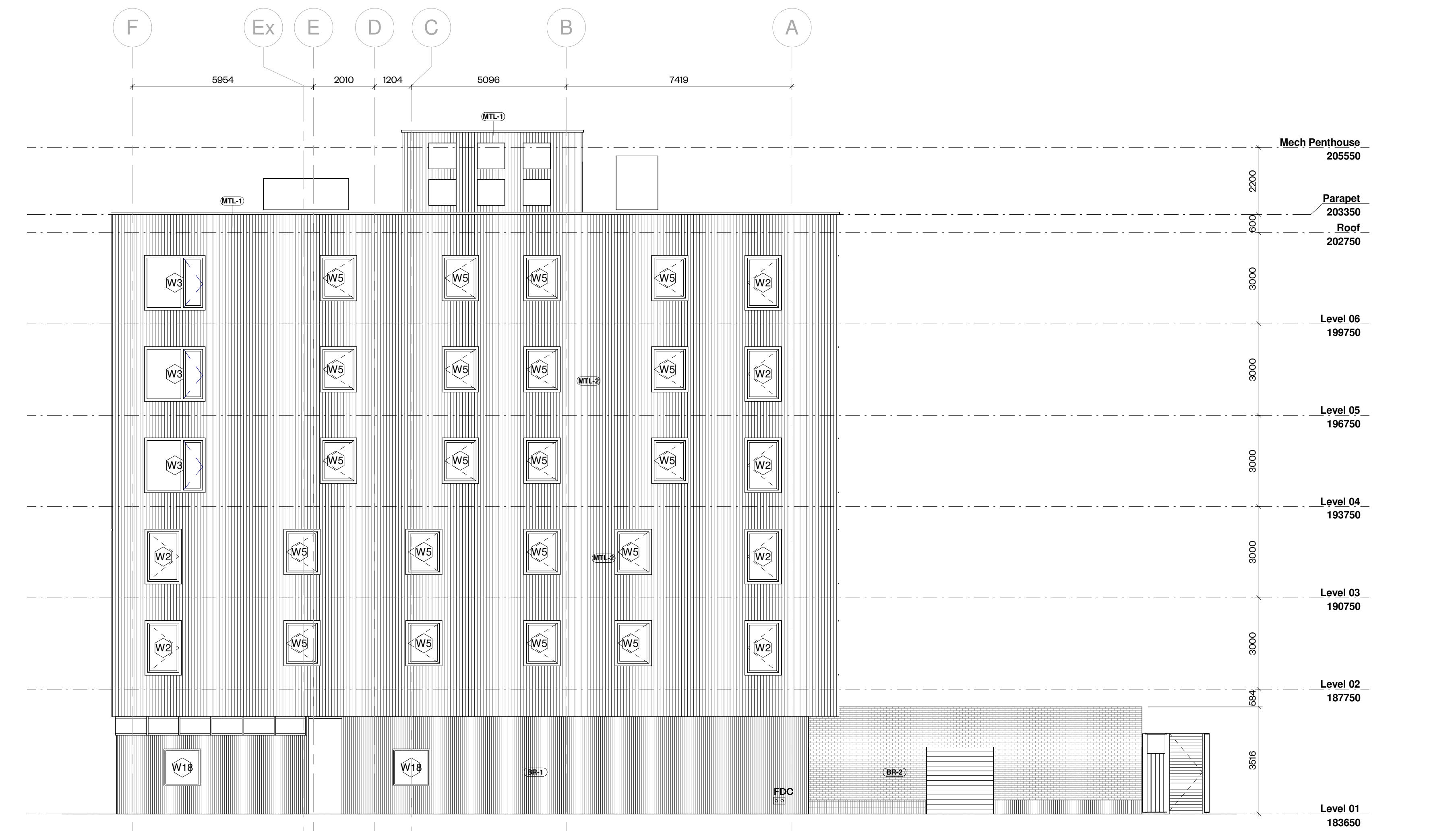
PROJECT CODE:	SCALE:
24W	1:100
DATE:	STATUS:
Dec 2025	Minor Variance

Roof Plan



drawing: vector

A101



① North Elevation
1 : 100



② East Elevation
1 : 100

Elevation Notes	
Note	Description
E1	Combined intake/exhaust wallboxes, typ. - see Mechanical.

