

June 5, 2026

TO THE MAYOR AND MEMBERS OF COUNCIL:

The **regular meeting** of Council will be held on **Monday, June 8, 2026 at 10:00 o'clock a.m., in the Council Chambers, 350 City Hall Square.**

A special meeting of Council will be held on **Monday, June 8, 2026, immediately following the regular meeting of Council, in Room 139, 350 City Hall Square.** Council will at the special meeting adopt a resolution to authorize Council to meet in closed session, and the resolution shall contain the general nature of the matters to be considered in the closed session. The resolution must be adopted by a majority of Council present during the open special meeting before the meeting may be closed. An agenda for this meeting is enclosed under separate cover.

BY ORDER OF THE MAYOR.

Yours very truly,



Steve Vlachodimos

City Clerk

/bm

c.c. Chief Administrative Officer

Consolidated City Council Meeting Agenda

Date: Monday, June 8, 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 (*attached*)

**4.1 Adoption of the Windsor City Council minutes of its meeting held May 25, 2026
(SCM 167/2026)**

5. NOTICE OF PROCLAMATIONS

Proclamation

Recreation & Parks Month – June, 2026

Flag Raising Ceremony

Senior's Month – June 15, 2026

6. COMMITTEE OF THE WHOLE

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

7.1 Correspondence 7.1.1 and 7.1.2 (CMC 10/2026)

Clerk's Note: Items 7.1.3 and 7.1.4 – Correspondence Items: **(attached)**

No.	Sender	Subject
7.1.3	Association of Municipalities of Ontario (AMO)	2026-2028 AMO Board of Directors Elections - Call for Nominations. Administrative Lead: City Clerk MMA2026 COUNCIL DIRECTION REQUESTED otherwise Note & File
7.1.4	Town of Tecumseh	Notice of Public Meeting for Proposed Zoning By-Law Amendment for a parcel of land situated on the south side of St. Jacques Street, approximately 100 metres west of its intersection with Lesperance Road. Administrative Lead: City Planner Z2026 Note & File

8. CONSENT AGENDA (previously distributed)

- 8.1. Administrative Report Respecting the Realignment of Nine City of Windsor By-laws from the Building Department to the Council Services Department – City Wide **(C 64/2026)**
Author: John Revell, Chief Building Official
- 8.2. Green Municipal Fund - Accelerating Circularity in Construction Materials Grant Application **(C 65/2026)** *Author: Simranpreet Singh, Asset Coordinator (Acting)*
- 8.3. Travel and Business Expense Policy Update - City Wide **(C 67/2026)** *Author: Faye Dunn, Finance Policy Coordinator*
- 8.4. CAO By-law Update - City Wide **(C 70/2026)** *Author: Wira Vendrasco, City Solicitor*

9. REQUEST FOR DEFERRALS, REFERRALS AND/OR WITHDRAWALS

10. PRESENTATIONS AND DELEGATIONS

11. REGULAR BUSINESS ITEMS (Non-Consent Items)

11.1. Surplus Declaration and Sale Authorization – 673 Caron Avenue– Ward 3 **(C 69/2026)**
Author: Natalie D'Ambrosio, Coordinator Real Estate Services (previously distributed)

11.2 825 Riverside Drive West, CBC/CKLW Building – Heritage Designation Report (Ward 4)
(SCM 166/2026) (S 50/2026) *Author: Kristina Tang, Planner III – Heritage (attached)*

Clerk's Note: Appendices B & C available at www.citywindsor.ca due to size

Clerk's Note: The following written submission is **attached**:

a) Rachel Bossie, GSP Group

11.3 Interim By-law Update – Micromobility – City Wide **(C 72/2026)** *Author: Ian Day, Senior Manager, Transportation Heritage (attached)*

AND

11.3.1 Response to CQ 18-2025 Micromobility in Windsor – City Wide **(SCM 135/2026)**
(S 5/2026) *Author: Kathy Quenneville, Schools and Sustainable Mobility Coordinator (attached)*

Clerk's Note: Administration is providing the **attached** additional information memo **(AI 3/2026)** *Author: Clare Amicarelli, Schools and Sustainable Mobility Coordinator (Acting)*

11.4 Confirm And Ratify Report – Experience Windsor - Additional Details as requested by Council—City Wide **(C 77/2026)** *Author: Anna Ciacelli, Deputy City Clerk (attached)*

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 Council – In-Camera of its meeting held May 25, 2026
(SCM 195/2026) (attached)

13. BY-LAWS (First and Second Reading) (previously distributed)

13.1. **By-law 93-2026** - A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW, authorized by CR228/2026, dated May 25, 2026,

13.2. **By-law 94-2026** - A BY-LAW TO AMEND BY-LAW NUMBER 149-2024, BEING A BY-LAW TO ESTABLISH THE POSITION OF THE CHIEF ADMINISTRATIVE OFFICER FOR THE CORPORATION OF THE CITY OF WINDSOR, see Item 8.4.

13.3. **By-law 95-2026** - A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 9148 BEING A BY-LAW TO REGULATE TRAFFIC WITHIN THE LIMITS OF THE CITY OF WINDSOR, authorized by CAO 88/2026, dated April 30, 2026.

13.4. **By-law 96-2026** - A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 8TH DAY OF JUNE, 2026.

14. MOVE BACK INTO FORMAL SESSION

15. NOTICES OF MOTION

15.1 Moved by: Councillor Kieran McKenzie
Seconded by: _____

WHEREAS the City of Windsor is committed to ensuring the health, safety, and stable housing of all its residents, particularly vulnerable women, youth, seniors, and families facing immediate housing and shelter crises; and,

WHEREAS the City of Windsor has a history of partnering with the Welcome Centre Shelter for Women & Families, explicitly recognizing that the specialized services they provide are critical to the municipality's overall emergency social services framework; and,

WHEREAS the City of Windsor originally reinforced this critical partnership through a significant capital investment to purchase and renovate a former hotel property on Tuscarora Street, a strategic joint initiative that successfully allowed the Welcome Centre to expand its baseline capacity to 32 gender-specific beds and 21 family rooms; and,

WHEREAS the City of Windsor originally requested that the Welcome Centre expand its capacities and absorb additional emergency spaces to support municipal winter and overflow planning, which successfully reduced the number of unaccommodated women in our community; and,

WHEREAS the Welcome Centre's correspondence dated May 8th outlines that maintaining these expanded capacities has created an unsustainable systemic deficit due to senior-government funding freezes, requiring immediate, broader operational resources to safely maintain the necessary staffing, programming, and facility infrastructure; and,

WHEREAS Windsor City Council voted unanimously on July 10, 2023, to officially declare Intimate Partner Violence (IPV) an epidemic in our community, establishing a clear municipal imperative to prioritize, support, and resource safety nets for women and families in crisis; and,

WHEREAS emergency shelter capacity cannot be measured solely by the total number of physical beds in the broader municipal system, as women seeking shelter present distinct service needs rooted in complex trauma and deep vulnerability, requiring specialized, gender-specific spaces that prioritize unique psychological safety and frequently accommodate accompanying minor children—factors that can lead highly vulnerable women to avoid general mixed-gender or co-ed spaces entirely, choosing instead to survive in vehicles or on the street; and,

WHEREAS the immense community demand for these specialized environments is starkly illustrated by data from the Welcome Centre, noting that the shelter was forced to turn away 328 women in the final four months of 2025 alone due to a critical lack of adequate, safe spaces—a crisis that was temporarily mitigated by a 57% drop in turnaways when the 8 emergency beds were put into use; and,

WHEREAS in addition to generalized data showing available shelter capacity in our community, the number of women experiencing homelessness and seeking shelter is growing, while gender-specific spaces remain underfunded relative to need and face a critical lack of capacity in our community and across Canada; and,

WHEREAS the permanent expansion of women-specific, trauma-informed housing supports directly aligns with national rights-based shelter standards, the recommendations of the National Inquiry into Missing and Murdered Indigenous Women and Girls, and the City of Windsor's own housing strategies and master plans; and,

WHEREAS the Welcome Centre requires an urgent municipal funding bridge of **\$192,523** to permanently stabilize these requested spaces, safely expanding total gendered emergency capacity from 32 to 44 flexible beds; and,

WHEREAS City Administration has formally confirmed that the municipal **Budget Stabilization Reserve (BSR)** is sufficiently capitalized, with **in excess of \$6,000,000 in uncommitted funds available** for immediate allocation; and,

THEREFORE BE IT RESOLVED THAT:

- 1. City Council approve a one-time emergency funding allocation of UP TO \$192,523** to the Welcome Centre Shelter for Women & Families to expand and safely staff its gendered emergency shelter capacity from 32 beds to 44 beds, effective immediately. The exact total will be adjusted proportionally based on the timing of the award and the official end date of March 31, 2027, to align with the organization's ongoing funding agreements.
- 2. The source of funding for this emergency expansion be drawn entirely from the uncommitted balance of the Budget Stabilization Reserve (BSR)**, utilizing available municipal reserves to bridge senior-government funding shortfalls and help fulfill Council's explicit commitment to better address the IPV epidemic as well as gender-based emergency shelter need in our community.

3. **The Commissioner of Human and Health Services be directed** to execute the necessary localized service contract amendments with the Welcome Centre to immediately flow these funds and preserve these vital community safety assets.
4. **City Administration be Directed to develop and bring forward a formal proposal for Council's consideration during the 2027 Operating Budget process** or prior if appropriate, to transition this emergency funding into a permanent, annualized funding stream, ensuring the long-term operational sustainability of these critical gender-specific shelter capacities.

Clerk's Note: Administration is providing the *attached* additional information memo (AI 7/2026) Author: Jennifer Tanner, Manager, Homelessness & Housing Support

CONDITIONAL DELEGATIONS: (5 minutes)

- a) Pat Taman, Co-founder, Welcome Centre Shelter for Women and Children (in person)
- b) Lady Laforet, Executive Director, Welcome Centre Shelter for Women and Families (in person)
- c) Anastasia Adams, Harm Reduction Programs Coordinator, Welcome Centre Shelter (in person)
- d) Tammy Barnden Senior Shelter Support Staff, Welcome Centre Shelter (in person)
- e) Ashley Dawson, Social Work Programs Coordinator, Welcome Centre Shelter (in person)
- f) Emily Mckenna, Peer Support Worker, Welcome Centre Shelter (in person)
- g) Carole Dray, Welcome Centre Shelter (in person)
- h) Dawn Toth, Shelter Manager, Welcome Centre Shelter (in person)
- i) Cody Wall, Welcome Centre Shelter (in person)
- j) Therese Lapain, Child and Family Case Manager, Welcome Centre Shelter (in person)
- k) Anne-Rachelle Boulanger, Policy Analyst, HIV Legal Network (via Zoom)
- l) Meaghan Crampsie, Area Resident (in person)
- m) Marion Overholt, Area Resident (in person)
- n) Joyce Picco, Area Resident (in person)
- o) Charlotte LeFrank, Consultant, Trainer, Facilitator (in person)
- p) Niki Carlan, Legislative Chair, Canadian Federation of University Women (Ontario Council) (in person)
- q) Adrian Guta, University of Windsor (via Zoom)
- r) Talal Breesam, Welcome Centre Shelter Client (in person)

Clerk's Note: The following written submissions are **attached**:

- a) Diane Beck, Area Resident
- b) Melinda Munro & Gerald Cradock, Area Residents
- c) Lynne Bradac, Area Resident
- d) Darlene Poirier, Area Resident
- e) Crissi Cochrane, Artist, musician, poet, and co-founder of Soul City Music Co-op
- f) Elana Freeman, President, Canadian Federation of University Women – Windsor (CFUW Windsor)
- g) Caroline Ridgley, Area Resident
- h) Evelina Baczewska, Area Resident
- i) Shannon Dumont, Area Resident
- j) Amy Armstrong, Legal Assistant, Miller Canfield
- k) Zoë Rivera Gutierrez, Area Resident
- l) Dayna Cornwall, Area Resident
- m) Joseph Acott, Area Resident
- n) Angela Yakonich, Area Resident
- o) Bronwen Wood, Area Resident
- p) Katherine Rudzinski, University of Windsor
- q) Zohra Elbenna, Volunteer, Welcome Centre Shelter for Women and Families
- r) Susan Markham, Area Resident
- s) Amalia Maurizio, Area Resident
- t) Deborah Wilson-Safa, Community Meal & Outreach Coordinator, St. John the Evangelist Anglican Church
- u) Helena MacKenzie, Area Resident
- v) Julie M. Fraser, Chair, Board of Directors, Welcome Centre Shelter for Women and Families
- w) Moya McAlister, Area Resident
- x) Bridget Fauteux, Area Resident

16. THIRD AND FINAL READING OF THE BY-LAWS

By-laws 93-2026 through 96-2026 inclusive

17. PETITIONS

18. QUESTION PERIOD

19. STATEMENTS BY MEMBERS

20. UPCOMING MEETINGS

Windsor Accessibility Advisory Committee
Thursday, June 18, 2026
10:00 a.m., via Zoom video conference

Environment, Transportation, and Public Safety Standing Committee
Wednesday, June 24, 2026
4:30 p.m., Council Chambers

Environment, Transportation, and Public Safety Standing Committee
Sitting as the Transit Windsor Board of Directors
Wednesday, June 24, 2026
Immediately following the Environment, Transportation & Public Safety Standing
Committee meeting, Room 140, 350 City Hall Square West

Committee of Management for Huron Lodge
Thursday, June 25, 2026
9:30 a.m., Huron Lodge, 1881 Cabana Road West

City Council Meeting
Monday, June 29, 2026
10:00 a.m., Council Chambers

21. ADJOURNMENT

Item No. 4.1



Committee Matters: SCM 167/2026

Subject: Adoption of the Windsor City Council minutes of its meeting held May 25, 2026



CITY OF WINDSOR MINUTES 05/25/2026

City Council Meeting

Date: Monday, May 25, 2026

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

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

Members Present:

Mayor

Mayor Drew Dilkens

Councillors

Ward 1 - Councillor Fred Francis

Ward 2 - Councillor Frazier Fathers

Ward 3 - Councillor Renaldo Agostino

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

Councillor Regrets

Ward 4 - Councillor Mark McKenzie

Minutes

City Council

Monday, May 25, 2026

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1. ORDER OF BUSINESS

2. CALL TO ORDER

Following the playing of the Canadian National Anthem and reading of the Land Acknowledgement, the Mayor calls the meeting to order at 10:00 o'clock a.m.

3. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

Councillor Fred Francis discloses an interest and abstains from voting on Item 8.10, being the report entitled "Rezoning - 3694-3738 Howard Avenue - Z-003/26 ZNG/7355 - Ward 9," as the applicant is his wife's cousin.

4. ADOPTION OF THE MINUTES

4.1. Adoption of the Windsor City Council minutes of its meeting held May 11, 2026

Moved by: Councillor Ed Sleiman

Seconded by: Councillor Renaldo Agostino

That the minutes of the Meeting of Council held May 11, 2026 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 163/2026

5. NOTICE OF PROCLAMATIONS

Proclamations

Bike Month – June, 2026

6. COMMITTEE OF THE WHOLE

Moved by: Councillor Frazier Fathers

Seconded by: Councillor Fred Francis

That Council do now rise and move into Committee of the Whole with the Mayor presiding for the purpose of dealing with:

- (a) communication items;
- (b) consent agenda;
- (c) hearing requests for deferrals, referrals and/or withdrawals of any items of business;
- (d) hearing presentations and delegations;
- (e) consideration of business items;

- (f) consideration of Committee reports:
 Report of Special In-Camera Meeting or other Committee as may be held prior to Council (if scheduled); and
 (g) consideration of by-laws 85-2026 through 92-2026 (inclusive)
 Carried.

7. COMMUNICATIONS INFORMATION PACKAGE

7.1. Correspondence Report for Monday, May 25, 2026 City Council Meeting

Moved by: Councillor Jo-Anne Gignac
 Seconded by: Councillor Gary Kaschak

Decision Number: CR203/2026
 That the following Communication Items 7.1.2. through 7.1.4. as set forth in the Council Agenda **BE REFERRED** as noted; and that 7.1.1. be dealt with as follows:

7.1.1. Notice of Proceeding and Decision regarding Case No. OLT-25-000477, 4170 and 4190 Sixth Concession Road, 2863167 Ontario Inc.

Moved by: Councillor Fred Francis
 Seconded by: Councillor Gary Kaschak

Decision Number: CR204/2026
 That the Notice of Proceeding and Decision of the Ontario Land Tribunal dated May 12, 2026, regarding Case No. OLT-25-000477, 4170 and 4190 Sixth Concession Road, 2863167 Ontario Inc. **BE RECEIVED**; and,

That Administration **BE DIRECTED** to send a letter to the appropriate provincial Ministry or Ministries asking that third-party appeals be once again allowed for the Ontario Land Tribunal appeal process.
 Carried.

Clerk’s File: Z/14544 & Z/14781

No.	Sender	Subject
7.1.1	Ontario Land Tribunal (OLT)	Notice of Proceeding and Decision regarding Case No. OLT-25-000477, 4170 and 4190 Sixth Concession Road, 2863167 Ontario Inc. Administrative Lead: City Planner Z/14544 & Z/14781 Note & File
7.1.2	Town of Tecumseh	Notice of Public Meeting No. 2 regarding proposed new Zoning by-law. Administrative Lead: City Planner

No.	Sender	Subject
		Z2026 Note & File
7.1.3	Essex Windsor Solid Waste Authority (EWSWA)	Resolution of EWSWA Board – Green Bin Program Promotion and Education, and Green Bin Program: Campaign Summary. Administrative Lead: Commissioner, Infrastructure Services & City Engineer EI2026 Note & File
7.1.4	Deputy City Planner	Application for Zoning By-law Amendment and Official Plan Amendment, The Corporation of the City of Windsor, 455 Kennedy Drive West, to change the land use designation from Open Space to Residential, and change the zoning from Green District to Residential District to allow construction of Multiple Dwelling. Administrative Lead: City Planner Z/15159 & Z/15160 Note & File

Carried.

Report Number: CMC 9/2026

7.2. Updated Response to CR 591/2020 and CR 179/2021 - Cannabis Odour - City Wide

Moved by: Councillor Jo-Anne Gignac
 Seconded by: Councillor Gary Kaschak

Decision Number: CR205/2026

That the report of the Deputy City Solicitor dated May 11, 2026, entitled “Updated Response to CR 591/2020 and CR 179/2021 - Cannabis Odour - City Wide” **BE RECEIVED** for information.

Carried.

Report Number: C 63/2026
 Clerk’s File: AL2026

8. CONSENT AGENDA

8.1. Little River Pollution Control Plant Capacity Expansion Class Environmental Assessment Study Completion – City Wide

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

Decision Number: CR206/2026

- I. That Environmental Study Report (ESR) for Little River Pollution Control Plant Capacity Expansion Class Environmental Assessment Study (Appendix 1) **BE RECEIVED** by Council; and further,
- II. That the ESR **BE PLACED** on the public record with an issued Notice of Study Completion (Appendix 2) for the mandatory thirty-day review period.
Carried.

Report Number: C 61/2026
Clerk's File: SW/15162

8.2. Exemption to Noise By-law 6716 for Nighttime Construction Work – Lauzon Parkway from Cabana Road to CPKC Railway Overpass Mill and Pave – Ward 9

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

Decision Number: CR207/2026

- I. That the following exemption requests to the provisions of the Noise By-law 6716 (as amended), **BE GRANTED** to permit the operation of construction equipment required to complete work for the Lauzon Parkway Mill and Pave project:
 - a. **Specific exemption request:**

Construction during the noise by-law prohibited time between 8:00pm through 6:00am for the operation of construction equipment to allow night time construction work to complete the Lauzon Parkway Mill and Pave project.
 - b. **Scope of Exemption:**

The project limits are in the City of Windsor on Lauzon Parkway from Cabana Road East to Canadian Pacific Kansas City (CPKC) Railway Overpass.
 - c. **Duration of Exemption:**

This Noise By-Law Exemption is requested for the dates commencing on May 26, 2026, and continuous through June 29, 2026; and further,
- II. That the Chief Administrative Officer **BE AUTHORIZED** to grant further extensions to the Noise By-law 6716 (as amended) as may be required for the duration of the Lauzon Parkway Mill and Pave Project, to permit the operation of construction equipment required to complete works.
Carried.

Report Number: C 60/2026

8.3. Minutes of the Active Transportation Expert Panel of its meeting held February 18, 2026

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

Decision Number: CR208/2026 ETPS 1109
That the minutes of the Active Transportation Expert Panel of its meeting held February 18, 2026, **BE RECEIVED.**
Carried.

Report Number: SCM 129/2026 & SCM 85/2026
Clerk's File: MB2026

8.4. Minutes of the Transit Windsor Working Group of its meeting held March 4, 2026

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

Decision Number: CR209/2026 ETPS 1110
That the minutes of the Transit Windsor Working Group of its meeting held March 4, 2026, **BE RECEIVED.**
Carried.

Report Number: SCM 130/2026 & SCM 87/2026
Clerk's File: MB2026

8.5. Minutes of the Windsor Licensing Commission of its meeting held March 26, 2026

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

Decision Number: CR210/2026 ETPS 1111
That the minutes of the Windsor Licensing Commission of its meeting held March 26, 2026, **BE RECEIVED.**
Carried.

Report Number: SCM 131/2026 & SCM 99/2026
Clerk's File: MB2026

8.6. Minutes of the Environment & Climate Change Advisory Committee of its meeting held February 19, 2026

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

Decision Number: CR211/2026 ETPS 1112

That the minutes of the Environment & Climate Change Advisory Committee of its meeting held February 19, 2026, **BE RECEIVED**.

Carried.

Report Number: SCM 132/2026 & SCM 100/2026
Clerk's File: MB2026

8.7. Report No. 3 of the Environment & Climate Change Advisory Committee Meeting held February 19, 2026

Moved by: Councillor Jo-Anne Gignac
Seconded by: Councillor Renaldo Agostino

Decision Number: CR212/2026 ETPS 1113

That Report No.3 of the Environment & Climate Change Advisory Committee indicating:

That City Council **BE REQUESTED** to consider ways to increase resources to environmental issues city-wide, and further, that resources for other environmental issues **BE INCREASED** in the 2027 budget.

BE RECEIVED; and,

That Council **DEFER** consideration of any increased resources until the completion of the consultant's review of the full scope of Council approved climate and environmental commitments.

Carried.

Report Number: SCM 133/2026 & SCM 101/2026
Clerk's File: MB2026

8.8. Report No. 4 of the Environment & Climate Change Advisory Committee Meeting held February 19, 2026

Moved by: Councillor Jo-Anne Gignac
Seconded by: Councillor Renaldo Agostino

Decision Number: CR213/2026 ETPS 1114

That Report No. 4 of the Environment & Climate Change Advisory Committee indicating:

That City Council DIRECT Administration to undertake work to increase awareness on environmental initiatives, programs and services offered by the City of Windsor.

BE RECEIVED; and,

That Council DEFER consideration of any increased resources until the completion of the consultant's review of the full scope of Council approved climate and environmental commitments.
Carried.

Report Number: SCM 134/2026 & SCM 102/2026
Clerk's File: MB2026

8.9. Response to CQ 18-2025 Micromobility in Windsor – City Wide

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Gary Kaschak

Decision Number: CR214/2026 ETPS 1115

That the report of the Environment, Transportation and Public Safety Standing Committee of its meeting held on April 29, 2026 **BE REFERRED** back to Administration to allow for additional information to be brought forward including by-law updates with respect to public access and different types of active transportation vehicles; and,

That Administration **BE DIRECTED** to expedite the addressing of issues related to cross-border micromobility traffic at ports of entry, and trails to and from the new Gordie Howe Bridge border crossing.
Carried.

Report Number: SCM 135/2026, S 5/2026 & AI 3/2026
Clerk's File: SW2026

8.11. Official Plan and Zoning By-law Amendments Applications for the property known as 1878-1918 Huron Church; Applicants: 2188160 Ontario Ltd & Roba Chafchak; File Nos. OPA 197 [OPA/7336] and Z-031/25 [ZNG/7335]; Ward 10

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

Decision Number: CR215/2026 DHSC 816

- I. That the City of Windsor Official Plan Volume II, Part 2 – Secondary Plans, South Cameron Planning Area, **BE AMENDED** by changing the land use designation of the lands located on the east side of Huron Church and west side of Daytona Avenue, south of Malden, described as Lots 12 to 18 (incl.), Part of Lots 5 to 11 (incl.), Part of Block A, Part of Manitoba Street, Registered Plan 948 and Lots 102 to 104 (incl.), Part of Lots 1 and 2, Part of Block B, Registered Plan 997,

and municipally known as 0, 1878 & 1918 Huron Church Road and 0 Daytona Avenue, from Business Park to Mixed Use Corridor;

II. That the City of Windsor Official Plan, Volume II, Part 1 – Special Policy Areas, **BE FURTHER AMENDED** by adding site specific policies as follows:

1.X EAST SIDE OF HURON CHURCH ROAD AND WEST SIDE OF DAYTONA AVENUE, SOUTH OF MALDEN ROAD

1.X.1 THAT the properties described as Part of Lots 5 to 11 (incl.), Part of Block A, Part of Manitoba Street, Registered Plan 948 and Lots 102 to 104 (incl.), Part of Lots 1 and 2, Part of Block B, Registered Plan 997, and municipally known as 0, 1878 & 1918 Huron Church Road and 0 Daytona Avenue, are designated on Schedule A: Planning Districts and Policy Areas in Volume I – The Primary Plan.

1.X.2 THAT the following shall apply to the lands described as Part of Lots 5 to 11 (incl.), Part of Block A, Part of Manitoba Street, Registered Plan 948 and Lots 102 to 104 (incl.), Part of Lots 1 and 2, Part of Block B, Registered Plan 997, and municipally known as 0, 1878 & 1918 Huron Church Road and 0 Daytona Avenue:

- a) The text of the Official Plan Volume II referencing *Commercial Corridor* designation on Schedule SC-1 in s.4.7.7.2 shall be read as *Mixed Use Corridor*; and
- b) The *Commercial Corridor* designation on Schedule SC-1: Development Concept of the Official Plan Volume II shall be read as *Mixed Use Corridor*.

III. That Section 95.20 of Zoning By-law 8600 **BE AMENDED** by adding the following holding condition:

- (4) Submission of a Transportation Impact Study to the satisfaction of the City Engineer.
[ZNG/7335]

IV. That Zoning By-law 8600 **BE FURTHER AMENDED** by changing the zoning of the lands located on the east side of Huron Church Road and west side of Daytona Avenue, south of Malden Road, described as Lots 12 to 18 (incl.), Part of Lots 5 to 11 (incl.), Part of Block A, Part of Manitoba Street, Registered Plan 948 and Lots 102 to 104 (incl.), Part of Lots 1 and 2, Part of Block B, Registered Plan 997, and municipally known as 0, 1878 & 1918 Huron Church Road and 0 Daytona Avenue, from CD4.3 to H(4)CD4.1;

V. That the Site Plan Approval Officer **BE DIRECTED** to consider the comments in Appendix C attached to this report, and incorporate the items in paragraphs (a) to (h) below into the Site Plan Agreement, along with other relevant requirements identified in the Site Plan Control approval process for the proposed development on the subject lands:

- a) *DECELERATION LANE & LAND CONVEYANCE* – The owners agree that upon approval of a deceleration lane design at Site Plan Control, any required land conveyance for implementation of the deceleration lane shall be provided prior to construction permit, to the satisfaction of the City Engineer.

- b) *SANITARY SAMPLING MANHOLE* – The owners agree, for all non-residential uses, to install a sanitary sampling manhole accessible at the property line of the subject lands to the satisfaction of the City Engineer at all times. The determination of the requirement or interpretation if a sampling manhole exists or exceptions to such, will be to the satisfaction of the City Engineer.
- c) *SIDEWALKS* – The owners agree to construct, at their expense and according to City of Windsor Standard Specifications, a concrete sidewalk along the entire Daytona Avenue frontage of the subject lands. All work to be to the satisfaction of the City Engineer.
- d) *CURB AND GUTTER* – The owners agree, at the discretion of the City Engineer, to construct at their own expense and according to City of Windsor Standard Specifications, a concrete curb and gutter along the entire Daytona Avenue frontage of the subject lands. All work to be to the satisfaction of the Corporation’s City Engineer.
- e) *WATER SERVICES* - The owners agree to abandon all existing water services per Windsor Utilities Commission (WUC)
- f) *DITCH ENCLOSURE* – The owners agree to enclose the roadside ditch on Daytona Avenue abutting the subject properties in a manner satisfactory to the City Engineer.
- g) *REDUNDANT DRIVEWAY APPROACHES* – The owners agree to close and remove all redundant driveway approaches and restore the boulevard, at their own expense, all to the satisfaction of the City Engineer.
- h) *SERVICING CHARGES* – The owners shall note that they may be required to pay servicing charges for the existing storm and sanitary sewer and/or sewer connection(s), if not paid previously for this site. These charges will be assessed prior to the issuance of a construction permit.

Carried.

Report Number: SCM 144/2026 & S 35/2026
Clerk’s File: Z/15122 & Z/15127

8.12. Ford City/Main Streets CIP Application, 1082-1086 Drouillard Rd.; Owner: Joseph Garry Colautti - Ward 5

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

Decision Number: CR216/2026 DHSC 817

- I. That the request for incentives under the Ford City CIP Financial Incentive Programs made by Joseph Garry Colautti (“The Owner”), owner of the property located at 1082-1086 Drouillard Road **BE APPROVED**, for the following incentive programs:
 - i. Building/Property Improvement Tax Increment Grant Program for the lesser of 100% of the municipal tax increment for up to 10 years or the eligible costs. The estimated annual amount of the grant is +/- \$3,163;

- ii. Retail Investment Grant totalling a maximum amount of \$15,000 for one (1) ground floor retail unit;
 - iii. Municipal Development Fees Grant Program to a maximum amount of \$20,000;
- II. That subject to completion and review satisfactory to the City Planner, the request made by the Owner of the property located at 1082-1086 Drouillard Road **BE APPROVED** for the Main Streets CIP - *Building Facade Improvement Program* for grants totalling a maximum amount of \$30,000 in principle;
- III. That Administration **BE AUTHORIZED** to prepare the agreement between the City and the Owner to implement the *Building/Property Improvement Tax Increment Grant Program* (only) in accordance with all applicable policies, requirements to the satisfaction of the City Planner as to content, the City Solicitor as to legal form, and the City Treasurer as to financial implications;
- IV. That the CAO and City Clerk **BE AUTHORIZED** to sign the Grant Agreement(s) in content satisfactory to the City Planner, in financial content to the satisfaction of the City Treasurer and in form satisfactory to the City Solicitor;
- V. That funds in the maximum amount of \$15,000 under the *Retail Investment Grant Program*, and funds in the maximum amount of \$20,000 under the *Municipal Development Fees Grant Program* **BE TRANSFERRED** from the CIP Reserve Fund to the Ford City CIP Project (Project #7181046) once the work is completed;
- VI. That funds in the maximum amount of \$30,000 under the Main Streets CIP **BE TRANSFERRED** from the CIP Reserve Fund to the Main Streets CIP project (Project #7219018) once the work is completed;
- VII. That grants **BE PAID** to the Owner upon completion of improvements to the interior/exterior of the property located at 1082-1086 Drouillard Road, through the Ford City CIP (Project #7181046) and facade improvements through the Main Streets CIP (Project #7219018) to the satisfaction of the City Planner and Chief Building Official; and,
- VIII. That grants approved **SHALL LAPSE** and **BE UNCOMMITTED** and returned to CIP Reserve Fund 226 if the applicant has not completed the work and fulfilled the conditions within 2 years of the approval date.

Carried.

