

City Council Meeting Agenda

Date: Monday, July 13, 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 [] would like to begin by acknowledging that the land on which we gather is the traditional territory of the Three Fires Confederacy of First Nations, which includes the Ojibwa, the Odawa, and the Potawatomi. The City of Windsor honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land. |
| 3. | DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF |
| 4. | ADOPTION OF THE MINUTES |
| 5. | NOTICE OF PROCLAMATIONS

Proclamations

Srebrenica Genocide Remembrance Day – July 11, 2026 |
| 6. | COMMITTEE OF THE WHOLE |
| 7. | COMMUNICATIONS INFORMATION PACKAGE (This includes both Correspondence and Communication Reports) |
| 7.1. | Correspondence Items 7.1.1 through 7.1.3 (CMC 12/2026) |
| 7.2. | Follow-up to Residential Rental Licensing Pilot Program - City Wide (C 95/2026)
<i>Author: Craig Robertson, Manager, Licensing & Enforcement/Deputy Licence Commissioner</i> |
| 7.3. | Response to CQ17-2025 Methadone (Opioid Therapy) Clinics - City Wide (C 93/2026)
<i>Author: Alicia Saroli, Executive Initiatives Coordinator</i> |

- 7.4. Response to CQ 16-2026 – Licensing and Insurance for E-bikes – City Wide
(C 91/2026) *Author: Wira Vendrasco, City Solicitor*

- 8. CONSENT AGENDA

- CONSENT COMMITTEE REPORTS

- 8.1. Committee Report for ETPS Question Period May 27 2026 Regarding Speed Camera Program Request **(SCM 178/2026)**

- 8.2. Response to CQ 8-2026 – Traffic Calming Measures on Cypress Avenue – Ward 7
(SCM 177/2026) (S 45/2026) *Author: Ian Day, Senior Manager, Transportation*

- 8.3. Report No 158 of the Windsor Licensing Commission **(SCM 221/2026) (SCM 196/2026)**

- 8.4. Minutes of the Windsor Licensing Commission of its meeting held June 2, 2026
(SCM 222/2026) (SCM 197/2026)

- 8.5. Repeal By-law 5711 – “A By-law to Authorize Entry Upon Adjoining Land for the Purpose of Making Repairs, Alterations or Improvements” and Pass By-law – “A By-law to Authorize and Regulate Owner or Occupant Entry onto Adjoining Lands for Repairs, Alterations or Improvements” – City Wide **(SCM 223/2026) (S 51/2026)** *Author: Brandon Calleja, Senior Manager/Deputy Chief Building Official - Permits*

- 8.6. Response to CQ 16-2025 – Pedestrian Countdown Timers – City Wide **(SCM 224/2026) (S 37/2026)** *Author: Ian Day, Senior Manager, Transportation*

- 9. **REQUEST FOR DEFERRALS, REFERRALS AND/OR WITHDRAWALS**

- 10. **PRESENTATIONS AND DELEGATIONS**

- 10.1. Alignment Recommendations: Invest WindsorEssex & Tourism Windsor Essex Pelee Island

- 11. **REGULAR BUSINESS ITEMS (Non-Consent Items)**

- 11.1. Surplus Declaration and Sale Authorization – 0 Sun Valley Drive (west of 1745 Sun Valley Drive) – Ward 2 **(C 92/2026)** *Author: Wira Vendrasco, City Solicitor*

- 11.2. Exemption to Noise By-law 6716 for Nighttime Construction Work – Wyandotte Street East – Ward 5 **(C 96/2026)** *Author: Gerry Rattew, Engineer I*

- 11.3. Response to CR478/2025 – Council Start Time, Community Engagement and Council Compensation - City Wide (**C 98/2026**) *Author: Steve Vlachodimos, City Clerk and License Commissioner*

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)

13. BY-LAWS (First and Second Reading)

- 13.1. **By-law 104-2026** - A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW, authorized by CR271/2026, dated June 29, 2026.

- 13.2. **By-law 105-2026** - A BY-LAW TO FURTHER AMEND BY-LAW 9023 BEING A BY-LAW TO REGULATE VEHICULAR PARKING WITHIN THE LIMITS OF THE CITY OF WINDSOR ON MUNICIPAL STREETS, MUNICIPAL PARKING LOTS AND PRIVATE PROPERTIES, authorized by CR620/2020, dated December 7, 2020.

- 13.3. **By-law 106-2026** - A BY-LAW TO AUTHORIZE SPECIAL CHARGES TO BE IMPOSED ON LOTS ON WHICH HAVE HAD LOCAL IMPROVEMENT WORK COMPLETED UNDER BY-LAW 42-2026 ON 3225 BASELINE ROAD, IN THE CITY OF WINDSOR, authorized by By-law 42-2026, dated March 9, 2026.

- 13.4. **By-law 107-2026** - A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 13TH DAY OF JULY, 2026.

14. MOVE BACK INTO FORMAL SESSION

15. NOTICES OF MOTION

16. THIRD AND FINAL READING OF THE BY-LAWS

By-laws 104-2026 through 107-2026 inclusive

17. PETITIONS

18. QUESTION PERIOD

18.1 Summary of Outstanding Council Questions as of July 2, 2026 **(SCM 105/2026)**

18.2 Outstanding Council Directives as of June 29, 2026 **(SCM 91/2026)**

19. STATEMENTS BY MEMBERS

20. UPCOMING MEETINGS

Development & Heritage Standing Committee
Monday, July 6, 2026
4:30 p.m., Council Chambers

Community Services Standing Committee
Wednesday, July 8, 2026
9:00 a.m., Council Chambers

Community Public Art Working Group
Wednesday, July 15, 2026
5:00 p.m., via Zoom video conference

City Council Meeting
Monday, July 27, 2026
10:00 a.m., Council Chambers

21. ADJOURNMENT



Correspondence Report: CMC 12/2026

ATTACHMENTS

Subject: Correspondence Report for Monday, July 13, 2026, City Council Meeting

No.	Sender	Subject
7.1.1	Deputy City Planner	<p>Application for Zoning By-law Amendment, 1000919722 Ontario Inc. (Curtis Docherty), 1258-1264 Argyle Road, to permit a multiple dwelling containing a maximum of 7 dwelling units with 7 proposed on-site parking spaces.</p> <p style="text-align: right;">Administrative Lead: City Planner Z/15191 Note & File</p>
7.1.2	Deputy City Planner	<p>Application for Zoning By-law Amendment, Avant Design Ltd., 0 Brant Street & 563 Brant Street, 529 Aylmer Avenue, to redevelop an existing building and vacant parcel of land to develop a multiple dwelling with 7 residential building units and associated parking.</p> <p style="text-align: right;">Administrative Lead: City Planner Z/15190 Note & File</p>
7.1.3	Committee of Adjustment	<p>Applications to be heard by the Committee of Adjustment/Consent Authority, Thursday, July 16, 2026.</p> <p style="text-align: right;">Administrative Lead: City Planner Z2026 Note & File</p>

PLANNING AND DEVELOPMENT SERVICES

Memo

To: City Clerk
From: Deputy City Planner
Date: June 30, 2026
Subject: TRANSMITTAL OF NEW FILE
Our File Number: Z-011/26 [ZNG/7371]
RE: Application For Zoning By-law Amendment

Applicant: 1000919722 ONTARIO INC.
Location: 1258-1264 ARGYLE RD.
Description: To change the zoning of the subject lands by adding a site-specific zoning provision to permit a multiple dwelling containing a maximum of 7 dwelling units. The concept plan shows 7 proposed on-site parking spaces for the proposed 7 dwelling units
Planning Consultations: Stage 1 File No: PC-072/24, Stage 2 File No: PC-043/25
All drawings are conceptual and subject to change.
The development as proposed is not subject to Site Plan Control.

