

City Council Meeting Agenda

Date: Monday, May 11, 2026

Time: 10:00 o'clock a.m.

Location: Council Chambers, 1st Floor, Windsor City Hall

All members will have the option of participating in person in Council Chambers or electronically and will be counted towards quorum in accordance with Procedure Bylaw 98-2011 as amended, which allows for electronic meetings. The minutes will reflect this accordingly. Any delegations have the option to participate in person or electronically.

MEMBERS:

Mayor Drew Dilkens

Ward 1 – Councillor Fred Francis

Ward 2 – Councillor Frazier Fathers

Ward 3 - Councillor Renaldo Agostino

Ward 4 - Councillor Mark McKenzie

Ward 5 - Councillor Ed Sleiman

Ward 6 - Councillor Jo-Anne Gignac

Ward 7 - Councillor Angelo Marignani

Ward 8 - Councillor Gary Kaschak

Ward 9 - Councillor Kieran McKenzie

Ward 10 - Councillor Jim Morrison

ORDER OF BUSINESS

Item # Item Description
1. ORDER OF BUSINESS

2. CALL TO ORDER - Playing of the National Anthem

READING OF LAND ACKNOWLEDGEMENT

We [I] would like to begin by acknowledging that the land on which we gather is the traditional territory of the Three Fires Confederacy of First Nations, which includes the Ojibwa, the Odawa, and the Potawatomi. The City of Windsor honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land.

3. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

4. ADOPTION OF THE MINUTES

5. NOTICE OF PROCLAMATIONS

Proclamations

Victims and Survivors of Crime Week – May 10-16, 2026

6. COMMITTEE OF THE WHOLE

7. COMMUNICATIONS INFORMATION PACKAGE (This includes both Correspondence and Communication Reports)

7.1. Correspondence 7.1.1 through 7.1.4 (**CMC 8/2026**)

7.2. 2026 Annual Compliance Reporting - O. Reg. 588/17 – Asset Management Planning for Municipal Infrastructure (**C 54/2026**) *Author: Natasha Gabbana, Executive Director, Capital Planning & Corporate Energy*

8. CONSENT AGENDA

- 8.1. Letter Confirming Operational Completion at the NextStar Battery Plant – Ward 9
(**C 56/2026**) *Author: Aaron Farough, Senior Legal Counsel*

9. REQUEST FOR DEFERRALS, REFERRALS AND/OR WITHDRAWALS

10. PRESENTATIONS AND DELEGATIONS

11. REGULAR BUSINESS ITEMS (Non-Consent Items)

- 11.1. Abandonment of the 5th Concession Drain and Partial Abandonment of the 5th Concession Branch Drain - Ward 1 and 9 (**C 49/2026**) *Author: Tom Graziano, Engineer III/Drainage Superintendent*
- 11.2. RFP 151-25, Aircraft Rescue and Firefighting Vehicle - Ward 9 (**C 50/2026**) *Author: Josie Liburdi, Project Coordinator*
- 11.3. By-law to Authorize Local Improvement Special Charges on Clemenceau Boulevard (CNR to North Service Road East) - Ward 8 (**C 51/2026**) *Author: Joseph Bressan, Engineer II*
- 11.4. Surplus Declaration and Sale Authorization - 0 Sandwich Street (abutting 3527 and 3547 Sandwich Street) - Ward 2 (**C 53/2026**) *Author: Denise Wright, Manager of Real Estate Services*
- 11.5. Zoning By-law Amendment for 1141 and 1175 Cabana Rd W.; Applicant: Homes by Artisan; File No. Z-033/25 [ZNG/7338] - Ward 1 (**SCM 114/2026**) (**S 27/2026**) *Author: Justina Nwæesei, Planner III - Development*

12. CONSIDERATION OF COMMITTEE REPORTS

- 12.1. (i) Report of the Special In-Camera meeting or other Committee as may be held prior to Council (if scheduled)
- 12.2. Report of the Special Meeting of the Environment, Transportation and Public Safety Standing Committee – sitting as the Transit Windsor Board of Directors – In-camera of its meeting held April 29, 2026 (**SCM 126/2026**)

13. BY-LAWS (First and Second Reading)

- 13.1. **By-law 74-2026** - A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 4.27 METRE NORTH/SOUTH ALLEY NORTH OF TOTTEN STREET, EAST OF ASKIN AVENUE, SOUTH OF ALGONQUIN STREET AND WEST OF ST. PATRICK'S AVENUE, CITY OF WINDSOR, authorized by CR174/2025, dated April 28, 2025.
- 13.2. **By-law 75-2026** - A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 4.27 METRE NORTH/SOUTH ALLEY NORTH OF TOTTEN STREET, EAST OF ASKIN AVENUE, SOUTH OF ALGONQUIN STREET AND WEST OF ST. PATRICK'S AVENUE, CITY OF WINDSOR, authorized by CR174/2025, dated April 28, 2025.
- 13.3. **By-law 76-2026** - A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 4.57 METRE EAST/WEST ALLEY NORTH OF GRATIOT STREET, EAST OF SEVENTH STREET, SOUTH OF FAZIO DRIVE AND WEST OF EIGHTH STREET, CITY OF WINDSOR, authorized by CR415/2025, dated October 20, 2025.
- 13.4. **By-law 77-2026** - A BY-LAW TO CLOSE, STOP UP AND RETAIN THE 4.57 METRE EAST/WEST ALLEY NORTH OF GRATIOT STREET, EAST OF SEVENTH STREET, SOUTH OF FAZIO DRIVE AND WEST OF EIGHTH STREET, CITY OF WINDSOR, authorized by CR415/2025, dated October 20, 2025.
- 13.5. **By-law 78-2026** - A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 4.57 METRE EAST/WEST ALLEY NORTH OF GRATIOT STREET, EAST OF SEVENTH STREET, SOUTH OF FAZIO DRIVE AND WEST OF EIGHTH STREET, CITY OF WINDSOR, authorized by CR415/2025, dated October 20, 2025.
- 13.6. **By-law 79-2026** - A BY-LAW TO AMEND BY-LAW NUMBER 83-2014 BEING A BY-LAW TO APPOINT AREA WEED INSPECTORS TO ENFORCE THE WEED CONTROL ACT AND REGULATIONS IN WINDSOR, authorized by M213-2014, dated May 20, 2014.
- 13.7. **By-law 80-2026** - A BY-LAW TO FURTHER AMEND BY-LAW 188-2000, BEING A BY-LAW TO APPOINT PROVINCIAL OFFENCES OFFICERS FOR THE CORPORATION OF THE CITY OF WINDSOR, authorized by By-law 98-2011 Section 27.1(l)(i), dated June 7, 2011.
- 13.8. **By-law 81-2026** - A BY-LAW TO AMEND BY-LAW NUMBER 244-2004 BEING A BY-LAW TO DESIGNATE ANIMAL CONTROL OFFICERS FOR THE CORPORATION OF THE CITY OF WINDSOR, authorized by By-law 98-2011 Section 27.1(l)(i), dated June 7, 2011.
- 13.9. **By-law 82-2026** - A BY-LAW TO AUTHORIZE SPECIAL CHARGES BEING IMPOSED ON LOTS ABUTTING ON THE LOCAL IMPROVEMENT WORK COMPLETED UNDER BY-LAW 108-2023 ON CLEMENCEAU BOULEVARD, FROM NORTH SERVICE ROAD EAST TO CANADIAN NATIONAL RAILWAY TRACKS, IN THE CITY OF WINDSOR, see Item 11.3.

13.10. **By-law 83-2026** - A BY-LAW TO FURTHER AMEND BY-LAW 9023 BEING A BY-LAW TO REGULATE VEHICULAR PARKING WITHIN THE LIMITS OF THE CITY OF WINDSOR ON MUNICIPAL STREETS, MUNICIPAL PARKING LOTS AND PRIVATE PROPERTIES, authorized by CAO 74/2026, dated April 8, 2026.

13.11. **By-law 84-2026** - A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 11TH DAY OF MAY, 2026.

14. **MOVE BACK INTO FORMAL SESSION**

15. **NOTICES OF MOTION**

16. **THIRD AND FINAL READING OF THE BY-LAWS**

By-laws 74-2026 through 84-2026 inclusive

17. **PETITIONS**

18. **QUESTION PERIOD**

19. **STATEMENTS BY MEMBERS**

20. **UPCOMING MEETINGS**

Development & Heritage Standing Committee
Monday, May 4, 2026
4:30 p.m., Council Chambers

Community Services Standing Committee
Wednesday, May 6, 2026
9:00 a.m., Council Chambers

Age Friendly Windsor Working Group
Thursday, May 7, 2026
9:30 a.m., Room 140, 350 City Hall Square West

International Relations Committee
Wednesday, May 20, 2026
3:30 p.m., Room 522a, 350 City Hall Square West

Windsor Accessibility Advisory Committee
Thursday, May 21, 2026
10:00 a.m., via Zoom video conference

City Council Meeting
Monday, May 25, 2026
10:00 a.m., Council Chambers

21. ADJOURNMENT



Correspondence Report: CMC 8/2026

ATTACHMENTS

Subject: Correspondence Report for Monday, May 11, 2026 City Council Meeting

| No. | Sender | Subject |
|-------|---|--|
| 7.1.1 | CIMA+ and Windsor Utilities Commission and Union Water Supply System Inc. | Notice of Public Information Session #2 for the Municipal Class Environmental Assessment for Union-WUC Water System Interconnection. Administrative Lead: Commissioner, Infrastructure Services & City Engineer EI2026 Note & File |
| 7.1.2 | Essex Region Conservation Authority (ERCA) | Board of Directors report BD06/26, regarding Amalgamation of Conservation Authorities and Changes to the <i>Conservation Authorities Act</i> . Administrative Lead: Deputy Chief Administrative Officer / Commissioner, Economic Development As per Council’s direction from the April 27, 2026 meeting, Tim Byrne, Chief Administrative Officer, ERCA, is available for questions. GP/15086 Note & File |

| | | |
|-------|--|--|
| 7.1.3 | Essex Region Conservation Authority (ERCA) | <p>Resolution 47/26, regarding Conservation Authorities Amalgamation and changes to the <i>Conservation Authorities Act</i>.</p> <p>Administrative Lead: Deputy Chief Administrative Officer / Commissioner, Economic Development</p> <p>As per Council's direction from the April 27, 2026 meeting, Tim Byrne, Chief Administrative Officer, ERCA, is available for questions.</p> <p style="text-align: right;">GP/15086 Note & File</p> |
| 7.1.4 | ENWIN Utilities Ltd. | <p>Annual Drinking Water Systems Regulation O. Reg. 170/03 – Calendar Year 2025</p> <p>Administrative Lead: Rob Spagnuolo, Chief Operating Officer Water, ENWIN Utilities</p> <p style="text-align: right;">EI/10108 Note & File</p> |



Notice of Public Information Centre #2

Project: Municipal Class Environmental Assessment for Union-WUC Water System Interconnection

The Union Water Supply System (UWSS) owns and operates the water system servicing the Town of Kingsville, Town of Essex, Municipality of Leamington and Municipality of Lakeshore. The Windsor Utilities Commission (WUC) operates the water system servicing the City of Windsor, the Town of LaSalle and the Town of Tecumseh.

Currently, these two independent water systems each have one supply source. The UWSS and WUC have identified an opportunity to improve supply resilience by connecting the two systems. Water supply resiliency is important for water utility emergency preparedness as climate change introduces more uncertainty in supply quality and quantity. The project team is conducting an environmental assessment to identify strategy alternatives, evaluate potential environmental impacts, and gather input from the public and other interested parties.

Figure 1 shows a map of the areas serviced by the two water systems to be connected.



Figure 1: Service Areas of the WUC and Union Water Supply Systems

This project is subject to the Municipal Class Environmental Assessment process in accordance with requirements under the Ontario *Environmental Assessment Act*. The project has been classified as Schedule B.

The second Public Information Centre (PIC) is being held to present the alternative solutions identified in this EA study, evaluation methodology, and preliminary preferred solutions. The PIC will have an open-house format, with project information presented on display boards and members of the project team present to answer questions and discuss project-related issues.

Feedback from attendees will be used to finalize the evaluation and selection of preferred solution alternatives.

| PIC #2 | Windsor Location | Union Location |
|--------------|--|---|
| Date & Time: | Wednesday, May 20 th , 2026, 5 – 8pm | Thursday, May 21 st , 2026 5 – 8pm |
| Location: | Giovanni Caboto Club 2175 Parent Ave, Windsor | Kingsville Arena 1741 Jasperson Ln, Kingsville |

Questions relating to the PIC and requests to be added to the project contact list can be directed to the following project team members:

Consultant Project Manager – CIMA+ – Matt Phillips, matt.phillips@cima.ca 226-338-2367
900-101 Frederick St, Kitchener, ON, N2H 6R2

Union Water Supply System (UWSS) – Andrew Plancke, aplancke@unionwater.ca
1615 Union Ave, Box 340, Ruthven, ON, N0P 2G0

ENWIN Utilities, on behalf of WUC – Christopher Manzon, cmanzon@enwin.com
4545 Rhodes Drive, P.O. Box 1625 Station A, Windsor, Ontario, N8W 5T1

The project webpage, which can be accessed at the link below, provides a publicly accessible repository for project information. Content from PIC #2 will be made available on the webpage following the event. A channel for the public to submit comments will be provided.

cima.planlocal.ca/union-windsor-water-connection

Notice of Collection

All personal information included in a submission or request – such as name, address, telephone number and property location – is collected under the authority of section 30 of the *Environmental Assessment Act* and is collected and maintained for the purpose of creating a record that is available to the general public, as well as for consultation about the Schedule “B” Class Environmental Assessment described herein. As this information is collected for the purpose of a public record, the protection of personal information provided in the Freedom of Information and Protection of Privacy Act (FIPPA) does not apply (s.37). Personal information you submit will become part of a public record that is available to the public unless you request that your personal information remain confidential.

Notice issued on April 29, 2026



Essex Region Conservation Authority

Board of Directors

BD06/26

From: Tim Byrne, CAO/Secretary-Treasurer

Date: Thursday, April 2, 2026

Subject: Amalgamation of Conservation Authorities and Changes to the CA Act

Compliance Action: [Bill 97, Plan to Protect Ontario Act \(Budget Measures\), 2026](#)

Recommendation: THAT Report BD06/26 be received for Member's information.

Summary

- Bill 97 introduces the legislative framework the regional consolidation of Ontario's conservation authorities, including governance and transition provisions.
- ERCA is proposed to be amalgamated with Upper Thames River, Lower Thames Valley, and St. Clair Region Conservation Authorities to form the Western Lake Erie Regional Conservation Authority.
- The legislation provides for the continuation of employees, agreements, assets, liabilities and legal proceedings through the transition to the new authority.
- Governance of the new regional authority will be through municipal appointments, with lower-tier municipalities represented through upper-tier municipalities rather than by direct appointment.
- The Ontario Provincial Conservation Agency (OPCA) has been established to coordinate and support the transition to the new regional framework.
- Several implementation details including board composition limits, Watershed Councils, and transition-period processes, remain subject to regulation and/or Ministerial direction.

Discussion

On March 10, 2026, Minister McCarthy announced the Province's decision on ERO #025-1257 regarding proposed boundaries for the regional consolidation of Ontario's conservation authorities. The announcement also indicated that legislation would be introduced to establish nine Regional Conservation Authorities and amend and *Conservation Authorities Act*.

On March 26, 2026, the Province introduced [Bill 97, Plan to Protect Ontario Act \(Budget Measures\), 2026](#). Schedule 3 amends the *Conservation Authorities Act* by adding a new Part I.1 respecting regional consolidation and related transition, governance and regulation-making matters and provides for the amalgamation into eight new Regional Conservation Authorities. The legislation also continues the

Lakehead Region Conservation Authority under the name Northwestern Ontario Regional Conservation Authority, rather than creating it as a new Authority through amalgamation

Schedule 3 also adds regulation-making authority to the Act for both the Lieutenant Governor in Council and the Minister to prescribe implementation details related to transition, governance and watershed councils.

By way of background, in November 2025, [Bill 68, Plan to Protect Ontario Act \(Budget Measures\), 2025 \(No. 2\), S.O. 2025, c. 15](#), provided for the creation of the Ontario Provincial Conservation Agency (OPCA) to oversee conservation authorities, including their governance, strategic planning, operations, and programs and services, oversee the transition to a regional watershed-based framework in Ontario and promote consistent policies, standards and fees, as well as support shared services and centralized digital systems, including a single provincial permitting platform.

To support OPCA in fulfilling this mandate and leading the transition to a regional watershed-based framework, the Province has committed specific, time-limited funding. In his March 10th, 2026, announcement, the Minister committed to providing OPCA with \$20-million start-up funding to support implementation of the transition to nine consolidated authorities. The Minister also committed to \$3 million in annual funding to support OPCA in assisting conservation authorities through the transition to the new model and in meeting new provincial standards and advancing required system-wide improvements.

As at the date of this report, Bill 97 is being debated in Second Reading and is expected to receive Royal Assent in the coming week. Bill 97 introduces the legislative framework for the regional consolidation of conservation authorities, including governance and transition provisions. The following sections provide a summary of the key changes.

Amalgamation

The Western Lake Erie Regional Conservation Authority (WLERCA) will merge Essex Region Conservation Authority (ERCA), the Upper Thames River (UTRCA), Lower Thames Valley (LTVCA, and St. Clair Region (SCRCA) Conservation Authorities. Plans for the amalgamation are to begin in May 2026 and be completed by early 2027. The target date for the amalgamation of conservation authorities is February 1, 2027, or such later date as may be prescribed by regulation.

Under Bill 97, the new Regional Conservation Authorities would replace the former Conservation Authorities as legal entities. The following rules apply on and after the transition date for each authority to ensure continuity of existing partnerships and agreements with municipalities, Indigenous groups and other stakeholders:

- 1) All rights, obligations, assets and liabilities of the predecessor authorities will be transferred to the new authority.
- 2) Any legal action in favor or against a predecessor authority will be enforced by or against the new authority.
- 3) **Any staff employed by the predecessor authority immediately before the transition date will become employees of the new authority and employees are not considered**

constructively dismissed due to the amalgamation. The Public Sector Labour Relations Transition Act will apply to predecessor authorities under the new Regional Authority.

- 4) Advisory boards of a predecessor authority continue under the new authority.
- 5) Agreements and MOU's will continue under the new authority.
- 6) Area of jurisdiction of the new authority are formed by the collective areas of jurisdiction of predecessor authorities.
- 7) Participating municipalities of the new authority shall be the single tier municipalities and upper-tier municipalities located in whole or part within the area of jurisdiction.**
- 8) Any agreement with a lower tier municipality prior to amalgamation will be transferred to upper-tier participating municipality.
- 9) Debts due to predecessor authority becomes a debt due to the new authority.
- 10) Application for permit or request for hearing made prior to the transition date is continued as an application to the new authority.
- 11) Where the predecessor authority was party to a hearing, review, appeal that was requested or commenced before the transition date, the new authority is deemed to be the party.
- 12) Appointed Provincial Offences Officers will become officers under the new authority.
- 13) Proceedings under the Provincial Offences Act will be continued under the new authority.

Other rules, including those related to transition may be prescribed by regulation which is anticipated to follow shortly after the legislation is passed.

Regional Governance Structure

The First Members of each new Regional Conservation Authority, and of the continued authority, are to be appointed by participating municipalities' councils in accordance with the regulation.

The number of members of a Regional Conservation Authority to be appointed by the participating municipalities' councils is based on the population of the participating municipality. Regulations will be forthcoming to define the minimum and maximum members to be appointed from both single-tier municipalities (i.e. Windsor, Pelee) and upper-tier municipalities (i.e. the County of Essex representing lower-tier municipalities such as Amherstburg, Essex, Kingsville, Lakeshore, Lasalle, Leamington and Tecumseh). As representation on the board is based on population, and that Township of Pelee is a single-tier municipality, it is anticipated that regulations will confirm the Township's representation on the Regional Conservation Authority board.

The new Regional Conservation Authority, WLERCA, will continue to be governed and funded by local municipalities, however, representation of lower-tier municipalities will be provided through the upper-tier municipality, with the County of Essex appointing the board member(s) on their behalf, rather than through direct appointment. Within the larger Regional Conservation Authority, every municipality will be required to appoint at least one board member. Regulations may also limit the number of board members as well as cap the number of members from one municipality. Section 14 of the Act requires that 70% of the appointees must be council members.

The legislation also permits limited non-council appointments, including a Ministerial agricultural sector representative, subject to conditions and voting restrictions prescribed in the Act and regulations.

Section 14 (6) of the Act permits participating municipalities of a Regional Conservation Authority, by unanimous agreement, to adopt an alternative method for determining the number of board members appointed by each municipality. Any alternative governance arrangement must comply with requirements and limitations prescribed by regulation, including overall board size limits.

Board Members may be appointed for terms of up to four years and are eligible for reappointment. A Chair and Vice Chair will be elected in accordance with the authority's by-laws and may hold office for a term of up to two years at a time, subject to a cumulative maximum of eight years serviced in either role.

During the transition period, a **Project Executive (PE)** appointed by the OPCA will serve as CAO of the Regional Conservation Authority for up to two years. Following the transition period, the board will appoint a CAO in accordance with the authority's by-laws.

Watershed Councils

Bill 97 requires each new Regional Conservation Authority to establish one or more Watershed Councils. Watershed Councils are intended to provide advice to the Authority on local priorities related to programs and services and to ensure that local and regional interests are considered as part of the authority's decision-making.

The legislation anticipates that a range of perspectives may be represented on Watershed Councils, including Indigenous representation and stakeholders from sectors such as agriculture and development. **The composition, mandate, powers, duties and procedures of Watershed Councils are not prescribed in the Act and will be established through regulation.**

Watershed Councils are advisory in nature and do not replace board governance or municipal representation. Further details regarding their role and operation are expected following the issuance of regulations.

Transition Team

The OPCA will be responsible for coordinating the transition to each new Regional Conservation Authority. As part of this process, OPCA will appoint a Project Executive (PE) and establish a Transition Committee for each regional authority.

The Transition Committee will include the CAO (or designate) and one elected official from each predecessor authority, along with any additional members appointed by OPCA as it considers advisable. The PE will chair the Transition Committee, which is required to develop a transition plan to be implemented by the new Regional Authority. OPCA will provide resources, tools, and guidance to support transition planning and may require the submission or progress reports. Where a transition plan is not developed within the timelines set by OPCA, the Agency may prepare the transition plan on behalf of the Committee.

The PE is not an employee of OPCA and will be compensated in accordance with terms agreed to with the Agency. Following consolidation, the PE will serve as CEO of the new Regional Conservation Authority during the transition period, as described above.

Prohibitions during the Transition Period

During the transition period, actions to establish a conservation authority, enlarge the area of jurisdiction of an authority, amalgamate an authority or dissolve an authority are prohibited.

Additionally, during the transition period, the Minister may issue directions to conservation authorities. On March 10, 2026, the Minister issued a written direction imposing a fee freeze on planning, development and permitting fees, effective that date (attached).

The statutory prohibitions and the Minister's authority to issue directions will be repealed on a day to be named by order of the Lieutenant Governor in Council.

Temporary Guardrails

The province has advised conservation authority boards that "temporary guardrails" are in place during the transition period to support a stable transition to the new regional structure. These guardrails are administrative in nature and relate to decisions involving "extraordinary" financial, asset or employment matters. Examples of these guardrails include: halting major land dispositions, significant procurement decisions or material changes to management or organizational structure, without review and authorization by the OPCA or the Transition Committee.

2027 Budgets

It is anticipated that the Minister will be issuing directions to Conservation Authorities to manage the 2027 budget process which could be used to provide clarity around timelines (i.e. CA budget to be completed by December 31, 2026 and levies be issued to current participating municipalities).

Next Steps

Following Royal Assent of Bill 97, ERCA will be required to appoint the two members to the Transition Team (CAO or designate plus one member who is an elected official) within 90 days. Further details related to governance, Watershed Councils and transition planning are expected to be issued through regulation and/or Minister's Directives which would be expected to follow shortly thereafter.

The CAO and Chair were invited to an Information Session hosted by the Ministry of Environment Conservation and Parks (MECP) on Thursday, April 9, 2025. The intent of the session was to provide:

- An overview of the proposed legislative amendments and associated changes
- A high-level summary of the proposed transition path and key milestones
- Next steps

As this session coincided with the scheduled board meeting, the CAO will provide a verbal update to the Board on any additional information available at this time.

This report is provided for the Board's information, with further updates to be brought forward as additional regulatory or Ministerial direction becomes available.

Approved By:



Tim Byrne, CAO/Secretary Treasurer

Attachments:

- Email from MECP regarding ERO Decision Notice on the Proposed Boundaries for the Regional Consolidation of Ontario's Conservation Authorities (ERO 025-1257) dated March 10, 2026
- Letter from The Honorable Todd McCarthy, Minister MECP regarding Minister's direction for conservation authorities regarding fee changes associated with planning, development, and permitting fees dated March 10, 2026

From: [ca.office \(MECP\)](#)
Cc: [ca.office \(MECP\)](#)
Subject: **Decision Notice on the Proposed Boundaries for the Regional Consolidation of Ontario's Conservation Authorities**
Date: March 10, 2026 3:04:16 PM

Greetings,

We are writing to inform you that a decision notice has been posted to the Environmental Registry of Ontario (ERO) regarding the proposal notice posting #025-1257 on the "Proposed boundaries for the regional consolidation of Ontario's conservation authorities."

The proposal initially consulted on by the government proposed boundaries that would have resulted in seven regional conservation authorities. As a result of the feedback received during consultation, the province adjusted the boundaries to accommodate areas with distinct geographies and development contexts, to better balance differing priorities across rural, urban and northern areas and improve alignment with watersheds and with source protection regions. The government is now planning to move forward with consolidation to create nine optimized regional CAs. A map showing the planned boundaries and the nine new CAs is available at [Ontario Provincial Conservation Agency | ontario.ca](#).

In the coming weeks, the government plans to introduce amendments to the *Conservation Authorities Act* (CAA) that would implement the consolidation and set out a smooth path to consolidation to ensure service continuity for communities. Consolidation is targeted to take effect in early 2027 to allow transition planning to occur over the next year. The government's plan would ensure a clear, coordinated and successful transition led by the Ontario Provincial Conservation Agency (OPCA), that would minimize disruptions to CA staffing, services, permitting processes and with all existing partnerships and obligations carried forward to maintain service stability. A summary of the consolidation plan, and details on transition, are included in the decision notice [Proposed boundaries for the regional consolidation of Ontario's conservation authorities | Environmental Registry of Ontario](#).

The government's plans to consolidate CAs build on recent progress Ontario has made to improve the CA system, including establishing OPCA to provide centralized leadership and oversight for Ontario's CAs. Under these plans, the important work that conservation authorities do to protect people and property from the risks of flooding and other natural hazards would not change. The nine new regional CAs would continue to operate as independent, municipally governed organizations and to fulfill their provincially mandated programs such as managing flooding and other natural hazards, drinking water source protection under the *Clean Water Act*, watershed management programs, and the management of their lands and recreational trails, ensuring public access to local natural areas and outdoor activities.

The province is committed to supporting conservation authorities throughout this process and ensuring local knowledge informs next steps. In the coming weeks you

will be invited to technical briefings to provide further information on the next steps in the planned transition process.

For questions regarding the plans for consolidation, please contact CCEO@ontario.ca. If you have questions about the planned legislative amendments and day-to-day CA business, please reach out to MECP staff via ca.office@ontario.ca.

We thank you for taking the time to share with us your perspectives during the consultations that helped to shape this plan and look forward to working closely with you over the next year.

Sincerely,

Chloe Stuart
ADM, Land and Water Division
Ministry of the Environment, Conservation and Parks

Hassaan Basit
Chief Conservation Executive
Office of the Chief Conservation Executive



357-2026-736

March 10, 2026

TO: Conservation authorities as listed in Appendix A to the Attachment A
"Minister's Direction Issued Pursuant to Section 21.3 of the *Conservation
Authorities Act*"

SUBJECT: Minister's direction for conservation authorities regarding fee changes associated
with planning, development, and permitting fees

I am writing with regards to conservation authority planning, development and permitting fees. Pursuant to my authority under subsection 21.3 (1) of the *Conservation Authorities Act*, I am issuing a new Direction, attached to this letter as Attachment A. This Direction is consistent with the Directions that were previously in place for the 2023, 2024 and 2025 calendar years.

The purpose of this Direction, which is effective from March 10, 2026, to February 28, 2027, is to require a conservation authority not to change the amount of the fee it charges or the manner in which it determines the fee for any program or service related to reviewing and commenting on planning and development related proposals or land use planning policies, or for permits issued by conservation authorities. This Direction is intended to support less costly approvals in order to help increase housing supply and affordability in Ontario.

This Direction applies to the conservation authorities listed in Appendix A, who are encouraged to make the Direction publicly available on the Governance section of their websites.

If you have any questions regarding this Direction, please contact the ministry at ca.office@ontario.ca.

Sincerely,

A handwritten signature in blue ink, appearing to read "Todd McCarthy". The signature is fluid and cursive, with a long horizontal stroke extending to the left and a long vertical stroke extending downwards to the right.

Todd McCarthy
Minister of the Environment, Conservation and Parks

c: The Honourable Rob Flack, Minister of Municipal Affairs and Housing

**Minister’s Direction Issued Pursuant to Section 21.3 of the *Conservation Authorities Act*
(this “Direction”)**

WHEREAS section 21.2 of the *Conservation Authorities Act* permits a conservation authority to charge a fee for a program or service if the program or service is included in the Minister’s list of classes of programs and services in respect of which a conservation authority may charge a fee;

AND WHEREAS subsections 21.2 (6) and 21.2 (7) of the *Conservation Authorities Act* provide that a conservation authority shall adopt a written fee policy that includes a fee schedule listing the programs and services that it provides in respect of which it charges a fee, and the amount of the fee charged for each program or service or the manner in which the fee is determined (a “**Fee Schedule**”);

AND WHEREAS subsection 21.2 (10) of the *Conservation Authorities Act* provides that a conservation authority may make a change to the list of fees set out in the fee schedule or to the amount of any fee or the manner in which a fee is determined, provided the authority shall give notice of the proposed change to the public in a manner it considers appropriate;

AND WHEREAS section 21.3 of the *Conservation Authorities Act* provides the Minister with the authority to give a written direction to an authority directing it not to change the amount of any fee it charges under subsection 21.2 (10), in respect of a program or service set out in the list referred to in subsection 21.2 (2), for the period specified in the direction;

NOW THEREFORE pursuant to the authority of the Minister of the Environment, Conservation and Parks under section 21.3, the conservation authorities set out under Appendix “A” of this Direction (the “**conservation authorities**” or each, a “**conservation authority**”) are hereby directed as follows:

Fee Changes Prohibition

1. Commencing on the Effective Date and for the duration of the Term of this Direction, a conservation authority is prohibited from making a change under subsection 21.2 (10) of the *Conservation Authorities Act* to the amount of any fee or the manner in which a fee is determined in its fee schedule if such a change would have the effect of changing the fee amount for the programs and services described in paragraphs 2 and 3 of this Direction.

Program and Service Fees Impacted

2. This Direction applies to any fee set out in the Fee Schedule of a conservation authority, including without limitation fees for any mandatory program or service (Category 1), municipal program or service (Category 2), or conservation authority recommended program or service (Category 3) related to reviewing and commenting on planning and

Attachment A

development related proposals, applications, or land use planning policies, or for conservation authority permitting.

3. For greater certainty, this Direction applies to any fees in respect of the following programs or services provided under the Mandatory Programs and Services regulation ([O. Reg. 686/21](#)):
 - a. Section 6: programs and services related to reviewing applications and proposals under the *Aggregate Resources Act*, *Drainage Act*, *Environmental Assessment Act*, and the *Niagara Escarpment Planning and Development Act*, for the purpose of commenting on the risks related to natural hazards arising from the proposal,
 - b. Section 7: programs and services related to ensuring that decisions under the *Planning Act* are consistent with the natural hazards policies in the policy statements issued under section 3 of the *Planning Act* and are in conformance with any natural hazard policies included in a provincial plan as defined in section 1 of that Act,
 - c. Section 8: programs and services related to conservation authority duties, functions, and responsibilities to administer and enforce section 28 and its regulations, section 28.0.1, and section 30.1 of the *Conservation Authorities Act*,
 - d. Paragraph 4 of subsection 13 (3): programs and services related to reviewing and commenting on any proposal made under another Act for the purpose of determining whether the proposal relates to a significant drinking water threat or may impact any drinking water sources protected by a source protection plan, and
 - e. Subparagraph 4 iv of section 15: programs and services related to reviewing and commenting on proposals made under other Acts for the purpose of determining the proposal's impact on the Lake Simcoe Protection Plan and the Lake Simcoe watershed.

Application

4. This Direction, applies to all conservation authorities in Ontario, listed in Appendix "A" to this Direction.
5. For greater certainty, this Direction also applies to the conservation authorities listed in Appendix "A" to this Direction when such conservation authorities are meeting as a source protection authority under the *Clean Water Act, 2006*.

Effective Date and Term

6. This Direction is effective from March 10, 2026 (the "**Effective Date**").
7. The term of this Direction is the period from the Effective Date to February 28, 2027 (the "**Term**").

Attachment A

Amendments

8. This Direction may be amended in writing from time to time at the sole discretion of the Minister.

**HIS MAJESTY THE KING IN RIGHT OF ONTARIO
as represented by the
Minister of the Environment, Conservation and Parks**

A handwritten signature in blue ink, appearing to read "Todd McCarthy", with a long, sweeping underline.

Todd McCarthy
Minister of the Environment, Conservation and Parks
March 10, 2026

APPENDIX A

LIST OF CONSERVATION AUTHORITIES TO WHICH THE DIRECTION APPLIES

Ausable Bayfield CA

R.R. #3
71108 Morrison Line
Exeter ON N0M 1S5
Davin Heinbuck
dheinbuck@abca.on.ca

Cataraqui Region CA

Box 160
1641 Perth Road
Glenburnie ON K0H 1S0
David Ellingwood
dellingwood@cra.ca

Catfish Creek CA

R.R. #5
8079 Springwater Road
Aylmer ON N5H 2R4
Dusty Underhill
generalmanager@catfishcreek.ca

Central Lake Ontario CA

100 Whiting Avenue
Oshawa ON L1H 3T3
Chris Darling
cdarling@cloca.com

Credit Valley CA

1255 Old Derry Rd
Mississauga ON L5N 6R4
Terri LeRoux
terri.leroux@cvc.ca

Crowe Valley CA

Box 416
70 Hughes Lane
Marmora ON K0K 2M0
Janette Loveys Smith
janette.smith@crowevalley.com

Essex Region CA

Suite 311
360 Fairview Ave West
Essex ON N8M 1Y6
Tim Byrne
tbyrne@erca.org

Ganaraska Region CA

Box 328
2216 County Road 28
Port Hope ON L1A 3V8
Linda Laliberte
llaliberte@grca.on.ca

Grand River CA

Box 729
400 Clyde Road
Cambridge ON N1R 5W6
Samantha Lawson
slawson@grandriver.ca

Grey Sauble CA

R.R. #4
237897 Inglis Falls Road
Owen Sound ON N4K 5N6
Tim Lanthier
t.lanthier@greysauble.on.ca

Halton Region CA

2596 Britannia Road West
Burlington ON L7P 0G3
Chandra Sharma
csharma@hrca.on.ca

Hamilton Region CA

P.O. Box 81067
838 Mineral Springs Road
Ancaster ON L9G 4X1
Lisa Burnside
lisa.burnside@conservationhamilton.ca

Kawartha Region CA

277 Kenrei (Park) Road
Lindsay ON K9V 4R1
Mark Majchrowski
mmajchrowski@kawarthaconservation.com

Kettle Creek CA

R.R. #8
44015 Ferguson Line
St. Thomas ON N5P 3T3
Elizabeth VanHooren
elizabeth@kettlecreekconservation.on.ca

Lake Simcoe Region CA

Box 282
120 Bayview Parkway
Newmarket ON L3Y 3W3
Rob Baldwin
r.baldwin@lsrca.on.ca

Lakehead Region CA

Box 10427
130 Conservation Road
Thunder Bay ON P7B 6T8
Tammy Cook
tammy@lakeheadca.com

Long Point Region CA

4 Elm Street
Tillsonburg ON N4G 0C4
Judy Maxwell
jmaxwell@lprca.on.ca

Lower Thames Valley CA

100 Thames Street
Chatham ON N7L 2Y8
Mark Peacock
mark.peacock@ltvca.ca

Lower Trent Region CA

R.R. #1
714 Murray Street
Trenton ON K8V 5P4
Rhonda Bateman
rhonda.bateman@lrc.on.ca

Maitland Valley CA

Box 127
1093 Marietta Street
Wroxeter ON N0G 2X0
Phil Beard
pbeard@mvca.on.ca

Mattagami Region CA

100 Lakeshore Road
Timmins ON P4N 8R5
David Vallier
david.vallier@timmins.ca

Mississippi Valley CA

10970 Highway 7
Carleton Place ON K7C 3P1

Sally McIntyre
smcintyre@mvc.on.ca

Niagara Peninsula CA

250 Thorold Road West, 3rd Floor
Welland ON L3C 3W2
Leilani Lee-Yates
llee-yates@npca.ca

Nickel District CA

199 Larch St
Suite 401
Sudbury ON P3E 5P9
Carl Jorgensen
carl.jorgensen@conservationsudbury.ca

North Bay-Mattawa CA

15 Janey Avenue
North Bay ON P1C 1N1
Liza Vandermeer
liza.vandermeer@nbmca.ca

Nottawasaga Valley CA

8195 Line 8
Utopia ON L0M 1T0
Jennifer Vincent
jvincent@nvca.on.ca

Otonabee Region CA

250 Milroy Drive
Peterborough ON K9H 7M9
Janette Loveys Smith
jsmith@otonabeeconservation.com

Quinte Region CA

R.R. #2
2061 Old Highway #2
Belleville ON K8N 4Z2
Brad McNevin
bmcnevin@quinteconservation.ca

Raisin Region CA

PO Box 429
18045 County Road 2
Cornwall ON K6H 5T2
Alison MacDonald
alison.macdonald@rrca.on.ca

Rideau Valley CA

Box 599
3889 Rideau Valley Dr.
Manotick ON K4M 1A5
Sommer Casgrain-Robertson
sommer.casgrain-robertson@rvca.ca

Saugeen Valley CA

R.R. #1
1078 Bruce Road #12, Box #150
Formosa ON N0G 1W0
Erik Downing
e.downing@svca.on.ca

Sault Ste. Marie Region CA

1100 Fifth Line East
Sault Ste. Marie ON P6A 6J8
Corrina Barrett
cbarrett@ssmrca.ca

South Nation River CA

38 Victoria Street
P.O. Box 29
Finch ON K0C 1K0
Carl Bickerdike
cbickerdike@nation.on.ca

St. Clair Region CA

205 Mill Pond Crescent
Strathroy ON N7G 3P9
Ken Phillips
kphillips@scrca.on.ca

Toronto and Region CA

101 Exchange Avenue
Vaughan ON L4K 5R6
John MacKenzie
john.mackenzie@trca.ca

Upper Thames River CA

1424 Clarke Road
London ON N5V 5B9
Tracey Annett
annettt@thamesriver.on.ca

Conservation Authorities Act Changes

Bill 97, Plan to Protect Ontario Act (Budget Measures), 2026

April 2, 2026

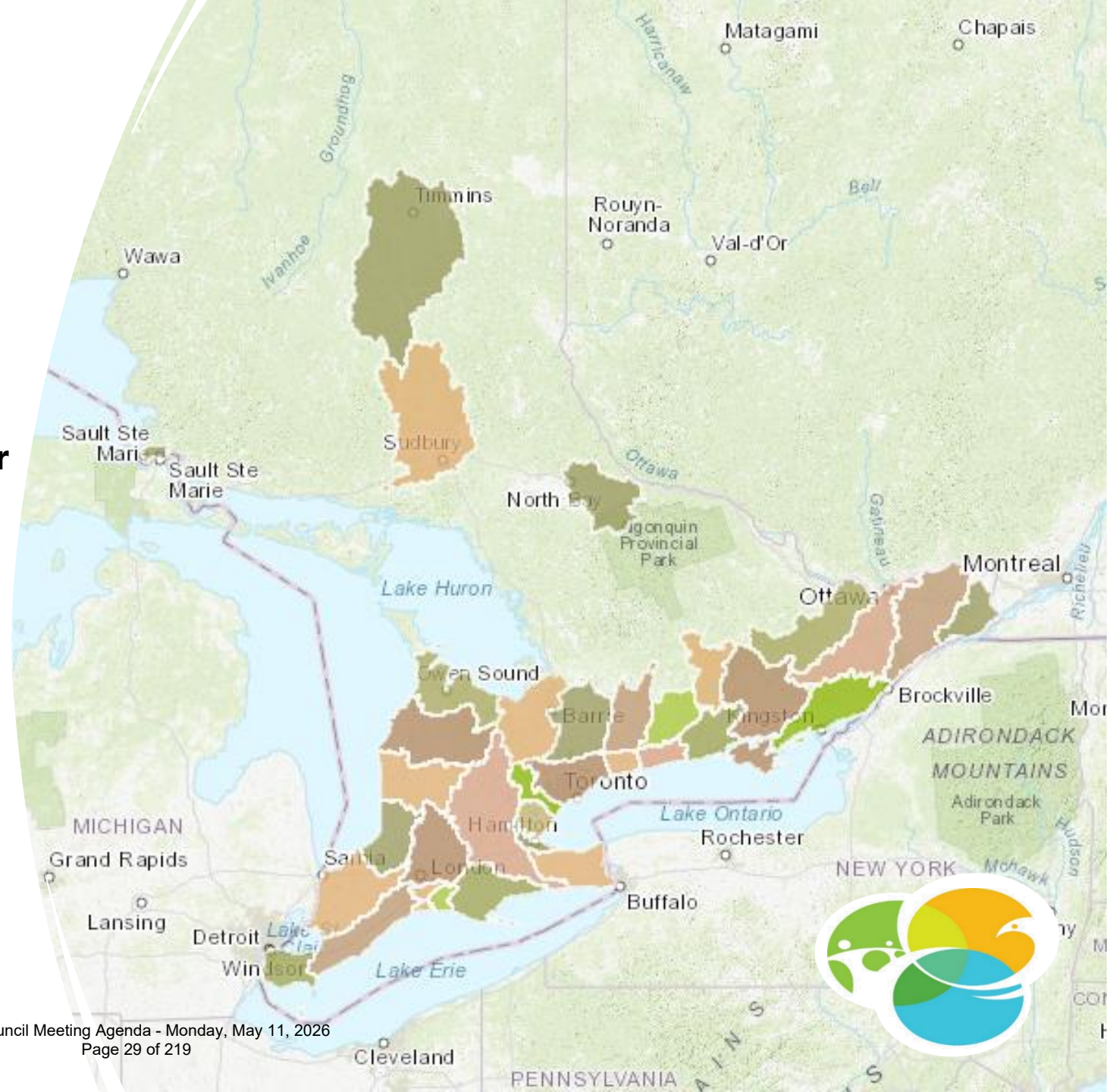
Tim Byrne
C.A.O. / Secretary-Treasurer

Essex Region Conservation Authority



Current CA Landscape

- CAs are established through the *Conservation Authorities Act, 1946*.
- **Allows municipalities to join and form a CA to undertake the legislated mandates under the Act.**
- Original inception – response to impacts of drought and deforestation causing soil loss and flooding 1930s and '40s
- 36 CAs in Ontario (31 in SW Ontario)
- All CAs exist to “deliver programs and services that further the conservation, restoration, development, and management of natural resources in Ontario watersheds with focus on local watershed issues.
- Operate using an **Integrated Watershed Approach**



Conservation Authority Governance (Current)

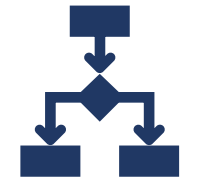
Conservation Authorities Act



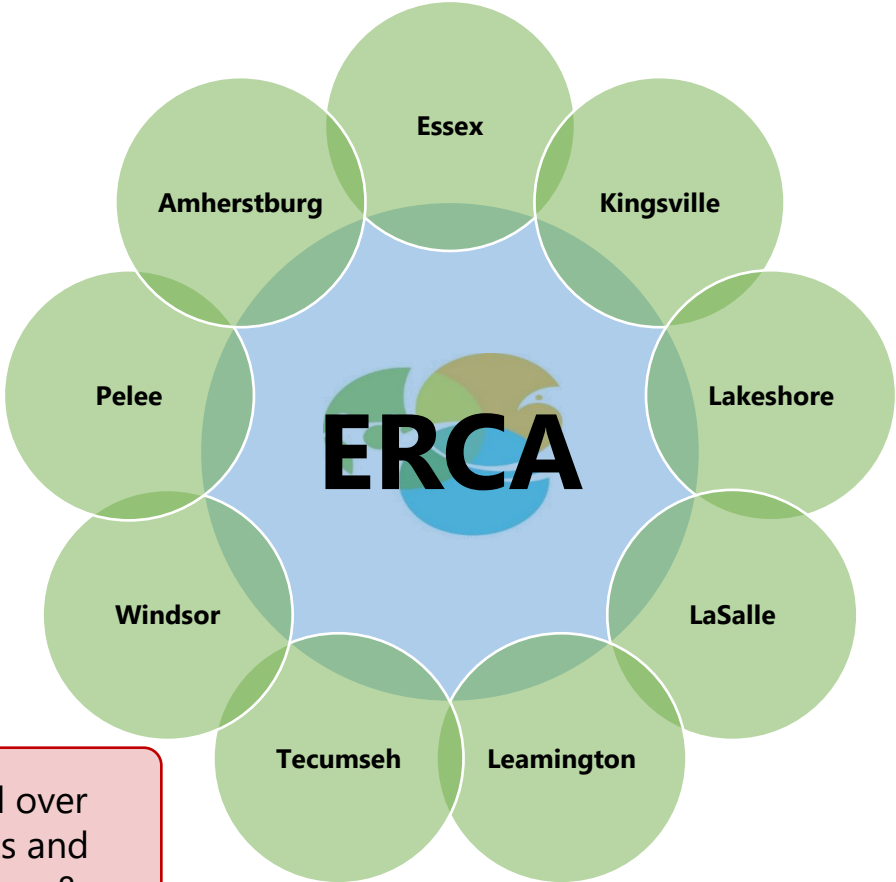
Municipalities within a watershed vote to establish a CA



CA Board of Directors
(appointed municipal councillors)






Conservation Authority Administration



Control over budgets and programs & services that are important locally



Bill 68 & ERO# 025-1257

| Instrument of Change | | Description | Status |
|---|---|---|---|
|  | <p>Bill 68 Plan to Protect Ontario Act (Budget Measures), 2025 (No. 2)</p> | <p>18 Schedules with amendments to various statutes. <u>Schedule 3 amends the Conservation Authorities Act with the creation of a new provincial agency (OPCA).</u></p> | <p>Royal Assent – Nov. 27, 2025 3rd Reading – Nov. 25, 2025 2nd Reading – Nov. 24, 2025 1st Reading – Nov. 5, 2025</p> |
|  | <p>ERO No. 025-1257 Proposed boundaries for the regional consolidation of Ontario's conservation authorities</p> | <p>Amended to reduce from 36 CAs to 7 CAs through amalgamation, with the intent to improve front-line services.</p> | <p>Decision issued – Mar. 10, 2026.</p> |
|  | <p>Bill 97 Plan to Protect Ontario Act (Budget Measures), 2026</p> | <p>Consolidation of 36 CA's to 9 regional CA's</p> | <p>Royal Assent – TBD April 2026 3rd Reading – TBD April 2026 Referred to Standing Committee 2nd Reading – April 2, 2026 1st Reading – Mar. 26, 2026</p> |

Ontario Provincial Conservation Agency (OPCA)



- Created/enabled through Royal Assent of Bill 68.
- Oversee the amalgamated CAs (governance, finances, performance, strategic vision, etc.)
- Funded with \$20M provincially with an additional \$3M annually to assist CAs with transition
- Appoints Project Executives to each Regional CA to facilitate the Transition Plan



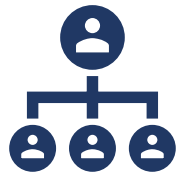
Conservation Authority Governance

Conservation Authorities Act



Ontario Provincial Conservation Agency (OPCA)

5-12 appointed Board Members



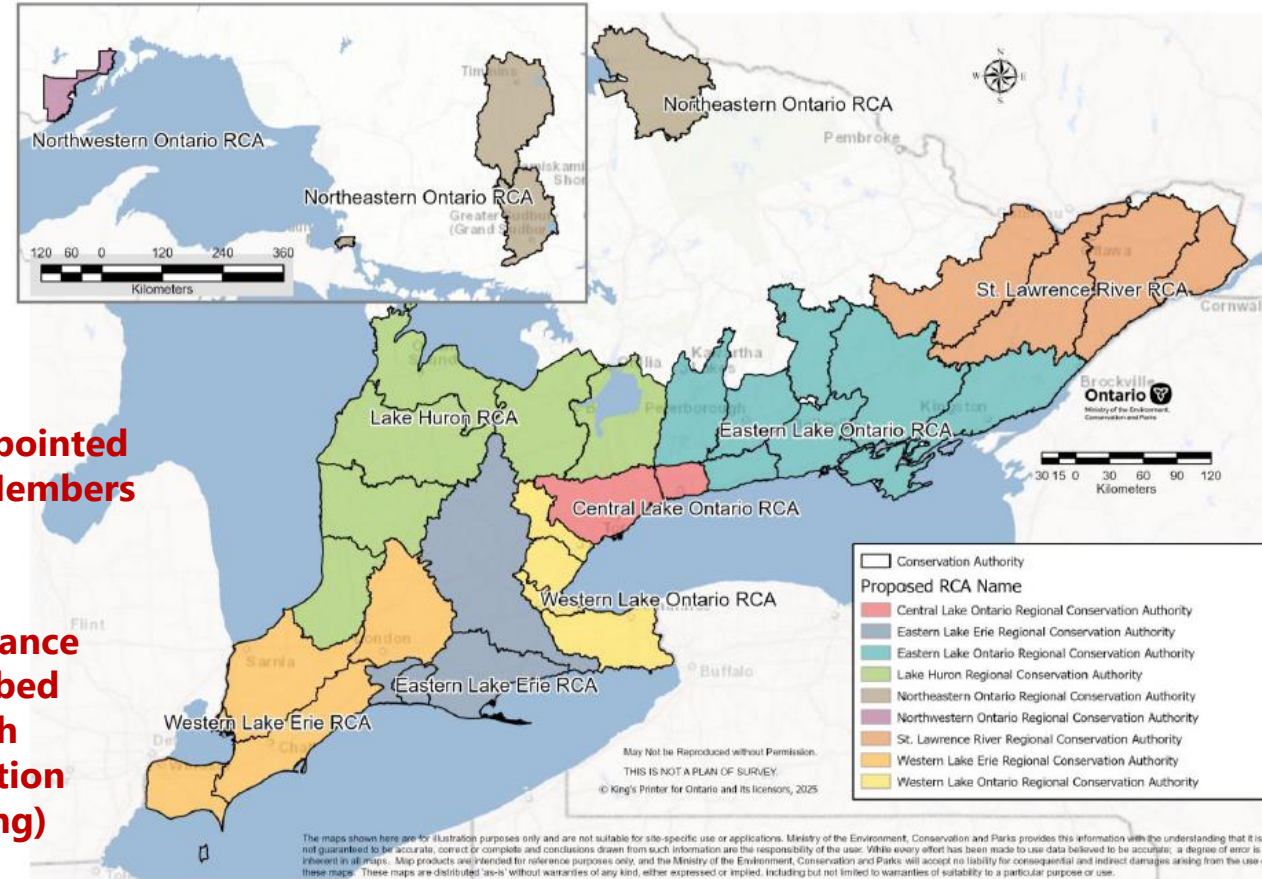
Western Lake Erie Regional Conservation Authority (WLERCA)

Board governance prescribed through Regulation (pending)



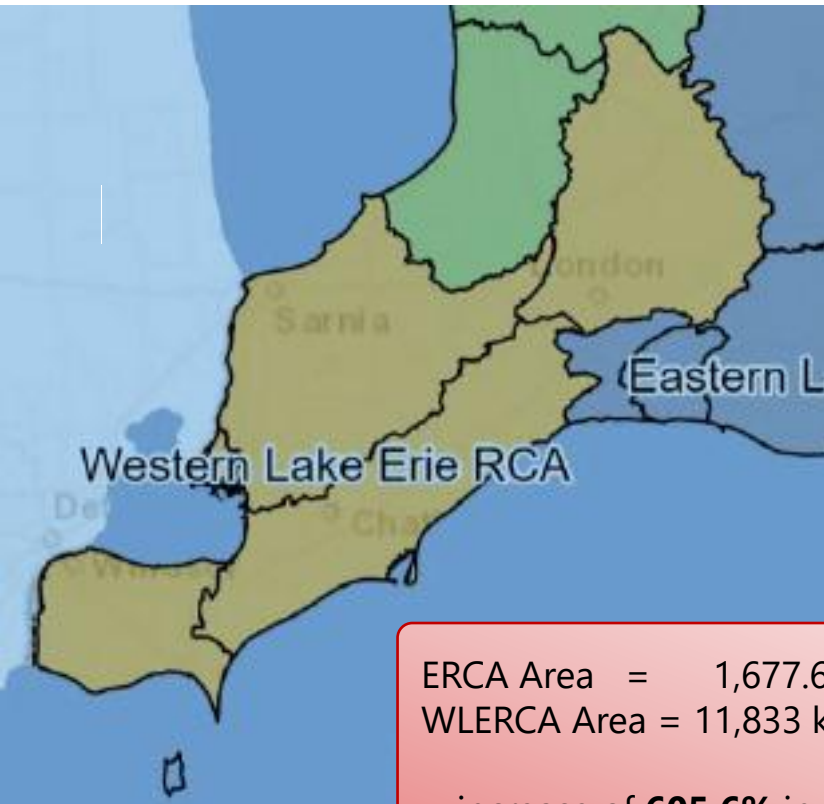
Upper Tier & Single Tier municipalities

Lower Tier municipalities to be represented by Upper Tier Municipality (i.e. County of Essex)



Western Lake Erie Region Conservation Authority

Current conservation authorities that would make up the Western Lake Erie Region Conservation Authority



(WLERCA):

- Essex Region CA
- Lower Thames Valley CA
- St. Clair Region CA
- Upper Thames River CA

ERCA Area = 1,677.61 km²
WLERCA Area = 11,833 km²

~ increase of **605.6%** in land area

Single-Tier Municipalities

These cities operate independently of a county structure:

- City of Windsor
- Municipality of Chatham-Kent
- City of Sarnia
- City of London
- City of Stratford
- Town of St. Marys
- Township of Pelee

Upper-Tier Municipalities (Counties)

These counties are composed of multiple lower-tier member municipalities that fall within the new regional boundary:

- Essex County (including 7 member municipalities)
- Lambton County
- Middlesex County
- Oxford County
- Perth County



Transitional matters



New Authority assumes rights, obligations, assets and liabilities of the predecessor Authority



Participating municipalities are single and upper-tiers within the jurisdiction.