Report Number: SCM 145/2026 & S 26/2026
Clerk's File: Z/13251 & Z/13002

8.13. Ford City CIP Application, 1377 Drouillard Road, Owner: Kaija Karmiste (c/o: Saksham Sharma). Ward 5

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Kieran McKenzie

Decision Number: CR217/2026 DHSC 818

- I. That the request for incentives under the *Ford City CIP* Financial Incentive Programs made by Kaija Karmiste (c/o: Saksham Sharma) (“The Owner”), owner of the property located at 1377 Drouillard Road **BE APPROVED**, for the following incentive programs:
 - i. *Building/Property Improvement Tax Increment Grant Program for the lesser of 100% of the municipal tax increment for up to 10 years or the eligible costs*. The estimated annual amount of the grant is +/- \$5,865;
 - ii. *Municipal Development Fees Grant Program* to a maximum amount of \$50,000; and
 - iii. *New Residential Development Grant Program* for nine (9) new residential units (\$2,500 each) to the maximum amount of \$22,500.
- II. That Administration **BE AUTHORIZED** to prepare the agreement between the City and the Owner to implement the *Building/Property Improvement Tax Increment Grant Program* (only) in accordance with all applicable policies, requirements to the satisfaction of the City Planner as to content, the City Solicitor as to legal form, and the City Treasurer as to financial implications;
- III. That the CAO and City Clerk **BE AUTHORIZED** to sign the applicable Grant Agreement(s) in content satisfactory to the City Planner, in financial content to the satisfaction of the City Treasurer and in form satisfactory to the City Solicitor;
- IV. That funds in the maximum amount of \$50,000 under the *Municipal Development Fees Grant Program*, and funds in the amount of \$22,500 under the *New Residential Development Grant Program* **BE TRANSFERRED** from the CIP Reserve Fund 226 to the Ford City CIP Project (Project #7181046) once the work is completed to the satisfaction of the City Planner;
- V. That grants **BE PAID** to the Owner upon completion of the construction of three (3) row townhomes with ADUs on the second floors and in the basements located at 1377 Drouillard Road, through the Ford City CIP (Project #7181046) to the satisfaction of the City Planner and Chief Building Official; and,
- VI. That grants approved **SHALL LAPSE** and **BE UNCOMMITTED** and returned to CIP Reserve Fund 226 if the applicant has not completed the work and fulfilled the conditions within 2 years of the approval date.

Carried.

Report Number: SCM 146/2026 & S 28/2026
Clerk’s File: Z/13251

8.15. Minutes of the Windsor Essex Regional Community Safety and Well-Being Plan’s Regional Systems Leadership Table of its meeting held June 11, 2025

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

Decision Number: CR218/2026 CSSC 311

That the minutes of the Windsor Essex Regional Community Safety and Well-Being Plan's Regional Systems Leadership Table meeting held June 11, 2025, **BE RECEIVED**.

Carried.

Report Number: SCM 148/2026 & SCM 400/2025
Clerk's File: MB2026

8.16. Minutes of the Windsor Essex Regional Community Safety and Well-Being Plan's Regional Systems Leadership Table of its meeting held September 10, 2025

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

Decision Number: CR219/2026 CSSC 312

That the minutes of the Windsor Essex Regional Community Safety and Well-Being Plan's Regional Systems Leadership Table meeting held September 10, 2025, **BE RECEIVED**.

Carried.

Report Number: SCM 149/2026 & SCM 401/2025
Clerk's File: MB2026

8.17. Age Friendly Windsor Working Group 2025 Annual Report

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

Decision Number: CR220/2026 CSSC 313

That the Age Friendly Windsor Working Group 2025 Annual Report **BE APPROVED**.

Carried.

Report Number: SCM 150/2026 & SCM 30/2026
Clerk's File: MB2026

8.18. Minutes of the Committee of Management for Huron Lodge of its meeting held March 13, 2026

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Kieran McKenzie

Decision Number: CR221/2026 CSSC 314

That the minutes of the Committee of Management for Huron Lodge of its meeting held March 13, 2026, **BE RECEIVED**.

Carried.

Report Number: SCM 151/2026 & SCM 112/2026
Clerk's File: MB2026

8.19. Minutes of the Windsor Accessibility Advisory Committee of its meeting held March 19, 2026

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Kieran McKenzie

Decision Number: CR222/2026 CSSC 315

That the minutes of the Windsor Accessibility Advisory Committee of its meeting held March 19, 2026, **BE RECEIVED**.

Carried.

Report Number: SCM 152/2026 & SCM 115/2026
Clerk's File: MB2026

8.20. CQ7-2025 – Safety Mitigation Measures at Special Events - City Wide

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Kieran McKenzie

Decision Number: CR223/2026 CSSC 316 CSSC 309

That the report of the Community Services Standing Committee of its meeting held May 6, 2026, entitled "CQ7-2025 – Safety Mitigation Measures at Special Events – City Wide" **BE RECEIVED** for information; and,

That the report of the Manager, Parks, Recreation & Facilities Programming dated April 17, 2026, entitled "Additional Information - Event Safety Mitigation – City Wide" **BE RECEIVED** for information.
Carried.

Report Number: SCM 154/2026, SCM 20/2026, C 161/2025 & AI 6/2026
Clerk's File: ACOQ2025 & SR2025

8.21. 2026 Municipally Significant Event Status - Ward 3

Moved by: Councillor Angelo Marignani

Seconded by: Councillor Kieran McKenzie

Decision Number: CR224/2026 CSSC 317

That the request from Diva's Delight Caribbean and Canadian Cuisine Inc. and SOTC Productions Ltd. for re-approval of designation as 'municipally significant' for the purpose of applying, and changing their original approval date and name, for their Special Occasions Permit – Public Event **BE APPROVED** by City Council subject to the terms and conditions of the Special Event Agreement with the City; and further,

That City Council **APPROVE** the following proposed significant event dates for 2026:

- Saturday, June 27 – Sunday, June 28, 2026
 - o Windsor Jerk Fest 2026 (Charles Clark Square)
 - Hosted by Diva's Delight Caribbean and Canadian Cuisine Inc.
- Friday, July 17 – Sunday, July 19, 2026
 - o Sync Festival (Festival Plaza)
 - Hosted by SOTC Productions Ltd.

Carried.

Report Number: SCM 155/2026 & S 40/2026
Clerk's File: SR2026

8.22. Response to CQ 5-2025 – Current Challenges Faced by Seniors and Potential Mitigation Strategies – City Wide

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

Decision Number: CR225/2026 CSSC 318

That the report of the Community Services Standing Committee of its meeting held May 6, 2026, entitled "Response to CQ 5-2025 – Current Challenges Faced by Seniors and Potential Mitigation Strategies – City Wide" **BE RECEIVED** for information.

Carried.

Report Number: SCM 156/2026 & S 134/2025
Clerk's File: SR2026

11.2. Surplus Declaration and Sale Authorization – 0 Longfellow Avenue (south of 2263 Longfellow Avenue) – Ward 10

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

Decision Number: CR226/2026

I. That the following City of Windsor (the "City") vacant parcel of land **BE DECLARED** surplus:

- Municipal address: 0 Longfellow Avenue – vacant land situated on the west side of Longfellow Avenue, south of 2263 Longfellow Avenue;
 - Legal Description: Lot 194, Registered Plan 558, Sandwich West; Windsor
 - Approximate Lot size: 25 feet (7.62 m) x 110.43 feet (33.66 m)
 - Approximate Lot area: 2,760.75 sq ft (256.48 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, as required.
Carried.

Report Number: C 59/2026
Clerk’s File: APM2026

9. REQUEST FOR DEFERRALS, REFERRALS AND/OR WITHDRAWALS

8.14. Amendment to Sign By-law 250-2024 2595 Dougall Ave, SGN-001/25 (Proposed Electronic Changing Copy Billboard Ground Sign) - Ward 10

Connor Wright, Intermediate Planner, Zelinka Priamo

Connor Wright, Intermediate Planner, Zelinka Priamo, appears via video conference before Council regarding the administrative report dated April 8, 2026, entitled “Amendment to Sign By-law 250-2024 2595 Dougall Ave, SGN-001/25 (Proposed Electronic Changing Copy Billboard Ground Sign) - Ward 10” and requests a referral of the application back to the Development and Heritage Standing Committee (DHSC) to be considered at a later date, and direct staff to include all comments received for the application as part of the DHSC information package and the public record.

Harry Froussios, Principal Planner, Zelinka Priamo

Harry Froussios, Principal Planner, Zelinka Priamo, appears via video conference before Council regarding the administrative report dated April 8, 2026, entitled “Amendment to Sign By-law 250-2024 2595 Dougall Ave, SGN-001/25 (Proposed Electronic Changing Copy Billboard Ground Sign) - Ward 10” and is available for questions.

Angelo Lunetta, Owner, North Construction

Angelo Lunetta, Owner, North Construction, appears before Council regarding the administrative report dated April 8, 2026, entitled “Amendment to Sign By-law 250-2024 2595 Dougall Ave, SGN-001/25 (Proposed Electronic Changing Copy Billboard Ground Sign) - Ward 10” and is available for questions.

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Renaldo Agostino

Decision Number: CR227/2026 DHSC 819

That the report of the Development & Heritage Standing Committee of its meeting held May 4, 2026 entitled "Amendment to Sign By-law 250-2024 2595 Dougall Ave, SGN001/25 (Proposed Electronic Changing Copy Billboard Ground Sign) - Ward 10" **BE REFERRED** to a future Council meeting to allow all comments received regarding the application to be included as part of the information package and public record.

Carried.

Report Number: SCM 147/2026 & S 32/2026
Clerk's File: AB2026

10. PRESENTATIONS AND DELEGATIONS

8.10. Rezoning - 3694-3738 Howard Avenue - Z-003/26 ZNG/7355 - Ward 9

Rukma Ramdenee, Planner, Dillon Consulting Limited

Rukma Ramdenee, Planner, Dillon Consulting Limited, appears before Council regarding the Report of the Development and Heritage Standing Committee of its meeting held May 4, 2026, entitled, "Rezoning - 3694-3738 Howard Avenue - Z-003/26 ZNG/7355 - Ward 9" and is available for questions.

Gero Lapico, Area Resident

Gero Lapico, area resident, appears before Council and expresses concern regarding the recommendation in the Report of the Development & Heritage Standing Committee of its meeting held on May 4, 2026, entitled, "Rezoning - 3694-3738 Howard Avenue - Z-003/26 ZNG/7355 - Ward 9" specifically as it relates to the negative impact it will have on the neighbourhood; the proposed size of the building will be too large, and does not conform with the existing neighbourhood, will cause a negative impact on traffic and infrastructure, will set a precedent regarding future development in the area; and concludes by requesting that the developer consider reducing the size of the building to four storeys instead of six stories.

John Rauti, Applicant, J Rauti Developments Inc. & 2601817 Ontario Limited

John Rauti, Applicant, J Rauti Developments Inc. & 2601817 Ontario Limited, appears before Council regarding the administrative report of the Development & Heritage Standing Committee of its meeting held May 4, 2026, entitled, "Rezoning - 3694-3738 Howard Avenue - Z-003/26 ZNG/7355 - Ward 9" and provides details regarding the application including that there are 86 single-family units in the development, with approximately \$42,000 in development charges for each property created; and

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concludes by indicating that a potential flooding issue was alleviated by his firm and other developers in the area with the development charges that were paid.

Moved by: Councillor Jo-Anne Gignac
Seconded by: Councillor Jim Morrison

Decision Number: CR228/2026 DHSC815

- I. That Zoning By-law 8600 **BE AMENDED** by changing the zoning of Lots 33 to 41, Block 'B', Part of Lot 42 and Block 'A', Registered Plan 1259 (PIN 01561-2293, 01561-5401, 01561-5397), known municipally as 3694-3738 Howard Avenue (Roll No. 070-090-05400, 070-090-05606, 070-090-05706), situated at the southeast corner of Howard Avenue & Holburn Street, from Residential District 1.1 (RD1.1) and Holding Residential District 1.1 (HRD1.1) to Residential District 3.2 (RD3.2).
- II. That, when Site Plan Control is applicable:
 - A. The documents, materials, or studies identified in Appendix B to Report S 23/2026, **BE SUBMITTED** with an application for site plan approval, to the satisfaction of the municipal department or external agency requesting them.
 - B. The Site Plan Approval Officer **BE DIRECTED** to incorporate any requirements identified in Appendix B to Report S 23/2026, into an approved site plan and an executed and registered site plan agreement, to the satisfaction of the municipal department or external agency requesting them; and

Carried.

Councillor Fred Francis discloses an interest and abstains from voting on this matter.

Councillor Ed Sleiman and Mayor Drew Dilkens voting nay.

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Gary Kaschak

Decision Number: CR229/2026

That City Council **ACKNOWLEDGE** that ongoing residential growth and intensification along the Howard Avenue corridor reinforces the importance of matching this density with supportive local infrastructure; and further,

That Administration **BE DIRECTED** to consider infrastructure needs of the Howard Avenue corridor, with particular attention to sanitary sewer capacity and pedestrian safety improvements, for inclusion and prioritization within future capital budget reviews as resources and planning schedules permit.

Carried.

Report Number: SCM 143/2026 & S 23/2026
Clerk's File: Z/15121

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11. REGULAR BUSINESS ITEMS (Non-Consent Items)

11.1. Purchasing Bylaw - Periodic Review and Amendment (Amendment to C 43/2026) - City-wide

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Fred Francis

Decision Number: CR230/2026

That Council **RECEIVE FOR INFORMATION** an update on the *Buy Ontario Act, 2025 (Public Sector Procurement)*, O.Reg.54/26 and the Municipal Buy Ontario Procurement Directive; and,

That Purchasing Bylaw 60-2026 **BE AMENDED** to incorporate the provisions of the *Buy Ontario Act, 2025 (Public Sector Procurement)*, O.Reg.54/26 and the Municipal Buy Ontario Procurement Directive, and other housekeeping matters, and that By-law 91-2026 be **PASSED** at this meeting of council.

Carried.

Report Number: C 57/2026

Clerk's File: AB2026

11.3. "Experience Windsor" 2026 Summer / Fall Event Series – Citywide

Moved by: Councillor Fred Francis

Seconded by: Councillor Jo-Anne Gignac

Decision Number: CR231/2026

- I. That City Council **DIRECT** administration to plan and execute the "Experience Windsor" series of community special events and programming throughout the summer and fall of 2026 to provide affordable and engaging opportunities for community engagement and "staycations" that showcase the City of Windsor's assets, amenities, parks, and greenspaces; and,
- II. That City Council **APPROVE** allocating up to \$500,000 in funding from the Tourism Development, Infrastructure & Program Reserve (Fund 214) to support the entire "Experience Windsor" series of special events and programming; and,
- III. That City Council **APPROVE** the establishment of a capital project that will be utilized to track all revenue and expenses for the events; and,
- IV. That the Chief Administrative Officer and the City Clerk **BE AUTHORIZED** to take any such action required to effect the recommendations noted above and sign any required documentation/agreements and amend any documentation/agreements as may be required for the project, pursuant to the Purchasing By-Law 60-2026 and amendments thereto, provided that the procurement(s) are within approved budget amounts, satisfactory in legal form to the City Solicitor, in technical content to the Executive Director, Parks, Recreation & Facilities, and in financial content to the City Treasurer, or designates; and,

- V. That City Council **PRE-APPROVE** and **AWARD** any procurement(s) necessary that are related to the event series, provided that the procurement(s) are within the approved budget amount, pursuant to the Purchasing By-Law 60-2026 and amendments thereto, provided that the procurement(s) are within approved budget amounts, satisfactory in technical content to the Executive Director, Parks, Recreation & Facilities, and in financial content to the City Treasurer, or designates; and,
- VI. That the Purchasing Manager **BE AUTHORIZED** to issue or amend any Purchase Orders as may be required to effect the recommendation(s) noted above, pursuant to the Purchasing By-Law 60-2026 and amendments thereto, provided that the procurement(s) are within approved budget amounts subject to all specification being satisfactory to the Executive Director, Parks, Recreation & Facilities, and in financial content to the City Treasurer; and,
- VII. That Administration **BE DIRECTED** to provide a more detailed plan for Council's consideration with respect to the different potential partners and events based on the funding allocation; and,
- VIII. That Administration **BE DIRECTED** to explore potential options to utilize existing city programming or city-owned resources such as community centres, libraries, swimming pools, or ice rinks for events.

Carried.

Report Number: C 68/2026
Clerk's File: SR/15168

12. CONSIDERATION OF COMMITTEE REPORTS

12.2. Report of the Special Meeting of Council – In-Camera of its meeting held Monday, May 11, 2026

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Renaldo Agostino

Decision Number: CR202/2026

That the minutes of the Special meeting of Council – In-Camera held May 11, 2026, **BE ADOPTED** as presented.

Carried.

Report Number: SCM 164/2026

13. BY-LAWS (First and Second Reading)

Moved by: Councillor Frazier Fathers
Seconded by: Councillor Fred Francis

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That the following By-laws No. 85-2026 through 92-2026 (inclusive) be introduced and read a first and second time:

85-2026 - A BY-LAW TO PROVIDE FOR THE IMPOSITION OF SPECIAL CHARGES UPON PRESCRIBED BUSINESS PROPERTY CLASSES OF RATEABLE PROPERTY WITHIN IMPROVEMENT AREAS FOR THE YEAR 2026, authorized by CR125/2026, dated March 30, 2026.

86-2026 - A BY-LAW TO AMEND BY-LAW NUMBER 15-2010 BEING A BY-LAW TO APPOINT CHIEF BUILDING OFFICIAL, DEPUTY CHIEF BUILDING OFFICIALS AND INSPECTORS TO ENFORCE THE *BUILDING CODE ACT* AND REGULATIONS IN WINDSOR, authorized by By-law 98-2011, dated June 7, 2011.

87-2026 - A BY-LAW TO FIX THE TAX RATES AND TO PROVIDE FOR THE LEVY AND COLLECTION OF PROPERTY TAXES FOR THIS YEAR, authorized by CR 124/2026, dated, March 30, 2026.

88-2026 - A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW", authorized by CR154/2026, dated April 13, 2026, and CR113/2026, dated March 9, 2026.

89-2026 - A BY-LAW TO ADOPT AMENDMENT NO. 200 TO THE OFFICIAL PLAN OF THE CITY OF WINDSOR, authorized by CR127/2026, dated March 30, 2026.

90-2026 - A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 AS THE "CITY OF WINDSOR ZONING BY-LAW", authorized by CR127/2026, dated March 30, 2026.

91-2026 - A BY-LAW TO AMEND BY-LAW NUMBER 60-2026, BEING A BY-LAW TO ESTABLISH A POLICY FOR THE PROCUREMENT OF GOODS AND SERVICES INCLUDING CONSTRUCTION FOR THE CORPORATION OF THE CITY OF WINDSOR, See Item 11.1.

92-2026 - A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 25TH DAY OF MAY, 2026.
Carried.

14. MOVE BACK INTO FORMAL SESSION

Moved by: Councillor Jo-Anne Gignac
Seconded by: Councillor Gary Kaschak

That the Committee of the Whole does now rise and report to Council respecting the business items considered by the Committee:

- 1) Communication Items (as amended)
- 2) Consent Agenda (as amended)
- 3) Items Deferred Items Referred
- 4) Consideration of the Balance of Business Items (as amended)
- 5) Committee Reports as presented
- 6) By-laws given first and second readings as presented

Carried.

15. NOTICES OF MOTION

Councillor Kieran McKenzie gives notice that he intends to introduce a motion for consideration at the June 8, 2026 meeting of Council regarding the issues occurring at the Welcome Center Shelter for Women & Families.

16. THIRD AND FINAL READING OF THE BY-LAWS

Moved by: Councillor Angelo Marignani
Seconded by: Councillor Kieran McKenzie

That the By-laws No. 85-2026 through 92-2026 having been read a first and second time be now read a third time and finally passed and that the Mayor and Clerk **BE AUTHORIZED** to sign and seal the same notwithstanding any contrary provision of the Council.

Carried.

17. PETITIONS

None presented.

18. QUESTION PERIOD

18.1. CQ 13-2026

Moved by: Councillor Ed Sleiman
Seconded by: Councillor Renaldo Agostino

Decision Number: CR232/2026

That the following Council Question by Councillor Gary Kaschak **BE APPROVED**, and that Administration **BE DIRECTED** to proceed with the necessary actions to respond to the Council Question in the form of a written report, consistent with Council's instructions, and in accordance with Section 17.1 of the Procedure By-law 98-2011, as amended:

CQ 13-2026:

Assigned to: Commissioner, Infrastructure Services & City Engineer

Asks that Administration revisit the implementation of a 40km/h residential street speed limit for all City residential streets vs. most areas of the City having 50km/h on the residential streets. Many residents are concerned with aggressive driving in their area & doing this would be a goal of Vision Zero and not a difficult task to achieve. Can Administration provide a report as to the pros and cons and keeping financial implications to a minimum, for an upcoming City Council discussion.

Carried.

Clerk's File: ACOQ2026 & ST2026

21. ADJOURNMENT

Moved by: Councillor Frazier Fathers
Seconded by: Councillor Fred Francis

That this Council meeting stand adjourned until the next regular meeting of Council or at the call of the Mayor.
Carried.

Accordingly, the meeting is adjourned at 12:41 o'clock p.m.

Mayor

City Clerk

Adopted by Council at its meeting held May 25, 2026 (CR202/2026)
SV/bm

SPECIAL MEETING OF COUNCIL – IN CAMERA
May 11, 2026

Meeting called to order at: 2:17 p.m.

Members in Attendance:

Mayor Drew Dilkens
Councillor Renaldo Agostino
Councillor Gary Kaschak
Councillor Angelo Marignani
Councillor Kieran McKenzie
Councillor Mark McKenzie
Councillor Jim Morrison
Councillor Ed Sleiman
Councillor Frazier Fathers

Members Absent:

Councillor Jo-Anne Gignac
Councillor Fred Francis

Also in attendance:

Ray Mensour, Chief Administrative Officer
James Chacko, for Jelena Payne, Commissioner. Economic Development
Andrew Daher, Commissioner, Corporate Services
David Simpson, Commissioner, Infrastructure Services/City Engineer
Janice Guthrie, Commissioner, Finance/City Treasurer
Michael Chantler, Commissioner, Community Services
Dana Paladino, Commissioner, Human and Health Services
Wira Vendrasco, City Solicitor
Christopher Menard, Acting Mayor's Chief of Staff
Steve Vlachodimos, City Clerk
Anna Ciacelli, Deputy Clerk
Stacey McGuire, Acting Executive Director Operations (Item 4)
Ian Day, Senior Manager Transportation (Item 4)

Verbal Motion is presented by Councillor Frazier Fathers, seconded by Councillor Renaldo Agostino, 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	Legal matter – policy - security of the property/advice subject to solicitor-client privilege, Section 239(2)(a)(f)(i)
2	Property matter – acquisition of land, Section 239(2)(c)
3	Personal matter - about identifiable individuals/labour relations, Section 239(2)(b)(d) NOTE: Recommendation from Environment Standing Committee sitting as Transit Windsor Board – in-camera on April 29, 2026
4	Position/plan – agreement update, Section 239(2)(i)(k)

Motion Carried.

Declarations of Pecuniary Interest:

None declared.

Discussion on the items of business.

Verbal Motion is presented by Councillor Kieran McKenzie, seconded by Councillor Gary Kaschak,

to move back into public session.

Motion Carried.

Moved by Councillor Gary Kaschak, seconded by Councillor Jim Morrison,

THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Council Meeting held May 11, 2026 directly to Council for consideration at the next Regular Meeting.

1. That the recommendation contained in the in-camera report from Senior Legal Counsel, City Solicitor, Commissioner of Corporate Services, Manager Strategic Operating Budget Development Control Financial Planning and Commissioner of Finance/City Treasurer respecting a legal matter – policy – security of the property/advice subject to solicitor-client privilege **BE APPROVED.**

2. That the recommendation contained in the in-camera report from the Manager of Real Estate Services, City Solicitor, Commissioner of Corporate Services, Acting Executive Director Engineering/Deputy City Engineer, Commissioner of Infrastructure Services/City Engineer, Manager Strategic Operating Budget Development and Control and Commissioner of Finance/City Treasurer respecting a property matter – acquisition of land **BE APPROVED.**

3. That the confidential report from the Supervisor of Recruitment and Staff Development, Executive Director of Human Resources, Acting Executive Director of Transit Windsor, Manager Performance Management and Business Case Development, City Solicitor, Deputy Chief Administrative Officer/Commissioner of Economic Development and Commissioner of Finance/City Treasurer respecting a personal matter about identifiable individuals/labour relations **BE RECEIVED** and that the in-camera recommendation of the Environment, Transportation and Public Safety Committee, sitting as the Transit Windsor Board of Directors, of its meeting held April 29, 2026 **BE APPROVED.**

4. That the recommendation contained in the in-camera report from the Manager Performance Measurement and Business Case Development, City Solicitor, Commissioner of Infrastructure Services/City Engineer, Commissioner of Corporate Services and Commissioner of Finance/City Treasurer respecting a position/plan – agreement update **BE APPROVED**, and Administration **BE DIRECTED TO PROCEED** in accordance with the verbal direction of Council.

Motion Carried.

Moved by Councillor Ed Sleiman, seconded by Councillor Mark McKenzie,

That the special meeting of council held May 11, 2026 BE ADJOURNED.

(Time: 2:40 p.m.)

Motion Carried.



Committee Matters: SCM 166/2026

Subject: 825 Riverside Drive West, CBC/CKLW Building – Heritage Designation Report (Ward 4)

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

Decision Number: **DHSC 820**

- I. THAT the City Clerk **BE AUTHORIZED** to publish a Notice of Intention to Designate the property municipally known as 825 Riverside Drive West in accordance with Part IV of the Ontario Heritage Act according to the Statement of Cultural Heritage Value or Interest attached as Appendix “A”; and,
- II. THAT the City Solicitor **PREPARE** the by-law to designate the property; and,
- III. THAT the City Planner or designate **BE DELEGATED** the authority to approve any further proposed changes associated with the integration of key heritage attributes into the future redevelopment.

Carried.

Report Number: S 50/2026
Clerk’s File: MBA/15167

Clerk’s Note:

1. The recommendation of the Development & Heritage Standing Committee and Administration are the same.
2. Please refer to Item 10.1 from the Development & Heritage Standing Committee held on June 1, 2026.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20260602/-1/10634>

Subject: 825 Riverside Drive West, CBC/CKLW Building – Heritage Designation Report (Ward 4)

Reference:

Date to Council: June 1, 2026
Author: Kristina Tang, MCIP, RPP
Planner III – Heritage
Email: ktang@citywindsor.ca
Phone: 519-255-6543 X 6179
Planning & Building Services
Report Date: 5/11/2026
Clerk's File #: MBA/15167

To: Mayor and Members of City Council

Recommendation:

- I. THAT the City Clerk **BE AUTHORIZED** to publish a Notice of Intention to Designate the property municipally known as 825 Riverside Drive West in accordance with Part IV of the Ontario Heritage Act according to the Statement of Cultural Heritage Value or Interest attached as Appendix "A"; and,
- II. THAT the City Solicitor **PREPARE** the by-law to designate the property; and,
- III. THAT the City Planner or designate **BE DELEGATED** the authority to approve any further proposed changes associated with the integration of key heritage attributes into the future redevelopment.

Executive Summary:

The property at 825 Riverside Drive West contains a former broadcasting facility associated with CKLW Radio and Television and later the Canadian Broadcasting Corporation (CBET). The City received *Planning Act* applications for an Official Plan Amendment and Zoning By-law Amendment to permit the redevelopment of 825 Riverside Drive West. The proposal includes the demolition of the existing building on the subject property to facilitate the development of townhouse units and multiple high-rise buildings, for a total of approximately 1,602 residential units. Immediate demolition is not proposed at this time.

The applicant submitted a Heritage Impact Assessment and a Documentation and Commemoration Report, acknowledging the designation merits of the property. However, the reports propose documentation, selective salvage, and commemoration as mitigation for the demolition of the heritage building. The reports suggests that

further detailed work will be required at the Site Plan Approval stage to determine which elements can be feasibly salvaged and incorporated. Administration supports the commemoration ideas but is requesting proponents to integrate/reconstruct the most heritage significant elements (north façade and L-shape breezeway) into the site design and to secure this through designation and further conditions of Development Approvals.

The Planning Act applications triggered the prescribed event under the *Ontario Heritage Act (OHA)*, requiring Council to determine within 90 days whether to issue a Notice of Intention to Designate (NOID). This timeline limits the municipality's ability to designate the property if no action is taken within the prescribed period. Council has until June 11, 2026 to decide whether they will issue a NOID. The applicant can "waive" the 90-day timeline under the *OHA*, but they have decided not to sign an agreement to "waive" the 90 days.

While the applicant has proposed the use of a holding provision to prevent demolition, Administration has consulted with Legal Counsel and determined that a holding provision is not an appropriate planning tool to secure the conservation of heritage features. Accordingly, designation under Part IV of the *OHA* is recommended to allow the development to proceed while securing the protection of specific heritage attributes.

Background:

The subject property is located along Riverside Drive West at the intersection of Crawford Avenue. The building was constructed in 1954 for CKLW Radio and Television and remained in use by CKLW until 1972, after which it continued to operate as a Canadian Broadcasting Corporation (CBC) broadcasting facility. 825 Riverside Drive West is currently listed on the Windsor Municipal Heritage Register as the CBC Radio-Canada TV/Radio building (constructed 1954; Contemporary style; glazed brick).

The property has been identified as having cultural heritage value or interest through the Heritage Impact Assessment (HIA) and supporting documentation prepared as part of a redevelopment proposal (Appendix B & C), as well as through the City's ongoing review of heritage properties in response to Provincial Bill 23. These evaluations concluded that the property meets multiple criteria for designation under Ontario Regulation 9/06.

The property is now being considered for redevelopment, which has brought both the future of the site and the status of the existing building into focus. The proposal, prepared by GSP Group on behalf of the owner (Clayland Developments Inc.), contemplates a residential development consisting of five towers and one three-storey stacked/back-to-back townhouse block containing a total of 1,602 dwelling units, and 1,725 parking spaces.

A public open house was held by Clayland Developments Inc. on September 17, 2025 to solicit public feedback on the proposed development. Subsequently, the owner has submitted applications for Official Plan Amendment OPA 199 [OPA/7352] and Zoning By-law Amendment Z-001/26 [ZNG/7351] for the lands municipally known as 825 Riverside Drive West. The applications were deemed complete on February 17,

2026, and notice of the complete applications was given through the Windsor Star on March 13, 2026. The latter date constitutes as the date of the “prescribed event” under the Ontario Heritage Act. As a result, Council would be required to determine within 90 days of the prescribed event whether to issue a Notice of Intention to Designate (NOID), with the prescribed timeline expiring on June 11, 2026.

Accordingly, this report has been advanced to provide Council with the opportunity to consider designation of the property based on its identified cultural heritage value or interest under Ontario Regulation 9/06, and to ensure that heritage conservation is appropriately addressed as part of the redevelopment of the site. If no action is taken, the property will fall off the Heritage Register on January 1, 2027, and the property is slated for demolition according to the development proposal. The applicant indicates that demolition is to take place at the time of redevelopment.

Discussion:

Legal Provisions:

Part IV, Section 29 of the *OHA* provides for designation of “property within the municipality to be of cultural heritage value or interest”. The *OHA* under Section 29 (4)(b) includes the requirement for a “statement explaining the cultural heritage value or interest of the property and a description of the heritage attributes of the property”. Also, there are provisions for a municipal heritage committee to be consulted about a designation before the council makes a decision on it under Section 29 (2) of the *OHA*.