The ZONING BY-LAW AMENDMENT application submitted on APRIL 26, 2026, by 1000919722 ONTARIO INC. for 1258-1264 ARGYLE RD. was deemed complete on JUNE 9, 2026.

Enclosures:

- (X) 1 copy of Application Form
- () 1 copy of Drawings
- () 1 copy of Site Plan



Greg Atkinson, MCIP, RPP
Deputy City Planner

GA/nm

June 19, 2026

Pillon Abbs Inc.
c/o Tracey Pillon-Abbs
23669 Prince Albert Rd.
Chatham, ON N7M 5J7

Dear Ms. Pillon-Abbs,

Re: ZONING BY-LAW AMENDMENT APPLICATION

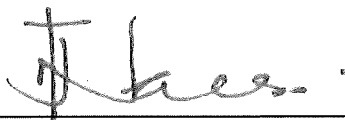
APPLICANT: 1000919722 ONTARIO INC.
LOCATION: 1258-1264 ARGYLE RD.
FILE NO.: Z-011/26 [ZNG/7371]

I acknowledge receipt of a Zoning By-law Amendment Application. Per the delegation authority in By-Law 139-2013, the City Planner deemed the application complete on June 9, 2026.

The City of Windsor will advise you before the Development & Heritage Standing Committee (DHSC) and Council meetings regarding the Planning & Development Services' position on the application, as well as the dates, times, and locations of all public meetings.

If you have any questions, email me at jnwaesei@citywindsor.ca.

Sincerely,



Justina Nwaesei, MCIP, RPP
Senior Planner - Development Review

JN/nm

ZONING BY-LAW AMENDMENT APPLICATION

INSTRUCTIONS

Revised 2026 March 1

Refer to your Planning Consultation Stage 2 Letter for application type, fees, and required supporting information. Complete this application in full. Be as detailed as possible. The City of Windsor ("City") will return an incomplete application. Direct questions to a Planner in the Development section.

Do not make payment until given instructions to do so. The City will refund or return any payment made before the City is ready to deem the application complete. Do not email any documents to a staff Planner. After 60 days of inactivity, the City will terminate the application without notice.

Submit all materials to the Senior Steno Clerk, Planning & Development Services by email at planningdept@citywindsor.ca, by mail to the address at the bottom of this page, or in person at City Hall, Second Floor, 350 City Hall Square West.

FEES

Fees subject to change. The City will provide payment options when the application is ready to be deemed complete. If the Applicant does not complete Stage 1 and Stage 2 of the Planning Consultation process, the City will double the Base Fee. ZBA = Zoning By-law Amendment

City of Windsor Fees	Minor ZBA	Major ZBA
Base Fee	\$2,455.00	\$3,300.00
GIS Fee	+ \$50.00	+ \$50.00
E-Permitting Fee	+ <u>\$40.00</u>	+ <u>\$40.00</u>
Total City of Windsor Fee	= \$2,545.00	= \$3,390.00

Essex Region Conservation Authority (ERCA) Fee

If the subject land is in the Limit of Regulated Area, the City will add an ERCA fee based on type of application to the Total City of Windsor Fee above. The ERCA fee is separate from any fees for a permit or clearance required by ERCA. The ERCA Fee Schedule is available on the ERCA website.

Other Fees: The City may charge the following fees in the future:

Renotification Fee \$2,795.00

Required when an applicant requests a deferral after the City has given notice of a public meeting.

Legal Fee for Servicing Agreement \$730.00 plus \$50 per unit, lot, or block

Required when the preparation of a servicing agreement is a condition of approval.

CONTACT INFORMATION

Planning & Development Services
City of Windsor
350 City Hall Square West, Suite 320
Windsor ON N9A 6S1

Telephone: 519-255-6543
Fax: 519-255-6544
Email: planningdept@citywindsor.ca
Web Site: citywindsor.ca

ZONING BY-LAW AMENDMENT APPLICATION

ZONING BY-LAW AMENDMENT PROCESS

Review the *Planning Act* and relevant regulations, and the City of Windsor Official Plan for statutory requirements. Direct all questions to the assigned Planner. The process is as follows:

1. Within 30 days of the receipt of the application, you will receive written notification that the City is deeming the application incomplete or ready to be complete. If you completed the Planning Consultation process, this review period will be shorter.
2. If incomplete, the assigned Planner will indicate the revisions required prior to resubmitting the application - no further processing will occur. If the City is ready to deem the application complete, it will provide you with payment options. After the City processes payment, fees are not refundable, and the City will deem the application complete and circulate it to departments and external agencies for comment, and will make submitted documents available to the public.
3. Following circulation, the assigned Planner prepares, and the City Planner and other staff review, the draft staff report. When the draft report receives internal approval, the City will schedule the application for a future meeting of the Development and Heritage Standing Committee (DHSC).
4. The DHSC meeting is the public meeting required by the *Planning Act*. The City will advertise public notice of the DHSC meeting in the Windsor Star newspaper 20 days prior to the meeting. The City may mail a courtesy notice to property owners within 200 metres of the subject land.
5. Ten days prior to the DHSC meeting, the staff report is made available to DHSC members, the Applicant / Agent, and to the public at <https://opendata.citywindsor.ca/Tools/CouncilAgendas>.
6. At the DHSC meeting, the assigned Planner may make a presentation. Any party may make an oral submission or submit a written submission. The DHSC may ask questions of any party that made a submission. The DHSC may defer, recommend approval, or recommend denial.
7. If deferred, the DHSC will consider the application along with any additional information at a future DHSC meeting. If recommended for approval or denial, we will forward the staff report and the minutes of the DHSC meeting to City Council for decision at a future date. Council Services will notify the Applicant, Agent and all interested parties of the date, time, and location of the Council meeting. Call 311 or contact Council Services at 519-255-6211 or clerks@citywindsor.ca.
8. The application may be on the Consent Agenda of the Council Meeting, a part of the meeting where Council approves several matters with one motion. If the application is not on the Consent Agenda, the staff planner may make a presentation. Any party may make an oral submission or submit a written submission. Council may approve, deny, or defer the application.
9. If Council approves the application, Council will pass an amending by-law at a future meeting. Council Services will give notice of passing of the amending by-law to the applicant, property owners and public bodies within 15 days. There is a 20-day appeal period commencing the day after the City gives this notice. The notice will indicate the last day to file an appeal.
10. To file an appeal with the Ontario Land Tribunal (OLT), submit your request online through the OLT E-File Portal or completing the appeal form and submitting it to City of Windsor Council Services (519-255-6211 or clerks@citywindsor.ca). If the City receives no appeal, the amending by-law is binding as of the date of Council's passing of the by-law.

ZONING BY-LAW AMENDMENT APPLICATION

FILE NAMING

Name your documents using the list below and adding the effective date of the document using the format YYYY-MM-DD. You can include your own project number or information after the file name and date. If there are multiple files of one type of document, add a number after the file name but before the effective date. All documents must be in a single folder.