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Rev	Description	Date
1	Minor Variance	Nov 7, 2025
2	Class B Costing	Mar 7, 2025
3	Coordination	July 18, 2025
4	Issued for SPC Stage 2	Aug 6, 2025
5	Issued for SPC Revision	Dec 11, 2025

Materials Legend	
ACT-1	Acoustic Ceiling Tile (2x4)
ACT-2	Acoustic Ceiling Tile (4x8)
ALUM	Aluminum
BB	Bulletin Board
BR-1	Brick Masonry
BR-2	Brick Masonry (Soldier Course)
BR-3	Brick Masonry (Soldier Course)
CER	Ceramic Tile
OPT	Carpet
EPO	Epoxy Paint
EXIST	Existing
EXP	Exposed
FQ	Frosted Glass
FRG	Fire Rated Glass
F1	Glazing Surface Film
GWB	Gypsum Wallboard
MIR	Mirror
MTL-1	Corrugated Metal (7/8")
MTL-2	Corrugated Metal (1/2")
MTL-3	Sheet Metal (Accent)
PLY	Fire Rated Plywood
PCR	Porcelain Tile
PC	Polished Concrete
PDC	Powdercoat
PLAM	Plastic Laminate
PT	Paint Finish
RB	Rubber Base
RES-1	Resilient Sheet Flooring
RES-2	Resilient Sheet Flooring
SO	Solid Polymer Fabrications
SS	Stainless Steel
ST	Steel
TG	Tinted Glass
TGL	Tempered Glass
WD	Solid Wood

ONTARIO ASSOCIATION
OF
ARCHITECTS
11 Dec 2025
THOMAS R. PETCH
LICENCE
9841

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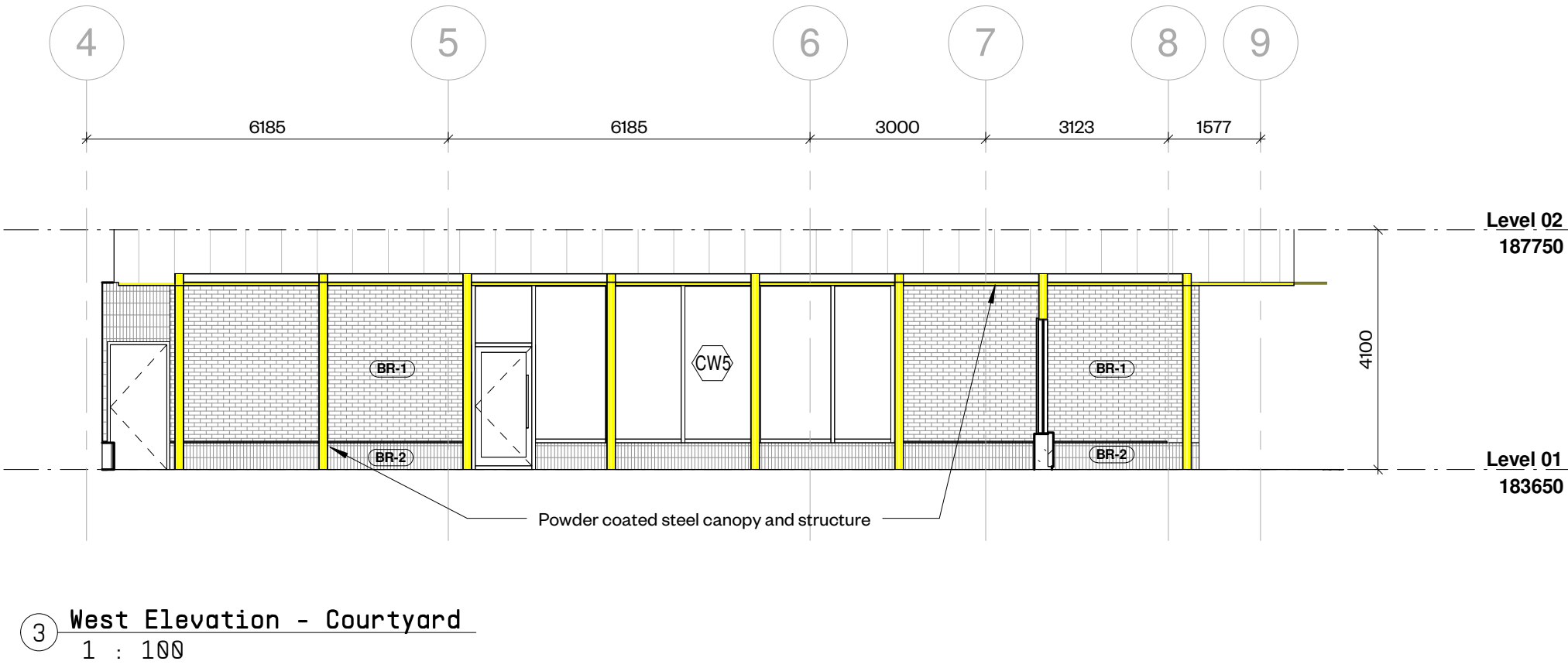
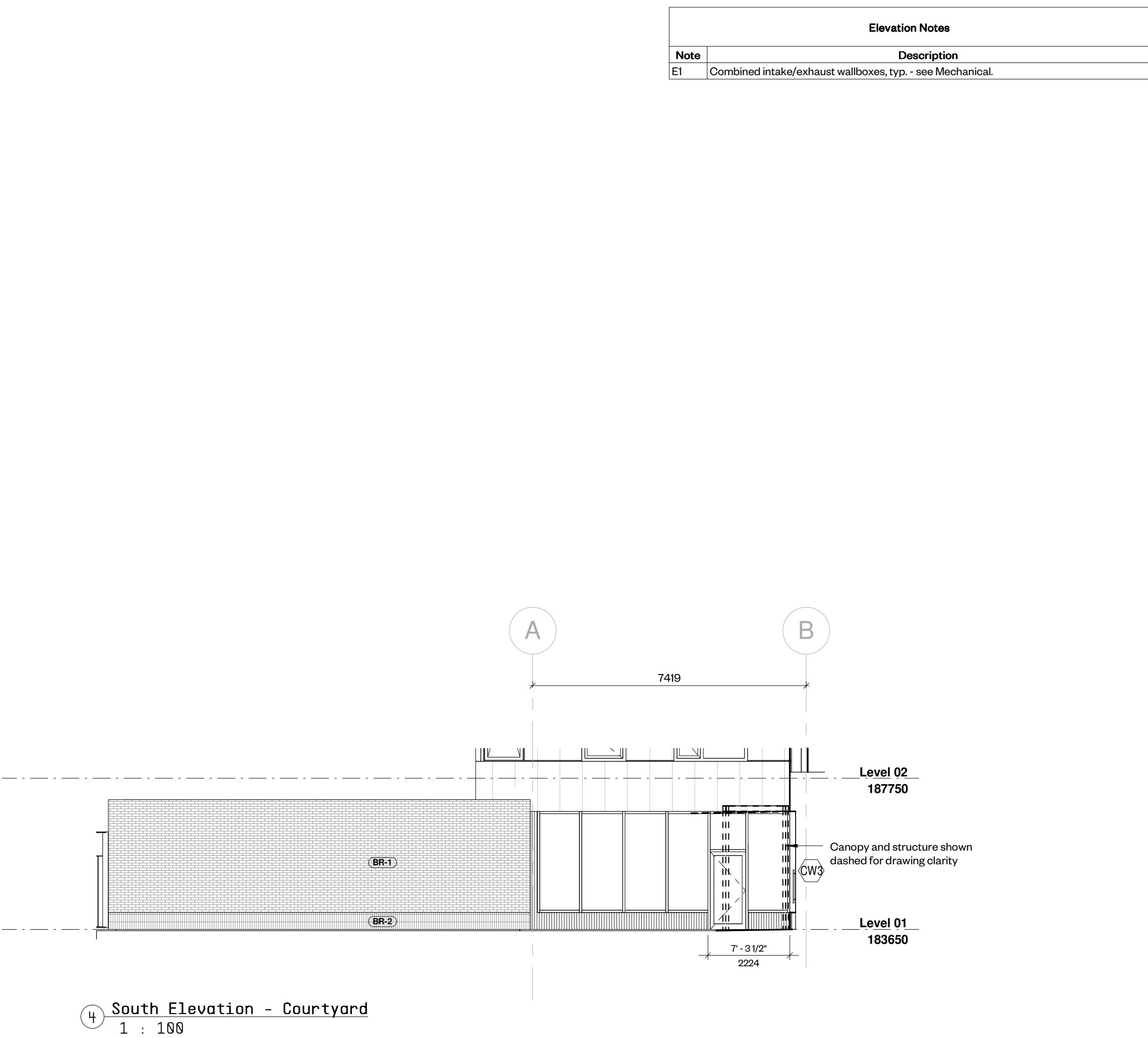
Hiatus House Transitional
Housing