Amalgamation does not constitute a breach or termination of contract / agreement in place.



Agreements and MOUs continue with the new Authority substituted as a party to the agreement / MOU



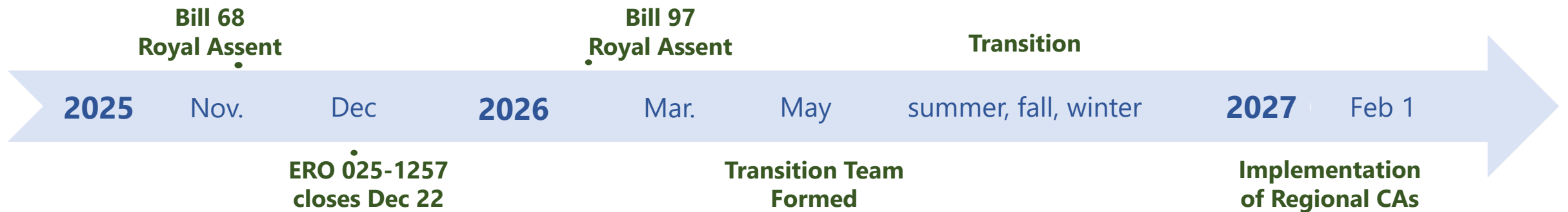
Prohibitions during transition period – requests for establishment of an authority, and meetings to enlarge, amalgamate or dissolve an authority



Minister may issue directions (i.e. prohibiting CA decisions, governing budgetary and apportionment matters, etc.)

First Steps

- OPCA to oversee CA Amalgamation, including transition plans and governance
- OPCA to appoint Project Executive for the region(s)
- OPCA to oversee transition from 36 to 9 CAs



Transition Committee

- Each CA will need to **appoint 2 members to the Transition Committee within 90 days** of Bill 97 Royal Assent (GM/CAO or designate + elected official)
- OPCA may appoint members (if the above is not completed or as they consider advisable). Members can be replaced by their appointing body
- OPCA may issue direction to Committee (roles, responsibilities, practices, etc.)
- Dissolution of a transition committee by OPCA not to be earlier than the transition date (i.e., February 1, 2027, or later date prescribed in regulation)



Transition Committee – Transition Plan

- Committees must develop a transition plan for submission and review by OPCA (date to be specified).
- OPCA will review and may provide edits / comments
- Final copy of Plan to be provided to OPCA and predecessor CAs. Also, to members of new Authority on or after transition date
- Summary of transition plan also provided to all current and new participating municipalities
- New CAs will implement the transition plan and may request amendments to OPCA
- Progress reports to OPCA required further to OPCA direction (requirements)



What will not change during transition

- Advisory boards of predecessor CA will continue
- Employees of predecessor CA employed at the time of amalgamation will continue (no break in service)
- “Other” Programs and Services agreements in place between a lower-tier and CA continue between the new CA and applicable upper-tier
- Permit applications underway
- Requests for hearings
- Provincial Offences Officers appointed
- *Provincial Offences Act* proceedings commenced



Transition Committee – Project Executive

- Project Executives (PE) appointed by the OPCA to serve as Chair of Transition Committee
- PE is not an employee of the OPCA and shall be paid compensation and expenses as agreed to with the OPCA
- PE may request information from predecessor CAs (cooperation required)
- OPCA may replace the PE
- On the transition date (February 1, 2027, or later date per regulation), the PE will become the new CAO of the new Authority for a term of up to 2-years
- During 2-year term, OPCA may remove and replace CAO, or, if no replacement named, new CA will appoint CAO



Governance Matters

- Regulations will establish **methods for appointment of members** (number of members, minimum, maximum per municipality and maximum overall).
- Method for determining number of members **based on municipal population in proportion to the total population within CA area of jurisdiction.**
- All participating municipalities may enter into **alternative agreement** re: appointment of members. Agreement provided to Agency and on website.
- Legislation (and potentially regulations) set out **matters for municipalities to consider** when appointing member not on council.



Governance Matters (continued)

- **Members are appointed for a term up to four years**, and members can be replaced by their appointing council. Members are eligible for re-appointment.
- **Chairs and vice chairs may serve a term of two years, and not more than eight years total** (whether served consecutively or otherwise)
- Minister may appoint additional **agricultural sector member** with same voting limitations as in current CA Act.
- Authority **will appoint CAO** responsible for duties as provided in CA by-laws
- Authority shall establish **one or more watershed council**.
- Authorities **shall make by-laws** necessary for proper administration.



Governance Matters – First Members

- Participating municipalities need to appoint members by the day before the transition date.
- Regulations establish a method for determining # of members, (minimum of 1 each).
- Method for determining # of members based on municipal population within area of jurisdiction (AoJ), in proportion to the total population in AoJ.
- Regulations will establish a maximum # to be appointed by a single participating municipality, as well as by all participating municipalities.
- Members appointed for term up to 4 years.
- Municipal councils need to notify the OPCA of appointments in writing.



Overview / Current understanding

Upon Royal Assent of Bill 97

- Transition rules
- Transition Committees
- Project Executives
- Transition Plans
- First CAO
- New Chair/Vice Chair provisions
- Amendments to fees paid to the Agency
- Amendments to Agency liability
- Regulation-making authorities

On a date named by Order of the Lieutenant Governor in Council

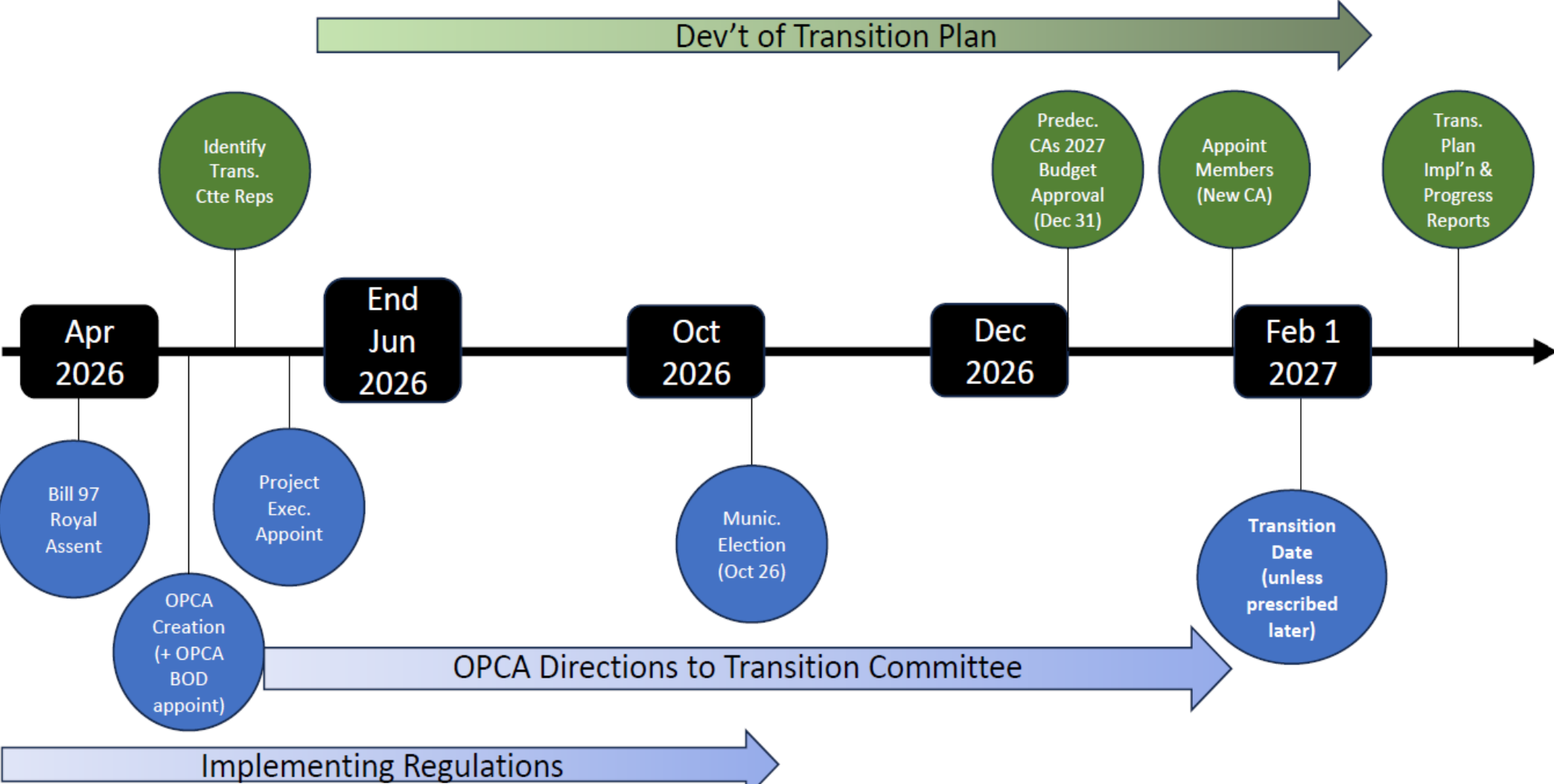
- Remainder of Schedule 3, e.g.,
- First Members of New Authority
 - Members of Authority, minimum number, etc. [S. 14(1)]
 - CAO
 - Watershed Councils



Timeline (with assumptions)

CA Actions

Govt Actions



Contact Information

Tim Byrne
C.A.O. / Secretary-Treasurer
Tbyrne@erca.org



Thank you





admin@erca.org

P.519.776.5209

F.519.776.8688

360 Fairview Avenue West
Suite 311, Essex, ON N8M 1Y6

April 9, 2026

Meeting of the ERCA Board of Directors

Conservation Authorities Amalgamation and Changes to the CA Act

Resolution No. 47/26

Moved by Kieran McKenzie

Seconded by Jim Morrison

WHEREAS the Board supports the Province's objectives of modernization and increased efficiency in the delivery of programs and services;

AND WHEREAS the Minister has provided verbal assurances that local offices will remain open, that no front-line jobs will be lost, that local programs and services will continue, and that local relationships and expertise will be retained, and the Board seeks clarity regarding how these assurances will be formally secured through binding legislative, regulatory, or policy mechanisms;

AND WHEREAS the Board remains concerned that the proposed watershed boundaries, while improved from earlier proposals, remain too large and may undermine effective, locally informed watershed-based management;

AND WHEREAS the proposed removal of lower-tier municipalities as participating municipalities risks the loss of direct local input into strategic and budgetary decision-making, weakens rural representation, and limits meaningful local influence over watershed-based planning, despite these municipalities having to continue to contribute funding;

AND WHEREAS the proposed implementation timeline is extremely aggressive and would benefit from fulsome consultation and meaningful dialogue with affected municipalities, industry experts, and stakeholders to ensure programs, services, and local expertise are protected, and that governance restructuring of this scale is informed by timely, constructive engagement with affected municipalities, industry experts, and stakeholders;

NOW THEREFORE BE IT RESOLVED THAT the Board supports the Province's modernization objectives provided they do not compromise local representation, expertise, service delivery, or accountability;

AND BE IT FURTHER RESOLVED THAT the Board urges the Province to formally entrench the Minister's assurances to ensure long-term protection of local offices, staff, programs, services, and local knowledge;

AND BE IT FURTHER RESOLVED THAT the Board recommends reconsideration of watershed boundary scale, retention of meaningful


participation for lower-tier municipalities, and an expedited and robust consultation process and meaningful dialogue with affected municipalities, industry experts, and stakeholders to ensure programs, services, and local expertise are protected to minimize unintended consequences;

AND BE IT FINALLY RESOLVED THAT this resolution be communicated to the Minister, the Ontario Provincial Conservation Agency, local MPPs, local municipalities and Board of Directors of the proposed Western Lake Erie Conservation Authority as a formal statement of the Board’s position.

-CARRIED UNANIMOUSLY

I, Nicole Kupnicki, Manager, Human Resources & Council Services of the Essex Region Conservation Authority, do hereby certify this to be a true and complete copy of Resolution No. 47/26, passed by the Essex Region Conservation Authority Meeting of the Board of Directors on the 9th day of April, 2026.

DATED at Essex, Ontario
this 10th day of April, 2026.



Nicole Kupnicki





OPTIONAL ANNUAL REPORT TEMPLATE

| | |
|---------------------------------|---------------------------------------|
| Drinking Water System Number: | 220003421 |
| Drinking Water System Name: | City of Windsor Drinking Water System |
| Drinking Water System Owner: | The Windsor Utilities Commission |
| Drinking Water System Category: | Large Municipal Residential |
| Period being reported: | Calendar Year 2025 |

| <u>Complete if your Category is Large Municipal Residential or Small Municipal Residential</u> | <u>Complete for all other Categories</u> |
|--|---|
| <p>Does your Drinking Water System serve more than 10,000 people? Yes [X] No []</p> <p>Is your annual report available to the public at no charge on a web site on the Internet? Yes [X] No []</p> <p>Location where Summary Report required under O. Reg. 170/03 Schedule 22 will be available for inspection.</p> <div style="border: 1px solid black; padding: 5px;"> <p>The Windsor Utilities Commission 4545 Rhodes Dr. Windsor ON N8W 5T1</p> </div> | <p>Number of Designated Facilities served: <input type="text"/></p> <p>Did you provide a copy of your annual report to all Designated Facilities you serve? Yes [] No []</p> <p>Number of Interested Authorities you report to: <input type="text"/></p> <p>Did you provide a copy of your annual report to all Interested Authorities you report to for each Designated Facility? Yes [] No []</p> |

List all Drinking Water Systems (if any), which receive all their drinking water from your system:

| Drinking Water System Name | Drinking Water System Number |
|----------------------------|------------------------------|
| Town of Lasalle, ON | 220004402 |
| Town of Tecumseh, ON | 260004969 |

Did you provide a copy of your annual report to all Drinking Water System owners that are connected to you and to whom you provide all drinking water? Yes [X] No []

Indicate how you notified system users that your annual report is available and is free of charge.

- Public access/notice via the web
- Public access/notice via Government Office
- Public access/notice via a newspaper
- Public access/notice via Public Request
- Public access/notice via a Public Library
- Public access/notice via other method

Description of the Drinking Water System

The City of Windsor Drinking Water System is owned by The Windsor Utilities Commission (WUC). It is maintained and operated by ENWIN Utilities Ltd. (ENWIN) as Operating Authority.

The City of Windsor Drinking Water System consists of the A.H. Weeks Water Treatment Plant (WTP), which is a Class IV water treatment subsystem and a Class III distribution system under Ontario Regulation 128/04 of the Safe Drinking Water Act, 2002. In addition, WUC operates the A.J. Brian Pumping Station, George Avenue Pumping Station, J.F. Cooke Reservoir, Pumping and Re-chlorination Station and one (1) water tower.

To treat the raw water, which is sourced from the Detroit River, the WTP employs screening, pre-chlorination (on an as needed basis), pH adjustment (utilizing CO₂), disinfection (utilizing ozone), coagulation, flocculation, sedimentation, dual-media filtration with post chlorination, fluoridation (utilizing fluorosilicic acid) and corrosion control adjustment (utilizing phosphoric acid). The WTP pumps sedimentation sludge and backwash water to the sanitary sewer.

Treated water from the WTP is routed to an on-site reservoir and another reservoir located near the WTP. The treated water is then pumped into the distribution system from two (2) pumping stations, which are located near the WTP. Water from the pumping stations satisfies demand for the greater Windsor area including the Towns of Tecumseh and LaSalle. A reservoir, pumping and re-chlorination station located further from the WTP provides system pressure and flow to the southwest portion of the system, while a centrally located water tower provides pressure and flow control to the downtown core.

The drinking water system is monitored continuously at various locations, both at the WTP and pumping stations as well as throughout the distribution system via a Supervisory Control and Data Acquisition (SCADA) system.

List all water treatment chemicals used over this reporting period

Chlorine gas, Sodium Hypochlorite, Carbon Dioxide (CO₂), Ozone (generated on-site using liquid oxygen), Calcium Thiosulfate (ozone quench agent), Polyaluminum Chloride (PaCl) (coagulant), Filter Aid Polymer, Phosphoric Acid (corrosion control agent) and Fluorosilicic Acid.

Were any significant expenses incurred to?

- Install required equipment
- Repair required equipment
- Replace required equipment

Please provide a brief description and a breakdown of monetary expenses incurred:

Capital Projects in the Distribution System,

WUC, with a capital expenditure of approximately \$39.8 million, in 2025 has:

- Installed 12.02 km of Watermain (<400 mm)
- Installed 5.66 km of Feedermain (>400 mm)
- Installed 707 New Water Services in the public Right the Way (ROW)
- Installed 297 New Valves in the public Right the Way (ROW)
- Installed 87 New Fire Hydrants in the public Right the Way (ROW)

- Removed 64 Old Fire Hydrants in the public Right the Way (ROW)
- Removed 140 Old Lead Water Services in the public Right the Way (ROW)

Capital Projects in the Treatment System encompasses:

Old Treatment Plant Demolition

This project involved the decommissioning and demolition of the treatment facility located adjacent to the A.H. Weeks Water Treatment Plant (A.H. Weeks WTP). The facility has been fully demolished, with the exception of the raw water intake and the low-lift pumping station on the northwest side. After demolition, the low-lift pumping station was reconnected to the A.H. Weeks WTP through a newly installed pipeline to maintain water supply. Site restoration is scheduled for completion in spring 2026. The total project cost was approximately \$6.2 million.

A H Weeks Generator Replacements

This project is for the replacement of the four 1.05 MW natural gas generators which provide backup power for the A H Weeks Water Treatment Plant and Pumping Stations. The new generators will be upsized to four 1.25 MW natural gas generators and will include new engines, alternators, control systems, exhaust and cooling systems. The project is currently in progress with delivery of the first two generators expected in late 2026 with an approximate cost of \$7 million. A fire suppression system will also be installed in the natural gas generator space to protect against potential fire damage.

A J Brian Pumping Station Upgrades

This project encompasses several upgrades to the A J Brian Pumping facility needed to support the new Central Corridor Feedermain (CCFM) and to add surge protection for both the water distribution system and CCFM pipeline. The CCFM pipeline will be connected to the south discharge header of the A J Brian Pumping Station and two high lift pumps will be replaced/repurposed to supply water to the pipeline. A surge protection system composed of hydropneumatic surge tanks will be added to the facility and connected to both the distribution system feeder mains and to the central corridor feeder main to provide transient protection to each system. Detailed design is proceeding in 2026 with start of construction schedule for 2027 with an approximate cost \$10 million.

Ozone Control System Upgrades

This project is for the upgrade to the existing ozone controls system to improve reliability and troubleshooting. It will include new Programmable Logic Controller (PLCs) and Human Machine Interfaces (HMIs) as well as an all new ethernet control loop to replace the outdated ControlNet system which connects all generator controls together. New PLC programming from the OEM will provide better control and troubleshooting capabilities to the A.H Weeks WTP operators. Total cost of the project is approximately \$700,000.

Provide details on the notices submitted in accordance with subsection 18 (1) of the Safe Drinking Water Act or section 16-4 of Schedule 16 of O.Reg.170/03 and reported to Spills Action Centre.

The table below summarizes all Adverse Water Quality Incidents for the reporting year.

| Incident Date | Parameter | Result | Unit of Measure | Corrective Action | Corrective Action Date |
|---------------|---------------------------------------|------------------------------------|-----------------|---|------------------------|
| 2025-03-12 | Free Chlorine Residual - Distribution | 0.01 | mg/L | Flush and restore the Free Chlorine Residual. Location on the Dead-end flushing list. Suspected incorrect flushing. | 2025-03-12 |
| 2025-11-18 | Coagulant | Improper disinfection of the water | N/A | Restore coagulant feed. Improper disinfected water flushed to waste. | 2025-11-18 |

Please refer to the colour chart below when reviewing the data summarized herein:

| | |
|--------|--|
| Green | Indicates results are in compliance |
| Yellow | Indicates results are in compliance however above the half Maximum Acceptable Concentration (MAC) or IMAC level. |
| Red | Indicates results are not in compliance or not within the operational guideline |

1.1 Microbiological testing

Microbiological testing done under Schedule 10 of Regulation 170/03, during the period covered by this Annual Report.

| | Number of Samples | Range of E.Coli or fecal (min#)-(max#) | Range of Total Coliform (min#)-(max#) | Number of HPC Samples | Range of HPC (min#)-(max#) |
|--------------|-------------------|--|---------------------------------------|-----------------------|----------------------------|
| Raw | 249 | 0 - 4000 ⁽¹⁾ | 9 - 14100 ⁽¹⁾ | 249 | 10 - >2000 ⁽¹⁾ |
| Treated | 1540 | 0 - 0 ⁽²⁾ | 0 - 0 ⁽²⁾ | 1540 | <10 - 1070 ⁽³⁾ |
| Distribution | 1956 | 0 - 0 ⁽²⁾ | 0 - 0 ⁽²⁾ | 1014 | <10 - 170 ⁽³⁾ |

(1) No standard available – Results indicate the overall Raw Water Quality

(2) Not Detectable – Standard expressed as maximum

(3) < 500 – Internal Target as Best Management Practice

Note – CFU – Colony Forming Units, HPC – Heterotrophic Plate Counts

In December, a single treated water test result was higher than normal and was attributed to contamination of the sample during collection, rather than an issue with the treated water.

1.2 Operational Testing

Operational testing done under Schedule 7 of Regulation 170/03 during the period covered by this Annual Report.

| | Number of Samples | Target | Range of Results (min#)-(max#) | Average Results | Unit of Measure |
|-----------|-------------------|------------------------|--------------------------------|-----------------|-----------------|
| Turbidity | 365 | < 1 BMP ⁽⁴⁾ | 0.02 - 0.07 | 0.04 | NTU |
| Chlorine | 365 | >= 0.05 | 1.47 - 1.73 | 1.56 | mg/L |

(4) Best Management Practices

1.3 Additional Testing Required

Summary of additional testing and sampling carried out in accordance with the requirement of an approval, order or other legal instrument, during the period covered by this Annual Report.

| Parameter | Date Sampled | Running Annual Average | Unit of Measure | In compliance |
|--------------------------------------|---------------------------|------------------------|-----------------|---------------|
| Bromate - Treated | 1-Jan-2025 to 31 Dec-2025 | 0.006 | mg/L | Yes |
| Bromate - AJ Brian Pumping Station | 1-Jan-2025 to 31 Dec-2025 | 0.006 | mg/L | Yes |
| Bromate - George Ave Pumping Station | 1-Jan-2025 to 31 Dec-2025 | 0.006 | mg/L | Yes |
| Bromate - JF Cook Pumping Station | 1-Jan-2025 to 31 Dec-2025 | 0.004 | mg/L | Yes |

Due to a missed sample in January 2025, the running average has been calculated using the highest observed value within the reporting period. In October 2025, the primary monthly sample was collected and was in compliance – this value is included in the annual average above. However, the secondary sample, scheduled as a buffer should the primary sample be missed, was not collected.

1.4 Inorganic Parameters

Summary of Inorganic parameters tested during the period covered by this Annual Report, or the most recent sample results.

| Parameter | MAC or IMAC | Sample Date | Result Value | Unit of Measure | In Compliance |
|------------------------|-------------|-----------------|--------------|-----------------|---------------|
| Antimony (Sb) | 0.006 | October 8, 2025 | <0.0006 | mg/l | Yes |
| Arsenic | 0.01 | October 8, 2025 | 0.0004 | mg/l | Yes |
| Barium | 1 | October 8, 2025 | 0.0134 | mg/l | Yes |
| Boron | 5 | October 8, 2025 | 0.015 | mg/l | Yes |
| Cadmium | 0.005 | October 8, 2025 | 0.000003 | mg/l | Yes |
| Chromium | 0.05 | October 8, 2025 | <0.00008 | mg/l | Yes |
| Lead ⁽⁵⁾ | 0.01 | October 8, 2025 | 0.00001 | mg/l | Yes |
| Mercury | 0.001 | October 8, 2025 | <0.00001 | mg/l | Yes |
| Selenium | 0.05 | October 8, 2025 | 0.00011 | mg/l | Yes |
| Sodium | 20 | October 8, 2025 | 5.54 | mg/l | Yes |
| Uranium | 0.02 | October 8, 2025 | 0.000055 | mg/l | Yes |
| Nitrite ⁽⁵⁾ | 1 | October 8, 2025 | <0.003 | mg/l | Yes |
| Nitrate ⁽⁵⁾ | 10 | October 8, 2025 | 0.181 | mg/l | Yes |

(5) Lead, Nitrite, Nitrate results are from Maximum resolution in the Distribution system

Additional inorganic testing was conducted this quarter as per Schedule 7 – Operational Checks of Ontario Regulation 170/03, is summarized in the below table.

| Parameter | MAC OR IMAC | Range of Results (min#)-(max#) | Average Results | Unit of Measure | In Compliance |
|-------------------------|-------------|--------------------------------|-----------------|-----------------|---------------|
| Fluoride - Raw | 1.5 | 0.03 - 0.34 | 0.11 | mg/L | Yes |
| Fluoride - Treated | 1.5 | 0.44 - 0.8 | 0.62 | mg/L | Yes |
| Fluoride - Distribution | 1.5 | 0.43 - 1.21 | 0.63 | mg/L | Yes |

Throughout the reporting year, several treated water and distribution system samples exceeded half of the Maximum Acceptable Concentration (MAC). A response plan has been initiated, and measured levels have dropped during the last quarter of the year. Ongoing investigation, including additional targeted sampling, is being conducted to confirm the underlying cause and to ensure appropriate corrective actions are in place.

1.5 Organic Parameters

Summary of Organic parameters sampled during the period covered by this Annual Report or the most recent sample results.

| Parameter | MAC OR IMAC | Sample Date | Result Value | Unit of Measure | In Compliance |
|---|-------------|-----------------|--------------|-----------------|---------------|
| Alachlor | 0.005 | October 8, 2025 | <0.00002 | mg/L | Yes |
| Atrazine + N-dealkylated metabolites | 0.005 | October 8, 2025 | <0.00001 | mg/L | Yes |
| Azinphos-methyl | 0.02 | October 8, 2025 | <0.00005 | mg/L | Yes |
| Benzene | 0.001 | October 8, 2025 | <0.00032 | mg/L | Yes |
| Benzo(a)pyrene | 0.00001 | October 8, 2025 | <0.000004 | mg/L | Yes |
| Bromoxynil | 0.005 | October 8, 2025 | <0.00033 | mg/L | Yes |
| Carbaryl | 0.09 | October 8, 2025 | <0.00005 | mg/L | Yes |
| Carbofuran | 0.09 | October 8, 2025 | <0.00001 | mg/L | Yes |
| Carbon Tetrachloride | 0.002 | October 8, 2025 | <0.00017 | mg/L | Yes |
| Chlorpyrifos | 0.09 | October 8, 2025 | <0.00002 | mg/L | Yes |
| Diazinon | 0.02 | October 8, 2025 | <0.00002 | mg/L | Yes |
| Dicamba | 0.12 | October 8, 2025 | <0.00020 | mg/L | Yes |
| 1,1-Dichloroethylene | 0.014 | October 8, 2025 | <0.00033 | mg/L | Yes |
| 1,2-Dichlorobenzene | 0.2 | October 8, 2025 | <0.00041 | mg/L | Yes |
| 1,2-Dichloroethane | 0.005 | October 8, 2025 | <0.00035 | mg/L | Yes |
| 1,4-Dichlorobenzene | 0.005 | October 8, 2025 | <0.00036 | mg/L | Yes |
| Dichloromethane | 0.05 | October 8, 2025 | <0.00035 | mg/L | Yes |
| 2,4-Dichlorophenol | 0.9 | October 8, 2025 | <0.00015 | mg/L | Yes |
| 2,4-Dichlorophenoxy acetic acid (2,4-D) | 0.1 | October 8, 2025 | <0.00019 | mg/L | Yes |
| Diclofop-methyl | 0.009 | October 8, 2025 | <0.00040 | mg/L | Yes |
| Dimethoate | 0.02 | October 8, 2025 | <0.00006 | mg/L | Yes |
| Diquat | 0.07 | October 8, 2025 | <0.001 | mg/L | Yes |
| Diuron | 0.15 | October 8, 2025 | <0.000003 | mg/L | Yes |
| Glyphosate | 0.28 | October 8, 2025 | <0.001 | mg/L | Yes |

| Parameter | MAC OR IMAC | Sample Date | Result Value | Unit of Measure | In Compliance |
|---|-------------|--------------------------|--------------|-----------------|---------------|
| Haloacetic Acids (HAA5) (Max Resolution)⁽⁶⁾ | | | | | |
| (Note: show latest running annual average) | | | | | |
| Q4 2025 = <0.0053 mg/L | 0.080 | Running Annual Average = | <0.0053 | mg/L | Yes |
| Q3 2025 = <0.0053 mg/L | | | | | |
| Q2 2025 = <0.0053 mg/L | | | | | |
| Q1 2025 = <0.0053 mg/L | | | | | |
| Malathion | 0.19 | October 8, 2025 | <0.00002 | mg/L | Yes |
| MCPA | 0.1 | October 8, 2025 | <0.00000012 | mg/L | Yes |
| Metolachlor | 0.05 | October 8, 2025 | <0.00001 | mg/L | Yes |
| Metribuzin | 0.08 | October 8, 2025 | <0.00002 | mg/L | Yes |
| Monochlorobenzene | 0.08 | October 8, 2025 | <0.0003 | mg/L | Yes |
| Paraquat | 0.01 | October 8, 2025 | <0.001 | mg/L | Yes |
| Pentachlorophenol | 0.06 | October 8, 2025 | <0.00015 | mg/L | Yes |
| Parameter | MAC OR IMAC | Sample Date | Result Value | Unit of Measure | In Compliance |
| Phorate | 0.002 | October 8, 2025 | <0.00001 | mg/L | Yes |
| Picloram | 0.19 | October 8, 2025 | <0.001 | mg/L | Yes |
| Polychlorinated Biphenyls (PCB) | 0.003 | October 8, 2025 | <0.00004 | mg/L | Yes |
| Prometryne | 0.001 | October 8, 2025 | <0.00003 | mg/L | Yes |
| Simazine | 0.01 | October 8, 2025 | <0.00001 | mg/L | Yes |
| THM's (Max resolution)⁽⁶⁾ | | | | | |
| (Note: show latest running annual average) | | | | | |
| Q4 2025 = 0.0098 mg/L | 0.100 | Running Annual Average = | 0.0113 | mg/L | Yes |
| Q3 2025 = 0.015 mg/L | | | | | |
| Q2 2025 = 0.0093 mg/L | | | | | |
| Q1 2025 = 0.011 mg/L | | | | | |
| Terbofos | 0.001 | October 8, 2025 | <0.00001 | mg/L | Yes |
| 2,3,4,6-Tetrachlorophenol | 0.1 | October 8, 2025 | <0.00020 | mg/L | Yes |
| Triallate | 0.23 | October 8, 2025 | <0.00001 | mg/L | Yes |
| Trichloroethylene | 0.005 | October 8, 2025 | <0.00044 | mg/L | Yes |
| 2,4,6-Trichlorophenol | 0.005 | October 8, 2025 | <0.00025 | mg/L | Yes |
| Trifluralin | 0.045 | October 8, 2025 | <0.00002 | mg/L | Yes |
| Vinyl Chloride | 0.001 | October 8, 2025 | <0.00017 | mg/L | Yes |

(6) – THM's and HAA5 results are from Max resolution in the Distribution system

List any Inorganic or Organic parameter(s) that exceeded half the standard prescribed in Schedule 2 of Ontario Drinking Water Quality Standards.

Throughout the reporting year, several fluoride treated water and distribution system samples exceeded half of the Maximum Acceptable Concentration (MAC).

No Organic parameter(s) exceeded half the standard prescribed in Schedule 2 of Ontario Drinking Water Quality Standards.

Subject: 2026 Annual Compliance Reporting - O. Reg. 588/17 – Asset Management Planning for Municipal Infrastructure

Reference:

Date to Council: May 11, 2026
 Author: Natasha Gabbana
 Executive Director, Capital Planning and Corporate Energy
 ngabbana@citywindsor.ca
 519-255-6100 ext. 6111

Report Date: 4/24/2026
 Clerk's File #: SPL/14801

To: Mayor and Members of City Council

Recommendation:

THAT Council **RECEIVE** the Corporation of the City of Windsor's 2026 annual update in compliance with Ontario Regulation 588/17 – Asset Management Planning for Municipal Infrastructure for information.

Executive Summary:

N/A

Background:

Ontario Regulation 588/17, Asset Management Planning for Municipal Infrastructure (O. Reg. 588/17) sets out the requirements for municipalities in developing both an Asset Management Policy and related Asset Management Plans. There are several key compliance dates under O. Reg. 588/17:

| Compliance Date | O. Reg. 588/17 Requirement | Compliance Documents |
|-----------------|--|---|
| July 2019 | Municipalities are required to have an Asset Management Policy. | City of Windsor Asset Management Policy (2017) |
| July 2022 | Municipalities are required to have an Asset Management Plan which covers, at a minimum, <i>core assets and the cost to sustain these assets in their current condition.</i> | 2018-2019 Corporate Asset Management Plan & Framework |

| | | |
|-----------|--|--------------------------------------|
| July 2024 | Municipalities are required to have an Asset Management Plan which covers <i>all corporate infrastructure assets, along with the cost to sustain those assets in their current condition, inclusive of assets managed by any organizations which have their financial statements consolidated with the municipality.</i> | 2024 Corporate Asset Management Plan |
| July 2025 | Municipalities are required to set their proposed levels of service for their assets and what it would cost to achieve the proposed level of service. | 2025 Corporate Asset Management Plan |

With the above-noted compliance dates met, O. Reg. 588/17 now looks to annual reporting requirements as outlined below:

July 1, 2026, and annually thereafter - Every municipal council shall conduct an annual review of its asset management progress.

The annual review must address the following:

- a) the municipality's progress in implementing its asset management plan;*
- b) any factors impeding the municipality's ability to implement its asset management plan; and*
- c) a strategy to address the factors described in clause (b).*

This report constitutes the Corporation of the City of Windsor (City)'s 2026 annual review of its asset management progress. It provides an update on implementation of the Asset Management Plan (AMP), identifies factors that may impact progress, and outlines strategies to address those factors. A comprehensive update of the City's AMP is required every 5 years following the 2025 AMP approval, which will be presented to Council in 2030.

Discussion:

The City's 2024 and 2025 AMPs were developed to meet the requirements of O. Reg. 588/17, which aims to phase in comprehensive, transparent asset management across municipalities. Together, these plans provide a corporate-wide view of the City's infrastructure portfolio, including asset condition, risks, lifecycle strategies, and funding implications.

The development of the City's AMPs followed a structured methodology consistent with O. Reg. 588/17:

- Asset Inventory and Valuation: Comprehensive cataloguing of assets and estimation of replacement values.
- Condition and Performance: Assessment of current condition and performance to determine state-of-infrastructure and support lifecycle decisions.

- Lifecycle Management Strategies: Planned actions (maintenance, rehabilitation, renewal, replacement) to deliver target service levels at lowest lifecycle cost.
- Risk Management and Prioritization: Risk-based approaches to allocate resources and prioritize investments.
- Financial Strategy: Analysis of required annual investment versus available funding to identify and quantify funding gaps and long-term sustainability issues.

The 2025 AMP identified approximately \$16.4 billion in infrastructure assets across eight asset categories and six ABCs, with an overall Current and Proposed Level of Service of ‘Good’.

| Asset Category | Current Replacement Value (CRV) | Current Level of Service (CLOS) | Proposed Level of Service (PLOS) | Average Annual PLOS Funding Gap | Gap as Percent of CRV |
|--|---------------------------------|---------------------------------|----------------------------------|---------------------------------|-----------------------|
| All City-owned Assets, inclusive of Consolidated ABCs* | \$16.4B | Good | Good | \$113.9 M | 0.7% |

*As a Board of Management established by agreement between the County of Essex and the City of Windsor, the EssexWindsor Solid Waste Authority has been 50% consolidated in the figures above. The WECHC and EWSWA PLOS gap figures were determined through forecast models developed independently from those used by the City and therefore they cannot be captured in the above calculation.

To address the PLOS gap, a careful mix of both financial and non-financial strategies are being considered, many of which align with best practices in Asset Management. While municipalities are not explicitly required to fully fund their infrastructure gap, they must recognize and analyze it and identify ways in which they plan to manage or reduce it over time. The ongoing annual O. Reg. 588/17 reporting requirements look to ensure that work to manage the gap continues and becomes part of the process of asset management and capital planning within municipalities.

2026 AMP UPDATE

The recommendations outlined in the 2024 and 2025 AMPs were consolidated to develop a multi-year work plan to address the gap between investment needs and available funding through various strategies.

Key strategies identified to address the gap include:

- Non-financial tools, such as standardized condition assessments, improved data governance and accuracy, refined risk/criticality frameworks, and enhanced lifecycle planning.
- Financial tools, including tighter alignment between budgeting and AMP priorities, leveraging of grants and other contributions in support of repair, rehabilitation or renewal of existing infrastructure, use of reserves and/or debt

financing to support long-lived assets, and selective divestitures, where appropriate.

Many of the non-financial strategies recommended for addressing the PLOS gap are intended to be supported through the development of corporate policies and procedures informed by best practices in Asset Management, along with regular monitoring of outcomes. Non-financial strategies are meant to complement the identified financial measures and aim to reduce the infrastructure gap by optimizing resource allocations through enhanced data confidence and the use of analytics and forecasting tools to assist in predictive modeling.

Since approval of the 2025 Corporate AMP, Administration has worked to address the key supports needed to assist in carrying out the work identified in the AMP Work plan. Key implementation progress over the past number of months included the recruitment of staff to fill several vacancies in the Corporate Asset Planning division and the restructuring of tasks to ensure adequate alignment and support for departments with respect to corporate asset management requirements and responsibilities; a full-scale update to the City's asset data to reflect 2024 asset counts, replacement values and conditions; the ongoing development of tools to collect and track the required AMP Levels of Service metrics and Key Performance Indicators; and continued integration of AMP priorities into capital budget planning inclusive of continued investment in the AMP and Local Residential Roads (LRR) levies.

While no material impediments have significantly delayed implementation of the City's Asset Management Plan to-date, several factors have been identified that may influence the pace and effectiveness of continued implementation. These include the ongoing need to improve the quality and consistency of asset data, the optimization of systems to allow for streamlined and integrated data collection and reporting, capacity constraints related to staffing and specialized asset management expertise, and financial pressures associated with aging infrastructure, inflationary construction costs, and competing municipal priorities.

The City continues to actively manage these factors through the initiatives outlined in the 2025 AMP Work plan. The 2025 AMP Work plan, along with a progress update outlining the municipality's progress in implementing these key deliverables as required under O. Reg. 588/17, is attached as **Appendix A**.

Risk Analysis:

Many municipalities struggle with limited in-house expertise to manage asset data, perform condition assessments, and maintain structured processes. Data quality is another critical challenge whereby inaccurate, outdated, or inconsistent information can undermine lifecycle analysis, long-term planning, and risk assessments. Weak governance structures further limit the ability to proactively manage these risks. At the

same time, budget pressures, competing priorities, and limited financial resources can make it difficult to balance asset maintenance with growth and service improvements.

The City's 2025 AMP Work plan addresses these challenges by strengthening governance, improving data quality, and establishing structured processes for asset management and capital planning. Standardized procedures for data collection, asset condition assessments, and lifecycle analysis will improve the reliability and consistency of asset information, enabling more informed and transparent decision-making. The 2025 AMP Work plan also focuses on building internal capacity by supporting training, knowledge sharing, and improved collaboration between departments. Further, by integrating risk-based planning and improved data management into capital planning processes, the City will be better positioned to prioritize investments, balance maintenance and growth needs, and respond to financial pressures such as inflation and borrowing costs.

Climate Change Risks:

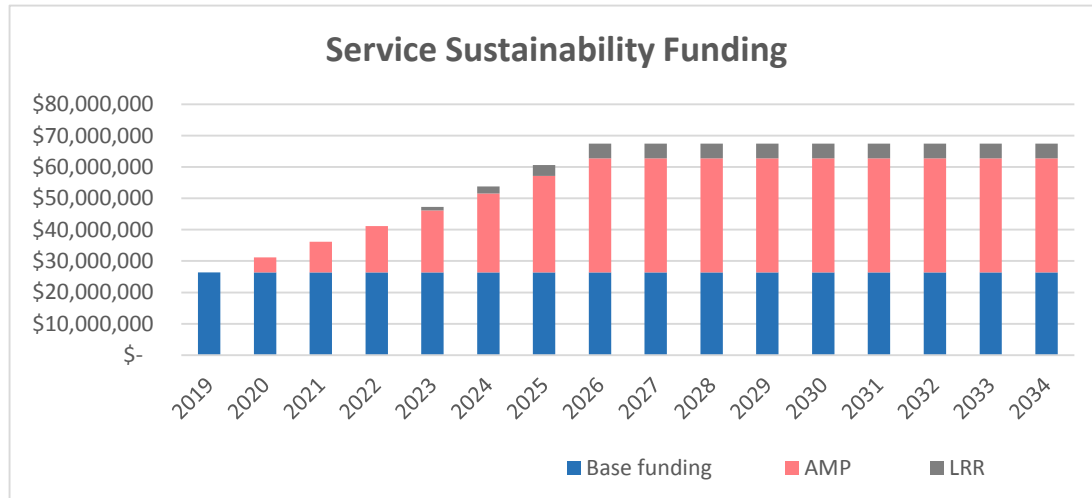
Administration continues to build knowledge around managing assets under a changing climate. Administration continues to monitor and manage climate-related impacts through adaptation and mitigation strategies, as well as pursuing funding which will support the development of climate-resilient infrastructure for the future.

Financial Matters:

Of the funding provided to through the annual levy transfer in support of the City's capital plan, approximately 77% is directed to the Service Sustainability Fund in support of the AMP and the maintenance of existing assets. This level of funding is further supported through additional funding allocated for repair, rehabilitation or renewal of assets primarily funded through the Sanitary Sewer and Stormwater levies, or other dedicated funding sources.

AMP funding was established as part of the financial recommendations supporting the 2018-2019 AMP. To date, the adoption of the AMP levy in 2020 has provided cumulative, incremental funding of \$105M through 2026, which has been directly invested in the rehabilitation, renewal and replacement of existing City infrastructure. Further, the adoption of the LRR levy in 2023 in support of capital road repair & renewal, has provided \$6.8M in cumulative funding to the capital plan, to date. These investments are critical to ensuring the City's assets continue to be maintained in Good overall condition.

The impact of the AMP and LRR roads levies on previous and current 10-year capital plans has been provided in the following chart:



While capital capacity in the AMP/Service Sustainability allocation has expanded sharply since 2019 current AMP funding allocations have been capped at 2026 levels and **no further** incremental funding is planned for 2027 and beyond. Continued support and focused efforts on improving the City’s asset infrastructure data, assessing lifecycle activities, development of predictive modeling, and the introduction of formal risk assessments, along with enhanced project management and capital variance monitoring will work together to better inform future capital funding requirements.

Consultations:

N/A

Conclusion:

The City has demonstrated ongoing maturation of its asset management program through the collection of better data, clearer lifecycle strategies, and increased integration with capital planning and corporate priorities, consistent with the City’s formal AM Policy principles. Continual refinement of condition data, performance metrics, and risk models, coupled with integrated long-term financial planning, will be key to sustaining the City’s services and meeting Council-approved levels of service.