For example: Planning Rationale Report 2026-11-24
Application Zoning By-law Amendment 2026-12-11
Concept Rendering 001 2026-12-31

FILE NAME

EFFECTIVE DATE

Agreement of Purchase and Sale	Confirmation of Acceptance Date
Application Planning Consultation Stage 1	Acknowledgements date
Application Planning Consultation Stage 2	
Application Official Plan Amendment	Sworn Declaration of Applicant date
Application Zoning By-law Amendment	
Application Plan of Subdivision	
Application Plan of Condominium	
Application Condominium Conversion	
Archaeological Assessment Stage 1	Report date
Archaeological Assessment Stage 2	
Archaeological Assessment Stage 3	
Archaeological Clearance Letter	Letter date
Block Plan	Date of plan
Climate Resiliency Study	Report date
Concept Drawings	Drawn / Revised On date
Concept Elevations	
Concept Floor Plans	
Concept Renders	
Concept Site Plan	
Corporate Profile Report	Report Generated on date
Energy Strategy	Report date
Environmental Evaluation Report	Report date
Environmental Impact Study	
Environmental Site Assessment Phase I	Report date
Environmental Site Assessment Phase II	
Functional Servicing Report / Functional Servicing Study	Report date

ZONING BY-LAW AMENDMENT APPLICATION

FILE NAME	EFFECTIVE DATE SOURCE
Geotechnical Report	Report date
Heritage Impact Study	Report date
Lighting Study	Report date
Micro-Climate Study	Report date
Noise Study	Report date
Noise & Vibration Study	
Open House Notice	Date Sent or Delivered
Open House Display Boards	Date of Open House
Open House Presentation	
Open House Registration Report	
Open House Sign in Sheet	
Open House Letter Name of Person	Date letter or email was sent
Ownership Deed of Land	"Registered as of" date
Ownership Parcel Register	Prepared For date
Ownership Transfer	Received on date
Parking Study	Report date
Plan of Survey	Surveyor's Certificate date
Planning Rationale Report	Report date
Sanitary Sewer Study	Report date
Shadow Study	Report date
Species at Risk Study	Report date
Stormwater Management Report	Report date
Transportation Impact Memo	Report date
Transportation Impact Statement	
Transportation Impact Study	
Tree Inventory and Preservation Study	Report date
Topographic Survey	Surveyor's Certificate date
Urban Design Brief / Urban Design Study	Report date
Vibration Study	Report date
Waste Disposal Letter	Date of Letter

ZONING BY-LAW AMENDMENT APPLICATION

1. PLANNING CONSULTATION & SUPPORTING INFORMATION

Valid Planning Consultation Stage 1 and Stage 2 letters will list what supporting information you must submit with this application.

Planning Consultation
Stage 1 File Number:

PC-072/24

Planning Consultation
Stage 2 File Number:

PC-043/25

No Valid Planning Consultation Letter

If the Planning Consultation Letter expired or you did not proceed with the Planning Consultation process, the review to determine if the application is complete will take longer and the City may deem the application incomplete, which will delay processing.

See pages 3 and 4 for file naming conventions. All drawings and plans shall be in JPG and PDF format. All other documents shall be in Word and PDF format. Flatten all PDF files with no layers and 'Printing' and 'Content Copying' allowed. If you are submitting companion applications, provide only one set of documents.

In addition to the requirements in the Planning Consultation letter, you must submit the following documents with this application:

- a) Property Deed, Transfer, Offer to Purchase, or Agreement of Purchase and Sale
- b) Corporation Profile Report if the Applicant or Registered Owner is a corporation.
- c) Plan, Sketch, or Survey of Subject Land showing existing conditions, buildings, & structures.
- d) Conceptual Site Plan – See Section 7 for drawing requirements.

The City makes all supporting information submitted with the application available for public review.

2. COMPANION APPLICATIONS & FUTURE APPLICATIONS

Indicate any companion application you are submitting with this application:

Official Plan Amendment Plan of Condominium Plan of Subdivision

Indicate which applications you may submit in the future for the subject land:

Part Lot Control Plan of Condominium Plan of Subdivision
 Consent to Sever Site Plan Control – see Note 1 below

Note 1: If a development proposal is subject to Site Plan Control, you may submit the Planning Consultation application for Site Plan Control after the Development and Heritage Standing Committee considers the zoning amendment. Final approval of a site plan is conditional on an amending by-law coming into effect.

ZONING BY-LAW AMENDMENT APPLICATION

3. APPLICANT, REGISTERED OWNER, AND AUTHORIZED AGENT

If the applicant is a numbered company, provide the name of the principals of the company in a separate document. If there is more than one Applicant or Registered Owner copy this page, complete in full and submit with this application. All communication is with the Agent authorized by the Registered Owner. If there is no Agent, all communication is with the Applicant.

Applicant

Name Contact

Address

Phone Fax

Email

Registered Owner Same as Applicant

Name Contact

Address

Phone Fax

Email

Authorized Agent Same as Applicant

Name Contact

Address

Phone Fax

Email

ZONING BY-LAW AMENDMENT APPLICATION

4. SUBJECT LAND INFORMATION

Street address, roll number, legal description, and zoning may be available at the following links: Public Property Inquiry and Property and Parcels Data Viewer. Copy and paste the information into the appropriate boxes below.

Street Address

Include
Postal Code

Roll Number

Legal Description

Mortgages, Charges or Other Encumbrances None

Name/Address

Easement or Restrictive Covenant None

Date Acquired by Registered Owner Unknown

Dimensions	Frontage / Width (m)	Depth (m)	Area (m ²)
Metric Units	19.84 m	36.35 m	721.18 m ²

ZONING BY-LAW AMENDMENT APPLICATION

Official Plan Designation

"Residential" according to Schedule D – "Land Use"

Zoning

"Residential District 2.2 (RD2.2)" on Map 7 and S267

Current Uses
Indicate how long uses have continued

Current vacant parcels of land.

Former Uses

Check all that apply

AGRICULTURAL <input type="checkbox"/>	COMMERCIAL <input type="checkbox"/>	INDUSTRIAL <input type="checkbox"/>
INSTITUTIONAL <input type="checkbox"/>	PARKLAND <input type="checkbox"/>	RESIDENTIAL <input checked="" type="checkbox"/>
VACANT LAND <input type="checkbox"/>	OTHER <input type="checkbox"/>	

Contamination Is there reason to believe that current or former uses on the subject land may have contaminated the subject or adjacent land?

NO YES UNKNOWN

If available, submit any Phase 1 or Phase 2 Environmental Site Assessment or any Record of Site Condition with this application.

5. PREVIOUS APPLICATIONS

Indicate the file numbers of previous applications. If unknown, leave blank.

Plan of Subdivision or Consent	NO <input type="checkbox"/>	YES <input type="checkbox"/>	File: _____
Plan of Condominium	NO <input type="checkbox"/>	YES <input type="checkbox"/>	File: _____
Official Plan Amendment	NO <input type="checkbox"/>	YES <input type="checkbox"/>	File: _____
Zoning By-law Amendment	NO <input type="checkbox"/>	YES <input type="checkbox"/>	File: _____
Site Plan Control	NO <input type="checkbox"/>	YES <input type="checkbox"/>	File: _____
Minister's Zoning Order	NO <input type="checkbox"/>	YES <input type="checkbox"/>	OR#: _____

ZONING BY-LAW AMENDMENT APPLICATION

6. DESCRIPTION OF ZONING BY-LAW AMENDMENT (ZBA)

Be as descriptive as possible. Incorrect or incomplete information will delay processing.