245 Louis Ave, Windsor, ON N9A 1W1

PROJECT CODE:	SCALE:
2418	1:100
DATE:	STATUS:
Dec 2025	SPC

Exterior Elevations

drawing number
A200



Elevation Notes	
Note	Description
E1	Combined intake/exhaust wallboxes, typ. - see Mechanical.

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BR-3	Brick Masonry (Soldier Course)
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CPT	Carpet
EPO	Epoxy Paint
EXIST	Existing
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FQ	Frosted Glass
FRG	Fire Rated Glass
FI	Glazing Surface Film
GWB	Gypsum Wallboard
MIR	Mirror
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MTL-2	Corrugated Metal (1/2")
MTL-3	Sheet Metal (Accead)
PLY	Fire Rated Plywood
POR	Porcelain Tile
PC	Polished Concrete
Powdercoat	Powdercoat
PLAM	Plastic Laminat
PT	Paint Finish
RB	Rubber Base
RES-1	Resilient Sheet Flooring
RES-2	Resilient Sheet Flooring
SO	Solid Polymer Fabrications
SS	Stainless Steel
ST	Steel
TG	Tinted Glass
TGL	Tempered Glass
WD	Solid Wood

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Hiatus House Transitional Housing	
245 Louis Ave, Windsor, ON N9A 1W1	
PROJECT CODE:	SCALE:
2418	1:100
DATE:	STATUS:
Dec 2025	SPC

December 17, 2025

Jessica Watson, Secretary Treasurer
Committee of Adjustment
City of Windsor

(Delivered via email)

REGARDING: Minor Variance application
245 Louis Avenue,
Hiatus House

The subject lands are designated 'Residential' on 'Schedule D Land Use' to the Official Plan and zoned 'Residential District 2 (RD2.2(250))' in the CZB 8600 with a minor variance A-043-22.