Planning Act Matters:

N/A

Approvals:

| Name | Title |
|-----------------|--|
| Natasha Gabbana | Executive Director, Capital Planning and Corporate Energy/Deputy Treasurer |
| Janice Guthrie | Commissioner, Finance/City Treasurer |
| David Simpson | Commissioner, Infrastructure Services/City |

| Name | Title |
|------------------|--|
| | Engineer |
| Dana Paladino | Commissioner, Human & Health Services |
| Michael Chantler | Commissioner, Community Services |
| Andrew Daher | Commissioner, Corporate Services |
| Jelena Payne | Deputy CAO and Commissioner, Economic Development |
| Ray Mensour | Chief Administrative Officer |

Notifications:

| Name | Address | Email |
|------|---------|-------|
| | | |

Appendices:

- 1 Appendix A – 2025 AMP Workplan Status

| Area of Improvement | Task/Sub-Task | Priority | Ideal Implementation Time | Status |
|---|--|----------|---------------------------|--------------|
| Data | (A) Review Functional Asset Hierarchy Structure Standard | | | |
| | A1. Confirming the City's current framework and functional asset hierarchy against the organization's specific needs as they currently are, and as they evolve. | High | Short (1-5 yrs) | On Target |
| | (B) Data Methodology, Updates & Governance | | | |
| | B1. Continue to work with all asset owners to align data sources, ensure that asset registries are maintained regularly and stored appropriately. | High | Short (1-5 yrs) | On Target |
| | B2. Review and update basic asset information where possible, such as installation dates to improve accuracy and precision. | High | Short (1-5 yrs) | On Target |
| | B3. Align data sources and ensure that asset registries are maintained regularly and stored appropriately. | High | Ongoing | On Target |
| | B4. Continue the development of processes to annually review asset sub-systems and TCA data. | High | Ongoing | On Target |
| B5. Review and develop consistent methods for determining data fields that may change over time, particularly replacement values. | High | Ongoing | On Target | |
| Condition | (C) Develop a consistent framework and data collection protocol | | | |
| | C1. Develop a consistent framework and data collection protocol for condition assessments for linear and non-linear assets. | High | Short (1-5 yrs) | On Target |
| | C2. Build on lessons learned from past BCAs and move forward with an improved BCA program that can be used for all corporate buildings. | High | Short (1-5 yrs) | On Target |
| | C3. Work with departments to identify which subjectively rated assets require a formal objective condition rating process, define and implement those processes. | High | Short (1-5 yrs) | On Target |
| | C4. Facilitate updated BCAs for the Wastewater Treatment Plants and Biosolids Facility assets at the component level through industry-appropriate third-party services. | High | Short (1-5 yrs) | On Target |
| | C5. Update asset registries for pumping stations and interceptors at the component level to better reflect the complexity of these facilities. | High | Short (1-5 yrs) | On Target |
| Process (Business Mapping) | (D) Understanding Asset Management and Lifecycle Planning Forecasts | | | |
| | D1. Develop and maintain business processes and lifecycle planning forecasts to identify the process from start to finish. | High | Short (1-5 yrs) | On Target |
| | D2. Development of process to annually review asset sub-systems and TCA data. | High | Short (1-5 yrs) | On Target |
| Process (O&M) | (E) Conduct a Maintenance Management Maturity Assessment. | | | |
| | E1. Conduct a Maintenance Management Maturity Assessment. | Medium | Medium (6-8 yrs) | Future Phase |
| Process (Planning) | (F) Incorporate Asset Management into Budget Development | | | |
| | F1. Develop processes to align budget with asset management planning. | High | Short (1-5 yrs) | On Target |
| | F2. Continue to explore opportunities to address financial pressure and infrastructure gaps identified in the AMP. | High | Short (1-5 yrs) | On Target |
| | (G) Develop and Implement a Criticality and Risk Assessment Framework for all Assets | | | |
| | G1. Support departments in implementing Asset Management best practices such as risk assessment, analysis of lifecycle costing, whole life cycle costing, and business case evaluation for projects. | High | Ongoing | On Target |
| | G2. Build a criticality and risk assessment framework. It is recommended the framework be aligned to organizational objective and levels of service. | High | Short (1-5 yrs) | On Target |
| | G3. Define the risk- and criticality-based decisions the criticality and risk assessment framework will support. | High | Short (1-5 yrs) | On Target |
| | G4. Criticality and risk scores should be linked to the respective systems and assets within the enterprise asset management systems e.g., Decision Support System, Work Management System. | High | Short (1-5 yrs) | On Target |
| | G5. Vet the Framework through proof of concept. | High | Short (1-5 yrs) | On Target |
| Process (Planning) | (H) Integrating Climate Change into Asset Management Planning | | | |
| | H1. Updating data, improving reporting practices, and securing sustainable funding to address climate-related infrastructure vulnerabilities. | Medium | Medium (6-8 yrs) | Future Phase |

| | | | | |
|--|--|--------|------------------|--------------|
| | H2. Assess Climate Risks to Infrastructure. | Medium | Medium (6-8 yrs) | Future Phase |
| | H3. Incorporate climate projections into asset lifecycle planning and decision-making processes. | Medium | Medium (6-8 yrs) | Future Phase |
| | H4. Enhance Financial Planning for Climate Resilience. | Low | Long (8+ yrs) | Future Phase |
| | H5. Update Master Plans and Policies to ensure alignment between existing asset management plans, climate action strategies, and other municipal planning documents. | Medium | Medium (6-8 yrs) | Future Phase |
| | H6. Implement Climate-Responsive Asset Management Practices. | Medium | Medium (6-8 yrs) | Future Phase |
| (I) Development of Risk Assessment Guidelines and Processes in support of the Asset Management Policy and Corporate Strategic Direction | | | | |
| | I1. Build guidelines and a supporting framework which outlines a strategic approach to managing maintenance activities to ensure alignment with the organization's overall goals and objectives, considering risk management, cost optimization, regulatory compliance, and the overall lifecycle of assets. | Medium | Medium (6-8 yrs) | Future Phase |
| | I2. Review and approval of guidelines, by the AM Steering Committee, and implemented through update of the existing AM Policy and AM Framework documents. | Medium | Medium (6-8 yrs) | Future Phase |
| (J) Failure Analysis | | | | |
| | J1. List of failure modes and mitigating actions for all assets. | Medium | Medium (6-8 yrs) | Future Phase |
| | K1. Continue to expand and improve on lifecycle management strategies used to forecast the infrastructure needs of assets. | Medium | Medium (6-8 yrs) | Future Phase |
| Process (Reporting) | (L) Ongoing Asset Management Reporting, including Annual Update of Progress Implementing AMP | | | |
| | L1. Provide an annual update of the progress implementing the AMP, following the 2025 Asset Management Plan. | High | Ongoing | On Target |
| | L2. Implementation of Council approved Asset Management projects as identified by the Asset Planning Steering Committee. | High | Ongoing | On Target |
| Technology | | | | |
| | M1. Understanding the value extracted from existing maintenance work system to ensure alignment with execution of the Asset Management Plan and managing levels of service at the lowest risk and cost. | High | Medium (6-8 yrs) | Future Phase |
| | M2. Conduct an audit to extract data from the work management system using metrics based on typical industry standards. | High | Medium (6-8 yrs) | Future Phase |
| (N) Asset Management System Audit and Assessment | | | | |
| | N1. Assessment of functionality and integration of Asset Manager Software for automation of LOS, Risk, and deterioration models as well as the Capital Budgeting and Planning software. | High | Medium (6-8 yrs) | Future Phase |
| | N2. Improve alignment between Citywide and other expert systems used for asset inventories across all departments to improve consistency of data across the organization. | High | Medium (6-8 yrs) | Future Phase |
| | N3. Further investigate the use of decision support tools and implement the chosen platform to include all assets. | High | Medium (6-8 yrs) | Future Phase |
| Resources | (O) Change Management Plann | | | |
| | O1. Development of an AM Change Management Plan and Implementation for Asset Management. | High | Ongoing | On Target |
| (P) Education and Awareness within the Organizat | | | | |
| | P1. Continue to educate and advocate for the adoption and use of best practices in Asset Management across all areas of the organization. | High | Ongoing | On Target |
| | P2. Develop opportunities for public engagement to inform and educate the public on asset management, its importance, and benefits to the community to increase transparency. | Medium | Ongoing | Future Phase |

Subject: Letter Confirming Operational Completion at the NextStar Battery Plant – Ward 9

Reference:

Date to Council: May 11, 2026
Author: Aaron Farough
Senior Legal Counsel
519-255-6100 ext. 6850
afarough@citywindsor.ca
Legal Services, Real Estate & Risk Management
Report Date: 4/27/2026
Clerk's File #: SPL/14449

To: Mayor and Members of City Council

Recommendation:

That the CAO and City Clerk **BE AUTHORIZED** to issue a letter to NextStar Energy Inc. ("NextStar") confirming the City's acceptance that NextStar has achieved Operational Completion under its lease with the City, to be satisfactory in form the City Solicitor.

Background:

On December 31, 2022, the City and NextStar entered into a land lease for City owned lands west of Banwell Road and south of the EC Row Expressway where NextStar would construct its battery plant. At the time, NextStar was a joint venture between LG Energy Solutions and Stellantis (the "Parent Companies"). In order to mitigate against the risk of the proposed battery plant project not being completed, the City required each of the Parent Companies provide a guarantee, that in the event the battery plant did not achieve "Operational Completion" the Parent Companies would be liable for the costs of removing any incomplete construction and restoring the City owned lands.

Discussion:

Pursuant to the terms of the lease, the guarantees provided by the Parent Companies would terminate upon NextStar achieving "Operational Completion", which was defined as (i) having an occupancy permit issued and released in respect of the "module building" and the "cell building" and (ii) the production of saleable batteries having commenced as certified by the authorized offer of NextStar.

On March 12, 2026, NextStar delivered to the City an Officer's Certificate confirming that Operational Completion has been achieved effective March 10, 2026. Building has confirmed that an occupancy permit was issued and released by the City as of July 3, 2025 for the "module building" and March 10, 2026 for the "cell building". NextStar has

further certified that the production of saleable batteries commenced on November 18, 2025.

The guarantees provided by the Parent Companies terminate automatically upon achievement of Operational Completion, and NextStar and the Parent Companies have requested specific formal confirmation from the City that the City accepts Operational Completion has been achieved.

Risk Analysis:

Confirming Operational Completion and termination of the guarantees creates no additional risk as the guarantees terminate immediately upon achievement of Operational Completion.

Climate Change Risks:

Climate Change Mitigation:

The requested letter does not pose a climate change risk.

Climate Change Adaptation:

The requested letter does not involve climate change adaptation.

Financial Matters:

There is no expense to the City in issuing the requested letter. As the terms and conditions to terminate the guarantees contained in the lease appear to have been achieved, there is no financial impact.

Consultations:

Brandon Calleja – Senior Manager, Deputy Chief Building Official
Kristen Karam – Financial Planning Administrator

Conclusion:

Approval of the recommendation will permit administration to formally confirm to NextStar that the Operational Completion milestone has been achieved under lease.

Approvals:

| Name | Title |
|-----------------|---|
| Aaron Farough | Senior Legal Counsel |
| Wira Vendrasco | City Solicitor |
| Andrew Daher | Commissioner, Corporate Services |
| David Simpson | Commissioner, Infrastructure Services and City Engineer |
| Dave Soave | Manager, Strategic Operating Budget Development & Control |
| Natasha Gabbana | On behalf of Commissioner, Finance and City Treasurer |

| Name | Title |
|--------------|---|
| Jelena Payne | Deputy CAO & Commissioner, Economic Development |
| Ray Mensour | Chief Administrative Officer |

Appendices:

**Subject: Abandonment of the 5th Concession Drain and Partial
Abandonment of the 5th Concession Branch Drain - Ward 1 and 9**

Reference:

Date to Council: May 11, 2026
Author: Tom Graziano
Engineer III/Drainage Superintendent
(519) 255-6257 Ext. 6490
tgraziano@citywindsor.ca

Development – Engineering
Report Date: 4/14/2026
Clerk's File #: SW2026

To: Mayor and Members of City Council

Recommendation:

- I. THAT Council **ACCEPT** the recommendation of the City Engineer to initiate the abandonment of the 5th Concession Drain in its entirety, and the upstream portion of the 5th Concession Branch Drain from the 5th Concession Drain to just west of the west right- of- way limit of Sixth Concession Road, in accordance with Section 84 of the Drainage Act; and further,
- II. THAT Council **DIRECT** Administration to send a notice of intention to abandon the drainage works to all owners of land assessed for the 5th Concession Drain and the 5th Concession Branch Drain, as required under Section 84 of the Drainage Act; and further,
- III. THAT Dillon Consulting Ltd. **BE APPOINTED** as Drainage Engineer to prepare a report under Section 84 of the Drainage Act to establish the works necessary to effect abandonment of the drainage works, including decommissioning of the existing drains and transition of drainage function to municipal storm sewer infrastructure.

Executive Summary:

N/A

Background:

The 5th Concession Drain is a predominantly open municipal drain located primarily along the east side of Sixth Concession Road within the City of Windsor. The drain flows north toward Provincial Road and outlets into the City's municipal storm sewer system. While the drain generally follows the road right of way, portions of the east bank extend onto adjoining private properties.

A branch of the system, known as the 5th Concession Branch Drain, extends from the upstream end of the 5th Concession Drain and flows west toward Howard Avenue, ultimately outletting into the Lennon Drain. The upstream portion of the branch drain extends from its connection at the 5th Concession Drain to a point just west of the westerly limit of the Sixth Concession Road right of way. This portion of the branch drain is located at the rear of residential properties between Scofield Avenue and Ducharme Street and traverses multiple private properties.

The City is preparing to undertake Phase 1 of the Sixth Concession Road Infrastructure Improvements project, which includes:

- Installation of a new storm sewer within the existing limits of the 5th Concession Municipal Drain; and,
- Construction of a multi-use trail on the east side of Sixth Concession Road on top of the new storm sewer; and,
- Full road reconstruction and urbanization from south of Provincial Road to south of the Canadian National Railway Tracks, including an improved at grade rail crossing at the Canadian National Railway Tracks.

To facilitate the road reconstruction, address drainage works located partially on private property, and transition drainage infrastructure to a fully municipal system within the road right of way, Administration has reviewed the drainage system and is recommending abandonment pursuant to Section 84 of the *Drainage Act*.

Discussion:

Section 84 of the *Drainage Act* allows Council to initiate the abandonment of a municipal drain and, where required, to appoint an engineer to prepare a report addressing the works necessary to affect the abandonment. In this case, Administration is recommending the appointment of an engineer under Section 84 to prepare a report limited to identifying and detailing the decommissioning requirements associated with the abandonment of the 5th Concession Drain and the upstream portion of the 5th Concession Branch Drain.

The purpose of the Section 84 engineer's report will be to define the physical works required to safely abandon the existing municipal drains and to facilitate their replacement with new municipal storm sewer infrastructure constructed entirely within the Sixth Concession Road right of way. The report will also confirm that abandoning the drains under the Drainage Act and supplanting their drainage function with municipal storm sewers will not result in any negative impacts to upstream or downstream drainage, adjacent properties, or the overall drainage system. The report will not propose any improvement, alteration, or enhancement of drainage capacity

under the *Drainage Act*, and therefore does not trigger a Section 78 process. All works identified will be strictly limited to those necessary to effect abandonment and transition drainage functionality to municipal storm sewers.

Until abandonment is legally completed, the drains will remain municipal drains under the *Drainage Act*. The Section 84 process, including adoption of the engineer's report, will provide the City with the authority to access private properties where portions of the drains are located in order to complete the necessary decommissioning works. Legal abandonment will occur only after completion and certification of the works, ensuring continuity of drainage function, confirmation of no adverse impacts, and lawful access throughout construction and transition.

Risk Analysis:

Abandonment of the 5th Concession Drain poses minimal risk to the Corporation, as:

- A significant portion of the drainage alignment lies within the municipal road allowance; and,
- Remaining drainage requirements will be accommodated by municipal storm sewer infrastructure; and,
- Completion of decommissioning works prior to abandonment ensures no loss of drainage function.

There are no significant legal, financial, or operational risks associated with proceeding under Section 84 of the *Drainage Act* as recommended.

Climate Change Risks:

Climate Change Mitigation

N/A

Climate Change Adaptation

N/A

Financial Matters:

Drain maintenance costs for the 5th Concession Drain have historically been funded through the general tax levy or sewer surcharge levy, depending on location. Following abandonment, the drain will no longer be subject to the *Drainage Act*. Future replacement storm sewer infrastructure will be owned, operated, and maintained as part of the City's municipal stormwater system.

The Section 84 engineer's report will be completed by Dillon Consulting Limited as part of their retained scope of work for the Sixth Concession Road Infrastructure Improvements Phase 1 project, awarded under RFP 85-25. There is sufficient funding within the approved capital project 7171063 to accommodate this work.

There are no new financial implications arising from the recommendations of this report.

Consultations:

Kathy Buis – Financial Planning Administrator
Michael Dennis – Manager, Capital Planning and Reserves
Joe Bressan – Engineer II
Monica Grant – Senior Manager of Contracts, Field Services and Maintenance
Roberta Harrison – Manager, Maintenance
Aaron Farough – Senior Legal Counsel

Conclusion:

Administration recommends that City Council approve initiation of a Section 84 abandonment process for the 5th Concession Drain in its entirety and the upstream portion of the 5th Concession Branch Drain and authorize the preparation of a Section 84 engineer’s report to establish the works necessary to effect abandonment.

Upon completion and certification of the decommissioning works, Council may proceed with adoption of a by- law to abandon the drainage works, effective upon the Engineer’s Certificate of Completion.

Planning Act Matters:

N/A

Approvals:

| Name | Title |
|---------------------|--|
| Rachel Chesterfield | Manager, Performance Measurement and Business Case Development |
| Patrick Winters | Manager, Development |
| Colleen Middaugh | Executive Director, Engineering/Deputy City Engineer (A) |
| David Simpson | Commissioner, Infrastructure Services and City Engineer |
| Wira Vendrasco | City Solicitor |
| Janice Guthrie | Commissioner, Finance and City Treasurer |
| Ray Mensour | Chief Administrative Officer |

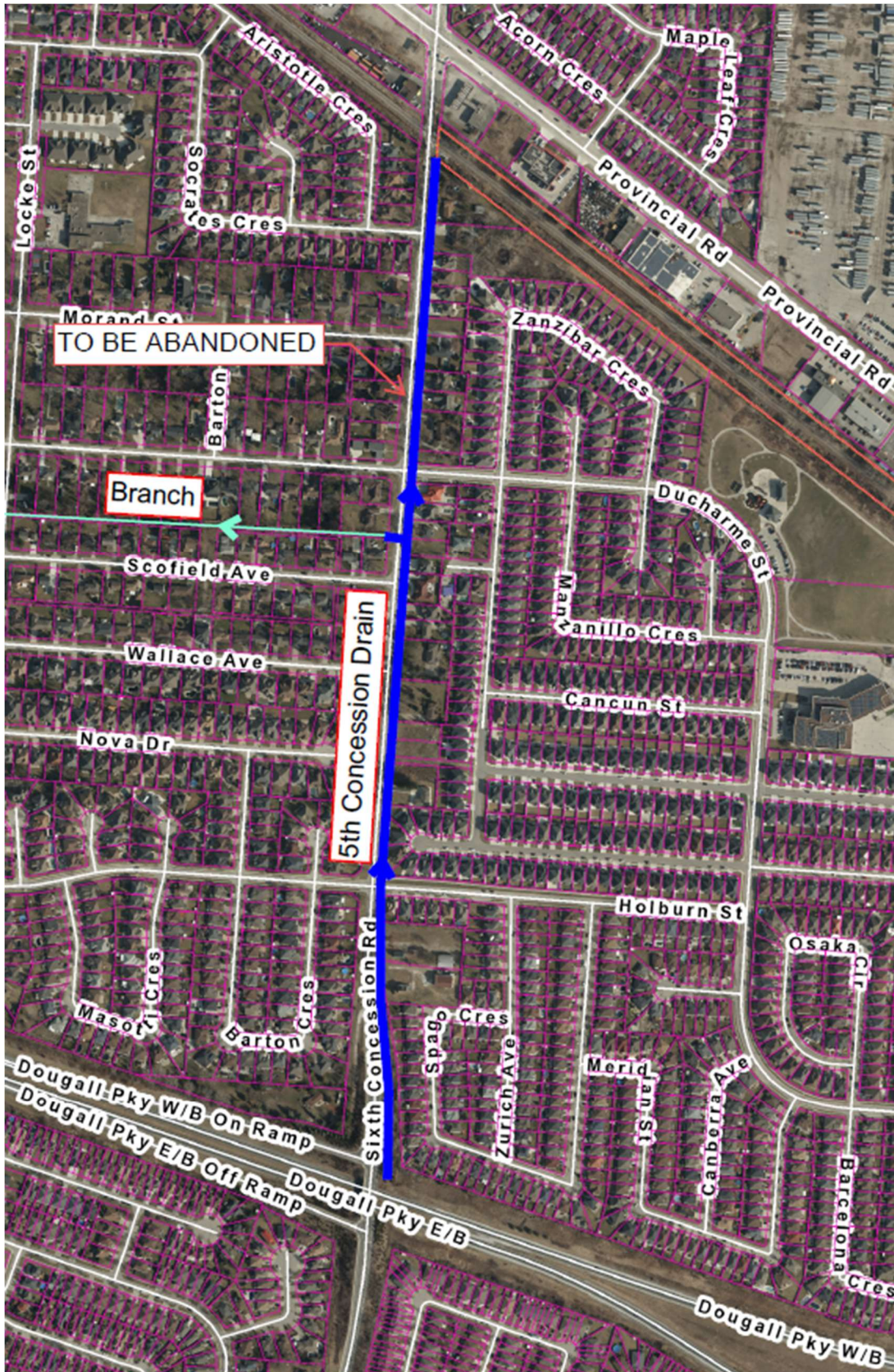
Notifications:

| Name | Address | Email |
|--|----------------|--------------|
| Watershed Management Services, Essex Region Conservation Authority | | |
| Chris Patten Dillon Consulting Ltd. | | |

Appendices:

- 1 Appendix A - Location Map

Appendix A – Location Map



Subject: RFP 151-25, Aircraft Rescue and Firefighting Vehicle - Ward 9

Reference:

Date to Council: May 11, 2026

Author: Josie Liburdi

Project Coordinator

(519) 255-6100 Ext. 6145

jliburdi@citywindsor.ca

Corporate Projects – Engineering

Report Date: 4/20/2026

Clerk's File #: SW2026

To: Mayor and Members of City Council

Recommendation:

- I. THAT City Council **APPROVE** the award of RFP No. 151-25, for the design and supply of a new Aircraft Rescue and Firefighting (ARFF) Vehicle at the Windsor International Airport (YQG), to Commercial Emergency Equipment, for \$2,277,849.20 (excluding HST); and further,
- II. THAT the Purchasing Manager **BE AUTHORIZED** to issue a Contract Purchase Order to Commercial Emergency Equipment, A Division of Commercial Truck Equipment Corp., for the new Aircraft Rescue and Firefighting (ARFF) Vehicle at the Windsor International Airport (YQG), in accordance with RFP No. 151-25, in the amount of \$2,277,849.20 (excluding HST), satisfactory in financial content to the City Treasurer, and in technical content to the City Engineer; and further,
- III. THAT the Administration **BE AUTHORIZED** to issue any change order(s) and to use available funds remaining in approved Capital Budget Project ID 7141055 (ECP-010-09) allocated for various airport asset replacement/refurbishments/upgrades, for any change order requirements / directives related to RFP No. 151-25, provided that the change order amounts do not exceed the approved budget amounts; and further,
- IV. THAT the Purchasing Manager **BE AUTHORIZED** to amend the Contract Purchase Order for any amendment(s) as may be required, pursuant to Purchasing Bylaw 93-2012 and any amendments thereto, provided those amendments are within the approved budget amounts, satisfactory in financial content to the City Treasurer, and in technical content to the City Engineer.

Executive Summary:

N/A

Background:

The YQG has two existing Aircraft Rescue and Firefighting (ARFF) vehicles, Red 1 is approximately 31 years old and has reached the end of its useful life and Red 2 is approximately 12 years old. Maintenance on Red 1 has been difficult, as it is hard to find parts due to the age.

Replacement of Red 1 (ARFF vehicle) was identified as a 10-year priority capital project in the 2021 Capital Budget Plan (B2/2021) in accordance with Windsor Airport (YQG) and with National Fire Protection Association (NFPA) standards for replacement of equipment.

RFP 151-25 for the design and supply of the ARFF vehicle was issued on November 13, 2025, and closed on January 19, 2026.

Discussion:

The procurement for RFP No. 151-25 was carried out in accordance with Purchasing By-Law 93-2012.

The purchasing department received two (2) submissions for RFP No. 151-25 for the design and supply of a new ARFF vehicle. The RFP submissions were evaluated in accordance with the RFP evaluation criteria, and the highest ranked and successful proponent was Commercial Emergency Equipment, a Canadian-based Company at a total price of \$2,277,849.20 (excluding HST).

The RFP requirements were developed to produce vehicle specifications comparable to the existing ARFF vehicles currently in service. These specifications accurately reflect the operational needs of YQG services. The vehicle's design, configuration, and functionality are intended to align with the existing unit to support effective training and maintain consistent operational and maintenance practices. Where available, new technologies were integrated into the design to enhance safety, environmental concerns, performance, and reliability. The vehicle design is to be based on the National Fire Protection Association (NFPA) Standard 1900, 2024 edition, and must also comply with Canadian Motor Vehicle Safety Standards and applicable SAE standards.

Risk Analysis:

There are no significant or critical risks associated with the recommendation in this report. However, there is a moderate risk associated with not proceeding with the purchase, as the existing vehicle has reached the end of its useful life. Continued operation of the aging apparatus will increase the difficulty of maintaining it in reliable working condition and will result in escalating repair and maintenance costs. In addition, advancements in firefighting vehicle design mean that newer apparatus are equipped with enhanced safety features, including airbags and antilock braking systems.

It should be noted that YQG requires two ARFF vehicles to be available for commercial flights operated by Category 6 (Ex. Boeing 737 and Airbus A321) aircrafts. These aircrafts represent YQG's single largest commercial passenger revenue stream. Regulatory requirements mandate that a minimum of two fully operational and staffed ARFF vehicles be available for every takeoff and landing involving these aircrafts. Maintaining this level of readiness becomes increasingly difficult when relying on a 31-year-old vehicle for which replacement parts and servicing are challenging to obtain. Any delay in approval may result in delays to the fabrication and delivery of the ARFF vehicle, as the project is subject to an approximately 14-month lead time.

Tariff Implications/Risk

The issue surrounding tariffs remains fluid. However, ARFF apparatus qualify for preferential duty-free treatment under Canadian, United States, Mexico Agreement (CUSMA), provided they meet the applicable Rules of Origin for specialized vehicles. When supported by a valid Certification of Origin, the equipment is exempt from standard customs duties and current reciprocal trade tariffs, resulting in a duty-free cross-border transaction.

Subcontractors:

Commercial Truck Equipment Corp. has confirmed that all work will be performed by their own forces; they will not be using any subcontractors.

Climate Change Risks:

Climate Change Mitigation

The replacement of this fire vehicle is expected to have a net-neutral impact on overall corporate greenhouse gas (GHG) emissions, as it replaces an existing end-of-life asset.

Client Change Adaption

No climate change adaptation risk.

Financial Matters:

The Airport Capital Assistance Program (ACAP) is a federally funded program administered by Transport Canada (TC) and provides financial assistance to eligible airports with airport capital projects in order to maintain and/or improve safety and

operations. The funding formula for ACAP is based on the average statistics of airport activity (identified by Statistics Canada), for the most recent three (3) calendar-year period. ACAP grant funding for the purchase of a new ARFF vehicle will be \$1,978,427.

The successful proponent was Commercial Emergency Equipment, with a total project cost of \$2,277,849.20 (excluding HST).

The project will be partially funded from Capital Project 7141055 – Airport Various Asset Replacement/Refurbishment/Upgrades in the amount of \$299,422.20 (excluding HST), with the remaining \$1,978,427 (excluding HST) funded through the Airport Capital Assistance Program (ACAP) grant.

There is sufficient funding in Capital Project ID 7141055, to cover the City’s portion of the costs. Factoring in this expense, Project ID 7141055 has a remaining uncommitted balance of approximately \$40,000.

As referenced in the recommendation section of this report, Council approval is requested to utilize any available funding remaining in Capital Budget Project ID 7141055 (ECP-010-09) to address potential change order requirements related to RFP No. 151-25. While no significant change orders are anticipated, the remaining uncommitted balance of approximately \$40,000 provides limited contingency, provided all costs remain within the approved budget.

Table 1: Funding & Expense Breakdown

| ITEM | AMOUNT * (excluding HST) |
|--|---|
| ARFF vehicle (incl. design, supply, training, delivery, warranty etc.) | \$2,277,849.20 |
| TOTAL ESTIMATED PROJECT COSTS | \$2,277,849.20 |
| FUNDING SOURCES | |
| Capital Project 7141055 | \$299,422.20 |
| ACAP Funding | \$1,978,427.00 |
| TOTAL REVENUE | \$2,277,849.20 |

*All values exclude applicable HST. The Airport (YQG) has a “Commercial” tax classification, making **100% of HST recoverable***.

Consultations:

Mark Galvin, President and CEO (YQG)

Luke Van Der Mark, Director of Operations (YQG)
 JP Lovecky, Financial Planning Administrator
 Dawn Lamontagne, Purchasing Manager (A)

Conclusion:

Administration recommends that RFP 151-25 for the design and supply of the new ARFF vehicle for the Windsor International Airport, be awarded to the successful proponent, Commercial Emergency Equipment, as detailed herein.

Planning Act Matters:

N/A

Approvals:

| Name | Title |
|---------------------|--|
| Rachel Chesterfield | Manager of Performance Measurement and Business Case Development |
| Colleen Middaugh | Executive Director, Engineering / Deputy City Engineer (A) |
| David Simpson | Commissioner, Infrastructure Services and City Engineer |
| Wira Vendrasco | City Solicitor |
| Janice Guthrie | Commissioner, Finance and City Treasurer |
| Dawn Lamontagne | Purchasing Manager (A) |
| Andrew Daher | Commissioner, Corporate Services |
| Ray Mensour | Chief Administrative Officer |

Notifications:

| Name | Address | Email |
|------|---------|-------|
| | | |

Appendices:

N/A

Subject: By-law to Authorize Local Improvement Special Charges on Clemenceau Boulevard (CNR to North Service Road East) - Ward 8

Reference:

Date to Council: May 11, 2026

Author: Joseph Bressan

Engineer II

(519) 255-6100 Ext. 6119

jbressan@citywindsor.ca

Design – Engineering

Report Date: 4/20/2026

Clerk's File #: AB2026

To: Mayor and Members of City Council

Recommendation:

- I. That City Council **PASS** By-law xx for the imposition of special charges on lots abutting on, or immediately benefiting from, the local improvement work completed under By-law 108-2023 on Clemenceau Boulevard from the Canadian National Railway (CNR) Tracks to North Service Road East, in accordance with Section 30 of Ontario Regulation 586/06 (O. Reg. 586/06), made under the *Municipal Act 2001*.

Executive Summary:

N/A

Background:

Local Improvement Charges By-law 108-2023 authorized the construction of a new storm sewer, curb and gutter on Clemenceau Boulevard from the CNR Tracks to North Service Road East. Construction was completed under Tender 55-23.

A local improvement roll has been prepared in accordance with Section 20 of O. Reg. 586/06, setting out the cost of the work and special charges (as an equally divided annual payment or in a lump sum payment), to all lots abutting on or immediately benefiting from the said local improvement work.

A notice of the hearing of the Committee of Revision was mailed to thirty (30) property owners in December 2025 for the purpose of hearing objections against the proposed assessments. No objections were received within the required notice period, and the Committee of Revision hearing was cancelled. The City Treasurer has certified the prepared local improvement roll.

Discussion:

The works on Clemenceau Boulevard have been completed under the provisions of O.Reg. 586/06, made under the *Municipal Act 2001*.

It is required by Section 30 of O.Reg. 586/06 that a Special Charges By-law be passed by the municipality after the Treasurer of the municipality has certified the local improvement roll under Section 21 or 29 of the said O.Reg. 586/06, for the imposition of the said special charges on each lot set out in the local improvement roll for the property owners that are benefiting from the work.

Risk Analysis:

There are no tariff impacts or risks associated with the passing of this by-law.

Climate Change Risks:**Climate Change Mitigation**

N/A

Climate Change Adaptation

N/A

Financial Matters:

The final costs to the City and the affected property owners totalling \$582,674.66 are outlined in the attached Appendix A - Statement of Cost of the Work.

The City's share of the cost, \$489,562.00, inclusive of non-recoverable HST, was funded by the capital project 7171002 - Local Improvement Program Infrastructure. The special charges to each of the property owners are listed in the attached Appendix B - Local Improvement Special Assessment Roll, as certified by the City Treasurer. The property owners' costs total \$93,112.66. The affected property owners have the right to make a single payment under section 31 of O. Reg. 586/06., or they may opt to pay an annual amount over a period of ten (10) years in lieu of a single payment.

Consultations:

Kathy Buis - Financial Planning Administrator

Adam Mourad – Engineer III Design Standards Lead

Aaron Farough – Senior Legal Counsel

Mike Dennis – Manager, Capital Planning and Reserves

Fahd Mikhael – Manager of Design

Conclusion:

Construction of the local improvement work is now complete, and Administration recommends that local improvement special charges By-Law be passed.

Planning Act Matters:

N/A

Approvals:

| Name | Title |
|---------------------|--|
| Rachel Chesterfield | Manager, Performance Measurement and Business Case Development |
| Patrick Robitaille | Manager of Design |
| Colleen Middaugh | Executive Director of Engineering / Deputy City Engineer (A) |
| David Simpson | Commissioner, Infrastructure Services and City Engineer |
| Wira Vendrasco | City Solicitor |
| Janice Guthrie | Commissioner, Finance and City Treasurer |
| Ray Mensour | Chief Administrative Officer |

Notifications:

| Name | Address | Email |
|-------------|----------------|--------------|
| | | |

Appendices:

- 1 Appendix A - Statement of Cost of the Work
- 2 Appendix B - Local Improvement Special Assessment Roll

STATEMENT OF COST OF THE WORK

The following is a construction report for the installation of storm sewers and curb & gutter at the following location:

| | | |
|--|---|--|
| <u>Location</u> CLEMENCEAU BOULEVARD | <u>From</u> NORTH SERVICE ROAD EAST | <u>To</u> CANADIAN NATIONAL RAILWAY TRACKS |
|--|---|--|

The final cost is made up as follows:

| | |
|--|----------------------------|
| Supply and install Storm sewer | \$523,700.00 |
| Supply and install Curb & Gutter | \$42,787.55 |
| Non-Recoverable HST | \$9,971.31 |
| Engineering, administration, and preparation of assessment | \$6,215.80 |
| TOTAL | <u>\$582,674.66</u> |


The total abutting frontage is 683.07 metres, from which 77.74 metres are being deducted for public right-of-way frontage, and to which 68.16 metres will be deducted for the adjustment of corner properties, leaving a total abutting frontage of 537.17 metres, which is equal to the assessable frontage.

| | |
|--|----------------------------|
| The rate per metre frontage for the storm sewers as per the Local Improvement Policy (CR 292/2003) is: | \$105.82 |
| The rate per metre frontage for the curb & gutter is: | \$69.48 |
| The owner's share of the cost is: | \$93,112.66 |
| The City's share of the cost is \$489,562.00 and is made up as follows: | |
| Public right-of-way frontage | \$489,562.00 |
| TOTAL | <u>\$582,674.66</u> |


Annual charges based on 10-year interest at 5.92% are as follows:

| | |
|--|---------|
| Annual cost per metre frontage for storm sewers is: | \$14.32 |
| Annual cost per metre frontage for curb & gutter is: | \$9.40 |

This is to certify that the lifetime of this work is not less than 10 years.

AM


 Fahd Mikhael, P. Eng.
 Manager of Design
 Office of the Commissioner of
 Infrastructure Services



 Lorie Gregg, Executive Director, Financial Planning/Deputy Treasurer


 Janice Guthrie
 Commissioner Finance/City Treasurer

Local Improvement Special Assessment
Storm Sewer & Curb + Gutter
Project: Clemenceau Boulevard
From: North Service Road East
To: Canadian National Railway Tracks

| Item Number | Property Address | Roll Number | Legal Description | Mailing Address | Frontage (ft) | Frontage (m) | Flankage (m) | Adjustments (m) | Assessible Frontage for Residents (m) | Total Commuted Charge - Storm Sewer | Total Commuted Charge - Curb & Gutter | Total Commuted Charge | Total Annual Charge* |
|-------------|-------------------------|--------------------|--|--|----------------|---------------|--------------|-----------------|---------------------------------------|-------------------------------------|---------------------------------------|-----------------------|----------------------|
| 1 | 3205 CLEMENCEAU BLVD | 070-640-02002-0000 | PLAN 1153 N PART LOT 182;RP 12R12223 PART 1; CORNER; 50.00FR 135.25D | 3205 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 2 | 3211 CLEMENCEAU BLVD | 070-640-02001-0000 | PLAN 1153 N PT LOT 182;RP 12R12223 PART 2; 6762.50SF 50.00FR 135.25D | 3211 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 3 | 3217 CLEMENCEAU BLVD | 070-640-01901-0000 | PLAN 1153 PT LOT 182;RP 12R8689 PART 2; 6762.50SF 50.00FR 135.25D | 3217 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 4 | 3221 CLEMENCEAU BLVD | 070-640-01900-0000 | PLAN 1153 PT LOT 182;RP 12R8689 PART 3; 6762.50SF 50.00FR 135.25D | 3221 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 5 | 3223 CLEMENCEAU BLVD | 070-640-01800-0000 | PLAN 1153 PT LOTS 182 & 183;RP 12R8689 PART 4;10914.67SF 80.70FR 135.25D | 3223 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 80.70 | 24.60 | 0.00 | 0.00 | 24.60 | \$2,602.81 | \$1,708.91 | \$4,311.72 | \$583.61 |
| 6 | 3231 CLEMENCEAU BLVD | 070-640-01700-0000 | PLAN 1153 PT LOT 183;10820.00SF 80.00FR 135.25D | 3231 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 80.00 | 24.38 | 0.00 | 0.00 | 24.38 | \$2,580.23 | \$1,694.09 | \$4,274.32 | \$578.54 |
| 7 | 3241 CLEMENCEAU BLVD | 070-640-01600-0000 | PLAN 1153 PT LOT 183;RP 12R6118 PART 1; 8123.26SF 60.07FR 135.23D | 3241 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 60.07 | 18.31 | 0.00 | 0.00 | 18.31 | \$1,937.43 | \$1,272.05 | \$3,209.48 | \$434.41 |
| 8 | 3247 CLEMENCEAU BLVD | 070-640-01500-0000 | PLAN 1153 PT LOT 183;RP 12R6118 PART 2; 8115.00SF 60.07FR 135.25D | 3247 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 60.07 | 18.31 | 0.00 | 0.00 | 18.31 | \$1,937.43 | \$1,272.05 | \$3,209.48 | \$434.41 |
| 9 | 3255 CLEMENCEAU BLVD | 070-640-01400-0000 | PLAN 1153 N PT LOT 184; 5410.00SF 40.00FR 135.25D | 3255 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 40.00 | 12.19 | 0.00 | 0.00 | 12.19 | \$1,290.11 | \$847.04 | \$2,137.16 | \$289.27 |
| 10 | 3259 CLEMENCEAU BLVD | 070-640-01300-0000 | PLAN 1153 PT LOT 184;10820.00SF 80.00FR 135.25D | 3259 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 80.00 | 24.38 | 0.00 | 0.00 | 24.38 | \$2,580.23 | \$1,694.09 | \$4,274.32 | \$578.54 |
| 11 | 3271 CLEMENCEAU BLVD | 070-640-01200-0000 | PLAN 1153 S PT LOT 184;RP 12R10368 PART 1;10258.71SF 75.85FR 135.25D | 3271 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 75.85 | 23.12 | 0.00 | 0.00 | 23.12 | \$2,446.38 | \$1,606.21 | \$4,052.59 | \$548.53 |
| 12 | 3273 CLEMENCEAU BLVD | 070-640-01201-0000 | PLAN 1153; PT LOT 184; RP 12R10368; PART 2 | 3018 ROBINET RD WINDSOR ON N8R 1P6 | 45.00 | 13.72 | 0.00 | 0.00 | 13.72 | \$1,451.38 | \$952.93 | \$2,404.30 | \$325.43 |
| 13 | 3275 CLEMENCEAU BLVD | 070-640-01100-0000 | PLAN 1153 PT LOT 185;RP 12R8614 PART 1; 6762.50SF 50.00FR 135.25D | 3275 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 14 | 3279 CLEMENCEAU BLVD | 070-640-01101-0000 | PLAN 1153 PT LOT 185;RP 12R8614 PART 2; 6762.00SF 50.00FR 135.25D | 3279 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 15 | 3281 CLEMENCEAU BLVD | 070-640-01060-0000 | PLAN 1153 PT LOTS 187 & 188;RP 12R15140 PART 1; 55.00FR | 3281 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 55.00 | 16.76 | 0.00 | 0.00 | 16.76 | \$1,773.91 | \$1,164.69 | \$2,938.59 | \$397.75 |
| 16 | 3285 CLEMENCEAU BLVD | 070-640-01040-0000 | PLAN 1153 PT LOTS 187 & 188;RP 12R15140 PART 2; 55.00FR | 3285 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 55.00 | 16.76 | 0.00 | 0.00 | 16.76 | \$1,773.91 | \$1,164.69 | \$2,938.59 | \$397.75 |
| 17 | 3289 CLEMENCEAU BLVD | 070-640-01020-0000 | PLAN 1153 PT LOTS 187 & 188;RP 12R15140 PART 3; 55.80FR | 3289 CLEMENCEAU BLVD WINDSOR ON N8T 2R8 | 55.80 | 17.01 | 0.00 | 0.00 | 17.01 | \$1,799.71 | \$1,181.63 | \$2,981.34 | \$403.53 |
| 18 | 5920 NORTH SERVICE RD E | 070-640-02800-0000 | PLAN 1153 N PT LOT 189;N PT LOT 190;BUILDING 100 CORNER; 83.50FR | BLDG 200 - RR 2 5920 N SERVICE RD E WINDSOR ON N8N 2M1 | 0.00 | 0.00 | 39.67 | 29.75 | 9.92 | \$0.00 | \$689.02 | \$689.02 | \$93.26 |
| 19 | 3282 CLEMENCEAU BLVD | 070-640-02700-0000 | PLAN 1153 S PT LOT 193;RP 12R18423 PART 26;PT CLOSED ALLEY; 7112.50SF 50.00FR 142.25D | 3282 CLEMENCEAU BLVD WINDSOR ON N8T 2R7 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 20 | 3278 CLEMENCEAU BLVD | 070-640-02600-0000 | PLAN 1153 PT LOT 193;RP 12R8502 PART 1; 9221.21SF 68.28FR 135.05D | 3278 CLEMENCEAU BLVD WINDSOR ON N8T 2R7 | 68.28 | 20.81 | 0.00 | 0.00 | 20.81 | \$2,202.23 | \$1,445.91 | \$3,648.13 | \$493.79 |
| 21 | 3270 CLEMENCEAU BLVD | 070-640-02505-0000 | PLAN 1153 PT LOT 193;RP 12R8502 PART 2;RP 12R18423 PART 24;PT CLOSED ALLEY; 8402.70SF 59.07FR 142.25D | 3270 CLEMENCEAU BLVD WINDSOR ON N8T 2R7 | 59.07 | 18.00 | 0.00 | 0.00 | 18.00 | \$1,905.18 | \$1,250.87 | \$3,156.05 | \$427.18 |
| 22 | 3262 CLEMENCEAU BLVD | 070-640-02500-0000 | PLAN 1153 N PT LOT 193;RP 12R18423 PTS 22 & 23;PT CLOSED ALLEY; 5690.00SF 40.00FR 142.25D | 100 PIERELLA DR BELLE RIVER ON NOR 1A0 | 40.00 | 12.19 | 0.00 | 0.00 | 12.19 | \$1,290.11 | \$847.04 | \$2,137.16 | \$289.27 |
| 23 | 3258 CLEMENCEAU BLVD | 070-640-02405-0000 | PLAN 1153 PT LOT 194;RP 12R8917 PART 3;RP 12R18423 PTS 8 & 21;PT CLOSED ALLEY;11007.18SF 73.75FR 149.25D | 3258 CLEMENCEAU BLVD WINDSOR ON N8T 2R7 | 73.75 | 22.48 | 0.00 | 0.00 | 22.48 | \$2,378.65 | \$1,561.74 | \$3,940.39 | \$533.35 |
| 24 | 3250 CLEMENCEAU BLVD | 070-640-02400-0000 | PLAN 1153 PT LOT 194;RP 12R8917 PART 2;RP 12R18423 PTS 7 & 20;PT CLOSED ALLEY;11007.18SF 73.75FR 149.25D | 3250 CLEMENCEAU BLVD WINDSOR ON N8T 2R7 | 73.75 | 22.48 | 0.00 | 0.00 | 22.48 | \$2,378.65 | \$1,561.74 | \$3,940.39 | \$533.35 |
| 25 | 3244 CLEMENCEAU BLVD | 070-640-02305-0000 | PLAN 1153 PT LOT 194;RP 12R8917 PART 1;RP 12R18423 PTS 6 & 19;PT CLOSED ALLEY;10372.87SF 69.50FR 149.25D | 3244 CLEMENCEAU BLVD WINDSOR ON N8T 2R7 | 69.50 | 21.18 | 0.00 | 0.00 | 21.18 | \$2,241.57 | \$1,471.74 | \$3,713.31 | \$502.61 |
| 26 | 3238 CLEMENCEAU BLVD | 070-640-02300-0000 | PLAN 1153 S PT LOT 195;RP 12R18423 PART 18;PT CLOSED ALLEY;11522.25SF 81.00FR 142.25D | 3238 CLEMENCEAU BLVD WINDSOR ON N8T 2R7 | 81.00 | 24.69 | 0.00 | 0.00 | 24.69 | \$2,612.48 | \$1,715.27 | \$4,327.75 | \$585.78 |
| 27 | 3232 CLEMENCEAU BLVD | 070-640-02301-0000 | PLAN 1153 N PT LOT 195;RP 12R8179 PT 2;RP 12R18423 PT 17;PT CLOSED ALLEY; 9673.00SF 68.00FR 142.25D | 3232 CLEMENCEAU BLVD WINDSOR ON N8T 2R7 | 68.00 | 20.73 | 0.00 | 0.00 | 20.73 | \$2,193.19 | \$1,439.98 | \$3,633.17 | \$491.76 |
| 28 | 3230 CLEMENCEAU BLVD | 070-640-02302-0000 | PLAN 1153 N PT LOT 195;RP 12R8179 PART 1; 9197.00SF 68.00FR 135.25D | 3230 CLEMENCEAU BLVD WINDSOR ON N8T 2R7 | 68.00 | 20.73 | 0.00 | 0.00 | 20.73 | \$2,193.19 | \$1,439.98 | \$3,633.17 | \$491.76 |
| 29 | 3218 CLEMENCEAU BLVD | 070-640-02200-0000 | PLAN 1153 S PT LOT 196;RP 12R18423 PART 15;PT CLOSED ALLEY; 5690.00SF 40.00FR 142.25D | 3218 CLEMENCEAU BLVD WINDSOR ON N8T 2R7 | 40.00 | 12.19 | 0.00 | 0.00 | 12.19 | \$1,290.11 | \$847.04 | \$2,137.16 | \$289.27 |
| 30 | 3214 CLEMENCEAU BLVD | 070-640-02100-0000 | PLAN 1153 S PT LOT 196;RP 12R18423 PART 14;PT CLOSED ALLEY;25178.25SF 177.00FR 142.25D | 3214 CLEMENCEAU BLVD WINDSOR ON N8T 2R7 | 0.00 | 0.00 | 53.95 | 38.41 | 15.55 | \$1,644.92 | \$1,080.00 | \$2,724.91 | \$368.83 |
| SUM | | | | | 1678.84 | 511.71 | 93.62 | 68.16 | 537.17 | \$55,792.32 | \$37,320.34 | \$93,112.66 | \$12,603.12 |
| | | | | | | | | | City Frontage | 145.90 | | | |
| | | | | | | | | | Total Frontage | 683.07 | | | |

* Annual charge to be paid in ten (10) annual payments, annual charge includes 5.92% annual interest. The estimated lifetime of this work is not less than ten (10) years.

Certified as sufficient in accordance with O.Reg 586/06, Local Improvement Charges - Priority Lien Status

 Lorie Gregg, Executive Director, Financial Planning/Deputy Treasurer
 Janice Guthrie
 Commissioner Finance/City Treasurer

Subject: Surplus Declaration and Sale Authorization - 0 Sandwich Street (abutting 3527 and 3547 Sandwich Street) - Ward 2

Reference:

Date to Council: May 11, 2026
Author: Denise Wright
Manager of Real Estate Services
519-255-6100 ext. 6403
dwright@citywindsor.ca
Legal - Real Estate Services
Report Date: April 22, 2026
Clerk's File #: APM2026

To: Mayor and Members of City Council

Recommendation:

- I. THAT the following City of Windsor (the “City”) vacant parcel of land **BE DECLARED** surplus:
 - Municipal address: **0 Sandwich Street** – vacant land situated on the east side of Sandwich Street, south of 3527 Sandwich Street and north of 3547 Sandwich Street;
 - Legal Description: Part Lot 18 E/S Sandwich St abstracted as Bedford St Plan 40 Town of Sandwich as in R154852; Windsor
 - Approximate Lot size: 48.11 feet (14.66 m) x 209.62 feet (63.89 m)
 - Approximate Lot area: 9,967.37 sq ft (3038.05 m²) (the “**Subject Parcel**”); and
- II. THAT the Manager of Real Estate Services **BE AUTHORIZED** to offer the Subject Parcel for sale at a price to be determined by the Manager of Real Estate Services commensurate with an independent appraisal.

Executive Summary:

N/A

Background:

The City owns the Subject Parcel located on the east side of Sandwich Street, south of 3527 Sandwich Street and north of 3547 Sandwich Street. The property is legally described as Part Lot 18 E/S Sandwich St abstracted as Bedford St Plan 40 Town of Sandwich as in R154852, Windsor as shown on the aerial diagram attached as Appendix A.

By-Law 52-2014, as amended, establishes a policy for the disposal of Land. Section 4.1.3 of Schedule "A" attached to By-Law 52-2014, as amended, requires that City-owned lands be declared surplus and that Administration seek authority to sell the lands.

Discussion:

Administration was contacted by a realtor representing an owner of an abutting property, who inquired about purchasing the Subject Parcel for consolidation with their existing lot for possible future development.

The Subject Parcel was circulated to determine whether there is a municipal use for same. No municipal use for the Subject Parcel was identified, however, in consultation with Planning, it was identified that the Subject Parcel will require a Stage 2 Archeological Assessment prior to any future land disturbances.