6A. Which Zoning By-law are you amending? 8600 85-18

6B. Describe the zoning amendment you are requesting:

It is proposed to further amend the "Residential District 2.2 (RD2.2- S.20(1)XXX)" zone category.

6C. Describe the nature and scope of the proposed development:

To permit the proposed multiple dwellings with 7 residential dwelling.

6D. If the proposed development consists of multiple buildings, provide an overall total for Gross Floor Area, Landscaped Area, Parking Spaces (including Accessible & Bicycle) & Loading Spaces below and attach a document that provides this information for each building.

Total Dwelling Units:	7	Parking Spaces:	7
Number of Buildings:	1	Accessible Parking Spaces:	0
Gross Floor Area (m ²):	TBD	Bicycle Parking Spaces:	4
Landscaped Area (m ²):	TBD	Loading Spaces:	0
Building Height (m):	9.0 m	Building Height (storeys):	9.0 m

6E. Explain how the amendment is consistent with the *Provincial Planning Statement 2024*:

See attached PRR.

ZONING BY-LAW AMENDMENT APPLICATION

6F. Explain how the amendment conforms to the City of Windsor Official Plan:

See attached PRR.

6G. If the application will remove land from an area of employment, provide details of the applicable Official Plan policy or Official Plan Amendment that deals with this matter:

See attached PRR.

7. CONCEPTUAL SITE PLAN

Dimensions shall be in metric. Include a conceptual site plan of the proposed development showing:

- a) The boundary and dimension, in metres, of the subject land.
- b) The location, size, and type of any existing and proposed building and structure (including any berm, fence, noise barrier, refuse bin) on the subject land, including their distance / setback from all lot lines and their height in metres, the number and dimensions of parking spaces, accessible parking spaces, visitor parking spaces, bicycle spaces, loading spaces, and the dimensions of parking aisles, collector aisles, and access areas.
- c) The approximate location of natural and artificial features (building / structure, railway, driveway, access area, watercourse, drain, ditch, swale, banks of river or stream, wetland, wooded area, well, septic tank, etc.) that is located on the subject land and on land adjacent to it.
- d) The current uses of all land that is adjacent to the subject land.
- e) The location and name of any road and alley within or abutting the subject land, indicating if it is a municipal road, a provincial highway, other public road, a private road, a right-of-way, or an unopened road or alley allowance.
- f) If access to the subject land will be water only, the location of the parking and docking facilities and their distance from the subject land in metres or kilometres.
- g) The location and nature of any easement affecting the subject land.

ZONING BY-LAW AMENDMENT APPLICATION

8. INFRASTRUCTURE

WATER: How will you be providing water to the subject land?

- Public piped water system Private individual well Private communal well

SANITARY SEWAGE: How will you be disposing of sanitary sewage from subject land?

- Public sanitary sewage system Private individual septic system - see Note 2 Private communal septic system - see Note 2

Note 2: If the application would permit development on private individual or communal septic system and will produce more than 4,500 litres of effluent per day because of completion of the development, you must submit a Servicing Options Report and a Hydrogeological Report with this application.

STORM DRAINAGE: How will you be providing storm drainage? Check all that apply.

- Sewers Ditches Swales Other

ACCESS: How will you access the subject land? Check all that apply.

- Municipal Road Provincial Highway Other Right-of-way Water See Note 3 below

Note 3: If access to the subject land is by water only, describe the parking and docking facilities used or that you will use and provide the distance (metres or kilometres) of these facilities from the subject land and the nearest public road:

See attached drawing or Conceptual Site Plan

9. PROPOSED PUBLIC CONSULTATION STRATEGY

What is your strategy for consulting with the public? Check all that apply.

- Public Notice & Public Meeting as required by the *Planning Act*

- Open House. If known, date, time & location: December 3, 2024, from 6:00 pm to 7:00 pm at the Willistead Manor/Zoom

- Website. Enter URL:

- Other. Describe:

ZONING BY-LAW AMENDMENT APPLICATION


10. AUTHORIZATION

Authorization to Enter Upon the Subject Land and Premises and for Applicant and any Agent to Submit the Application and Required Information

I, Curtis Docherty,

am the Registered Owner of the subject land described in Section 4 and hereby authorize members of City Council & the Development & Heritage Standing Committee and staff of The Corporation of the City of Windsor to enter upon the subject land and premises for the purpose of evaluating this application and the Applicant and Agent listed in Section 3 to submit this application and required information.

This is their authority for doing so.

X 

Signature of Registered Owner

2026-04-25

Date YYYY-MM-DD

If Corporation, I have authority to bind the Corporation

11. ACKNOWLEDGEMENT

Application Processing: Submission of this application does not constitute a complete application. The City will review all materials to determine completeness. Inaccurate or missing information will delay processing. Once the application is deemed complete, fees are non-refundable. If there is no activity on the file for 60 days, the City may terminate the application without notice.

Sharing of Information: Subject to the *Planning Act* and the *Municipal Freedom of Information and Protection of Privacy Act*, the City may share the application and submitted material with external agencies and the public for the purpose of evaluating the application.

Archaeological Resources: If archaeological resources are found during grading, construction, or soil removal activities all work in that area must cease immediately. I will notify the City's Planning & Development Services and Manager of Culture and Events and the Ontario Archaeology Program Unit ("APU") to confirm satisfaction of any archaeological requirements before any work can resume.

Human Remains: If human remains are encountered during grading, construction or soil removal activities all work in that area must cease. I will secure the site and contact the Windsor Police Service at 911 or the coroner so that they may determine whether the skeletal remains are human and whether the remains constitute a part of a crime scene. The police or coroner will notify the APU and the Registrar at the Ministry of Government and Consumer Services if needed, and the APU will provide notification and satisfactory confirmation.

CONTINUED ON NEXT PAGE


ZONING BY-LAW AMENDMENT APPLICATION

11. ACKNOWLEDGEMENT (Continued)

Potentially Contaminated Site: I am responsible for complying with provincial legislation, guidelines, and the City's Official Plan policies regarding potentially contaminated lands. Reasonable effort must be made to identify contamination on the subject property. As a condition of approval, the City may require a Record of Site Condition (RSC), signed by a qualified person and filed in the Environmental Site Registry, along with acknowledgment from the Ministry of the Environment, Conservation and Parks (MECP). The City may also require a Declaration from the qualified person confirming that the City may rely on the RSC. The City is not responsible for identifying or remediating contaminated sites, and I agree not to hold the City, its officers, employees, or agents liable for any loss, damage, or costs related to environmental cleanup or claims.

Species at Risk: Under Ontario's *Endangered Species Act, 2007*, it is my responsibility to ensure compliance with all provisions protecting endangered and threatened species and their habitats. This may include registering an activity or obtaining permits or authorizations from MECP prior to undertaking any work that could impact protected species. Approval under the Planning Act does not constitute approval under the Endangered Species Act, nor does it exempt the applicant from obtaining necessary authorizations. For guidance, contact MECP at SAROntario@ontario.ca or visit <https://www.ontario.ca/page/development-and-infrastructure-projects-and-endangered-or-threatened-species>

My signature below is acknowledgement that I read, understand, and agree with, the above statements.