"Hiatus House is a non-profit organization that offers a 42-bed emergency shelter located at 250 Louis Ave. Currently our shelter is operating at maximum capacity and is experiencing clients who have a greater degree of complexity than they did in the past. We are seeing more addiction, acute mental illness, and the complex trauma that comes from a lifetime of abuse and violence.

Our challenge is that we must discharge women from the shelter after 6-8 weeks in order to ensure that we have space for women at high risk. Many times the women are discharged to a situation leading to homelessness. The challenges for these women include:

- While on the priority housing list they may wait months for housing;*
- If they are discharged to homelessness, they "couch surf" with people they know;*
- The worst-case scenario for them is returning to their partner rather than be homeless;*
- Women end up feeling helpless and victimized by the system that is meant to help them."*

Key Findings from The State of Women's Housing Need and Homelessness in Canada state that "Homelessness amongst women, girls and gender diverse peoples is a crisis in Canada-Hiding in plain site. They go on to further state that "homelessness is uniquely dangerous for women. When we fail to prevent or end housing needs or homelessness for women, we ensure repeated cycles of violence and housing uncertainty."

It is the goal of Hiatus House through the construction of transitional housing units, to support women and their families through a comprehensive continuum of service delivery and wrap around support. This project will provide women with “A Place to Heal.”

Previously there was a site specific bylaw provision (250) providing site specific provisions and in 2022 there was a variance under file A-043/22 granted to allow for a reduction in parking to 37 parking spaces for the site. As the design of the building and the site has evolved, additional relief is being requested.

On behalf of my client, please find attached a minor variance application that will address the following variances required for the site development:

- i) S. 24.20.5.1 – **PARKING** reduction from 65sp (bylaw) (37 sp A-043-23) to 30 sp (variance of 35);
- ii) S. 20(1)250.1 – **FRONT YARD DEPTH** reduction from 6m to 2.5m (variance of 3.5m);
- iii) S. 25.5.20.6 – **PARKING AREA SEPARATION** reduction from 4.5m to 2.0m (variance of 2.5m); and
- iv) S. 5.15.5 – **CORNER LOT SEPARATION** reduction from 6.0m to 5.4m (variance of 0.6m);

The residents that will be accommodated in the new housing are transitioning from the critical, emergency housing at 250 Louis Street, across the street from the subject lands. The non-profit residential units will be occupied by women and their children as they transition from an abusive relationship. As shown on the attached Site Plan drawing dated November 7, 2025, the 40 unit building has been designed with small, 1 bedroom (50.2 m² to 53.7 m²), 2 bedroom (63.5 m² to 74.7 m²) or 3 bedroom (88.6 m²) units.

The women utilizing the transitional service have been through a life crisis that includes, in addition to gender based violence or intimate partner violence, substance use or mental health issues, and homelessness and are working to turn their lives around. Most of the women do not have money or have the luxury of owning a car. They will be utilizing the municipal bus system with a bus stop in close proximity to the housing on route 2, 8 or 14 to go to work, go shopping, or to visit with family and friends. They will be able to walk to the main office across Louis Street or attend counselling in their own unit or multipurpose room.

Please refer to the attached Parking Utilization Study by Trans-Plan:

“Our parking utilization study findings indicate that the proposed Hiatus House Transitional Housing is expected to have a parking demand of 30 spaces. Proxy site surveys were conducted for similar types of development in Hamilton and Kitchener. The parking survey results indicate that the weekday peak parking demand is 0.73 per unit, resulting in an expected demand of 30 parking spaces for a residential development with 40 units.”



