



June 21, 2024

PE Real Estate Solutions
380 Manning Road
Tecumseh, ON N8N 4W5

Attention: Dan Grenier, Ph.D.
President

926 Giles Boulevard East, Windsor, ON
Parking Review

Dear Dan Grenier:

This parking review has been prepared in support of a parking variance application for 926 Giles Boulevard East in Windsor, Ontario.

Background

The residential dwelling at 926 Giles Boulevard East in Windsor currently contains two individual units. Approvals have been received from the City of Windsor to permit an additional two units on the site.

The current application is to permit a further additional two units on the site, bringing the total number of units to six (6).

Parking Requirements for 926 Giles Boulevard

Based on City of Windsor Zoning By-law (ZBL) 8600, the minimum parking requirement for a multiple dwelling containing a minimum of 5 dwelling units is 1.25 spaces per dwelling unit. This translates to a total of 7.5 (rounded down to 7) parking spaces required.

Current plans indicate a total of four (4) parking spaces are proposed for the site.

Based on the City's ZBL, the site would be deficient by three (3) parking spaces.

Area Transportation Context

Public Transit Service

The residential dwelling at 926 Giles Boulevard East is the third house east of the Giles Boulevard East and Parent Avenue intersection. This intersection is served by two Windsor Transit routes, Route 4 (Ottawa 4) and Route 14 (Parent 14).

Ottawa 4 is a primary route extending from Lauzon Parkway in the east to the Windsor International Transit Terminal in downtown, with service to the Tecumseh Mall. Bus

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headways during weekdays are typically around 20 minutes on this route. Headways on Saturdays and Sundays range from around 30 to 45 minutes on this route.

Parent 14 is a local route extending from Devonshire Mall in the south, with service to Remington Park, to the Windsor International Transit Terminal in downtown. Bus headways during weekdays range from 40 to 60 minutes on this route. On Saturdays, headways are approximately 60 minutes. This route does not operate on Sundays or holidays.

The nearest stops for these routes are less than 150 metres from the subject site. In some cases, the stops are less than 75 metres. The close proximity of this property to transit service will present an attractive transportation alternative for future residents of this property, and will help to minimize the amount of parking required on site.

On-Street Parking Options for Visitors

Included within the City's ZBL parking rate of 1.25 spaces per unit is an allowance for visitor parking. Based on the ZBL, a minimum of 15% of parking spaces shall be marked for visitor parking. In this particular instance, 15% corresponds to one (1) visitor parking space. There is a plentiful supply of on-street parking along the north side Giles Boulevard East and the east side of Parent Avenue. Realistically, this on-street parking supply is most likely to be used by any site visitors traveling by automobile, and will negate the need to provide dedicated visitor parking on the property.

Bicycle Parking On Site

Since there are less than 10 parking spaces required for the site, the City's ZBL indicates that no bicycle parking is technically required. Nonetheless, a total of 6 bicycle parking spaces are being provided on the site. These spaces will further encourage future residents to travel by alternative modes, rather than rely on private automobiles.

Pedestrian Facilities in the Area

Sidewalks are provided on both sides of all streets within the vicinity of the subject site. Several destinations are within walking distance of the site (e.g., nearby recreational uses at Lanspeary Park and commercial uses on Ottawa Street).

Summary

Even though the City's Zoning By-law requires a total of 7 parking spaces for the site, the provision of 4 parking spaces is appropriate, since the site is very well-served by public transit (stops within 150 metres or less), there are plentiful nearby on-street parking opportunities for visitors, bicycle parking will be provided on-site to reduce the need for a vehicle, and the active transportation infrastructure (sidewalks) as well



as the proximity to recreational and commercial destinations will enable future residents to walk as opposed to drive for these activities.

Limiting the parking supply on site is consistent with the City's sustainability policies which are intended to encourage non-auto modes of travel, particularly in established built out neighbourhoods.

* * *

Should you have any further questions, please contact me at (416) 229-4647, extension 2376, or at mwalters@dillon.ca.