X 

Applicant Agent

2026-04-25

DATE: YYYY-MM-DD

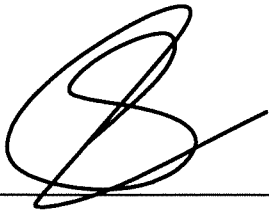
Complete Section 12 on the next page

ZONING BY-LAW AMENDMENT APPLICATION

12. SWORN DECLARATION OF APPLICANT

Complete in the presence of a Commissioner for Taking Affidavits. If you administer this declaration remotely, you must be able to see, hear and communicate with the Commissioner throughout the entire transaction and show documentation that confirms your identity.

I, Curtis Docherty, solemnly declare that the information required by the *Planning Act, Schedule 1 to Ontario Regulation 545/06*, and the City of Windsor and provided by the Applicant is accurate and that the information contained in the documents that accompany this application is accurate, that if this declaration was administered remotely that it was in accordance with *Ontario Regulation 431/20*, and I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath.



Signature of Applicant

*Sign in the presence of a
Commissioner for Taking Affidavits*

Tecumseh, ON

Location of Applicant at
Time of Declaration

The administration of this declaration is in accordance with *Ontario Regulation 431/20*.
Every person who administers a declaration remotely shall keep a record of the transaction.



Declared
before me



Signature of Commissioner
for Taking Affidavits

at the Chatham-Kent, ON

Location of Commissioner

this 25th

day

day of April

month

, 2026

year

Place an imprint of, or if administered remotely enter the information on, your stamp below

Tracey Lynn Cecillia Pillon-Abbs, a Commissioner, etc.,
Province of Ontario, for Pillon Abbs Inc.
Expires August 4, 2026

LAST PAGE OF THIS APPLICATION

PLANNING AND DEVELOPMENT SERVICES

Memo

To: City Clerk
From: Deputy City Planner
Date: June 30, 2026
Subject: TRANSMITTAL OF NEW FILE
Our File Number: Z-016/26 [ZNG/7379]
RE: Application For Zoning Amendment

Applicant: AVANT DESIGN LTD.

Location: 0 BRANT ST. & 563 BRANT ST., 529 AYLMER AVE.

Description: The applicant proposes redevelopment of an existing building and vacant parcel of land to develop a multiple dwelling with seven (7) residential dwelling units and associated parking. The proposal includes utilizing 0 Brant Street as a parking area in support of the redevelopment of the existing building at 563 Brant Street. Eleven parking spaces including one accessible parking space are proposed between the two parcels with access from Brant Street through the alley. Three bicycle parking spaces are proposed.

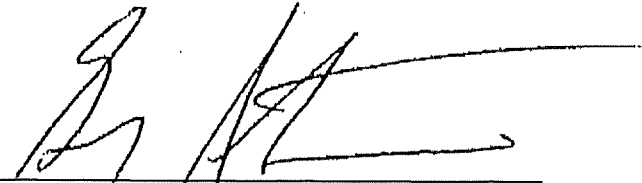
The applicant is requesting site-specific provisions to the existing Residential District 3.1 (RD3.1) zoning to facilitate the proposed development. The application as proposed is not subject to Site Plan Control.

The subject land is designated "Medium Profile Mixed Use" on *Schedule E – City Centre Planning District*, zoned RD3.1 in Zoning By-law 8600, and is located on a Local Road (Brant Street on *Schedule F – Roads & Bikeways*). The parcel 563 Brant Street is irregularly shaped, has an average lot width of 27.8m, a lot depth of 27.3m and lot area of 893.6m². The existing building is vacant, approximately 774 m² in size and three storeys' high. The parcel 0 Brant Street has a lot width of 9.5m, lot depth of 15.2m and lot area of 144.4m² and is currently vacant, operating as a parking area without required permits. It is separated from 563 Brant Street by an existing paved alley.

The ZONING BY-LAW AMENDMENT application submitted on JUNE 5, 2026, by AVANT DESIGN LTD. for 0 BRANT ST. & 563 BRANT ST./529 AYLMER AVE. was deemed complete on JUNE 16, 2026.

Enclosures:

- (X) 1 copy of Application Form
- () 1 copy of Drawings
- () 1 copy of Site Plan



Greg Atkinson, MCIP, RPP
Deputy City Planner
GA/nm

June 19, 2026

Avant Design Ltd.
c/o Mohammad Hanash
5980 Tecumseh Rd. E.
Windsor, ON

Dear Mr. Hanash,

Re: ZONING BY-LAW AMENDMENT APPLICATION

APPLICANT: AVANT DESIGN LTD.

LOCATION: 0 & 563 BRANT ST. & 529 AYLMER AVE.

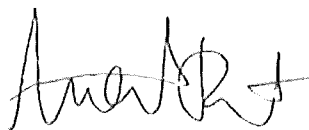
FILE NO.: Z-016/26 [ZNG/7379]

I acknowledge receipt of a Zoning By-law Amendment Application. Per the delegation authority in By-Law 139-2013, the City Planner deemed the application complete on June 16, 2026.

The City of Windsor will advise you before the Development & Heritage Standing Committee (DHSC) and Council meetings regarding the Planning & Development Services' position on the application, as well as the dates, times, and locations of all public meetings.

If you have any questions, email me at aparent@citywindsor.ca.

Sincerely,



Averil Parent
Planner II - Development Review

AP/nm

ZONING BY-LAW AMENDMENT APPLICATION

INSTRUCTIONS

Revised 2026 March 18

Refer to your Planning Consultation Stage 2 Letter for application type, fees, and required supporting information. Complete this application in full Be as detailed as possible. The City of Windsor ("City") will return an incomplete application. Direct questions to a Planner in the Development section.

Do not make payment until given instructions to do so. The City will refund or return any payment made before the City is ready to deem the application complete. Do not email any documents to a staff Planner. After 60 days of inactivity, the City will terminate the application without notice.

Submit all materials to the Senior Steno Clerk, Planning & Development Services by email at planningdept@citywindsor.ca, by mail to the address at the bottom of this page, or in person at City Hall, Second Floor, 350 City Hall Square West.

FEES

Fees subject to change. The City will provide payment options when the application is ready to be deemed complete. If the Applicant does not complete Stage 1 and Stage 2 of the Planning Consultation process, the City will double the Base Fee. ZBA = Zoning By-law Amendment

City of Windsor Fees	Minor ZBA	Major ZBA
Base Fee	\$2,455.00	\$3,300.00
GIS Fee	+ \$50.00	+ \$50.00
E-Permitting Fee	+ <u>\$40.00</u>	+ <u>\$40.00</u>
Total City of Windsor Fee	= \$2,545.00	= \$3,390.00

Essex Region Conservation Authority (ERCA) Fee

If the subject land is in the Limit of Regulated Area, the City will add an ERCA fee based on type of application to the Total City of Windsor Fee above. The ERCA fee is separate from any fees for a permit or clearance required by ERCA. The ERCA Fee Schedule is available on the ERCA website.