Ontario Regulation 9/06 provides provisions that an individual property designation under Section 29 of the *OHA* must meet two or more of the criteria for determining whether it is of cultural heritage value or interest under Subsection 1 (2) of the regulation:

1. “The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.
4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.
9. The property has contextual value because it is a landmark.”

Designation requires consideration from Council in two steps. The Notice of Intention to Designate (current step, NOID) provides direction for the City Clerk to give notice to the Property Owner, a public notice on the City’s website, and to the Ontario Heritage Trust (OHT) of Council’s intent to initiate the heritage designation. After thirty days, and if there is no objection, the Council may pass a by-law to designate the property in accordance with the *Ontario Heritage Act* and publish notice to the same parties and the City’s website.

However, any person may object to the designation. If an objection is received to the NOID within 30 days after publication of the notice, Council shall consider the objection and make a decision whether or not to withdraw the NOID within 90 days after the end of the 30-day period. Any person may also appeal the designation bylaw to the Ontario Land Tribunal (OLT) within 30 days of the notice of the bylaw being issued or served. After holding the hearing, the OLT shall dismiss the appeal, allow it in whole or part, repeal the bylaw, amend the bylaw, or direct Council to repeal or amend the bylaw.

Heritage Evaluation of Proposal

As part of the application package, Clayland Developments Inc. submitted a Heritage Impact Study (HIA) (Appendix B) and Documentation & Commemoration Report (Appendix C), both prepared by Stantec Consulting Ltd. The proponent’s reports identified that 825 Riverside Drive West meets the O.Reg. 9/06 Criteria for Designation. Staff is in agreement that the property meets the designation criteria and has re-evaluated the designation criteria and created a Statement of Cultural Heritage Value or Interest (Appendix A). These reports will be reviewed as part of the Zoning By-law Amendment and Official Plan Amendment review process as well, and staff will provide comments, where appropriate.

The 2025 Documentation and Commemoration Report recommends a blended commemoration approach that combines documentation, commemoration, and salvage to mitigate the impacts arising from the potential removal of the structure at 825 Riverside Drive. The report states “The salvaging of materials can result in the retention of the design/physical heritage attributes and CHVI of the property, albeit in a different context. These salvaged materials can provide a tangible and physical link to the former structure at 825 Riverside Drive West and be used to facilitate interpretation and commemoration of the property.” The 2025 report further notes that a demolition timeline has not been determined and is not anticipated until site development proceeds (Administration is aware that the CBC facility has a lease for several more years). It recommends implementing a Holding Provision through the Zoning By-law Amendment process, alongside removal of the property from the City’s Heritage Register. This Holding Provision would require finalization of documentation and commemoration

measures through Site Plan Approval and would preclude demolition until such measures are secured and integrated into the final design.

The City Legal department does not view a Holding Provision in alternative to a heritage designation as an appropriate mechanism to prevent demolition prior to finalizing details related to the conservation, integration, or commemoration of heritage resources.

Administration supports the Documentation and Commemoration report's identification of additional commemoration opportunities; however, concerns remain regarding the extent of proposed salvage and about securing the opportunity for the proposed development to reintegrate or reconstruct the northern façade and the L-Shaped Breezeway instead of selective salvage determined at a later date by the feasibility assessment of a demolition contractor.

Staff have prepared the Statement of Cultural Heritage Value or Interest (Appendix "A") to identify the key elements that express the property's cultural heritage value, while acknowledging the site's redevelopment context and supporting a balanced and achievable conservation outcome.

Heritage Designation Criteria Evaluation (Ontario Regulation 9/06)

Design / Physical Value:

The property demonstrates design and physical value as a **representative example of a mid-20th century modernist broadcasting facility**.

Constructed in 1954, the building exhibits defining characteristics of modernist design, including:

- low horizontal massing
- flat roof form
- minimal ornamentation
- function-driven layout

The building is clad primarily in buff brick with **distinctive green glazed brick elements**, which articulate the façade and define its architectural rhythm.

Particular importance is attributed to:

- the **north façade facing Riverside Drive**, which contains the most prominent architectural expression; and
- the **L-shaped breezeway**, which contributes to the building's form and spatial character as a covered, open-air circulation element.

The substantial landscaped setback from Riverside Drive further reinforces the building's visual prominence along the waterfront.

Historical / Associative Value:

The property has historical and associative value for its direct association with **CKLW Radio and Television** and later the **Canadian Broadcasting Corporation (CBET)**.

CKLW was one of the most influential AM radio stations in North America during the 1960s and 1970s, known as the “Big 8,” with a powerful signal reaching listeners across southern Ontario and the United States.

The building accommodated both radio and television operations, representing an important phase in the integration of broadcasting media and the expansion of cross-border communication.

The building reflects the development of broadcasting and communications in Windsor and illustrates the city's role within a unique cross-border media environment with Detroit.

Contextual Value:

The property has contextual value because it is physically, functionally, and historically linked to its surroundings and to Windsor's development as a centre of cross-border broadcasting.

Located along the Detroit River, the site reflects the geographic conditions that enabled radio and television signals to reach audiences in both Canada and the United States.

The property is a recognizable site associated with long-standing broadcasting use along Riverside Drive West.

Official Plan Policy:

The Windsor Official Plan (OP) supports the identification, conservation, and protection of cultural heritage resources.

Designation of the property aligns with policies that encourage:

- recognition of heritage resources
- conservation and adaptive reuse
- integration of heritage into development

The specific following OP policies apply:

9.3.4 Protection of Heritage Resources

9.3.4.1 Council will protect heritage resources by:

RELOCATION

- a. Recognizing that the importance of a heritage resource is tied most significantly to its original location, and that all means should be undertaken to include heritage buildings appropriately in new development, the relocation of a heritage resource may only be considered when:
 - i. The resource is threatened by demolition;
 - ii. The resource is threatened by alterations which would destroy its heritage value;
 - iii. The resource will serve a useful function in the proposed location;
 - iv. The resource will have public exposure in the proposed location;

- v. The resource will enhance heritage resources already located in the vicinity of the proposed location; and,
- vi. The relocation of the resource is feasible in terms of engineering and economic criteria.

9.3.7 Heritage Resources and Planning Initiatives

9.3.7.1 Council will integrate heritage conservation into the development and infrastructure approval process by:

*APPROVAL
PROCESS*

d. Utilizing the planning approval process (subdivisions / condominiums, official plan amendments, zoning amendments, site plan control, consent, minor variance, demolition control) to facilitate the retention of heritage resources, and to ensure any proposed development is compatible with heritage resources;

*URBAN DESIGN
CRITERIA*

e. Having regard to the following factors when assessing applications such as zoning amendments, site plan control applications, demolition control and payment-in-lieu, which may impact heritage resources:

- i. Respecting the massing, profile and character of adjacent buildings;
- ii. Approximating the width and established setback pattern of nearby heritage buildings;
- iii. Respecting the yards, gardens, trees and landscaped grounds associated with the heritage properties and districts which contribute to their integrity, identity, and setting;
- iv. Maintaining, enhancing or creating views and vistas of heritage resources; and
- v. Minimizing the impact of shadowing on adjacent heritage properties, particularly on landscaped open spaces and outdoor amenity areas.

*DEMOLITION
CONTROL*

f. Utilizing the demolition control provisions of the Planning Act and the Heritage Act to assist in the protection of heritage buildings and structures;

**10.2 Development Applications
(Added by OPA #179– September 09, 2024– By law 138-2024)**

The following policies describe how development applications will be submitted, reviewed and processed.

*STUDY
PURPOSE*

10.2.9 It is the intent of the Supporting Technical Studies to enable the City to make informed decisions within the time periods set out in the Planning Act. The City may require provision of Supporting Technical Studies at its sole discretion as part of

a complete application, at any time during the processing of an application under the Planning Act: including but not limited to those Studies listed below:

c. *Built Heritage Impact Study* - The purpose of a Heritage Impact Study is to identify and evaluate cultural heritage resources and determine if any heritage resources, including listed or designated heritage resources, are impacted by development proposals and the potential need for mitigation measures;

Next Steps:

The subject lands are proceeding through Official Plan Amendment OPA 199 and Zoning By-law Amendment Z 001-26, and will subsequently be subject to Site Plan Control. The current proposal would result in the demolition of the existing building and replacement with one Townhouse block, and five towers with a total of 1602 residential units.

Staff note that the Statement of Cultural Heritage Value or Interest (Appendix “A”) has been carefully drafted to identify the primary elements that convey the property’s cultural heritage value, while recognizing the redevelopment context of the site. The statement focuses on the most significant and feasible elements to be conserved, rather than the entirety of the existing building, in order to support a balanced and implementable conservation outcome.

It has been identified by staff that the conservation of identified heritage attributes, including the north façade and the L-shaped breezeway, has the opportunity to be integrated within the current development proposal. The north façade could be integrated into Townhouse block, and the L-shaped breezeway could be integrated into the redevelopment’s amenity space/landscaped area, while still allowing for the development to proceed.



Photo of the CBC building



Photo of the breezeway and the green glazed brick

Through this approach, the designation is not intended to preclude redevelopment of the property, but rather to ensure that key heritage attributes are conserved in a manner that maintains the property's cultural heritage value while allowing for intensification. The resulting heritage outcome is anticipated to include retention and integration of the defining façade elements and breezeway within the new development, supported by detailed design at the Site Plan Approval stage. Priority shall be given to the retention of heritage attributes in their original location. Where it is demonstrated that in situ retention is not feasible, the attributes may be relocated or reconstructed within the property in a manner that conserves their form, material expression, and spatial relationships, to the satisfaction of the City Planner.

Should Council authorize the issuance of a Notice of Intention to Designate, staff will proceed with the designation process in accordance with Part IV of the Ontario Heritage Act, including circulation of the notice, consideration of any objections, and preparation of the final designation by-law. Heritage considerations identified through this designation process will be carried forward and implemented through the development review and approval process. Heritage conservation would then be secured through appropriate conditions of approval and/or site plan agreements, to the satisfaction of the City Planner. These conditions will require the proponent to demonstrate how key character-defining elements are to be retained and meaningfully integrated into the proposed development.

Risk Analysis:

If the property is not designated, it will be demolished at some point in the future, resulting in the loss of identified cultural heritage value to Windsor's heritage resources. Council will not have another opportunity for designation after the 90-day period.

Designation ensures that future changes to the property are subject to review under the Ontario Heritage Act, enabling conservation of key heritage attributes while allowing for

their integration into future development through a Heritage Permit Application process, that could be delegated to Staff to streamline approvals.

Any person may appeal to the Ontario Land Tribunal (“OLT”) should they wish to object to designation. An appeal would involve legal costs, including in-house legal representation and potentially third-party expert reviews. A potential appeal by the property owner is possible; however, the HIA submitted by the applicant concluded that there are merits for heritage conservation.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

Costs associated with designation include legal notices and registration of the by-law totaling approximately \$110.00.

Typically, the designation costs are funded by the Heritage Committee operating budget. However, for designations undertaken as a result of Bill 23 and Bill 200, the costs would be funded by the Capital Project 7241028 (Bill 23 Municipal Heritage Register) which has an uncommitted amount of \$143,223 and would be sufficient to cover the costs of these designations. The Owner would not be eligible for heritage incentives for heritage works as a result of the redevelopment.

In the event of an appeal of the Designation By-law to the OLT, external legal services may be required which can involve future financial implications.

Consultations:

- review of heritage studies submitted by the applicant
- internal consultation with Planning staff
- research supported by local archives and heritage resources

Heritage Planning staff have consulted with the following staff in the preparation of this report:

- Michael Okanlawon, Financial Planning Administrator, Finance Department
- Aaron Farough, Senior Legal Counsel, Legal Department

Conclusion:

The property at 825 Riverside Drive West meets multiple criteria under Ontario Regulation 9/06 and warrants designation under Part IV of the Ontario Heritage Act.

Designation will recognize the cultural heritage value of the property and provide a framework for conserving key heritage attributes, while allowing for their integration into future development.

Planning Act Matters:

The associated Official Plan Amendment OPA 199 [OPA/7352] and Zoning By-law Amendment Z-001/26 [ZNG/7351] file for development on 825 Riverside Drive West will be considered separately under the Planning Act process.

Approvals:

Name	Title
Kristina Tang	Planner III – Heritage
Jason Campigotto	Deputy City Planner – Growth (A)
Emilie Dunnigan	Manager, Development Revenue & Financial Administration
Lorie Gregg	Executive Director, Financial Planning/Deputy Treasurer
Aaron Farough	Senior Legal Counsel, Legal & Real Estate
Neil Robertson	City Planner
Jelena Payne	Deputy CAO/Commissioner, Economic Development
Dan Seguin	On behalf of Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email
GSP Group - Rachel Bossie		
Clayland Developments Inc. Alex Vandersluis		

Appendices:

- 1 Appendix A- Statement of Cultural Heritage Value or Interest
- 2 Appendix B- Heritage Impact Study - 825 Riverside Drive W-available at www.citywindsor.ca due to size
- 3 Appendix C- Commemoration & Documentation Report-available at www.citywindsor.ca due to size

Appendix A – Statement of Cultural Heritage Value or Interest

CBC/CKLW Building

825 Riverside Drive West

Description of Historic Place:

The CBC/CKLW Building is located at 825 Riverside Drive West in the City of Windsor, at the intersection of Riverside Drive West and Crawford Avenue. Constructed in 1954 for CKLW Radio and Television, the building was a purpose-built broadcasting facility. The building was occupied by CKLW until 1972, after which it continued to be used for media production by the Canadian Broadcasting Corporation (CBET). The property has remained in continuous use as a broadcasting and communications facility since its construction, representing the longstanding history of broadcasting in Windsor. The cultural heritage value of the property is embodied in key elements that can be conserved through sensitive integration into future development.

Statement of Cultural Heritage Value:

Design / Physical Value

The property has design and physical value as a representative example of a mid-20th century modernist broadcasting facility.

The building's design value is expressed through its horizontal massing, buff brick façade, green glazed brick detailing, and distinctive L-shaped breezeway, which together define the architectural character of the structure, with particular importance attributed to the north and west façades and the breezeway as primary expressions of this value.

The property's substantial setback from Riverside Drive and landscaped open space contribute to its visual presence. These features support views toward the Detroit River and help establish a relationship with the adjacent riverfront.

Historical / Associative Value

The property has historical and associative value through its direct association with CKLW Radio and Television and later the Canadian Broadcasting Corporation (CBET), key institutions in the development of broadcasting in Windsor and the Detroit–Windsor region. It is the only property on the Windsor Municipal Heritage Register associated as a broadcasting facility.

CKLW was a highly influential AM radio station in North America during the 1960s and 1970s, known as the "Big 8," with a signal reaching across southern Ontario and into the United States. The building accommodated both radio and television operations until

1972, representing an important phase in the integration of broadcasting media and the expansion of cross-border communication.

The property also demonstrates Windsor's role within a bi-national media environment. Its location and function as a purpose-built broadcasting facility illustrate how programming was produced in Windsor for audiences on both sides of the border, reflecting a unique system of cross-border cultural exchange and media distribution.

The building reflects mid-20th century broadcasting practices through its purpose-built form and continued use as a communications facility, illustrating the evolution of media production and the organization of integrated radio and television operations.

Contextual Value

The property has contextual value because it is physically, functionally, and historically linked to its surroundings and to Windsor's development as a centre of cross-border broadcasting.

Located along the Detroit River, the site reflects the geographic conditions that enabled radio and television signals to reach audiences in both Canada and the United States. The building's location and long-standing use as a broadcasting facility illustrate Windsor's role within a broader regional communications network centred on the Detroit–Windsor media market.

The property is a recognizable site associated with long-time broadcasting in Windsor along Riverside Drive West, though its significance is primarily derived from its historical and functional role rather than its visual prominence. The property is also distinguished by its substantial setback and landscaped open space.

Heritage Attributes:

Exterior attributes that contribute to the property's design and physical value as a representative example of a mid-20th century purpose-built broadcasting facility include:

- **North façade**, including:
 - green glazed brick detailing and columns
 - rhythmic façade bays and inset openings
- **L-shaped breezeway structure**, including:
 - open-air covered walkway form
 - green glazed brick-clad columns and structural rhythm
- Horizontal massing as expressed along the north elevation
- Substantial landscaped setback along Riverside Drive West
- Buff brick cladding as a secondary material contributing to the overall façade composition

Contextual Attributes:

Attributes that support the property's contextual value, including its physical and functional relationship to its surroundings, include:

- Prominent location along Riverside Drive West
- Visual and spatial relationship to the Detroit River, including views toward the river and a generous setback from Riverside Drive, as expressed through the site's overall configuration
- Siting and orientation reflecting the property's historic function within a cross-border broadcasting environment

The identified heritage attributes have been defined to focus on the primary elements that convey the property's cultural heritage value and that may feasibly be retained and integrated into future development.

Priority shall be given to the retention of heritage attributes in their original location. Where it is demonstrated that in situ retention is not feasible, the attributes may be relocated or reconstructed within the property in a manner that conserves their form, material expression, and spatial relationships, to the satisfaction of the City Planner.

Development & Heritage Standing Committee
Monday, June 1, 2026
Item 10.1 - Written Submission



SHAPING GREAT COMMUNITIES

May 29th, 2026

File No: 15002

Attn: Development & Heritage Standing Committee
City of Windsor
350 City Hall Square West, Suite 530
Windsor, ON N9A 6S1

**Re: 825 Riverside Drive West - CBC/CKLW Building - Heritage Designation Report
(Council Report S 50/2026 – Agenda Item 10.1)**

Dear Chair and Members of the Development & Heritage Standing Committee,

On behalf of Clayland Developments Inc. (“Ownership”), GSP Group (the planning consultant for the proposed Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) is writing to request that the Development & Heritage Standing Committee (“Committee”) not approve the staff recommendation in Council Report S 50/2026. Staff recommend that Council authorize the City Clerk to publish a Notice of Intention to Designate the property, municipally known as 825 Riverside Drive West (“Subject Property”), under Part IV of the Ontario Heritage Act, direct the City Solicitor to prepare the designation by-law, and delegate authority to the City Planner or designate to approve any further proposed changes associated with the integration of key heritage attributes into the future redevelopment.

For background, OPA and ZBA applications were submitted for the Subject Property in May 2020. Following a public open house, updated OPA and ZBA applications were formally resubmitted in December 2025 and were deemed complete on February 17, 2026. The OPA/ZBA applications are proposed to facilitate the comprehensive redevelopment of the Subject Property with high-density residential uses. The proposal includes a total of 1,602 residential units, accommodated within five (5) towers ranging in height from 17 to 25 storeys, as well as a three (3)-storey stacked/back-to-back townhouse block containing 24 units (“Proposed Development”).

No statutory public meeting has been held to date, and neither Council nor the public have had a formal opportunity to review the proposed applications. Comprehensive comments on the application from staff and agencies are yet to be received. A neighbourhood meeting was held in September 2025 by GSP Group and Ownership, where heritage matters and the proposed heritage approach were presented. Advancing the designation before Council considers the OPA/ ZBA applications would place limitations on the Subject Property without the benefit of a coordinated review of the proposed planning applications, redevelopment concept, and heritage mitigation strategy.

The heritage findings and mitigation measures referenced in this letter are drawn from the May 2023 Heritage Impact Assessment (“HIA”) and October 2025 Documentation and

PLANNING | URBAN DESIGN | LANDSCAPE ARCHITECTURE

72 Victoria Street South, Suite 201, Kitchener, ON N2G 4Y9 519 569 8883
162 Locke Street South, Suite 200, Hamilton, ON L8P 4A9 905 572 7477
gspgroup.ca

Commemoration Report (“DCR”) prepared by Stantec Consulting Ltd., the project’s retained cultural heritage consultant.

The Subject Property is currently listed on the Windsor Municipal Heritage Register as the CBC Radio-Canada TV/Radio building. The HIA identified that the Subject Property contains cultural heritage value or interest as a rare example of a mid-20th century broadcast facility, a representative modernist structure with international design elements, and for its historical associations with CKLW and CBET-TV. The DCR recommended mitigation measures including documentation, commemoration, and salvage, with specific reference to the potential incorporation of salvaged materials into new building façades, interior lobbies, parkettes, landscape walls/garden beds, or site furniture. Materials recommended for salvage included the L-shaped breezeway, glazed green bricks, and buff brick exterior.

The DCR recommends that a holding provision be established through the ZBA process to incorporate the recommendations of the HIA and DCR into the future development approval process. Consistent with that recommendation, the draft ZBA included in the December 2025 resubmission proposes a site-specific holding provision to “prevent demolition until the appropriate mitigation measures including salvage, documentation, and commemoration are finalized and integrated within the approved site plan to the satisfaction of the City Planner.”

Ownership recognizes that the former CBC/CKLW building has been identified as having cultural heritage value or interest. Their concern with the staff recommendation is not whether the property has heritage value, but whether designation is the appropriate mechanism at this stage of the development review process, given the heritage mitigation strategy already proposed through the submitted applications.

Council Report S 50/2026 acknowledges that immediate demolition is not proposed at this time and that further detailed work would be required at the Site Plan Approval stage to determine which elements can be feasibly salvaged and incorporated. The report also recognizes support for the commemoration ideas identified in the DCR. However, the report states that the City Legal department “does not view a Holding Provision in alternative to a heritage designation as an appropriate mechanism to prevent demolition prior to finalizing details related to the conservation, integration, or commemoration of heritage resources.”

Ownership has advised that, in their view, designation is not required, particularly given that the proposed holding provision is intended to prevent demolition until appropriate mitigation measures, including salvage, documentation, and commemoration, are finalized and integrated within the approved site plan to the satisfaction of the City Planner.

Ownership objects to the designation of the Subject Property and is concerned that if the OPA/ ZBA and designation are considered in isolation, the designation would likely substantively affect the feasibility of the Proposed Development. Ownership is also concerned that, despite the application having been under review for several months, limited feedback has been provided by City staff regarding the overall development application, with comments received to date being limited to traffic-related matters. Consistent with the recommendations of the DCR, the holding provision provides a mechanism to preclude premature demolition under the Ontario Building Code until appropriate mitigation, documentation, commemoration, and salvage measures are integrated into the Site Plan Approval process.

For these reasons, Ownership respectfully requests that the Development & Heritage Standing Committee not approve the staff recommendation in Council Report S 50/2026 to

issue a Notice of Intention to Designate 825 Riverside Drive West. Instead, Ownership requests that Committee direct staff to continue working with Ownership and the project's heritage consultant through the ongoing OPA, ZBA, and future Site Plan Approval processes to secure appropriate heritage mitigation measures, including documentation, salvage, commemoration, and the integration of key heritage attributes where feasible.

Ownership remains committed to working with the City through the ongoing OPA and ZBA processes, and through the future redevelopment of the Subject Property, to recognize the cultural heritage value of the property through an appropriate mitigation strategy that implements, where feasible, the recommendations of the DCR and can be meaningfully incorporated into the development.

We have no objection to this letter becoming part of the public record.

Yours truly,

GSP Group Inc.



Rachel Bossie, MCIP, RPP
Senior Planner
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Evelyn Thomas
Senior Urban Designer and Planner
647.676.4549
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cc. Alex Vandersluis, Development Manager – Clayland Developments Inc.
Lashia Jones, Cultural Heritage Specialist – Stantec Consulting Ltd.



June 5, 2026

Mayor and Council
City of Windsor
400 City Hall Square East Suite 404
Windsor ON N9A 7K6

RE: 825 Riverside Drive West – Proposed Heritage Designation

I have been retained by Clayland Developments Inc. My Client submitted applications for an Official Plan Amendment and Zoning By-law Amendment with respect to a proposed development on 825 Riverside Drive West. The applications were deemed complete on February 17, 2026. The City notified my Client that the applications were complete by letter dated February 20, 2026, pursuant to subsections 22(6.1) and 34(10.4) of the *Planning Act*.

The City then had fifteen (15) days from the date my Client was notified of the complete applications (February 20, 2026) to send out general notice of the applications pursuant to subsections 22(6.4)(a) and 34(10.7)(a) of the *Planning Act*. The fifteen (15) day deadline expired on March 7, 2026.

It appears from the staff report that went to the Development & Heritage Standing Committee for its meeting on June 1, 2026 that the notices required under subsections 22(6.4)(a) and 34(10.7)(a) of the *Planning Act* were not issued until March 13, 2026, which was six (6) days past the fifteen (15) day deadline.

825 Riverside Drive West is listed in the heritage register but has not been designated. Section 29(1.2) of the *Ontario Heritage Act* provides that if a prescribed event has occurred in respect of a property that is listed in the register, Council may not give a notice of intention to designate such a property after ninety (90) days have elapsed from the event, subject to a list of exceptions that do not apply in these circumstances.

Subsections 1(1)(1) and (2) of Regulation 385/21 under the *Ontario Heritage Act* provide that a Council completing giving notices in accordance with subsections 22(6.4)(a) and 34(10.7)(a) of the *Planning Act* constitute prescribed events for the purpose of section 29(1.2) of the *Ontario Heritage Act*.

Council ought to have completed the notice requirements under subsections 22(6.4)(a) and 34(10.7)(a) of the *Planning Act* within the fifteen (15) day statutory deadline that expired on March 7, 2026. Therefore, the ninety (90) day window for Council to serve a Notice of Intention to Designate the property expires today, June 5, 2026 – which is ninety (90) days from March 7, 2026. The staff report for the June 1 2026 meeting of the Development & Heritage Standing Committee inaccurately cites June 11, 2026 as the date the ninety (90) day window expires.

The fact that the City sent the notices required under subsections 22(6.4)(a) and 34(10.7)(a) of the *Planning Act* late does not delay the start of the ninety (90) day window for designation. To interpret the *Ontario Heritage Act* in any other way would undermine the spirit and intent of the legislation, which is to provide the City with a limited window within which they can move forward with designation of a property after an applicant submits a complete planning application.

Should Council decide to proceed with issuing a Notice of Intention to designate the property at its meeting on June 8 2026, my Client will proceed with an appeal to the Ontario Land Tribunal to invalidate the Notice for failure to comply with the designation process established in section 29 of the *Ontario Heritage Act*.

BAROUDI LAW



Analee J.M. Baroudi

Lawyer

BAROUDI LAW PROFESSIONAL CORPORATION

Tel: (519)438-3776

analee@baroudilaw.ca



Subject: Interim By-Law Update – Micromobility – City Wide

Reference:

Date to Council: June 8, 2026
 Author: Ian Day
 Senior Manager, Transportation
 519-255-6560 x6053
 iday@citywindsor.ca
 Public Works - Operations
 Report Date: 5/26/2026
 Clerk's File #:

To: Mayor and Members of City Council

Recommendation:

- I. THAT City Council **ENDORSE** the operation of Class I and Class II Power-Assisted Bicycles (E-bikes), as defined under the Ontario Ministry of Transportation (MTO) proposal for Modernizing Ontario's Framework for Power-Assisted Bicycles (E-bikes) as posted April 22, 2026 (Appendix A) as follows:
 - a. on multi-use trails within the right-of-way at a speed limit of 20 km/hr; and,
 - b. on Parks Roadways and Multi-Use Trails at a speed limit of 20 km/hr, except as prohibited under Parks By-law 131-2019 as may be amended from time to time; and,
 - c. on roads and on street bike lanes at a speed limit of 32 km/hr; and further,
- II. THAT Administration **BE DIRECTED** to respond to MTO's proposal for Modernizing Ontario's Framework for Power-Assisted Bicycles (E-bikes) – ERO 026-0422 with the submission included as Appendix B to this report; and further,
- III. THAT City Council **DIRECT** Administration to prepare the necessary changes to bring effect to Recommendation I above, to Traffic By-law 9148 for approval through Delegation of Authority By-law 208-2008 S. 1.11; and further,
- IV. THAT City Council **DELEGATE** to the Chief Administrative Officer, in accordance with S.23.2(4) of the Municipal Act, the authority to approve changes to the Parks By-law 131-2019, subject to the changes being satisfactory in technical content to the Commissioner of Community Services and the City Solicitor, and that the Delegation of Authority By-law 208-2008 **BE AMENDED** accordingly; and further,

- V. THAT Administration **BE DIRECTED** to pursue any further amendments to Traffic By-law 9148 and/or Parks By-law 131-2019 as may be required pending the receipt of an updated regulatory framework from the MTO related to Power-Assisted Bicycle; and further,
- VI. THAT Administration **BE DIRECTED** to undertake an outreach and communications campaign to educate the public in the proper and lawful use of micromobility devices in Windsor.

Executive Summary:

N/A

Background:

At its meeting May 25, 2026, City Council received for information Administration's report on micromobility in Windsor and directed Administration to report back to Council regarding active transportation connectivity related to cross-border transportation at ports of entry and trails that lead to/from the new Gordie Howe International Bridge (BHIB) crossing (CR214/2026 ETPS 1115).

This direction aligns with a broader provincial review of micromobility regulations. On April 22, 2026, the Ontario Ministry of Transportation of Ontario (MTO) released a proposed framework entitled *Modernizing Ontario's Framework for Power-Assisted Bicycles* (ERO 026-0422), which seeks municipal input on the classification and permitted use of e-bikes (see Appendix A). The submission deadline for municipal comments is June 8, 2026, coinciding with the timing of this report. As such, Administration's recommendations are intended to respond to Council's direction and provide City feedback to the Province.

The City currently regulates micromobility through the Traffic By-law 9148 and the Parks By-law 131-2019, which together establish where bicycles, e-bikes and other micromobility devices may operate. Specifically, Traffic By-law 9148 prohibits the operation of e-bikes on pathways shared by pedestrians and traditional bicycles or on pedestrian trails, including multi-use paths in boulevards and sidewalks. Similarly, Parks By-law 131-2019 prohibits the operation of e-bikes within Parks off-road multi-use paths or trails. E-bikes are therefore permitted to operate solely on roads, including on-street bike lanes, Parks Roadways and certain Parks multi-use trails/paths (excluding within environmentally sensitive areas and areas of Natural Heritage).

Council's direction necessitates an interim update to these by-laws to clarify permitted uses, ensure consistency with emerging provincial policy and provide clear operational guidance to users, while preserving the City's ability to respond to future regulatory changes at the provincial level.

Discussion:

Cross-Border Context

At the May 25, 2026 meeting, Council was provided with a written delegation which raised awareness of concerns related to the expanded use and regulatory treatment of e-bikes in the State of Michigan and the potential implications for users accessing the GHIB cycling and pedestrian facilities. The delegation noted that Michigan has moved toward broader acceptance of certain classes of e-bikes on shared-use paths and trails and expressed concern that a lack of regulatory alignment or clarity on the Canadian side could create confusion for cross-border users and limit the effectiveness of the GHIB active transportation connection.

E-bike Provincial Framework - MTO

As noted in the Background section, the MTO released a proposed framework for e-bikes, seeking feedback from municipalities and other stakeholders on potential updates to the classification, equipment requirements and permitted use (refer to Appendix A).

The framework proposes a tiered classification system that distinguishes between various low speed power-assist e-bikes with operable pedals (Class I and II). Class I e-bikes employ power assist systems which only delivers power to the rider when they are pedalling (i.e. to ease pedalling effort). In contrast, Class II e-bikes offer power on demand with or without pedalling and are equipped with throttle control that enables riders to control their motor (and speed) directly. Some users rely on the non-pedal propulsion methods where they may not have the physical power necessary, promoting equity for users such as the elderly and those with physical disabilities. In both cases, Class I and Class II e-bikes are equipped with functional hand cranks or foot pedals that are capable of propelling the bicycle entirely by muscular power at any time.