In consultation with Planning, the highest and best use of the Subject Parcel was discussed to help inform the decision on how to dispose of the Subject Parcel. Planning advises that the current zoning allows for a Double Duplex Dwelling or Multiple Dwelling with a maximum of 4 dwelling units. However, the Subject Parcel is deficient in lot width by 3.4 metres. Administration will apply for a Minor Variance for relief from RD2.2 provisions of minimum lot width of 18.0 metres as the Subject Parcel has a lot width of 14.6 metres.

Undertaking the Minor Variance as recommended by Planning, will allow this property to be used for its highest and best use and may result in obtaining a higher sale price.

Should the Recommendations be approved, Real Estate Services staff will work with Planning to process the application for a Minor Variance and list the Subject Parcel for sale, at a price based on an independent appraisal. Should Administration successfully negotiate a sale of the Subject Parcel, a report will be brought to Council or under Delegation of Authority, as appropriate, seeking authority to sell the Subject Parcel.

Risk Analysis:

Should the Subject Parcel remain in the City's possession, there will continue to be ongoing costs for maintenance. Also, keeping the Subject Parcel creates and opportunity for potential liability should someone be injured on the land. Selling the Subject Parcel will remove any associated liability issues and maintenance costs for the City.

Climate Change Risks

Climate Change Mitigation:

Declaring the Subject Parcel surplus does not pose a climate change risk.

Climate Change Adaptation:

Climate change considerations will be reviewed during the development process in the event of any future redevelopment.

Financial Matters:

N/A

Consultations:

Jamelah Hersh, Senior Legal Counsel
Tea DeAngelis, Research & Policy Analyst, Building
Joe Baker, Manager, Land Development and Growth
Jamie Scott, Executive Director, Parks, Recreation & Facilities
Connor Wilson, Planner III – Revitalization & Policy Initiatives
Kristina Tang, Planner III – Heritage
Jason Scott, Manager of Transit Planning
Juan Paramo, Development Engineer
Barry Horrobin, Windsor Police Service
Brian Nagata, Planner III

Conclusion:

Declaring the Subject Parcel surplus and authorizing the Manager of Real Estate Services to negotiate for the sale of the property, will allow for the orderly disposition of the land for market value that is not otherwise required for any municipal purpose.

Planning Act Matters:

N/A

Approvals:

| Name | Title |
|----------------|----------------------------------|
| Denise Wright | Manager of Real Estate Services |
| Wira Vendrasco | City Solicitor |
| Andrew Daher | Commissioner, Corporate Services |
| Ray Mensour | Chief Administrative Officer |

Notifications:

| Name | Address | Email |
|------|---------|-------|
| | | |

Appendices:

- 1 Aerial Image of Subject Parcel

Appendix A

Aerial Image of Subject Parcel





Committee Matters: SCM 114/2026

Subject: Zoning By-law Amendment for 1141 and 1175 Cabana Rd W.; Applicant: Homes by Artisan; File No. Z-033/25 [ZNG/7338] - Ward 1

Moved by: Councillor Fred Francis
Seconded by: Councillor Angelo Marignani

THAT the report of the Planner III – Development dated March 12, 2026, entitled “Zoning By-law Amendment for 1141 and 1175 Cabana Rd W.; Applicant: Homes by Artisan; File No. Z-033/25 [ZNG/7338] - Ward 1,” **BE DENIED**.

The motion is **put** and is **lost** due to an equality of votes.

Aye votes: Councillors Fred Francis, Angelo Marignani, and Member Robert Polewski.
Nay votes: Councillors Kieran McKenzie, Jim Morrison and Member Anthony Arbour.
Absent: None.
Abstain: None.

Moved by: Councillor Kieran McKenzie
Seconded by: Member Anthony Arbour

- I. THAT Zoning By-law 8600 BE AMENDED by adding the following zoning district to Section 11:

11.7 RESIDENTIAL DISTRICT 2.7 (RD2.7)

11.7.1 PERMITTED USES

Existing Duplex Dwelling
Existing Semi-Detached Dwelling
One Single Unit Dwelling
Multiple Dwelling, and
Any use accessory to the preceding uses.

11.7.5 PROVISIONS

- .1 *Lot Frontage: minimum* 20.0 m

- .2 *Lot Area: per dwelling unit: minimum*
- | | |
|---|----------------------|
| a) For a corner lot having a minimum frontage of 30.0 m on each of the exterior lot lines | 128.0 m ² |
| b) For any other lot | 180.0 m ² |
- .3 *Lot Coverage: maximum* 35.0%
- .4 *Building Height: Main Building:*
- | | |
|---------------------------------|---------|
| a) For a corner lot: maximum | 10.50 m |
| b) For an interior lot: maximum | 9.0 m |
- .8 *Landscaped Area: minimum* 35% of lot area
- .20 *Building Setback:*
- a) Where an exterior lot line has vehicular access/egress, the minimum building setback from the exterior lot line shall be 6.0 m
 - b) Where an exterior lot line has no vehicular access/egress, the minimum building setback from the exterior lot line shall be 4.50 m
 - c) Where a habitable room window faces an interior lot line, the minimum building setback from the interior lot line shall be 6.0 m
 - d) Where a habitable room window does not face an interior lot line, the minimum building setback from the interior lot line shall be 3.0 m
 - e) Notwithstanding paragraphs (c) and (d) above, where an interior lot line abuts a lot fronting on a street other than Cabana Road West and on which is located a dwelling or residential use, the minimum building setback from that interior lot line shall be 22.0 m
- .50 A minimum of 50.0% of all exterior wall elevations shall have an exterior finish consisting of brick, stone, or a combination thereof
- .53 A Single Unit Dwelling and any use accessory thereto shall comply with the provisions of Section 10.4.5
- .55 Any additions to an existing Duplex Dwelling, or existing Semi-Detached Dwelling and any use accessory to the preceding uses shall comply with the appropriate provisions of Section 10.4.5
- .90 The following are prohibited:
- a) A parking space within 6.0 m of an exterior lot line
 - b) A parking space within 2.60 m of an interior lot line abutting a lot containing a Single Unit Dwelling, existing Duplex Dwelling, or existing Semi-Detached Dwelling
 - c) A flat roof or a roof having a slope of less than 20.0 degrees

II. THAT Zoning By-law 8600 BE FURTHER AMENDED by adding the following clause to Section 91.10:

25 SOUTHEAST CORNER OF CABANA ROAD WEST AND CASGRAIN DRIVE

For the land comprising Part of Lot 19 Plan 1478, PIN 01576 - 0193 LT, AND PIN 01576 – 0194 LT, the following additional provisions shall apply:

1. Notwithstanding Section 25.5.20.1.6, the *minimum* parking area separation from the south *building* wall shall be 2.13 m.
2. Vehicular access along Cabana Road is prohibited.
3. A *screening fence* having a height of 1.80 m shall be installed along the south *lot line* and east *lot line*, in a manner that complies with the city of Windsor fence by-law.
4. A *landscaped area* with a *minimum* width of 2.60 m shall be provided abutting the south *lot line*.
5. Facade Articulation: A *building* wall fronting an *exterior lot line*, and any wall visible from a *street*, shall be designed as follows:
 - a) Continuous length: *minimum / maximum* 8.0 m / 12.0 m
 - b) Recess/projection depth: *minimum*
 - 1) Major Articulation 2.0 m
 - 2) Minor Articulation 0.6 m

[ZDM 9; ZNG/7338]

III. THAT Zoning By-law 8600 BE FURTHER AMENDED by changing the zoning of Part of Lot 19 Plan 1478, PIN 01576 - 0193 LT AND PIN 01576 – 0194 LT, situated on the southeast corner of Casgrain Dr. and Cabana Rd W (municipally known as 1141 & 1175 Cabana Rd W.; Roll Numbers 080-100-09300 & 080-100-09400) from RD1.4 to RD2.7x(25).

IV. THAT the Site Plan Approval Officer BE DIRECTED to consider, in the Site Plan Approval process, the comments and requirements found in Appendix C of this Report; and BE FURTHER DIRECTED to incorporate the following in the Site Plan Agreement for the proposed development:

a) Essex Region Conservation Authority (ERCA) Requirements:

- i. Completion of engineering analysis and implementation of measures to prevent increased flows to the downstream watercourse.
- ii. Obtaining ERCA authorization prior to any site alteration or construction activity.

b) Development Engineering Requirements:

- i. Implementation of drainage and flood-proofing recommendations provided by ERCA.
- ii. A contribution of \$2,796.00 toward future sidewalk construction along the Casgrain Drive frontage.
- iii. Gratuitous conveyance of a 4.6 m × 4.6 m corner cut-off at Cabana Rd West and Casgrain Drive, in accordance with City of Windsor Standard Drawing AS 230

The motion is **put** and is **lost** due to an equality of votes.

Aye votes: Councillors Kieran McKenzie, Jim Morrison and Member Anthony Arbour.

Nay votes: Councillors Fred Francis, Angelo Marignani, and Member Robert Polewski.

Absent: None.

Abstain: None.

Report Number: S 27/2026

Clerk's File: Z/15098

Clerk's Note:

1. No action was taken as the Development & Heritage Standing Committee refused or failed to make a decision regarding the application.
2. Please refer to Item 7.1 from the Development & Heritage Standing Committee held on April 7, 2026.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20260408/-1/10618>

Subject: Zoning By-law Amendment for 1141 and 1175 Cabana Rd W.;
Applicant: Homes by Artisan; File No. Z-033/25 [ZNG/7338] - Ward 1

Reference:

Date to Council: April 7, 2026
Author: Justina Nwaesei, MCIP, RPP
Planner III - Development
519-255-6543, ext. 6165
jnwaesei@citywindsor.ca

Planning & Building Services
Report Date: 3/12/2026
Clerk's File #: Z/15098

To: Mayor and Members of City Council

Recommendation:

- I. THAT Zoning By-law 8600 **BE AMENDED** by adding the following zoning district to Section 11:

11.7 RESIDENTIAL DISTRICT 2.7 (RD2.7)

11.7.1 PERMITTED USES

Existing Duplex Dwelling
Existing Semi-Detached Dwelling
One Single Unit Dwelling
Multiple Dwelling, and
Any use accessory to the preceding uses.

11.7.5 PROVISIONS

- | | | |
|----|---|----------------------|
| .1 | <i>Lot Frontage: minimum</i> | 20.0 m |
| .2 | <i>Lot Area: per dwelling unit: minimum</i> | |
| | a) For a corner lot having a <i>minimum frontage</i> of 30.0 m on each of the <i>exterior lot lines</i> | 128.0 m ² |
| | b) For any other lot | 180.0 m ² |
| .3 | <i>Lot Coverage: maximum</i> | 35.0% |
| .4 | <i>Building Height: Main Building:</i> | |
| | a) For a <i>corner lot: maximum</i> | 10.50 m |
| | b) For an <i>interior lot: maximum</i> | 9.0 m |

- .8 *Landscaped Area: minimum* 35% of lot area
- .20 Building Setback:
- a) Where an *exterior lot line* has vehicular access/egress, the *minimum* building setback from the *exterior lot line* shall be 6.0 m
 - b) Where an *exterior lot line* has no vehicular access/egress, the *minimum* building setback from the *exterior lot line* shall be 4.50 m
 - c) Where a *habitable room window* faces an *interior lot line*, the *minimum building* setback from the *interior lot line* shall be 6.0 m
 - d) Where a *habitable room window* does not face an *interior lot line*, the *minimum building* setback from the *interior lot line* shall be 3.0 m
 - e) Notwithstanding paragraphs (c) and (d) above, where an *interior lot line* abuts a *lot* fronting on a *street* other than Cabana Road West and on which is located a *dwelling* or residential use, the *minimum building* setback from that *interior lot line* shall be 22.0 m
- .50 A *minimum* of 50.0% of all exterior wall elevations shall have an exterior finish consisting of brick, stone, or a combination thereof
- .53 A *Single Unit Dwelling* and any use accessory thereto shall comply with the provisions of Section 10.4.5
- .55 Any additions to an *existing Duplex Dwelling*, or *existing Semi-Detached Dwelling* and any use accessory to the preceding uses shall comply with the appropriate provisions of Section 10.4.5
- .90 The following are prohibited:
- a) A *parking space* within 6.0 m of an *exterior lot line*
 - b) A *parking space* within 2.60 m of an *interior lot line* abutting a *lot* containing a *Single Unit Dwelling*, *existing Duplex Dwelling*, or *existing Semi-Detached Dwelling*
 - c) A flat roof or a roof having a slope of less than 20.0 degrees

II. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by adding the following clause to Section 91.10:

25 **SOUTHEAST CORNER OF CABANA ROAD WEST AND CASGRAIN DRIVE**

For the land comprising Part of Lot 19 Plan 1478, PIN 01576 - 0193 LT, AND PIN 01576 – 0194 LT, the following additional provisions shall apply:

1. Notwithstanding Section 25.5.20.1.6, the *minimum* parking area separation from the south *building* wall shall be 2.13 m.
2. Vehicular access along Cabana Road is prohibited.
3. A *screening fence* having a height of 1.80 m shall be installed along the south *lot line* and east *lot line*, in a manner that complies with the city of Windsor fence by-law.
4. A *landscaped area* with a *minimum* width of 2.60 m shall be provided abutting the south *lot line*.

5. Facade Articulation: A *building* wall fronting an *exterior lot line*, and any wall visible from a *street*, shall be designed as follows:
 - a) Continuous length: *minimum / maximum* 8.0 m / 12.0 m
 - b) Recess/projection depth: *minimum*
 - 1) Major Articulation 2.0 m
 - 2) Minor Articulation 0.6 m

[ZDM 9; ZNG/7338]

- III. THAT Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of Part of Lot 19 Plan 1478, PIN 01576 - 0193 LT AND PIN 01576 – 0194 LT, situated on the southeast corner of Casgrain Dr. and Cabana Rd W (municipally known as 1141 & 1175 Cabana Rd W.; Roll Numbers 080-100-09300 & 080-100-09400) from RD1.4 to RD2.7x(25).

- IV. THAT the Site Plan Approval Officer **BE DIRECTED** to consider, in the Site Plan Approval process, the comments and requirements found in Appendix C of this Report; and **BE FURTHER DIRECTED** to incorporate the following in the Site Plan Agreement for the proposed development:
 - a) Essex Region Conservation Authority (ERCA) Requirements:
 - i. Completion of engineering analysis and implementation of measures to prevent increased flows to the downstream watercourse.
 - ii. Obtaining ERCA authorization prior to any site alteration or construction activity.
 - b) Development Engineering Requirements:
 - i. Implementation of drainage and flood-proofing recommendations provided by ERCA.
 - ii. A contribution of \$2,796.00 toward future sidewalk construction along the Casgrain Drive frontage.
 - iii. Gratuitous conveyance of a 4.6 m × 4.6 m corner cut-off at Cabana Rd West and Casgrain Drive, in accordance with City of Windsor Standard Drawing AS 230

Executive Summary:

N/A

ANTICIPATED CHANGE BASED ON RECOMMENDATIONS:

| EXISTING CONDITIONS/ PERMISSIONS | PROPOSED | RECOMMENDED | CHANGE | STUDY / REPORT / INFORMATION SUBMITTED |
|---|-------------------------------|---|--|--|
| LAND USE | | | | |
| Single Dwelling permitted) Unit (ADUs) | Multiple Dwelling | Multiple Dwelling | Intensification | YES [Planning Report Rationale (PRR)] |
| DWELLING UNITS | | | | |
| 6 Units (with ADUs) 2 Units (Existing) | 29 UNITS | 29 UNITS | 23 UNITS INCREASE; (WITHOUT ADUs: 27 UNITS INCREASE) | YES [PRR] |
| DENSITY | | | | |
| 18.52 UNITS/HA | -55.55 UNITS/HA | 77.57 UNITS/HA | 56 -78 UNITS/HA | Increase in residential density YES [PRR] |
| MAXIMUM MAIN BUILDING HEIGHT | | | | |
| 9.0 m | 10.50 m (12.24 m to the peak) | 10.50 m (Corner lot) 9.0 m - other lots | 1.50 m increase in building height on prescribed corner lots, or no change for interior lots | YES [PRR, Concept Plan & Elevations] |
| MINIMUM MAIN BUILDING SETBACK FROM CABANA RD (AS A FRONT LOT LINE) | | | | |
| 6.0 m (RD1.4 zone) 15.76 m (existing) | 4.57 m | 4.50 m | 1.50 m decrease in required setback. | YES [Survey and Concept Plan] |
| MINIMUM MAIN BUILDING SETBACK FROM SOUTH LOT LINE (AS A REAR LOT LINE) | | | | |
| 7.50 m (RD1.4 zone) 18.26 m (existing) | 22.25 m | 22.00 m | 14.50 m increase in required setback | YES [Topo Survey, and Concept Plan] |
| REQUIRED PARKING | | | | |
| 4 spaces (with ADUs) 2 spaces without ADUs | 37 spaces | 37 spaces | 33 spaces increase (35 spaces increase without ADUs) | YES [PRR and Concept Plan] |
| TRANSPORTATION | | | | |
| Existing Single Unit Dwellings | 29-unit multiple dwelling | 29-unit multiple dwelling Traffic Impact Study (TIS) is not required | A negligible impact on traffic operations and transportation network. | NO [29-unit multiple dwelling does not require TIS]; YES [for a proposed 4-sty mixed-use building] |
| VEHICULAR ACCESS | | | | |
| 2 driveways (one on Cabana and a second on Casgrain) | One driveway (via Casgrain) | One driveway (via Casgrain Dr.) | No access/ egress on Cabana Rd W. | YES [Topo Survey & Concept Plan] |

| EXISTING CONDITIONS/ PERMISSIONS | PROPOSED | RECOMMENDED | CHANGE | STUDY / REPORT / INFORMATION SUBMITTED |
|--|----------|--|--|---|
| SANITARY SEWER | | | | |
| Available capacity can accommodate additional flow associated with the proposed development | | Improvements to existing system are not required for the development | Increase in sanitary use on-site and no significant impact on the existing system | YES [Functional Serving Study (FSR)] |
| STORMWATER MANAGEMENT | | | | |
| Required storage for minor and major storm events can be accommodated on-site without adverse downstream impacts | | Post development runoff can be controlled to pre-development release rates with on-site stormwater detention | Changes to site drainage patterns; no negative impact to the existing storm sewer system or adjacent lands | YES [FSR] |

Background:

1. APPLICATION INFORMATION

LOCATION: 1175 & 1141 Cabana Road W. (southeast corner of Cabana & Casgrain)

APPLICANT: HOMES BY ARTISAN, c/o Mamun Chowdury

AGENT: PILLON ABBS INC., c/o Tracey Pillon-Abbs

REGISTERED OWNERS: 1001034403 ONTARIO INC. AND IDRIS OLATUNJI YEKINNI

PROPOSAL: Construct one 3-storey Multiple Dwelling containing twenty-nine (29) dwelling units, and thirty-seven (37) on-site surface parking spaces with one all-directional vehicular access and egress along Casgrain Drive. The proposed building will be a total maximum of 10.50 m in height (12.24 m to the peak of the roof). The applicant proposes to provide three (3) barrier free spaces, one (1) loading space, visitor parking, and outdoor storage for at least six (6) bicycles. A 1.2 m high berm is proposed along the south and east lot lines of the subject site.

REQUESTED AMENDMENT: Change the existing RD1.4 to RD3.1 with the following site-specific provisions:

- reduce required minimum north side yard width (along Cabana Rd W.) from 6.0 m to 4.57 m; and
- reduce required minimum parking area separation from the south building wall from 4.50 m to 2.13 m

SUBMISSIONS: Available online on the city’s website, except ownership documents.

- Zoning By-law Amendment Application Form
- Conceptual Site Plan, Floor Plans, Roof Plan and Elevations
- Planning Rationale Report dated Dec. 30, 2025, prepared by Pillon-Abbs Inc.

- Functional Servicing Report dated Dec. 20, 2025, prepared by ZIAD EL-BABA Engineering
- Drainage – Pre Condition Plan and Drainage Utilities Plan dated December 20, 2025, prepared by ZIAD EL-BABA Engineering
- Traffic Impact Brief dated Dec. 20, 2024, by RC Spencer Associates Inc.
- Topographic Plan of Survey
- Ownership documents

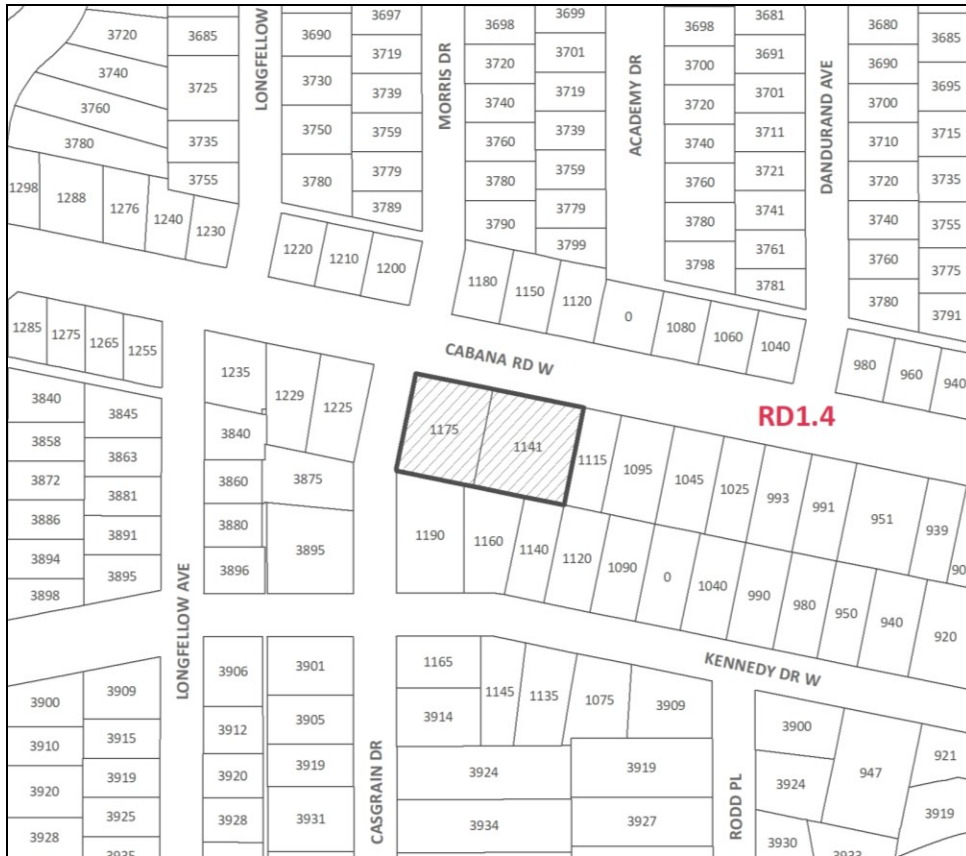
2. SITE INFORMATION:

| OFFICIAL PLAN | ZONING & ZDM | CURRENT USE(S) | PREVIOUS USE(S) |
|--|------------------|-----------------------------------|-----------------|
| RESIDENTIAL CORRIDOR | RD1.4; ZDM 9 | Single Unit Dwelling on each lot | unknown |
| FRONTAGE | DEPTHS | AREA | SHAPE |
| 46.63 m - Casgrain | 80.21 m - Cabana | 3737.75 m ² [0.374 ha] | rectangular |
| Note: All measurements are taken from the topographic survey on file and the City's Executive Information System (EIS) | | | |

3. KEY MAP:



4. REZONING MAP



NEIGHBOURHOOD

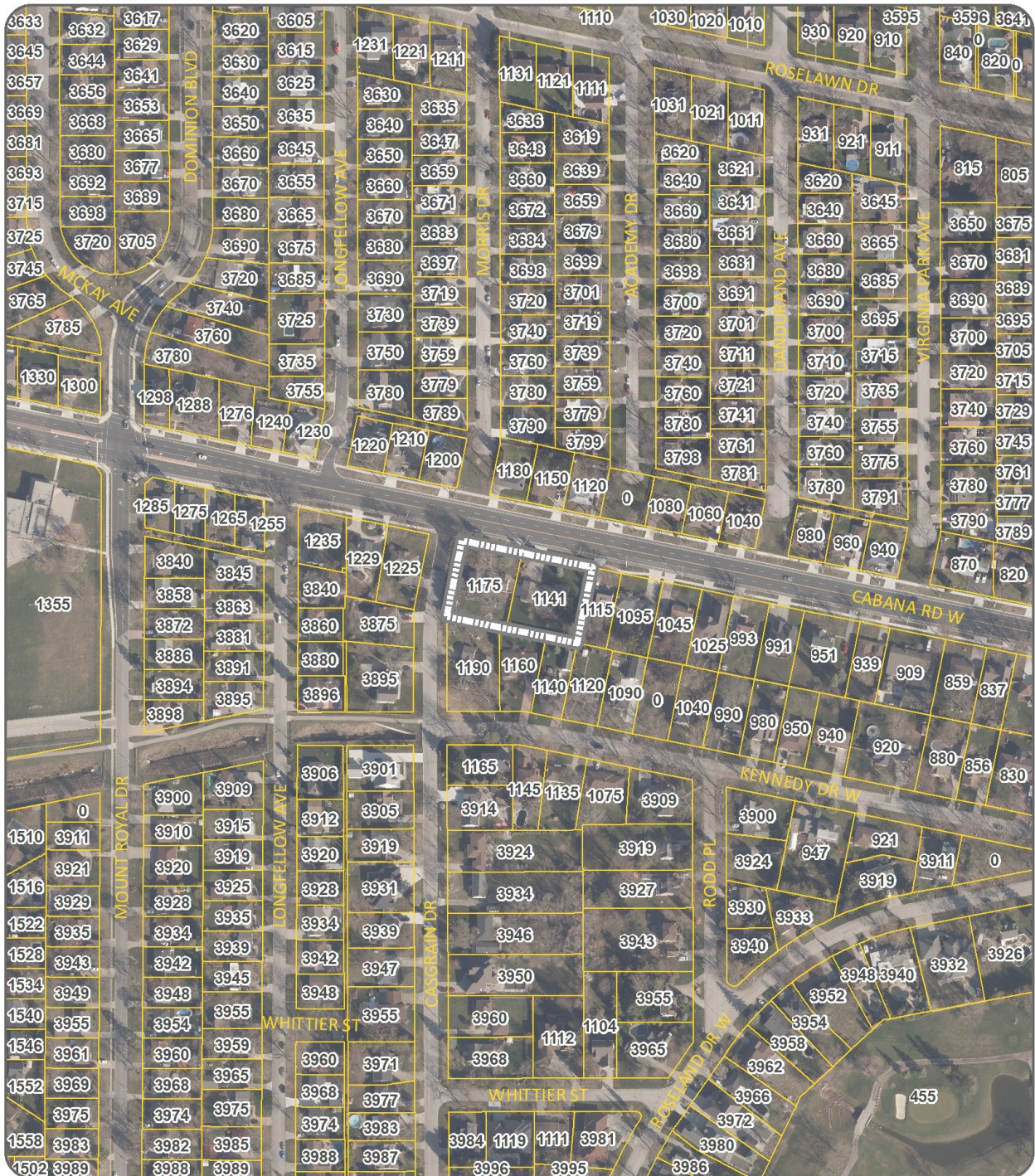
The subject neighbourhood is an established residential neighbourhood characterized by small-scale low-profile residential developments, predominantly single detached dwellings. Further west of the subject land, there are Institutional uses (Southwood Public School, Corpus Christi Church, St. Clair College of the Arts, Gethsemane Lutheran Church) and some open space uses (e.g. Roseland Golf Course).

SURROUNDING LAND USE

- WEST SIDE: Casgrain Drive ROW, followed by a single detached dwelling at 1225 Cabana Rd W.
- SOUTH SIDE: Single detached dwellings at 1190, 1160 and 1140 Kennedy Dr. Further south is the Lennon Drain Trail (an existing multi-use trail) from Avon Court to Kennedy by Casgrain.
- EAST SIDE: Single detached dwelling at 1115 Cabana Rd W.
- NORTH SIDE: Cabana Road ROW, and single detached dwellings at north side of Cabana Rd ROW at 1180, 1150, and 1120 Cabana Rd W.

Attached to this report as **Appendix A** are site photos and imagery from google street view.

5. NEIGHBOURHOOD MAP



NEIGHBOURHOOD MAP - Z-033-25 [ZNG-7338]



SUBJECT LANDS

MUNICIPAL INFRASTRUCTURE

- There are municipal sanitary sewers and storm sewers available to service the proposed development. The site can be serviced by a 250 mm diameter PVC sanitary sewer within the Cabana Road ROW and another 250 mm diameter PVC sanitary sewer within Casgrain Dr. ROW. There is a 1200 mm RCP storm sewer located within the Cabana Road Right-of-Way available to service the proposed development on the subject site.
- There are LED streetlights and fire hydrants along the north limit of Cabana Rd W.
- There are hydro poles and municipal watermains within Cabana and Casgrain rights-of-way.
- There are concrete sidewalks, curbs & gutters along both sides of Cabana Rd ROW
- There are concrete curbs and gutters on Casgrain Drive.
- The closest existing transit route to this property is with Route 240. The closest existing bus stop is directly adjacent to this property on Cabana at Casgrain southeast corner providing direct transit access to this development.
- Casgrain Drive is classified as local road. It is a 2-way, 2-lane ROW.
- Cabana Rd West is classified as Class II Arterial Road. It is a 2-way, 4-lane ROW.

Consultations:

1. PUBLIC OPEN HOUSE [Developer-led Public Information Centre (PIC)]

As outlined in Section 3.2 of the applicant's Planning Rationale Report, an electronic Public Open House was held on July 6, 2023, from 6:00 p.m. to 7:00 p.m. A total of 132 residents and property owners registered and were given the opportunity to review and comment on the proposed three-storey mixed-use building at 1175 Cabana Road West and 1190 Kennedy Drive West. Feedback received led to the removal of 1190 Kennedy from the application, and the inclusion of 1141 Cabana Road West in the revised proposal.

A second electronic Public Open House was held on July 16, 2024, from 6:00 p.m. to 7:00 p.m., to present the updated proposal for a four-storey mixed-use building at 1141 and 1175 Cabana Road West. A total of 48 people registered for this session.

Area residents' concerns include Traffic, Access, OPA 159 – Mixed Use Corridor designation, Transition & Buffering, Building face & location, Safety, Privacy & Crime, Ditch & Floodplain Area, Character & Compatibility, Commercial & Residential Needs Assessment, Parking, Building Height, Affordability, Density, and Loss of Mature Trees.

A summary of issues raised during the Open House sessions, along with responses from the applicant's planner, is available on pages 15–27 of the Planning Rationale Report. Both land-use and non-land-use matters are addressed in s.3.2 of the PRR.

In response to feedback from area residents and municipal staff, the proposal was further modified to remove the commercial use, reduce the building height, and remove vehicular access along Cabana Road. Also, this report addresses the following issues:

- **Access and Safety:** Access is restricted and no vehicular access is allowed on Cabana Road. This planning report contains recommendations that use zoning provisions to address safety concerns.

- Traffic: Appendix C attached to this report confirms that Traffic Impact Study (TIS) is not required for this development. However, Traffic Impact Brief was submitted for a previous concept (4-storey 24-unit apartment with first floor commercial space, a mixed-use development) on the subject lands and the consulting engineer's conclusion is that the proposed development will not adversely impact area traffic operations and that traffic control improvements are not required to support the proposed mixed-use development.
- Transition and Buffering: This is addressed through zoning provision and will be implemented at SPC.
- Building face and location: This is controlled by the recommended zoning provisions, the Urban Design policies of the OP, and the Windsor Intensification Guidelines.
- Floodplain Area: ERCA requirements address this concern.
- Character and Compatibility: These are discussed extensively in this report.
- Parking, Building Height, Density, and Lot Area: Addressed in detail in this report
- Loss of mature trees: This will be addressed through Site Plan Control process.

2. DEPARTMENT AND AGENCIES

Municipal Departments and external agencies were consulted. Their comments are included in Appendix C of this report. No objections were identified in the comments.

Discussion:

PLANNING ANALYSIS:

This section reviews the proposal's consistency with the Provincial Planning Statement (PPS) 2024, conformity with the City of Windsor Official Plan, and compliance with Zoning By-law 8600.

1. PROVINCIAL PLANNING STATEMENT (PPS) 2024

Provincial Planning Statement 2024, issued under Section 3 of the *Planning Act*, came into effect on October 20, 2024, and requires that all land use planning decisions be consistent with policy statements issued under the Act. The PPS emphasizes increasing the supply and mix of housing options and meeting a full range of affordability needs.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS wants zoning by-laws to be forward-looking and facilitate opportunities for an appropriate range and mix of housing options for all Ontarians.

Applicant's Planning Rationale Report (PRR) - The applicant submitted a revised Planning Rationale Report (PRR) dated December 30, 2025, analyzing key policy considerations of the PPS 2024 as they relate to the proposed development. The PRR and all supporting studies are available on the City's website at [Z-033/25, ZNG-7338](#).

Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes [2.1.4]

Does the amendment provide for an appropriate range and mix of housing options and densities?

Yes. The recommended amendment will introduce *multiple dwelling*, which is a new housing option in an area predominantly occupied by single unit dwellings on large lots. The proposed multiple dwelling and the existing single unit dwellings fall within the Official Plan's definition of "low-profile housing development". Further OP classification of low-profile housing shows that the proposed multiple dwelling (with more than 8 dwelling units) is a large-scale low-profile housing development. Discussions under Official Plan and Zoning sections of this report indicate that the proposed large-scale low-profile multiple dwelling is appropriate housing mix, scale and density in the subject area, along a four-lane arterial road designed to carry a high volume of traffic.

2.2 Housing

Does the amendment support the PPS 2024 policy direction to provide a range and mix of housing options and densities for current and future residents?

Yes. The amendment increases the number of dwelling units from 2 to 29, providing an efficient use of land, resources, infrastructure, and public service facilities. It also supports active transportation and meets PPS policy 2.2.1.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1.1. Settlement areas shall be the focus of growth and development...

The proposed development would add to the range of housing options in an existing settlement area (the City of Windsor)

2.3.1.3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options...

The subject site is a larger site than the minimum lot size of 540m² anticipated in an RD1.4 zone. Therefore, there is an opportunity for intensification of the subject lands. The recommended amendment is for an appropriate level of intensification on the site.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas - As demonstrated below, 2.4.1 provides general policies for Strategic Growth Areas including corridors.

2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

2.4.1.3 Planning authorities should: a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas; b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas; c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

The proposed multiple dwelling represents a housing option that will meet the various requirements of current and future residents, is a type of residential intensification, and promotes the efficient use of land, resources, and infrastructure, and supports active

transportation. The recommended amendment will provide for intensification in a strategic growth area while acknowledging appropriate type and scale of built form.

2.9 Energy Conservation, Air Quality and Climate Change

2.9.1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

a) Support the achievement of compact, transit-supportive, and complete communities.

The applicant's PRR states that *"The building construction will follow best practices for Energy Efficiency, complying with the latest version of the OBC..."* The recommended amendment will achieve a compact, low profile residential development that will efficiently use land, resources, and existing infrastructure, including existing and planned active transportation options.

Infrastructure and Facilities

3.6 Sewage, Water and Stormwater

3.6.2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.

The site can be serviced by a 250 mm municipal sanitary sewer and a 1200 mm municipal storm sewer located within Cabana Road West Right-of-Way. A 250mm municipal sanitary sewer is also available along Casgrain Drive and can be used to service the subject lands.

In summary, the recommended zoning by-law amendment will:

- Promote a mix of housing types, a higher density than currently exists on the subject lands and facilitate a net increase in residential units or accommodation;
- Create opportunity for a more compact development in the subject area;
- Provide a form of housing that is appropriate in terms of density, range and mix, and meet the social, health and well-being of current and future residents;
- Facilitate the city's ability to accommodate residential growth through intensification;
- Efficiently use land and resources and optimize existing and planned infrastructure and public service facilities in the subject neighbourhood;
- Be transit-supportive and support existing and planned active transportation;
- Bring about an efficient development with no adverse impact on the financial well-being of the City of Windsor, land consumption, and servicing costs; and
- Mitigate any environmental or public health and safety concerns.

Therefore, the recommended amendment is consistent with PPS 2024.

2. OFFICIAL PLAN (OP):

The subject site is designated **Residential Corridor** under Schedule D – Land Use of the City of Windsor Official Plan (OP). Ctrl Click [OP Link](#) to access the OP and [Chapter 6 - Land Use](#) to access the Residential Corridor policies of the City of Windsor Official Plan Volume 1. The following analysis evaluates conformity with the OP.

SECTION 3.3.2 OF OP VOL. 1 – CORRIDORS

Corridors provide opportunities for residential intensification and provide a wider range of services and opportunities to surrounding neighbourhoods.

SECTION 6.1 OF OP VOL. 1 – LAND USE GOALS

6.1.1 – Neighbourhoods: Safe, caring and diverse neighbourhoods.

6.1.3 – Residential: Housing suited to the needs of Windsor’s residents.

6.1.14 – Residential Intensification: To direct residential intensification to those areas of the city where transportation, municipal services, community facilities and goods and services are readily available.

Approval of the recommendations contained in this report would create the opportunity to introduce new housing type (multiple dwelling) in an area that is predominantly occupied by one housing type (single detached dwellings); thereby, supporting neighbourhood diversity and meeting the goal in Section 6.1.1. This ideology is further reinforced in section 6.3, OP. Vol. 1. *“In order to develop safe, caring and diverse neighbourhoods, opportunities for a broad range of housing types and complementary services and amenities are provided.”*

The introduction of a multiple dwelling supports neighbourhood diversity and aligns with the Residential land use goal in Section 6.1.3 (housing suited to the needs of Windsor’s residents).

As noted already in this report, public transportation is available via transit Windsor buses and there is a bus stop at Cabana by Casgrain. The subject area has bicycle lanes, concrete sidewalk, and multi-use trail for active transportation purposes. There are municipal parks nearby, such as Avon Court Park, Curry Park, and Central Park. The Roseland golf course is also located in the neighbourhood. There are schools and places of worship nearby. Goods and services are located on Dougall by Cabana, east of the subject lands. These amenities (transit, active transportation, parks, schools, recreation facilities, and commercial services) accessible in the subject area support the residential intensification in the subject area, particularly, in the subject residential corridor. Consequently, the recommended amendment which facilitates residential intensification in the subject area satisfies the goal in Section 6.1.14.

SECTION 6.3.3 OF OP VOL. 1 – RESIDENTIAL CORRIDOR POLICIES

The Residential Corridor designation encourages housing options that optimize the use of existing infrastructure and transit. This new land use designation (Residential Corridor) resulted from neighbourhood input in the planning consultation process for proposed new residential developments along Cabana Road West Corridor.

SECTION 6.3.3.1 OF OP VOL. 1 – PERMITTED USES in the Residential Corridor

The Residential Corridor designation permits a range of low-profile residential uses (as defined in policy 6.3.2.3) that are generally no more than three storeys in height. Townhomes, low profile apartments, and multiple dwelling structures are encouraged.

SECTION 6.3.2.3 OF OP VOL. 1 - TYPES OF LOW-PROFILE HOUSING

As noted in s.6.3.2.3 of the Official Plan: *Low Profile housing development is further classified as follows:*

- (a) *small scale forms: single detached, semi-detached, duplexes and row and multiplexes with up to 8 units; and*
- (b) *large scale forms: buildings with more than 8 units*

While large-scale low-profile developments are not subject to a prescribed upper unit limit, the absence of a numerical cap does not imply that all forms of large-scale low-profile proposals are appropriate in all circumstances. Planning staff have reviewed the subject proposal along with the supporting studies and reports, the applicable policies of the OP and PPS, the comments from municipal departments and external agencies, and the concerns/comments from area residents. Based on their review, staff are of the opinion that the proposed large-scale form of low-profile housing can be appropriately managed through lot area or density requirements, and other site-specific zoning provisions that mitigate the potential impacts and concerns raised by the neighbourhood residents.

The following recent changes along Cabana Road support larger-scale low-profile housing:

- Cabana Road widening from two lanes with gravel shoulders to four lanes;
- New sidewalks on some sections of Cabana Road from Huron Church Road to Dougall Avenue resulting in sidewalks on both sides of Cabana Rd West ROW; and
- Land use redesignations from *Residential* to *Mixed Use Corridor*, and presently, *Residential Corridor*, from Rankin Avenue to Dougall Avenue.

In addition to the above, the existing Class II Arterial Road classification of Cabana Road is designed to carry high volume of traffic, and s.7.2.6.5(b)(vii) of OP Vol. 1 states that “*Direct property access will be discouraged where other alternatives exist*”. The recommended access is from Casgrain, which conforms with s.7.2.6. 5(b)(vii).

The above conditions support an opportunity for redevelopment that makes efficient use of the subject lands and existing infrastructure. In this context, a large-scale low-profile multiple dwelling is an appropriate form of residential intensification on the subject lands and can be guided through lot area or density requirements, together with site-specific zoning provisions.

SECTION 6.3.3.3 OF OP VOL. 1 – LOCATIONAL CRITERIA is satisfied as shown below:

The proposal meets locational criteria because:

- The site has direct access to Cabana Road West (Class II Arterial).
- Full municipal services are available.
- The site connects logically to nearby Mixed Use Corridor, Mixed Use Node, and Mixed Use Centre designations.
- Transit and active transportation options are accessible.

SECTION 6.3.3.4 of OP vol. 1 – EVALUATION CRITERIA (*Ctrl Click*)

The applicant’s Planning Rationale Report (PRR) demonstrates conformity with this section of the Official Plan. Key considerations include:

- Availability of full municipal servicing, and adequate off-street parking, satisfying requirements in s.6.3.3.4(c) & (d).

- Characterization of the neighbourhood as existing “stable” residential neighbourhood per schedule A-1 of OP Vol. 1.

With respect to s.6.3.3.4 (e) & (f), the evaluation of the subject development focuses on compatibility with adjacent land uses and surrounding areas. Compatibility does not infer similarity but rather ability to co-exist without undue adverse impacts.

- Compatibility considerations – s.6.3.3.4.(e) - *compatible with adjacent land uses including matters such as shadowing, noise, lighting, traffic, and other nuisance effects*: The location and layout of the proposed parking area could potentially impact the enjoyment of adjacent southerly properties, if not designed appropriately. This report recommends landscape buffers, screening fence, and setbacks to mitigate such impacts. Furthermore, appropriate design elements will be identified, refined, and implemented at the time of Site Plan Control (SPC) to address any lighting concerns and other nuisance effects.
- Compatibility Considerations – s.6.3.3.4(f) - *compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and landscaped areas*: Compatible means the proposed development needs to be able to coexist with existing land uses; it does not mean the proposed development needs to be identical to or similar to existing development in an area.

Site specific zone regulations are useful in guiding a development towards achieving compatibility. In this report, a new zoning category (RD2.7) with site-specific provisions are recommended to guide the proposed development towards achieving and maintaining compatibility with the surrounding area.

Compatibility does not mean the scale, massing, height, siting, orientation, setbacks, parking and landscaped areas have to be the same for the new and existing buildings in the subject area. The development simply has to be able to co-exist. Massing and scale of a development are influenced mostly by the lot size, lot coverage, building height and setback requirements of the applicable zoning by-law.

This report takes into consideration existing RD1.4 property zoning provisions on the subject lands and adjacent lands before arriving at the recommended lot size, lot coverage and building height provisions in the RD2.7 zoning district.

It is also important to note that the corner lot location of the subject lands is a prominent location. As discussed later in this report, this corner lot is appropriate for a large-scale low-profile housing development. Buildings on a corner lot are permitted to be of a different massing, form, and scale from any existing developments in the surrounding area, per s. 8.7.2.11 of OP Vol. 1. Being of a different form, scale and massing does not necessarily create incompatibility, but achieves diverse neighbourhood in conformity with land use goal, s.6.1.1.

This planning report recommends a large-scale low-profile housing form, which can be designed to be compatible with adjacent land uses and surrounding area per section 6.3.3.4 (e) and (f).

This report considers compatibility with the surrounding area and recommends a new zoning category and site-specific provisions to support compatibility with the subject area. Compatibility of the development will be further reviewed through the Site Plan Control process.

- Relationship of the proposed lot(s) with the lot pattern and configuration within the neighbourhood s.6.3.3.4(g): Consolidation of two parcels (1141 and 1175 Cabana Rd W.) would result in a much larger lot than other residential lots along Cabana Road West but remains rectangular in shape like most of the other lots. However, the OP encourages varied development pattern and complementary design in s.8.7.1 below.
- Transition between low-profile forms can be achieved by siting the building closer to Cabana Road and providing landscape buffers and screening fences along the east and south lot lines. These measures satisfy Section 6.3.3.4(h).

In summary, section 8.7.2.11 of the OP states, “Council will encourage the height, form, massing and articulation of new buildings at prominent locations to reflect their street position within the context of the overall block. For example, buildings located on corners, at “T” intersections, within open spaces, adjacent to “S” curves or on an elevated point should capitalize on their location by providing a focal point for the surrounding neighbourhood”. Section 8.7.2.11 encourages prominent corner sites to reflect their visibility and act as focal points.

Therefore, the height, massing, and form of the proposed development at the corner lot of the “T” intersection of Cabana and Casgrain can be expected to differ from what is proposed within the interior lots on the block, provided the proposed development maintains conformity with other relevant policies of the OP.

Furthermore, section 8.7.2.11, is consistent with the built form objectives sections 8.7.1.1 and 8.7.1.3 discussed below in the **Urban Design Chapter and Windsor Intensification Guidelines** section of this report.

SECTION 6.3.3.5 of OP vol. 1 – DESIGN GUIDELINES (Ctrl Click)

Planning staff have had several discussions regarding this development proposal in the subject area. Key considerations include the following:

- Cabana Road is a Class II Arterial.
- No vehicular access is proposed from Cabana Road.
- Vehicular access is directed to Casgrain Drive, a local road.
- Minimum 50% brick or stone facing (or combination) on all exterior wall elevations.
- No flat roofs; minimum roof slope of 20 degrees.
- Required articulation on walls facing exterior lot lines / visible from a street (with specified wall lengths and recess/projection depths).
- 1.80 m screening fence along south and east lot lines, plus a 2.6 m wide landscaped area abutting the south lot line, in a manner that complies with the city of Windsor fence by-law.

URBAN DESIGN CHAPTER OF OP VOL. 1 AND WINDSOR INTENSIFICATION GUIDELINES

*SECTION 8.7.1 of OP vol. 1 – **Built Form Objectives***

The following objectives are relevant in discussing the proposed development on the subject land within the subject neighbourhood:

VARIED DEVELOPMENT PATTERN - 8.7.1.1 - To achieve a varied development pattern which supports and enhances the urban experience.

COMPLEMENTARY DESIGN - 8.7.1.2 - To achieve a complementary design relationship between new and existing development, while accommodating an evolution of urban design styles. The Urban Design comment in Appendix C hereto attached, indicates *“The building shall be constructed using durable, high - quality exterior materials appropriate to a residential context selected to support long - term maintenance and neighbourhood compatibility.”* Consequently, this report includes recommendations that would enhance the building façade and streetscape. There are zoning provisions to guide building design, such as building setback, lot coverage, building height, and exterior wall finish requirements, to complement the existing developments in the subject area, particularly, along the Residential Corridor.

Furthermore, the introduction of a residential-style roof form and improved façade articulation in the concept plans/elevations, contributes positively to neighbourhood compatibility and aligns with the intent of Official Plan Section 8.7.1.3 and the City of Windsor Intensification Guidelines

VISUAL INTEREST- 8.7.1.3 - To maximize the variety and visual appeal of building architecture: The proposed three storeys building height, the introduction of a residential-style roof form and improved façade articulation all contribute positively to neighbourhood compatibility and aligns with the above built form objectives and the City of Windsor Intensification Guidelines. This report includes site-specific provisions that would guide the implementation of the proposed facade articulation and roof style at the SPC stage.

SECTION 8.7.1 of OP vol. 1 – Built Form Policies

Most applicable built form policies are more appropriately addressed at the time of Site Plan Control review and approval; however, a number of the built form policies have been appropriately addressed by the zoning provisions recommended in this report. With that in mind, the following Urban Design comment found in Appendix C attached to this report would be further addressed through the SPC process. *“Given its visibility from Cabana Road West, further articulation, fenestration, or architectural detailing should be incorporated ..., consistent with OP Section 8.7.2.6.”* Also, this report recommends requirement for exterior finish to achieve visual appeal.

ZONING BY-LAW AMENDMENT POLICIES - SECTION 11.6.3 OF OP VOL. 1

Based on the above discussions in this report, the recommended zoning amendment conforms with the Official Plan and satisfies the criteria in Sections 11.6.3.1 and 11.6.3.3 of the OP.

3. ZONING

The subject lands are zoned Residential District 1.4 (RD1.4) under Zoning By-law 8600. Permitted uses include an existing duplex, existing semi-detached dwelling, one single-unit dwelling, and accessory uses. Ctrl click [Zoning By-law 8600](#) for RD1.4 provisions.

PROPOSED ZONING DISTRICT: The applicant proposes rezoning from RD1.4 to RD3.1, which permits a broader range of housing types, including double duplex, duplex, lodging house, multiple dwelling, religious residence, residential care facility, semi-detached, existing single-unit dwelling, townhome, and accessory uses.

EVALUATION OF RD3.1 REQUEST: Although RD3.1 permits multiple dwellings, it also permits several low-profile housing forms not associated with the current application.

Furthermore, RD3.1 permits **existing** single unit dwellings. The intent of the Residential Corridor is to broaden housing choice, not exclude new single unit dwellings.

Due to the subject site's corner-lot configuration, size, and the corridor's transitional character, a new zoning category is recommended to better align with the intended outcome in the subject Residential Corridor.

PROPOSED NEW ZONING CATEGORY: RESIDENTIAL DISTRICT 2.7 (RD2.7)

11.7 RESIDENTIAL DISTRICT 2.7 (RD2.7)

11.7.1 PERMITTED USES

Existing Duplex Dwelling
Existing Semi-Detached Dwelling
One Single Unit Dwelling
Multiple Dwelling, and
Any use accessory to the preceding uses.