Other Fees: The City may charge the following fees in the future:

Renotification Fee \$2,795.00

Required when an applicant requests a deferral after the City has given notice of a public meeting.

Legal Fee for Servicing Agreement \$730.00 plus \$50 per unit, lot, or block

Required when the preparation of a servicing agreement is a condition of approval.

CONTACT INFORMATION

Planning & Development Services
City of Windsor
350 City Hall Square West, Suite 320
Windsor ON N9A 6S1

Telephone: 519-255-6543
Fax: 519-255-6544
Email: planningdept@citywindsor.ca
Web Site: citywindsor.ca

ZONING BY-LAW AMENDMENT APPLICATION

ZONING BY-LAW AMENDMENT PROCESS

Review the *Planning Act* and relevant regulations, and the City of Windsor Official Plan for statutory requirements. Direct all questions to the assigned Planner. The process is as follows:

1. Within 30 days of the receipt of the application, you will receive written notification that the City is deeming the application incomplete or ready to be complete. If you completed the Planning Consultation process, this review period will be shorter.
2. If incomplete, the assigned Planner will indicate the revisions required prior to resubmitting the application - no further processing will occur. If the City is ready to deem the application complete, it will provide you with payment options. After the City processes payment, fees are not refundable, and the City will deem the application complete and circulate it to departments and external agencies for comment, and will make submitted documents available to the public.
3. Following circulation, the assigned Planner prepares, and the City Planner and other staff review, the draft staff report. When the draft report receives internal approval, the City will schedule the application for a future meeting of the Development and Heritage Standing Committee (DHSC).
4. The DHSC meeting is the public meeting required by the *Planning Act*. The City will advertise public notice of the DHSC meeting in the Windsor Star newspaper 20 days prior to the meeting. The City may mail a courtesy notice to property owners within 200 metres of the subject land.
5. Ten days prior to the DHSC meeting, the staff report is made available to DHSC members, the Applicant / Agent, and to the public at <https://opendata.citywindsor.ca/Tools/CouncilAgendas>.
6. At the DHSC meeting, the assigned Planner may make a presentation. Any party may make an oral submission or submit a written submission. The DHSC may ask questions of any party that made a submission. The DHSC may defer, recommend approval, or recommend denial.
7. If deferred, the DHSC will consider the application along with any additional information at a future DHSC meeting. If recommended for approval or denial, we will forward the staff report and the minutes of the DHSC meeting to City Council for decision at a future date. Council Services will notify the Applicant, Agent and all interested parties of the date, time, and location of the Council meeting. Call 311 or contact Council Services at 519-255-6211 or clerks@citywindsor.ca.
8. The application may be on the Consent Agenda of the Council Meeting, a part of the meeting where Council approves several matters with one motion. If the application is not on the Consent Agenda, the staff planner may make a presentation. Any party may make an oral submission or submit a written submission. Council may approve, deny, or defer the application.
9. If Council approves the application, Council will pass an amending by-law at a future meeting. Council Services will give notice of passing of the amending by-law to the applicant, property owners and public bodies within 15 days. There is a 20-day appeal period commencing the day after the City gives this notice. The notice will indicate the last day to file an appeal.
10. To file an appeal with the Ontario Land Tribunal (OLT), submit your request online through the OLT E-File Portal or completing the appeal form and submitting it to City of Windsor Council Services (519-255-6211 or clerks@citywindsor.ca). If the City receives no appeal, the amending by-law is binding as of the date of Council's passing of the by-law.

ZONING BY-LAW AMENDMENT APPLICATION

FILE NAMING

Name your documents using the list below and adding the effective date of the document using the format YYYY-MM-DD. You can include your own project number or information after the file name and date. If there are multiple files of one type of document, add a number after the file name but before the effective date. All documents must be in a single folder.

For example: Planning Rationale Report 2026-11-24
Application Zoning By-law Amendment 2026-12-11
Concept Rendering 001 2026-12-31

FILE NAME	EFFECTIVE DATE
Agreement of Purchase and Sale	Confirmation of Acceptance Date
Application Planning Consultation Stage 1	Acknowledgements date
Application Planning Consultation Stage 2	
Application Official Plan Amendment	Sworn Declaration of Applicant date
Application Zoning By-law Amendment	
Application Plan of Subdivision	
Application Plan of Condominium	
Application Condominium Conversion	
Archaeological Assessment Stage 1	Report date
Archaeological Assessment Stage 2	
Archaeological Assessment Stage 3	
Archaeological Clearance Letter	Letter date
Block Plan	Date of plan
Climate Resiliency Study	Report date
Concept Drawings	Drawn / Revised On date
Concept Elevations	
Concept Floor Plans	
Concept Renders	
Concept Site Plan	
Corporate Profile Report	Report Generated on date
Energy Strategy	Report date
Environmental Evaluation Report	Report date
Environmental Impact Study	
Environmental Site Assessment Phase I	Report date
Environmental Site Assessment Phase II	
Functional Servicing Report / Functional Servicing Study	Report date

ZONING BY-LAW AMENDMENT APPLICATION

FILE NAME	EFFECTIVE DATE SOURCE
Geotechnical Report	Report date
Heritage Impact Study	Report date
Lighting Study	Report date
Micro-Climate Study	Report date
Noise Study	Report date
Noise & Vibration Study	
Open House Notice	Date Sent or Delivered
Open House Display Boards	Date of Open House
Open House Presentation	
Open House Registration Report	
Open House Sign in Sheet	
Open House Letter Name of Person	Date letter or email was sent
Ownership Deed of Land	"Registered as of" date
Ownership Parcel Register	Prepared For date
Ownership Transfer	Received on date
Parking Study	Report date
Plan of Survey	Surveyor's Certificate date
Planning Rationale Report	Report date
Sanitary Sewer Study	Report date
Shadow Study	Report date
Species at Risk Study	Report date
Stormwater Management Report	Report date
Transportation Impact Memo	Report date
Transportation Impact Statement	
Transportation Impact Study	
Tree Inventory and Preservation Study	Report date
Topographic Survey	Surveyor's Certificate date
Urban Design Brief / Urban Design Study	Report date
Vibration Study	Report date
Waste Disposal Letter	Date of Letter

ZONING BY-LAW AMENDMENT APPLICATION

1. PLANNING CONSULTATION & SUPPORTING INFORMATION

Valid Planning Consultation Stage 1 and Stage 2 letters will list what supporting information you must submit with this application.

Planning Consultation
Stage 1 File Number:

PC- 095/25

Planning Consultation
Stage 2 File Number:

PC- 020/26

No Valid Planning Consultation Letter

If the Planning Consultation Letter expired or you did not proceed with the Planning Consultation process, the review to determine if the application is complete will take longer and the City may deem the application incomplete, which will delay processing.

See pages 3 and 4 for file naming conventions. All drawings and plans shall be in JPG and PDF format. All other documents shall be in Word and PDF format. Flatten all PDF files with no layers and 'Printing' and 'Content Copying' allowed. If you are submitting companion applications, provide only one set of documents.

In addition to the requirements in the Planning Consultation letter, you must submit the following documents with this application:

- a) Property Deed, Transfer, Offer to Purchase, or Agreement of Purchase and Sale
- b) Corporation Profile Report if the Applicant or Registered Owner is a corporation.
- c) Plan, Sketch, or Survey of Subject Land showing existing conditions, buildings, & structures.
- d) Conceptual Site Plan – See Section 7 for drawing requirements.