Figure 1: site location: 245 Louis Avenue Hiatus House

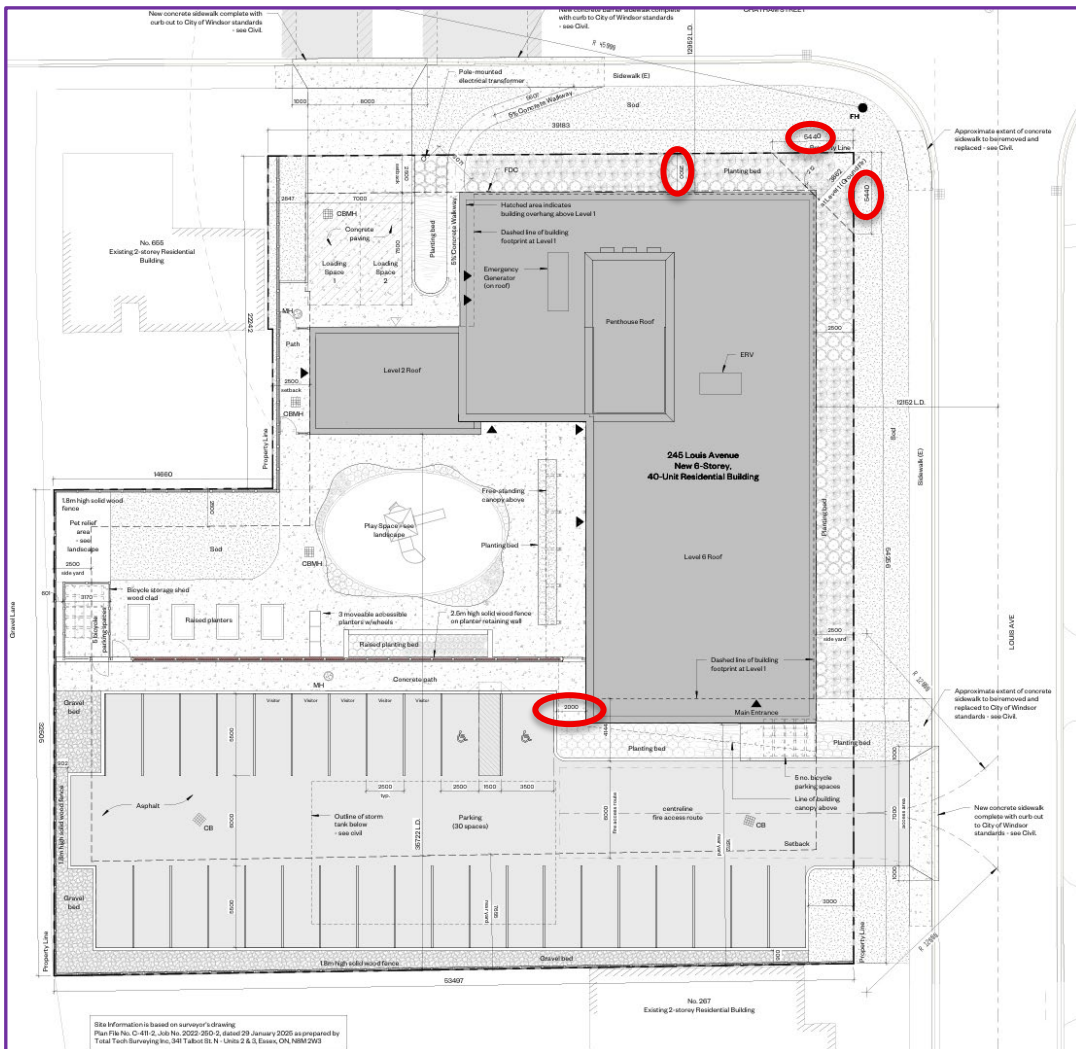


Figure 2: SITE PLAN

In reviewing a minor variance, it is important to examine the requested minor variance based on the four tests established in the Planning Act that ensure the appropriateness of the request and place it in context of the Official Plan policy framework, the Zoning Bylaw regulatory framework and sound planning:

(1) Does the variance maintain the general intent and purpose with Official Plan policies?

In my professional opinion, the requested relief will provide for the location and development of the subject site for transitional housing units that will support women and their families through a comprehensive continuum of service delivery. The requested variance maintains the intent of the policy directions of the Official Plan allowing for residential use.

(2) Does the variance maintain the general intent with the Comprehensive Zoning Bylaw 890-09?

In my professional opinion, the requested variance will provide positive additional outdoor recreational space for the women to assist with the healing process. The women living in the housing will be utilizing public transit and therefore reduction in parking is appropriate to support the greater need for recreational space. The established building line on Chatham Street and Louis Avenue maintains the CZB with a positive setback. The variance can be considered to maintain the intent of the (RD2.2) zone providing transitional housing in an appropriate setback and with sufficient parking for the proposed use.

3) Is the application desirable for the appropriate development of the lands in question?

Desirability and the appropriateness of a variance is not quantifiable as a number but rather, whether there are considerations that the requested variance will allow for appropriate development and not result in a negative impact on the neighbourhood.

In my professional opinion, the requested variance will support the provision of quality housing and the provision of quality of life for the women and their children.

The tenants within the proposed residential building will not require the amount of parking required for standard residential accommodation. The tenants within the alternative housing will depend on the municipal transit.

The setbacks are slight adjustments to the building location on a restrictively shaped corner lot. The corner setback provides for the safety factor of the building

and the slight adjustment maintains a clear sight view from the intersection on both Louis and Chatham. The front yard setback maintains the established building line of the historically existing Chatham street. The reduction in parking and setback variances will not have a negative impact on the neighbourhood or adjacent land uses.

It is my professional opinion that the variance is consistent with the (RD2.2) zone and the CZB that will provide appropriate residential accommodation.

4) Is the requested variance considered minor?

A variance is not determined to be minor based on a number differential but is determined minor based on the intent of the variance examined through both the policy and regulatory frameworks.