11.7.5 PROVISIONS

- | | | |
|-----|--|----------------------|
| .1 | <i>Lot Frontage: minimum</i> | 20.0 m |
| .2 | <i>Lot Area: per dwelling unit: minimum</i> | |
| | a) For a corner lot having a minimum frontage of 30.0 m on each of the exterior lot lines | 128.0 m ² |
| | b) For any other lot | 180.0 m ² |
| .3 | <i>Lot Coverage: maximum</i> | 35.0% |
| .4 | <i>Building Height: Main Building:</i> | |
| | a) For a corner lot: maximum | 10.50 m |
| | b) For an interior lot: maximum | 9.0 m |
| .8 | <i>Landscaped Area: minimum</i> | 35% of lot area |
| .20 | <i>Building Setback:</i> | |
| | a) Where an exterior lot line has vehicular access/egress, the minimum building setback from the exterior lot line shall be 6.0 m | |
| | b) Where an exterior lot line has no vehicular access/egress, the minimum building setback from the exterior lot line shall be 4.50 m | |
| | c) Where a habitable room window faces an interior lot line, the minimum building setback from the interior lot line shall be 6.0 m | |
| | d) Where a habitable room window does not face an interior lot line, the minimum building setback from the interior lot line shall be 3.0 m | |
| | e) Notwithstanding paragraphs (c) and (d) above, where an interior lot line abuts a lot fronting on a street other than Cabana Road West and on which is located a dwelling or residential use, the minimum building setback from that interior lot line shall be 22.0 m | |
| .50 | <i>A minimum of 50.0% of all exterior wall elevations shall have an exterior finish consisting of brick, stone, or a combination thereof</i> | |

- .53 A *Single Unit Dwelling* and any use accessory thereto shall comply with the provisions of Section 10.4.5
- .55 Any additions to an *existing Duplex Dwelling*, or *existing Semi-Detached Dwelling* and any use accessory to the preceding uses shall comply with the appropriate provisions of Section 10.4.5
- .90 The following are prohibited:
 - a) A *parking space* within 6.0 m of an *exterior lot line*
 - b) A *parking space* within 2.60 m of an *interior lot line* abutting a lot containing a *Single Unit Dwelling*, *existing Duplex Dwelling*, or *existing Semi-Detached Dwelling*
 - c) A flat roof or a roof having a slope of less than 20.0 degrees

REQUESTED RELIEF FROM ZONING BY-LAW 8600:

- Side Yard Width: The applicant requested a reduction from 6.0 m to 4.57 m for the north side yard. As this relief was based on RD3.1 standards and does not apply to RD2.7, it is no longer required. Nonetheless, a 4.5 m north side yard is recommended to support street presence along Cabana Road, consistent with Residential Corridor policy on *street presence*.
- Parking Area Separation: A reduction from 4.50 m to 2.13 m for parking area from the south building wall is recommended for approval due to physical constraints shown on the concept plan.

RECOMMENDED SITE-SPECIFIC ZONING PROVISIONS:

1. Notwithstanding Section 25.5.20.1.6, the *minimum* parking area separation from the south *building* wall shall be 2.13 m.
2. Vehicular access along Cabana Road is prohibited.
3. A *screening fence* having a height of 1.80 m shall be installed along the south *lot line* and east *lot line*, in a manner that complies with the city of Windsor fence by-law.
4. A *landscaped area* with a *minimum* width of 2.60 m shall be provided abutting the south *lot line*.
5. Facade Articulation: A *building* wall fronting an *exterior lot line*, and any wall visible from a *street*, shall be designed as follows:

| | |
|--|----------------|
| a) Continuous length: <i>minimum / maximum</i> | 8.0 m / 12.0 m |
| b) Recess/projection depth: <i>minimum</i> | |
| 1) Major Articulation | 2.0 m |
| 2) Minor Articulation | 0.6 m |

DENSITY ANALYSIS: RD1 zones of By-law 8600 permit low densities from 18.5 to 54.05 units/ha for single-unit dwellings and do not permit multiple dwellings. But the RD2 and RD3 zones permit multiple dwellings and higher densities. The proposed RD2.7 category permits multiple dwellings in addition to the uses permitted in RD1.4 zone, and supports corridor intensification. Therefore, RD2.7 is recommended for the subject lands.

Section 5.99.80 of zoning by-law 8600 permits up to two Additional Dwelling Units (ADUs) on parcels that permit single-unit, semi-detached, duplex, or townhome

dwelling, for a total of three units on a parcel of urban residential land. Tables 1 & 2 below show the density range permitted within the RD1.4 & RD2.7 zones:

TABLE 1: Density Range Permitted in the RD1.4 Zone

| DWELLING TYPE | DENSITY (units/hectare) | RANGE | PERMITTED |
|---|----------------------------|-------|-----------|
| | No ADU | 1 ADU | 2 ADUs |
| Single Unit | 18.52 | 37.04 | 55.55 |
| Existing Duplex dwelling | 55.55 | 83.33 | n/a |
| Existing Semi-detached dwelling unit | 44.44 | 88.88 | 133.33 |
| Note: A parcel containing a duplex dwelling can only have 1 ADU; a parcel containing a semi-detached dwelling can have up to 4 ADUs at the rate of 2 ADUs per semi-detached dwelling unit. | | | |

TABLE 2: Density Range Permitted in the RD2.7 Zone (proposed new zoning category)

| DWELLING TYPE | DENSITY (units/hectare) | RANGE | PERMITTED |
|--|----------------------------|-------|-----------|
| | No ADU | 1 ADU | 2 ADUs |
| Single Unit | 18.52 | 37.04 | 55.55 |
| Existing Duplex dwelling | 55.55 | 83.33 | n/a |
| Existing Semi-detached dwelling unit | 44.44 | 88.88 | 133.33 |
| | DENSITY (units/hectare) | RANGE | PROPOSED |
| | No ADU | 1 ADU | 2 ADUs |
| Multiple dwelling (corner lot, frontage of 30.0 m on each exterior lot line) | 78.00 | n/a | n/a |
| Multiple dwelling (any other lot) | 56.00 | n/a | n/a |
| Note: A parcel containing a duplex dwelling can only have 1 ADU; a parcel containing a semi-detached dwelling can have up to 4 ADUs at the rate of 2 ADUs per semi-detached dwelling unit. Multiple dwellings cannot have ADUs. | | | |

The proposed 29-unit multiple dwelling results in 77.58 units/ha, which falls below densities achievable through existing duplex or semi-detached dwellings with ADUs in this area. The proposed/recommended lot area in the RD2.7 zone results in residential density of 78 units/ha, which is appropriate density for developing a large-scale, low-profile form of housing on the subject corner lot in the subject neighbourhood.

LOT AREA ANALYSIS: In the RD1.4 zoning category, minimum required lot area is 540 m² for a single unit dwelling. As previously mentioned in this report, a single unit dwelling can have 2 ADUs by right. Therefore, a single unit dwelling with 2 ADUs on a parcel with a minimum lot area of 540m² will result in a minimum lot area of 180 m² per dwelling unit. This report is recommending a lot area of 180 m² per dwelling unit in a multiple dwelling on an interior lot or on a corner lot with less than 30.0 m lot length for any of the exterior lot lines. The report further recognizes the prominent nature of corner lots and recommends a minimum lot area of 128 m² per dwelling units on corner lots with exterior lot lines being 30.0 m or more in length.

PARKING: A 29-unit multiple dwelling requires 36 parking spaces (1.25 spaces per unit). The concept plan proposes 37 spaces, meeting the minimum requirement.

LANDSCAPED OPEN SPACE YARD: A minimum of 35% landscaped open space is recommended to support environmental sustainability, buffering and vegetation retention.

PARKING SPACE AND LOADING SPACE LOCATION REQUIREMENTS:

SECTION 24.26: PARKING SPACE LOCATION

Parking is prohibited within a required front or landscaped open space yard, except for lots with single-unit, semi-detached, duplex, or townhome dwellings (s.24.26.5).

SECTION 24.40.20: LOADING SPACE LOCATION

Loading spaces are prohibited in front yards and landscaped open space yards (s.24.40.20.3).

The concept plan must be revised to comply with these provisions (s.24.26.5 and s.24.40.20.3).

REFUSE BIN PLACEMENT - SECTION 25.2.1: PROHIBITIONS

Refuse bins are prohibited within the parking area if located within 6.0 m of an intersection, within any required parking space, or if they impede vehicle movement. The refuse bin must be relocated during Site Plan Control process to achieve compliance with section 25.5.1.5 of zoning by-law 8600 and address Zoning and Environmental Services comments in Appendix C.

4. SITE PLAN CONTROL (SPC)

The proposed development is subject to Site Plan Control. Refinements to the façade facing Casgrain Drive are recommended, per Urban Design comments in Appendix C. The following Environmental Sustainability comment and other requirements noted in Appendix C should be addressed through the Site Plan review and approval process:

- a) Promote energy efficient development, per s.8.6.1.4, OP Vol. 1, as recommended in Appendix C
- b) Provide options for stormwater management
- c) Reintroduce native shade trees to the development as applicable, to mitigate the impacts of urban heat island.

If the zoning amendment is approved by Council, the following conditions contained in the attached Appendix C must be incorporated into the Site Plan Control Agreement:

Essex Region Conservation Authority (ERCA) Requirements:

- Completion of engineering analysis and implementation of measures to prevent increased flows to the downstream watercourse.
- Obtaining ERCA authorization prior to any site alteration or construction activity.

Development Engineering Requirements:

- Implementation of drainage and flood-proofing recommendations provided by ERCA.

- A contribution of \$2,796.00 toward future sidewalk construction along the Casgrain Drive frontage.
- Gratuitous conveyance of a 4.6 m × 4.6 m corner cut-off at Cabana Rd West and Casgrain Drive, in accordance with City of Windsor Standard Drawing AS 230.

Risk Analysis: Climate Change Risks

Climate Change Mitigation:

The proposed development supports Environmental Master Plan Objective C1 by encouraging residential intensification within the existing built area. Higher-density development in established neighbourhoods reduces community greenhouse gas emissions by utilizing existing infrastructure, including sewers, sidewalks, and public transit. Implementation of an approved lot-grading plan will further mitigate potential climate-related impacts.

Climate Change Adaptation:

The development may be affected by climate-related risks, including extreme precipitation and increased days with temperatures above 30°C. While outside the scope of this report, any new construction will be required to comply with the current Ontario Building Code through the building permit process. The site will also be required to incorporate stormwater management best practices. Landscaping and tree planting will contribute to improved site conditions and support climate adaptation.

Financial Matters:

N/A

Conclusion and Planner's Opinion:

The requested zoning by-law amendment to permit a *multiple dwelling* on the subject lands has been assessed in relation to the *Planning Act*, the Provincial Planning Statement (2024), City of Windsor Official Plan, Applicant's Planning Rationale Report, and comments received from municipal departments, external agencies, and area residents. The planning analysis supports approval of the application, with a modification to the requested zoning category.

In my professional opinion, the recommended amendment is consistent with the Provincial Planning Statement (2024) and maintains conformity with the Official Plan. It is therefore recommended that Zoning By-law 8600 be amended to introduce zoning District RD2.7, a new zoning category in By-law 8600, and that the application be approved as outlined in Recommendations 1, 2, 3, and 4 of this report. The recommended amendment represents good planning.

Planning Act Matters:

I concur with the above comments and opinion of the Registered Professional Planner.

Greg Atkinson, MCIP, RPP
Deputy City Planner - Development

Neil Robertson, MCIP, RPP
City Planner

I am not a registered Planner and have reviewed as a Corporate Team Leader

JP RM

Approvals:

| Name | Title |
|-----------------|--|
| Justina Nwaesei | Planner III - Development |
| Greg Atkinson | Deputy City Planner - Development |
| Aaron Farough | Senior Legal Counsel, Legal Services & Real Estate |
| Neil Robertson | City Planner |
| Jelena Payne | Deputy CAO/Commissioner, Economic Development |
| Ray Mensour | Chief Administrative Officer |

Notifications:

| Name | Address | Email |
|-------------|----------------|--------------|
| | | |

Appendices:

- 1 Appendix A - Site Photos
- 2 Appendix B - Concept Site Plan
- 3 Appendix C - Consultation (Comments from municipal departments and external agencies)
- 4 Appendix D – Urban Design Concepts

APPENDIX A - Site Photos and Imagery from Google Photos



June 2025 Google Photo of existing single unit dwellings on the subject properties at 1141 & 1175 Cabana Rd W and the bench at the existing bus stop



June 2025 Google Photo of the existing single unit dwelling on 1175 Cabana Rd W.



June 2025 Google Photo of the existing single unit dwelling on 1141 Cabana Rd W.



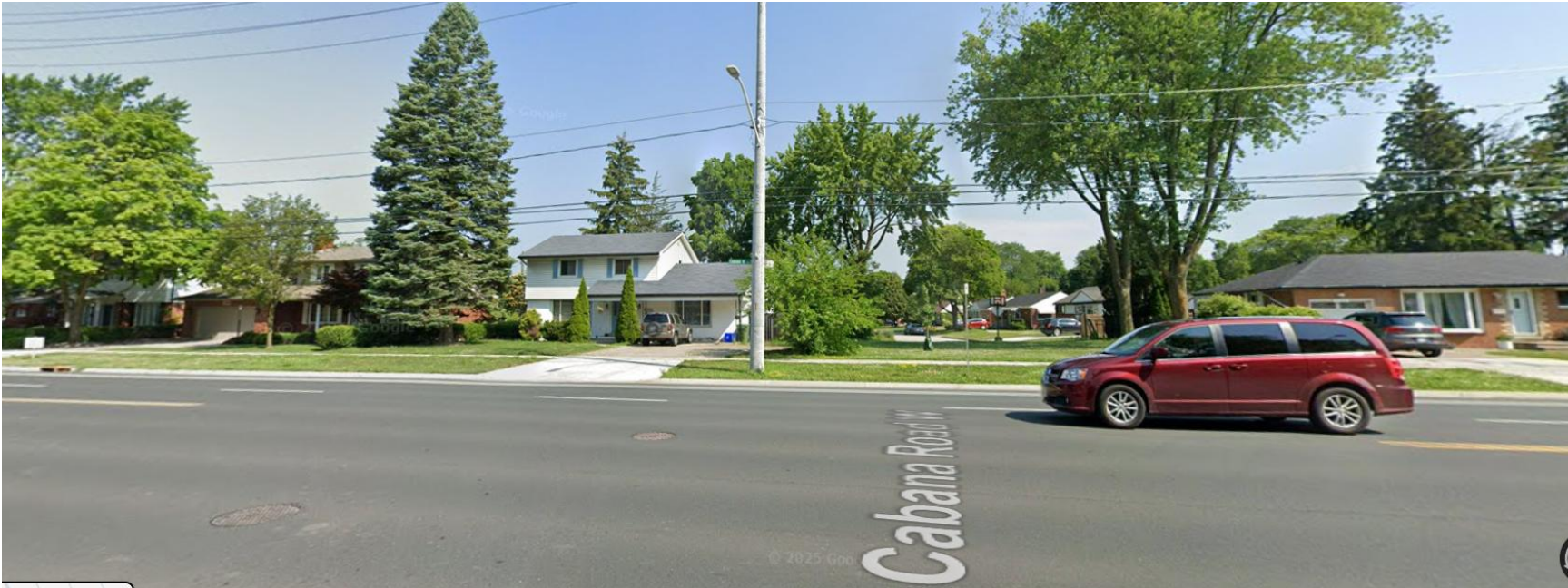
June 2025 Google Photo: Street view of Cabana Rd West, looking east from Casgrain intersection



June 2025 Google Photo: Street view of Cabana Rd West, looking west from Casgrain intersection

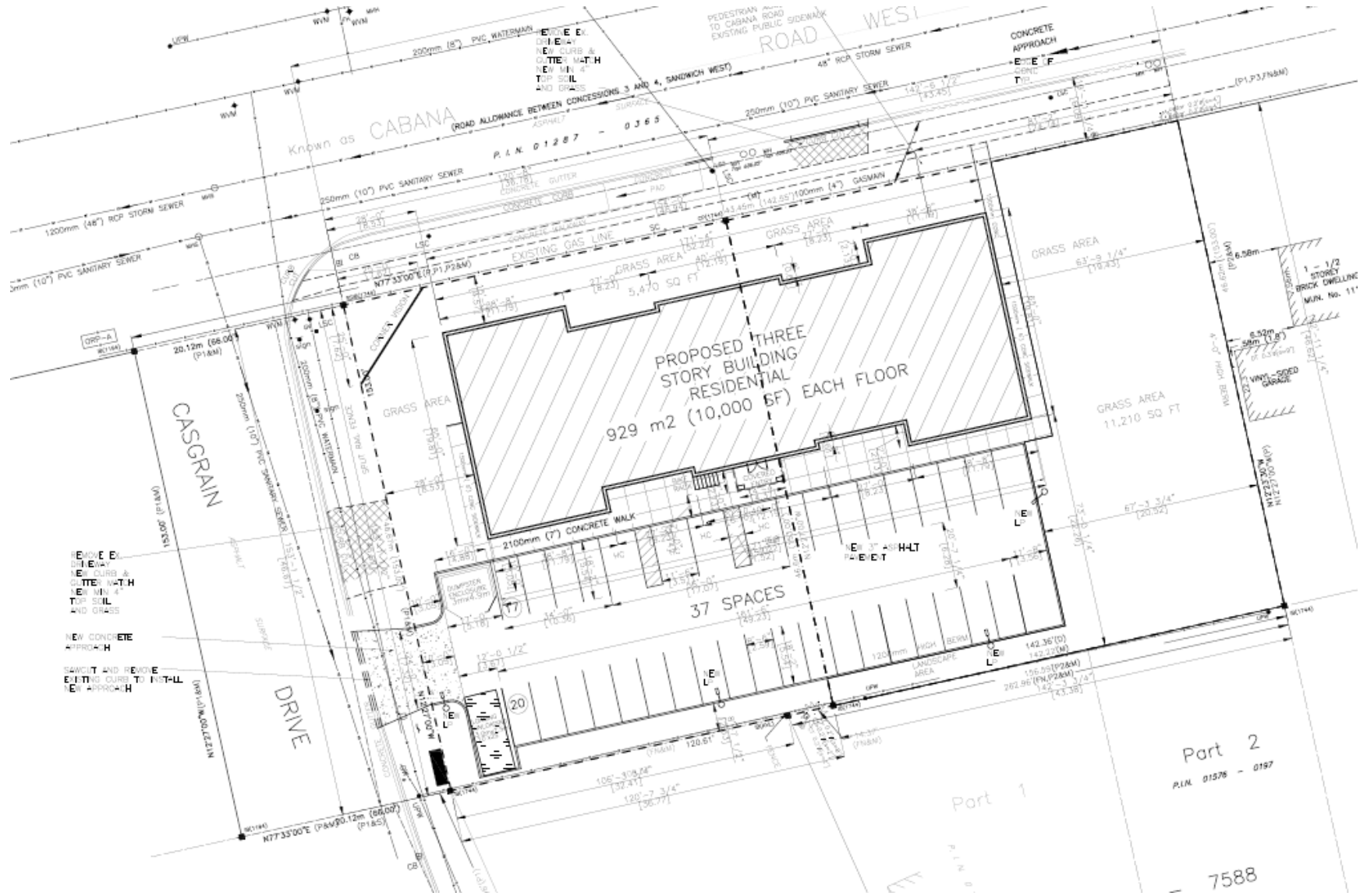


June 2025 Google Photo: Street view of Casgrain Drive, looking south from Cabana Rd intersection



June 2025 Google Photo: View of northside of Cabana Road West, facing Casgrain Drive intersection

APPENDIX B: CONCEPT SITE PLAN



SITE AREA "A" = 18,464 SQ FT = .424 AC (1,715 m2 = .17 ha)

SITE AREA "B" = 21,788 SQ FT = .5 AC (2,024 m2 = .203 ha)

TOTAL SITE AREA = 40,252 SQ FT = .924 AC (3,739 m2 = .374 ha)

FIRST(GROUND) FLOOR AREA 10,000 S.F. 927 m2

SECOND FLOOR AREA 1,000 S.F. 927 m2

THIRD FLOOR AREA 10,000 S.F. 927 m2

TOTAL BUILDING AREA 30,000 S.F. 2,781 m2

PARKING REQUIRED

DWELLING/RETIREMENT 5 OR MORE 1.25x29 = 36 SPACES

REQUIRED PARKING = 36 SPACES

PROVIDED PARKING = 37 SPACES
+ 6 BIKE RACKS

PROPOSED GREEN SPACE = 16,680 SQ FT / 40,252 = 41.4%

LANDSCAPING REQUIRED MIN 35% = 40,252x.35 = 14,088 SQ FT < 16,680 SQ FT

APPENDIX C – CONSULTATION

ENVIRONMENTAL SERVICES – JIM LEETHER

The dumpster enclosure is in such a position that no front end refuse truck will be able to make that clearance, the building could employ roll out bins on castors but any truck collecting will impede both pedestrian traffic (this is actually a very dangerous set up from a collection point of view) and also impede the traffic on Casgrain. If they elect to use carts as part of the residential system for waste management (which would be surprising for a build this large) they would have set out on Casgrain and follow the City's bi-weekly waste schedule.

The dumpster enclosure itself is not very big and would only hold one bin by the looks of it, this will result in a heavy truck accessing the property multiple times a week, I could see this being an issue to the neighbours on the Casgrain side but nothing in our By-Law 2-2006 prohibits this.

ERCA – ALICIA GOOD

For Z 033-25 [ZNG-7338], ERCA continues to uphold our previous comments provided for Stage 2 planning circulation PC 086-25, dated 2025-09-05 and attached for ease of reference. Please note our official comments are the PDF version and the Word version is for ease of preparing planning reports only.

The City of Windsor has received a request for Stage 2 Pre-consultation comments for the above noted subject lands. The Applicant is proposing to change the zoning from 'Residential District 1.4 (RD1.4)' category to a site-specific 'Residential District 3.1 (RD3.1)' category to permit the proposed multiple dwelling. Relief is requested from certain regulations of zoning by-law 8600, as noted in the Planning Rationale Report.

The proposed amendment is intended to facilitate the proposed construction of one 4 storey multiple dwelling containing 39 residential dwelling units. The existing lot area is 3,739 m² (0.374 ha), and a density of 104.28 dwelling units per hectare is proposed. The proposed building area is 929 m² resulting in a lot coverage of 24.8 %. The proposed building height is 12.75 m.

We request for the City of Windsor to collect the fee of \$400 per line item 30 of the Board Approved ERCA fee schedule 2025 for this circulation.

NATURAL HAZARDS AND REGULATORY RESPONSIBILITIES UNDER THE CONSERVATION AUTHORITIES ACT. O. REG 686/21

The following comments reflect ERCA's role in protecting people and property from the threats of natural hazards and regulating development hazards lands under Section 28 of the Conservation Authorities Act.

The above noted lands are subject to our Regulation under the Conservation Authorities Act (Ontario Regulation No. 41/24). The parcel falls within the regulated area of the Lennon Drain. If any new construction is proposed, the property owner will be required to obtain an approval from the Essex Region Conservation Authority prior to any construction or site alteration or other activities affected by Section 28 of the Conservation Authorities Act.

ERCA has concerns with the potential impact to the quantity and quality of runoff in the downstream watercourse due to the proposed development on this site. ERCA recommends

that both the quantity and quality of excess runoff be adequately controlled to avoid any adverse impacts to the downstream watercourse. We therefore anticipate requesting inclusion of the following conditions in the Development Agreement at the time of Application for Site Plan Control:

1. That the developer undertakes an engineering analysis and implement the necessary measures to control any increases in flows to the downstream watercourse, to the satisfaction of the Municipality and the Essex Region Conservation Authority.
2. That the developer obtains authorizations from the Essex Region Conservation Authority prior to undertaking site alteration and/or construction activities.

In addition, the subject property may lie wholly or partially within the Event Based Area (EBA) of the Essex Region Source Protection Plan, which came into effect October 1, 2015. The Source Protection Plan was developed to provide measures to protect Essex Region's municipal drinking water sources. As a result of these policies, new projects in these areas may require approval by the Essex Region Risk Management Official (RMO) to ensure that appropriate actions are taken to mitigate any potential drinking water threats. Should your proposal require the installation of fuel storage on the site, please contact the RMO to ensure the handling and storage of fuel will not pose a significant risk to local sources of municipal drinking water. The Essex Region's Risk Management Official can be reached by email at riskmanagement@erca.org. If a Risk Management Plan has previously been negotiated on this property, it will be the responsibility of the new owner to contact the Essex Region Risk Management Official to establish an updated Risk Management Plan. For any questions regarding Source Water Protection and the applicable source protection plan policies that may apply to the site, please contact the Essex Region Risk Management Official.

FINAL RECOMMENDATION

Our office has no objection to the proposed rezoning of the subject lands. As noted above, the property owner will be required to obtain an approval from the Essex Region Conservation Authority prior to any construction or site alteration or other activities affected by Section 28 of the Conservation Authorities Act. Further, our office anticipates requesting that a stormwater management plan be designed and implemented to the satisfaction of ERCA and the Municipality at time of Application for Site Plan Control. Please continue to circulate our office with future Planning Act applications for this site, such as Application for Site Plan Control, as we may have further comments to provide regarding stormwater management or other natural hazard matters.

ZONING COORDINATOR – STEFAN PAVLICA

Below is the zoning review summary for the *above-mentioned property*; circulated on January 27, 2026:

- **Current Zoning Designation:** Residential District 1.4 (RD1.4)
- **Proposed Zoning Designation:** Residential District 3.1x(X) [RD3.1x(X)]
- **Existing Use [as per historical Building Permit(s) / Planning Act Applications(s)]:**
 - o *Single Unit Dwelling(s)*
- **Proposed Use:**
 - o *Multiple Dwelling*

- **Section 5 – General Provisions:**
 - o COMPLIES
 - o **Note: Subject properties are within the ERCA regulated zone**

- **Section 12.1.5 – Residential District 3.1 (RD3.1):**
 - o Minimum Lot Frontage [12.1.5.1]:
 - 18.0m (Required)
 - 46.7m (Provided)
 - o Minimum Lot Area [12.1.5.2]:
 - 2,148.0m² (Required)
 - 3,739.9m² (Provided)
 - o Maximum Lot Coverage [12.1.5.3]:
 - 35.0% (Required)
 - 25.1% (Provided)
 - o Maximum Main Building Height – Corner Lot [12.1.5.4]:
 - 14.0m (Required)
 - 12.3m (Provided)
 - o Minimum Front Yard Depth [12.1.5.5]:
 - 6.0m (Required)
 - 8.5m (Provided)
 - o Minimum Rear Yard Depth [12.1.5.6]:
 - 7.50m (Required)
 - 19.43m (Provided)
 - o Minimum Side Yard Depth – where a habitable room window of any dwelling units faces a side lot line [12.1.5.7.a]:
 - 6.0m (Required)
 - **Requested in RD3.1x(X) at 4.57m**
 - **4.57m (Provided)**
 - o Minimum Side Yard Depth – any other side yard [12.1.5.7.b]:
 - 3.0m (Required)
 - 22.3m (Provided)
 - o Minimum Landscaped Open Space Yard [12.1.5.8]:
 - 35.0% of *lot area* (Required)
 - 47.3% (Provided)

- **Section 20 – Site Specific Zoning Exemptions:**
 - o NOT APPLICABLE

- **Section 24 – Parking, Loading, and Stacking Provisions:**
 - o Required Number of Visitor Parking Spaces [24.22.1.1]:
 - 5 (Required)
 - 0 (Provided)
 - o Curb Cut or Ramp for Accessible Parking Space [24.24.20.1]:

- 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**
 - Size of Bicycle Parking Space [24.30.10.1]:
 - 0.6m x 2.5m (Required)
 - **0.4m x 1.2m (Provided)**
- **Section 25 – Parking Area Regulations:**
 - **Note: Applicant needs to provide the details of the refuse bin enclosure [25.5.10.17]**
 - Parking Area Separation from an interior lot line [25.5.20.1.3]:
 - 0.90m (Required)
 - **0.59m (Provided)**
 - 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 [25.5.20.1.6]:
 - 4.50m (Required)
 - **Requested in RD3.1x(X) at 2.13m**
 - **2.13m (Provided)**

SITE PLAN CONTROL

The development, as proposed, is subject to Site Plan Control pursuant to the Planning Act and City of Windsor By-law 1-2004. Where preceding development applications are required, inclusive of Official Plan and Zoning By-law Amendments, request for Site Plan Control Pre-Consultation Stage 1 may be made following completion of the requisite Development and Heritage Standing Committee meeting at <https://ca.cloudpermit.com/login>

ENVIRONMENTAL POLICY – KAREN ALEXANDER & CONNOR WILSON

Environmental Policy staff have no objection to the proposal, and nothing further is required at this time. To maintain high regard for Natural Heritage in the City during development, the following applies:

1. Should Species at Risk or their habitat be found at any time on or adjacent to the site, cease activity immediately and contact MECP at SAROntario@ontario.ca for recommendations on next steps to prevent contravention of the Endangered Species Act (2007). The City of Windsor SAR hotline (519-816-5352) can also be used for relevant questions and concerns.
2. For a list of Species at Risk and other provincially tracked species with potential to be around the site, use the Natural Heritage Information Centre (NHIC) Make A Map tool, found at <https://www.ontario.ca/page/make-natural-heritage-area-map>
3. Active nests of most bird species are protected under the Migratory Birds Convention Act (1994), the Fish and Wildlife Conservation Act (1997), and/or the Endangered Species Act (2007). If trees, shrubs or ground area on/adjacent to the site are to be removed, damaged, or disturbed during the breeding bird season (April 1 – August 31), then sweeps for nesting birds should be conducted to prevent contravention of these regulations. Protect any trees, shrub or ground area where an active nest is found, and

leave the nest unharmed until the young have permanently left the vicinity of the nest. Visit <https://www.canada.ca/en/environment-climate-change/services/avoiding-harm-migratory-birds/reduce-risk-migratory-birds.html> for more information.

4. Beaver dams and dens of fur-bearing mammals are protected under section 8 of the Fish and Wildlife Conservation Act (1997) and are not to be damaged or destroyed without the proper authorization and/or license.
5. The City of Windsor is a Bird Friendly City. Bird Friendly Design is encouraged, particularly window collision mitigation. Options for integrating bird friendly design can be found here: www.birdsafe.ca and bird friendly guidelines can be found here: [Bird-Friendly Guidelines – City of Toronto](#).
6. Ontario has a list of Regulated Species in the Ontario Invasive Species Act (ISA) (2015). If any species on this list are identified on site, it is recommended that Best Management Practices be followed to remove the invasive species from the site prior to starting development activities. If guidance is required, report the occurrence to the City Naturalist. For a list of ISA Regulated species: [Ontario Invasive Species Act – Invasive Species Centre](#).

Contacts:

Karen Alexander
City of Windsor Naturalist and Supervisor of Natural Areas
kaalexander@citywindsor.ca

Connor Wilson
Planner II – Revitalization & Policy Initiatives
conwilson@citywindsor.ca

TRANSIT WINDSOR – JASON SCOTT

Transit Windsor has no objections to this development. The closest existing transit route to this property is with Route 240. Route 240 has an existing weekday peak frequency of 30 minutes. The closest existing bus stop is directly adjacent to this property on Cabana at Casgrain southeast corner providing direct transit access to this development. This will be maintained with Transit Windsor's City Council approved Transit Master Plan. Transit Windsor has no plans to relocate this bus stop. If this bus stop needs to temporarily be closed due to construction, Transit Windsor requires a minimum of one week notice.

CANADA POST – BRUNO DESANDO

This development, as described, falls within our centralized mail policy.

I will specify the condition which I request to be added for Canada Post Corporation's purposes.

- a) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

If you have any questions or concerns regarding these conditions, please contact me. I appreciate the opportunity to comment on this project.

Lock-Box Assembly Requirements

The complete Canada Post Standards Manual for Builders & Developers can be downloaded at: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Compartment Size

- Horizontal lock-box models used in mailrooms must have the following minimums:
 - o Residential compartments must be at least 12.5 x 13.5 cm
 - o Commercial compartments at least 13.5 x 30.5 cm
 - o Parcel compartments at least 30.5 x 30.5 cm
- Vertical lock-box models must have min comp size of 25 x 12.5 cm. (Most models are 40 x 12.7 cm)

Heights

- All lock-box assemblies must be installed in a manner that will not require the delivery employee to reach higher than 170cm or lower than 45cm when delivering to the equipment. With respect to horizontal lock-boxes, the limits above will likely mean that maximum number of compartments that can be included in each column of residential compartments would be eight

Rear-loading Lock-boxes

- Projects with more than 100 units are required to be serviced via a rear-loading lock-box assembly.
- There must be a width of at least 100cm of working space from the back of the boxes to the wall.
- A ledge under the bottom row of boxes is also recommended in rear-loading designs. This ledge is to be directly under the bottom row of boxes (no space between ledge and bottom of boxes) and must stick out at least 20cm from the back of the boxes.
- Mailroom door is required to provide a minimum 81cm opening
- Lighting should be at least 100 lux (measured 75 cm from floor)

Access

- All buildings where the lock-boxes are required to be serviced from inside the building are required to install a Canada Post Crown lock in the building intercom. The intercom is pre-fabricated with an internal housing for the lock. The lock can be obtained from the local deliver supervisor.
- If the building has more than 100 units, a rear-loading lock-box assembly will be installed. The door to the Canada Post delivery area must be fitted with a specific model of deadbolt. This is because Canada Post will supply a key cylinder made specifically for the Canada Post key that will fit inside the deadbolt purchased by the developer.

Numbering

- Compartments should be numbered vertically and left to right on the delivery side of the boxes

| | | |
|-----|-----|-----|
| 101 | 109 | 207 |
| 102 | 110 | 208 |
| 103 | 201 | 209 |
| 104 | 202 | 210 |
| 105 | 203 | 301 |
| 106 | 204 | 302 |
| 107 | 205 | 303 |
| 108 | 206 | 304 |

Grade-level Components

- If the development includes grade level retail or residential units, please take note that door-to-door delivery will not be provided to these units. Canada Post is happy to install a Community Mailbox to provide service to these units. Please coordinate a location with the Canada Post Delivery Planner for the area. If there is no room on the property for the Community Mailbox, service can be provided via another Community Mailbox in the area. Options to service the units from the tower (lobby) lock-boxes or via a front-loading lock box erected on the outside of the building can also be discussed with the Delivery Planner.

ENVIRONMENTAL SUSTAINABILITY – MICHELLE MOXLEY-PELTIER

1. The proposed building proposed meets the threshold for an Energy Strategy.
Considerations to include:
 - Increasing building energy efficiency
 - Exploring opportunities for low-carbon building solutions, and integration of rooftop solar
 - Incorporating “EV Ready” Electrical vehicle charging infrastructure to ensure parking is accessible for residents/customers who are owners of electric vehicles.
2. Recommend providing options for stormwater management (i.e. raingardens, green roofs, permeable pavement, etc.)
3. Recommend considerations to reintroduce native shade trees to the development as applicable, to mitigate the impacts of urban heat island.

ENWIN

HYDRO ENGINEERING: Zachary Mancini

No Objection no rezoning.

ENWIN has existing overhead 120/240 volt secondary hydro services to 1141 & 1175 Cabana Rd W from a concrete pole on the North side of the property. For disconnection and removal of existing services for planned demolition, please contact our Technical Services for arrangement.

ENWIN has a concrete pole with 120/240 volt secondary hydro distribution and down guys near the South-West corner of the property.

Prior to working in these areas, we would suggest notifying your contractor and referring to the Occupational Health and Safety Act and Regulations for Construction Projects to confirm clearance requirements during construction.

Also, we suggest referring to the Ontario Building Code for permanent required clearances for New Building Construction.

WATER ENGINEERING: Bruce Ogg

ENWIN Water has no objections. The existing water services are to be abandoned at the watermain.

DEVELOPMENT ENGINEERING – SHANNON MILLS

Site Servicing - The site may be serviced by a 250mm sanitary sewer and a 1200mm storm sewer located within Cabana Rd West right-of-way. Similarly, the site may be serviced by a 250mm sanitary sewer located within Casgrain Drive right-of-way.

If possible existing connections should be utilized. All existing and proposed storm, sanitary and water services must be identified on the servicing plan, as well as the associated mainline sewers/water mains and redundant connections. Any redundant connections to be abandoned in accordance with Engineering Best Practice BP1.3.3.

Stormwater Management - Required prior to the issuance of building permits, in accordance with Windsor Essex Region Stormwater Management Standards Manual, restricting stormwater runoff to pre development levels.

The submission for a Storm Detention Scheme will include, at a minimum:

- a. Submission of stormwater management review fee,
- b. Stormwater management report stamped by a professional engineer
- c. Stormwater management check list (see link below)
- d. Site servicing drawings stamped by a professional engineer

Submission of a stormwater management report alone **will be deemed incomplete**, unless accompanied by the additional requirements specified above. Please visit the [City of Windsor Website](#) and the [ERCA Website](#) for additional information on stormwater management requirements.

Special Provisions (to be included in Site Plan Control Agreement):

ERCA Requirements – The owner(s) further agrees to follow all drainage and flood proofing recommendations of the Essex Region Conservation Authority (ERCA) may have with respect to the subject land, based on final approval by the City Engineer. If applicable, the Owner will obtain all necessary permits from ERCA with respect to the drainage works on the subject lands.

Sidewalks – The owner(s) agrees to pay to the Corporation, prior to the issuance of a Building Permit, the sum of \$2,796.00 being the Owner’s contribution towards the future construction of a concrete sidewalk on the Casgrain Dr frontage of the subject lands.

Corner Cut-Off – The owner(s) agrees, prior to the issuance of a construction permit, to gratuitously convey a 4.6 m x 4.6 m (15’ x 15’) corner cut-off at the intersection of Cabana Rd West and Casgrain Dr. in accordance with City of Windsor Standard Drawing AS-230.

If you have any further questions or concerns, please contact Shannon Mills, of this department at smills@citywindsor.ca

TRANSPORTATION PLANNING – ELARA MEHRILLOU

- Land Conveyance
Not Applicable

- Corner Cut-Off
A 4.6 m x 4.6 m corner cut-of is required at Cabana Road West and Casgrin Drive un-signalised intersection.

- Sidewalk
A sidewalk contribution/construction along the frontage of Casgrin Drive is required as per Engineering Right-of-Way’s comments.

- Parking
All parking must comply with ZBL 8600.

- Transportation Impact Study
Not Applicable.
 - Based on the anticipated trip generation, the additional density is expected to have a negligible impact on traffic operations and the surrounding transportation network. Accordingly, a TIS is not required.

- Access

All accesses shall conform to the TAC Geometric Design Guide for Canadian Roads and the City of Windsor Standard Engineering Drawings.

- Exterior Path

All new exterior paths of travel must meet the requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

Should you have any further questions or concerns, please contact Ellie MehriLou, of this department at tda@citywindsor.ca.

HERITAGE PLANNING – TRACY TANG

There is no apparent built heritage concern with this property, and it is not located within an Archaeological Potential Zone (APZ). Nevertheless, the Applicant should be notified of the following archaeological precaution.

1. Should archaeological resources be found during grading, construction or soil removal activities, all work in the area must stop immediately and the City's Planning & Building Department, the City's Manager of Culture and Events, and the Ontario Ministry of Citizenship and Multiculturalism must be notified and confirm satisfaction of any archaeological requirements before work can recommence.
2. In the event that human remains are encountered during grading, construction or soil removal activities, all work in that area must be stopped immediately and the site secured. The local police or coroner must be contacted to determine whether or not the skeletal remains are human, and whether the remains constitute a part of a crime scene. The Local police or coroner will then notify the Ontario Ministry of Citizenship and Multiculturalism and the Registrar at the Ministry of Government and Consumer Services if needed, and notification and satisfactory confirmation be given by the Ministry of Citizenship and Multiculturalism.

Contacts:

Windsor Planning & Development Services Department:

519-255-6543 x6179, ttang@citywindsor.ca, planningdept@citywindsor.ca

Windsor Manager of Culture and Events (A):

Michelle Staaedegaard, (O) 519-253-2300x2726, (C) 519-816-0711, mstaaedegaard@citywindsor.ca

Ontario Ministry of Citizenship and Multiculturalism

Archaeology Programs Unit, 1-416-212-8886, Archaeology@ontario.ca

Windsor Police: 911

Ontario Ministry of Public and Business Service Delivery and Procurement

Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures:

Ian Hember, 1-437-244-9840, ian.hember@ontario.ca

LANDSCAPE ARCHITECT – HODA KAMELI

No comments from a landscape architecture perspective at this time. Further input regarding landscape elements and required tree plantings will be provided during the Site Plan Control (SPC) stage.

URBAN DESIGN – SOPHIA DI BLASI

The revised proposal demonstrates a clear improvement in its response to the surrounding low-rise residential context along Cabana Road West and Casgrain Drive. The reduction in height to three storeys is supported. The introduction of a residential-style roof form and improved façade articulation contributes positively to neighbourhood compatibility and aligns with the intent of Official Plan Section 8.7.1.3 and the City of Windsor Intensification Guidelines.

Additional refinement is recommended for the façade facing Casgrain Drive. Given its visibility from Cabana Road West, further articulation, fenestration, or architectural detailing should be incorporated to avoid the appearance of a blank or inactive frontage and to better support a pedestrian-oriented public realm, consistent with Official Plan Section 8.7.2.6.

The use of high-quality, durable exterior materials is encouraged to support long-term architectural quality and neighbourhood character. Official Plan Section 8.7.2.6 and Intensification Guidelines Section 2.2.5 promote durable, context-appropriate materials, with masonry typically preferred and material transitions occurring at logical points in the building design.

Subject to the above refinements, the revised proposal represents a significantly improved urban design response and is generally supportable from an urban design perspective.

RIGHT-OF-WAY – MARK SCHAFFHAUSER

Required Drawing Revisions:

1. **Sewer Connections** – All existing and proposed storm, sanitary and water services must be identified on the drawings, as well as the associated mainline sewers/water mains.
 - Modify drawings to include all sewer connections and water services.
 - Identify any redundant connections to be abandoned in accordance with Engineering Best Practice BP1.3.3.
2. **Corner Cut-off** – A 4.6 m x 4.6 m (15' x 15'), corner cut-off at the intersection of Cabana Rd W and Casgrain Dr is not shown in the current submission.
 - Modify drawings to include corner cut-off as per Standard Engineering Drawing AS-230.
3. **Proper Agreement for Access and/or Services** – If any portion of the driveway or sewer connections will be shared with the adjacent property, said items must be identified on the drawing.
 - Modify drawings to identify shared accesses/services with adjacent property.

Special Provisions (to be included in Site Plan Control Agreement)

The following special provisions will be required prior to submitting a building permit application:

Site Plan Control Agreement – The applicant enter into an agreement with the City of Windsor for all requirements under the General Provisions of the Site Plan Control Agreement for the Engineering Department.

Corner Cut-Off – The owner(s) agrees, prior to the issuance of a construction permit, to gratuitously convey a 4.6 m x 4.6 m (15' x 15'), corner cut-off at the intersection of Cabana Rd W and Casgrain Dr in accordance with City of Windsor Standard Drawing AS-230.

ERCA Requirements – The owner(s) further agrees to follow all drainage and flood proofing recommendations of the Essex Region Conservation Authority (ERCA) may have with respect to the subject land, based on final approval by the City Engineer. If applicable, the Owner will obtain all necessary permits from ERCA with respect to the drainage works on the subject lands.

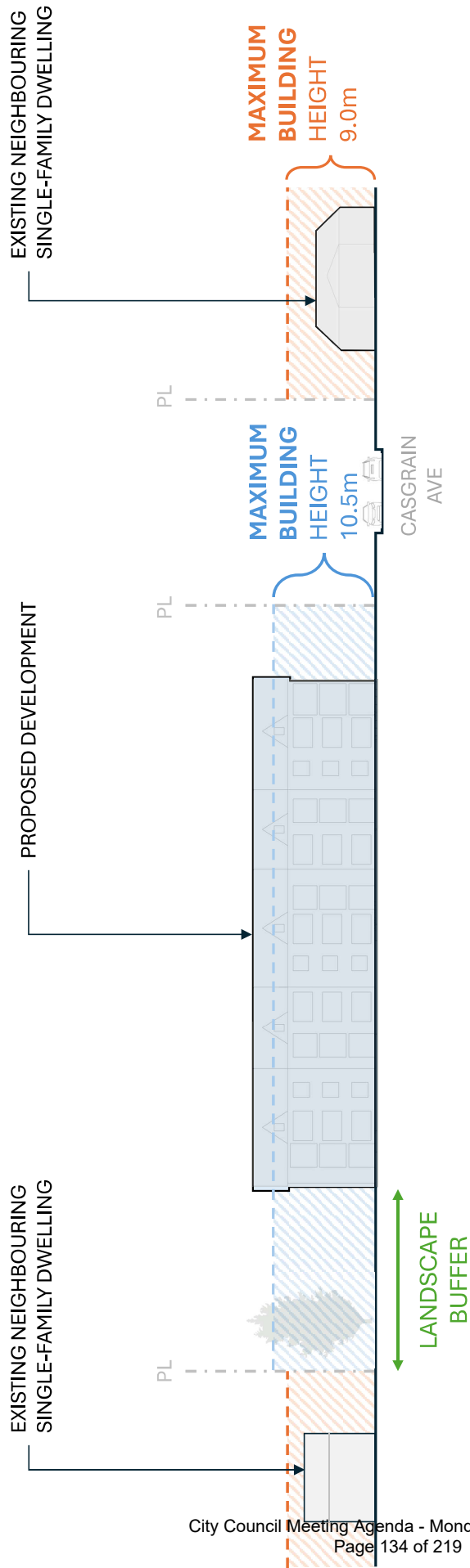
Sidewalks -The owner(s) agrees, to pay to the Corporation, prior to the issuance of a Building Permit, the Owner's contribution towards the future construction of a concrete sidewalk on the Casgrain Dr frontage of the subject lands. The amount of the contribution will be based on the User Fee Schedule at time of payment.

Proper Agreement for Access &/or Services – The owner agrees to enter into a reciprocal agreement with the abutting property owners for access and services.

If you have any further questions or concerns, please contact Andrew Boroski, of this department at aboroski@citywindsor.ca

PARKS DEVELOPMENT – HODA KAMELI

There is no comments from Parks development.