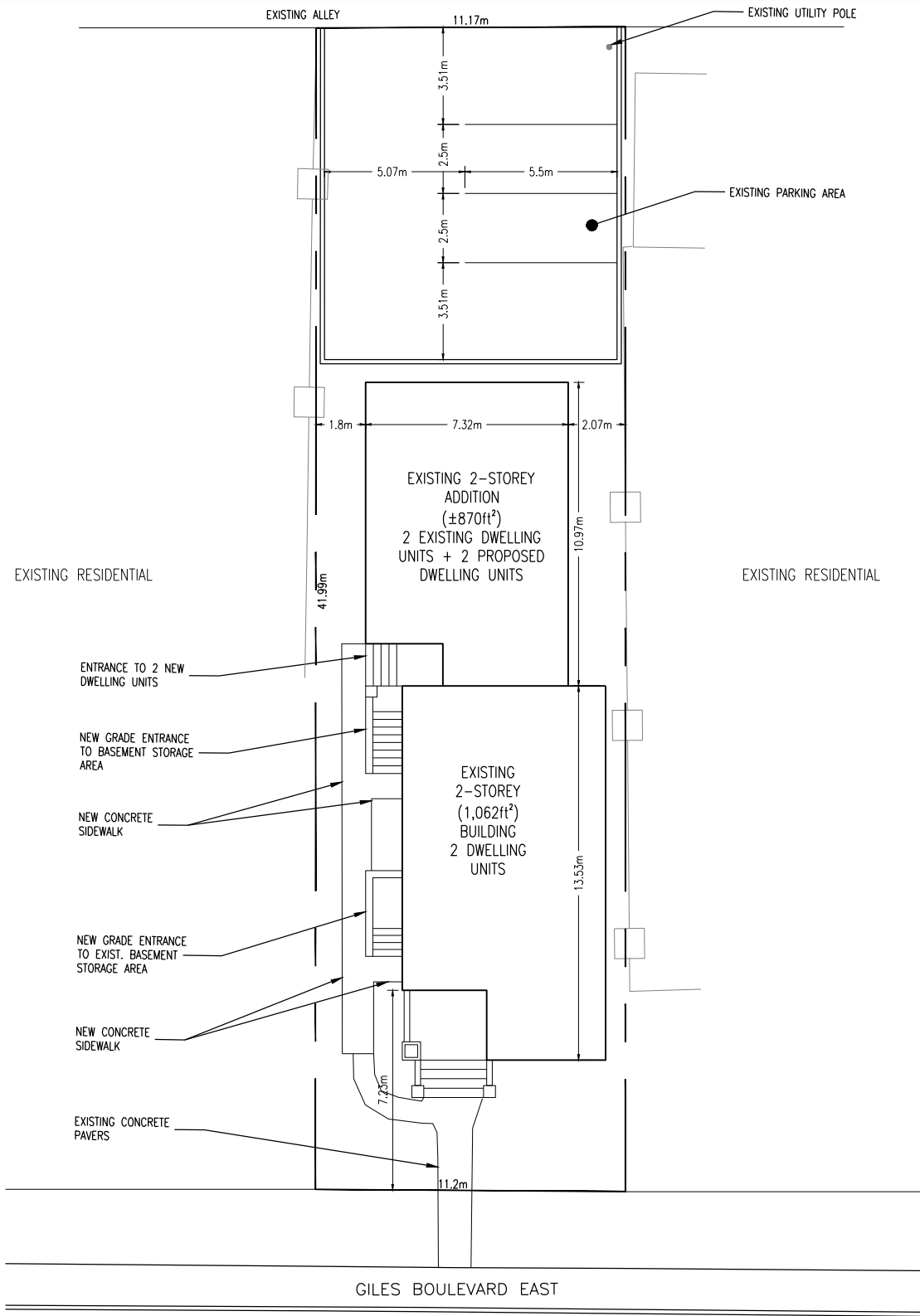
Yours sincerely,

DILLON CONSULTING LIMITED

Mike Walters, P.Eng.
Transportation Engineer
Our File: 23-6224



Attachment 1:
Site Plan



PROPOSED ZONING BY-LAW AMENDMENT

926-928 GILES BOULEVARD EAST

CONCEPTUAL SITE PLAN

— SUBJECT SITE

NOTE: PROPOSED NEW UNITS (2) TO BE LOCATED IN THE BASEMENT OF THE EXISTING ADDITION.



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PROJECT: 23-6224 STATUS: DRAFT DATE: 06/21/2024