Both Class I and Class II e-bikes include the same proposed framework requirements for maximum power and speed (up to maximum speed of 32 km/hr), braking, minimum operator age (16) and helmet use (mandatory). As well, most modern e-bikes now also come with an integrated speedometer. The main difference between the two classes are the maximum weight (55 kg for Class I vs. 120kg for Class II; excludes rider weight) and the initial propulsion method (pedal-assist only for Class I vs. throttle, button or pedal-assist options for Class II). The framework leaves the discretion to municipalities for determining where specific classes of e-bikes may operate, particularly on shared-use facilities and trails.

The framework contemplates that Class I, and II e-bikes may be treated similarly to traditional bicycles in many contexts, subject to local controls such as posted speed limits and trail-specific restrictions. By contrast, higher speed/power and weight electric moped or motorcycle-style devices are identified as presenting different operational and safety considerations. The MTO framework also signals that these higher-powered devices may ultimately be subject to licensing and treated as motor vehicles under the Highway Traffic Act. As such, they are anticipated to be permitted for operation on municipal roadways only and; thereby, prohibited from use within multi-use paths, on-street bike lanes and/or multi-use trails.

Administration has provided a draft response to the MTO proposed framework which is attached as Appendix B.

Municipal Comparators

Municipal comparators demonstrate a range of approaches to e-bike and micromobility access on trails and shared-use facilities. Several Ontario municipalities permit e-bikes on multi-use trails or pathways where conventional bicycles are allowed, subject to local by-laws, posted restrictions, pilot programs or device-specific controls. Others differentiate access based on device type, whether pedalling is required, and whether the device more closely resembles a scooter, moped, or motorcycle.

Recent municipal outreach undertaken by Administration indicates that municipalities are taking varied approaches in response to the MTO's proposed framework. Some municipalities have indicated that they are planning to amend their by-laws, while others are taking a "wait and see" approach pending final provincial direction, and some have no immediate plans to make changes. Accordingly, municipal practices are evolving and not yet standardized.

Recommended By-law Updates

The recommendations of this report would generally permit the low-speed operation of Class I and II e-bikes within on-street bike lanes (up to 32 km/hr) to align with the maximum operating speed envisioned under the MTO's proposed framework. Further, it is recommended to amend the current by-laws to permit e-bike use on City-wide multi-use paths and/or multi-use trails, including within Parks (with the exception of environmentally sensitive areas and areas of Natural Heritage); however, that their operating speed be aligned with the current operational speed of traditional bicycles as permitted under the Parks By-law 131-2019 (20 km/hr) to ensure speed uniformity. From a cross-border context, this would include the newly constructed trail system linking the GHIB with the parking area and trailhead at Malden Park off Matchett Road. Administration proposes the immediate installation of additional signage/pavement paint markings along this route to reinforce speed limits and shared use of the pathways.

Administration's recommended approach is consistent with the direction of the proposed MTO framework in terms of its intent to align these devices more closely with traditional bicycles, while preserving municipal discretion over local conditions. Similarly, limiting higher speed/power electric moped-style and motorcycles to only roadways is aligned with the framework's emphasis on risk-based differentiation by device type. This approach allows the City to respond to current user needs, including access to the GHIB facilities, while remaining adaptable to any future regulatory changes arising from the Province's final framework.

Administration will complete all of the necessary changes to the Traffic By-law 9148 to bring effect to the recommendations of this report under the authority granted through the existing delegation of authority by-law 208-2008, section 1.11 which allows the CAO to decide upon and execute Traffic By-law Amendments. Similarly, Administration further recommends delegating authority to the CAO to decide upon and execute any changes to the Parking By-law 131-2019 to bring effect to these changes. As part of this exercise, the Parks Department will evaluate the appropriateness of Class I and

Class II e-bikes on parks trails that may not have sufficient width to accommodate a mix of uses (e.g. shared pedestrian and cycling facilities) and specifically prohibit use on those trails. It is anticipated that by-law changes necessary to address GHIB access concerns can be implemented within one month of potential Council approval.

Public Education and Awareness

Effective implementation of any updated micromobility framework will rely not only on regulatory changes, but also on clear and consistent public understanding of how these devices are to be used safely and lawfully. Administration proposes an outreach and communications campaign be undertaken to support the introduction of the updated by-law provisions and to promote responsible use of micromobility devices across the City.

The intent of the campaign would be to provide clear, accessible information to residents on the different types of micromobility devices, including distinctions between Class I and II e-bikes and other types of higher-speed e-bikes and the rules governing their use. This would include education on where devices are permitted to operate (e.g. roadways, bike lanes, multi-use trails), applicable speed limits, helmet requirements, and the expectations associated with sharing infrastructure with pedestrians and other users. Given the noted challenges with enforcement and device identification, improved public awareness is expected to play a key role in supporting voluntary compliance.

Administration anticipates this outreach would leverage a range of communication tools, including social media platforms, short informational videos, targeted publications and participation at community events. This multi-channel approach is intended to reach a broad audience and reinforce consistent messaging as micromobility use continues to evolve within the community.

Risk Analysis:

Regulatory Risk

There is a risk that, following the receipt of municipal and stakeholder feedback, the MTO may release a final regulatory framework for power-assisted bicycles that differs from the assumptions underlying the by-law amendments proposed in this report. In particular, changes to provincial definitions, classifications, or permitted operating environments for specific classes of e-bikes could result in a misalignment between provincial regulation and the City's Traffic and Parks by-laws.

The proposed amendments are intentionally aligned with the current direction of the MTO's discussion framework and rely on delegated authority for technical by-law updates, enabling the City to respond efficiently should provincial requirements change. Administration will continue to monitor the outcome of the MTO's consultation process and, if the finalized framework results in regulatory changes that materially affect the City's approach, will report back to Council with recommended adjustments to ensure ongoing compliance and consistency with provincial legislation.

Legal Liability Risk

There is an inherent risk associated with riding an e-bike (like traditional bicycles and e-scooters) pertaining to both injuries to persons and/or damage to property. Road surfaces which may be suitable for vehicles may not be equally suitable for e-bikes.

Allowing Class I and II e-bikes on multi-use paths/trails may provide an alternative, safer option for e-bike users, while at the same time, introducing new risks of conflicts between cyclists and pedestrians where differences in speed, user behaviour or trail width exist. This risk is mitigated by establishing e-bike speed limits on multi-use paths/trails which are consistent with those already employed for traditional bikes.

While multi-use paths/trails may serve as a safer option than most roadways, surface deficiencies caused by damage or wear and tear may constitute a hazard to micromobility users, especially at night or when visibility is otherwise low. This risk is mitigated through regular inspection and maintenance of multi-use trails both with respect to surface defects and winter maintenance.

Enforcement Risk

It is recognized that enforcing speed limits for e-bikes may be challenging due to limited real-time monitoring and the difficulty distinguishing compliant from non-compliant speeds. The Transportation Division can work closely with Windsor Police Services to develop a training program to help police officers easily identify different micromobility devices and where they are permitted to operate on the road network. Administration will also continue consultation with MTO-led discussions and the Active Transportation Expert Panel, and may recommend further measures as needed.

Climate Change Risks:

Climate Change Mitigation

By enabling and increasing the safe and lawful use of micromobility modes of transportation, such as e-bikes, the City can reduce its transportation related greenhouse gas emissions by shifting travel away from emissions-intensive transportation towards low carbon alternatives.

Climate Change Adaptation

Micromobility contributes to climate change adaptation by creating a more resilient and flexible transportation network that can continue operating during climate related disruptions. The proposed by-law changes can help decrease traffic volumes and improve local air quality, alleviating the impacts of the urban heat island effect and health risks associated with a changing climate.

Financial Matters:

Any potential new costs associated with the implementation of traffic bylaw changes pertaining to e-bikes, including but not limited to those which enhance multi-use path/trail connectivity along the GHIB route (i.e. Malden trailhead south along Matchett, west along Broadway to Ojibway Parkway and then along the perimeter access trail to the GHIB active transportation connection locations) will be funded by the Bikeway Development Program Project 7111031 and Parks operational and capital maintenance budgets where required.

Any significant future implementation requirements beyond the scope of existing budget allocations will be identified and brought forward through the regular budget process for Council consideration.

Consultations:

Laura Ash, Project Lead, Parks Development
Jamie Scott, Executive Director, Parks, Recreation and Facilities
Phong Nguy, Senior Manager, Parks Operations
Kathleen Quenneville, Project Coordinator
Cindy Becher, Financial Planning Administrator – Transportation
Joshua Meloche, Senior Legal Counsel
Samuel Atkin, Senior Legal Counsel
Branislava Cesljarov, Supervisor of Environmental Sustainability and Climate Change
Rob Slater, Executive Initiatives Coordinator – Infrastructure Services
Windsor Police Services
Active Transportation Expert Panel

Conclusion:

This report responds to Council's direction by proposing a risk-based approach to permitting Class I and II e-bikes on City wide multi-use paths/trails (including within certain parks), while maintaining appropriate operational restrictions for these devices. The recommended approach aligns with the Province's proposed e-bike framework, supports safe access to the GHIB active transportation facilities and provides flexibility required to respond efficiently to any future provincial regulatory changes.

Approvals:

Name	Title
Rachel Chesterfield	Manager, Performance Measurement and Business Case Development
Stacey McGuire	Executive Director, Operations / Deputy City Engineer (A)
David Simpson	Commissioner, Infrastructure Services and City Engineer
Michael Chantler	Commissioner, Community Services
Wira Vendrasco	City Solicitor
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

Active Transportation Expert Panel
Windsor Police Services

Appendices:

Appendix A – Modernizing Ontario’s Framework for Power-Assisted Bicycles – MTO Framework Proposal

Appendix B – City's response to the MTO Framework Proposal



**APPENDIX ‘A’
Modernizing Ontario’s Framework for Power-Assisted Bicycles (E-Bikes)**

The Ministry of Transportation is proposing to create a **two-class definition for power-assisted bicycles**. The proposal would also clarify that moped/scooter- or motorcycle-style electric motor vehicles would only be permitted on roads if they meet the requirements of an existing motor vehicle class (e.g., motorcycle, limited-speed motorcycle, or motor-assisted bicycle) under the *Highway Traffic Act*.

Requiring moped/scooter- or motorcycle-style electric motor vehicles to meet existing motor vehicle class standards would enhance safety and support fairness in the marketplace by ensuring that manufacturers of motor vehicle-like products are subject to, and operate under, appropriate motor vehicle regulatory requirements and consistent standards.

A 12-month education and awareness period is proposed to support the public, manufacturers, retailers, and stakeholders in understanding and complying with the updated rules.

Proposed E-bike Class 1 and Class 2: Key Operator, Vehicle and Safety Requirements

	Class 1	Class 2
Example Photos		
Definition	Required to have an exposed frame, not covered by body panels, and cannot have a footrest or a platform for the operator’s feet	
Propulsion Method	Pedal-assist only with exemption to permit a throttle or button for “walk-assist function” up to 6km/h	May be throttle, button or pedal assist
Pedals	Must be equipped at all times with functional hand cranks or foot pedals that are capable of propelling the bicycle by muscular power and are usable during normal operation of the bicycle; however, continuous pedalling is not required.	

	Pedals are not considered functional if their placement, configuration, or operation renders them impractical, unsafe, or incapable of providing meaningful propulsion during normal riding conditions.	
Wheels	Designed to travel on not more than three wheels in contact with the ground	
Maximum Unladen Weight	55 kilograms	120 kilograms*
<small>*If passed, the Ministry would explore amending Ontario's Cargo E-bike Pilot Regulation (O.Reg. 141/21) to update the minimum weight requirement for cargo e-bikes from 55kg to 120kg.</small>		
Maximum Power-Assisted Speed	32 kilometres/hour	
Seat Requirements	Operator seat height must be adjustable	
Maximum Motor Power	Total continuous power output rating, measured at the shaft of each motor, of 500 W or less	
Wheel Width	None	
Wheel Diameter	Minimum 350 mm (including tire)	
Electric Terminals	All electric terminals must be completely insulated and covered	
Braking	Must be capable of bringing the bicycle, while being operated at a speed of 30 kilometres per hour on a clean, paved and level surface, to a full stop within nine metres from the point at which the brakes are applied	
Lighting/Bell or Horn	Bell or horn required as well as the following lights, reflective tape and reflectors: <ul style="list-style-type: none"> ○ a white light mounted on front ○ a red light or reflector on the back ○ white reflective tape on the front ○ red reflective tape on the rear 	
Modifications	No modifications permitted	
Licence/Insurance/Registration	No	
Minimum Operator Age	16	
Are passengers permitted?	Yes – passengers of any age are permitted, provided a seat is available (either an original equipment seat or a seat designed to be compatible with the vehicle)	
Are helmets required?	Compliant bicycle or motorcycle helmet required for all riders	

Moped/Scooter and Motorcycle-Style Electric Motor Vehicles

Example Photos:



Moped/scooter- and motorcycle-style electric motor vehicles, which are generally heavier, capable of higher speeds, fully throttle-powered, and may have body panels partially or fully covering the frame would **only be permitted if they comply with an existing motor vehicle class**, as shown in the table below, ensuring that they meet the safety and operational standards appropriate to their design and intended use.

Vehicle Class		Motor-Assisted Bicycle (Moped)	Limited-Speed Motorcycle (LSM)	Motorcycle
Vehicle Requirements	Class	Motor Vehicle (may be electric or gas powered)		
	Federal Compliance Label	Required to certify the vehicle meets all applicable Canadian Motor Vehicle Safety Standards (CMVSS)		
	Maximum Weight	55 kilograms	No limit	
	Maximum Speed	50 kilometres/hour with motor assistance	70 kilometres/hour with motor assistance	N/A
	Operable Pedals Required	Yes	No	
Operator Requirements	Licence	M or M with condition L		M or M with condition M (three wheeled motorcycle)
	Insurance/Registration	Yes		
	Helmet	Required for all riders		
	Driver Age	16+		
	Passengers	No	Yes	

Appendix B – City's response to the MTO Framework Proposal

Ontario Ministry of Transportation
Environmental Policy Office
438 University Ave, 12th Floor
Toronto, ON M7A 1N3

**Re: Environmental Registry of Ontario Posting No. 026-0422
Modernizing Ontario's Framework for Power-Assisted Bicycles (E-Bikes)**

Dear Sir/Madam,

The Corporation of the City of Windsor appreciates the opportunity to provide feedback on the proposed discussion framework per the Ontario Ministry of Transportation (MTO) ERO Posting No. 026-0422 - *Modernizing Ontario's Framework for Power-Assisted Bicycles (E-Bikes)*. Windsor generally supports the Province's initiative to modernize the regulatory framework for e-bikes and recognizes the importance of establishing clear, consistent classifications that reflect evolving technologies and usage patterns.

The City is currently advancing an interim update to its Traffic By-law 9148 and Parks By-law 131-2019 to better regulate e-bike micromobility devices in a manner that is aligned with the direction of the proposed provincial framework, while ensuring local safety, clarity, and enforceability.

The City supports the proposed tiered e-bike classification system, however, given the framework allows Class II e-bikes to include both pedal-assist and throttle propulsion under a single category, the current classification system does not sufficiently differentiate between these distinct propulsion modes. Therefore, additional clarification could be incorporated into the Class I and Class II definitions to explicitly distinguish between pedal-dependent propulsion (pedal-assist) and throttle-enabled or throttle-only propulsion, recognizing that these represent materially different operating behaviours and safety implications. Consideration should be given to whether throttle-capable or throttle-only devices warrant separate treatment, restrictions, or sub-classification due to their ability to generate continuous propulsion independent of human power input. This clarification would improve consistency, enforceability, and alignment with safety objectives, particularly in mixed-use environments where user interaction dynamics are sensitive to propulsion behaviour.

However, the City notes that, in practice, there are challenges in visually distinguishing between Class I and Class II devices, particularly in a path/trail or enforcement context. This creates potential limitations for consistent enforcement and underscores the need for clear, standardized definitions and, where possible, visible identifiers or other mechanisms to assist enforcement and public understanding.

Related to this, the City identifies enforcement of operating conditions, including speed limits and permitted locations, as a key implementation challenge. While the classification framework provides a useful policy foundation, municipalities rely primarily on education, signage, and targeted enforcement to achieve compliance. The City encourages the Province to consider complementary measures, such as province-wide education campaigns, standardized terminology, and potential tools or guidance to support enforcement across jurisdictions.

The City also supports maintaining municipal authority and flexibility within the provincial framework. Local conditions, including pedestrian volumes, trail design, environmental sensitivity, and network connections, vary significantly across municipalities.

The City further encourages the Province to consider alignment with emerging cargo e-bike regulations (O. Reg. 141/21) and use cases, particularly in the context of goods movement and e-commerce. As cargo e-bikes become more prevalent, there is an opportunity to ensure regulatory synergy between passenger-oriented e-bike classifications and cargo-specific provisions, including weight, size, and operational characteristics. The City suggests that consideration be given to distinguishing between devices primarily used for passenger movement versus those used for commercial cargo delivery, as these uses may present different operational and safety considerations, particularly on shared-use infrastructure. As an example, MTO may want to consider lowering the proposed 120 kg max weight for Class 2 throttle e-bikes for devices used primarily for passenger movement versus commercial cargo delivery.

Furthermore, the City of Windsor strongly supports the Province's direction to more clearly regulate higher speed/power moped- or motorcycle-style e-bikes, including consideration of licensing, registration, and treatment as motor vehicles under the Highway Traffic Act. These higher-powered devices present distinct operational and safety risks compared to traditional and Class I and II e-bikes. Establishing clear provincial requirements for these devices would improve public safety, support consistent enforcement, and provide municipalities with the clarity required to appropriately restrict their operation to roadways and other suitable facilities.

Finally, Windsor highlights the importance of interjurisdictional consistency, particularly given its unique context as a border municipality with the forthcoming Gordie Howe International Bridge (GHIB) multi-use connection. As users transition between Ontario and Michigan, differences in regulatory approaches may create confusion. The City encourages the Province to consider opportunities for alignment, or at minimum clear communication of Ontario's regulatory framework, to support a safe and intuitive user experience on this international active transportation corridor.

In conclusion, the City of Windsor supports the overall direction of the proposed framework and appreciates the Province's recognition of municipal roles in regulating e-bike use. The City looks forward to the release of the final framework and will continue to monitor and adapt its local by-laws as necessary to ensure alignment with provincial requirements.

Thank you for the opportunity to provide input.

Respectfully submitted,



David Simpson, P. Eng., PMP
Commissioner of Infrastructure Services and City Engineer

cc: Stacey McGuire – Executive Director of Operations
Ian Day, Senior Manager of Transportation
Ray Mensour – Chief Administrative Officer [caodept@citywindsor.ca]
Wira Vendrasco – City Solicitor
Office of the City Clerk [clerks@citywindsor.ca]
Mayor and members of City Council

Subject: Response to CQ 18-2025 Micromobility in Windsor – City Wide

Moved by: Councillor Renaldo Agostino
Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 1115**

THAT the report of Schools and Sustainable Mobility Coordinator dated January 8, 2026, entitled “Response to CQ 18-2025 Micromobility in Windsor – City Wide” **BE RECEIVED** for information.

Carried.

Report Number: S 5/2026 & AI 3/2026
Clerk’s File: SW2026

Clerk’s Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are the same.
2. Please refer to Item 8.1 from the Environment, Transportation & Public Safety Standing Committee held on April 29, 2026.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20260430/-1/10622>

Subject: Response to CQ 18-2025 Micromobility in Windsor – City Wide

Reference:

Date to Council: April 29, 2026
Author: Kathy Quenneville
Schools and Sustainable Mobility Coordinator
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kquenneville@citywindsor.ca

Public Works - Operations
Report Date: 1/8/2026
Clerk's File #: SW2026

To: Mayor and Members of City Council

Recommendation:

- I. THAT the report in response to CQ 18-2025 – “Micromobility in Windsor” **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

At the City Council meeting of September 8, 2025, Councillor Renaldo Agostino asked the following question:

CQ 18-2025

“Asks that due to the growing concern regarding the operation of electric motorcycles, scooters, and similar vehicles that are not licensed by municipalities or the province, with these vehicles increasingly being operated at high speeds on city streets, sidewalks, and trails, creating safety hazards for pedestrians, cyclists, and other road users and increasing the risk to public safety; Administration be directed to prepare a report outlining:

- 1. The current regulatory framework governing electric motorcycles, scooters, crotch rockets, and similar vehicles at the municipal and provincial levels;*
- 2. The enforcement tools presently available to municipalities, and any limitations that exist;*

3. *Best practices or approaches from comparable Ontario municipalities in addressing these vehicles;*
4. *Recommendations for advocacy to the Province of Ontario, including potential legislative or regulatory changes, to ensure municipalities are equipped to regulate and enforce the safe use of such vehicles;*
5. *Short-term options available locally to mitigate risks to residents while broader regulatory options are researched. What can we do?"*

This report is in response to CQ 18-2025.

Micromobility

Micromobility is an umbrella term for small, lightweight, low-speed, personal transport vehicles, typically used for short trips. As shown in Appendix A, examples of micromobility include traditional items like human powered bicycles, roller blades and skateboards, as well as power-assisted devices such as e-bikes, e-scooters, cargo bikes/trikes and low-speed vehicles. These devices are used for a variety of purposes and can be privately owned, shared, rented, or commercially operated for deliveries.

For additional clarity, assistive mobility devices such as manual and powered wheelchairs/scooters (operating speeds up to 14 km/h) are not categorized as micromobility devices. When operating assistive mobility devices, persons are considered pedestrians.

Regulatory Framework

An overview of the legislated and operating requirements for common micromobility devices is shown in Appendix A. The *Highway Traffic Act* (HTA) governs the operations, licensing and maintenance of all vehicles operating on public roads including several forms of micromobility vehicle types, such as bicycles, power-assisted / motor assisted bicycles (operating speeds up to 32 km/h), low speed mopeds and provides regulation for various micromobility pilot programs. The HTA works together with the Canada Motor Vehicle Safety Act (CMVSA) and the Ontario Highway Traffic Act (HTA) for various types of motorized vehicles, including a low-speed vehicle, (three/four wheeled), regular speed moped, limited speed motorcycle/higher speed e-bike and a motor tricycle, and specifies requirements for each. In such cases, the CMVSA ensures safety standards are met for any motorized vehicle types operating faster than 32 km/h, while the HTA governs how they are operated on a public road.

In response to this emerging micromobility use trend and to advance options for sustainable multi-modal transportation, some municipalities across Ontario have introduced new by-laws, updated existing by-laws and opted to participate in provincial pilot legislative programs that permit the use of select types of micromobility.

The operation of e-bikes (power assisted traditional or scooter style bicycle) is currently legislated by O. Reg. 369/09 under the HTA. In 2021 under Bill 197, the *Safer Roads and Communities Act* (SRCA) established regulation-making powers under the HTA, to put forward new definitions to allow e-bikes to be categorized into distinct classes based on factors such as maximum weight, speed and motor power with each class having prescribed operator age, licensing and vehicle safety standards (e.g. battery certifications). On November 19, 2024, the SRCA received Royal Assent. The provisions related to e-bikes were not proclaimed into force and do not come into force until the day named by proclamation of the Lieutenant Governor. As such, Ontario's e-bike laws remain unchanged as the Ministry of Transportation of Ontario (MTO) continues to develop a proposed framework for redefining e-bikes.

In addition, MTO is currently piloting five (5) different types of standalone micromobility vehicle programs and regulatory frameworks:

- Electric kick-scooters (O. Reg. 389/19),
- Cargo e-bikes (O. Reg. 141/21),
- Golf carts (O. Reg. 407/21), and
- Low-speed vehicles – four wheeled (O. Reg. 215/17),
- Large quadricycles (O. Reg. 411/22).

Municipalities are required to pass enabling by-laws to participate in these pilot programs and locally regulate these types of micromobility vehicles, including where and how their operation is permitted. Similar to several other municipalities, the City has opted into O. Reg. 389/19: Pilot Project – Electric Kick-Scooters through an amendment to Traffic By-law #9148, allowing both shared and personal e-scooter use. Appendix B identifies key differences between shared (third party ride share) e-scooters and personal (individually, privately owned) e-scooters. The City's participation in the e-scooter pilot program led to the establishment of shared e-scooter (and e-bike) services in 2021 using Bird Canada. As part of this initiative, the City participates in an MTO-led provincial working group with other municipalities in the program to discuss pilot program operational and ride-share issues. This pilot program will conclude in 2029.

Administration is currently working toward participation in the MTO large quadricycle pilot program by including this vehicle type under the definition of pedicab within the City's existing municipal licensing regulations (refer to Report S3/2026). This pilot program will conclude in 2032.

To date, the City has not opted into the MTO pilot programs for cargo e-bikes, golf carts or low speed vehicles; therefore, these vehicles are currently not allowed to operate in the public right-of-way, or in parks or other multi-use pathways and trails in Windsor.

These above noted pilot programs aim to assess the adequacy of their associated regulations to safely integrate these vehicle types on public roads and/or other operating areas as allowed through municipal by-law, while promoting potential economic benefits. These programs allowed municipalities to opt-in and establish local micromobility policy to facilitate active transportation, reduce carbon footprints and support tourism.

The MTO is currently proposing to consolidate all of these pilot programs under one regulation to streamline processes, align pilot program expiry dates (currently ranging from 2026–2032), standardize reporting and reduce duplication. The overarching aim is to promote micromobility adoption while maintaining road safety and responding to municipal and stakeholder feedback.

Other new or emerging types of micromobility (i.e. electric unicycle, electric one-wheel, electric skateboard, electric hoverboard, electric transporter (Segway)), although classified as motor vehicles, are currently prohibited on public roadways by the HTA in all Ontario municipalities as they do not meet the provincial equipment safety standards for on-road use.

Discussion:

Windsor Micromobility Regulations and Enforcement

In addition to the HTA, the use of some but not all types of micromobility in Windsor (and associated enforcement of the same) is regulated by the City's Traffic By-Law #9148. Micromobility devices fall under the definition of "vehicle", which *"includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle or a street car."*

Traffic By-law #9148 was amended in May 2020 to regulate bicycles, e-bikes and e-scooters in the following ways:

- Prohibiting use on EC Row Expressway and Dougall Parkway,
- Prohibiting sidewalk riding (except for bicycles with wheel size less than 60 cm),
- Restricting operation of e-scooters on high-speed roads (greater than 50 km/h),
- Restricting e-bike operation on multi-use and pedestrian use only pathways/trails,
- Restricting the carrying of articles which would prevent rider from keeping both hands on the handlebars,
- Requiring single-file riding, and
- Mandating safe parking to minimize obstruction to pedestrian or vehicular traffic.

The By-Law also outlines requirements for the use of the following devices:

- Skateboards – shall not be ridden on roadways and sidewalks in area lying between Erie Street, the Detroit River, Pelissier Street and Goyeau Street, as well as on Expressways, Class I and II arterials, and Class I collector streets, and
- Roller blades – shall not be used on roadways where sidewalks exist.

The Windsor Police Service (WPS) Traffic Enforcement Unit (TEU) is the full-time unit dedicated to traffic enforcement and whose priorities are to respond to serious accidents, patrol intersections that experience high collision rates, address speeding, and other moving violations, and implement RIDE programs. Enforcement of micromobility violations is limited and typically only occurs in response to dispatched incidents involving these types of devices, through active complaints or proactively when policing resources are available. WPS also regularly launches targeted awareness campaigns through corporate communications, followed by enforcement blitzes, such as a recent campaign against illegal car rallies, which may similarly be used to reinforce micromobility legislation.

Windsor By-Law Enforcement ensures compliance with City By-laws through a complaint-driven process. By-Law Officers do not issue infraction notices for moving violations under the HTA, as the responsibility lies with WPS. Although moving violations would primarily be enforced by WPS, By-law Enforcement could assist in investigating complaints under the Traffic By-Law #9148 where there is factual evidence, such as photographic or video footage, to support the infractions.

In addition, Bird Canada has integrated technology for the e-scooter/e-bike share program that includes geofencing, which restricts riding to specific areas, as well as speed governors, which limit device operating speeds. Bird also maintains a graduated system of disciplinary measures for poor rider behaviour of its devices, which includes first a warning, then a \$20 fine, followed by a suspension and inability to use their devices again.

Micromobility Enforcement Limitations and Challenges

Municipalities across Ontario face challenges in enforcing the safe use of micromobility devices, as they must balance enforcing the HTA, local bylaws, infrastructure limitations and public safety concerns while adapting to rapidly evolving vehicle types and pilot regulations. Various enforcement challenges and limitations are outlined below:

- **Enforcement Capacity** – Lack of resources/personnel to regularly monitor/enforce.
- **Enforcement Difficulties** - Enforcing rules like speed limits, no-sidewalk riding, and proper parking is challenging because most micromobility vehicles lack registration or license plates. Many riders ignore rules, leading to public complaints about reckless behavior.

- **Public confusion** – Varying levels of regulatory compliance related to wide variety of available micromobility device types including personal devices and those illegally modified.
- **Operational Space** - Challenges with definition of space and concerns over conflicts with other active transportation facility users. Also, gaps in the existing cycling infrastructure force less assertive riders to share roads with cars or illegally use sidewalks, increasing user collision risk.
- **Safety Concerns and Accident Risks** - E-scooters and e-bikes can travel at speeds up to 24 km/h and 32 km/h, respectively, and when combined with quiet operation and lack of helmet use, can pose risks to riders, pedestrians, and other road users. Accident rates and injuries have significantly increased over the last several years locally, across Ontario and Canada, with head injuries being a significant concern.
- **Regulatory Gaps and Inconsistencies** - In many instances, the HTA and the City's existing traffic by-law do not provide sufficiently clear regulations to inform micromobility users of the rules or to effectively guide enforcement. Various micromobility device regulatory approaches by other comparative municipalities are noted in Appendix C.
- **Accessibility Issues** - Improperly parked e-scooters often block sidewalks and pathways, creating hazards and barriers for people with disabilities, seniors, and those using wheelchairs or strollers.
- **Liability and Insurance Issues** - Determining fault and ensuring adequate insurance coverage in the event of an accident remains a complex legal issue.

Micromobility Opportunities

In the absence of a clear timeline for the province of Ontario to review or update the definitions of micromobility devices, the City may take the following short-term actions to close the gap in addressing the challenges of an ever-growing number of micromobility device types.

- *Education and Enforcement Campaigns:* WPS can conduct targeted safety enforcement campaigns in collaboration with City Administration's road safety education initiatives focused on micromobility. These campaigns should aim to both educate the public and enforce traffic laws and by-laws related to these vehicles, addressing proper use and discouraging dangerous behaviors such as speeding, running red lights, riding on sidewalks, and failing to wear a helmet.

Once proposed provincial regulations are finalized, it is anticipated that they will be accompanied with recommended set fines and administrative monetary penalties, established to provide a level of general deterrence and to more fully enable Police and By-Law Officers to conduct future enforcement when deemed necessary.

- *Traffic By-law Updates:* To address emerging safety and regulatory challenges posed by micromobility devices, the City could consider targeted by-law updates to ensure it accurately reflects which micromobility devices are permitted and prohibited, including specific provisions for regulating e-bikes on multi-use paths, where they are currently prohibited. Administration plans to undertake a review of the by-law and report back to Council with recommendations for amendment at a future meeting.
- *Micromobility Advocacy:* Continued administration participation on MTO-led micromobility working groups to identify regulatory gaps, lessen micromobility implementation challenges/limitations and help shape future micromobility legislative policy.

Risk Analysis:

Failure to address the enforcement of micromobility regulations could create public safety, accessibility, and legal risk issues, while undermining efforts to integrate these devices as a sustainable transportation option.

The micromobility opportunities identified in this report are anticipated to be actionable using existing resources. Should additional resources be required for enforcement (i.e. Windsor Police Services) to increase the current level of service to target micromobility, a corresponding budget increase would be required.

Climate Change Risks:

Climate Change Mitigation

Increasing the safe and lawful use of micromobility modes of transportation, such as e-bikes and e-scooters can help the city reduce its community greenhouse gas emissions by replacing short car trips with low carbon alternatives.