The City makes all supporting information submitted with the application available for public review.

2. COMPANION APPLICATIONS & FUTURE APPLICATIONS

Indicate any companion application you are submitting with this application:

Official Plan Amendment Plan of Condominium Plan of Subdivision

Indicate which applications you may submit in the future for the subject land:

Part Lot Control Plan of Condominium Plan of Subdivision
 Consent to Sever Site Plan Control – see Note 1 below

Note 1: If a development proposal is subject to Site Plan Control, you may submit the Planning Consultation application for Site Plan Control after the Development and Heritage Standing Committee considers the zoning amendment. Final approval of a site plan is conditional on an amending by-law coming into effect.

ZONING BY-LAW AMENDMENT APPLICATION

3. APPLICANT, REGISTERED OWNER, AND AUTHORIZED AGENT

If the applicant is a numbered company, provide the name of the principals of the company in a separate document. If there is more than one Applicant or Registered Owner copy this page, complete in full and submit with this application. All communication is with the Agent authorized by the Registered Owner. If there is no Agent, all communication is with the Applicant.

Applicant

Name Contact

Address

Phone Fax

Email

Registered Owner Same as Applicant

Name Contact

Address

Phone Fax

Email

Authorized Agent Same as Applicant

Name Contact

Address

Phone Fax

Email

ZONING BY-LAW AMENDMENT APPLICATION

4. SUBJECT LAND INFORMATION

Street address, roll number, legal description, and zoning may be available at the following links: Public Property Inquiry and Property and Parcels Data Viewer. Copy and paste the information into the appropriate boxes below.

Street Address

Include
Postal Code

Roll Number

Legal Description

Mortgages, Charges or Other Encumbrances None

Name/Address

Easement or Restrictive Covenant None

Date Acquired by Registered Owner Unknown

Dimensions	Frontage / Width (m)	Depth (m)	Area (m ²)
Metric Units	9.5m	15.2m	144.4sq.m

ZONING BY-LAW AMENDMENT APPLICATION

Official Plan Designation

Residential District

Zoning

RD 3.1

Current Uses

Indicate how long uses have continued

VACANT

Former Uses

Check all that apply

AGRICULTURAL <input type="checkbox"/>	COMMERCIAL <input type="checkbox"/>	INDUSTRIAL <input type="checkbox"/>
INSTITUTIONAL <input type="checkbox"/>	PARKLAND <input type="checkbox"/>	RESIDENTIAL <input checked="" type="checkbox"/>
VACANT LAND <input type="checkbox"/>	OTHER <input type="checkbox"/>	

Contamination Is there reason to believe that current of former uses on the subject land may have contaminated the subject or adjacent land?

NO YES UNKNOWN

If available, submit any Phase 1 or Phase 2 Environmental Site Assessment or any Record of Site Condition with this application.

5. PREVIOUS APPLICATIONS

Indicate the file numbers of previous applications. If unknown, leave blank.

Plan of Subdivision or Consent	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	File: _____
Plan of Condominium	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	File: _____
Official Plan Amendment	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	File: _____
Zoning By-law Amendment	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	File: _____
Site Plan Control	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	File: _____
Minister's Zoning Order	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	OR#: _____

ZONING BY-LAW AMENDMENT APPLICATION

6. DESCRIPTION OF ZONING BY-LAW AMENDMENT (ZBA)

Be as descriptive as possible. Incorrect or incomplete information will delay processing.

6A. Which Zoning By-law are you amending? 8600 85-18

6B. Describe the zoning amendment you are requesting:

RD1.3 (Parking Lot Belonging to the Main Building)

6C. Describe the nature and scope of the proposed development:

Vacant lot to be use as parking lot belonging to main building

6D. Provide the information below. If left empty, the application will be returned. If the proposed development consists of multiple buildings, provide an overall total for Gross Floor Area, Landscaped Area, Parking Spaces (including Accessible & Bicycle) & Loading Spaces below and attach a document that provides this information for each building.

Total Dwelling Units:	7	Parking Spaces:	11
Number of Buildings:	1	Accessible Parking Spaces:	1
Gross Floor Area (m ²):	287.7 (existing)	Bicycle Parking Spaces:	3
Landscaped Area (m ²):	163.5 (existing)	Loading Spaces:	0
Building Height (m):	7.3(existing)	Building Height (storeys):	3 (existing)

6E. Explain how the amendment is consistent with the *Provincial Planning Statement 2024*:

ZONING BY-LAW AMENDMENT APPLICATION

6F. Explain how the amendment conforms to the City of Windsor Official Plan:

The vacant parcel located at 0 Brant Street is proposed to be developed as an accessory parking lot designated to serve the adjacent existing building. No new structures are proposed on the site. The purpose of this development is to accommodate the parking needs associated with the current use of the existing building

6G. If the application will remove land from an area of employment, provide details of the applicable Official Plan policy or Official Plan Amendment that deals with this matter:

7. CONCEPTUAL SITE PLAN

Dimensions shall be in metric. Include a conceptual site plan of the proposed development showing:

- a) The boundary and dimension, in metres, of the subject land.
- b) The location, size, and type of any existing and proposed building and structure (including any berm, fence, noise barrier, refuse bin) on the subject land, including their distance / setback from all lot lines and their height in metres, the number and dimensions of parking spaces, accessible parking spaces, visitor parking spaces, bicycle spaces, loading spaces, and the dimensions of parking aisles, collector aisles, and access areas.
- c) The approximate location of natural and artificial features (building / structure, railway, driveway, access area, watercourse, drain, ditch, swale, banks of river or stream, wetland, wooded area, well, septic tank, etc.) that is located on the subject land and on land adjacent to it.
- d) The current uses of all land that is adjacent to the subject land.
- e) The location and name of any road and alley within or abutting the subject land, indicating if it is a municipal road, a provincial highway, other public road, a private road, a right-of-way, or an unopened road or alley allowance.
- f) If access to the subject land will be water only, the location of the parking and docking facilities and their distance from the subject land in metres or kilometres.
- g) The location and nature of any easement affecting the subject land.

ZONING BY-LAW AMENDMENT APPLICATION

8. INFRASTRUCTURE

WATER: How will you be providing water to the subject land?

- Public piped water system Private individual well Private communal well

SANITARY SEWAGE: How will you be disposing of sanitary sewage from subject land?

- Public sanitary sewage system Private individual septic system - see Note 2 Private communal septic system - see Note 2

Note 2: If the application would permit development on private individual or communal septic system and will produce more than 4,500 litres of effluent per day because of completion of the development, you must submit a Servicing Options Report and a Hydrogeological Report with this application.

STORM DRAINAGE: How will you be providing storm drainage? Check all that apply.

- Sewers Ditches Swales Other

ACCESS: How will you access the subject land? Check all that apply.

- Municipal Road Provincial Highway Other Right-of-way Water See Note 3 below

Note 3: If access to the subject land is by water only, describe the parking and docking facilities used or that you will use and provide the distance (metres or kilometres) of these facilities from the subject land and the nearest public road:

See attached drawing or Conceptual Site Plan

9. PROPOSED PUBLIC CONSULTATION STRATEGY

What is your strategy for consulting with the public? Check all that apply.