COMPARISON OF BUILDING HEIGHT SECTION ALONG CABANA RD W

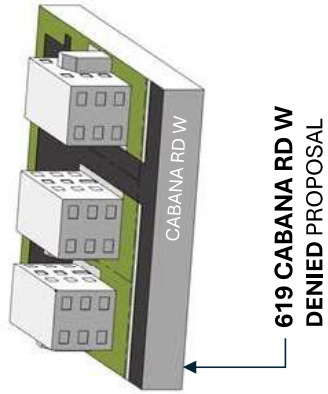
COMPARING RECENT BUILDING PERMITS

| | LOT AREA | BUILDING AREA | LOT COVERAGE |
|----------|-----------|---------------|--------------|
| 1 | 13,305 SF | 5,260 SF | 39% |
| 2 | 22,153 SF | 5,738 SF | 26% |
| 3 | 20,982 SF | 6,328 SF | 31% |
| 4 | 21,817 SF | 4,994 SF | 23% |
| Proposed | 40,252 SF | 10,000 SF | 25% |

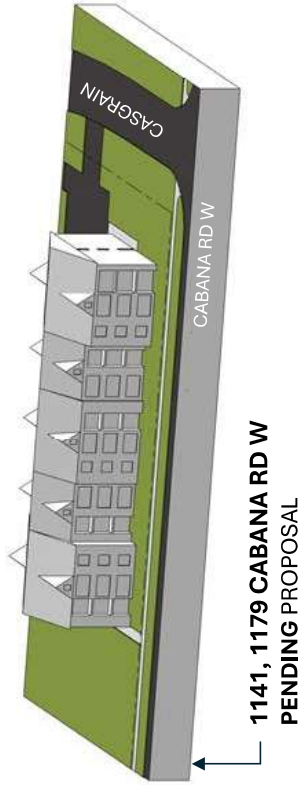




475,479 CABANA RD W
APPROVED PROPOSAL

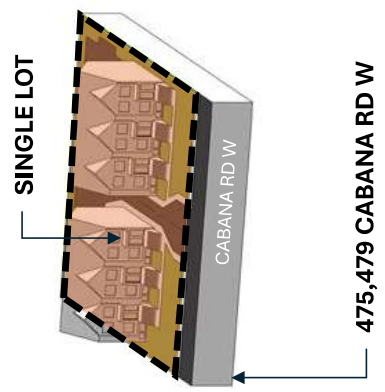
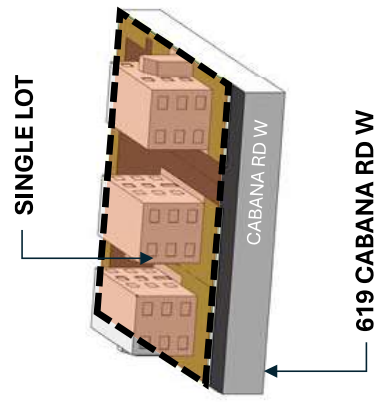
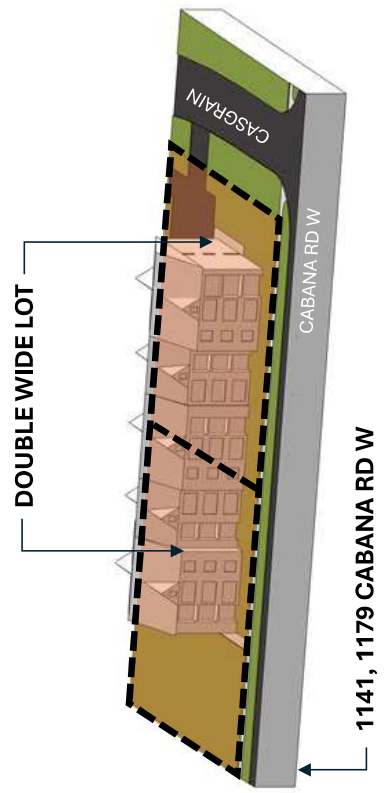
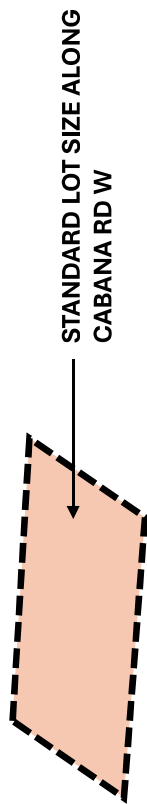


619 CABANA RD W
DENIED PROPOSAL

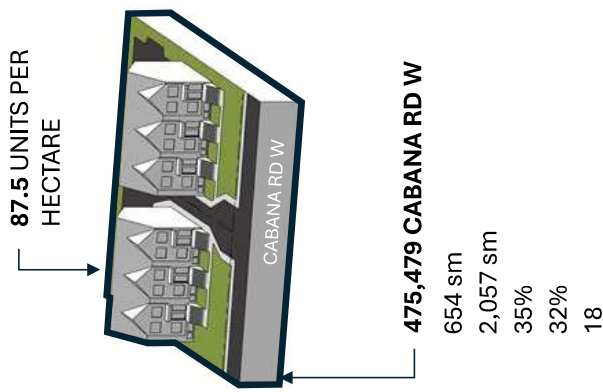
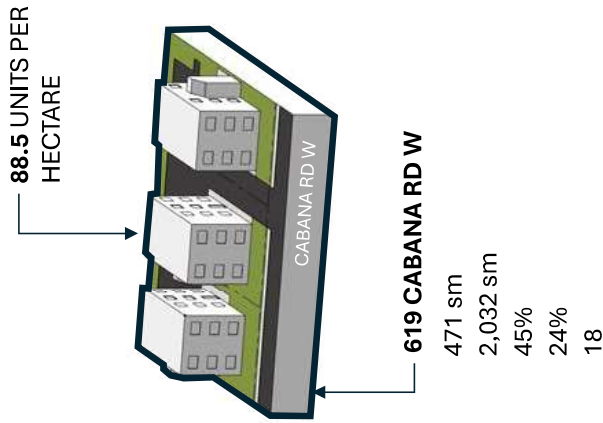
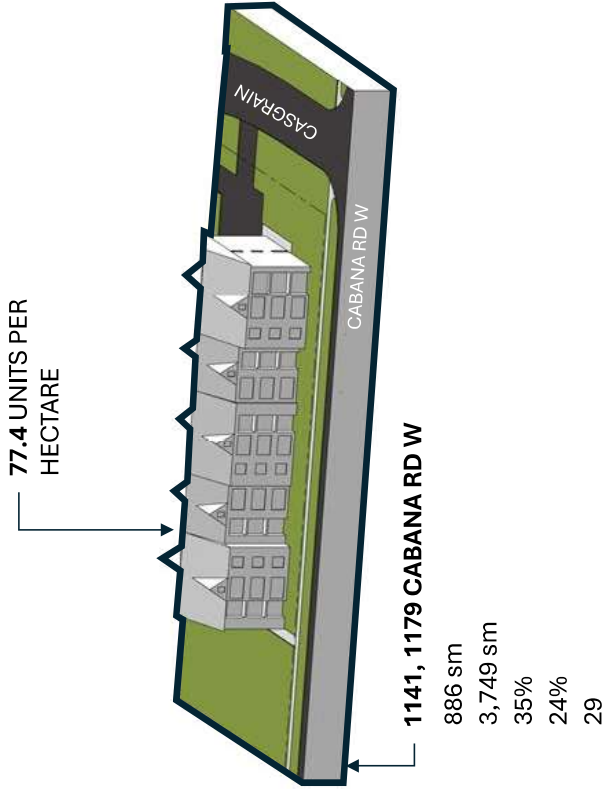


1141, 1179 CABANA RD W
PENDING PROPOSAL

**COMPARISON OF APPROVALS
PROPOSAL STATUS**

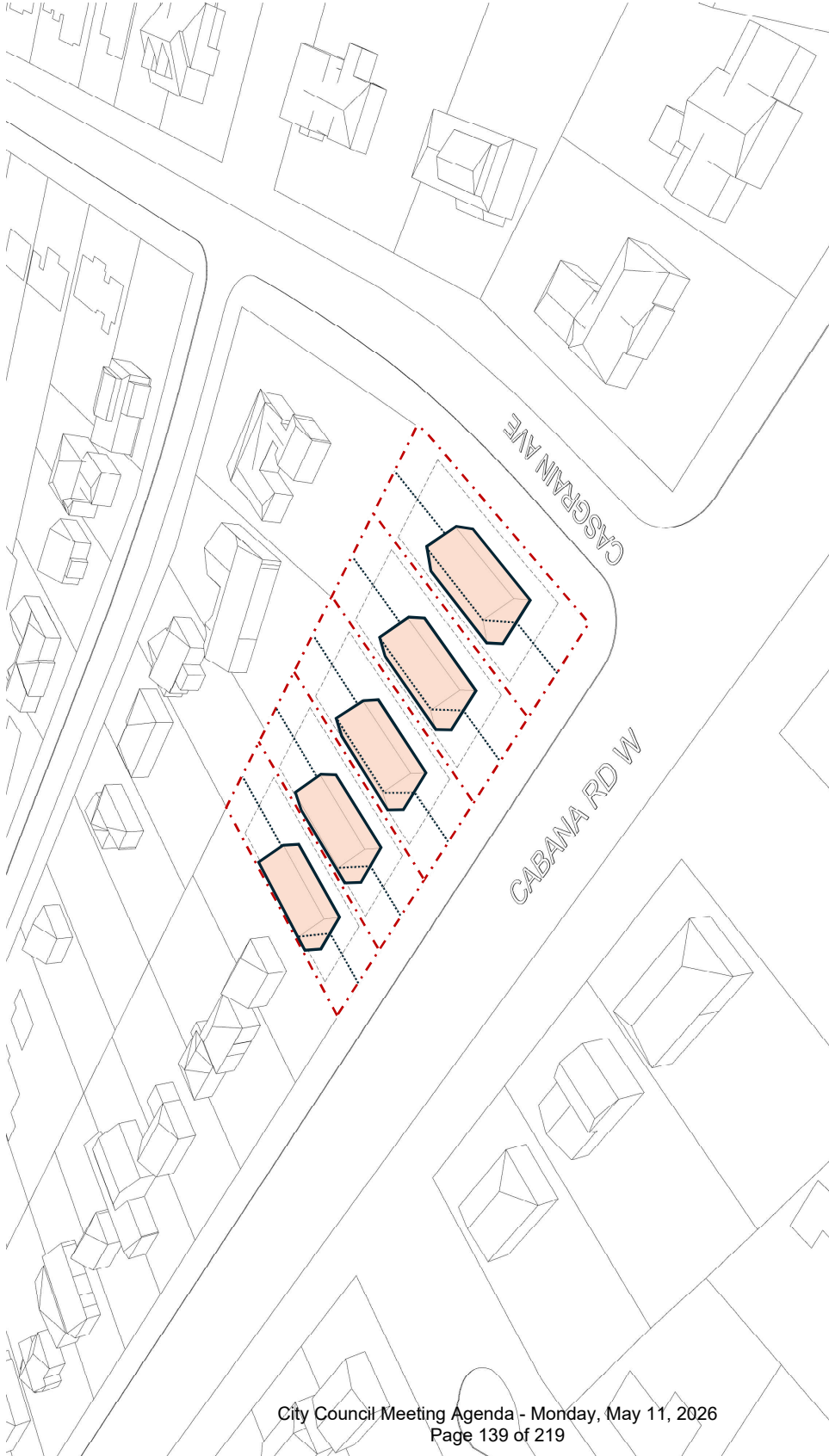


**COMPARISON OF APPROVALS
LOT SIZE**



**COMPARISON OF APPROVALS
DENSITY PER HECTARE**

DENSITY SCENARIOS



ZONING [RD1.4] [1 Semi (1 unit) + 2 ADUs] x 10 LOTS = 30 UNITS

Development & Heritage Standing Committee
Tuesday, April 7, 2026
Item 7.1 - Written Submission

From: Olivia Curti <>
Sent: Wednesday, March 25, 2026 1:39 PM
To: clerks <clerks@citywindsor.ca>; Nwaesei, Justina <jnwaesei@citywindsor.ca>
Cc: Francis, Fred <ffrancis@citywindsor.ca>
Subject: Z-033/25 [ZNG/7338]

Good Day City of Windsor,

I am looking to include a statement of **Opposition** to be accounted for in the public record for the proposal of File# Z-033/25 [ZNG/7338] that is scheduled for Council on April 7, 2026.

I strongly oppose the proposed rezoning amendment to By-law 8600 for the lands described as Part of Lot 19 Plan 1478 (PIN 01576-0193 LT and PIN 01576-0194 LT), which seeks to change the zoning from RD1.4 to RD3.1 to permit a 3-storey, 29-unit multiple dwelling.

This proposal is fundamentally incompatible with the established character of Roseland and the surrounding neighbourhood, which is defined by quiet streets, mature trees, unique single-family homes, and a long-standing reputation for safety and tranquility. Introducing a development of this scale, along with 37 parking spaces accessed via Casgrain Drive (which is already a main artery to access Roseland, and can get quite busy already with vehicles turning left onto Cabana throughout the day, especially seen during peak morning and afternoons), would dramatically increase traffic, congestion, and noise on a street that currently serves as a residential connector. The requested zoning change represents a significant and unjustified intensification that is wholly out of proportion with the low-density context intended under the existing RD1.4 designation. This neighbourhood should continue to remain low-density. Further, the applicant's request for additional site-specific reductions—including the north side yard width and the parking area separation from habitable room windows—demonstrates that the proposal cannot reasonably meet the standards designed to protect neighbouring properties.

Granting such exceptions would set a troubling precedent and erode the planning principles meant to preserve the stability of established residential communities. This has been seen all over the city, and the quaintness, safety, calmness of the Roseland neighbourhood continues to be threatened with these large scale buildings, with landowners trying to squeeze every square inch of property to house as many people as possible. This method does not work in established neighbourhoods that were not designed for high density living. Perhaps the Landowner should take note of approved developments that have been welcomed by the community previously, such as a row of Townhomes.

The Roseland neighbourhood is and continues to be a highly sought after area precisely because of its quiet streets, unique character, proximity to the golf course, walkability to nearby shops/restaurants and cohesive single-family residential environment—qualities that would be irreparably harmed by this development. For these reasons, I strongly urge the City to REJECT this requested zoning amendment and protect the integrity of this valued residential area.

Thank you,

Olivia Curti Durocher

Development & Heritage Standing Committee
Tuesday, April 7, 2026
Item 7.1 - Written Submission

From: John Moynahan <>
Sent: Monday, March 30, 2026 12:54 PM
To: clerks <clerks@citywindsor.ca>
Cc: Francis, Fred <ffrancis@citywindsor.ca>
Subject: Opposition to Proposed Rezoning at 1141 & 1175 Cabana Rd W

Good afternoon,

My name is John Moynahan and I am a resident of Ward 1 living at [REDACTED] Morris Drive in Windsor. I am writing to express my strong opposition to the proposed rezoning and development at 1141 and 1175 Cabana Road West.

As someone who lives just one street north of this site, I am directly impacted by what is being proposed. I want to be very clear that I oppose this application in its entirety.

This proposal represents a significant and inappropriate intensification within a stable, low-density residential neighborhood. The requested rezoning from RD1.4 to RD3.1 is not a minor change—it is a fundamental shift that does not respect the existing character of the area. Introducing a 3-storey, 29-unit apartment building into a neighborhood of single-family homes is not compatible development.

What is particularly concerning is that the applicant is unable to meet standard zoning requirements and is requesting reduced setbacks and separation distances. This strongly suggests the site is being overdeveloped. If the proposal cannot function within established planning standards, it raises serious concerns about its suitability for this location.

I am also concerned about the real-world impacts on surrounding streets. While access is proposed via Casgrain Drive, it is unrealistic to expect that traffic and parking pressures will remain confined there. Spillover into nearby streets, including Morris Drive, is inevitable. This will negatively affect safety, parking availability, and overall quality of life for residents.

Approving this application would also set a troubling precedent for further intensification in established neighborhoods without appropriate transition or consideration for existing residents.

I want to emphasize that I am not opposed to growth or development in Windsor. However, it must be appropriate, balanced, and consistent with the character of the surrounding area. This proposal does not meet that standard.

For these reasons, I respectfully ask that you oppose this rezoning application and advocate for its rejection in its current form.

Thank you for your time and consideration.

Sincerely,

John Moynahan

Development & Heritage Standing Committee
Tuesday, April 7, 2026
Item 7.1 - Written Submission

Dear Development and Heritage Standing Committee:

Interest: I am an area resident with an engineering degree and someone that owns and operates a commercial real estate development company. Over the past 2 years, I have taken a neighbourhood lead gauging our community's interest in the several proposed developments along Cabana Road West. I've held a neighbourhood town hall where hundreds of people showed up to oppose developments that don't resemble the existing character of our beloved Roseland neighbourhood.

Position: The proposed development at 1141/1175 Cabana Road West does not conform with the purpose and intent of the City of Windsor OP, does not conform to good Zoning principles, and would set a harmful precedent of over-intensification on Cabana Road West being the first major "big block" multi-family development along Cabana Road West under the new Corridor Designation. My position is to reject the RD3.1 site specific (singularly designed) rezoning application with its requested reductions. My position is that the requested amendment to Zoning Bylaw 8600 via Section 91.1 is not consistent with the PPS 2024 and is not in conformity with the City of Windsor Official Plan. It represents uncontrolled intensification and undermines neighbourhood character. For these reasons, I respectfully request that the rezoning application for 1141/1175 Cabana Road West is denied.

Land use impacts/Reasons: There are issues in relation to Provincial policy directives, City of Windsor Official Plan directives, City of Windsor By-Laws and the contradictory Planning Rationale Report provided by the developer/applicant. I have also read the "unintended consequences" Financial Post article the neighbourhood has shared with the City of Windsor in relation to placing guardrails on number of units and the impact developments such as the proposed have on neighbourhood character.

Commercial style Flat Roofing, Over Massing extent, and façade orientations which due to the number of units at play can't all face Cabana Road, all contradict the blending of the existing character in an effort to over-intensify, with the blatant disregard for this neighbourhood.

Provincial Directive: 4 plexes (which would allow these units to be larger and family oriented) have less compatibility impacts than medium and high density proposals within existing neighbourhoods.

Provinces New Planning Policy Statement started Oct. 2024: Building up around Transit Hubs and Retail/Shopping Nodes – Neither are on Cabana Road West, thus reasonable intensification is justified.

As shown by another development proposal along Cabana Road West with the 475 address, this proposal is a perfect blend of adding responsible density to the neighbourhood while visually making it fit its character.

Thank you for your time and attention.
Dan Coccimiglio

Development & Heritage Standing Committee
Tuesday, April 7, 2026
Item 7.1 - Written Submission

From: Sheri-Lynne Livingston < >
Sent: April 1, 2026 3:47 PM
To: jnwaessei@citywindsor.ca; clerks <clerks@citywindsor.ca>
Cc: Francis, Fred <ffrancis@citywindsor.ca>
Subject: FILE NUMBERS Z-033/25 [ZNG/7338]

Hello,

I am looking to include a statement of **Opposition** to be accounted for in the public record for the proposal of File# Z-033/25 [ZNG/7338] that is scheduled for Council on April 7, 2026.

I strongly oppose the proposed rezoning amendment to By-law 8600 for the lands described as Part of Lot 19 Plan 1478 (PIN 01576-0193 LT and PIN 01576-0194 LT), which seeks to change the zoning from RD1.4 to RD3.1 to permit a 3-storey, 29-unit multiple dwelling.

This proposal is fundamentally incompatible with the established character of Roseland and the surrounding neighbourhood, which is defined by quiet streets, mature trees, unique single-family homes, and a long-standing reputation for safety and tranquility.

The proposed development is so large for this size land, parking, traffic and congestion will become an issue for the tenants and existing residents, as well as flooding when all the green space on these properties are turned into concrete structure and parking lot.

I feel strongly that our neighbourhood character will be significantly impacted negatively.

We implore you to vote NO on this rezoning for this property and keep our neighbourhood quality and character in tact.

Sincerely,

Sheri and Corey Livingston,

Development & Heritage Standing Committee
Tuesday, April 7, 2026
Item 7.1 - Written Submission

From: Catherine Archer < >
Sent: Thursday, April 2, 2026 2:52 AM
To: clerks <clerks@citywindsor.ca>
Subject: Fw: City of Windsor Zoning By-Law 8600 File Numbers Z-033/25 [ZNG/7338]

From: Catherine Archer < >
To: cityclerks@citywindsor.ca; jnwaesei@citywindsor.ca
Cc: Fred Francis <ffrancis@citywindsor.ca>; ffathers@citywindsor.ca; ragostino@citywindsor.ca; mmckenzie@citywindsor.ca; esleiman@citywindsor.ca; joagignac@citywindsor.ca; amarignani@citywindsor.ca; gkaschak@citywindsor.ca; kmckenzie@citywindsor.ca; jmorrison@citywindsor.ca
Sent: Thursday, April 2, 2026 at 02:40:29 a.m. EDT
Subject: City of Windsor Zoning By-Law 8600 File Numbers Z-033/25 [ZNG/7338]

April 1, 2026

To: Development & Heritage Standing Committee

Attn: Fred Francis
Frazier Fathers
Renaldo Augustino
Mark McKenzie
Ed Sleiman
Jo-Anne Gignac
Angelo Marignani
Gary Kaschak
Kieran McKenzie
Jim Morrison
Justina Nwaesei
City Clerk

Reference: Notice of Public Meeting

Tuesday, April 7, 2026 at 4:30pm

File Numbers Z-033/25 [ZNG/7338]

Dear Committee Members;

This meeting is to give the public an opportunity to comment and for the DHSC to make recommendation to Council, on the proposed amendments to the City of Windsor ZONING BY-LAW 8600. I am looking to include a statement of **Opposition** to be accounted for in the public record for the proposal of File# Z-033/25 [ZNG/7338] that is scheduled for Council on April 7, 2026 @ 4:30pm.

I strongly **oppose** the proposed rezoning amendment to By-law 8600 for the lands described as Part of Lot 19 Plan 1478 (PIN 01576-0193 LT and PIN 01576-0194 LT), which seeks to change the zoning from RD1.4 to RD3.1 to permit a 3-storey multiple unit dwelling containing 29-units. 37 on-site motor vehicle spaces are proposed with access on Casgrain Dr. The Applicant also proposes to add a site - specific zoning provision that would permit a reduction in the required minimum north side yard width (from 6.0m to 4.57m) and a reduction in the required minimum parking area separation from a habitable room window (from 4.5m to 2.13m).

This is the Third time I have seen a Proposal from this Developer for this property or a portion there of, over the past 3 years. The first was July 6, 2023 1175 Cabana/1190 Kennedy - a Zoom meeting Conducted by Pillon Abbs Inc Consulting firm, which 140 South Windsor Residents attended, expressing their dissatisfaction with the 3 storey Combined use-**12 dwelling/ 45 Parking space**, with access on Casgrain being proposed. I was able to generate a **Door to Door Petition** which 200 neighbourhood residents signed, all were adamantly opposed the Proposal based on size of building, flooding, shadowing, parking, light pollution, noise, garbage and traffic concerns. That petition became null and void when the Developer conducted a 2nd Zoom Meeting through that same firm and changed the Proposal on July 16th, 2024 to include Lots 1175/1141 Cabana Rd W increasing the size and scope to a 4 Storey - Combined Use -**24 dwelling/61 parking space** Condominiums access on Cabana and Casgrain, which 50 residents attended and voiced extremely valid concerns. Now it appears we are skipping the Zoom and going straight to DHSC, only now the Developer is requesting a 3 Storey multiple dwelling containing **29 units with 37 on-site motor vehicle parking spaces** with access on Casgrain Dr., as well as site specific zoning provision that would permit a reduction in the required minimum north side yard width (from 6.0m to 4.57m) and a reduction in the required minimum parking area separation from a habitable window (from 4.5m to 2.13m)

It seems ludicrous that developers can go beyond existing by-laws and be given special privilege to change the character of established mature neighbourhoods. City Council stood firm two years ago, against accepting MILLIONS from the Federal Government to build 4plexes by right on a city lot even though Provincially a law had been passed to build "3 plexes by right" anywhere on any lot size. Which the North Side of Cabana has plenty, also appears some are expanding with no notice give to their neighbours, perhaps better to beg forgiveness than ask permission. An alternative plan was developed to protect the "rights" of homeowners when 8 out of 10 voted for a "**Made in Windsor Solution**" – our Mayor clearly stated in the plan " **respects the homes of Windsor Residents, as the biggest investment most will ever make**" then explain how does a 3 storey 29 Unit Condominium in a mature single residential neighbourhood make more sense than a 4 plex, City planners and some Councillors are now supporting the **DEVELOPERS** instead of the residents that voted for them.

City of Windsor is allowing the Developers to determine where they want to build, where it is most profitable and then the City is putting Policy in Place to allow them to build there, as a result the housing being created will never be affordable – because it will not be Profitable. Meanwhile our entire downtown is full of abandoned buildings and overgrown cement pads in desperate need of revitalization, that housing just may be affordable – whatever that looks like these days. For some reason we are building low density **Townhouses** downtown on a completely cemented parking lot that is surrounded by and is likely already zoned for high density. While tearing down perfectly good \$600 thousand next level houses, that has a green space, mature trees, a place for a family to grow, with churches and schools a block away ~ to build **29** – \$600–800 thousand dollar Condominiums with a paved parking lot for only 37on-site motor vehicle spaces. Question: Where are the other 30 plus cars going to park? Don't tell me they will take the bus - that is not our lived experience. I can tell you as people that have to deal with this dilemma everyday we know exactly what is going to happen, our side streets are already lined with the cars that belong to St.Clair Students and overcrowded rentals. This area is a FLOOD ZONE and already has issues with storm drains backing up into residents basements. This proposed project would eliminate green space, which reduces the ability to absorb water. This project will increase noise and light to the community especially with the parking lot being adjacent to a residential area. This amount of density on two City lots in an established mature City Neighbourhood is Greed – plain and simple – there is absolutely nothing "Affordable" about this housing. I hear from so many other communities, a note from a west end resident noticing many empty lots and condemned buildings which could be developed and the community as a whole would welcome this kind of building which would work well with their neighbourhood that is already zoned High Density. Adding density to established neighbourhoods will draw mixed use development away from neighbourhoods that are in need of investment. Developers, investors and builders are attracted to mature neighbourhoods they can make more **Profit** for the same output. But the result is "**less affordable**" housing.

Increased Traffic on Cabana – as it has become the quickest route from LaSalle to all points Windsor and the New Hospital whenever that happens has made this small 1.1 stretch of Cabana a very dangerous one. With all the traffic calming that has been put in place to make it safer – why on earth would you want to add all of this density, it is a recipe for disaster. The recent widening of Cabana has been needed for many years, just to accommodate already existing traffic. Now there is so much traffic, that exiting from Casgrain and McGraw has become even more dangerous, particularly so if you are attempting to head west. There was a collision just this past weekend, sadly I see accidents at both streets on a regular

basis. Local residents will know that Kennedy Dr. W may provide a safer alternative and result in more traffic there going up to Roseland at Dougall , also a dangerous intersection but at least there is a traffic light. More traffic calming measures will be needed to slow speeding cars on Kennedy which at times travel double the speed limit. Casgrain traffic has already increased significantly, with Casgrain being a significant roadway into and out of the Roseland area, this proposed rezoning and development would significantly impact access to this area for residents, Roseland Golfers and emergency vehicles. With proposed building of 38 Luxury Condominiums at Roseland Golf Course and the additional density at the old St. James sight this area will become very congested. Residents within this area south of Cabana use it as a walking/biking for active lifestyle and a path to schools. Adding multi-unit building at this corner would increase traffic and negatively effect the safety to pedestrian/bike traffic including children.

City should protect an established Mature Neighbourhood like Cabana, Roseland and Roselawn – they should not be rezoning to add density, they should ensuring its integrity is kept. Neighbourhoods are fragile and need to be nourished. Neighbourhoods either get stronger or they get weaker and decay. If the City wants to protect and established neighbourhoods like Roseland, downzone and encourage a trend toward less density, if the City wants a neighbourhood developed or redeveloped, upzone and add density. Very little has been said about the destructive force of density. There are many ways that adding density to an established neighbourhood, like Roseland, diminishes and ultimately destroys the neighbourhood. These Developments are not beneficial to people that want to raise families with a backyard and green space. That is what this area of Cabana is – Family Orientated, single residential with multiple Schools, Churches and parks close by to grow. These people are trying to pretend that are trying to alleviate the housing crisis but they are just building more expensive, smaller dwellings for profit. Making it harder for young families to afford and changing the essence of this mature established community forever.

This is not just a South Windsor issue, it is a City Wide issue – you see opposition to developments all across the city, because people want their voices to be heard. There is a disconnect between City Hall and the Residents of these communities. People have concerns about traffic issues, parking issues, flooding issues, when big developments move into their neighbourhood. If Neighbourhoods are going to change then it stands to reason that the residents in those neighbourhoods should have a say in what that change looks like. This is perfectly normal because the changes can have a negative impact on many. This is not a NIMBY matter, instead, it's about residents working with developers to ensure developments fit into what's already in the neighbourhood, that's good cooperation and good planning. You as Elected officials represent **us** and you should listen to us, not just discount our concerns. We live here and have invested our money here, we pay taxes here and we **should be listened** to. If Changes need to be made at the Provincial Level regarding zoning and housing rules then City Council should be advocating for those **CHANGES** on our behalf at Queens Park, not just throwing up their arms and saying there is nothing we can do about it. I would also like the City to explain to me about how much development charges they may give away here and how will they make that up in the future and what development charge projects would be at risk.

I wish to be notified of the decision to any proposed amendments.

Sincerely,

Catherine Archer

Notes for the Meeting for the Development & Heritage Committee

on April 07 2026

Delegation Confirmation: Dr. Anna Lanoszka

Considering amendments to the City By-Law 8600

1. I am here today because I love this city, and Windsor can only thrive and prosper when established rules and regulations are respected.
2. I am pleading with you today to reject the proposal for amendments to City Bylaw 8600 concerning the properties 1175/1141 on Cabana Rd. Please note that it is not just a rezone from RD1.4 to RD 3.1 to construct a 3-storey dwelling containing 29 Units and 37 on-site vehicle parking spaces with proposed access to be on Casgrain Dr. The applicant also proposes to add a site-specific zoning provision that would permit a reduction in the required minimum north side yard width (from 6.0 m to 4.57m) and reduce the minimum parking area separation from a habitable room window (from 4.5m to 2.13m). This is not acceptable as it will completely change the character of this residential neighbourhood, create traffic safety hazards, and destroy the green space.
3. Without doubt such far-reaching and appalling changes should be rejected because if allowed they would completely change the character of this historic neighbourhood. And it would do that for no good public purpose. The proposal aims to create a not-needed monstrosity with units too small for families and individuals to settle. The proposal would result in an atrocious dwelling like a cheap hotel and hence ultimately useless blot on the landscape that could only serve as a temporary accommodation. We do not need a motel in this neighborhood. Most importantly, its creation would lead to the destruction of green space and healthy environment. It would exacerbate pollution by the increase in traffic in this residential area that already is congested on days when Golf Club is open.
4. Ontario needs homes for people. Windsor needs proper sizes units where individuals and families can settle for a long time. We, the neighbors, want this land to be developed as a reasonable residential place. A place where several individuals and families can live and stay for a long time. However, this is not

what is being proposed. The current rezoning proposal suggests building an eye-hurting architectural monstrosity (motel) with 29 ridiculously small units squeezed on an inadequate plot of land with a sole aim at a quick profit.

5. Look what is happening in Toronto - the condo market flooded by progressively small units has collapsed! Some apartment condo buildings are full of empty units, new units are not being sold. If the idea was to build for students, that market is no longer viable. The international students' programs turned out to be problematic and the government recognized those problems by significantly and permanently curbing international students' visas. I know because I work at the university. Hence, please stop building these useless units across Ontario.

6. **Families and individuals (retirees) need homes and proper-size apartments, not prison-like cells-units.** Such useless monstrosities only destroy the neighborhoods by inviting a transient population or staying empty (please see the article included).

7. **The committee members. You are the city guardians - so be up to the task. Reject this destructive proposal and compel the developers to be mindful of people's needs and the true needs of this wonderful city.**

The unintended consequences of 'gentle density' development

Multiplex zoning can unintentionally create unregulated clusters of transient accommodation

Author of the article:

By [Murtaza Haider](#) and [Stephen Moranis](#)

Published Mar 18, 2026 | Last updated Mar 18, 2026 | 4 minute read



A fourplex in North Central Edmonton, Alta. Photo by David Bloom/Postmedia files

City governments across Canada are promoting what planners call “gentle density.” The idea is straightforward: replace single-detached houses with duplexes, triplexes, fourplexes and, in [Edmonton’s](#) case, eightplexes to increase [housing supply](#) without dramatically altering neighbourhood character.

In principle, gentle density is a sensible policy. In practice, however, its unintended consequences are proving detrimental to some nearby residents.

A recent report in the Edmonton Journal exposed concerns that many residents had quietly dreaded. Certain properties approved and built as multiplex housing are not being used exclusively for long-term rental purposes. Instead, they now serve as rooming houses or [short-term rentals](#), effectively functioning as boutique hotels embedded into residential neighbourhoods.

This outcome clearly diverged from the initial planning objectives. Advocates for increased density argued that expanding the availability of smaller units in established neighbourhoods would attract new

residents, including small families, students and workers seeking long-term accommodation, who would benefit from existing community resources and infrastructure such as transit systems, roads and sewerage networks.

When these units are converted into short-term rentals or rooming houses, the policy goal is compromised. The neighbourhood attains the density but not the housing stability that originally justified the policy.

This mismatch between intent and outcome calls for regulatory adjustments rather than abandoning the concept of gentle density altogether. In Edmonton, the city is reviewing multiplex regulations, including reducing the maximum number of units on residential streets from eight to six, but strict enforcement is needed to ensure conformity in their use.

Municipal governments need to update their short-term rental regulations to ensure that the new multiplexes do not become commercial lodging businesses operating in residential neighbourhoods. A practical and oft-implemented solution is to mandate that short-term rentals be allowed exclusively in owner occupied principal residences. When the owner lives onsite, neighbours have a clear point of contact and accountability should guests cause noise disturbances, parking issues or other nuisances.

Without such safeguards, multiplex zoning can unintentionally create unregulated clusters of transient accommodation. This was also the case in [Toronto](#), before the city imposed restrictions ensuring certain types of properties could not be used for short-term rentals.

There are other legitimate concerns about negative externalities, a concept well understood in urban economics. When properties operate as de facto hotels, with guests arriving and departing daily, the surrounding residents experience impacts that were never part of the social contract of residential zoning. Increased noise, parking pressure and unfamiliar transient occupants can alter the perceived stability of a street.

In economic terms, these are negative externalities imposed on neighbouring properties.

If such impacts depress property values or reduce neighbourhood desirability, municipalities should, at a minimum, measure and monitor these outcomes. Cities routinely regulate land use to protect public welfare; they should be equally willing to track whether some policy changes inadvertently erode neighbourhood value. Where demonstrable harm occurs, municipalities must be prepared to reconsider regulatory frameworks or provide appropriate mitigation.

Transparency and enforcement are also essential steps.

Cities should maintain public registries of short-term rental properties and rooming houses, allowing residents to see which properties in their vicinity are licensed for such uses. This information empowers communities to report illegal or unregistered operations.

Enforcement must also be credible. If penalties for violations are trivial compared with the profits generated from illegal short-term rentals, compliance will remain elusive.

Meaningful enforcement requires penalties that are large enough to serve as genuine deterrents.

Ultimately, the purpose of urban planning is not merely to maximize density. The goal is to create and protect value — economic value, certainly, but also cultural and communal values.

Neighbourhoods derive their identity from a delicate balance of permanence, familiarity and social cohesion. When residents know their neighbours and share a sense of place, those neighbourhoods become desirable places to live. That desirability, in turn, generates value for the entire city.

Gentle density remains an important tool for addressing Canada's [housing shortages](#). But its success depends on aligning policy design with policy outcomes. If multiplex zoning increasingly produces short-term rental properties rather than long-term rental homes, cities will have solved the wrong problem.

Good planning requires not only bold reforms but also careful guardrails.

Cities must ensure that gentle density delivers what it promised: more homes for residents, stronger neighbourhoods and growth that enhances rather than erodes the character of the communities people call home.

[Murtaza Haider](#) is the executive director of the [Cities Institute](#) at the University of Alberta and the [Radhe Krishna Gupta Executive Chair](#) in Cities and Communities at the Alberta School of Business. [Stephen Moranis](#) is a former president of the Toronto Real Estate Board and an industry veteran providing strategic market insights.

Good Day City of Windsor,

I am looking to include a statement of **Opposition** to be accounted for in the public record for the proposal of File# Z-033/25 [ZNG/7338] that is scheduled for Council on April 7, 2026.

I strongly oppose the proposed rezoning amendment to By-law 8600 for the lands described as Part of Lot 19 Plan 1478 (PIN 01576-0193 LT and PIN 01576-0194 LT), which seeks to change the zoning from RD1.4 to RD3.1 to permit a 3-storey, 29-unit multiple dwelling.

This proposal is fundamentally incompatible with the established character of Roseland and the surrounding neighbourhood, which is defined by quiet streets, mature trees, unique single-family homes, and a long-standing reputation for safety and tranquility. Introducing a development of this scale, along with 37 parking spaces accessed via Casgrain Drive (which is already a main artery to access Roseland, and can get quite busy already with vehicles turning left onto Cabana throughout the day, especially seen during peak morning and afternoons), would dramatically increase traffic, congestion, and noise on a street that currently serves as a residential connector. The requested zoning change represents a significant and unjustified intensification that is wholly out of proportion with the low-density context intended under the existing RD1.4 designation. This neighbourhood should continue to remain low-density. Further, the applicant's request for additional site-specific reductions—including the north side yard width and the parking area separation from habitable room windows—demonstrates that the proposal cannot reasonably meet the standards designed to protect neighbouring properties.

Granting such exceptions would set a troubling precedent and erode the planning principles meant to preserve the stability of established residential communities. This has been seen all over the city, and the quaintness, safety, calmness of the Roseland neighbourhood continues to be threatened with these large scale buildings, with landowners trying to squeeze every square inch of property to house as many people as possible. This method does not work in established neighbourhoods that were not designed for high density living. Perhaps the Landowner should take note of approved developments that have been welcomed by the community previously, such as a row of Townhomes.

The Roseland neighbourhood is and continues to be a highly sought after area precisely because of its quiet streets, unique character, proximity to the golf course, walkability to nearby shops/restaurants and cohesive single-family residential environment—qualities that would be irreparably harmed by this development. For these reasons, I strongly urge the City to **REJECT** this requested zoning amendment and protect the integrity of this valued residential area.

Thank you,

Olivia Curti Durocher

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From: Sandra Pillon < >
Sent: Monday, April 20, 2026 14:40
To: clerks <clerks@citywindsor.ca>
Subject: Cabana Road West/ Roseland Neighbourhood Character

Hello,
We (my husband and I) would like to voice our support to preserve the Roseland area. It's a beautiful established neighbourhood in the heart of the city with access to everything ever needed with in a 5 min walk. Once you enter the area you are home away from the hustle. Please consider protecting this area for all the right reasons!
Thank you,

Sandy Hawken and Chad Pillon
[REDACTED] Roseland drive west

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From: Robert Marcuz < >
Sent: April 21, 2026 12:21 PM
To: clerks <clerks@citywindsor.ca>
Subject: Stop zoning bylaw amendments for 1141&1175 Cabana Road west.

Stop the development of zoning bylaw amendment for 1141&1175 Rd w!! It is with extreme dissatisfaction that these amendments are even brought forward as they do not and will not fit or improve the calmness and security of the area. Already this section of Cabana road has become a race lane, congestion in this area, could be dangerous! This building does not improve our neighborhood, but brings elements to this area that is not in alignment with neighborly privacy. This building brings in higher sight lines, sounds from apartments, and the usual litter that you find around this type of strip mall! It pains me that my wife and I can not attend the April 27 meeting at Windsor council to oppose these amendments. The residents that are next to and behind never thought this type of development would be there! This sets a precedent for development along Cabana that is not right for any residents that may butt up to them!

April 22, 2026

**Attn: City of Windsor Clerks Office
Fred Francis – Ward 1 Councillor City of Windsor**

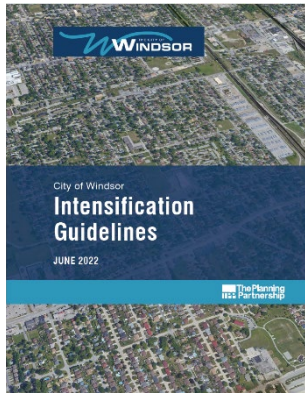
**Re: Item 8.5 on City of Windsor Council meeting agenda for April 27, 2026
That being a matter of a ZBA for 1143/1175 Cabana Road West**

Note to City Clerk, I am submitting this as a written correspondence/delegation for the above referenced item to be heard at the April 27, 2026, City of Windsor Council meeting.

Dear Members of City Council,

I am writing this letter to provide information for Council and the Mayor to hear and review regarding the application for a zoning bylaw amendment (ZBA) for the property at 1143/1175 Cabana Road W. The information contained herein should be used by Council to deem the application of a ZBA incomplete and premature and that the mater should be sent back to adminstraiton and the proponent for further information.

In 2022, the City prepared an Intensification Guideline that was meant to support an Official



Plan Amendment that created mixed use corridors and mixed-use nodes throughout the City in established neighbourhoods. This guideline was provided for prospective applicants to demonstrate how they comply with various elements within the guideline and how their proposed redevelopment/intensification blends into the existing neighbourhoods. This document has 3 chapters relating to *Introduction* of the guideline, *Stable and Mature Neighbourhoods* and *Mixed Use Centres, Nodes and Corridors*. The documents go on to classify development type and how they should be deigned to blend into the existing neighborhood, talks about parking layout, building scale and mass, landscaping, building height, finishes, etc.

Very early in this guideline, in section 1.6 it states that an Urban Design Brief (UDB) **SHALL**

1.6 Submissions
To assist decision makers, stakeholders, and community members in understanding proposals applicants shall submit an Urban Design Brief in support of a development application. The Urban Design Brief will provide the design rationale for the building, landscape, and site design elements of the proposed development.

be submitted to support development applications and why it is important and who and how this UDB will be used. An excerpt is provided. Please note the word **SHALL**, in the context of this document the word in all instances means **MANDATORY**. **I now bring your attention to the application before you tonight, that clearly states that no Urban**

Design Brief was required by City Administration to support the application before you tonight.

So now you ask how do we know that an Urban Design Brief was not required as part of this

| PPS Policy # | Policy | Response |
|---------------------------|---|---|
| | intensification, including potential air rights development, in proximity to transit, including corridors and stations. | |
| 2.3.1.1 – Settlement Area | Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas. | The Site is located in an existing settlement area of the City of Windsor. |
| 2.3.1.2 | Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate. | The Site offers an opportunity for intensification infilling on a corner parcel of land. The final design will be subject to SPC approval, including roof style, streetscape, facade articulation, windows, awnings, etc. A UDB was not required as part of the ZBA application. However, the design and style of the proposed building will be designed to blend well with the scale and massing of the existing surrounding area. It takes into consideration the transition between land uses. The current land use designation does prefer 3 storeys. The proposed use will buffer the existing residential uses from Cabana Road West. |

application. For one, it is not listed as supporting documents in the Council report before you tonight.

Secondly, I was able to find and review the Planning Rationale Report (PRR), on the City website, which is one of the listed documents that were prepared by the applicant in support of their application here tonight. I bring your attention to page 33 of that PRR, except enclosed. If you can't read what is circled in red it says **"A UDB was not required as part of the ZBA application"**.

WHAT, HOW, WHY, did this happen when it is **MANDATORY for an UDB to be submitted** to support decision makers, stakeholders and the community understand and see how the proposed redevelopment and intensification

1141 & 1175 Cabana Rd W, Windsor, Ontario

33

within established neighbourhoods along the mixed use corridors will effect the area.

For this reason alone, Council is urged to deny the application and send it back to administration and the applicant to follow the rules that the City has established, on their own accord and the create a level playing field for all of the community and other developers to follow.

Anticipated Administration and Applicant Response

Now City administration and the applicant will say that adherence to the Intensification Guideline (IG) will occur at the site plan control (SPC) stage. Now let me tell you why this is problematic.

Firstly, UDB are meant to support applications not SPC, from the City's own IG document.

Secondly, once you approve the proposal before you tonight there are elements within the IG that are impossible to adhere to or at least limit the effects. The intensification guideline classifies the proposed building as part of this application as a "Low Profile Building".

I have enclosed an excerpt of the General Guidelines for low profile buildings directly from the IG.

7. Locate and orient primary building entrances to public roads, and design to be visible and accessible to the public in order to support public transit and for reasons of public safety and convenience.
 8. Design sites with multiple buildings to reflect a consistent architectural theme. Similar building elements could include colours, materials, signage, and the base and top of buildings. Design individual buildings to offer visual interest and variety in design through architectural features.
- 3.4.2 Low Profile Buildings**
1. All Low Profile buildings shall demonstrate design excellence and compatibility with the surrounding context. Ensure architectural detailing, landscape treatments, colour, and building materials are representative of the highest quality possible.
 2. The height difference between adjacent Low Profile buildings on the same block should not vary by more than 1 storey to maintain a consistent street wall.
 3. For Low Profile residential and mixed use buildings locate and orient windows, decks, and balconies to limit overlook into nearby windows and amenity spaces of adjacent properties while enabling "eyes on the street" for common public areas.
4. Limit continuous residential forms such as stacked townhouse buildings to 3 to 8 units per block and the length of the townhouse block should not exceed 50 metres, unless it is essential to the architectural style of the building.
 5. Locate garages at the rear of the building to be accessed from a lane or private drive.
 6. When located at a corner, design buildings to address both street frontages and be massed towards the corner location for visual interest and to anchor the building.
- 3.4.3 Medium and High Profile Buildings**
1. Medium and High Profile buildings may include commercial and office uses at grade and multi-unit residential above or behind. Design ground floors to be appealing to pedestrians and include uses that are more active in terms of pedestrian traffic, such as commercial/retail, personal service, and restaurant type uses on the ground floor.
 2. Provide retail and service commercial uses on the ground floors of buildings to bring animation to the street and encourage pedestrian activity. Such uses should have a minimum 4.25 metre floor-to-ceiling height.

You can see that item 2 within subsection 3.4.2, says that the proposed building should not be more 1 storey higher than other surrounding buildings on the same block. I urge you to look at the existing single family homes on Cabana, on that block, they are all 1 storey high. Therefore, this proposed development should not be allowed to be more than 2 storeys in height.

One of the more problematic issue is item 3 of subsection 3.4.2 of the IG. It says that the building should be orientated to limit windows overlooking into adjacent amenity spaces of neighbouring properties. The proposed building is shown to have 50% of the units looking north, towards Cabana and 50% of the units looking south, directly into the backyards of the residents on Kennedy. Does a 50/50 split look like they limited intrusion into the amenity spaces of the existing mature residential neighbourhood.

The two points noted above are only a few of the elements that are not complied with through the IG. There are others, however, how does anyone know, because an Urban Design Brief was not prepared as it is a mandatory requirement from the City to have a UDB completed as part of applications.

Closure

I trust the above noted information is clear and shows a little snippet that this file has been mismanaged and should be deemed not complete and premature in order to avoid any Ontario Land Tribunal challenge. The file should be sent back to City administration and the proponent to address elements of the Intensification Guideline that the City has paid for. The IG was prepared for the exact reasons of applications like this, before you tonight, for Council and adminstraiton to rely on for making decisions.

Regards,



Peter Marra

April 24, 2026

**Attn: City of Windsor Clerks Office
Fred Francis – Ward 1 Councillor City of Windsor**

Re: Supplemental information for Item 8.5 on City of Windsor Council meeting agenda for April 27, 2026. That being a matter of a ZBA for 1141/1175 Cabana Road West

Note to City Clerk, further to my April 22, 2026, submission, I am submitting this as additional written correspondence/delegation for the above referenced item to be heard at the April 27, 2026, City of Windsor Council meeting.

Dear Members of City Council,

I am writing this supplemental letter as an additional formal written delegation and to compliment my original of April 22, 2026. This letter corrects and expands on my April 22, 2026, submission.

Late in the day on April 22, 2026, I had the pleasure to speak with Justina Nwaesei, City Administration Planner III, responsible for this file. Ms. Nwaesei was able to point me in the direction of the Planning Rational Report (PRR) prepared by Pillon Abbs Inc. for this file, particularly section 5.1.3. Although a formal dedicated Urban Design Brief was not prepared for this file, contained within section 5.1.3 of the PRR is information on how the proposal before you tonight measures against the City of Windsor's Intensification Guidelines (IG).

I offer to you that the analysis of the current proposed 3 storey building, against the guidelines in the IG did not go far enough, most importantly IG sub-section 3.4.2, specifically related to height of the building. The following provide the rational of this statement.

Intensification Guidelines Use

The Intensification Guideline (IG) was prepared by the City, to be used as a tool when proposals and/or planning application for intensification were submitted to the City for evaluation. The IG does not replace the Official Plan (OP), nor does it replace any zoning requirements, it is a compliment document to both of these.

The IG is important, because intensification proposals, while technically meeting the City's OP and any proposed zoning, needs to be tested against how well the intensification proposal blends into, and is compatible with, the surrounding neighbourhood where it is being proposed. This is an important document that needs to be applied fully and consistently throughout the City when faced with intensification proposals and projects.

The IG document is something that needs to be used through the entire development approval process. It needs to be applied and reviewed, for application like tonight, to get the overall built form correct and also needs to be applied at the site plan control stage, to get the finishes, landscaping, pedestrian access, etc. correct. It is a document that should span the entire life cycle of a planning act application, from inception to building permit issuance.

Administration may tell you that because this document is just a guideline, that the City has

1.4 How Will They be Used?

The Urban Design Guidelines shall apply to all intensification projects subject to review and Planning approval by the City through subdivisions, condominiums, and site plan control applications as permitted under the Planning Act and the Zoning By-law, and in some instances, Committee of Adjustment.

the discretion to enforce it or not. An except directly from the document is enclosed on how the IG will be used. Please note the deliberate and intentional use of the word **SHALL**. The use of word shall leaves no discretion, however, implies **MANDATORY**. Planners are skillful in their ability to author reports, letters and give advice, using

deliberate and intentional words. The use of words such as **SHALL**, should leave no ambiguity of the intended use of this IG document.

Intensification Guidelines Applicability

City Council is faced with an intensification proposal tonight that administration and the proponent say meets the City's OP, and proposed zoning. However, I say that it does not fully meet the City IG document. Now the applicability of the IG in conjunction with the current OP and proposed zoning, is sometime challenging and conflicts between all three may arise from time to time. But luckily the IG clarifies how this **SHALL** be applied.

I wish to point out a section within the IG document, which is section 1.5, which is 2

1.5 Applicability

Compliance with the provisions of the Urban Design Guidelines does not preclude compliance with other development regulations associated with an application as required by the City or other applicable jurisdiction.

Where provisions of the Urban Design Guidelines conflict due to the characteristics of a proposal, the more restrictive shall apply and/or an alternative design solution(s) may be required that meets the intent of the Urban Design Guidelines.

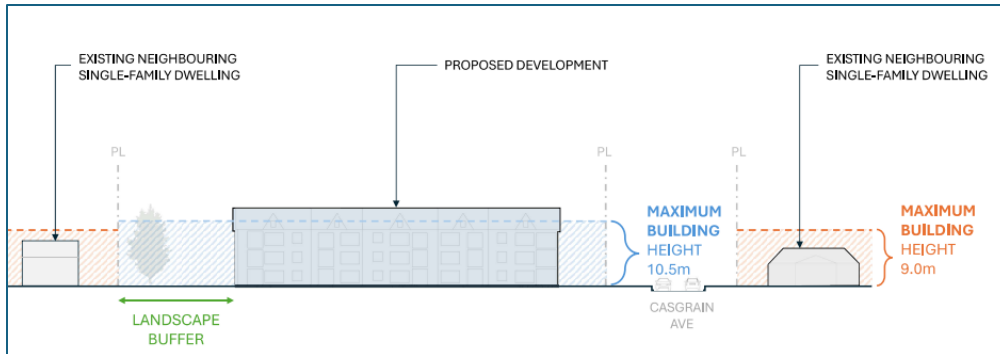
paragraph long and I enclosed a copy for your reference. This section goes onto say, that compliance with the IG document does not preclude a proponent's obligation to comply with other applicable requirements (such as OP and Zoning). It further goes on to say, that if the character of a proposal conflicts with the provisions of the IG, that the more restrictive **SHALL** apply. This leads us to review how the building height was established and compared versus

the OP, zoning and IG. Tonight's proposal may comply with the City's OP and proposed

zoning, **BUT** it does not fully comply with the more restrictive requirements of the IG document relative to height.

Building Height

The proposed building height before you tonight are being proposed at 10.5m in height as the stated maximum (proposed 3 storeys). This is being compared to the adjacent properties that are allowed to build up to 9.0m in maximum height. Well, this may be true,



compatibility of this intensification proposal should be measured against what exists today and not

against what can be. By measuring compatibility to existing built form is the only way you ensure intensification project compliments existing neighbourhood and do not erode them, as documented in the IG.