Climate Change Adaptation

Promoting micromobility use may lessen the impacts of urban heat island effects and health risks associated with extreme weather events

Financial Matters:

There are currently no financial impacts expected as a result of this information report. Any future funding requirements, if necessary, will be brought forward as part of the annual budget process.

Consultations:

Craig Robertson, Manager - Licensing and Enforcement/Deputy Licence Commissioner
Robert Wilson, Inspector, Patrol Support, Windsor Police Service
Katerina Downard, Senior Policy Analyst, Environmental Policy Office, MTO
Mark Nazarewich, Deputy City Solicitor, Legal and Real Estate
Michelle Moxley-Peltier, Community Energy Plan Administrator
City of Windsor Active Transportation Expert Panel
Cindy Becker, Financial Planning Administrator – Public Works Transportation
Ian Day, Senior Manager Transportation.

Conclusion:

Micromobility has seen rapid growth across municipalities; however, several regulatory gaps exist which are requiring municipalities to establish how and where micromobility devices may be used. Gaps in regulatory frameworks, technological evolution and pending regulatory changes have created challenges in ensuring clarity and consistency for users and enforcement. Micromobility centric updates to the City’s Traffic By-law; expanded micromobility education and enforcement campaigns; and ongoing administrative regulatory policy advocacy will assist in lessening such challenges.

Planning Act Matters:

N/A

Approvals:

Name	Title
Tony Ardovini	Executive Director, Financial Planning and Deputy Treasurer
Stacey McGuire	Executive Director, Operations / Deputy City Engineer(A)
David Simpson	Commissioner, Infrastructure Services and City Engineer
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mansour	Chief Administrative Officer





Notifications:

N/A



Appendices:

- Appendix A – Legislative/Operating Requirements of Micromobility Devices
- Appendix B – Ride-share and Personal Use E-Scooter Comparison
- Appendix C – Municipal Micromobility Approaches and Enforcement Methods



Appendix A – Legislative/Operating Requirements of Micromobility Devices

Vehicle/Device Category	Description/Operating Parameters	Regulatory Governance	Where They Can Operate in Windsor				
			Road	Bike Lane (On Street)	Multi-Use Path (In boulevard)	Parks & Off-Road Trails	Sidewalk
<p>E-Bikes</p>  <p>Power-assisted bicycle (e-bike)</p>  <p>Motor-assisted bicycle</p>  <p>Limited speed moped</p>  <p>Limited speed motorcycle</p>	<p>Motorized bicycles that can look like conventional bicycles, scooters or limited-speed motorcycles.</p> <ul style="list-style-type: none"> • Driver Age: 16+ yrs • Helmet Requirement: 16+ yrs • Licence Requirement: No • Maximum Vehicle Weight: 120 kg • Maximum Speed: 32 km/h • Maximum Motor Power: 500 watts <p>Other Requirements: Riders must wear an approved bicycle or motorcycle helmet, follow the same rules of the road as cyclists, two independent braking systems, min wheel size requirements.</p> <p>NOTE:</p> <ul style="list-style-type: none"> • It is illegal to modify an e-bike’s motor to make it more powerful or to increase the speed. 	<p>HTA - O. Reg. 369/09 / SRCA</p> <p>The definition of e-bikes are being reviewed by the Ministry of Transportation with the intention to further refine.</p> <p>Windsor Traffic By-Law #9148 Prohibits the operation of e-bikes on pathways shared by pedestrians and bicycles or on pedestrian trails.</p>	✓	✓	X	X	X



Appendix A – Legislative/Operating Requirements of Micromobility Devices

Vehicle/Device Category	Description/Operating Parameters	Regulatory Governance	Where They Can Operate in Windsor				
			Road	Bike Lane (On Street)	Multi-Use Path (In boulevard)	Parks & Off-Road Trails	Sidewalk
<p>Electric Kick Scooters</p>  <p>Electric kick-scooter</p>	<p>E-scooters have battery-powered motors with a platform for your feet and are steered with waist-high handlebars.</p> <ul style="list-style-type: none"> • Driver Age: 16+ yrs • Licence Requirement: No • Helmet Requirement: under 18 yrs • Maximum Vehicle Weight: 45 kg • Maximum Speed: 24 km/h • Maximum Motor Power: 500 watts • May only operate on roads with speed limits of 50 km/h or less. <p>Other requirements: No baskets, pedals or seat allowed, must have two wheels and brakes, horn or bell, one white light on front, one red light on rear and reflective material on sides, maximum wheel diameter (431mm).</p>	<p>HTA O.Reg. 389/19 Pilot Project – Electric Kick-Scooters & Windsor Traffic By-Law #9148</p> <p>The City of Windsor has opted into the pilot program and therefore, ride share and personal e-scooters meeting the listed operating parameters, may legally operate.</p> <p>E-scooter not meeting pilot project requirements are illegal and subject to fines.</p> <p>By-Law #53-2023 to amend Parks By-Law 131-2019</p>	<p>✓</p> <p>Where speed limit is 50 km/h or less</p>	<p>✓</p> <p>Where speed limit is 50 km/h or less</p>	<p>✓</p>	<p>✓</p>	<p>✗</p>
<p>E-Cargo Bikes</p>  <p>Cargo/e cargo bike/tricycle</p>	<p>Electric powered bikes with a platform or box to carry larger items like packages and boxes for deliveries.</p>	<p>HTA O.Reg. 141/21 Pilot Project – Cargo Power Assisted Bicycles.</p> <p>The City has NOT opted into this pilot program (no associated by-law) therefore their operation Windsor is illegal and subject to fines.</p>	<p>✗</p>	<p>✗</p>	<p>✗</p>	<p>✗</p>	<p>✗</p>



Appendix A – Legislative/Operating Requirements of Micromobility Devices

Vehicle/Device Category	Description/Operating Parameters	Regulatory Governance	Where They Can Operate in Windsor				
			Road	Bike Lane (On Street)	Multi-Use Path (In boulevard)	Parks & Off-Road Trails	Sidewalk
<p>Higher Speed Electric Scooters and Motorcycles Limited Speed Motorcycle</p>  <p>Throttle, electric motor-scooter</p> <p>(electric or gas-powered)</p>	<p>A motorcycle licence is required to drive motor scooters and limited-speed motorcycles.</p> <ul style="list-style-type: none"> • Driver Age: 16+ yrs • Licence and Insurance Requirement: Yes • Maximum Vehicle Weight: 55 kg (scooter) to no limit (motorcycle) • Vehicle operating speeds > 32 km • Maximum Speed: 50 km/h to 70 km/h with motor assistance • Maximum Motor Power: no limitations • Must wear approved helmet 	<p>HTA, CMVSA, classified as motorcycles</p> <p>Parks By-Law 131-2019</p>	✓	X	X	X	X
<p>Other Power Assisted Devices</p>  <p>*Electric skateboard</p> <p>*Electric kick-scooter with a seat</p> <p>*Electric unicycle</p> <p>*Electric one-wheel or hoverboard</p> <p>Segway</p>	<p>No vehicle or operating parameters outlined. These devices are not regulated and only permitted on private property.</p>	<p>Prohibited under HTA</p> <p>Parks By-Law 131-2019</p>	X	X	X	X	X


Appendix A – Legislative/Operating Requirements of Micromobility Devices

Vehicle/Device Category	Description/Operating Parameters	Regulatory Governance	Where They Can Operate in Windsor				
			Road	Bike Lane (On Street)	Multi-Use Path (In boulevard)	Parks & Off-Road Trails	Sidewalk
<p>Low Speed Vehicle</p>  <p>Low-speed vehicle (LSV) (e mini-car)</p>	<p>A low-speed vehicle is an electric, four-wheeled vehicle that is smaller and lighter than a regular car. Low-speed vehicles have a maximum speed of 40 kilometres per hour. They are often used by those experiencing accessibility issues and can only be operated on roads with speed limit of 50 km/h or less. These vehicles must comply with pilot program vehicle and operating requirements.</p>	<p>HTA O.Reg 215/17 Pilot Project – Low Speed Vehicles (four-wheeled), CMVSA</p> <p>The City has NOT opted into this pilot program (no associated by-law), therefore their operation in Windsor is illegal and subject to fines.</p> <p>Parks By-Law 131-2019</p>	X	X	X	X	X
<p>Large Quadricycle</p> 	<p>Bikes that can seat 12 or more people and are often used for tourism. They can be non-electric or electric assisted. These vehicles must comply with pilot program vehicle and operating requirements.</p>	<p>HTA - O. Reg. 411/22 Pilot Project – Large Quadricycles</p> <p>The City is working toward participation in the pilot program by including this vehicle type under the definition of pedicab in the Vehicle Licensing Regulations.</p> <p>Parks By-Law 131-2019</p>	✓	X	X	X	X

Appendix A – Legislative/Operating Requirements of Micromobility Devices

Vehicle/Device Category	Description/Operating Parameters	Regulatory Governance	Where They Can Operate in Windsor				
			Road	Bike Lane (On Street)	Multi-Use Path (In boulevard)	Parks & Off-Road Trails	Sidewalk
<p>Other Human Powered Devices</p>  <p>Kick-scooter</p> <p>Skateboard</p> <p>In-line skates/roller blades</p>	<p>Helmet Requirement:</p> <ul style="list-style-type: none"> Mandatory for <u>anyone</u> riding a scooter, skateboard, or using in-line/roller skates on a roadway. Helmets must meet regulatory standards and be properly fastened. Exemption: Individuals whose religious beliefs prevent helmet use. Failure to comply can lead to arrest without a warrant. 	<p>HTA - Bill 129, Highway Traffic Amendment Act</p> <p>Windsor Traffic By-Law #9148</p> <p>Police Authority: Officers can require identification (name, address) from violators. Parents/guardians of individuals under 16 are liable if they allow user violations.</p> <p>Parks By-Law 131-2019</p>	<p>✓</p> <p>Limited to Class II collector roads and local roads, only where there is no sidewalk</p>	<p>✓</p> <p>Limited to Class II collector roads and local roads, only where there is no sidewalk</p>	<p>✓</p>	<p>✓</p>	<p>✓</p>
<p>Other Low Speed Vehicles</p>  <p>*Electric enclosed three-wheeler</p> <p>*Electric enclosed 4-wheeler not meeting LSV standards</p>	<p>Vehicle and operating parameters do not meet HTA O.Reg. 215/17 standards.</p>	<p>Not allowed under HTA</p> <p>Parks By-Law 131-2019</p>	<p>✗</p>	<p>✗</p>	<p>✗</p>	<p>✗</p>	<p>✗</p>

Appendix A – Legislative/Operating Requirements of Micromobility Devices

Vehicle/Device Category	Description/Operating Parameters	Regulatory Governance	Where They Can Operate in Windsor				
			Road	Bike Lane (On Street)	Multi-Use Path (In boulevard)	Parks & Off-Road Trails	Sidewalk
<p>Golf Carts</p> 	<p>Designed mainly for use on golf courses or roadways where access and use of other vehicles are restricted. Golf carts must comply with pilot program vehicle and operating requirements, including a maximum operating speed of 32 km/h.</p>	<p>HTA O.Reg. 407/21 Pilot Project – Golf Cars</p> <p>The City has NOT opted into this pilot program (no associated by-law), therefore their operation in the public right-of-way in Windsor is illegal and subject to fines.</p> <p>Parks By-Law 131-2019</p>	X	X	X	X	X

Source of some vehicle images: City of Toronto and City of Vaughan

APPENDIX B – Ride-share and Personal Use E-Scooter Comparison

Feature	Ride-Share E-scooters (Bird Canada in Windsor)	Personal E-scooters
Ownership	Owned and operated by a third-party company (e.g., Bird, Lime), rented for a fee.	Privately purchased and owned by an individual.
Control Features	Integrated technology includes geofencing (restricts riding/parking to specific areas) and speed governors (enforces local speed limits, typically 20-24 km/h).	Lack these control features. Can sometimes be modified to exceed speed and power limitations, which is illegal under the pilot program rules.
Maintenance	Company is responsible for charging, maintenance, and redistribution.	Owner is responsible for all charging, storage, and maintenance.
Usage Patterns	Often used for "first and last mile" connectivity or short trips, frequently combined with public transport.	Typically used more frequently, for longer trips, and may replace a higher proportion of car trips than shared ones.
Insurance	Operators are often required to have insurance as part of the municipal permit process.	Personal vehicle insurance typically does not cover e-scooter accidents; liability falls on the rider, who may need to rely on their homeowner's insurance.

Appendix C – Comparison of Ontario Municipality Micromobility Approaches and Enforcement Methods

MUNICIPALITY	OPTED IN TO PROVINCIAL E-SCOOTER PILOT?	APPROACH TO MICROMOBILITY	PERMITTED LOCATIONS	ENFORCEMENT METHODS
WINDSOR	Yes	Participation in e-scooter pilot program. Bird E-Scooter and E-Bike Share Program City of Windsor . Some Traffic By-Law requirements related to operation of e-scooters, skateboards, inline skates (roller blades) and e-bikes	E-scooters: Roads (speed limit ≤ 50 km/h), bicycle lanes, cycle tracks, in-boulevard and most park multi-use paths.	Windsor Police Services through incident response, active complaints or proactively if resources are available.
RICHMOND HILL	Yes	Micromobility strategy to address e-bikes and e-scooters. Micromobility - City of Richmond Hill	Roads (speed limit ≤ 50 km/h), bicycle lanes, cycle tracks, in-boulevard multi-use paths. Not in parks/trails initially.	Joint effort by City By-law officers and York Regional Police, with an initial emphasis on public education and awareness.
VAUGHAN	Yes	Participation in e-scooter pilot program. Also outlining devices not allowed: segways, e-hoverboards, golf carts, e-unicycles, mini bikes, pocket bikes, etc. New Shared Micromobility Pilot (e-bikes and e-scooters) City of Vaughan	Roads (speed limit ≤ 50 km/h), bike lanes, cycle tracks, in-boulevard multi-use paths. Not on sidewalks, trails, or parks.	Reported to Service Vaughan or York Regional Police non-emergency line. By-law officers patrol public spaces. Education is key.
GUELPH	Yes	Participation in e-scooter pilot program – information provided on website: E-scooter pilot program - City of Guelph	E-scooters are allowed on city roadways and designated multi-use paths, but they are not permitted on sidewalks, trails, parks, or other city-owned property.	E-scooters: City bylaw officers are taking the lead on e-scooter enforcement, while the Guelph Police Service is also involved. E-bike enforcement falls under the authority of the Guelph Police Service and city bylaw officers.

Appendix C – Comparison of Ontario Municipality Micromobility Approaches and Enforcement Methods

			E-bikes are permitted on most roads and multi-use paths.	
OAKVILLE	No	Addressing through its Transportation Master Plan Transportation Master Plan - Appendix O: E-Scooter Strategy	E-scooters are not permitted on public right-of-way. E-bikes allowed where conventional bikes are.	E-scooter enforcement by Halton Regional Police and Oakville Municipal Enforcement is limited due to non-participation in the provincial pilot.
MARKHAM	Yes	Developing a micromobility strategy with its Transportation Master Plan Mobility For All: The Markham Transportation Master Plan Your Voice Markham	Generally allowed where bicycles are.	Relies on a shared system that may have rules on where users can park devices. Specific enforcement methods not detailed in information search.
BURLINGTON	Yes	Addressing through its Integrated Mobility Plan in achieving mode share targets, including the following action items: by-law updates to accommodate devices, development of guidelines for marshalling, storing, parking and/or charging devices at strategic locations. City of Burlington - Integrated Mobility Plan	Shared e-scooters are limited to Centennial Trail. Personal e-scooters are not permitted.	The public can report improperly parked e-scooters by contacting shared service provider directly. General feedback or complaints can also be directed to the City. Halton Regional Police Service is also involved in enforcement efforts and can issue fines under the Highway Traffic Act for violations of the rules.
KITCHENER	Yes	Participation in e-scooter pilot program – information provided on website: Electric bike/scooter program renews and expands in 2025 - City of Kitchener	Unknown	Through a combination of technology, collaboration with its sole operator (Neuron Mobility), and enforcement by the Waterloo Regional Police Service and city/regional officials.

Appendix C – Comparison of Ontario Municipality Micromobility Approaches and Enforcement Methods

NOTE: All of the above municipalities have NOT opted into the provincial Cargo e-bike Pilot Program or the Low Speed Vehicle Pilot Program.

April 29, 2026

Dear Members of the Environment, Transportation & Public Safety Standing Committee,

We would like to share our thoughts regarding the need to update the current bylaw governing pedal-assist e-bikes.

We have reviewed the administration report and support its contents. While we understand the recommendation that the report be received for information, we respectfully encourage the Committee to consider also directing Administration to proceed with updating the bylaw at the earliest opportunity.

It is timely to consider aligning Windsor's approach with that of Detroit and several other Canadian jurisdictions that have recently modernized their policies in this area, particularly in light of the anticipated opening of the Gordie Howe International Bridge.

Please find our thoughts below. We hope they are helpful to your deliberations, and we would be pleased to respond to any questions you may have.

Thank you for your time and consideration.

Regards,
Sue and Tom Omstead
Founders, Share the Road – Essex County

Subject: Aligning Multi-Use Pathway Policy with Current Transportation Realities

The principle of “sharing” has long been central to successful transportation policy—particularly in promoting safe and inclusive use of public space. As travel patterns evolve, it is important that our bylaws reflect current realities in a way that is practical, consistent, and broadly understood.

Pedal-assist e-bikes are increasingly used as a legitimate, everyday form of transportation. Since COVID, and with the rising cost of living, more residents have turned to affordable, low-impact mobility options such as e-bikes and e-scooters. This shift has increased demand for the same multi-use pathways traditionally used by pedestrians and conventional cyclists. Increased usage, in turn, strengthens the case for continued investment in active transportation infrastructure.

In response, many Canadian municipalities—including Vancouver, Calgary, Toronto, Montreal, and Halifax—have updated their bylaws to reflect this shift. In most cases, pedal-assist e-bikes are treated similarly to traditional bicycles on multi-use pathways, with clear expectations around speed, yielding, and safe operation.

Regionally, policy alignment is also becoming increasingly important. With the opening of the Gordie Howe International Bridge, active transportation networks in Windsor and Detroit will be directly connected. Detroit is moving toward permitting pedal-assist e-bikes on its greenway system, and consistent rules across jurisdictions will help reduce confusion, support tourism, and improve overall user experience.

At present, Windsor's bylaw has not fully kept pace with these developments. This creates uncertainty for users and risks positioning the city out of step with both other jurisdictions and broader transportation trends.

There is an opportunity to address this through a clear, balanced framework that emphasizes safe behaviour while allowing appropriate access.

Suggested Guidelines for Pedal-Assist E-Bike Use*:

- 1. Access:** Permit pedal-assist e-bikes on multi-use pathways and trails unless specifically restricted by posted signage (e.g., environmentally sensitive areas). Eligible e-bikes should be pedal-assist only; throttle-powered and gas-powered bikes would remain prohibited.
- 2. Speed:** Establish a maximum operating speed of 20 km/h, or the posted speed limit where lower.
- 3. E-scooters:** Permit e-scooters on multi-use pathways under the same behavioural and safety expectations.
- 4. Right of Way:** Maintain pedestrian priority at all times. Cyclists and e-bike users must pass with caution and courtesy.

*note Ontario regulation for e-bikes already provides the following restrictions: a minimum age of 16; helmets required for all e-bike users, regardless of age; functioning bell or warning device; appropriate lighting for night use; maximum 500 watts power output; and maximum 32 kph operating speed.

These measures would allow pedal-assist e-bikes to function as a natural extension of traditional cycling, while maintaining safety, clarity, and accessibility for all users.

Pedal-assist E-Bike Rider

Gordie Howe International Bridge | Windsor

Gordie Howe International Bridge

Opening in spring 2026, the **Gordie Howe International Bridge** will redefine how people move between Windsor Essex and Detroit. As the newest international crossing between Canada and the U.S., the bridge will welcome vehicular traffic, cyclists and pedestrians, creating a seamless, modern gateway that strengthens cross-border travel, trade and tourism.

For cyclists and walkers, the bridge is a game changer. A dedicated multi-use path will connect local cycling routes on both sides of the border, making it the first bridge ever to connect directly with the Trans Canada Trail and Great Lakes Waterfront Trail, unlocking new cross-border adventures and making Windsor Essex a true hub for international cycle tourism. The best part?

Access to the multi-use path is FREE! Whether you're riding, strolling or simply taking in the views, the Gordie Howe International Bridge offers a bold new way to experience the region—one that quite literally brings two countries closer together.

For full details head to visitwindsoressex.com/bike.

About the Bridge:

- 2.5km long cable stay bridge**
- 6 lanes of vehicular traffic**
- Toll-free multi-use path for pedestrians and cyclists**

Documentation

You need at least one of the below to cross by vehicle, bike or foot.

Canadian Citizens:

- Valid passport
- NEXUS card or FAST card
- Children 15 and under need a birth certificate or passport

American Citizens:

- Valid passport
- Passport card
- NEXUS card or FAST card
- Enhanced driver's licenses (MI, MN, NY, VT and WA residents)
- Children 16 and under need a birth certificate, U.S. citizen identification card or passport

Foreign Citizens/Landed Immigrants:

- Valid passport, and in many cases a U.S. visa

For border wait times and real time documentation information head to crossingmadeeasy.com.

FAQs

ABOUT THE MULTI-USE PATH

- Free for all walkers, runners and cyclists
- Separate customs plaza from vehicular traffic
- The path is 2.5km/1.5 miles in length with a 5% grade
- Total length of travel on the path including customs plazas is 3km or 1.8 miles one-way
- Anticipate a 20 minute crossing by bike or 45 minutes by foot. Border processing times are not included in these estimates and may add to the total length of time.
- Total distance trailhead to trailhead is 7.1km/4.9 miles
- When using the multi-use path, users must travel the entire span of the bridge and clear customs before returning

Q: If I take my car, what does the bridge connect me to?

A: In Canada, the bridge will connect you to Ontario Highway 401 East, Ojibway Parkway and E.C. Row Expressway.

In the U.S., the bridge will connect you to Interstate 75, Fisher Service Drive and Fort Street.

Q: If I cross by bike or foot, what does the bridge connect me to?

A: In Canada, the path connects you to the Malden Park Trailhead via the Broadway St. Multi-Use Path, Windsor Riverfront Trail, LaSalle Parkway Trail, Trans Canada Trail and Great Lakes Waterfront Trail.

In the U.S., the path connects you to the Clark Park Trailhead, Joe Louis Greenway, Detroit Riverwalk, Iron Belle Trail and Great Lakes Way.

Aligning Windsor’s approach with current practice across Canada—and with emerging cross-border connections—would support a more consistent, inclusive, and forward-looking active transportation network.

Subject: Additional Information Re: Report S 5/2026 Response to CQ 18-2025 Micromobility in Windsor – City Wide

Reference:

Date to Council: April 29, 2026
Author: Clare Amicarelli
Schools and Sustainable Mobility Coordinator (A)
519-255-6100 ext. 6463
camicarelli@citywindsor.ca

Public Works - Operations
Report Date: 3/5/2026
Clerk's File #: SW2026

To: Mayor and Members of City Council

Additional Information:

On January 28, 2026, the Environment, Transportation and Public Safety Standing Committee moved the following:

THAT the report of the Schools and Sustainable Mobility Coordinator, dated January 8, 2026, entitled "Response to CQ 18-2025 Micromobility in Windsor – City Wide," **BE DEFERRED** to a future meeting of the Environment, Transportation, and Public Safety Standing Committee to allow Administration to provide additional information, including input from community partners and relevant accident data, for the Committee's consideration.

In response to this direction, Administration provides the following information.

Discussion:

Data Limitations and Interpretation

The micromobility related data presented in this memo should be interpreted with caution, as there is no unified or standardized reporting system across partner agencies. Key provincial systems, including Accident Support Services International Collision Reporting Centres, do not contain dedicated vehicle codes for micromobility devices, meaning that collisions involving these devices are generally classified as "other" and cannot be reliably distinguished by device type or from other vehicle types. Similarly, hospital and public health reporting systems categorize all micromobility related injuries together, without differentiating between things like e-scooters, human-powered scooters, or motorcycles.

Other municipal and industry data sources also have inherent constraints. For example, 311 service requests primarily reflect public concerns such as parking, improper use, or device placement; however, they are not validated safety incidents and should not be interpreted as a measure of collision frequency or system safety. Further, Bird Canada incident data relies heavily on self-reporting from riders.

Given these limitations, the data presented below is best suited for identifying general trends and emerging issues, rather than quantifying exact collision numbers or drawing firm conclusions about the safety performance of micromobility devices in Windsor.

311 – Public Service Requests

To date, 144 services requests have been received via 311 regarding e-scooter concerns/issues. Figure 1 below shows the geographic locations of the e-scooter concerns/issues received through 311 and Table 1 provides a breakdown of these requests grouped by category.

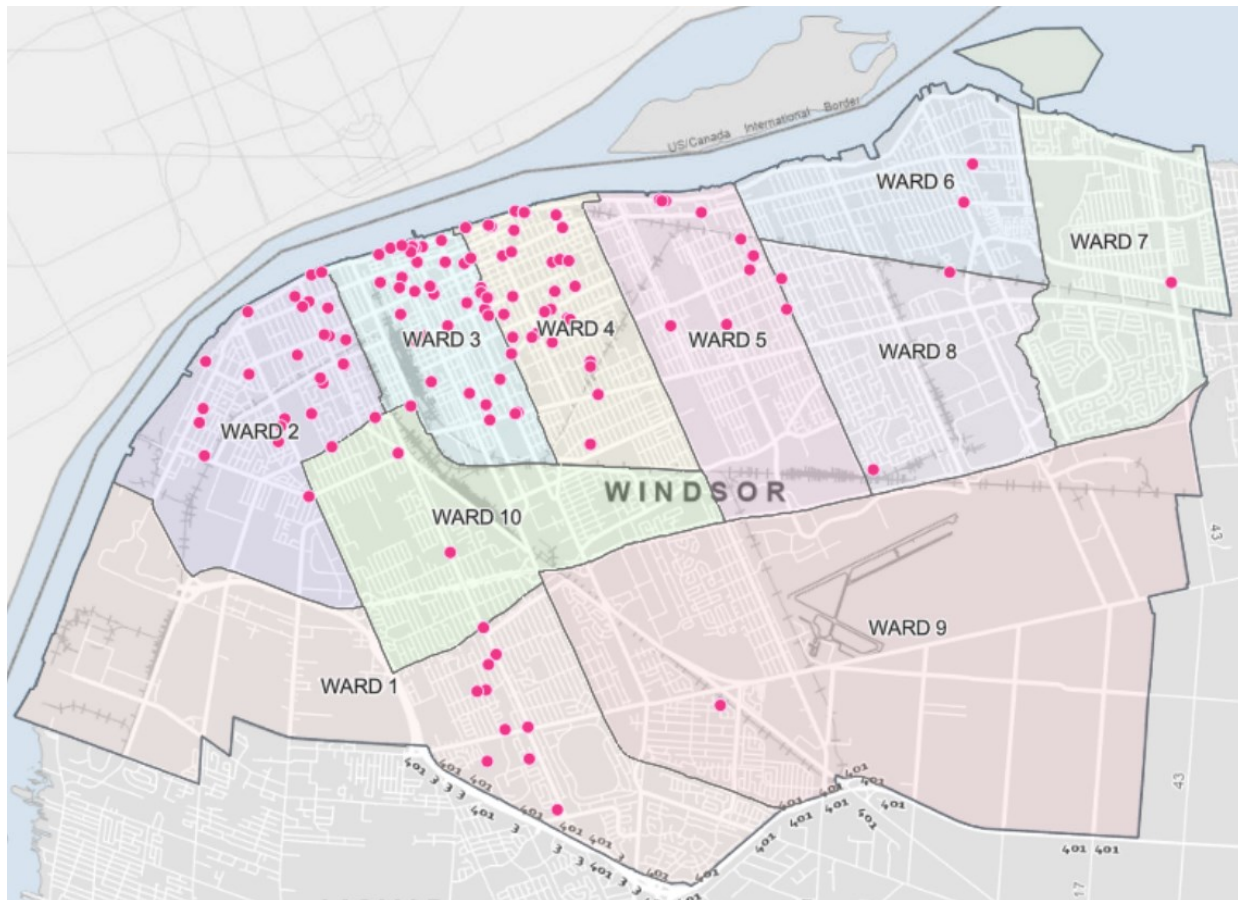


Figure 1: 311 Service Requests – E-scooters

Table 1: Quantity and Type of E-scooter Related 311 Service Requests

Reason for E-scooter Service Request	Service Requests (#)
E-scooter parked on city right-of-way (ex. sidewalk)	61
E-scooter parked on private property	33
Improper use of E-scooter (e.g. multiple riders, riding on the sidewalk, child not wearing a helmet, failing to obey traffic rules)	29
E-scooter fee concerns	10
E-scooter vandalism	3
E-scooter incident (personal injury)	1
Other (e.g. dead battery, broken)	7

Bird Canada Scooters Inc. – Incident Reporting

All reports and inquiries received by Bird Canada Scooters Inc. (“Bird”) follow their standard operating procedure for e-bikes and e-scooters as follows:

- **Intake and Triage:** Reports and inquiries received via Bird’s 1-800 line or the "Community Mode" in the Bird app are immediately triaged by Customer Service.
- **Specialized Routing:** While routine billing inquiries go to Finance, all reports involving injuries or safety concerns are routed directly to Bird’s Safety Team.
- **Centralized Investigation:** The Safety Team manages the follow-up process centrally to gather specific context and document the event for consistent reporting and data integrity across all markets.
- **Vehicle Protocol:** Following any report, the specific vehicle is flagged, pulled from service, and undergoes a rigorous maintenance inspection. Bird makes an attempt to contact all riders to obtain more information about the incident.

Table 2 below summarizes recorded incidents as reported directly to Bird. Upon incident notification, Bird subsequently inspects the devices and conducts routine repairs as appropriate. To date, no technical faults have been identified in the incidents in the table above. Despite this, Bird reports that all riders were issued a full refund for these respective rides.

Table 2: Collision/Injury/Incident Reports from Bird

Year	Non-Medical Incidents	Medical Incidents	Total Incidents	Total Rides	Number of Safety Incidents per 10,000 Rides
2021	9	1	10	137,294	1.35
2022	6	2	8	102,534	0.76
2023	4	0	4	68,845	0.54
2024	2	0	2	83,113	0.22
2025	7*	1	8	79,451	0.93
Total	28	4	32	471,234	0.75

* Corresponds with the 2025 expansion of "No Ride" zones within the City

When a Bird e-scooter enters a restricted zone, the motor is programmed to slowly disengage as an automated safety measure. When a Bird e-bike enters a "No Ride" zone, pedal-assist capabilities are gradually disabled, bringing the bike to a stop within 5 seconds of entering a no-ride zone. Bird has found that riders often misinterpret this programmed slowdown as a mechanical fault, frequently reporting it as a "motor failure" or "brake issue." While these are logged as incidents for transparency, Bird has verified the vehicles were functioning exactly as intended by reacting to the geofenced boundaries.

Windsor Police Service - Ontario Motor Vehicle Collision Reporting System

Windsor Police Service (WPS) reports Motor Vehicle Accidents (MVAs) involving micromobility devices to the province through Accident Support Services International (ASSI) Collision Reporting Centres (CRC) in the same manner as MVAs. ASSI forms do not include "vehicle type" codes specific to micromobility devices and these devices may be recorded as "other". Information related to ownership (e.g., ride-share vs. personal devices) may also not be captured.

As a result, it is difficult for the WPS to decipher the exact quantity of MVAs involving micromobility devices.