It is my professional opinion that the requested variance can be considered minor in recognizing an appropriate front yard setback that is consistent with neighbouring residences; an appropriate clear sight triangle; a needed reduction in surplus parking spaces; and parking area/building separation that is negligible and does not offend the OBC.

In my professional opinion, the requested variances will allow for the 40 unit residential building and outdoor amenity space that can be considered minor and is supportable in allowing for the appropriate building setbacks and parking requirements.

CONCLUSION:

The requested variances can be considered to maintain the general intent and purpose of relevant policies of the Official Plan and maintain the general intent and purpose of the CZB in my professional opinion. Determining impact on the neighbourhood from the variance assists in also determining whether the requested variance is considered minor and appropriate. The decrease in parking and bringing the building forward to the street line, in my professional opinion, can be considered positive positioning of a new residential building within the neighbourhood.

In my professional opinion the requested variance meets the four tests and can therefore be considered minor and represents good planning.

Regards,
Lassaline Planning Consultants

Jacqueline Lassaline
Jackie Lassaline BA MCIP RPP
Owner, Principal Planner





May 19, 2025

Sylvie Guenther
Hiatus House

Re: Proposed Hiatus House Transitional Housing, 245 Louis Avenue, Windsor, ON – Parking Utilization Study

Dear Ms. Guenther,

TRANS-PLAN has prepared this Parking Utilization Study in support of the proposed Hiatus House Transitional Housing located at 245 Louis Avenue, in the City of Windsor, Ontario. The proposed development will be a 6-storey building with 40 residential units that will be used to house individuals fleeing domestic violence, and ground floor office space that will be used by employees of the existing Hiatus House across Louis Avenue.

Our parking utilization study findings indicate that the proposed Hiatus House Transitional Housing is expected to have a parking demand of 30 spaces. Proxy site surveys were conducted for similar types of development in Hamilton and Kitchener. The parking survey results indicate that the weekday peak parking demand is 0.73 per unit, resulting in an expected demand of 30 parking spaces for a residential development with 40 units.

Additionally, the site's proximity to municipal parking lots, transit network, and established active transportation facilities.

Sincerely,



Anil Seegobin, P.Eng.
Partner, Engineer

Trans-Plan Transportation Inc.
Transportation Consultants



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Transmittal Letter

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1. INTRODUCTION

Trans-Plan has been retained to complete a Parking Utilization Study for the proposed residential development at 245 Louis Avenue in Windsor, Ontario.

The Parking Utilization Study includes the following:

- Review of the land use and the City of Windsor Zoning By-law for parking requirements
- Review of the site bicycle parking supply and the City of Windsor Zoning By-law for bicycle parking requirements
- Review of alternative modes of travel, including transit, cycling, and walking

The Transportation Demand Management Plan includes the following:

- Review of existing TDM opportunities near the development and planned infrastructure improvements in the study area for transit, walking and cycling, and connectivity of the site to the study area
- Review how TDM measures could be applied to the site. For each measure that could be reasonably implemented on the site, provide relevant materials such as maps, schedules, program information, and so forth, as part of our report documentation