There is **NO** residential unit that has been built at 9.0m in height on the block where this proposal sits on Cabana Road W, despite their ability to doing so. All existing homes on Cabana Road W on the same block as this proposal is 1 to 1.5 storey tall.

As noted in my previous submission April 22, 2026, and additionally supplied herein, the IG

3.4.2 Low Profile Buildings

1. All Low Profile buildings shall demonstrate design excellence and compatibility with the surrounding context. Ensure architectural detailing, landscape treatments, colour, and building materials are representative of the highest quality possible.
2. The height difference between adjacent Low Profile buildings on the same block should not vary by more than 1 storey to maintain a consistent street wall.

document, subsection 3.4.2, says that building height should be no more than 1 additional floor above the surrounding existing properties. This is one of the more quantitative elements contained within the IG and is pretty clear on its intention and description. This is measured against what is existing today, not what is possible. **This protects existing neighbourhood character.**

As noted, section 5.1.3 of the PRR measured this development against the IG, and a matrix is contained within the PRR. The matrix identifies the various sections within the IG, provides for the policy context and responds to how the proposals meets the policy. **Ironically, evaluation against section 3.4.2 is not referenced in the PRR.**

Page 3 of 4
April 24, 2026

Closure

I urge, Council to send this file back to administration and the proponent to fully address compliance to **ALL** of the City's documents, which includes the applicable parts of the Intensification Guidelines that govern at this stage of the planning application process, including but not limited too subsection 3.4.2 of the IG document. Despite section 5.1.3 of the Planning Rational Report saying this application complies with the IG, it is clear that proposing 3 storeys, which is 2 more storey higher than any existing residential units on the same block is in violation of subsection 3.4.2 of the IG document.

Regards,



Peter Marra

■ Bartlet Drive

Rino & Mary Licata

█ Casgrain Drive,

Windsor, Ontario

I have been a resident of the Roseland community for over 35 years and have personally built three homes and was the contractor for two other homes within the Roseland area. Each of these single family homes maintained the character and integrity of the community. While I understand the need for thoughtful new development, I do not believe this proposal represents good planning for the following reasons:

-First, the proposed development at 1141 & 1179 Cabana Road West does not conform with the purpose and intent of the City of Windsor OP. This does not conform to **good** Zoning principles, and would set a harmful precedent of over-intensification on Cabana Road West under the new Corridor Designation.

-Second, this development is not compatible with the existing neighbourhood character which is low-density single family homes. A 3-storey multi-unit building introduces high density and different built forms and massing. The new proposal for townhouses at 475 and 479 Cabana which did not have many objections from residence and was approved because the townhouses are only two stories high. This proposed application is requesting to increase the height of the buildings from 9.0m to 12.5m at the peak. No other development in this area has a 12.5 m height. The height and massing will negatively impact adjacent properties through overlook, shadowing, and loss of privacy.

-Third, the three proposed developments 475,479, 619 which will be going to a Ontario Land Tribunal soon and this new development will increase the parking spaces by over 65 spaces. This will result in directing higher-density traffic onto local residential streets which is inappropriate and will create safety concerns. Since there are no sidewalks in the Roseland area and this will create safety risks for pedestrians, cyclists and children. This significant increase in traffic will affect all of the Roseland residences and the city traffic department needs to initiate a traffic study. Stop looking looking at each development separately but as an entire traffic increase.

-Forth, the lack of parking - 37 spaces for 29 units equals 1.2 spaces per unit. This is likely insufficient because most of the units will be rentals or shared housing and when visitors are included this will exceed expectations. The proposed parking supply is inadequate and will result in spillover parking onto adjacent residential streets. Also, the new proposed driveway on Casgrain Drive will only make for longer traffic waits to turn east or west onto Cabana. This will also increase the car traffic on Casgrain Drive. As many of you are already aware, many single family homes in this neighbourhood have become rental properties resulting in not one or two vehicles but as many as 6. These extra cars are being parked on the streets and Casgrain is a good example of this issue.

-Fifth, approval of this application would set an undesirable precedent. The requested lot width relief from 6.0m to 4.57m. does not meet good planning practices. If for the last 40 years all new builds in this area needed to meet the 6.0m relief why has this position changed now. It represents uncontrolled intensification and undermines neighbourhood character. It opens the door for further similar rezonings along Cabana Road and within nearby residential pockets, gradually eroding the character and stability of the neighbourhood that residents have relied on for decades.

In my view, higher-density development is better suited to areas specifically designated for intensification or along corridors where appropriate infrastructure and planning context already exists. This location, particularly with access through a residential street, is not appropriate for the scale of development being proposed.

I respectfully urge Council to carefully consider these concerns and to reject the proposed Zoning By-law Amendment in its current form.

Thank you for your time and consideration.

Rino Licata

April 22, 2026

To: Mayor Drew Dilkens and Windsor City Council

Attn: Fred Francis
Frazier Fathers
Renaldo Augustino
Mark McKenzie
Ed Sleiman
Jo-Anne Gignac
Angelo Marignani
Gary Kaschak
Kieran McKenzie
Jim Morrison
Justina Nwaesei
City Clerk

Reference: Item 8.5 - Zoning By-law Amendment for 1141 and 1175 Cabana Rd W.;
Applicant: Homes by Artisan;
File No. Z-033/25 [ZNG/7338] - Ward 1 (SCM 114/2026) (S 27/2026)
Author: Justina Nwaesei, Planner III – Development

Monday, April 27, 2026 @ 10:00am

Dear Committee Members;

This meeting is to give the public an opportunity to comment on the proposed amendments to the City of Windsor ZONING BY-LAW 8600. I am looking to include this statement of **Opposition** to be accounted for in the public record for the proposal of File# Z-033/25 [ZNG/7338] that is scheduled to go before Windsor City Council on April 27 @ 10am.

I strongly **oppose** the proposed rezoning amendment to By-law 8600 for the lands described as Part of Lot 19 Plan 1478 (PIN 01576-0193 LT and PIN 01576-0194 LT), which seeks to change the zoning from RD1.4 to RD3.1 to permit a 3-storey multiple unit dwelling containing 29-units, 37 on-site motor vehicle spaces are proposed, with ingress/egress access on Casgrain Dr. The Applicant also proposes to add a site - specific zoning provision that would permit a reduction in the required minimum north side yard width (from 6.0m to 4.57m) and a reduction in the required minimum parking area separation from a habitable room window (from 4.5m to 2.13m).

Your own OPA 159 states that “ uncontrolled intensification can adversely impact the character of existing residential neighbourhoods” and amendments to the consultants’ reports and initial bylaw draft passed by council states “In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas”. As the surrounding areas consist of single family homes with front or side parking and are no more than 2 stories in

height with green space amenity areas, we respectfully submit that this development does not meet those stated requirements.

This City should protect an established Mature Neighbourhood like Cabana, Roseland and Roselawn – they should **not** be rezoning to add density, they should be ensuring its integrity is kept. Neighbourhoods are fragile and need to be nourished. Neighbourhoods either get stronger or they get weaker and decay. If the City wants to protect an established neighbourhood like Roseland and Roselawn, they should encourage a trend toward less density.

Very little has been said about the destructive force of density. There are many ways that adding density to an established area like Roseland, diminishes and ultimately destroys the neighbourhood. These Developments are not beneficial to people that want to raise families with a backyard and green space. That is what this 1.1km stretch of Cabana is – it is a ‘**unique**’ Family Orientated, single residential neighbourhood with multiple Schools, Churches and parks close by to grow. These people are trying to pretend that they are trying to alleviate the housing crisis but they are just building more expensive, smaller dwellings for profit. Making it harder for young families to afford and changing the very essence of this mature established community forever.

This is the Third time I have seen a Proposal from this Developer for this property or a portion there of, over the past 3 years. The first was July 6, 2023 - 1175 Cabana/1190 Kennedy - a Zoom meeting Conducted by Pillon Abbs Inc Consulting firm, which 140 South Windsor Cabana/Casgrain/Kennedy/Roseland/Roselawn Residents attended, expressing their **dissatisfaction** with the 3 storey Combined use - **12 dwelling/ 45 Parking space**, with access on Casgrain being proposed. I was able to generate a **Door to Door Petition** which 200 neighborhood residents signed, all were adamantly opposed the Proposal based on **size of building, flooding, shadowing, parking, light pollution, noise, garbage and traffic concerns**. That petition became null and void when the Developer conducted a 2nd Zoom meeting Proposal on July 16th, 2024. The proposal now included Lots 1175/1141 Cabana Rd W, but **in spite of opposition to 12 Units on 2 city lots** after public input, this proposal increased the size and scope of the project to a 4 storey - Combined Use -**24 dwelling/61 parking space** Condominiums with access on Cabana and Casgrain, again over 50 residents attended this Zoom and voiced extremely valid concerns. Now it appears we are skipping the Zoom and going straight to Council, only now the Developer is requesting a 3 storey multiple dwelling containing **29 units with 37 on-site motor vehicle parking spaces** with access on Casgrain Dr., as well as requesting site specific zoning provision that would permit a reduction in the required minimum north side yard width (from 6.0m to 4.57m) and a reduction in the required minimum parking area separation from a habitable window (from 4.5m to 2.13m). Obviously this build is too big, otherwise why would you be requesting these variances. Why do you request Residential input if you have absolutely no intention of listening to it.

It seems ludicrous that developers can go beyond existing by-laws and be given special privilege to change the character of established mature neighborhoods. City Council stood firm two years ago, against accepting MILLIONS from the Federal Government to build 4plexes by right, even though provincially a law had been passed to build “3 plexes by right” anywhere on any lot size. Which the North Side of Cabana has plenty, but at least they are Family oriented, for the first time in years I am seeing increased number of children walking to the Schools at Dominion and Cabana. An alternative plan was developed to protect the “rights” of **homeowners** when 8 out of 10 of you voted for a “**Made in Windsor Solution**” – our Mayor clearly stated in the plan “**it respects the homes of Windsor Residents, as the biggest investment most will ever make**”!! Then explain how does a 3 storey, 29 Unit Condominium in a mature single residential neighbourhood makes more sense than a 4 plex, City planners and some Councillors are now supporting the **DEVELOPERS** instead of the residents that voted for them.

City of Windsor is allowing the Developers to determine where they want to build, where it is most profitable and then the City is putting Policy in place to allow them to build there, as a result the housing being created will never be affordable – because it will not be Profitable. Meanwhile according to MLS there are over 430 abandoned buildings and overgrown cement pads around this City in desperate need of revitalization, where housing just may be affordable – whatever that looks like these days.

For some reason we are building low density **Townhouses** on a downtown cement parking lot that is surrounded by and is likely already zoned for high density. This is the area that Townhouses would work. But we are tearing down perfectly good \$600 thousand next level houses, that has green space, mature trees, a place for a family to grow, with churches and schools a block away ~ to build **29** – \$600 thousand dollar Condominiums with a paved parking lot for only 37 on-site motor vehicle spaces. Question: Where are the other 30 plus cars going to park? Don't tell me they will take the bus - that is not our lived experience. I can tell you as people that have to deal with this dilemma every day, we know exactly what is going to happen and our side streets are already lined with the cars that belong to St.Clair Students and overcrowded rentals.

This area is a **FLOOD ZONE** and already has issues with storm drains backing up into residents basements. This proposed project would eliminate green space, which reduces the ability to absorb water. This project will increase noise and light to the community especially with the parking lot being adjacent to a residential area. This amount of density on two City lots, in an established mature City Neighbourhood is

Greed – plain and simple – there is absolutely nothing “Affordable” about this housing, plus the units will be too small to house families. This will only be the start, if this is approved there will be more to follow.

I hear from so many other communities, a note from a west end resident noticing many empty lots and condemned buildings which could be developed, with the community as a whole welcoming this kind of intensification, claiming it would work well with their neighbourhood, which is already zoned High Density. Adding density to established neighbourhoods will draw mixed use development away from neighbourhoods that would welcome this kind of investment. Developers, investors and builders are attracted to mature neighbourhoods they can make more **Profit** for the same output. But the result is "**less affordable**" housing.

Increased Traffic on Cabana – as it has become the quickest route from LaSalle to all points Windsor and the potential New Hospital, has made this small 1.1 stretch of Cabana a very dangerous one. With all the traffic calming that has been put in place to make it safer – why on earth would you want to add this kind of density, it is a recipe for disaster.

The recent widening of Cabana has been needed **for many** years, just to accommodate already existing traffic. Exiting from Casgrain and McGraw has become even more dangerous, particularly so if you are attempting to head west. There was a collision at McGraw earlier this month, sadly I see accidents at both Casgrain/McGraw on a regular basis. Local residents will know that Kennedy Dr. may provide a safer alternative, which will result in more traffic through to Roseland at Dougall, also a dangerous intersection but at least there is a traffic light. More traffic calming measures will be needed to slow speeding cars on this Kennedy/Roseland short cut, which at times travel double the speed limit. Casgrain traffic has already increased significantly, with Casgrain being a significant roadway into and out of the Roseland area, this proposed rezoning and development would significantly impact access to this area for **Residents, Roseland Golfers and Emergency Vehicles**. With the proposed building of 38 Luxury Condominiums at Roseland Golf Course and the additional density at the old St. James sight this area will inevitably become very congested. Residents within this area south of Cabana use it for walking/biking to support an active lifestyle, as well as a route to schools. Adding multi-unit building at this corner would increase traffic and negatively affect the safety to pedestrian/bike traffic including children.

This is not just a South Windsor issue, it is a City Wide issue – you see opposition to developments all across the city, because people want their voices to be heard. There is disconnect between City Hall and the Residents of these communities. People have concerns about traffic issues, parking issues, flooding issues, when big developments move into their neighbourhood. If Neighbourhoods are going to change then it stands to reason that the residents in those neighbourhoods should have a say in what that change looks like. This is perfectly normal because the changes can have a negative impact on many. This is not a NIMBY matter, instead, it's about residents working with developers to ensure developments fit into what's already in the neighbourhood, that's **good cooperation** and **good planning**. You as Elected Officials represent **us** and you should listen to us, not just discount our concerns. We live here and have invested our money here, we pay taxes here and we **should be listened** to. If Changes need to be made at the Provincial Level regarding zoning and housing rules then City Council should be advocating for those **CHANGES** on our behalf at Queens Park, not just throwing up their arms and saying there is nothing we can do about it. I would also like the City to explain to me about how much development charges they may give away here and how will they make that up in the future and what development charge projects would be at risk.

I wish to be notified of the decision to any proposed amendments.

Sincerely,
Catherine Archer,
[REDACTED] Cabana Rd. W.
Windsor, On
[REDACTED]

Dear Mayor Dilkens and City Council:

Interest: I am an area resident with an engineering degree and someone that owns and operates a commercial real estate development company. Over the past 2 years, I have taken one of the neighbourhood leads gauging our community's interest in the several proposed developments along Cabana Road West. I've held a neighbourhood town hall where hundreds of people showed up to oppose developments that don't resemble the existing character of our beloved Roseland neighbourhood. To council's credit, 619 Cabana Road West didn't fit the neighbourhood character and it was voted as such. Council and the neighbourhood had no issues with the proposed development at 475 CRW as its separated 2 building town house design also fit the neighbourhood character as best as possible, resembling 2 large single-family homes to an extent.

Position: The proposed development at 1141/1175 Cabana Road West does not conform with the purpose and intent of the City of Windsor OP, does not conform to good Zoning principles, and would set a harmful precedent for the destruction of Roseland's character and charm being the first major "big block" multi-family development along Cabana Road West under the new Residential Corridor Designation. My position is to reject the RD3.1 site specific (singularly designed) rezoning application with its requested reductions. My position is that the requested amendment to Zoning Bylaw 8600 via Section 91.1 specially designed site-specific development is not consistent with the PPS 2024 and is not in conformity with the City of Windsor Official Plan. Judging by conversations with some of the neighbourhood, it seems as though a solution that would work for all would be to split this "big block" into 3 or 4 separate buildings to fit the neighbourhood character in a more appropriate manner. For these reasons, I respectfully request that the rezoning application for 1141/1175 Cabana Road West is denied at this time to allow for this one change to the site plan and elevations. Furthermore, at the DHSC meeting, I heard, almost as a justification from some members, that this site plan has changed numerous times already. That is part of the development process and game and should not be utilized as a justification of any good faith by the developer. The developer has to fit within the rules of the City of Windsor's policies, no matter how many iterations are needed.

Land use impacts/Reasons:

City Planning continues to compare number of units to what would be allowed hypothetically with ADU's. This is a justification strategy, not a good planning comparison strategy. ADU's have other development and financial consequences for developers, and it is far from a given that they would use this mechanism automatically.

Low Profile Housing: Judging by the comments of staff in the city reports, lot areas and densities are managed sufficiently to the planning departments liking, however there is no mention of this large scale forms impact on character.

There are issues in relation to Provincial policy directives, City of Windsor Official Plan directives, City of Windsor By-Laws and the contradictory Planning Rationale Report provided by the developer/applicant. I have also read the "unintended consequences" Financial Post article the neighbourhood (Anna L.) has shared with the City of Windsor in relation to placing guardrails on number of units and the impact developments such as the proposed have on neighbourhood character. Furthermore, façade orientations, meaning the entrance and walkways, do not face Cabana Road West, contradict the blending of the existing character.

Provincial Directive: 4 plexes (which would allow these units to be larger and family oriented) have less compatibility impacts than medium and high-density proposals within existing neighbourhoods.

As mentioned, 475 Cabana Road West is a perfect blend of adding responsible density to the neighbourhood while visually making it fit its character. Consider separating this "big block" to help this cherished neighbourhood.

Thank you for your time and attention.
Dan Coccimiglio

Submission to the City of Windsor Council Meeting on April 27, 2026

Dr. Anna Lanoszka ([REDACTED])

**RE: Zoning By-law Amendment for 1141 and 1175 Cabana Rd W.; Applicant:
Homes by Artisan; File No. Z-033/25 [ZNG/7338]**

1. I am unable to be here today, but this is my submission. I love this city, and Windsor and its people can only thrive and prosper when the established rules and regulations are respected. People of this city expect that you, the City Councilors, put first in front of you the needs of people you serve, not the developers.
2. We need proper housing for families and retirees in Ontario, not motel-like dwellings with multiple tiny units that is being proposed. I had been a renter for most of my life and my family was able to advance and be successful because at the critical times of our lives we were able to find reasonably sized apartments to live. And when I retire, I hope to be able to find 2-bedroom apartment/condo where we can settle for our final years with some dignity.
3. Hence, I am pleading with you today to reject the proposal for amendments to City Bylaw 8600 concerning the properties 1141/1175 on Cabana Rd. Please note that it is not just a rezone from RD1.4 to RD 3.1 to construct a 3-storey dwelling containing 29 Units and 37 on-site vehicle parking spaces with proposed access to be on Casgrain Dr. The applicant also proposes to add a site-specific zoning provision that would permit a reduction in the required minimum north side yard width (from 6.0 m to 4.57m) and reduce the minimum parking area separation from a habitable room window (from 4.5m to 2.13m). This is not acceptable. Such dwelling will completely change the character of this residential neighbourhood, create traffic safety hazards, destroy the green space, and will create a useless structure with 29 tiny units to only attract a transient population.
4. Please see the article included: *“The unintended consequences of ‘gentle density’ development - Multiplex zoning can unintentionally create unregulated clusters of transient accommodation”* by M. Haider and S. Moranis published in the Financial Post on March 18, 2026. The article outlines the problem by demonstrating the real negative consequences of building such small units’ dwellings in Canada. It shows how such ultimately useless hotel-like dwellings with tiny units only invite a transient population.

5. You do not have to look far, look what is happening in Toronto – the part of the condo market that was flooded by progressively smaller and smaller units has collapsed. If the idea was to build for students, that market is no longer viable. The international students' programs turned out to be problematic and the government recognized those problems by significantly and permanently curbing international students' visas. I know because I work at the university. Hence, please stop building these useless units across Ontario. Build for families and retirees instead.
6. Without doubt the proposed far-reaching changes to our bylaws should be rejected because if allowed they would completely change the character of this historic neighbourhood. And it would do that for no good public purpose. The proposal aims to create a not-needed monstrosity with units too small for families and individuals to settle. We do not need a motel in this neighborhood, which creation would exacerbate pollution by the increase in traffic in this residential area that already is congested on days when the Rosland Golf Club is open. Instead, Windsor needs a re-designed dwelling with a smaller number of bigger units for families and retirees to live.
7. Ontario needs proper places for people to settle. Windsor needs proper sizes units where individuals and families can settle for a long time. We, the neighbors, want this land to be developed as a reasonable residential place. A place where several individuals and families can live and stay for a long time. However, this is not what is being proposed. The current rezoning proposal suggests building an eye-hurting architectural monstrosity (motel) with 29 ridiculously small units squeezed on an inadequate plot of land with a sole aim at a quick profit.
8. Councilors you are the city guardians - so be up to the task. Would you settle in this proposed dwelling? And if indeed, you strongly believe that this kind of dwelling is perfect for retirees, why don't you designate it as a 55-plus building? Otherwise, reject this destructive proposal and compel the developers to re-design it and be mindful of people's needs and the needs of this wonderful city.

The unintended consequences of 'gentle density' development

Multiplex zoning can unintentionally create unregulated clusters of transient accommodation

Author of the article:

By [Murtaza Haider](#) and [Stephen Moranis](#)

Published Mar 18, 2026 | Last updated Mar 18, 2026 | 4 minute read



A fourplex in North Central Edmonton, Alta. Photo by David Bloom/Postmedia files

City governments across Canada are promoting what planners call “gentle density.” The idea is straightforward: replace single-detached houses with duplexes, triplexes, fourplexes and, in [Edmonton’s](#) case, eightplexes to increase [housing supply](#) without dramatically altering neighbourhood character.

In principle, gentle density is a sensible policy. In practice, however, its unintended consequences are proving detrimental to some nearby residents.

A recent report in the Edmonton Journal exposed concerns that many residents had quietly dreaded. Certain properties approved and built as multiplex housing are not being used exclusively for long-term rental purposes. Instead, they now serve as rooming houses or [short-term rentals](#), effectively functioning as boutique hotels embedded into residential neighbourhoods.

This outcome clearly diverged from the initial planning objectives. Advocates for increased density argued that expanding the availability of smaller units in established neighbourhoods would attract new

residents, including small families, students and workers seeking long-term accommodation, who would benefit from existing community resources and infrastructure such as transit systems, roads and sewerage networks.

When these units are converted into short-term rentals or rooming houses, the policy goal is compromised. The neighbourhood attains the density but not the housing stability that originally justified the policy.

This mismatch between intent and outcome calls for regulatory adjustments rather than abandoning the concept of gentle density altogether. In Edmonton, the city is reviewing multiplex regulations, including reducing the maximum number of units on residential streets from eight to six, but strict enforcement is needed to ensure conformity in their use.

Municipal governments need to update their short-term rental regulations to ensure that the new multiplexes do not become commercial lodging businesses operating in residential neighbourhoods. A practical and oft-implemented solution is to mandate that short-term rentals be allowed exclusively in owner occupied principal residences. When the owner lives onsite, neighbours have a clear point of contact and accountability should guests cause noise disturbances, parking issues or other nuisances.

Without such safeguards, multiplex zoning can unintentionally create unregulated clusters of transient accommodation. This was also the case in [Toronto](#), before the city imposed restrictions ensuring certain types of properties could not be used for short-term rentals.

There are other legitimate concerns about negative externalities, a concept well understood in urban economics. When properties operate as de facto hotels, with guests arriving and departing daily, the surrounding residents experience impacts that were never part of the social contract of residential zoning. Increased noise, parking pressure and unfamiliar transient occupants can alter the perceived stability of a street.

In economic terms, these are negative externalities imposed on neighbouring properties.

If such impacts depress property values or reduce neighbourhood desirability, municipalities should, at a minimum, measure and monitor these outcomes. Cities routinely regulate land use to protect public welfare; they should be equally willing to track whether some policy changes inadvertently erode neighbourhood value. Where demonstrable harm occurs, municipalities must be prepared to reconsider regulatory frameworks or provide appropriate mitigation.

Transparency and enforcement are also essential steps.

Cities should maintain public registries of short-term rental properties and rooming houses, allowing residents to see which properties in their vicinity are licensed for such uses. This information empowers communities to report illegal or unregistered operations.

Enforcement must also be credible. If penalties for violations are trivial compared with the profits generated from illegal short-term rentals, compliance will remain elusive.

Meaningful enforcement requires penalties that are large enough to serve as genuine deterrents.

Ultimately, the purpose of urban planning is not merely to maximize density. The goal is to create and protect value — economic value, certainly, but also cultural and communal values.

Neighbourhoods derive their identity from a delicate balance of permanence, familiarity and social cohesion. When residents know their neighbours and share a sense of place, those neighbourhoods become desirable places to live. That desirability, in turn, generates value for the entire city.

Gentle density remains an important tool for addressing Canada's [housing shortages](#). But its success depends on aligning policy design with policy outcomes. If multiplex zoning increasingly produces short-term rental properties rather than long-term rental homes, cities will have solved the wrong problem.

Good planning requires not only bold reforms but also careful guardrails.

Cities must ensure that gentle density delivers what it promised: more homes for residents, stronger neighbourhoods and growth that enhances rather than erodes the character of the communities people call home.

[Murtaza Haider](#) is the executive director of the [Cities Institute](#) at the University of Alberta and the [Radhe Krishna Gupta Executive Chair](#) in Cities and Communities at the Alberta School of Business. [Stephen Moranis](#) is a former president of the Toronto Real Estate Board and an industry veteran providing strategic market insights.



Committee Matters: SCM 126/2026

Subject: Report of the Special Meeting of the Environment, Transportation and Public Safety Standing Committee – sitting as the Transit Windsor Board of Directors – In-camera of its meeting held April 29, 2026

**SPECIAL MEETING OF ENVIRONMENT, TRANSPORTATION
AND PUBLIC SAFETY STANDING COMMITTEE – SITTING AS
TRANSIT WINDSOR BOARD OF DIRECTORS – IN CAMERA
Wednesday, April 29, 2025**

Meeting called to order at: 5:30 p.m.

Members in Attendance:

Councillor Kieran McKenzie (Chair)
Councillor Renaldo Agostino
Councillor Gary Kaschak
Councillor Mark McKenzie
Councillor Frazier Fathers

Also in attendance:

Jelena Payne, Commissioner. Economic Development/Deputy CAO
Anna Ciacelli, Deputy Clerk
Sandra Gebauer, Council Assistant
James Chacko, Acting Executive Director Transit Windsor
Rachel Chesterfield, Manager Performance Management and
Business Cased Development

**Verbal Motion is presented by Councillor Frazier Fathers, seconded
by Councillor Gary Kaschak,
to move in Camera for discussion of the following item(s):**

| Item No. | Subject & Section - Pursuant to <i>Municipal Act, 2001</i>, as amended |
|-----------------|---|
| 1 | Personal matter – about identifiable individuals/labour negotiations, Section 239(2)(b)(d) |

Motion Carried.

Declarations of Pecuniary Interest:

None declared.

Discussion on the items of business.

Verbal Motion is presented by Councillor Mark McKenzie, seconded by Councillor Frazier Fathers, to move back into public session.

Motion Carried.

Moved by Councillor Gary Kaschak, seconded by Councillor Mark McKenzie

THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the special meeting of the Environment, Transportation and Public Safety Standing Committee – sitting as Transit Windsor Board of Directors – in camera held April 29, 2026 directly to Council for consideration at the next Regular Meeting.

1. That the recommendation contained in the in-camera report from the Supervisor Recruitment and Staff Development, Executive Director of Human Resources, Acting Executive Director Transit Windsor, Manager Performance Management and Business Case Development, City Solicitor, Deputy Chief Administrative Officer/Commissioner Economic Development and Commissioner of Finance/City Treasurer respecting a personal matter – about identifiable individuals/labour negotiations **BE APPROVED.**

Motion Carried.

Moved by Councillor Renaldo Agostino, seconded by Councillor Mark McKenzie,
That the special meeting of the Environment, Transportation and Public Safety Standing Committee – sitting as Transit Windsor Board of Directors – in camera held April 29, 2026 BE ADJOURNED.

(Time: 5:43 p.m.)

Motion Carried.

BY-LAW NUMBER 74-2026

A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 4.27 METRE NORTH/SOUTH ALLEY NORTH OF TOTTEN STREET, EAST OF ASKIN AVENUE, SOUTH OF ALGONQUIN STREET AND WEST OF ST. PATRICK'S AVENUE, CITY OF WINDSOR

Passed the 11th day of May, 2026.

WHEREAS the 4.27 metre portion of the north/south alley north of Totten Street, east of Askin Avenue, south of Algonquin Street and west of St. Patrick's Avenue, City of Windsor, more particularly described in Schedule "A" hereto annexed, is assumed for subsequent closure;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That the 4.27 metre portion of the north/south alley north of Totten Street, east of Askin Avenue, south of Algonquin Street and west of St. Patrick's Avenue, City of Windsor, more particularly described in Schedule "A" hereto annexed and forming part of this by-law, be and the same is hereby assumed for subsequent closure.
2. That this by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on May 11, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading – May 11, 2026
Second Reading – May 11, 2026
Third Reading – May 11, 2026

SCHEDULE "A"
TO BY-LAW 74-2026

Alley, Registered Plan 883, designated as Parts 1 to 46 (inclusive), on Plan 12R30407; Windsor

Being all of PIN 01211-0494 (LT)

City of Windsor
County of Essex

BY-LAW NUMBER 75-2026

A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 4.27 METRE NORTH/SOUTH ALLEY NORTH OF TOTTEN STREET, EAST OF ASKIN AVENUE, SOUTH OF ALGONQUIN STREET AND WEST OF ST. PATRICK'S AVENUE, CITY OF WINDSOR

Passed the 11th day of May, 2026.

WHEREAS it is deemed expedient to close, stop up and convey the 4.27 metre portion of the north/south alley north of Totten Street, east of Askin Avenue, south of Algonquin Street and west of St. Patrick's Avenue, City of Windsor, more particularly described in Schedule "A" attached hereto;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That the 4.27 metre portion of the north/south alley north of Totten Street, east of Askin Avenue, south of Algonquin Street and west of St. Patrick's Avenue, City of Windsor, more particularly described in Schedule "A" attached hereto and forming part of this by-law, be and the same is hereby closed and stopped up.
2. That any required easements pursuant to Council Resolution CR174/2025, be registered prior to conveyance.
3. That the lands be conveyed to the abutting owners in **as is condition**, and that the conveyance cost be set as follows:
 - a) For alley conveyed to abutting lands zoned RD1.1, \$1.00 plus HST (if applicable), deed preparation fee and proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.
4. That the Chief Administrative Officer and City Clerk be authorized and directed to execute on behalf of The Corporation of the City of Windsor and to seal with the seal thereof, any and all documents necessary to implement the foregoing; and that the transaction be completed electronically, for property where it is available, pursuant to By-law Number 366-2003, as amended from time to time.

5. This by-law shall come into force and take effect the day upon which it is registered in the Land Registry Office for the County of Essex (No. 12).

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on May 11, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading – May 11, 2026
Second Reading – May 11, 2026
Third Reading – May 11, 2026

SCHEDULE "A"
TO BY-LAW 75-2026

Alley, Registered Plan 883, designated as Parts 1 to 46 (inclusive), on Plan 12R30407; Windsor

Being all of PIN 01211-0494 (LT)

City of Windsor
County of Essex

BY-LAW NUMBER 76-2026

A BY-LAW TO ASSUME FOR SUBSEQUENT CLOSURE THE 4.57 METRE EAST/WEST ALLEY NORTH OF GRATIOT STREET, EAST OF SEVENTH STREET, SOUTH OF FAZIO DRIVE AND WEST OF EIGHTH STREET, CITY OF WINDSOR

Passed the 11th day of May, 2026.

WHEREAS the 4.57 metre portion of the east/west alley north of Gratiot Street, east of Seventh Street, south of Fazio Drive and west of Eighth Street, City of Windsor, more particularly described in Schedule "A" hereto annexed, is assumed for subsequent closure;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That the 4.57 metre portion of the east/west alley north of Gratiot Street, east of Seventh Street, south of Fazio Drive and west of Eighth Street, City of Windsor, more particularly described in Schedule "A" hereto annexed and forming part of this by-law, be and the same is hereby assumed for subsequent closure.
2. That this by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on May 11, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading – May 11, 2026

Second Reading – May 11, 2026

Third Reading – May 11, 2026

SCHEDULE "A"
TO BY-LAW 76-2026

Part Alley, Registered Plan 904, designated as Parts 1 to 9, inclusive, Plan 12R30376; subject to an easement over Part 8, Plan 12R30376 as in R1403237 Windsor

Being part of PIN 01554-6877 (LT)

City of Windsor
County of Essex

BY-LAW NUMBER 77-2026

A BY-LAW TO CLOSE, STOP UP AND RETAIN THE 4.57 METRE EAST/WEST ALLEY NORTH OF GRATIOT STREET, EAST OF SEVENTH STREET, SOUTH OF FAZIO DRIVE AND WEST OF EIGHTH STREET, CITY OF WINDSOR

Passed the 11th day of May, 2026.

WHEREAS it is deemed expedient to close, stop up and retain for municipal use that portion of the 4.57 metre portion of the east/west alley north of Gratiot Street, east of Seventh Street, south of Fazio Drive and west of Eighth Street, City of Windsor, designated as Parts 7, 8 and 9, Plan 12R30376, more particularly described in Schedule "A" attached hereto;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That the 4.57 metre portion of the east/west alley north of Gratiot Street, east of Seventh Street, south of Fazio Drive and west of Eighth Street, City of Windsor, designated as Parts 7, 8 and 9, Plan 12R30376, more particularly described in Schedule "A" attached hereto and forming part of this by-law, be and the same is hereby closed, stopped up and retained for municipal purposes.
2. That any required easements pursuant to Council Resolution CR415/2025, be registered.
3. That the Chief Administrative Officer and City Clerk be authorized and directed to execute on behalf of The Corporation of the City of Windsor and to seal with the seal thereof, any and all documents necessary to implement the foregoing; and that the transaction be completed electronically, for property where it is available, pursuant to By-law Number 366-2003, as amended from time to time.

4. This by-law shall come into force and take effect the day upon which it is registered in the Land Registry Office for the County of Essex (No. 12).

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on May 11, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading – May 11, 2026
Second Reading – May 11, 2026
Third Reading – May 11, 2026

SCHEDULE "A"

Part Alley, Registered Plan 904, designated as Parts 7, 8 and 9, Plan 12R30376;
subject to an easement over Part 8, Plan 12R30376, as in R1403237; Windsor

Being part of PIN 01554-6877 (LT)

City of Windsor
County of Essex

BY-LAW NUMBER 78-2026

A BY-LAW TO CLOSE, STOP UP AND CONVEY THE 4.57 METRE EAST/WEST ALLEY NORTH OF GRATIOT STREET, EAST OF SEVENTH STREET, SOUTH OF FAZIO DRIVE AND WEST OF EIGHTH STREET, CITY OF WINDSOR

Passed the 11th day of May, 2026.

WHEREAS it is deemed expedient to close, stop up and convey the 4.57 metre portion of the east/west alley north of Gratiot Street, east of Seventh Street, south of Fazio Drive and west of Eighth Street, City of Windsor, designated as Parts 1 to 6, inclusive, Plan 12R30376, more particularly described in Schedule "A" attached hereto;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That the 4.57 metre portion of the east/west alley north of Gratiot Street, east of Seventh Street, south of Fazio Drive and west of Eighth Street, City of Windsor, designated as Parts 1 to 6, inclusive, Plan 12R30376, more particularly described in Schedule "A" attached hereto and forming part of this by-law, be and the same is hereby closed and stopped up.
2. That any required easements pursuant to Council Resolution CR415/2025, be registered prior to conveyance.
3. That the lands be conveyed to the abutting owners in **as is condition**, and that the conveyance cost be set as follows:
 - a) For alley conveyed to abutting lands zoned RD1.1, \$1.00 plus HST, deed preparation fee and proportionate share of the survey costs as invoiced to The Corporation of the City of Windsor by an Ontario Land Surveyor.
4. That the Chief Administrative Officer and City Clerk be authorized and directed to execute on behalf of The Corporation of the City of Windsor and to seal with the seal thereof, any and all documents necessary to implement the foregoing; and that the transaction be completed electronically, for property where it is available, pursuant to By-law Number 366-2003, as amended from time to time.

5. This by-law shall come into force and take effect the day upon which it is registered in the Land Registry Office for the County of Essex (No. 12).

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on May 11, 2026, Mayor Drew Dilken will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading – May 11, 2026
Second Reading – May 11, 2026
Third Reading – May 11, 2026

SCHEDULE "A"
TO BY-LAW 78-2026

Part Alley, Registered Plan 904, designated as Parts 1 to 6, inclusive, Plan 12R30376; Windsor

Being part of PIN 01554-6877 (LT)

City of Windsor
County of Essex

BY-LAW NUMBER 79-2026

A BY-LAW TO AMEND BY-LAW NUMBER 83-2014 BEING A BY-LAW TO APPOINT AREA WEED INSPECTORS TO ENFORCE THE WEED CONTROL ACT AND REGULATIONS IN WINDSOR

Passed the 11th day of May, 2026.

WHEREAS it is deemed expedient to amend By-law 83-2014 passed the 20th day of May, 2014;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That "Schedule A" of By-law Number 83-2014 be deleted and the attached "Schedule A" be substituted therefore.
2. This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on May 11, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading – May 11, 2026

Second Reading – May 11, 2026

Third Reading – May 11, 2026

SCHEDULE A to By-Law 83-2014

APPOINTMENTS as CITY OF WINDSOR WEED INSPECTORS

| Name |
|--------------------|
| Steve Vlachodimos |
| Craig Robertson |
| Rory Sturdy |
| Nicole Brush |
| Todd Hamilton |
| Dan Jenner |
| Don Balino |
| Rocco Iacobelli |
| Andrew Wong |
| Micheal Desjardins |
| Bart Pogorzelski |
| Nicholas Mcqueen |
| Vedran Abidinovic |
| Elie Houad |
| Ian Blair |
| Chris Girard |
| Gentian Prifti |
| Frank Pasciuta |
| Stuart Robertson |
| Yemi Adeyeye |
| Mike Murphy |
| Karen Alexander |
| Tom Preney |
| Chris Hart |

BY-LAW NUMBER 80-2026

A BY-LAW TO FURTHER AMEND BY-LAW 188-2000, BEING A BY-LAW TO APPOINT PROVINCIAL OFFENCES OFFICERS FOR THE CORPORATION OF THE CITY OF WINDSOR

Passed the 11th day of May, 2026.

WHEREAS it is deemed expedient to further amend By-law Number 188-2000 being a by-law to appoint provincial offences officers, to update the list of persons enforcing regulatory by-laws;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That Schedule "A" of By-law Number 188-2000 be deleted and the attached Schedule "A" be substituted therefore.
2. This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on May 11, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading – May 11, 2026
Second Reading – May 11, 2026
Third Reading – May 11, 2026

SCHEDULE "A"
TO BY-LAW NUMBER 188-2000

APPOINTED PROVINCIAL OFFENCES OFFICERS

| Department | Name |
|--------------------------------|----------------------|
| Building | John Revell |
| Building | Oliver Pozar |
| Building | Brandon Calleja |
| Building | Marco Pellerito |
| Building | Mike Arthur |
| Building | Brian Jackson |
| Building | George Eberhardt |
| Building | Michael Forte |
| Building | Ian Sakal |
| Building | Trevor Girard |
| Building | Armando Cala |
| Building | Michael Mollica |
| Building | Peter Quaglia |
| Building | Donna Desantis |
| Building | Wendy Calito |
| Building | Keifer Vandenberg |
| Building | Les Therrien |
| Fire Services | Malcolm Bondy |
| Fire Services | Dawn Schneider |
| Fire Services | Sean Fabel |
| Fire Services | Jeff Goldthorpe |
| Fire Services | Karen Koski |
| Fire Services | James Waffle |
| Fire Services | Daemon Hart |
| Fire Services | Brian Bobbie |
| Fire Services | David McGregor |
| Fire Services | John Smith |
| Fire Services | Lisa Carvallo |
| Fire Services | Bridget Chippett |
| Fire Services | Cathy Demars |
| Fire Services | Christopher Kreibich |
| Licensing & By-law Enforcement | Dan Jenner |
| Licensing & By-law Enforcement | Don Balino |

| Department | Name |
|--------------------------------|---------------------------|
| Licensing & By-law Enforcement | Rocco Iacobelli |
| Licensing & By-law Enforcement | Andrew Wong |
| Licensing & By-law Enforcement | Bart Pogorzelski |
| Licensing & By-law Enforcement | Michael Desjardins |
| Licensing & By-law Enforcement | Todd Hamilton |
| Licensing & By-law Enforcement | Craig Robertson |
| Licensing & By-law Enforcement | Rory Sturdy |
| Licensing & By-law Enforcement | Steve Vlachodimos |
| Licensing & By-law Enforcement | Nicole Brush |
| Licensing & By-law Enforcement | Vedran Abidinovic |
| Licensing & By-law Enforcement | Chris Girard |
| Licensing & By-law Enforcement | Elie Houad |
| Licensing & By-law Enforcement | Ian Blair |
| Licensing & By-law Enforcement | Nicholas McQueen |
| Licensing & By-law Enforcement | Gentian Prifti |
| Licensing & By-law Enforcement | Frank Pasciuta |
| Licensing & By-law Enforcement | Stuart Robertson |
| Office of the City Engineer | Bill Kralovensky |
| Office of the City Engineer | Charles Hartford |
| Office of the City Engineer | Susanne Hasilo |
| Office of the City Engineer | Benjamin Byrne |
| Office of the City Engineer | Salvatore Vitale |
| Office of the City Engineer | John Colella |
| Office of the City Engineer | Marc Ladouceur |
| Office of the City Engineer | Ian Day |
| Office of the City Engineer | Andrew Souillere |
| Office of the City Engineer | Rafal Nissan |
| Parks | Marc Edwards |
| Parks | Yemi Adeyeye |
| Parks | Gaspar Hovarth |
| Parks | Gaetan Taillon |
| Parks | Karen Alexander |
| Planning | Kristina (Chung Wah) Tang |
| Planning | Tracy Tang |
| Planning | Jason Campigotto |
| Pollution Control | Jeff Booth |
| Pollution Control | Justine Cloutier |

| Department | Name |
|-------------------|-----------------|
| Pollution Control | David Petten |
| Pollution Control | Kai Yuan Qiu |
| Pollution Control | John Rohaly |
| Pollution Control | Haiden Gelinias |
| Pollution Control | Ian Smith |
| Pollution Control | Taryn Azzopardi |
| Pollution Control | Ali Harb |

BY-LAW NUMBER 81-2026

A BY-LAW TO AMEND BY-LAW NUMBER 244-2004 BEING A BY-LAW TO DESIGNATE ANIMAL CONTROL OFFICERS FOR THE CORPORATION OF THE CITY OF WINDSOR

Passed the 11th day of May, 2026.

WHEREAS it is deemed expedient to amend By-law 244-2004 passed the 26th day of July, 2004;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That "Schedule A" of By-law Number 244-2004 be deleted and the attached "Schedule A" be substituted therefore.
2. This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on May 11, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading – May 11, 2026
Second Reading – May 11, 2026
Third Reading – May 11, 2026

SCHEDULE "A"
TO BY-LAW 244-2004

VLACHODIMOS, Steve
ROBERTSON, Craig
STURDY, Rory
BRUSH, Nicole
BALINO, Don
MCQUEEN, Nicholas
ABIDINOVIC, Vedran
HOUAD, Elie
BLAIR, Ian
HAMILTON, Todd
JENNER, Dan
POGORZELSKI, Bart
WONG, Andy
DESJARDINS, Michael
IACOBELLI, Rocco
GIRARD, Chris
PRIFTI, Gentian
PASCIUTA, Frank
ROBERTSON, Stuart

BY-LAW NUMBER 82-2026

A BY-LAW TO AUTHORIZE SPECIAL CHARGES BEING IMPOSED ON LOTS ABUTTING ON THE LOCAL IMPROVEMENT WORK COMPLETED UNDER BY-LAW 108-2023 ON CLEMENCEAU BOULEVARD, FROM NORTH SERVICE ROAD EAST TO CANADIAN NATIONAL RAILWAY TRACKS, IN THE CITY OF WINDSOR.

Passed the 11th day of May, 2026.

WHEREAS section 30 of the *Ontario Regulation 586/06 Local Improvement Charges – Priority Lien Status, made under Municipal Act, 2001* provides that after the treasurer of the municipality has certified the local improvement roll under section 21 or 29 of the said Ontario Regulation 586/06, the municipality shall by by-law provide that the amount specially charged, on each lot set out in the roll shall be sufficient to raise that lot's share of the owner's share of the cost by a number of equal annual payments and that a special charge shall be imposed in each year on each lot equal to the amount of the payment payable in that year.

AND WHEREAS the local improvement work on Clemenceau Boulevard from North Service Road to Canadian National Railway tracks has been completed at a final cost of \$582,674.66.

AND WHEREAS it is deemed desirable to pass the required by-law.

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That the provisions of section 30 of the *Ontario Regulation 586/06 Local Improvement Charges – Priority Lien Status, made under Municipal Act, 2001* apply to the lots directly abutting on or immediately being benefited from the Local Improvement Work completed under By-Law 108-2023, and that annual special charges shall be imposed on such lots in each year as described in the City Treasurer certified Local Improvement Roll attached hereto as Schedule "A" and forming part of this by-law.
2. Despite Section 1, the City Treasurer may allow all or the remaining annual payment of special charges to be commuted for a single payment equal to the present value of the annual payments and, for the purpose of calculating the present value, the City Treasurer shall use the rate of interest the City Treasurer considers appropriate.
3. The special charges imposed pursuant to this by-law have priority lien status in accordance with Section 1, Municipal Act, 2001.
4. That the Corporation's share of the cost of the said work shall be charged against all of the lands in the City of Windsor.