Table 3 below summarizes MVAs from January 1, 2021, to December 31, 2025, specifically involving e-scooters and e-bikes, as reported by the WPS, including the number of MVAs that can be attributed to Bird e-scooters.

Table 3: E-scooter and E-bike Accidents as Recorded by the WPS

MVA Occurrence Year	Estimated E-scooter Related MVAs	Estimated MVAs involving Bird E-scooters specifically	Estimated E-bike Related MVAs*
2021	3	1	6
2022	4	2	5
2023	3	1	4
2024	5	3	6
2025	7	1	14
TOTAL	22	8	35

* WPS unable to determine whether e-bike accidents involved a privately-owned or Bird e-bike.

The information provided in Table 3 is based on a limited WPS query and may not exhaustively capture all e-scooter and e-bike related MVAs. A more accurate and thorough report would require a manual search of each reported MVA report GO record, which would involve extensive time and effort by WPS resources.

Public Health Reporting

The Ministry of Health uses its own reporting system and coding templates for emergency room visits. The reporting system and coding template includes a code for some micromobility devices; however, the code does not decipher between ride-share e-scooters or privately-owned devices.

Table 4 below provides the breakdown of Windsor Regional Hospital Emergency Room visits related to all forms of micromobility transportation types and Table 5 provides the breakdown of age groups for the motorized scooter emergency visits specifically. Tables 4 and 5 only include data starting from 2023 since earlier emergency room visit data did not provide the same level of detail on the types of micromobility device.

Table 4: Emergency Visits Related to Various Micromobility Types

	Bicycle*	Motorized Scooter**	Motorized Conveyance Device***	Non-Motorized Scooter	Skateboard
April 2023 - March 2024 Total Emergency Visits	274-277	27-33	6-9	47-50	21-24
Discharged home	239	21-24	6-9	46	21-24
Admitted as inpatient	35-38	6-9	0	<5	0
April 2024 - March 2025 Total Emergency Visits	320	37-43	2-8	82-88	33
Discharged home	284	35	2-8	80	33
Admitted as inpatient	36	2-8	0	2-8	0
April 2025 - Dec 2025 Total Emergency Visits	251-254	54-57	2-8	58-61	21-24
Discharged home	226	48	2-8	57	21-24
Admitted as inpatient	25-28	6-9	0	<5	0

Data source: Emergency Department “mechanism of injury” diagnosis codes

Notes:

- * Bicycle includes human-powered bicycles and e-bikes
- ** Motorized scooter includes e-scooters (privately owned and ride-share)
- *** Motorized conveyance devices include hoverboards, segways, etc.

Table 5: Age Groups of Emergency Visits Related to Motorized Scooters

	Motorized Scooter		
	0-17 years	18+ years	TOTAL
April 2023 - March 2024 Total Visits	2-8	25	27-33
Discharged home	<5	20	21-24
Admitted as inpatient	<5	5	6-9
April 2024 - March 2025 Total Visits	7-10	30-33	37-43
Discharged home	6	29	35
Admitted as inpatient	<5	<5	2-8
April 2025 - Dec 2025 Total Visits	20-23	34	54-57
Discharged home	19	29	48
Admitted as inpatient	<5	5	6-9

Legal Considerations

Information on liability claims associated with micromobility devices has been included in a Private and Confidential memo to Council on March 30, 2026. Currently, e-bike and e-scooter riders in collisions with motor vehicles can access the driver's no-fault benefits like income replacement, medical, caregiver, and death benefits. Under the 2026 reforms (which come into effect on July 1, 2026); however, these protections will be reduced to apply only to the named insured, their spouse, dependents of the named insured and their spouse, and individuals specified in the policy as drivers of the insured vehicle.

Most micromobility devices are not deemed "automobiles" for insurance purposes and therefore riders do not have their own statutory accident benefits. Therefore, with the 2026 reforms, micromobility device users who are struck by a car would not be eligible to receive the above coverages from the driver's insurance and instead would receive only medical and attendant-care coverage. These riders would likely have to resort to suing the driver for income loss and other damages.

For those relying on micromobility for work or commuting, this creates a significant gap unless they pursue litigation or buy separate coverage.

Consultations:

Kathy Quenneville, Project Administrator, Corporate Projects Division (A), Engineering
Cindy Becker, Financial Planning Administration - Transportation
Samuel Atkin, Senior Legal Counsel
Patrick Graham, General Manager - Bird Canada Scooters Inc.
MTO-Led Provincial Working Group Micromobility Programs
Gina Bulcke, Director, Organizational Effectiveness, After Hour Administration and
Corporate Office of Research - Windsor Regional Hospital
Jeremy Coulter, Systems Analyst, Business Solutions - Windsor Police Service
City of Windsor Active Transportation Expert Panel

Approvals:

Name	Title
Rachel Chesterfield	Manager, Performance Measurement and Business Case Development
Ian Day	Senior Manager, Transportation
Stacey McGuire	Executive Director, Operations / Deputy City Engineer (A)
Wira Vendrasco	City Solicitor
David Simpson	Commissioner, Infrastructure Services and City Engineer
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Appendices:

N/A

Council Report: C 77/2026

Subject: Confirm And Ratify Report – Experience Windsor - Additional Details as requested by Council—City Wide

Reference:

Date to Council:
Author: Anna Ciacelli-Deputy City Clerk
(519) 255-6100 ext 1837
aciacelli@citywindsor.ca
Council Services
Report Date: 6/4/2026
Clerk's File #: SR/15168

To: Mayor and Members of City Council

Recommendation:

That the results of the email poll to City Council by the City Clerk on June 4, 2026 **BE CONFIRMED AND RATIFIED:**

That the additional information from administration as a follow up to CR231/2026 regarding “Experience Windsor” 2026 Summer/Fall Event Series – attached as Appendix A, **BE RECEIVED**; and further,

That Council **ENDORSE** the detailed summary of the various events, proposed dates, locations, possible partners, and budget overview – attached as Appendix B.

Executive Summary:

N/A.

Background:

Section 3.7 of Procedure By-law 98-2011 provides the following:

“Telephone and/or email polls of Members of Council shall be permitted only upon authorization by the Mayor or CAO, in emergency situations requiring Council direction where time does not permit holding a special meeting of Council and/or quorum of Council cannot physically convene to consider a matter. The results of a poll must be confirmed and ratified at the next public meeting of Council”.

Windsor City Council, at its meeting held May 25, 2026 unanimously adopted CR231/2026 which approved the “Experience Windsor” series of community special events and programming throughout the summer and fall of 2026 as well as funding from the Tourism Development, Infrastructure & Program Reserve.

As part of this approval, Council also asked that administration provide a more detailed plan with respect to the different potential partners and events.

Discussion:

As indicated at the May 25, 2026 meeting of Council, given the tight timelines, an email poll would likely be authorized, and was ultimately conducted by the City Clerk on Thursday June 4, 2026. All members of Council approved the recommendation as presented, unanimously.

Risk Analysis:

The risk analysis was provided in report C 68/2026 which was included in the May 25, 2026 agenda package.

Climate Change Risks

Climate Change Mitigation:

N/A.

Climate Change Adaptation:

N/A.

Financial Matters:

The financial matters were provided in Report C 68/2026 which was included in the May 25, 2026 agenda package.

Consultations:

N/A.

Conclusion:

It is recommended that the results of the email poll conducted on June 4, 2026 approving the above noted resolution unanimously be confirmed and ratified.

Planning Act Matters:

n/a.

Approvals:

Name	Title
Anna Ciacelli	Deputy City Clerk/Supervisor of Council

Name	Title
	Services
Steve Vlachodimos	City Clerk & Licence Commissioner
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

- 1 Appendix A--Follow-up to CR231/2026 – “Experience Windsor” 2026 Summer/Fall Event Series”
- 2 Appendix B--Details of Events

Follow-up to C 68/2026

“Experience Windsor” 2026 Summer / Fall Event Series

At its meeting of May 25, 2026, City Council unanimously approved moving forward with the **“Experience Windsor” 2026 Summer / Fall Event Series**, and allocated \$500,000 from the Tourism Development, Infrastructure and Program Reserve (Fund 214) to support the entire series and all associated costs.

As part of that approval, Council endorsed a concept that **includes three event stream components:**

1. Riverfront Programming Series – at various riverfront locations.
2. Staycation Activation Series – at various City facilities across the community.
3. Neighbourhood Nights – ten events, one in each ward.

Administration has worked to include additional opportunities for free community programming, under the Staycation Activation event stream, that fulfill the mandate to be considered a tourism initiative, while also supporting the concept of the ‘staycation’.

Additionally, as previously noted, with time running short to fully plan and execute all events, we will need endorsement of this **Working Calendar of Events**. City Administration will provide any major updates to Council should there be any drastic changes to the described program.

Please note that the list of partners will grow and evolve as we get closer to each event, and – as promised in the original report: All events in the series will include unique theming coupled with elements of food and beverage, arts and entertainment, activities, sponsor and partner activations, and additional engagement opportunities. **While the final list of events, including the locations, scale, scope, and site-specific elements are subject to change, the commitment to the project concept will be maintained through all final programs.**

Please see the attached calendar identifying the “Experience Windsor” events:

- Event stream (one of the three listed above)
- Event
- Location
- Partners
- Date
- Budget
- Comments, if available

In addition to the 55 events included in “Experience Windsor”, the following evolving list of community-led events will be promoted in lockstep with our initiative, which will help support community engagement citywide:

1. Downtown Windsor Midway – June 8 to 28, 2026.
2. WIFF Under the Stars – June 12-14, 2026.
3. Carrousel of the Nations – June 12-14 and 19-21, 2026.
4. Meet-A-Machine – June 13, 2026.
5. Moon in June – June 13, 2026.
6. Downtown Corvette Show at Dieppe – June 13, 2026.
7. Nigerian Fusion – June 20, 2026.
8. Cops and Kids Fishing – June 21, 2026.
9. Greater Windsor Concert Band at Reaume Park – June 21, 2026.
10. Ford Fireworks – June 22, 2026.
11. BCCL Super Cup at Derwent Park / Optimist Park – June 25-26, 2026.
12. St. Peter's Festival – June 26-27, 2026.
13. Jerk Fest – June 27, 2026.
14. Canada Day Parade – July 1, 2026.
15. Jazz in the Park at Lanspeary Park – July 1, 2026.
16. Chaldean Festival – July 2-5, 2026.
17. Jazz in the Park – July 2, 2026.
18. Windsor Eats Jazz Night – July 3, 2026.
19. Hiram Walker 210th Birthday Celebration – grand opening of Coach House Exhibit. July 4, 2026.
20. Windsor Symphony Orchestra at Windsor Sculpture Park – July 10, 2026.
21. Windsor Symphony Orchestra at Reaume Park – July 11, 2026.
22. Greater Windsor Concert Band at Reaume Park – July 12, 2026.
23. Riverside Optimist Family Fun Day at Realtor Park – July 12, 2026.
24. Sync Music Festival at Festival Plaza – July 17-19, 2026.
25. Slow Roll Windsor Eats – July 18, 2026.
26. Walkerville ART Walk – July 18, 2026.
27. DWBIA Wrestling Event – July 25, 2026.
28. Fishing Derby at Alexander Park – July 25, 2026.
29. Open Heart Concert at Charles Clark Square – July 25, 2026.
30. Run with Responders – July 26, 2026.
31. Holy Family Chaldean Festival – July 30-August 2, 2026.
32. Chariot Festival at Lanspeary Park – July 31, 2026.
33. Rotary Peace Walk – July 31, 2026.
34. Emancipation Celebration Monument Unveiling – August 1, 2026.
35. Windsor-Essex PRIDE Fest at Lanspeary Park – August 7-9, 2026.
36. Run for Rocky at Dieppe – August 8, 2026.
37. St. Angela Fest on Erie Street – August 8-9, 2026.
38. DWBIA Car Cruise – August 14, 2026.
39. Tim Hortons Run at Bert Weeks Memorial Park – August 15, 2026.
40. Dropped on Drouillard – August 15, 2026.
41. Asian Night Market at Festival Plaza – August 20-23, 2026.
42. WIDA Fest at Lanspeary Park – August 21-23, 2026.
43. Windsor Food Festival at Festival Plaza – August 27-30, 2026.
44. Ribfest at Devonshire Mall – August 28-29, 2026.
45. Pooch Plunge – September 6, 2026.

46. Labour Day Celebration – September 7, 2026.
47. Windsor Waterfront Half Marathon – September 13, 2026.
48. Open Streets Windsor 2026 – September 20, 2026.
49. Classical in the Concrete – Vol 3 – WSO Concert – October 3, 2026.

STREAM	EVENT	LOCATION	PARTNER (S)	DAY	DATE	BUDGET	COMMENTS
STAYCATION ACTIVATION	Soccer Viewing Party	City Hall Square	TWEPI, DWBIA	Thursday	2026-06-18 and 19-Jun-26	10000	2 day soccer festival at City Hall Square
NEIGHBOURHOOD NIGHTS	Ward 3	Bruce Park	Downtown Windsor Community Collaborative	Tuesday	23-Jun-26	6000	Councillor approved location and date
NEIGHBOURHOOD NIGHTS	Ward 4	Optimist Park	Optimist Club	Thursday	25-Jun-26	6000	Councillor approved location and date
RIVERFRONT SUMMER SERIES	Riverfront Big Picnic	Alexander Park	TWEPI, Windsor Food Truck, Windsor Eats, Fantastic Fathers	Saturday	27-Jun-26	50000	Alternate Date - August 29 Description included in original report
STAYCATION ACTIVATION	Free Community Swim	Atkinson	City of Windsor Recreation	Thursday	02-Jul-26	1000	5:00pm-8:00pm
STAYCATION ACTIVATION	Wheels Night	City Hall Square	DWBIA, Windsor Roller Derby	Friday	03-Jul-26	1000	Afternoon and evening
STAYCATION ACTIVATION	City Cinema Saturday	Capitol Theatre	WIFF, DWBIA, Downtown Farmers Market	Saturday	04-Jul-26	2000	Morning
STAYCATION ACTIVATION	Free Community Swim	Riverside Centennial	City of Windsor Recreation	Wednesday	08-Jul-26	900	Noon - 4:00pm
STAYCATION ACTIVATION	Wheels Night	City Hall Square	DWBIA, Windsor Roller Derby	Friday	10-Jul-26	1000	Afternoon and evening
RIVERFRONT SUMMER SERIES	Riverfront Rewind	Reaume Park	TWEPI, Windsor Symphony Orchestra, Windsor Food Truck, Windsor Eats, 52 Productions, Big Louie and the Band	Saturday	11-Jul-26	50000	Description included in original report
STAYCATION ACTIVATION	City Cinema Saturday	Capitol Theatre	WIFF, DWBIA, Downtown Farmers Market	Saturday	11-Jul-26	1000	Morning
STAYCATION ACTIVATION	Free Community Swim	Gino	City of Windsor Recreation	Saturday	11-Jul-26	400	3:00pm-5:00pm
STAYCATION ACTIVATION	Free Community Swim	Lanspeary	City of Windsor Recreation	Monday	13-Jul-26	900	5:00pm-8:00pm
NEIGHBOURHOOD NIGHTS	Ward 1	Central Park	TBD	Tuesday	14-Jul-26	6000	Councillor approved location
NEIGHBOURHOOD NIGHTS	Ward 2	Mic Mac Park	TBD	Thursday	16-Jul-26	6000	Councillor approved location and date
STAYCATION ACTIVATION	Wheels Night	City Hall Square	DWBIA, Windsor Roller Derby	Friday	17-Jul-26	1000	Afternoon and evening
STAYCATION ACTIVATION	Free Community Swim	WFCU	City of Windsor Recreation	Friday	17-Jul-26	700	7:30pm - 9:30pm
STAYCATION ACTIVATION	Free Community Swim	Remington Booster	City of Windsor Recreation	Friday	17-Jul-26	1400	Noon - 4:00pm
STAYCATION ACTIVATION	City Cinema Saturday	Capitol Theatre	WIFF, DWBIA, Downtown Farmers Market	Saturday	18-Jul-26	1000	Morning
STAYCATION ACTIVATION	Roseland FREE Par 3	Roseland Golf	First Tee Program, Roseland Golf Club	Tuesday	21-Jul-26	2400	TBD

NEIGHBOURHOOD NIGHTS	Ward 5	Garry Dugal Park	TBD	Tuesday	21-Jul-26	6000	Councillor approved location
STAYCATION ACTIVATION	Roseland FREE Par 3	Roseland Golf	First Tee Program, Roseland Golf Club	Wednesday	22-Jul-26	2400	Noon-7:00pm
STAYCATION ACTIVATION	Roseland FREE Par 3	Roseland Golf	First Tee Program, Roseland Golf Club	Thursday	23-Jul-26	2400	Noon-7:00pm
STAYCATION ACTIVATION	Free Community Swim	Central	City of Windsor Recreation	Thursday	23-Jul-26	600	5:00pm-8:00pm
NEIGHBOURHOOD NIGHTS	Ward 6	Realtor Park	TBD	Thursday	23-Jul-26	6000	Councillor approved location
STAYCATION ACTIVATION	Wheels Night	City Hall Square	DWBIA, Windsor Roller Derby	Friday	24-Jul-26	1000	Afternoon and evening
STAYCATION ACTIVATION	Roseland FREE Par 3	Roseland Golf	First Tee Program	Friday	24-Jul-26	2400	Noon-7:00pm
STAYCATION ACTIVATION	City Cinema Saturday	Capitol Theatre	WIFF, DWBIA, Downtown Farmers Market	Saturday	25-Jul-26	1000	Morning
STAYCATION ACTIVATION	Roseland FREE Par 3	Roseland Golf	First Tee Program	Saturday	25-Jul-26	2400	Noon-7:00pm
STAYCATION ACTIVATION	Roseland FREE Par 3	Roseland Golf	First Tee Program	Sunday	26-Jul-26	2400	Noon-7:00pm
STAYCATION ACTIVATION	World Junior Hockey	WFCU	Windsor Spitfires, Hockey Canada		July 26, 2026 - August 1, 2026	3000	Purchase a block of 100 tickets x \$30 each. Run an online contest to give away tickets.
NEIGHBOURHOOD NIGHTS	Ward 7	Forest Glade Park	TBD	Tuesday	28-Jul-26	6000	Councillor approved location
STAYCATION ACTIVATION	Free Community Swim	Mic Mac	City of Windsor Recreation	Wednesday	29-Jul-26	600	1:30pm - 4:30pm
STAYCATION ACTIVATION	Free Community Swim	Gino	City of Windsor Recreation	Friday	31-Jul-26	400	7:30pm - 9:30pm
STAYCATION ACTIVATION	City Cinema Saturday	Capitol Theatre	WIFF, DWBIA, Downtown Farmers Market	Saturday	01-Aug-26	1000	Morning
NEIGHBOURHOOD NIGHTS	Ward 9	Kenilworth or Walker Homesite	TBD	Tuesday	04-Aug-26	6000	TBD
NEIGHBOURHOOD NIGHTS	Ward 10	Remington Booster	TBD	Thursday	06-Aug-26	6000	TBD
STAYCATION ACTIVATION	Dive in Movies - JAWS	Windsor International Aquatic and Training Centre	WIFF	Friday	07-Aug-26	5400	100 inner tubes x \$40 + movie rights, popcorn/foodtruck. Facility - \$1,400
STAYCATION ACTIVATION	Free Community Swim	Atkinson	City of Windsor Recreation	Friday	07-Aug-26	1300	Noon - 4:00pm
STAYCATION ACTIVATION	City Cinema Saturday	Capitol Theatre	WIFF, DWBIA, Downtown Farmers Market	Saturday	08-Aug-26	1000	Morning
STAYCATION ACTIVATION	Dive in Movies - Finding Nemo	Windsor International Aquatic and Training Centre	WIFF	Saturday	09-Aug-26	1400	TBD

STAYCATION ACTIVATION	Free Community Swim	Riverside Centennial	City of Windsor Recreation	Monday	10-Aug-26	700	5:00pm-8:00pm
STAYCATION ACTIVATION	Dive in Movies - JAWS	Lanspeary Park	WIFF	Friday	14-Aug-26	1000	Evening
STAYCATION ACTIVATION	Free Community Swim	Lanspeary		Friday	14-Aug-26	1200	Noon-4:00pm
STAYCATION ACTIVATION	City Cinema Saturday	Capitol Theatre	WIFF, DWBIA, Downtown Farmers Market	Saturday	15-Aug-26	1000	Morning
STAYCATION ACTIVATION	Dive in Movies - Shark Tale	Lanspeary Park	WIFF	Saturday	16-Aug-26	1000	Evening
STAYCATION ACTIVATION	Free Community Swim	Remington Booster	City of Windsor Recreation	Tuesday	18-Aug-26	1000	5:00pm-8:00pm
STAYCATION ACTIVATION	Free Community Swim	Central	City of Windsor Recreation	Thursday	20-Aug-26	800	Noon-4:00pm
RIVERFRONT SUMMER SERIES	Riverfront Speakeasy	Mike Hurst Legacy and Sulpture Garden	TWEPI, Walkerville Brewery, Windsor Eats, Velvet Edge Entertainment, 52 Productions, EPIC Wineries - Colio, Cooper's Hawk, Crew, Dancing Swallows, Erie Shores, Kingscoast Estate, Mastronardi, Muscedre, North 42, Oxley, Paglione, Pelee Island, Sprucewood, Viewpointe, Vin, Vivace. Windmill Craft, Banded Goose Brewing, Brew, Carolina Cider Co, Chapter Two, Cured Craft, Erie St., Frank, GL Heritage, Sandwich, Walkerville, Wagner, Windmill, Wolfhead	Saturday	22-Aug-26	50000	Morning, afternoon and evening Description included in original report
STAYCATION ACTIVATION	City Cinema Saturday	Capitol Theatre	WIFF, DWBIA, Downtown Farmers Market	Saturday	22-Aug-26	1000	Morning
STAYCATION ACTIVATION	Free Community Swim	Mic Mac	City of Windsor Recreation	Tuesday	25-Aug-26	600	5:30pm-8:30pm
NEIGHBOURHOOD NIGHTS	Ward 8	Fontainebleu Park	Friends of Fontainebleau	Friday	28-Aug-26	6000	Councillor approved location and date
STAYCATION ACTIVATION	City Cinema Saturday	Capitol Theatre	WIFF, DWBIA, Downtown Farmers Market	Saturday	29-Aug-26	1000	Morning
STAYCATION ACTIVATION	Free Community Swim	WFCU	City of Windsor Recreation	Saturday	29-Aug-26	700	1:30pm-3:30pm

RIVERFRONT SUMMER SERIES	Great Canadian Riverfront	Dieppe Park	TWEPI, Windsor Food Truck, Windsor Eats, Banded Goose Brewing, Brew, Carolina Cider Co, Chapter Two, Cured Craft, Erie St., Frank, GL Heritage, Sandwich, Walkerville, Wagner, Windmill, Wolfhead EPIC Wineries - Colio, Cooper's Hawk, Crew, Dancing Swallows, Erie Shores, Kingscoast Estate, Mastronardi, Muscedre, North 42, Oxley, Paglione, Pelee Island, Sprucewood, Viewpointe, Vin, Vivace, Windmill Craft	Saturday	05-Sep-26	50000	September 4th if we want Practically Hip to play Description included in original report
STAYCATION ACTIVATION	Windsor Pizza Festival	City Hall Square	Antoninio's Original Pizza, Arcata Pizzeria, Armando's Pizza, Capri Pizza, Cucina 360, Franco's Restaurant, Gino's Pizza - The Original, Giovanni Caboto Club, Koolini's Italian Eatery, Original Guys Pizza Pies, Oven 360, Pizza King, Professor Zaaa's Pizza, Sam's Pizzeria & Cantina, Spago, Vito's Pizzeria, Naples Pizza	Saturday	19-Sep-26	150000	Details TBD
STAYCATION ACTIVATION	Free Learn to Curl	Capri Pizzeria Recreation Complex	Windsor curling members	Saturday	26-Sep-26	125	1:00pm-3:00pm
STAYCATION ACTIVATION	Free Learn to Curl	Capri Pizzeria Recreation Complex	Windsor curling members	Sunday	27-Sep-26	125	1:00pm-3:00pm
STAYCATION ACTIVATION	Free Learn to Curl	Capri Pizzeria Recreation Complex	Windsor curling members	Saturday	03-Oct-26	125	1:00pm-3:00pm
STAYCATION ACTIVATION	Free Learn to Curl	Capri Pizzeria Recreation Complex	Windsor curling members	Sunday	04-Oct-26	125	1:00pm-3:00pm
TOTAL						473900	



Committee Matters: SCM 195/2026

Subject: Report of the Special Meeting of Council – In-Camera of its meeting held May 25, 2026

**SPECIAL MEETING OF COUNCIL – IN CAMERA
May 25, 2026**

Meeting called to order at: 1:06 p.m.

Members in Attendance:

Mayor Drew Dilkens
Councillor Renaldo Agostino
Councillor Jo-Anne Gignac
Councillor Fred Francis
Councillor Gary Kaschak
Councillor Angelo Marignani
Councillor Kieran McKenzie
Councillor Jim Morrison
Councillor Ed Sleiman
Councillor Frazier Fathers

Members Absent:

Councillor Mark McKenzie (regrets conveyed)

Also in attendance:

Ray Mensour, Chief Administrative Officer
Jelena Payne, Commissioner, Economic Development/Deputy CAO
Andrew Daher, Commissioner, Corporate Services
David Simpson, Commissioner, Infrastructure Services/City Engineer
Janice Guthrie, Commissioner, Finance/City Treasurer
Michael Chantler, Commissioner, Community Services
Dana Paladino, Commissioner, Human and Health Services
Wira Vendrasco, City Solicitor
Christopher Menard, Acting Mayor's Chief of Staff
Steve Vlachodimos, City Clerk

**Verbal Motion is presented by Councillor Fred Francis, seconded by
Councillor Frazier Fathers,
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	Legal/property matter – expropriation settlement, Section 239(2)(e)
2	Legal/property matter – expropriation settlement, Section 239(2)(e)
3	Legal matter – potential litigation settlement/security of the property of the Corporation, Section 239(2)(a)(e)(f)

Motion Carried.

Declarations of Pecuniary Interest:

None declared.

Discussion on the items of business.

Verbal Motion is presented by Councillor Ed Sleiman, seconded by Councillor Angelo Marignani, to move back into public session.

Motion Carried.

Moved by Councillor Gary Kaschak, seconded by Councillor Kieran McKenzie, THAT the Clerk BE DIRECTED to transmit the recommendation(s) contained in the report(s) discussed at the In-Camera Council Meeting held May 25, 2026 directly to Council for consideration at the next Regular Meeting.

1. That the recommendation contained in the in-camera report from Senior Legal Counsel, City Solicitor, Commissioner of Corporate Services, Commissioner of Infrastructure Services/City Engineer, Manager Strategic Operating Budget Development and Control and Commissioner of Finance/City Treasurer respecting a legal/property matter – expropriation settlement **BE APPROVED.**

2. That the recommendation contained in the in-camera report from Senior Legal Counsel, City Solicitor, Commissioner of Corporate Services, Manager Strategic Operating Budget Development and Control and Commissioner of Finance/City Treasurer respecting a legal/property matter – expropriation settlement **BE APPROVED.**

3. That the recommendation contained in the in-camera report from the Deputy City Solicitor, City Solicitor and Commissioner of Corporate Services respecting a legal matter – potential litigation settlement/security of the property of the Corporation **BE APPROVED.**

Motion Carried.

**Moved by Councillor Jim Morrison, seconded by Councillor Jo-Anne Gignac,
That the special meeting of council held May 25, 2026 BE ADJOURNED.
(Time: 1:10 p.m.)
Motion Carried.**

**Additional Information: AI 7/2026****Subject: Additional Information – Welcome Centre Motion****Reference:**

Date to Council: June 8, 2026

Author:

Jennifer Tanner

Manager, Homelessness & Housing Support

519-255-5200 x 5250

Jtanner@citywindsor.ca

To: Mayor and Members of City Council

Additional Information:

This information is provided in response to Councillor Kieran McKenzie's June 8, 2026, motion regarding the Welcome Centre's funding request, agenda item 15.1.

The purpose of this memo is to provide Mayor and Council with a high-level overview of the City of Windsor's support for the Welcome Centre Shelter for Women and Families, and to summarize what homelessness data, collected through the Homeless Individuals and Families Information System (HIFIS), indicates about local emergency shelter use.

The City of Windsor continues to make significant investments in housing and homelessness services, with approximately \$25 million in annualized municipal, provincial, and federal funding allocated for the April 2026 to March 2027 fiscal year. Of this, approximately \$1.6 million supports the operation of the Welcome Centre through the provincial Homelessness Prevention Program (HPP), along with \$260,000 annually in municipal funding for utilities and facility maintenance. In 2021, the City acquired and renovated the property, increasing capacity from 12 beds for women at the Welcome Centre's former Bridge Avenue location to 32 beds for single women and 21 rooms for families at the current facility at 500 Tuscarora.

In late 2025, the Welcome Centre's Executive Director communicated to City Administration that they were facing a projected budget deficit and requested approximately \$160,000 in additional annualized funding from the City, starting in April 2026. City Administration could not provide a decision about this funding request until all municipal, provincial, and federal government funding allocations had been confirmed for the respective fiscal year. In late 2025, the City requested that the Welcome Centre temporarily convert two family rooms into eight additional beds for single women to better meet the needs of the community over the winter months. The Welcome Centre agreed to this temporary reconfiguration of their shelter spaces from January to May 2026. The Welcome Centre did ask that the City provide one-time funding of approximately \$7,000 for the Welcome Centre to purchase new beds to support these changes. The City provided the requested \$7,000.

On April 2, 2026, a meeting was held with the Welcome Centre to communicate that their funding would remain as it had been for 2025. Within a month of learning this, the Welcome Centre submitted a written request to Administration, requesting a funding increase of \$192,000 to increase the number of permanent shelter beds for single women by 12 (including the 8 temporary winter beds + 4 more beds). The Welcome Centre shared this request with all of City Council. If granted, their request would bring the total number of beds for women up to 44 and the number of rooms for families down to 18 or 19, depending on configuration. This request was received after the City's 2026 budget approval and after all available funding had been allocated. As a result, no additional funding is currently available within the Homelessness area's approved budget. Administration will continue to monitor actual expenditures and reassess all system pressures should new funding or surpluses become available.

Analysis

HIFIS data, supported by daily internal dashboards, provides ongoing insight into shelter use across Windsor-Essex. The City monitors occupancy, turn aways, and overnight activity across all population groups to assess system pressures and available capacity, enabling timely and data informed decision making.

Based on the information compiled for this memo, Administration's assessment is that the broader emergency shelter system currently has sufficient capacity, even without additional permanent beds for single women at the Welcome Centre. Administration can confirm that the current number of shelter beds for women is proportionate to the number of women experiencing homelessness. Presently there are 111 permanent shelter beds for men (58%), 57 permanent shelter beds for women (30%), 21 rooms for families (11%), and 2 rooms for any population group (1%). Based on most recent data, women make up approximately 30% of those experiencing homelessness. Over the past year, average occupancy across all emergency shelter providers has been approximately 89%, which equates to roughly 21 of 197 permanent shelter spaces being available on an average night, including spaces dedicated for single women. In addition to the permanent shelter spaces, people can also access overnight drop-in programs at the Homelessness and Housing Help Hub (H4), the Downtown Mission, and the Essex County Homelessness Hub (ECH2).