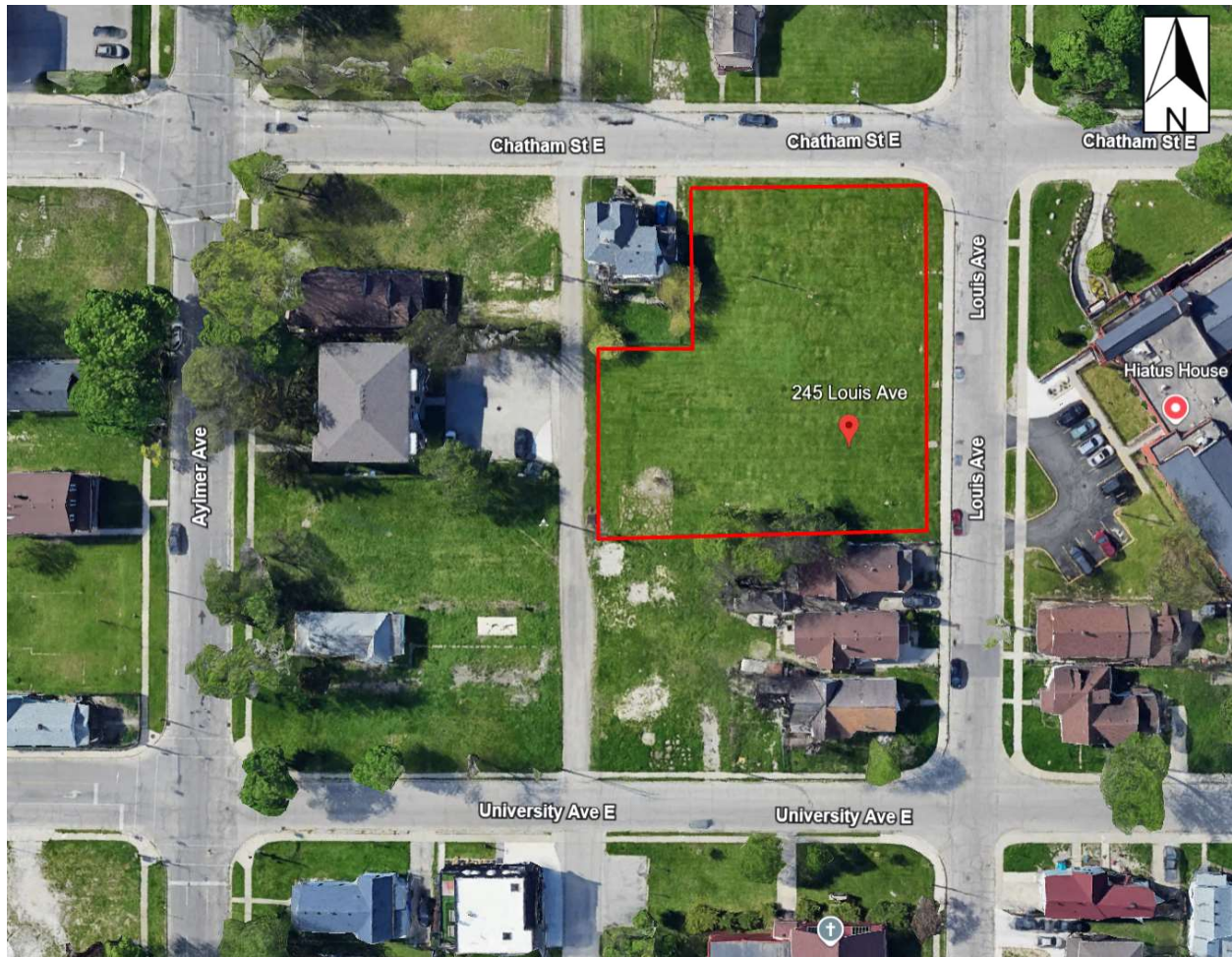
2. SITE LOCATION

The site, shown in Figure 1, is located at 245 Louis Avenue, the southwest quadrant of the intersection of Chatham Street East and Louis Avenue, in Windsor. The subject site is located 400m south of the Detroit River and 300m east of the city's central business district. Currently, the lot is vacant and surrounded by residential developments.

3. PROPOSED DEVELOPMENT

The proposed site plan for the development, dated March 7, 2025, and prepared by Workshop Architecture Inc., is shown in Figure 2. A 6-storey building with 40 residential units for women and children transitioning to longer-term housing from the neighboring emergency shelter building. Offices will be provided on the Ground Floor for support staff from the existing shelter building.

Figure 1 – Site Location



Source: Google Earth

4. PARKING REQUIREMENT REVIEW

A parking review was conducted for autos and bicycles to determine the parking supply required per the City's Zoning By-law requirements for parking.

4.1 Parking Requirements, Windsor's Zoning By-law

The proposed auto parking supply in comparison to the parking requirements from the City of Windsor's Zoning By-law 8600 is summarized below in Table 1. Source information is provided in Appendix A.

Table 1 – Parking Requirements, Windsor's Zoning By-law

Land Use	Dwelling Units		Minimum Parking Requirement	
			Rate (spaces/unit)	Spaces
Multiple Dwelling	40	Residents	1.25 per unit	50
		Visitors	0.15 of total spaces	8*
		Accessible	0.2 of total spaces	1*
Office	170 m ²	-	1 space per 45 m ²	4
Total				54

*Included in the total parking spaces

As there is no defined land use category for this type of development, the closest applicable land uses considered for this analysis are those for Multiple Dwelling housing and Office use. The City's Zoning by-law requires a minimum of 1.25 parking spaces per residential unit, 0.15 spaces per unit for visitors, and 2 percent of total spaces designated for accessible parking.

5. PARKING DEMAND SURVEY IN PROXY SITES

To better understand the parking demand of these types of development, a comprehensive parking demand survey was conducted at some proxy sites with a similar type of use. The survey was carried out on a typical weekday, spanning from 6:00 AM to Midnight, to ensure the capture of peak parking hours during the day. This timeframe was selected to include both morning and evening peak periods, allowing for a full assessment of parking utilization throughout the day. The selected proxy sites were outlined below, with their statistics summarized in Table 2.

Table 2 - Site Comparison

Proxy Sites	Type of Development	Parking Supply (Spaces)	No. of Rooms (Rooms/beds)	Supply Ratio (Rooms/Spaces)
630 Sanatorium Road, Hamilton	Emergency Shelter for Women	22	22	1.00
700 Heritage Drive, Kitchener	Emergency Shelter for Women	34	30	1.13

These surveys were done by taking in/out counts with cameras coupled with in-person spot checks to count the occupancy of the parking lot. Surveys were conducted at 60-minute intervals, detailing parking demand at the on-site parking lot.