5. This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on May 11, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading – May 11, 2026
Second Reading – May 11, 2026
Third Reading – May 11, 2026

SCHEDULE A TO BY-LAW 82-2026

Local Improvement Special Assessment
Storm Sewer & Curb + Gutter
Project: Clemenceau Boulevard
From: North Service Road East
To: Canadian National Railway Tracks

| Item Number | Property Address | Roll Number | Legal Description | Mailing Address | Frontage (ft) | Frontage (m) | Flankage (m) | Adjustments (m) | Assessible Frontage for Residents (m) | Total Committed Charge - Storm Sewer | Total Committed Charge - Curb & Gutter | Total Committed Charge | Total Annual Charge* |
|----------------|-------------------------|--------------------|--|------------------------|---------------|--------------|--------------|-----------------|---------------------------------------|--------------------------------------|--|------------------------|----------------------|
| 1 | 3205 CLEMENCEAU BLVD | 070-640-02002-0000 | PLAN 1153 N PART LOT 182; RP 12R12223 PART 1; CORNER; 50.00FR 135.25D | WINDSOR ON N87 2R8 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 2 | 3211 CLEMENCEAU BLVD | 070-640-02001-0000 | PLAN 1153 N PT LOT 182; RP 12R12223 PART 2; 67.62.50SF 50.00FR 135.25D | WINDSOR ON N87 2R8 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 3 | 3217 CLEMENCEAU BLVD | 070-640-01901-0000 | PLAN 1153 PT LOT 182; RP 12R8689 PART 2; 67.62.50SF 50.00FR 135.25D | WINDSOR ON N87 2R8 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 4 | 3221 CLEMENCEAU BLVD | 070-640-01900-0000 | PLAN 1153 PT LOT 182; RP 12R8689 PART 3; 67.62.50SF 50.00FR 135.25D | WINDSOR ON N87 2R8 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 5 | 3223 CLEMENCEAU BLVD | 070-640-01800-0000 | PLAN 1153 PT LOTS 182 & 183; RP 12R8689 PART 4; 109.14.67SF 80.70FR 135.25D | WINDSOR ON N87 2R8 | 80.70 | 24.60 | 0.00 | 0.00 | 24.60 | \$2,602.81 | \$1,708.91 | \$4,311.72 | \$583.61 |
| 6 | 3231 CLEMENCEAU BLVD | 070-640-01700-0000 | PLAN 1153 PT LOT 183; 10820.00SF 60.00FR 135.25D | WINDSOR ON N87 2R8 | 80.00 | 24.38 | 0.00 | 0.00 | 24.38 | \$2,580.23 | \$1,694.09 | \$4,274.32 | \$578.54 |
| 7 | 3241 CLEMENCEAU BLVD | 070-640-01600-0000 | PLAN 1153 PT LOT 183; RP 12R6118 PART 1; 8123.26SF 60.07FR 135.23D | WINDSOR ON N87 2R8 | 60.07 | 18.31 | 0.00 | 0.00 | 18.31 | \$1,937.43 | \$1,272.05 | \$3,209.48 | \$434.41 |
| 8 | 3247 CLEMENCEAU BLVD | 070-640-01500-0000 | PLAN 1153 PT LOT 183; RP 12R6118 PART 2; 8115.00SF 60.07FR 135.25D | WINDSOR ON N87 2R8 | 60.07 | 18.31 | 0.00 | 0.00 | 18.31 | \$1,937.43 | \$1,272.05 | \$3,209.48 | \$434.41 |
| 9 | 3255 CLEMENCEAU BLVD | 070-640-01400-0000 | PLAN 1153 N PT LOT 184; 5410.00SF 40.00FR 135.25D | WINDSOR ON N87 2R8 | 40.00 | 12.19 | 0.00 | 0.00 | 12.19 | \$1,290.11 | \$847.04 | \$2,137.16 | \$289.27 |
| 10 | 3259 CLEMENCEAU BLVD | 070-640-01300-0000 | PLAN 1153 PT LOTS 187 & 188; RP 12R15140 PART 2; 55.00FR 135.25D | WINDSOR ON N87 2R8 | 80.00 | 24.38 | 0.00 | 0.00 | 24.38 | \$2,580.23 | \$1,694.09 | \$4,274.32 | \$578.54 |
| 11 | 3271 CLEMENCEAU BLVD | 070-640-01200-0000 | PLAN 1153 PT LOT 184; RP 12R10368 PART 1; 10258.71SF 75.85FR 143.50D | WINDSOR ON N87 2R8 | 75.85 | 23.12 | 0.00 | 0.00 | 23.12 | \$2,446.38 | \$1,606.21 | \$4,052.59 | \$548.53 |
| 12 | 3275 CLEMENCEAU BLVD | 070-640-01201-0000 | PLAN 1153 PT LOT 184; RP 12R10368 PART 2 | WINDSOR ON N87 1P6 | 45.00 | 13.72 | 0.00 | 0.00 | 13.72 | \$1,451.38 | \$952.93 | \$2,404.30 | \$325.43 |
| 13 | 3275 CLEMENCEAU BLVD | 070-640-01100-0000 | PLAN 1153 PT LOT 185; RP 12R8614 PART 1; 6762.50SF 50.00FR 135.25D | WINDSOR ON N87 2R8 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 14 | 3279 CLEMENCEAU BLVD | 070-640-01101-0000 | PLAN 1153 PT LOT 185; RP 12R8614 PART 2; 6762.00SF 50.00FR 135.25D | WINDSOR ON N87 2R8 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 15 | 3281 CLEMENCEAU BLVD | 070-640-01000-0000 | PLAN 1153 PT LOTS 187 & 188; RP 12R15140 PART 1; 55.00FR 135.25D | WINDSOR ON N87 2R8 | 55.00 | 16.76 | 0.00 | 0.00 | 16.76 | \$1,773.91 | \$1,164.69 | \$2,938.59 | \$397.75 |
| 16 | 3285 CLEMENCEAU BLVD | 070-640-01000-0000 | PLAN 1153 PT LOTS 187 & 188; RP 12R15140 PART 2; 55.00FR 135.25D | WINDSOR ON N87 2R8 | 55.00 | 16.76 | 0.00 | 0.00 | 16.76 | \$1,773.91 | \$1,164.69 | \$2,938.59 | \$397.75 |
| 17 | 3289 CLEMENCEAU BLVD | 070-640-01000-0000 | PLAN 1153 PT LOTS 187 & 188; RP 12R15140 PART 3; 55.80FR 83.50FR | WINDSOR ON N87 2R8 | 55.80 | 17.01 | 0.00 | 0.00 | 17.01 | \$1,799.71 | \$1,181.63 | \$2,981.34 | \$403.53 |
| 18 | 5920 NORTH SERVICE RD E | 070-640-02800-0000 | BLDG 200 - RR 2 5920N SERVICE RD E | WINDSOR ON N8N 2M1 | 0.00 | 0.00 | 39.67 | 29.75 | 9.92 | \$0.00 | \$689.02 | \$689.02 | \$93.26 |
| 19 | 3282 CLEMENCEAU BLVD | 070-640-02700-0000 | PLAN 1153 S PT LOT 193; RP 12R18423 PART 26; PT CLOSED ALLEY; 7112.50SF 50.00FR 142.25D | WINDSOR ON N87 2R7 | 50.00 | 15.24 | 0.00 | 0.00 | 15.24 | \$1,612.64 | \$1,058.81 | \$2,671.45 | \$361.59 |
| 20 | 3278 CLEMENCEAU BLVD | 070-640-02600-0000 | PLAN 1153 PT LOT 193; RP 12R8502 PART 1; 9221.21SF 68.28FR 135.05D | WINDSOR ON N87 2R7 | 68.28 | 20.81 | 0.00 | 0.00 | 20.81 | \$2,202.23 | \$1,445.91 | \$3,648.13 | \$493.79 |
| 21 | 3270 CLEMENCEAU BLVD | 070-640-02505-0000 | PLAN 1153 PT LOT 193; RP 12R8502 PART 2; RP 12R18423 PART 24; PT CLOSED ALLEY; 8400.70SF 59.07FR 142.25D | WINDSOR ON N87 2R7 | 59.07 | 18.00 | 0.00 | 0.00 | 18.00 | \$1,905.18 | \$1,250.87 | \$3,156.05 | \$427.18 |
| 22 | 3262 CLEMENCEAU BLVD | 070-640-02500-0000 | PLAN 1153 N PT LOT 193; RP 12R18423 PIS 22 & 23; PT CLOSED ALLEY; 5690.00SF 40.00FR 142.25D | BELLE RIVER ON N8R 1A0 | 40.00 | 12.19 | 0.00 | 0.00 | 12.19 | \$1,290.11 | \$847.04 | \$2,137.16 | \$289.27 |
| 23 | 3258 CLEMENCEAU BLVD | 070-640-02405-0000 | PLAN 1153 PT LOT 194; RP 12R8917 PART 3; RP 12R18423 PIS 8 & 24; PT CLOSED ALLEY; 11007.18SF 73.75FR 148.25D | WINDSOR ON N87 2R7 | 73.75 | 22.48 | 0.00 | 0.00 | 22.48 | \$2,378.65 | \$1,561.74 | \$3,940.39 | \$533.35 |
| 24 | 3250 CLEMENCEAU BLVD | 070-640-02400-0000 | PLAN 1153 PT LOT 194; RP 12R8917 PART 3; RP 12R18423 PIS 6 & 19; PT CLOSED ALLEY; 11007.18SF 73.75FR 148.25D | WINDSOR ON N87 2R7 | 73.75 | 22.48 | 0.00 | 0.00 | 22.48 | \$2,378.65 | \$1,561.74 | \$3,940.39 | \$533.35 |
| 25 | 3244 CLEMENCEAU BLVD | 070-640-02305-0000 | PLAN 1153 S PT LOT 195; RP 12R18423 PART 15; PT CLOSED ALLEY; 1892.87SF 66.50FR 148.25D | WINDSOR ON N87 2R7 | 69.50 | 21.18 | 0.00 | 0.00 | 21.18 | \$2,241.57 | \$1,471.74 | \$3,713.31 | \$502.61 |
| 26 | 3238 CLEMENCEAU BLVD | 070-640-02300-0000 | PLAN 1153 S PT LOT 195; RP 12R18423 PART 16; PT CLOSED ALLEY; 1892.87SF 66.50FR 148.25D | WINDSOR ON N87 2R7 | 81.00 | 24.69 | 0.00 | 0.00 | 24.69 | \$2,612.48 | \$1,715.27 | \$4,327.75 | \$585.78 |
| 27 | 3232 CLEMENCEAU BLVD | 070-640-02301-0000 | PLAN 1153 N PT LOT 195; RP 12R18423 PART 17; PT CLOSED ALLEY; 9672.08SF 68.00FR 143.25D | WINDSOR ON N87 2R7 | 68.00 | 20.73 | 0.00 | 0.00 | 20.73 | \$2,193.19 | \$1,439.98 | \$3,633.17 | \$491.76 |
| 28 | 3230 CLEMENCEAU BLVD | 070-640-02302-0000 | PLAN 1153 N PT LOT 195; RP 12R18423 PART 18; PT CLOSED ALLEY; 1315.26D | WINDSOR ON N87 2R7 | 68.00 | 20.73 | 0.00 | 0.00 | 20.73 | \$2,193.19 | \$1,439.98 | \$3,633.17 | \$491.76 |
| 29 | 3218 CLEMENCEAU BLVD | 070-640-02200-0000 | PLAN 1153 S PT LOT 196; RP 12R18423 PART 14; PT CLOSED ALLEY; 5690.00SF 40.00FR 142.25D | WINDSOR ON N87 2R7 | 40.00 | 12.19 | 0.00 | 0.00 | 12.19 | \$1,290.11 | \$847.04 | \$2,137.16 | \$289.27 |
| 30 | 3214 CLEMENCEAU BLVD | 070-640-02100-0000 | PLAN 1153 S PT LOT 196; RP 12R18423 PART 14; PT CLOSED ALLEY; 25178.25SF 177.00FR 142.25D | WINDSOR ON N87 2R7 | 0.00 | 0.00 | 53.95 | 38.41 | 15.55 | \$1,644.92 | \$1,080.00 | \$2,724.91 | \$368.83 |
| SUM | | | | | | | | | | \$55,792.32 | \$37,320.34 | \$93,112.66 | \$12,603.12 |
| Total Frontage | | | | | | | | | | City Frontage | 683.07 | | |

* Annual charge to be paid in ten (10) annual payments, annual charge includes 5.92% annual interest. The estimated lifetime of this work is not less than ten (10) years.

Certified as sufficient in accordance with O.Reg 586/06, Local Improvement Charges - Priority Lien Status


Lorie Gregg, Executive Director, Financial Planning/Deputy Treasurer
 Commissioner Finance/City Treasurer

BY-LAW NUMBER 83-2026

A BY-LAW TO FURTHER AMEND BY-LAW 9023 BEING A BY-LAW TO REGULATE VEHICULAR PARKING WITHIN THE LIMITS OF THE CITY OF WINDSOR ON MUNICIPAL STREETS, MUNICIPAL PARKING LOTS AND PRIVATE PROPERTIES

Passed the 11th day of May, 2026.

WHEREAS By-law Number 9023, being a by-law to regulate vehicular parking within the limits of the City of Windsor on municipal streets, municipal parking lots and private properties, was passed on the 8th day of June, 1987.

WHEREAS it is deemed expedient to amend By-law 9023.

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That **BY-LAW NUMBER 9023** be and the same is hereby amended as follows:

APPENDIX A

| ITEM | REGULATION | STREET | SIDE | FROM | TO | ADDITIONAL RESTRICTIONS |
|------|--|---------------------|-------|--|--|--|
| 1 | Schedule "A" Limited Parking DELETE | University Avenue E | North | Goyeau St | Windsor Ave | 2 Hour Limit – 9:00 AM To 6:00 PM – Monday To Saturday |
| 2 | Schedule "A" Limited Parking DELETE | McDougall St | East | Riverside Dr E | University Ave E | 2 Hour Limit – At All Times |
| 3 | Schedule "A" Limited Parking DELETE | McDougall St | West | A Point 15 Metres South of Riverside Dr E | A Point 45 Metres South of Riverside Dr E | 1 Hour Limit – At All Times |
| 4 | Schedule "A" Limited Parking ADD | Drouillard Rd | West | A point 72m south of South Leg of Metcalf St | A point 78m south of South Leg of Metcalf St | 1 Hour Limit – 9:00 AM To 6:00 PM – Monday To Saturday |

| ITEM | REGULATION | STREET | SIDE | FROM | TO | ADDITIONAL RESTRICTIONS | ADDITIONAL INFO (1) | ADDITIONAL INFO (2) |
|------|---|---------------|-------|-------------|--------------------------|------------------------------------|--|---------------------|
| 5 | Schedule "B" Limited Alternate Side Parking DELETE | Drouillard Rd | North | Seminole St | North Leg of Metcalfe St | 2 Hours Limit – 9:00 AM To 5:00 AM | January, February, March, May, July, September, November, December | |
| 6 | Schedule "B" Limited Alternate Side Parking DELETE | Drouillard Rd | South | Seminole St | North Leg of Metcalfe St | 2 Hours Limit – 9:00 AM To 5:00 AM | April, June, August, October | |

| ITEM | REGULATION | STREET | SIDE | FROM | TO | ADDITIONAL RESTRICTIONS |
|------|---|------------------|-------|--------------------------------------|---------------------------------------|-------------------------|
| 7 | Schedule "C" No Parking DELETE | Josephine Ave | East | College Ave | A Point 122 Metres South of Grove Ave | |
| 8 | Schedule "C" No Parking ADD | Josephine Ave | East | College Ave | A point 154m south of Grove Ave | |
| 9 | Schedule "C" No Parking DELETE | Chatham St E | North | Bruce Ave | Caron Ave | |
| 10 | Schedule "C" No Parking ADD | Dougall Ave | East | University Ave W | Park St W | |
| 11 | Schedule "C" No Parking ADD | Dougall Ave | West | University Ave W | A point 42m south of University Ave W | |
| 12 | Schedule "C" No Parking ADD | Dougall Ave | West | A point 18m north of Park St W | A point 81m north of Park St W | 4:00 AM to 6:00 AM |
| 13 | Schedule "C" No Parking DELETE | Giles Blvd E | North | Goyeau St | The Alley Next East Of Goyeau St | |
| 14 | Schedule "C" No Parking ADD | Giles Blvd E | North | Goyeau St | A point 30m east of Goyeau St | |
| 15 | Schedule "C" No Parking ADD | Giles Blvd E | North | A point 36m east of Goyeau St | A point 48m east of Goyeau St | |
| 16 | Schedule "C" No Parking DELETE | Pitt St W | South | Caron Ave | Bruce Ave | |
| 17 | Schedule "C" No Parking DELETE | Church St | Both | Riverside Dr E | Pitt St E | |
| 18 | Schedule "C" No Parking ADD | Church St | West | Riverside Dr E | Pitt St E | |
| 19 | Schedule "C" No Parking DELETE | University Ave E | Both | Ouellette Ave | Windsor Ave | 4:00 AM To 6:00 AM |
| 20 | Schedule "C" No Parking DELETE | University Ave E | South | Ouellette Ave | Goyeau St | |
| 21 | Schedule "C" No Parking ADD | University Ave E | North | Goyeau | A point 33m east of Goyeau St | |
| 22 | Schedule "C" No Parking ADD | University Ave E | North | A point 60m east of Goyeau St | McDougall St | |
| 23 | Schedule "C" No Parking DELETE | University Ave E | North | McDougall St | Windsor Ave | |
| 24 | Schedule "C" No Parking DELETE | McDougall St | Both | Chatham St E | Tuscarora St | |
| 25 | Schedule "C" No Parking ADD | McDougall St | East | Chatham St E | Wyandotte St E | |
| 26 | Schedule "C" No Parking ADD | McDougall St | West | Chatham St E | A point 45m south of City Hall Sq S | |
| 27 | Schedule "C" No Parking ADD | McDougall St | West | A point 130m south of City Hall Sq S | Tuscarora St | |
| 28 | Schedule "C" No Parking DELETE | McDougall St | Both | Riverside Dr E | Chatham St E | 4:00 AM To 6:00 AM |

| | | | | | | |
|----|---|----------------------|-------|---|--|---------------------------------------|
| 29 | Schedule "C" No Parking DELETE | Brant St | South | Glengarry | Parent | |
| 30 | Schedule "C" No Parking ADD | Brant St | South | Glengarry | Aylmer | |
| 31 | Schedule "C" No Parking ADD | Brant St | South | Louis Ave | Parent Ave | |
| 32 | Schedule "C" No Parking DELETE | Parent Avenue | West | Giles Blvd E | A Point 76 Metres North of Giles Blvd E | 8:00 AM To 5:00 PM – School Days |
| 33 | Schedule "C" No Parking DELETE | Parent Avenue | West | Giles Blvd E | A Point 98 Metres North of Giles Blvd E | 8:00 AM To 5:00 PM |
| 34 | Schedule "C" No Parking DELETE | University Ave E | North | Aylmer Ave | Parent Ave | |
| 35 | Schedule "C" No Parking DELETE | Henry Ford Centre Dr | East | Franklin St | A Point 100 Metres South Of Franklin St | |
| 36 | Schedule "C" No Parking DELETE | Henry Ford Centre Dr | West | Franklin St | A Point 84 Metres South Of Franklin St | |
| 37 | Schedule "C" No Parking DELETE | Wyandotte St E | North | A Point 12 Metres East Of Pillette Rd | Thompson Blvd | |
| 38 | Schedule "C" No Parking ADD | Wyandotte St E | North | A point 88m east of Pillette Rd | Thompson Blvd | |
| 39 | Schedule "C" No Parking DELETE | Mistydawn St | North | Indigo Ave | Easterly to and including the cul-de-sac | |
| 40 | Schedule "C" No Parking ADD | Mistydawn St | North | Indigo Ave | Monticello St | |
| 41 | Schedule "C" No Parking ADD | Monticello St | East | McHugh St | Mistydawn St | |
| 42 | Schedule "C" No Parking DELETE | Adstoll Ave | South | A Point 59 Metres West Of Buckingham Dr | A Point 77 Metres East Of Buckingham Dr | 8:00 AM To 8:00 PM – School Days Only |

| ITEM | REGULATION | STREET | SIDE | FROM | TO | MONTHS | ADDITIONAL RESTRICTIONS |
|------|--|----------|-------|---------------|--------------|--|---|
| 43 | Schedule "D" Alternate Side No Parking DELETE | Brant St | North | Glengarry Ave | Langlois Ave | January, February, March, May, July, September, November, December | |
| 44 | Schedule "D" Alternate Side No Parking DELETE | Brant St | South | Glengarry Ave | Langlois Ave | April, June, August, October | |
| 45 | Schedule "D" Alternate Side No Parking ADD | Brant St | North | Parent Ave | Langlois Ave | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |

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|----|--|----------------------|-------|--|--------------|--|--|
| 46 | Schedule "D" Alternate Side No Parking ADD | Brant St | South | Parent Ave | Langlois Ave | April, June, August, October | Effective 9 am on the first day of each month |
| 47 | Schedule "D" Alternate Side No Parking DELETE | Drouillard | East | Seminole St | Alice St | January, February, March, May, July, September, November, December | Effective 9:00 a.m. on the first day of each month |
| 48 | Schedule "D" Alternate Side No Parking DELETE | Drouillard | West | Seminole St | Alice St | April, June, August, October | Effective 9:00 a.m. on the first day of each month |
| 49 | Schedule "D" Alternate Side No Parking DELETE | Henry Ford Centre Dr | East | A Point 84 Metres South Of Franklin St | Seminole | April, June, August, October | |
| 50 | Schedule "D" Alternate Side No Parking DELETE | Henry Ford Centre Dr | West | A Point 84 Metres South Of Franklin St | Seminole | January, February, March, May, July, September, November, December | |
| 51 | Schedule "D" Alternate Side No Parking ADD | Henry Ford Centre Dr | East | Metcalfe St | Seminole | April, June, August, October | Effective 9 am on the first day of each month |
| 52 | Schedule "D" Alternate Side No Parking ADD | Henry Ford Centre Dr | West | Metcalfe St | Seminole | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |

| ITEM | REGULATION | STREET | SIDE | FROM | TO | ADDITIONAL RESTRICTIONS |
|------|--|--------------|-------|----------------|---|-------------------------|
| 53 | Schedule "F" No Stopping or Parking DELETE | McDougall St | Both | Riverside Dr E | Pitt St E | |
| 54 | Schedule "F" No Stopping or Parking DELETE | McDougall St | East | Chatham St E | A Point 15 Metres South of Chatham St E | |
| 55 | Schedule "F" No Stopping or Parking DELETE | McDougall St | East | Pitt St E | A Point 15 Metres South of Pitt St E | |
| 56 | Schedule "F" No Stopping or Parking DELETE | McDougall St | West | Pitt St E | Chatham St E | |
| 57 | Schedule "F" No Stopping or Parking DELETE | McDougall St | West | Wyandotte St E | A Point 35 Metres North of Wyandotte St E | |
| 58 | Schedule "F" No Stopping or Parking DELETE | Adstoll Ave | North | Buckingham Dr | Rivard Ave | |

| ITEM | REGULATION | STREET | SIDE | FROM | TO | ADDITIONAL RESTRICTIONS | ADDITIONAL INFO (1) | ADDITIONAL INFO (2) |
|------|---|------------------|-------|--|--|--|---------------------|---------------------|
| 59 | Schedule "H" On-Street Designated Accessible Parking DELETE | California Ave | West | A point 16 metres north of Fanchette Street | A point 28 metres north of Fanchette Street | 3 hour limit per calendar day and per signed location | | |
| 60 | Schedule "H" On-Street Designated Accessible Parking ADD | California Ave | West | A point 33m north of Fanchette St | A point 39m north of Fanchette St | 3 hour limit per calendar day and per signed location | | |
| 61 | Schedule "H" On-Street Designated Accessible Parking DELETE | Rankin Ave | West | A point 15 metres south of Wyandotte Street West | A point 21 metres south of Wyandotte Street West | 2 Hr Limit | | |
| 62 | Schedule "H" On-Street Designated Accessible Parking ADD | Rankin Ave | West | A point 15m south of Wyandotte St W | A point 21m south of Wyandotte St W | 4 hour limit per calendar day and per signed location | | |
| 63 | Schedule "H" On-Street Designated Accessible Parking DELETE | University Ave W | South | A point 31 metres west of Patricia Rd | A point 37 metres west of Patricia Rd | 4 hour limit per calendar day and per signed location | | |
| 64 | Schedule "H" On-Street Designated Accessible Parking DELETE | Dougall Ave | West | A point 45 metres south of Elliott St W | A point 51 metres south of Elliott St W | 15 minute limit per calendar day and per signed location | | |
| 65 | Schedule "H" On-Street Designated Accessible Parking DELETE | Dougall Ave | East | A point 42m South of University Ave W | A point 48m South of Chatham St W | 4 hour limit per calendar day and per signed location | | |
| 66 | Schedule "H" On-Street Designated Accessible Parking DELETE | Dufferin Pl | West | A point 95 metres south of Elliott St E | A point 100 metres south of Elliott St E | 4 hour limit per calendar day and per signed location | | |
| 67 | Schedule "H" On-Street Designated Accessible Parking ADD | Giles Blvd E | North | A point 30m east of Goyeau St | A point 36m east of Goyeau St | 4 hour limit per calendar day and per signed location | | |
| 68 | Schedule "H" On-Street Designated Accessible Parking DELETE | Giles Blvd E | North | A point 16 metres west of Windsor Ave | A point 23 metres west of Windsor Ave | 4 hour limit per calendar day and per signed location | | |
| 69 | Schedule "H" On-Street Designated Accessible Parking DELETE | Giles Blvd W | North | A point 20 metres east of Dougall Ave | A point 13 metres east of Dougall Ave | 4 hour limit per calendar day and per signed location | | |

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|----|---|-----------------|-------|---|---|---|--|--|
| 70 | Schedule "H" On-Street Designated Accessible Parking DELETE | Park St W | North | A point 35 metres west of Dougall Ave | A point 41 metres west of Dougall Ave | 4 hour limit per calendar day and per signed location | | |
| 71 | Schedule "H" On-Street Designated Accessible Parking ADD | Park St W | North | A point 10m west of Dougall Ave | A point 16m west of Dougall Ave | 4 hour limit per calendar day and per signed location | | |
| 72 | Schedule "H" On-Street Designated Accessible Parking DELETE | Pelissier St | East | A point 62.5 metres south of Wyandott e St W | A point 94 metres south of Wyandott e St W | 4 hour limit per calendar day and per signed location | | |
| 73 | Schedule "H" On-Street Designated Accessible Parking ADD | Pelissier St | East | A point 66m south of Wyandott e St W | A point 72m south of Wyandott e St W | 4 hour limit per calendar day and per signed location | | |
| 74 | Schedule "H" On-Street Designated Accessible Parking ADD | Pelissier St | East | A point 87m south of Wyandott e St W | A point 93m south of Wyandott e St W | 4 hour limit per calendar day and per signed location | | |
| 75 | Schedule "H" On-Street Designated Accessible Parking DELETE | Pelissier St | West | A point 23.3 metres north of Park St W | A point 32.7 metres north of Park St W | 4 hour limit per calendar day and per signed location | | |
| 76 | Schedule "H" On-Street Designated Accessible Parking ADD | Pelissier St | East | A point 36m north of Park St W | A point 42m north of Park St W | 1 hour limit per calendar day and per signed location | | |
| 77 | Schedule "H" On-Street Designated Accessible Parking ADD | Pitt St E | North | A point 27m east of Goyeau St | A point 33m east of Goyeau St | 4 hour limit per calendar day and per signed location | | |
| 78 | Schedule "H" On-Street Designated Accessible Parking DELETE | Pitt St W | North | A point 35 metres west of Ouellette Ave | A point 6 metres west of Ouellette Ave | 4 hour limit per calendar day and per signed location | | |
| 79 | Schedule "H" On-Street Designated Accessible Parking ADD | Pitt St W | North | A point 35m west of Ouellette Ave | A point 41m west of Ouellette Ave | 4 hour limit per calendar day and per signed location | | |
| 80 | Schedule "H" On-Street Designated Accessible Parking ADD | Victoria Ave | West | A point 32m south of University Ave W | A point 38m south of University Ave W | 4 hour limit per calendar day and per signed location | | |
| 81 | Schedule "H" On-Street Designated Accessible Parking ADD | Victoria Ave | East | University Ave W | A point 17m south of University Ave W | 4 hour limit per calendar day and per signed location | | |

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|----|---|-------------------|-------|--|---|---|--|--|
| 82 | Schedule "H" On-Street Designated Accessible Parking DELETE | Dougall Ave | West | A point 10 metres south of Chatham St W | A point 14 metres south of Chatham St W | 4 hour limit per calendar day and per signed location | | |
| 83 | Schedule "H" On-Street Designated Accessible Parking ADD | Dougall Ave | West | A point 10 metres south of Chatham St W | A point 16 metres south of Chatham St W | 4 hour limit per calendar day and per signed location | | |
| 84 | Schedule "H" On-Street Designated Accessible Parking DELETE | Giles Blvd E | North | A point 18 metres east of Lillian Ave | A point 24 metres east of Lillian Ave | 4 hour limit per calendar day and per signed location | | |
| 85 | Schedule "H" On-Street Designated Accessible Parking DELETE | Louis Ave | West | A point 51 metres south of Tuscarora st | A point 58 metres south of Tuscarora St | 4 hour limit per calendar day and per signed location | | |
| 86 | Schedule "H" On-Street Designated Accessible Parking DELETE | Marentette Ave | Both | A point 27.5 metres south of Giles Blvd E | A point 33.5 metres south of Giles Blvd E | 4 hour limit per calendar day and per signed location | | |
| 87 | Schedule "H" On-Street Designated Accessible Parking ADD | Marentette Ave | West | A point 17m south of Giles Blvd E | A point 23m south of Giles Blvd E | 4 hour limit per calendar day and per signed location | | |
| 88 | Schedule "H" On-Street Designated Accessible Parking ADD | Marentette Ave | East | A point 18m south of Giles Blvd E | A point 24m south of Giles Blvd E | 4 hour limit per calendar day and per signed location | | |
| 89 | Schedule "H" On-Street Designated Accessible Parking DELETE | Ottawa St | South | Moy Ave | A point 17 metres east of Moy Ave | 4 hour limit per calendar day and per signed location | | |
| 90 | Schedule "H" On-Street Designated Accessible Parking ADD | Ottawa St | South | A point 10m east of Moy Ave | A point 16m east of Moy Ave | 4 hour limit per calendar day and per signed location | | |
| 91 | Schedule "H" On-Street Designated Accessible Parking DELETE | Ottawa St | South | North/sou th alley east of Parent Ave | A point 5.18 metres east of north/sou th alley east of Parent Ave | 4 hour limit per calendar day and per signed location | | |
| 92 | Schedule "H" On-Street Designated Accessible Parking DELETE | Parent Ave | West | A point 138m South of Hanna St E | A point 144m South of Hanna St E | 4 hour limit per calendar day and per signed location | | |

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|-----|---|---------------------|-------|--|--|---|--|--|
| 93 | Schedule "H" On-Street Designated Accessible Parking ADD | University Ave E | North | A point 15m west of Louis Ave | A point 21m west of Louis Ave | 4 hour limit per calendar day and per signed location | | |
| 94 | Schedule "H" On-Street Designated Accessible Parking ADD | University Ave E | South | A point 15m west of Louis Ave | A point 27m west of Louis Ave | 4 hour limit per calendar day and per signed location | | |
| 95 | Schedule "H" On-Street Designated Accessible Parking ADD | Drouillard Rd | East | A point 120m south of Richmon d St | A point 134m south of Richmon d St | 4 hour limit per calendar day and per signed location | | |
| 96 | Schedule "H" On-Street Designated Accessible Parking DELETE | Drouillard Rd | West | A point 18m south of Richmon d St | A point 24m south of Richmon d St | 4 Hour Limit per calendar day and per signed location | | |
| 97 | Schedule "H" On-Street Designated Accessible Parking DELETE | Pillette Rd | Both | A point 147 metres south of Ontario St | A point 153 metres south of Ontario St | 4 hour limit per calendar day and per signed location | | |
| 98 | Schedule "H" On-Street Designated Accessible Parking ADD | Pillette Rd | West | A point 147m south of Ontario St | A point 153m south of Ontario St | 4 hour limit per calendar day and per signed location | | |
| 99 | Schedule "H" On-Street Designated Accessible Parking ADD | Pillette Rd | East | A point 87m north of Alley Way | A point 93m north of Alley Way | 4 hour limit per calendar day and per signed location | | |
| 100 | Schedule "H" On-Street Designated Accessible Parking ADD | Richmond St | North | A point 15m east of Drouillard Rd | A point 21m east of Drouillard Rd | 4 hour limit per calendar day and per signed location | | |
| 101 | Schedule "H" On-Street Designated Accessible Parking DELETE | Rossini Blvd | West | A point 12 metres north of Tecumse h Rd E | A point 34 metres north of Tecumse h Rd E | 4 hour limit per calendar day and per signed location | | |
| 102 | Schedule "H" On-Street Designated Accessible Parking ADD | Rossini Blvd | West | A point 16 metres north of Tecumse h Rd E | A point 34 metres north of Tecumse h Rd E | 4 hour limit per calendar day and per signed location | | |
| 103 | Schedule "H" On-Street Designated Accessible Parking DELETE | Whelpton St | West | A point 32m north of Drouillard Rd | A point 38m north of Drouillard Rd | 4 hour limit per calendar day and per signed location | | |
| 104 | Schedule "H" On-Street Designated Accessible Parking ADD | Whelpton St | North | A point 32m west of Drouillard Rd | A point 38m west of Drouillard Rd | 4 hour limit per calendar day and per signed location | | |

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|-----|---|---------------|------|--|--|---|--|--|
| 105 | Schedule "H" On-Street Designated Accessible Parking DELETE | Parent Ave | West | A point 48 metres north of Grand Marais Rd E | A point 72 metres north of Grand Marais Rd E | 4 hour limit per calendar day and per signed location | | |
| 106 | Schedule "H" On-Street Designated Accessible Parking ADD | Parent Ave | West | A point 52m north of Grand Marais Rd E | A point 70m north of Grand Marais Rd E | 4 hour limit per calendar day and per signed location | | |

| ITEM | REGULATION | STREET | SIDE | FROM | TO | ADDITIONAL RESTRICTIONS | ADDITIONAL INFO (1) | ADDITIONAL INFO (2) |
|------|---|---------------------|-------|--|-----------------|----------------------------|------------------------|------------------------|
| 107 | Schedule "I" Loading Zones ADD | University Ave E | South | Alley to the east of Ouellette Ave | Freedo m Way | At All Times | | |

| ITEM | REGULATION | STREET | SIDE | FROM | TO | MONTHS | ADDITIONAL RESTRICTIONS |
|------|---|---------------|------|--|--|--|---|
| 108 | Schedule "P" Personal Accessible Parking DELETE | Askin Ave | West | A Point 169 Metres North Of Wyandotte St W | A Point 175 Metres North Of Wyandotte St W | | |
| 109 | Schedule "P" Personal Accessible Parking DELETE | Askin Ave | West | A point 169m north of Wyandotte St W | A point 175m north of Wyandotte St W | | |
| 110 | Schedule "P" Personal Accessible Parking DELETE | Askin Ave | West | A point 169m north of Wyandotte St W | A point 175m north of Wyandotte St W | | |
| 111 | Schedule "P" Personal Accessible Parking ADD | Askin Ave | West | A point 95m north of Wyandotte St W | A point 101m north of Wyandotte St W | | |
| 112 | Schedule "P" Personal Accessible Parking ADD | Baby St | East | A point 34m north of St Joseph St | A point 40m north of St Joseph St | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 113 | Schedule "P" Personal Accessible Parking ADD | Baby St | West | A point 30m north of St Joseph St | A point 36m north of St Joseph St | April, June, August, October | Effective 9 am on the first day of each month |
| 114 | Schedule "P" Personal Accessible Parking ADD | Bridge Ave | East | A point 178m south of College Ave | A point 184m south of College Ave | April, June, August, October | Effective 9 am on the first day of each month |
| 115 | Schedule "P" Personal Accessible Parking ADD | Bridge Ave | West | A point 178m south of College Ave | A point 184m south of College Ave | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |

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|-----|--|----------------|------|---|---|--|---|
| 116 | Schedule "P" Personal Accessible Parking DELETE | Bridge Ave | West | A point 27m south of Reginald Rd | A point 33m south of Reginald Rd | | |
| 117 | Schedule "P" Personal Accessible Parking ADD | Bridge Ave | West | A point 27m south of Rooney St | A point 33m south of Rooney St | | |
| 118 | Schedule "P" Personal Accessible Parking ADD | Bridge Ave | West | A point 79m south of College Ave | A point 84m south of College Ave | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 119 | Schedule "P" Personal Accessible Parking ADD | Bridge Ave | East | A point 76m south of College Ave | A point 82m south of College Ave | April, June, August, October | Effective 9 am on the first day of each month |
| 120 | Schedule "P" Personal Accessible Parking DELETE | Bloomfield Rd | East | From a point 98 metres north of Watkins Street | To a point 104 metres north of Watkins Street | January, February, March, May, July, September, November, December | Effective 9 AM on the first day of each month |
| 121 | Schedule "P" Personal Accessible Parking DELETE | Bloomfield Rd | West | From a point 103 metres north of Watkins Street | To a point 109 metres north of Watkins Street | April, June, August, October | Effective 9 AM on the first day of each month |
| 122 | Schedule "P" Personal Accessible Parking ADD | Bridge Ave | West | A point 84m north of Rooney St | A point 90m north of Rooney St | | |
| 123 | Schedule "P" Personal Accessible Parking DELETE | California Ave | East | A point 42 metres south of Davis St | To a Point 48 metres south of Davis St | | |
| 124 | Schedule "P" Personal Accessible Parking DELETE | California Ave | West | A point 189 metres south of College Ave | To a point 195 metres south of College Ave | | |
| 125 | Schedule "P" Personal Accessible Parking ADD | Curry Ave | East | A point 108m north of Pelletier St | A point 114m north of Pelletier St | | |
| 126 | Schedule "P" Personal Accessible Parking DELETE | McEwan Ave | West | A point 70.6m south of Laing St | A point 76.6m south of Laing St | January, February, March, May, July, September, November, December | Effective 9 a.m. on the first day of each month |
| 127 | Schedule "P" Personal Accessible Parking DELETE | McEwan Ave | East | A point 74.3m south of Laing St | A point 80.3m south of Laing St | April, June, August, October | Effective 9 a.m. on the first day of each month |

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| 128 | Schedule "P" Personal Accessible Parking ADD | South St | North | A point 15m east of Wells St | A point 21m east of Wells St | | |
| 129 | Schedule "P" Personal Accessible Parking DELETE | Taylor Ave | South | A point 36m north of McEwan Ave | A point 42m north of McEwan Ave | | |
| 130 | Schedule "P" Personal Accessible Parking ADD | Taylor Ave | South | A point 36m west of McEwan Ave | A point 42m west of McEwan Ave | | |
| 131 | Schedule "P" Personal Accessible Parking ADD | Brodhead St | South | A point 89m east of Mercer St | A point 95m east of Mercer St | | |
| 132 | Schedule "P" Personal Accessible Parking ADD | Bruce Ave | East | A point 12m north of Ellis St W | A point 18m north of Ellis St W | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 133 | Schedule "P" Personal Accessible Parking ADD | Bruce Ave | West | A point 15m north of Ellis St W | A point 21m north of Ellis St W | April, June, August, October | Effective 9 am on the first day of each month |
| 134 | Schedule "P" Personal Accessible Parking ADD | Caron Ave | East | A point 153m south of Park St W | A point 159m south of Park St W | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 135 | Schedule "P" Personal Accessible Parking ADD | Caron Ave | West | A point 152m south of Park St W | A point 158m south of Park St W | April, June, August, October | Effective 9 am on the first day of each month |
| 136 | Schedule "P" Personal Accessible Parking ADD | Clinton St | North | A point 59m west of Dougall Ave | A point 65m west of Dougall Ave | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 137 | Schedule "P" Personal Accessible Parking ADD | Clinton St | South | A point 55m west of Dougall Ave | A point 61m west of Dougall Ave | April, June, August, October | Effective 9 am on the first day of each month |
| 138 | Schedule "P" Personal Accessible Parking ADD | Dougall Ave | West | A point 26m north of Jackson St | A point 32m north of Jackson St | | |

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| 139 | Schedule "P" Personal Accessible Parking DELETE | Elliott St W | North | A point 11m west of Dougall Ave | A point 17m west of Dougall Ave | | |
| 140 | Schedule "P" Personal Accessible Parking DELETE | Elliott St W | North | From a point 80m east of Bruce Ave | To a point 86m east of Bruce Ave | January, February, March, May, July, September, November, December | Effective 9am on the first day of each month |
| 141 | Schedule "P" Personal Accessible Parking DELETE | Elliott St W | South | From a point 85m east of Bruce Ave | To a point 91m east of Bruce Ave | April, June, August, October | Effective 9am on the first day of each month |
| 142 | Schedule "P" Personal Accessible Parking DELETE | Giles Blvd E | North | A point 18 metres east of Windsor Avenue | a point 24 metres east of Windsor Avenue | | |
| 143 | Schedule "P" Personal Accessible Parking ADD | Janette Ave | East | A point 165m south of Park St W | A point 171m south of Park St W | April, June, August, October | Effective 9 am on the first day of each month |
| 144 | Schedule "P" Personal Accessible Parking ADD | Janette Ave | West | A point 163m south of Park St W | A point 169m south of Park St W | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 145 | Schedule "P" Personal Accessible Parking ADD | Oak Ave | East | A point 100m south of Erie St W | A point 106m south of Erie St W | | |
| 146 | Schedule "P" Personal Accessible Parking ADD | Park St W | South | A point 37.5m east of Caron Ave | A point 43.5m east of Caron Ave | | |
| 147 | Schedule "P" Personal Accessible Parking DELETE | Pine St | North | A point 43.3m east of Dougall Ave | A point 49.3m east of Dougall Ave | January, February, March, May, July, September, November, December | Effective 9 a.m. on the first day of each month |
| 148 | Schedule "P" Personal Accessible Parking ADD | Pine St | North | A point 38.5m east of Dougall Ave | A point 43.5m east of Dougall Ave | January, February, March, May, July, September, November, December | Effective 9 a.m. on the first day of each month |
| 149 | Schedule "P" Personal Accessible Parking ADD | Pine St | North | A point 19m east of Church St | A point 25m east of Church St | January, February, March, May, July, September, November, December | Effective 9 a.m. on the first day of each month |

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| 150 | Schedule "P" Personal Accessible Parking ADD | Pine St | South | A point 19m east of Church St | A point 25m east of Church St | April, June, August, October | Effective 9 a.m. on the first day of each month |
| 151 | Schedule "P" Personal Accessible Parking ADD | Windsor Ave | East | A point 148m north of Erie St E | A point 154m north of Erie St E | | |
| 152 | Schedule "P" Personal Accessible Parking ADD | Assumption St | North | A point 59m east of Louis Ave | A point 65m east of Louis Ave | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 153 | Schedule "P" Personal Accessible Parking ADD | Assumption St | South | A point 57.5m east of Louis Ave | A point 63.5m east of Louis Ave | April, June, August, October | Effective 9 am on the first day of each month |
| 154 | Schedule "P" Personal Accessible Parking DELETE | Assumption St | North | A point 46 metres west of Pierre Avenue | A point 52 metres west of Pierre Avenue | | n/a |
| 155 | Schedule "P" Personal Accessible Parking DELETE | Ellis St E | North | A point 33 metres west of Benjamin Avenue | A point 39 metres west of Benjamin Avenue | January, February, March, May, July, September, November, December | Effective 9:00 a.m. first day of each month |
| 156 | Schedule "P" Personal Accessible Parking DELETE | Ellis St E | South | A point 33 metres west of Benjamin Avenue | A point 39 metres west of Benjamin Avenue | April, June, August, October | Effective 9:00 a.m. first day of each month |
| 157 | Schedule "P" Personal Accessible Parking ADD | Hall Ave | East | A point 14m south of Richmond St | A point 21m south of Richmond St | April, June, August, October | Effective 9 am on the first day of each month |
| 158 | Schedule "P" Personal Accessible Parking ADD | Hall Ave | West | A point 12m south of Richmond St | A point 18m south of Richmond St | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 159 | Schedule "P" Personal Accessible Parking ADD | Hall Ave | West | A point 9m south of Ellis St E | A point 15m south of Ellis St E | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 160 | Schedule "P" Personal Accessible Parking ADD | Hall Ave | East | A point 12m south of Ellis St E | A point 18m south of Ellis St E | April, June, August, October | Effective 9 am on the first day of each month |
| 161 | Schedule "P" Personal Accessible Parking ADD | Marentette Ave | East | A point 58m north of Shepherd St E | A point 64m north of Shepherd St E | April, June, August, October | Effective 9 a.m. on the first day of each month |

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| 162 | Schedule "P" Personal Accessible Parking ADD | Marentette Ave | West | A point 59m north of Shepherd St E | A point 65m north of Shepherd St E | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 163 | Schedule "P" Personal Accessible Parking ADD | Marentette Ave | East | A point 64m south of Hanna St E | A point 70m south of Hanna St E | April, June, August, October | Effective 9 am on the first day of each month |
| 164 | Schedule "P" Personal Accessible Parking ADD | Marentette Ave | West | A point 62m south of Hanna St E | A point 68m south of Hanna St E | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 165 | Schedule "P" Personal Accessible Parking DELETE | Richmond St | North | From a point 25 metres east of Hall Avenue | A Point 21 metres east of Hall Avenue | January, February, March, May, July, September, November, December | No Parking during these months. Effective 9am on the first day of each month |
| 166 | Schedule "P" Personal Accessible Parking DELETE | Richmond St | South | From a point 25 metres east of Hall Avenue | A Point 21 metres east of Hall Avenue | April, June, August, October | No Parking during these months. Effective 9am on the first day of each month |
| 167 | Schedule "P" Personal Accessible Parking ADD | Tuscarora St | South | A point 20m west of Parent Ave | A point 26m west of Parent Ave | April, June, August, October | Effective 9 am on the first day of each month |
| 168 | Schedule "P" Personal Accessible Parking ADD | Tuscarora St | North | A point 13m west of Parent Ave | A point 19m west of Parent Ave | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 169 | Schedule "P" Personal Accessible Parking ADD | Tuscarora St | North | A point 21.5m west of Marion Ave | A point 27.5m west of Marion Ave | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 170 | Schedule "P" Personal Accessible Parking ADD | Tuscarora St | South | A point 24.5m west of Marion Ave | A point 30.5m west of Marion Ave | April, June, August, October | Effective 9 am on the first day of each month |
| 171 | Schedule "P" Personal Accessible Parking ADD | Aubin Rd | East | A point 61m north of Alice St | A point 67m north of Alice St | April, June, August, October | Effective 9 am on the first day of each month |
| 172 | Schedule "P" Personal Accessible Parking ADD | Aubin Rd | West | A point 63m north of Alice St | A point 69m north of Alice St | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |

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| 173 | Schedule "P" Personal Accessible Parking DELETE | Bellevue Ave | East | A point 94m south of Riverside Dr E | A point 100m north of Riverside Dr E | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 174 | Schedule "P" Personal Accessible Parking DELETE | Bellevue Ave | West | A point 94m south of Riverside Dr E | A point 100m north of Riverside Dr E | April, June, August, October | Effective 9 am on the first day of each month |
| 175 | Schedule "P" Personal Accessible Parking ADD | Bellevue Ave | East | A point 94m south of Riverside Dr E | A point 100m south of Riverside Dr E | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 176 | Schedule "P" Personal Accessible Parking ADD | Bellevue Ave | West | A point 94m south of Riverside Dr E | A point 100m south of Riverside Dr E | April, June, August, October | Effective 9 am on the first day of each month |
| 177 | Schedule "P" Personal Accessible Parking ADD | Ellrose Ave | East | A point 111m north of Ontario St | A point 117m north of Ontario St | | |
| 178 | Schedule "P" Personal Accessible Parking DELETE | Henry Ford Centre Dr | North | A point 40m west of Whelpton St | A point 46m west of Whelpton St | | |
| 179 | Schedule "P" Personal Accessible Parking ADD | Henry Ford Centre Dr | East | A point 40m north of Whelpton St | A point 46m north of Whelpton St | | |
| 180 | Schedule "P" Personal Accessible Parking ADD | Henry Ford Centre Dr | West | A point 65m south of Franklin St | A point 71m south of Franklin St | | |
| 181 | Schedule "P" Personal Accessible Parking DELETE | Hickory Rd | East | A point 85.7 metres south of Alice | A point 92.7 metres south of Alice | April, June, August, October | Effective 9am on the first day of each month |
| 182 | Schedule "P" Personal Accessible Parking DELETE | Hickory Rd | West | A point 86.4 metres south of Alice | A point 93.4 metres south of Alice | January, February, March, May, July, September, November, December | Effective 9am on the first day of each month |
| 183 | Schedule "P" Personal Accessible Parking ADD | Labadie Rd | West | A point 44m north of Seminole St | A point 50m north of Seminole St | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 184 | Schedule "P" Personal Accessible Parking ADD | Labadie Rd | East | A point 47m north of Seminole St | A point 53m north of Seminole St | April, June, August, October | Effective 9 am on the first day of each month |

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| 185 | Schedule "P" Personal Accessible Parking ADD | Westcott Rd | West | A point 170m south of Guy St | A point 176m south of Guy St | January, February, March, May, July, September, November, December | Effective 9 am on the first day of each month |
| 186 | Schedule "P" Personal Accessible Parking ADD | Westcott Rd | East | A point 168m south of Guy St | A point 174m south of Guy St | April, June, August, October | Effective 9 am on the first day of each month |

| ITEM | REGULATION | STREET | SIDE | FROM | TO | ADDITIONAL RESTRICTIONS | ADDITIONAL INFO (1) | ADDITIONAL INFO (2) |
|------|--|------------------|-------|-------------------------------|------------------------------------|---|---------------------|---|
| 187 | Schedule "S" Street Meters ADD | Church St | East | Pitt St | Riverside Dr | 9 am to 6 pm Monday to Saturday holidays excepted | Time Limit: 4 hours | Parking Fee: \$2.50/hr for cash payment and \$2.25/hr for APP payment or fraction thereof |
| 188 | Schedule "S" Street Meters ADD | University Ave E | South | Ouellette Ave | Alley to the east of Ouellette Ave | 9 am to 6 pm Monday to Saturday holidays excepted | Time Limit: 4 hours | Parking Fee: \$2.50/hr for cash payment and \$2.25/hr for APP payment or fraction thereof |
| 189 | Schedule "S" Street Meters ADD | University Ave E | South | Freedom Way | Goyeau St | 9 am to 6 pm Monday to Saturday holidays excepted | Time Limit: 4 hours | Parking Fee: \$2.50/hr for cash payment and \$2.25/hr for APP payment or fraction thereof |
| 190 | Schedule "S" Street Meters DELETE | University Ave E | North | Goyeau St | Windsor Ave | 9 am to 6 pm Monday to Saturday holidays excepted | Time Limit: 2 hour | Parking Fee: \$2:00/hr or fraction thereof |
| 191 | Schedule "S" Street Meters ADD | University Ave E | North | A point 33m east of Goyeau St | A point 60m east of Goyeau St | 9 am to 6 pm Monday to Saturday holidays excepted | Time Limit: 2 hour | Parking Fee: \$2.50/hr for cash payment and \$2.25/hr for APP payment or fraction thereof |
| 192 | Schedule "S" Street Meters DELETE | McDougall St | East | Pitt St E | Chatham St E | 9 am to 6 pm Monday to Saturday holidays excepted | Time Limit: 2 hour | Parking Fee: \$2:00/hr or fraction thereof |

| ITEM | REGULATION | AREA | STREET | SIDE | FROM | TO | MONTHS | PARKING LIMIT – TIME AND DAY | NO. OF PERMITS PER HOUSEHOLD |
|------|--|------|------------------|-------|--|--|--------|--|---|
| 193 | Schedule “GG” On-Street Permit Parking Area ADD | 9 | Chatham St W | North | Bruce Ave | Caron Ave | All | 24 Hours - Monday to Sunday | At Executive Director of Operations Discretion |
| 194 | Schedule “GG” On-Street Permit Parking Area ADD | 9 | Pitt St | South | Bruce Ave | Caron Ave | All | 24 Hours -Monday to Sunday | At Executive Director of Operations Discretion |
| 195 | Schedule “GG” On-Street Permit Parking Area ADD | 11 | McDouga ll St | West | A point 45m south of City Hall Sq S | A point 130m south of City Hall Sq S | All | Monday to Friday – 8 am to 6 pm | At Executive Director of Operations Discretion |

2. This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on May 11, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading – May 11, 2026
Second Reading – May 11, 2026
Third Reading – May 11, 2026

BY-LAW NUMBER 84-2026

A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 11TH DAY OF MAY, 2026

Passed the 11th day of May, 2026.

WHEREAS it is deemed expedient that the proceedings of the Council of The Corporation of the City of Windsor at this meeting be confirmed and adopted by by-law;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. The action of the Council of The Corporation of the City of Windsor in respect to each recommendation contained in the Report/Reports of the Committees and the local Boards and Commissions and each motion and resolution passed and other action taken by the Council of The Corporation of The City of Windsor at this meeting is hereby adopted and confirmed as if all such proceedings were expressly in this by-law.
2. The Mayor and the proper officials of The Corporation of the City of Windsor are hereby authorized and directed to do all things necessary to give effect to the action of the Council of The Corporation of the City of Windsor referred to in the preceding section hereof.
3. The Mayor and the City Clerk are authorized and directed to execute all documents necessary in that behalf and to affix thereto the seal of The Corporation of the City of Windsor.

This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on May 11, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading - May 11, 2026
Second Reading - May 11, 2026
Third Reading - May 11, 2026