Between June 1, 2025, and May 31, 2026, there were 214 single women who were turned away from the Welcome Centre for a variety of reasons such as no shelter beds being available, not meeting eligibility criteria, service restrictions, etc. It is important to note that these are not women with children, as they would be assigned a family room if that were the case. Furthermore, this does not mean that those single women who were turned away were left without options. There are 25 beds for women at the Downtown Mission, which are segregated from the men's beds. Based on available data at the time of writing this report, we know there were only 25 nights between Nov 2025 and April 2026 when all women's shelter beds were full. When this happens, women can access overnight drop in spaces at H4 and the Downtown Mission.

It is also important to clarify how the system responds when single women or families (i.e. one adult with one or more dependents) cannot be accommodated immediately at the Welcome Centre. All potential new clients are first assessed to see if they can be diverted to an immediate, safe option outside of the shelter system (i.e. continuing to

stay with family or friends, where appropriate) or diverted to a more appropriate shelter option such as Hiatus House for survivors of domestic violence. A shelter admission is approved by the Welcome Centre if there are no safe alternative options. When the Welcome Centre family rooms are nearing full capacity; City Administration will approve and coordinate motel rooms that can be used for families, if needed and where available. No family with children has been denied a safe overnight option, a shelter room, or an overflow motel room stay and forced to sleep on the street. The City has historically funded motel placements. The City has not had to access overflow motel/hotel space for families since May 2025.

Shelter providers are also expected to coordinate with one another when space is limited or when an individual cannot remain at a site. Best practice is for shelters to work across the shelter system to communicate and identify alternative spaces and appropriate accommodations for clients. The Welcome Centre and Hiatus House regularly coordinate client transfers between their respective programs, as needed.

Recent Discussions with the Welcome Centre

Administration also wishes to note that there have been discussions with the Welcome Centre regarding a more flexible room arrangement with two rooms being used to accommodate either families or single women, depending on the needs on any given night. This arrangement is not intended to create more permanent capacity for single women, but rather to provide the operator with flexibility to manage client behaviours and spacing by allowing two family rooms to be used temporarily for fewer women when needed and then restored to family use if family demand increases. This approach is intended to improve operational flexibility, not to reduce service levels for families. There is currently excess capacity in family rooms. However, permanently reducing family rooms increases the likelihood that overflow motel or hotel placements would again be required, resulting in an increased demand for human and financial resources to support this. The Welcome Centre advised that the City's request did not seem feasible, and that they would pause any more moves until after appearing before Council.

Risk

Furthermore, if the requested \$192,000 were available annually, Administration is of the opinion that these funds could be more effectively directed toward homelessness prevention measures and long term solutions, such as ongoing rent supplements to improve housing affordability, or Emergency Rent Assistance to prevent homelessness (payment of rental arrears) or exits from homelessness (payment of first and last month's rent). This level of funding has the potential to support approximately 20-25 households, helping to stabilize housing, reduce pressure on the emergency shelter system and decrease the likelihood that a household would return to homelessness due to challenges maintaining affordability.

Additionally, Administration is regularly approached by other homelessness and supportive housing service providers with requests to increase their funding allocations. However, for Administration to approve such increases there would need to be subsequent funding reductions to other programs, or alternatively, increased funding would need to come from upper levels of government.

While there are many service providers in need of funding increases, no homelessness service providers have received an annualized funding increase for 2026 and have accepted the City's allocation.

There is only \$5.2 million remaining in the Budget Stabilization Reserve (BSR). Given competing pressures across the corporation including the projected negative variance in Transit, Fire and Fuel, the City Treasurer strongly recommends against utilizing BSR as a funding source. All other reserves, inclusive of capital reserves, have been established for specific purposes and would not be appropriate to address this matter. To grant the Welcome Centre their funding request could be perceived as unfair to other service providers whose only opportunity to state their case to Council was during budget deliberations.

Conclusion

In conclusion, the City of Windsor has made substantial and sustained investments in the Welcome Centre Shelter for Women and Families through both capital and annual operating funding of \$1.62 million dollars. Administration is actively monitoring shelter data across the system, and the broader shelter network continues to provide multiple options for women when one site is at capacity. Administration recognizes the pressures facing shelter operators and other homelessness service providers and will continue to advocate for increased support from upper levels of government; however, the City's 2026 funding allocations are already fully committed. Administration will continue to monitor shelter occupancy closely, work with providers to manage system pressures, and revisit funding opportunities should new resources become available.

Consultations:

Krik Whittal – Executive Director, Housing & Children's Services

Kelly Goz – Manager, Homelessness & Housing Supports (A)

Jessica Brunet – Coordinator Housing Admin & Development

Diane Wilson – Manager, Social and Affordable Housing

Approvals:

Name	Title
Dana Paladino	Commissioner, Human & Health Services
Lorie Gregg	On behalf of Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

2026-2028 AMO Board of Directors Elections

In accordance with AMO By-law No. 1, nominations are now open for the 2026-2028 AMO Board of Directors.

Better decisions are made when the voices of diverse genders and identities, ethnicities, races, sexual orientations, ages, and abilities are heard and represented. AMO encourages candidates from across Ontario who reflect the diversity of residents to seek election to the AMO Board of Directors.

Elections for all offices open to the AMO Board of Directors will occur at the AMO Annual Conference, hosted by the City of Ottawa in August 2026.

The Board of Directors is responsible for setting annual strategic objectives, setting the annual budget, establishing corporate policies/procedures, and reviewing, discussing, and approving AMO's policy and program initiatives.

The Elections Guide provides information on:

- Which offices are open for election
- Eligibility requirements to serve on the Board of Directors
- Roles and time commitment
- Requirements to submit your nomination
- How elections are run and how to prepare for your campaign

[Elections Guide \(April 21, 2026\) - Click here](#)

The Elections Guide was last reviewed and revised April 21, 2026;. the date is indicated on the document. Please ensure you are referencing this version of the Guide.

To file your nomination you must submit:

- A completed Nomination Form, including original signature
- A resolution that indicates your municipal Council's acknowledgement or support of your nomination. Please review the Elections Guide for suggested wording for the Council resolution.

[Nomination Form - Click here](#)

You may also submit a headshot and short biography/statement that will be posted with the List of Certified Candidates on AMO's website and official Conference app (released in August). *Your nomination can be certified without submitting the bio/headshot. A placeholder image will be used in the List of Certified Candidates with your name and municipal position.*

When reviewing nominations, the Chief Returning Officer will ensure the following:

- The candidate's name on the nomination form matches the name on the resolution
- A candidate for County or Regional and Single Tier Caucus is nominated by their upper tier municipality
- Resolutions are signed, dated, and on municipal letterhead
- Candidates for a municipal employee position are permanent employees of the corporation

You must file your nomination electronically by sending your nomination documents to amoelections@amo.on.ca.

The nomination period begins on Tuesday, April 21, 2026 and ends on Monday, June 22, 2026 at 12:00 p.m. (ET). Late submissions will not be accepted.

Elections oversight

AMO Board elections are coordinated by AMO staff and overseen by the City of Brampton Clerk's Office. The City of Brampton Clerk is the appointed Chief Returning Officer (CRO).

The CRO reviews each nomination package for accuracy and completeness. Candidates are certified when they are deemed eligible, and their name will be added to the List of

Certified Candidates on AMO's website. A report containing the complete list of certified candidates will be circulated to all members, no later than Friday, July 17, 2026.

Candidates may withdraw their nomination by notifying amoelections@amo.on.ca and the CRO (genevieve.sharback@brampton.ca), no later than Friday, August 7, 2026, at 12:00 p.m. (ET)

Instructions

It is the responsibility of the person being nominated to file a complete and accurate nomination form. Please print or type information (except signatures). All fields are mandatory.

Nominee's Last/Single Name: _____ Given Name(s): _____

Nominated for the Office of (select one): <input type="radio"/> President <input type="radio"/> Secretary-Treasurer <input type="radio"/> Director, County Caucus <input type="radio"/> Director, Large Urban Caucus	<input type="radio"/> Director, Northern Caucus (Northeast) <input type="radio"/> Director, Northern Caucus (Northwest) <input type="radio"/> Director, Regional & Single Tier Caucus <input type="radio"/> Director, Rural Caucus <input type="radio"/> Director, Small Urban Caucus
--	---

Nominee's Municipality: _____

Nominee's Municipal Position: _____

Nominee's Mailing Address: _____

Municipality:	Postal Code:
Email Address:	Telephone Number:

Declaration of Qualification and Consent to Hold Office

I, the Nominee mentioned in this Nomination Form, declare that I am presently legally qualified to be elected and consent to hold the office for which I am nominated, if elected.

A Council resolution supporting this nomination is attached or has been sent separately.

Signature of Nominee _____ Date _____

Certification by Chief Returning Officer

I, the undersigned Chief Returning Officer of the Association of Municipalities of Ontario, do hereby certify that I have examined the Nomination Form of the aforementioned nominee filed with me and am satisfied that the nominee is qualified to be nominated for the office indicated above.

Signature _____ Date _____

JUN 04 2026

RECEIVED

TOWN OF TECUMSEH NOTICE OF PUBLIC MEETING PROPOSED ZONING BY-LAW AMENDMENT

Item No. 7.1.4

TAKE NOTICE that the Council of the Corporation of the Town of Tecumseh will hold a public meeting **Tuesday, June 23, 2026 at 6:30 p.m.** in the Town Municipal Office Council Chambers at 917 Lesperance Road to consider proposed amendment to the Town's Zoning By-law 1746, pursuant to the provisions of the *Planning Act, R.S.O. 1990*. Please see below for information on how to provide comments or participate in the public meeting.

Zoning By-law amendment application (*Application/File: D19 12147STJ*) has been submitted for a 1225 square metre (13,185 square foot) parcel of land situated on the south side of St. Jacques Street, approximately 100 metres (328 feet) west of its intersection with Lesperance Road (12147 St. Jacques Street) (see Key Map on reverse side for location). The property is comprised of three legally conveyable lots within a plan of subdivision, being lots 43, 44 and 45 on Plan 1008. The purpose of the application is to amend Zoning By-law 1746 by:

- rezoning Lot 43, Plan 1008 from "Residential Zone 2 (R2)" to a site-specific "Residential Zone 2 (R2-29)" to establish minimum lot frontage, area and side yard width requirements to facilitate a minor lot line adjustment and the subsequent construction of a new single-unit dwelling;
- revising the existing "Residential Zone 2 (R2-6)" for Lot 44, Plan 1008 (12147 St. Jacques) to continue to permit the existing four-unit dwelling and establish minimum lot frontage and area to facilitate a minor lot line adjustment; and
- rezoning Lot 45, Plan 1008 from "Residential Zone 2 (R2-6)" to a site-specific "Residential Zone 2 (R2-30)" to establish minimum lot frontage and lot area requirements to facilitate a minor lot line adjustment and the subsequent construction of a new single-unit dwelling

The property is designated "Residential" in the Tecumseh Official Plan.

ANY PERSON may attend the public meeting and/or make written or verbal representation either in support of or in opposition to the proposed Zoning By-law amendment.

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the Town of Tecumseh to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the Corporation of the Town of Tecumseh before the proposed Zoning By-law amendment is adopted, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the Corporation of the Town of Tecumseh before the proposed Zoning By-law amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

How to Provide Comments or Participate in the Public Meeting

Public Meetings are being held at the Town Municipal Office Council Chambers and live-streamed on the Town's website. **Any person who wishes to make oral submissions at the Public Meeting**

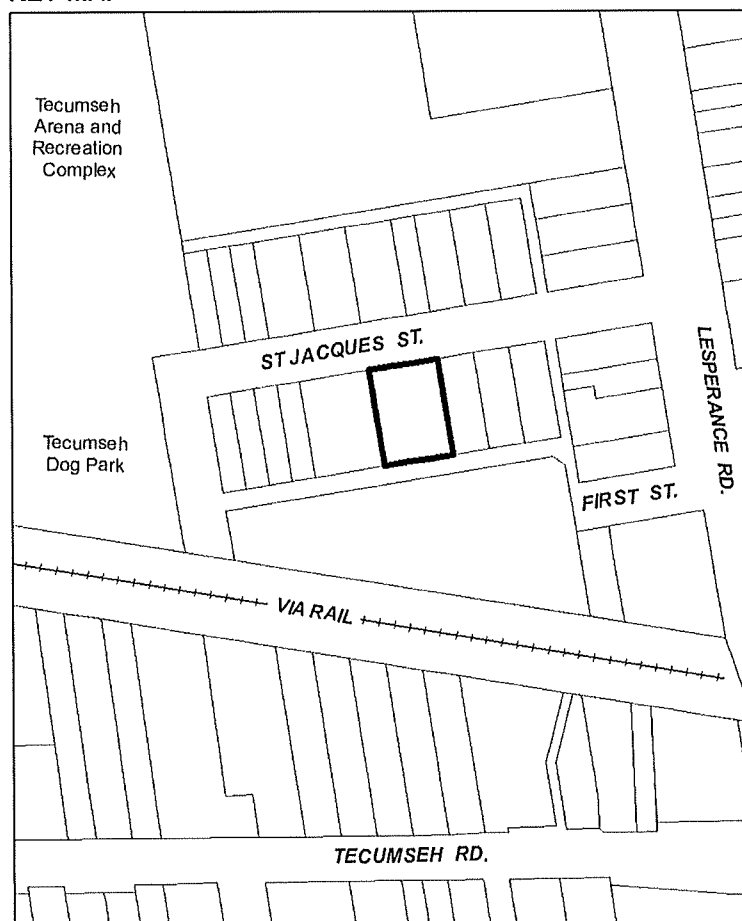
must register as a delegate. To register as a delegate, persons may use the online registration form on the Town’s website at www.tecumseh.ca/delegations or by providing their contact information (name, address, email and phone number) to the Town Clerk **by 3:00 p.m. on Tuesday, June 23, 2026.** Registered delegates will receive the necessary details to speak at the public meeting. By registering as a delegate, persons are consenting to their image, voice and comments being recorded and available for public viewing on the Town’s website. **Written submissions may also be provided to the Clerk by 12:00 p.m. (noon) on Thursday, June 18, 2026.**

If you wish to be notified of the decision of the Council of the Corporation of Town of Tecumseh on the proposed Zoning By-law amendment, **you must make a written request** to the Corporation of the Town of Tecumseh, c/o Robert Auger, Director Legislative Services & Clerk, at the mailing address noted below.

FOR MORE INFORMATION about this matter, including information about appeal rights, contact the Corporation of the Town of Tecumseh, c/o Robert Auger, Director Legislative Services & Clerk, at rauger@tecumseh.ca or directly at the Town Municipal Office at 917 Lesperance Road.

The Public Meeting Agenda regarding this application will be available on the Town’s website (<https://calendar.tecumseh.ca/meetings>) on Friday June 19, 2026.

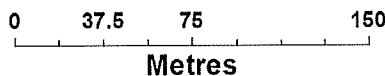
KEY MAP




DATED AT THE TOWN OF TECUMSEH
THIS 28TH DAY OF MAY, 2026.

ROBERT AUGER
DIRECTOR LEGISLATIVE SERVICES
& CLERK

TOWN OF TECUMSEH
917 LESPERANCE ROAD
TECUMSEH, ONTARIO, N8N 1W9



 Lands subject to proposed amendment



June 5, 2026

Mayor and Council
City of Windsor
400 City Hall Square East Suite 404
Windsor ON N9A 7K6

RE: 825 Riverside Drive West – Proposed Heritage Designation

I have been retained by Clayland Developments Inc. My Client submitted applications for an Official Plan Amendment and Zoning By-law Amendment with respect to a proposed development on 825 Riverside Drive West. The applications were deemed complete on February 17, 2026. The City notified my Client that the applications were complete by letter dated February 20, 2026, pursuant to subsections 22(6.1) and 34(10.4) of the *Planning Act*.

The City then had fifteen (15) days from the date my Client was notified of the complete applications (February 20, 2026) to send out general notice of the applications pursuant to subsections 22(6.4)(a) and 34(10.7)(a) of the *Planning Act*. The fifteen (15) day deadline expired on March 7, 2026.

It appears from the staff report that went to the Development & Heritage Standing Committee for its meeting on June 1, 2026 that the notices required under subsections 22(6.4)(a) and 34(10.7)(a) of the *Planning Act* were not issued until March 13, 2026, which was six (6) days past the fifteen (15) day deadline.

825 Riverside Drive West is listed in the heritage register but has not been designated. Section 29(1.2) of the *Ontario Heritage Act* provides that if a prescribed event has occurred in respect of a property that is listed in the register, Council may not give a notice of intention to designate such a property after ninety (90) days have elapsed from the event, subject to a list of exceptions that do not apply in these circumstances.

Subsections 1(1)(1) and (2) of Regulation 385/21 under the *Ontario Heritage Act* provide that a Council completing giving notices in accordance with subsections 22(6.4)(a) and 34(10.7)(a) of the *Planning Act* constitute prescribed events for the purpose of section 29(1.2) of the *Ontario Heritage Act*.

Council ought to have completed the notice requirements under subsections 22(6.4)(a) and 34(10.7)(a) of the *Planning Act* within the fifteen (15) day statutory deadline that expired on March 7, 2026. Therefore, the ninety (90) day window for Council to serve a Notice of Intention to Designate the property expires today, June 5, 2026 – which is ninety (90) days from March 7, 2026. The staff report for the June 1 2026 meeting of the Development & Heritage Standing Committee inaccurately cites June 11, 2026 as the date the ninety (90) day window expires.

The fact that the City sent the notices required under subsections 22(6.4)(a) and 34(10.7)(a) of the *Planning Act* late does not delay the start of the ninety (90) day window for designation. To interpret the *Ontario Heritage Act* in any other way would undermine the spirit and intent of the legislation, which is to provide the City with a limited window within which they can move forward with designation of a property after an applicant submits a complete planning application.

Should Council decide to proceed with issuing a Notice of Intention to designate the property at its meeting on June 8 2026, my Client will proceed with an appeal to the Ontario Land Tribunal to invalidate the Notice for failure to comply with the designation process established in section 29 of the *Ontario Heritage Act*.

BAROUDI LAW



Analee J.M. Baroudi

Lawyer

BAROUDI LAW PROFESSIONAL CORPORATION

Tel: (519)438-3776

analee@baroudilaw.ca

From: Diane Beck <>
Sent: Thursday, June 4, 2026 3:03 PM
To: Clerks <clerks@citywindsor.ca>
Subject: Welcome Center

Subject: Urgent Need for Increased Funding for the Women's Welcome Centre Shelter

Dear Windsor City Council,

I am writing to express my deep concern regarding the growing need for sustainable funding for the Women's Welcome Centre Shelter.

The Welcome Centre Shelter provides safety, stability, and support to women and families experiencing homelessness and housing instability. Every day, vulnerable women, children, and families rely on the shelter's services as they face some of the most difficult circumstances of their lives. The shelter offers not only a safe place to stay, but also access to critical resources, support programs, and pathways toward permanent housing and self-sufficiency.

As housing costs continue to rise and economic challenges impact more families, the demand for shelter services has increased significantly. Unfortunately, available resources often struggle to keep pace with the growing need. Without adequate funding, the shelter's ability to provide essential services and maintain safe accommodations may be compromised, placing even more women and children at risk.

Investing in the Women's Welcome Centre Shelter is an investment in our community. Increased funding will help ensure that women and families have access to emergency shelter, housing supports, counseling services, and programs that empower them to rebuild their lives with dignity and hope.

I respectfully urge you to consider increasing financial support for the Women's Welcome Centre Shelter. By doing so, you will help protect vulnerable members of our community and contribute to creating a safer, healthier, and more compassionate future for all.

Thank you for your time and consideration. I appreciate your commitment to addressing homelessness and housing instability and look forward to your support of this vital community resource.

Sincerely,

Diane Beck

City Council
Monday, June 8, 2026
Item 15.1 - Written Submission

Melinda Munro and Dr. Gerald Cradock
Residents of Ward 4
Windsor, Ontario

June 5, 2026

Windsor City Council: Clerks@Citywindsor.ca

Mayor Drew Dilkens: Mayoro@citywindsor.ca
Councillor Fred Francis: ffrancis@citywindsor.ca
Councillor Frazier Fathers: ffathers@citywindsor.ca
Councillor Renaldo Agostino: ragostino@citywindsor.ca
Councillor Mark McKenzie: mmckenzie@citywindsor.ca
Councillor Ed Sleiman: esleiman@citywindsor.ca
Councillor Joanne Gignac: joagignac@citywindsor.ca
Councillor Angelo Marigniani: amarignani@citywindsor.ca
Councillor Gary Kaschak: gkaschak@citywindsor.ca
Councillor Kieran McKenzie: kmckenzie@citywindsor.ca
Councillor Jim Morrison: jmorrison@citywindsor.ca

Dear Mayor and Councillors

RE: Welcome Centre Shelter for Women and Families – June 8, 2026 Council Meeting

We are a municipal consultant and former human rights lawyer, and a retired child protection social worker and sociologist of childhood.

We write to urge you to support the motion from Councillor McKenzie to fully fund the request from the Welcome Centre Shelter for Women and Families and to commit to recognizing that women and children experience the world in unique and often vulnerable ways. **We respectfully request that this letter be placed on the public record for the meeting of June 8, 2026.**

History (and numerous Inquiries conducted in Canada, Europe, and Australia) teach that large residential institutions servicing women and children almost inevitably become hotbeds of institutional abuse, create dependent behavior, and are more expensive to operate. They literally do more harm than good. At the beginning of the 20th century this led to the closing of large institutions and replacing them with smaller, more specialized services. To reverse this trend now is to deny the experience of history and commit to repeating the same old errors.

Human rights law has long recognized that similar treatment does not result in equality of outcomes. Hence, the law requires that people be provided with service in ways that may

differ from a perceived standard or norm. Women and children experience housing precarity and homelessness in very different ways from men. We know from personal and professional experience that placing women and children in shelters designed for the male norm will not enable them to escape harm but actually place them in harm's way. The recognition of this enduring fact is precisely why orphanages and residences for women proliferated during the 19th century. Requiring women and children to enter mixed gender and mixed age residential institutions increases risk of harm exponentially. To be blunt, it is, in itself, abusive.

While it appears more 'efficient' to have a single standard of treatment or care for vulnerable people in the community, it is neither just nor lawful to do so. The more 'effective option' is to take advantage of the willingness of the community to provide specialist services through expert service providers like the Welcome Centre.

The Welcome Centre emerged from a community need and it has grown into a nationally recognized best practice for serving women. The Centre adheres to the city's chosen Housing First philosophy, using trauma-informed methods, and has the highest housing placement rates within the shelter system. The City of Windsor can be proud of their support of the Welcome Centre and rather than push the service into further precarity, you can lift it up through appropriate funding and support.

Melinda Munro (municipal consultant and former human rights lawyer)

Dr. Gerald Cradock (retired child-protection social worker and Professor Emeritus, Sociology of Childhood, University of Windsor)

Cc: Welcome Centre for Women and Families: l.laforet@welcomecentreshelter.com

From: Lynne Serridge < >
Sent: Thursday, June 4, 2026 2:54 PM
To: Clerks <clerks@citywindsor.ca>
Subject: The Welcome Center for Women and Families

To the Council

I believe the shelter should always remain open. I personally know women with families that have had to escape from abusive relationships, hard times and a place to be safe. dThe first place to take them in was The Womens shelter.

Taking away funding for that vital women's shelter is taking away the safety of all the things that can befall families in this day and age. Think hard and long if you want to put all woman and there kids in danger or if you want them wandering the streets of Windsor homeless.

Lynne Bradac

From: Darlene Sleeth < >
Sent: Thursday, June 4, 2026 2:49 PM
To: Clerks <clerks@citywindsor.ca>
Subject: Welcome Center for Women

Hello

My name is Darlene Poirier. I live on Lillian ave

The Welcome Center Women's Shelter is an absolute refuge for women. It empowers them to overcome. It empowers them to succeed. And in many cases, it saves their lives.

If you want to save Women's lives, listen. To their needs.

Thank you
.Darlene Poirier

Thursday, June 4, 2026

Dear Members of Council,

I'm writing to express my support for continued funding for the Welcome Centre and shelter services for women and families in Windsor.

Women and families experiencing homelessness face unique safety concerns, and deserve access to shelter spaces that are designed to meet their specific needs. These services provide more than just a bed for the night, they give safety, stability, and support during some of the hardest moments in a person's life.

The Welcome Centre is already making a difference in our community. Its trauma-informed, evidence-based approach helps women and families access immediate support while longer-term housing solutions are developed. It is a local success story that demonstrates what is possible when we invest in compassionate and effective responses to homelessness.

As our community continues to address the challenges of poverty and housing insecurity, I will personally be supporting the Welcome Centre as a monthly donor, and I encourage Council to ensure that women and families can continue to access the safety and care that the Welcome Centre provides.

Thank you for your consideration.



Crissi Cochrane

Artist, musician, poet, and co-founder of Soul City Music Co-op

[REDACTED]

Dougall Ave.

Windsor, ON

[REDACTED]

www.crissicochrane.com | www.soulcitymusiccoop.com

Canadian Federation of University Women – Windsor (CFUW Windsor)

Windsor, Ontario

June 4, 2025

Mayor and Members of Windsor City Council

City of Windsor

350 City Hall Square West

Windsor, Ontario N9A 6S1

Dear Mayor and Members of Council,

Re: Support for Continued and Increased Funding of the Welcome Centre Shelter for Women

On behalf of the Canadian Federation of University Women – Windsor (CFUW Windsor), we write to express our strong and unequivocal support for the continued and increased municipal funding of the Welcome Centre Shelter for Women. As a member club of CFUW – a national organization of over 100 clubs across Canada advocating for women's equality, human rights, and evidence-based public policy – we urge Council to prioritize this vital community resource in its budget deliberations.

1. Housing is a Human Right

The Welcome Centre Shelter for Women provides emergency and transitional housing to some of Windsor's most vulnerable women and their children. This service is squarely aligned with CFUW's most recently adopted resolution on housing.

Resolution: Affirming Housing as a Human Right and Social Good (2025)

CFUW has resolved that all levels of government work together to protect and respect the human right to housing by implementing policies and initiatives that increase the affordability and availability of housing, using all available resources, and giving priority to those in greatest need. Women fleeing violence, poverty, and homelessness are among those in greatest need. The Welcome Centre is a direct expression of this commitment at the local level.

Resolution: Homelessness and Poverty (1999)

CFUW has further called upon governments to provide support to existing effective community initiatives, and to create appropriate immediate and long-term programs that

eliminate homelessness and foster independent living. Shelters like the Welcome Centre are precisely the kind of effective community initiatives CFUW urges governments to sustain.

2. Ending Violence Against Women Requires Local Action

Violence against women remains a pervasive crisis across Canada, and Windsor is not immune. The City of Windsor officially declared intimate partner violence (IPV) an epidemic on **July 10, 2023**, when Windsor City Council unanimously approved a motion introduced by Councillor Jo-Anne Gignac. The motion also endorsed recommendations arising from the Renfrew County inquest into the 2015 murders of three women. Emergency shelter is often the first and only safe option for women escaping abuse. Funding for housing was one of the Renfrew County inquest recommendations that the City endorsed. CFUW has been clear in its expectations of all levels of government.

Resolution: Prevention of Violence Against Women (2024)

CFUW urges all levels of government to ensure that communities have adequate resources to accommodate the demand for services for abused women and children. The resolution explicitly calls on governments to work together to ensure that the community has adequate resources resulting from increased public awareness of violence. Funding the Welcome Centre is a concrete step toward meeting this obligation.

Resolution: Strengthening Awareness and Safekeeping of Individuals Experiencing Domestic Violence (2025)

CFUW has called upon governments to provide sustainable and consistent funding for support programs for survivors of domestic violence, and to offer options for continued safety after individuals flee violent situations, including access to inclusive affordable housing. Sustained municipal investment in the Welcome Centre directly answers this call.

Resolution: Strengthening Bail Laws to Protect Victims of Intimate Partner Violence (2022)

CFUW has recognized that women leaving violent partners face acute and immediate danger, and that governments at all levels must work collaboratively to fully fund violence prevention and support programs. Safe, immediate, and accessible shelter saves lives.

3. Shelter is a Health Imperative

Housing instability and homelessness have profound impacts on physical and mental health. Women in crisis who lack safe shelter face disproportionate health risks, and the cost of inaction falls heavily on the entire healthcare system.

Resolution: Mental Health Strategy for Canada (2012)

CFUW has called on all levels of government to support mental health programs that facilitate the recovery of patients and their supported inclusion in the community. Women accessing shelter at the Welcome Centre are frequently managing trauma, anxiety, depression, and other mental health challenges. Shelter services provide not just a roof, but also referrals, wraparound support, and a pathway to stability and recovery.

Resolution: Homelessness and Poverty (1999)

CFUW has also called for governments to recognize the crises of homelessness and poverty and to ensure the provision and coordination of a full range of short-term social support and health-related services, with ease of access by homeless and poor people. The Welcome Centre is a key node in Windsor's social safety net that delivers these very services.

4. Poverty Disproportionately Impacts Women

Women experiencing poverty face compounding barriers — low income, precarious employment, caregiving responsibilities, and the risk of violence — that make shelters like the Welcome Centre essential infrastructure rather than a last resort.

Resolution: Moving Canadians Out of Poverty (2013)

CFUW has called on governments to implement programs that ensure all residents have access to the necessities of life. Emergency shelter is a necessity of life. When women cannot afford safe housing, publicly funded shelters serve as an essential bridge.

Resolution: Affordable Housing (1992)

CFUW has long urged all levels of government to co-operate in establishing comprehensive plans that guarantee affordable housing within community developments. In the absence of a sufficient supply of affordable housing, shelters fill a gap that government has yet to close. Defunding or underfunding the Welcome Centre would deepen that gap and worsen outcomes for vulnerable women and children.

Our Ask

CFUW Windsor respectfully urges Windsor City Council to:

- Provide sustained, multi-year funding to the Welcome Centre Shelter for Women at a level commensurate with operational need and demand for services;
- Treat emergency shelter for women as essential infrastructure in the City's social service and housing strategy; and
- Recognize that investment in shelter services reduces downstream costs to the healthcare system, policing, courts, and child welfare.

The women and children who rely on the Welcome Centre cannot wait. CFUW Windsor stands ready to support Council in any further advocacy efforts to address violence against women, housing insecurity, and poverty in our community.

Thank you for your consideration.

Respectfully submitted,

Elana Freeman, President

CFUW Windsor

Canadian Federation of University Women – Windsor

Windsor, Ontario

Policy references: CFUW Adopted Resolutions Book 2025 (cfuw.org). All resolutions cited are official CFUW policy positions adopted by the membership.

From: Caroline Ridgley < >
Sent: Thursday, June 4, 2026 9:56 PM
To: Clerks <clerks@citywindsor.ca>
Subject: Women's Shelter

Good evening;

I understand there will be a council meeting on Monday, June 8th, 2026 to discuss funding for the Women's Shelter in Windsor on TuscaroraAve.

First of all, I need to tell you I am handicapped and unable to attend the meeting in person. I have contributed to the Shelter for several years, either in kind or with a cash donation. (2025 was a cash donation).

I believe that the Women's Shelter is an absolute necessity for the helpless and homeless in Windsor. Many of these women and their children have escaped, yes escaped abusive relationships.

Without this shelter, I believe many of these women could be in a continued abusive home environment. With possibly devastating consequences to both themselves and their children.

How can you not agree to continue funding this organization. Not only to continue funding; but to increase their funding substantially. Lives could depend on it.

Please consider both a continuing funding to this organization and a greater increase to this most important Women's Shelter.