5.1 Parking Survey Result

Table 3 details the surveyed results and relevant site statistics for the surveyed proxy sites. The rates taken from the surveys were used in combination with the shared parking analysis to form demands for the proposed development.

Table 3 - Summary of Survey Results

Statistics	Proxy Sites	
Development	630 Sanatorium Road, Hamilton	700 Heritage Drive, Kitchener
No. of Units	22	30
Parking Supply	22	32
Time of Peak Demands	10:30 AM– 10:45 AM	11:15 AM – 11:30 AM
Average Peak Parking Demands (spaces occupied):	16	22
Peak Parking Demand Rate (spaces / occupied unit)	0.73	0.73
Average Peak Parking Demand Rate	0.73	

The average peak parking rate was determined by aggregating the number of units across all proxy sites. The parking survey results indicate that the weekday peak parking demand is 0.73 per unit. The proxy parking survey results are provided in Appendix B.

6. ESTIMATED FUTURE PARKING DEMANDS

Proxy site parking survey data was utilized to estimate the site's parking activity. The estimated future parking demand is summarized and shown below in Table 4.

Table 4 - Estimated Future Parking Demand, Subject Site

Land Use	Units	Peak Demands from Survey Results	Estimated Parking Demands for Subject Site
Transitional Housing / Shelter for victims of Domestic Abuse	40 rooms	0.73	30

**The supply rate used is for multiple dwelling use*

By applying the survey results to the subject site, the expected peak parking demand rate for the proposed hotel building would be approximately 0.73 spaces per unit. This rate results in an expected demand of 30 parking spaces to accommodate the demand in a 40-unit housing.

7. FACTORS AFFECTING PARKING DEMAND

Factors influencing the parking occupancy of land use with this type are identified to ensure effective planning and allocation of parking facilities. The following are factors that are expected to influence the parking demand of the study site:

Intended Residents

The primary use of the proposed residential units is to house individuals who are fleeing domestic violence. This specific demographic tends to have a lower reliance on private vehicles due to various factors, including financial constraints, reliance on social services, and a preference for alternative forms of transportation. As such, the demand for parking spaces from the intended residents and employees is expected to be lower than typical residential developments, reducing the overall need for an expanded parking supply.

Office Use

Dedicated office spaces on the ground floor will be used by the employees of the existing Hiatus House located across Louis Avenue. Table 5 below outlines the intended office space occupants, their typical occupancy, and anticipated scheduling.

Table 5 – Details of the Office Space Occupants

Office Space Use	Typical Occupancy	Schedule
Transitional Housing Support Worker (THSW Office)	3	35 hrs/week, Monday to Friday
Primary Care Practitioner	1	Weekly or Biweekly Visits
Family Court Practitioner	1	35 hrs/week, Monday to Friday
Social Services Staff	2	Visiting Basis

Proximity to Municipal Parking Lots

The study site is conveniently situated close to multiple municipal parking lots, including Lot 31 – Pool – Glengarry/Wyandotte and Lot 34 – Riverfront Casino, which lies about 350 meters from the proposed development. However, ongoing construction at the Riverfront Casino has reduced parking availability for the duration of 2025.

Proximity to Public Transit

The study site is strategically located near several public transit routes, which provide residents and employees with easy access to the wider Windsor area without needing to rely on private cars. As outlined in the Transportation Demand Management (TDM) Plan, the site's proximity to bus stops and transit stations makes public transportation a viable and attractive alternative for daily commuting and other trips. This reduces the need for extensive parking provisions, as public transit offers a convenient and cost-effective option.

Proximity to Frequent Destinations in Windsor

The study site is also conveniently located near frequent destinations within Windsor. The Walk Wheel Windsor: Active Transportation Master Plan Final Report of May 2019 maps the result of an interactive survey in Appendix C. The map shows that destinations such as shopping centers, schools, healthcare facilities, and employment hubs are within walking or short transit distance of the study site.

Active Transportation Facilities

Figure 3 shows the map of the City of Windsor's bike network priority map. As shown, multiple proposed bike networks are close to the study site, such as Chatham Street East, Parent Avenue, Wyandotte Street West, and Riverside Drive West. These ongoing efforts to improve its bicycle network are complemented by the infrastructure around the study site.

Additionally, the study site is situated within an area identified by Windsor to have a 'Very High' potential for active transportation, making the site conducive to walking and cycling, as shown in Figure 4. Currently, there are existing sidewalks on all sides of the site, and the planned enhancements to the city's active

transportation network will further encourage walking and cycling as alternatives to driving. With facilities supporting active transportation nearby, including bike racks and pedestrian pathways, the parking demand for this development is expected to be lower. Source information is provided in Appendix C.

Utilization of other modes of travel

As outlined in the TDM Plan, the development encourages the use of a variety of transportation modes beyond private cars. This includes carpooling and ride-sharing services. By promoting these alternatives and providing the necessary infrastructure for their use, the demand for traditional parking spaces is further reduced, making the proposed parking supply of 25 spaces adequate for the development's needs.