Thank you for taking the time to read this letter and to communicate its contents to the Council Meeting

Sincerely,
Caroline Ridgley

Evelina Baczewska
Resident of Ward 7
Windsor, ON

June 5, 2026

Dear Mayor and Councillors,

RE: Welcome Centre Shelter for Women and Families – June 8, 2026 Council Meeting

I am writing in strong support of the Notice of Motion to provide bridge funding to the Welcome Centre Shelter for Women and Families (WCS). This funding will allow the Centre to add 12 urgently needed beds for women and children in our community. **I respectfully request that this letter be placed on the public record for the meeting of June 8, 2026.**

As a feminist sociologist, I study how social systems shape people’s lives. What I see clearly is this: poverty is the problem—not the women who experience it, and not the agencies working to keep them safe. **When we invest in gender-specific shelter spaces, we are investing in community safety, prevention, and dignity.**

Women and families deserve spaces designed for them. This is not a luxury. It is a basic safety requirement. Co-ed shelters, no matter how well-run, expose women to higher risks of harassment, theft, and assault. Research shows that women in co-ed shelters experience significantly higher rates of secondary trauma, and many avoid these spaces entirely. At the Centre, women’s beds are at capacity on a nightly basis with many turnaways, regardless of whether there is space at other co-ed shelters. This indicates something very important: women do not feel safe in mixed-gender environments.

Long-term housing projects are years away – we cannot ignore this reality. The Centre is addressing crucial needs in the immediate time by helping women exit homelessness now. In the past year alone, the Centre has supported hundreds of women in securing housing, income supports, and safety planning. When women stabilize quickly, the entire system benefits. We see fewer hospital visits, fewer police interactions, and fewer children entering child welfare systems. These are measurable cost savings for the municipality.

The Welcome Centre is a “Made in Windsor” nationally recognized, trauma-informed, evidence-based shelter focused on the unique vulnerabilities faced by women and children. In fact, other cities look to Windsor for leadership in women’s sheltering. We should be proud of that. We should protect it.

A few key facts highlight the urgency:

- Women’s beds at the Centre are full every night. Turnaways are common.
- The Centre is the only emergency shelter in Windsor that can safely accommodate children.

- Gender-specific shelters reduce the likelihood of violence and re-traumatization.
- Without women-specific beds, women are pushed into “hidden homelessness”—couch surfing, exploitative housing, or unsafe relationships. These situations lead to higher long-term costs through emergency services, policing, and health care.
- In 2023, this Council declared Intimate Partner Violence an epidemic. Funding women’s beds is a direct, concrete action that fulfills that commitment.

The Centre is more than a cot and a meal. It provides women-specific harm reduction, mental-health supports, legal advocacy, safety planning, and family-centered care. These are evidence-based, trauma-informed care services that shelters are not equipped to deliver.

When we invest in the Centre, we invest in prevention. We reduce strain on police. We reduce hospital admissions. We reduce long-term homelessness. In doing so, we reduce trauma.

Bridge funding for 12 additional beds keeps Windsor aligned with its own community safety goals, its Intimate Partner Violence epidemic declaration, and its commitment to protecting the most vulnerable.

I urge Council to support this motion and continue Windsor’s leadership in women’s services.

Thank you for your time and your commitment to our community.

Sincerely,

Evelina Baczewska

Feminist Sociologist, Windsor Resident

City of Windsor,
Council Meeting
June 8, 2026

RE: WELCOME CENTRE FUNDING

Dear Members of the City Council,

I am writing to express my strong support for funding for The Welcome Centre Shelter for Women and Families.

This Centre is a “Made in Windsor”, nationally recognized, evidence-based, and trauma-informed agency that provides essential safety, stability, and support for women and families in our community. Beyond offering a safe place to stay, it gives residents access to resources that can help them rebuild their lives, including meals, counseling, job assistance, and connections to longer-term housing.

Women and families deserve segregated shelter spaces to protect women and girls and acknowledge their unique service needs. Women +-specific shelters give refuge from gender-based violence by offering an environment that prevents women from the dangerous choice to remain in unsafe situations or face heightened violence on the streets or in co-ed shelters.

Supporting the centre is not only the compassionate thing to do, but also a practical investment in the health and wellbeing of our community. Local discussions around longer-term projects for affordable and transitional housing are years away. The Centre is showing success at exiting women from the shelter system NOW and can continue to do so if well-resourced. When vulnerable women have access to safe shelter and supportive services, the entire city benefits through reduced emergency service strain, improved public health, and stronger community outcomes.

I urge this Council to prioritize funding for this vital resource. Every person deserves safety and dignity, and this Centre plays a critical role in making that possible.

Thank you for your time and consideration.

Sincerely,

Shannon Dumont

■ Monmouth Rd.

Windsor ON ■

Founded in 1852
by Sidney Davy Miller



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MICHIGAN
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CANADA
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POLAND
UKRAINE

June 5, 2026

SENT VIA EMAIL

Windsor City Council
Council Chambers
350 City Hall Square West
Windsor, Ontario

Dear City Council:

Re: Welcome Centre Shelter for Women

We are legal counsel for the Welcome Centre Shelter for Women (the “Centre”) and write in strong support of its continued work serving women and families in Windsor-Essex.

Our firm directly supports the Welcome Centre, together with many other charitable and not-for-profit organizations throughout the Windsor-Essex community. Through both our professional work and community involvement, we have seen firsthand the important role these organizations play in supporting vulnerable individuals and strengthening the overall health, safety, and vitality of our community.

As you may know, our Firm is located in the downtown core as are many other local businesses, organizations, and community stakeholders. The services that the Centre provides have a direct impact on ensuring that the downtown community continues to trend in a positive direction – where people who need assistance are able to find it, and build from there.

We are not experts on the challenges that women and families face, but certainly we can say that those challenges are unique and difficult. The Centre provides these groups with access to segregated, women-specific shelter spaces to ensure safety, dignity, and appropriate support. Such spaces protect women and families from heightened risks and allow services to be tailored to their specific needs. Community safety begins with protecting those most vulnerable, and the Centre plays a critical role in doing so.

As members of the DWBIA, the Chamber of Commerce, and residents of the Downtown, we are also excited by the prospect of the City of Windsor focusing on the importance of “strengthening the core” of our downtown and building a safe, vibrant, and inclusive community. The work being

done by the Centre directly supports those objectives. A healthy and thriving downtown depends on meaningful support services, compassionate community partnerships, and effective responses to homelessness and poverty. Organizations such as the Welcome Centre are an important part of creating long-term community stability and safety.

We fully recognize that long-term affordable and transitional housing solutions are crucial, but there is a clear and immediate need for the housing services that the Centre provides. They are often at capacity and there is no shortage of work. We have seen the Centre deliver meaningful and immediate results by helping women in crisis as well and then transition them out of the shelter system to more sustainable living arrangements. With appropriate resources and continued community support, we are confident that the Centre can continue its focus on reducing homelessness and reduce pressure on other community systems.

The Centre is a success story for our community and our City. It is a model for other municipalities with a strong foundation to provide additional services. We are in strong support of the City funding the Centre, supporting its mandate, and continuing to “strengthen the core” through meaningful investment in its services.

Very truly yours,

Miller Canfield LLP

A handwritten signature in black ink, appearing to read 'JP', with a long horizontal flourish extending to the right.

Jeffrey A. Patterson

JP/aa

From: Zoë Rivera Gutierrez < >
Sent: Friday, June 5, 2026 8:55 AM
To: Clerks clerks@citywindsor.ca
Subject: Written submission in support of the Welcome Centre

Hello,

I'm writing in support of the Welcome Centre Shelter that will be discussed during Monday's city council meeting. As a member of the community who lives close to the shelter and has supported them over the years, they provide much needed care for the women and families that they serve. Using trauma informed, evidence-based approaches to supporting women and families experiencing homelessness, their work is vital to the vulnerable population that they care for.

Addressing homelessness requires managing immediate support while developing longer-term housing solutions which is evident in the work that the Welcome Centre does.

The Welcome Centre deserves full support and I hope that together as a city and community, we can help women and families find safety and stability.

Thank you,

Zoë Rivera Gutierrez

From: Dayna Cornwall <>
Sent: Friday, June 5, 2026 9:05 AM
To: Clerks <clerks@citywindsor.ca>
Subject: In support of the Welcome Centre Shelter

Hello,

I am writing to voice my support for the Welcome Centre Shelter for Women in their request for additional funding from the City.

The Welcome Centre, along with all the shelters in Windsor, provides vital services to the most vulnerable among us. But the Welcome Centre is unique in providing trauma-informed, evidence-based support to women and families experiencing housing insecurity. The Welcome Centre is specially situated to recognize and address the specific needs and safety concerns of this population.

With the cost of living increasing, there is more need than ever. As a woman who cares deeply about the safety and well-being of all women, the Welcome Centre is a cause close to my heart. I am a frequent donor to the organization, and have recently taken the step of becoming a monthly donor. But the Centre needs more than what small donors like me can provide.

I urge Council to thoughtfully consider the population the Welcome Centre serves in our city, and vote to increase funding for this wonderful organization.

Thank you for your time and consideration.

Sincerely,
Dayna Cornwall
[REDACTED] Riverside Dr. E.
Windsor ON

From: Joseph Acott <>
Sent: Friday, June 5, 2026 10:05 AM
To: Clerks <clerks@citywindsor.ca>
Subject: Welcome Centre Shelter for Women & Families SUPPORT

To Mayor Drew Dilkens and Members of Windsor City Council,

I am writing as a downtown Windsor resident to express my support for the Welcome Centre Shelter for Women & Families' request for additional funding.

Living downtown, I see the realities of homelessness, addiction, and housing insecurity every day. I believe Windsor should continue to prioritize services that help keep people off the streets and provide safe shelter for women and families in crisis.

The Welcome Centre Shelter performs essential work in our community and if additional funding can help preserve or expand shelter capacity, I encourage Council to carefully consider options for supporting this request.

I am confident that Council and administration can work together to identify a solution that reflects Windsor's commitment to caring for those who need help most.

Thank you for your consideration.

Sincerely,

Joseph Acott
[REDACTED] Pelissier St
[REDACTED]
Windsor, ON

June 5th, 2026

To: Members of Windsor City Council

Re: Councillor Kieran McKenzie's motion regarding bridge funding for the Welcome Centre Shelter for Women and Families.

Dear Members of Council,

I am writing in support of the proposed bridge funding to increase capacity at the Welcome Centre Shelter for Women and Families.

Homelessness is one of the most complex challenges facing communities across Canada. It is driven by poverty, rising housing costs, limited affordable housing options, mental health and addiction challenges, family breakdown, and gender-based violence. Addressing these issues requires a coordinated effort between municipalities, service providers, healthcare partners, housing providers, and community organizations. The City of Windsor and local agencies are partners in this work, and continued collaboration will be essential to achieving lasting solutions.

While additional shelter beds alone will not solve homelessness, they provide an immediate and necessary response for women and families experiencing crisis today. For many women, homelessness is not simply the absence of housing, it is the absence of safety. Women seeking shelter are often fleeing intimate partner violence, exploitation, unsafe living situations, or other forms of trauma. Access to women-specific shelter spaces provides refuge, stability, and the opportunity to connect with supports that can help them move toward permanent housing.

The need for women-focused shelter services is well documented. National data indicates that women experiencing homelessness face significantly higher risks of violence and sexual assault than their male counterparts. Windsor City Council's previous recognition of intimate partner violence as an epidemic demonstrates an understanding of these realities. Supporting women-specific emergency shelter capacity is one practical way to help translate that commitment into action.

The Welcome Centre Shelter serves a unique role within Windsor's homelessness response system. It is the only emergency shelter in the local system equipped to accommodate children while providing specialized, trauma-informed supports tailored to women and families. The Centre offers much more than a bed for the night. It provides case management, housing navigation, safety planning, harm reduction services, healthcare connections, and family supports that help women move from crisis toward long-term stability.

The impact of increased capacity is already evident. Data from the Centre indicates that the addition of eight beds resulted in a significant reduction in turn away calls, allowing more women to access safe shelter when they needed it most. This demonstrates that targeted

investments in women-specific services can have immediate, measurable outcomes for community safety and wellbeing.

At the same time, it is important to recognize that emergency shelter is only one part of a much larger housing continuum. Long-term solutions require investments in affordable housing, supportive housing, transitional housing, prevention programs, and income supports. Additional shelter beds help address urgent needs today, but they must exist alongside broader efforts to create pathways to permanent housing.

I also want to acknowledge Council's ongoing commitment to strengthening Windsor's housing system through initiatives such as the Housing Hub, Housing Solutions Made for Windsor, and the recently announced vision for The Village at the Barn. These projects demonstrate leadership and a long-term commitment to addressing housing insecurity in our community.

As Windsor continues developing these future housing solutions, maintaining a strong women-focused shelter system will be critical to their success. Women experiencing homelessness often face unique barriers related to safety, trauma, caregiving responsibilities, and gender-based violence. Specialized shelter services help ensure that women and families are not only connected to future housing opportunities but are adequately supported in accessing and maintaining housing successfully.

The most effective homelessness response is one that is integrated rather than siloed. Emergency shelters, supportive housing, healthcare services, community agencies, and future developments such as The Village at the Barn each play distinct but complementary roles. Strong collaboration between these systems will create more effective referral pathways and better outcomes for vulnerable residents. A women-focused shelter system should be viewed as an essential partner within that continuum, helping women and families move safely from crisis to stability and, ultimately, to permanent housing.

Supporting this bridge funding is therefore not simply an investment in additional beds. It is an investment in community safety, in women and children experiencing crisis, and in a housing system that recognizes the diverse needs of those it serves. It also supports the broader vision Council has established for a coordinated and responsive homelessness and housing strategy in Windsor.

Thank you for your consideration and for your continued efforts to address homelessness, housing insecurity, and community wellbeing in Windsor.

Respectfully submitted,



Angela Yakorich

Subject: Support for Women-Only Shelter Spaces in Windsor

Dear Mayor Dilkens and Members of Council,

I am writing as an alternative school educator who works daily with at-risk youth facing food and housing insecurity. I see firsthand how unsafe housing impacts young people and their families—especially women. I support Councilor Kieran McKenzie’s Notice of Motion for one-time funding and directing city administration to seek ways to make funding permanent for the Welcome Centre Shelter for Women and Families.

Women and families deserve safe, segregated shelter spaces. These spaces are not a luxury. They are essential for safety and recovery.

Many of the young women I support come from homes affected by violence or instability. Data shows that 70% of women in shelters were living with an abuser before seeking help. They are not just looking for a bed—they are looking for safety. In co-ed shelters, many do not feel safe enough to stay. Some avoid the system entirely, which leads to hidden homelessness and greater risk.

The Welcome Centre is a critical part of our community response. It is more than a shelter—it provides trauma-informed care, supports for women and children, and pathways out of homelessness. It is also the only emergency shelter locally that accommodates children, which matters deeply to the families I work with.

The need is urgent. Women’s beds are full nightly. Even with added capacity, demand remains high. When just 8 beds were added, turnaway calls dropped by over 50%. That shows what works.

The Centre is also a “Made in Windsor” success story. It is nationally recognized and built on evidence-based, trauma-informed care. Other communities look to Windsor as a leader. We should continue to lead.

Long-term housing projects are important, but they are years away. The youth and families I support need safe options now. The Centre is already helping women exit homelessness today—and can continue to do so with proper support.

I urge Council to continue prioritizing and investing in women-specific shelter spaces. This is a direct, practical way to improve safety, reduce long-term costs, and support the most vulnerable in our community.

Thank you for your leadership and your commitment to Windsor’s youth and families.

Sincerely,

Bronwen Wood – educator and Ward 3 resident

Re: Support for Councillor Kieran McKenzie's Motion Regarding Funding for the Welcome Centre Shelter for Women and Families

Dear Mayor and Members of Windsor City Council,

I am writing in support of Councillor Kieran McKenzie's motion to provide bridge funding to the Welcome Centre Shelter for Women and Families, and to explore ways to make this support sustainable over the longer term.

I am a researcher and Adjunct Assistant Professor in the School of Social Work at the University of Windsor. I have collaborated with the Welcome Centre on several community-based research projects and bring expertise in harm reduction, gender-responsive services, public health, and research with structurally marginalized communities. Through this work, I have seen the Welcome Centre as a highly skilled, evidence-informed, and trauma-informed organization that plays a critical role in Windsor's housing and homelessness response.

The Welcome Centre is not simply a place where women and families access a bed. It is a site of safety, trust, stabilization, and connection. Staff support women and families who are often navigating overlapping experiences of poverty, violence, trauma, housing insecurity, substance use, health needs, and systems involvement. The Centre's work helps people move from immediate crisis toward longer-term safety, housing, and care.

My own research reinforces the importance of this kind of service. In a recent study (Rudzinski et al. 2025) with women and service providers across three Canadian cities, we found that women experiencing gender-based violence often had to navigate fragmented health, housing, legal, and social service systems that were not designed to meet their complex and interconnected needs. More than half of the women participants in that study described living on their current income as "impossible." These findings underscore what frontline organizations already know: women's homelessness, poverty, violence, and health needs cannot be addressed through narrow or disconnected responses. They require flexible, trauma-informed, relationship-based supports.

Women-specific shelter space is essential to this work. Many women experiencing homelessness are also navigating histories of gender-based violence, coercion, exploitation, and trauma. For some women, co-ed shelter environments can feel unsafe or inaccessible, even when those services are doing important work. A dedicated women's shelter allows care to be organized around women's specific needs, including safety planning, trauma-informed support, harm reduction, parenting and child-related needs, health care navigation, and connection to longer-term housing supports.

As a public health researcher, I also want to emphasize that well-resourced shelter services are part of community safety. When women and families cannot access appropriate shelter, their needs do not disappear. They are pushed into hidden homelessness, unsafe housing arrangements, emergency health services, crisis systems, and other settings that are often less safe, less effective, and more costly. Local data shared by the Welcome Centre also show that additional bed capacity can make an immediate difference, with turnaway calls dropping substantially after temporary beds were added.

Longer-term affordable and transitional housing solutions are urgently needed, but they will take time. Women and families need safe, gender-responsive options now. The Welcome Centre has already demonstrated its ability to support women to exit the shelter system and move toward greater stability. Additional and sustainable funding would allow the organization to continue building on this success at a moment when the need for women's beds is increasing.

The Welcome Centre is also a strong local model. It is rooted in Windsor, connected to community partners, and recognized for its lower-barrier, trauma-informed, and evidence-based approach. It contributes not only to shelter services, but also to local training, service innovation, and community-based learning through partnerships with post-secondary institutions and community organizations. In my experience, this is exactly the kind of organization that municipalities should invest in: one that is already doing effective work, is trusted by the people it serves, and is positioned to respond immediately to urgent local need.

I respectfully urge Council to support this motion. At this moment, supporting the Welcome Centre is one of the most immediate and concrete ways Windsor can act on its commitment to women's safety, housing stability, and community care. Funding women-specific shelter capacity is an investment in safety, dignity, public health, and community well-being. It is also an investment in a proven Windsor organization that is already helping women and families move from crisis toward stability.

Sincerely,



Katherine Rudzinski,
Adjunct Assistant Professor, Research Associate, School of Social Work, University of Windsor
Email: katherine.rudzinski@uwindsor.ca

From: Zohra Elbenna < >

Sent: Friday, June 5, 2026 10:28 AM

To: Clerks clerks@citywindsor.ca

Subject: Support for Continued Funding of the Welcome Centre Shelter for Women and Families

Dear Members of Windsor City Council,

I am writing to express my strong support for the continued funding of the Welcome Centre Shelter for Women and Families in Windsor.

As a volunteer at the shelter, I have had the opportunity to witness firsthand the incredible work being done to support homeless and vulnerable families in our community. Through my experience, I saw not only the practical assistance provided to families in need, but also the compassion, kindness, and respect with which every resident is treated.

I worked primarily with the children's program and was deeply impressed by the positive environment created for the children. Despite the challenges their families were facing, the children felt safe, happy, and comfortable. They interacted, learned, and played as if they were in their own home. This sense of security is invaluable for children experiencing difficult circumstances.

I was also touched by the dedication of the staff and volunteers. Everyone worked together to ensure that families felt welcomed, supported, and respected. The shelter provides much more than a place to sleep—it offers hope, stability, and a pathway toward a better future.

In my opinion, the Welcome Centre Shelter is an essential service for Windsor. It plays a vital role in supporting homeless individuals and families who are facing hardship and need a safe place to rebuild their lives.

For these reasons, I respectfully ask Windsor City Council to continue funding the Welcome Centre Shelter so that it can maintain its important services and continue helping vulnerable families in our community.

Thank you for your time and consideration.

Sincerely,

Zohra Elbenna
Volunteer, Welcome Centre Shelter for Women and Families
Windsor, Ontario

Please do not include my email or personal information in the public record without my consent.

From: Sue Markham <>
Sent: Friday, June 5, 2026 10:46 AM
To: Clerks <clerks@citywindsor.ca>
Subject: Support for the Welcome Centre Shelter.

To whom this may concern and members of Windsor City Council,

I write in complete support to increase funding necessary to offer more beds and at the very least keep the concurrent trained personnel in place to assist those women and families in crisis.

In all of Windsor-Essex County the Welcome Centre stands alone as the only facility adequately equipped to offer safety and possibility to traumatized women and families.

We are in a world where shelters and supports for those citizens who, because of all circumstances and difficult experiences, are from here on are going to be the norm and we have to find creative ways to compassionately and creatively maintain, develop these services. Keep in mind that the county has no such facility so many women and families have to relocate to Windsor for services of this nature and the need is rapidly increasing. I understand the financial challenges and pressures that the Council is wrestling with but please keep in mind the strain and increasing costs that will be deferred to more city agencies such as police services, hospitals, street services, mental health supports and housing. Let us also focus on safety to the public when desperate people have nothing left but actions of desperation.

I am the mother of a very unwell daughter who has used this facility many times. I would be overjoyed if I never had to deal with this heart-breaking situation but at the very least, as a broken mother, I could have a small respite when my daughter was safely within the walls of that shelter.

If you have never had to walk this path, it is impossible to know the hopelessness and terror facing you on the streets. I have lived this through my daughter.

I have taken many donations to the centre, in fact all the shelters and see the amazing services being offered by the competent staff.

Please make the right conscious-minded decision to increase the funding but also to further work with the staff of all shelters to find economical solutions to raise more money while efficiently using funds.

I stand in complete support of women and children in Windsor and Essex County.

Regards,
Susan Markham
(A tax paying resident of Kingsville where there are no shelters)

Amalia Maurizio

Riverside Drive East Windsor ON N8S 4P9 | 519 974-6280 | amalia@cogeco.ca

RE: Notice of Motion submitted by Councillor Kieran McKenzie regarding supporting the Welcome Centre Shelter for Women and Families

Windsor City Council Meeting of June 8, 2026

I am a resident in the City of Windsor and a long-time supporter of the Welcome Centre Shelter for Women and Families. I would encourage my City Councillor Jo-Anne Gignac, and indeed, all City Councillors to support Councillor McKenzie's resolution to acknowledge **the urgent need to further support the Welcome Centre Shelter for Women and Families.**

Councillor McKenzie's rationale is solid. It captures the why, the how and the fiscal prudence to invest in providing urgently needed expanded shelter service for vulnerable women in our area. Investing now, on an emergency basis, with a goal to review by next year to "transition this emergency funding into a permanent, annualized funding stream, ensuring the long-term operational sustainability of these critical gender-specific shelter capacities."

Despite the various organizations offering support to the unhoused, The Welcome Centre Shelter is *uniquely* positioned to offer critical help for single women and women with families as the services they provide are specialized to recognize the reality of the lived experience for vulnerable women who find themselves living in their cars, couch surfing in unsafe circumstances or on the street.

It is my opinion, as a donor, that the Welcome Centre Shelter for Women is a well-recognized exemplar, using its resources wisely, running lean and efficient, compassionately prioritizing staffing to meet a growing and fluid need for unhoused women at a critical time in their life. This resolution is not the result of the WCSW&F not making every attempt to find an internal solution or continuing their ever present call for public donations, fundraising and grant opportunities – it's to meet the need for operational costs that are in the here and now and keep this essential service operationally sustainable in that efficient, lean mode.

Vulnerable women and families and their allies are counting on our local government to recognize the urgency of this matter and support the resolution put forward by Councillor Keiran McKenzie.

Sincerely,

Amalia Maurizio

From: Deborah Wilson-Safa < >
Sent: Friday, June 5, 2026 11:26 AM
To: Clerks clerks@citywindsir.ca
Subject: Welcome Centre Shelter for Women

Good morning,

I am writing in support of the Welcome Centre Shelter for Women, even though I unfortunately do not completely understand all the issues as to why they need to present to Council.

Our outreach ministries here at St. John the Evangelist Anglican Church in Leamington offer support to the Centre throughout the year with tangible items especially around hygiene, school supplies, hats/mittens to name a few. We support this organization, as being from Leamington we do not have a women's shelter, and at various times we have had to direct people there for support, assistance and most importantly safe shelter for themselves and their family. This issue is greater than Windsor, it extends over the whole county.

We provide between 250 - 300 meals each Wednesday to those shut-in, struggling on the margins and experiencing homelessness. Our ministry also includes a clothing cupboard and small food pantry for emergencies. We share our resources with others throughout the county and city. The support being requested by the Centre should be reevaluated and supported. We are talking about human dignity which everyone deserves.

We are all called to live out the commandment... *to love your neighbour as yourself.*

Blessings,

Deborah+
The Rev'd Deborah Wilson-Safa, Deacon
Chaplain, College of Deacons
Community Meal & Outreach Coordinator
St. John the Evangelist Anglican Church
60 Erie St. N., Leamington, ON
N8H 2Z5
Church: 519-326-3111
Cell: 519-818-5236

From: Helena MacKenzie < >
Sent: Friday, June 5, 2026 11:35 AM
To: Clerks <clerks@citywindsor.ca>
Subject: Written submission re Welcome Centre (Agenda Item 15.1)

Good morning,

I am writing to express my disappointment with the City's decision not to continue funding the eight shelter beds that have been the subject of so much discussion.

I am disturbed by the Mayor's comments on the issue and I suspect that they reveal an attitude of callous disregard for the people in our community who need help. Ascribing the Welcome Shelter's desperate request for continued funding to the fact that this is an election year speaks more to Mr. Dilkens' priorities in getting re-elected, not a commitment to serving the people of Windsor.

Describing the provision of eight shelter beds as an "enhanced level of service" implies that keeping vulnerable women and children off the street is a "nice to have", not a necessity. This is a ridiculous position to take. Is it actually necessary to point out that our city has a problem with homelessness?

The people of Windsor deserve an administration that cares for and respects all constituents, not one that manufactures artificial scarcity with a zero-percent tax increase and publicly denigrates organizations that are open about the funding challenges this creates.

Thank you,
Helena MacKenzie



June 5, 2026

Dear Mayor and Councillors

I am writing as the Chair of the Board for the Welcome Centre Shelter for Women and Families and as such, as a supporter of the mission: *Safe Shelter for Every Woman and Family Every Night.*

As Board Chair I see first hand the amazing work done at the Centre and the challenges they face. I am beyond proud of the dedication and skill shown by this group of passionate providers. I am also deeply grateful to the staff at the City who support the Welcome Centre and face their own challenges as they strive to solve deeply complex community issues with only the tools at hand.

However, you might legitimately note that this same dedication and passion is in evidence at many of the other shelter providers and non-profit and charitable organizations seeking to make a difference in our community and you would be correct. *This begs the question, what sets the Welcome Centre apart in the housing and homelessness sector?*

The Welcome Centre is the sole community provider of gender-based shelter support.

This matters greatly. Women enter, navigate, and exit homelessness differently than men. By providing woman+ focussed services, the Welcome Centre can provide care for the unique needs facing women and families in shelter. This includes offering services addressing prenatal/postnatal health, custody retention, and specialized children's programming. It also means approaching service delivery in a way that is sensitive to the unique challenges facing women seeking housing.

The Welcome Centre provides physical and psychological safety for women.

Many women seeking shelter are highly vulnerable with histories of trauma. Co-ed environments can re-traumatize survivors and, in some cases, women will choose to sleep in their vehicles or on the street rather than risk the dangers they face in mixed-gender emergency spaces. The gender-based care provided by the Welcome Centre offers a refuge for these women and acts as a stopgap preventing them from falling through the cracks.

As politicians you understand difficult decisions. You understand the need to sometimes be unpopular to advocate for the citizens you serve. The Welcome Centre, with the support of the Board, is in that self-same position. To truly honour the mission and do the very best for our women and families, we have chosen to advocate. Why? Quite simply, **to meet an increasingly underserved need.**

The number of women in shelter is growing while women's shelters are disproportionately underfunded and face a critical lack of capacity across Canada. This is not about pointing fingers – that does nothing to change the reality – but advocating for needed supports can.

Saying this, I ask you to support the motion from Councillor McKenzie to fully fund the request from the Welcome Centre Shelter for Women and Families and to commit to recognizing that women and children experience the world in unique and often vulnerable ways.

Julie Fraser

Chair of the Board

Welcome Centre Shelter for Women and Families

From: Moya McAlister < >
Sent: Friday, June 5, 2026 11:44 AM
To: Clerks clerks@citywindsor.ca
Subject: Support for Funding the Welcome Centre Shelter for Women and Families

Dear Members of Windsor City Council,

I am writing in support of continued funding for the Welcome Centre Shelter for Women and Families and respectfully ask Council to vote in favour of Agenda Item 15.1.

As someone who works closely with community organizations in Windsor-Essex, I understand the importance of having safe, stable, and supportive spaces available for women and families experiencing homelessness, housing instability, and crisis. The Welcome Centre Shelter provides more than emergency accommodation; it offers dignity, safety, connection, and a pathway toward stability for some of our community's most vulnerable residents.

Organizations such as the Welcome Centre play a critical role in strengthening our community and ensuring that individuals and families have access to the support they need during difficult times. Investing in these services is an investment in the wellbeing of Windsor-Essex as a whole.

Thank you for your consideration and for your ongoing service to our community.

Sincerely,

Moya McAlister
Windsor, Ontario

I am writing in support of the Welcome Shelter for Women.

I have previously used the services at Hiatus House, and from that experience I can speak directly to the value of emergency supports and to the strain that occurs when multiple systems become involved at once. When a person is in a state of crisis, particularly in sustained fight-or-flight, involvement with multiple agencies can quickly become overwhelming. I experienced how overlapping appointments, repeated intake processes, and the need to retell distressing events across different services can increase emotional load rather than reduce it. In that condition, I found that system complexity can intensify distress and make it harder to think clearly and make stable decisions.

In that context, a safe and consistent space is an essential stabilizing intervention rather than an optional service. Having one place where a person or family can remain physically safe, reduce immediate exposure to harm, and begin to regulate their stress response creates the conditions where other supports become usable. Legal, medical, and social systems function more effectively when accessed from a stable and contained environment.

I have also experienced how critical this stability becomes when children are involved. In my experience, shelters provide children with immediate physical security and a predictable environment during a period of instability. This reduces their exposure to conflict and uncertainty and supports their ability to maintain basic routines such as sleep, schooling, and emotional regulation. When children are protected this way, it also reduces pressure on caregivers and allows them to focus on safety planning and decision-making.

In Windsor, I have observed that local demand for emergency shelter spaces consistently exceeds capacity, particularly during periods of crisis when multiple systems are involved at once. This reality increases pressure on women who are already trying to stabilize their safety while also navigating legal, healthcare, and social service systems.

From my perspective, shelters such as the Welcome Shelter for Women reduce fragmentation across systems and establish a baseline of safety that supports longer-term planning and decision-making, thereby helping to interrupt cycles of violence in our community. Without that foundation, engagement with external services becomes significantly more difficult and, in some cases, inaccessible. For example, when Hiatus House and the Welcome Shelter were full in 2018, I remained in an abusive relationship for another year before I could end the cycle, at which point the harm had increased.

I strongly support the continuation and funding of this type of service because I see it as meeting a core need that other systems do not replace: sustained safety and stabilization during crisis, including direct security for children.

-Bridget Fauteux

Windsor, ON