Public Notice & Public Meeting as required by the *Planning Act*

Open House. If known, date, time & location:

Website. Enter URL:

Other. Describe:

ZONING BY-LAW AMENDMENT APPLICATION

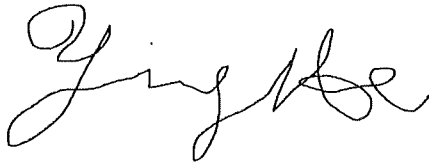
10. AUTHORIZATION

Authorization to Enter Upon the Subject Land and Premises and for Applicant and any Agent to Submit the Application and Required Information

I, YING HE / N&Y GROUP HOLDINGS LTC.,

am the Registered Owner of the subject land described in Section 4 and hereby authorize members of City Council & the Development & Heritage Standing Committee and staff of The Corporation of the City of Windsor to enter upon the subject land and premises for the purpose of evaluating this application and the Applicant and Agent listed in Section 3 to submit this application and required information.

This is their authority for doing so.



2026-05-05

Signature of Registered Owner

Date YYYY-MM-DD

If Corporation, I have authority to bind the Corporation

11. ACKNOWLEDGEMENT

Application Processing: Submission of this application does not constitute a complete application. The City will review all materials to determine completeness. Inaccurate or missing information will delay processing. Once the application is deemed complete, fees are non-refundable. If there is no activity on the file for 60 days, the City may terminate the application without notice.

Sharing of Information: Subject to the *Planning Act* and the *Municipal Freedom of Information and Protection of Privacy Act*, the City may share the application and submitted material with external agencies and the public for the purpose of evaluating the application.

Archaeological Resources: If archaeological resources are found during grading, construction, or soil removal activities all work in that area must cease immediately. I will notify the City's Planning & Development Services and Manager of Culture and Events, and the Ontario Archaeology Program Unit (APU) to confirm that all archaeological requirements are satisfied before resuming work.

Human Remains: If human remains are encountered during grading, construction or soil removal activities all work in that area must cease. I will secure the site and contact the Windsor Police Service at 911 or the coroner so that they may determine whether the skeletal remains are human and whether the remains constitute a part of a crime scene. The police or coroner will notify the APU and the Registrar at the Ontario Ministry of Public and Business Service Delivery and Procurement, if needed, and the APU will provide notification and satisfactory confirmation.

CONTINUED ON NEXT PAGE

ZONING BY-LAW AMENDMENT APPLICATION

11. ACKNOWLEDGEMENT (Continued)

Potentially Contaminated Site: I am responsible for complying with provincial legislation, guidelines, and the City's Official Plan policies regarding potentially contaminated lands. Reasonable effort must be made to identify contamination on the subject property. As a condition of approval, the City may require a Record of Site Condition (RSC), signed by a qualified person and filed in the Environmental Site Registry, along with acknowledgment from the Ministry of the Environment, Conservation and Parks (MECP). The City may also require a Declaration from the qualified person confirming that the City may rely on the RSC. The City is not responsible for identifying or remediating contaminated sites, and I agree not to hold the City, its officers, employees, or agents liable for any loss, damage, or costs related to environmental cleanup or claims.

Species at Risk: Under Ontario's *Endangered Species Act, 2007*, it is my responsibility to ensure compliance with all provisions protecting endangered and threatened species and their habitats. This may include registering an activity or obtaining permits or authorizations from MECP prior to undertaking any work that could impact protected species. Approval under the Planning Act does not constitute approval under the Endangered Species Act, nor does it exempt the applicant from obtaining necessary authorizations. For guidance, contact MECP at SAROntario@ontario.ca or visit <https://www.ontario.ca/page/development-and-infrastructure-projects-and-endangered-or-threatened-species>

My signature below is acknowledgement that I read, understand, and agree with, the above statements.

Hanash

05 may 2026

Applicant

Agent

DATE: YYYY-MM-DD

Complete Section 12 on the next page

COMMITTEE OF ADJUSTMENT/CONSENT AUTHORITY AGENDA RECORD

PLEASE BE ADVISED THIS MEETING IS CONDUCTED ELECTRONICALLY.

The following applications are scheduled to be heard electronically by the Committee of Adjustment/Consent Authority on Thursday, July 16, 2026 in the order stated below commencing at 3:30 PM or shortly thereafter.

ITEM	FILE #	APPLICANT	LOCATION	REQUEST
1	A-044/26	TRAVIS BRIAN FRICKEY	3371 BYNG RD	RELIEF: Request for relief for increased Maximum Lot Coverage.
2	B-026/26	VALLEY HOOD HOME DECOR INC	473 WYANDOTTE ST. W	CONSENT: Validation of Title
3	A-041/26	1001134151 ONTARIO INC	0 DROUILLARD RD	RELIEF: Request for relief for minimum lot area per dwelling unit for a townhome dwelling.
4	A-042/26	BARDHOK VUSHAJ	1326 JOSEPHINE AVE	RELIEF: Request for relief for the increased maximum area of a sunroom in a required rear yard.
5	A-043/26	NOAH BURTON VAN DEN DRIESSCHE	1220 BROCK ST	RELIEF: Request for relief for the increased maximum accessory building lot coverage.
6	A-045/26	TIARA SISSON	1487 WESTCOTT RD	RELIEF: Request for relief for reduced minimum lot width and area requirements for a duplex dwelling.
7	A-046/26	2652184 ONTARIO LTD.	1110 TECUMSEH RD E	RELIEF: Request for relief for the increased maximum building height requirement for a multiple dwelling

8	A-047/26	WILLIE CERJANEC	1138 GRAND MARAIS RD E	RELIEF: Request for reduced side lot line separations and increased accessory building lot coverage for an accessory building.
9	A-048/26	2709600 ONTARIO LTD.	1654 MARTINDALE ST	RELIEF: Request for a reduced separation of steps from a lot line for an existing multiple dwelling.
10	A-049/26	MANJEET JAPRA	2578 LAUZON RD	RELIEF: Proposed semi-detached dwelling requesting relief for increased maximum gross floor area for a main building.
11	A-050/26	2312205 ONTARIO LTD	1140 GOYEAU ST	RELIEF: Request for relief for the site-specific condition of reduced minimum lot area for the subject property.
12	A-051/26 B-025/26	MEERA HARDIK KINARIWALA, HARDIK BHARATKUMAR KINARIWALA	1239 MCEWAN AVE	CONSENT: create a new lot. RELIEF: Request for increased lot coverage for the retained lot, increased accessory building lot coverage, and a reduced side lot line separation for an existing accessory building
13	A-052/26	FOUR POINT CAPITAL INC.	575 ASSUMPTION ST	

				RELIEF: Proposed additional unit within an existing multiple unit dwelling requesting relief for reduced minimum lot area and reduced number of parking spaces.
14	A-053/26 B-02726	2187583 ONTARIO LTD.	2275 WELLESLEY AVE	CONSENT – Create a new Lot RELIEF: Requesting relief for increased maximum front yard hard surface and lot coverage for the severed lot and reduced minimum rear yard depth for the retained lot.
15	A-062/26 B-032/26	DAVID RUSSEL LEAL WILKINSON	3965 BASELINE	CONSENT – Create a new Lot RELIEF: Seeking reduced minimum lot width and lot area for both severed and retained lots.
16	B-028/26	MICHAEL CHARLES RAY, JOYCE ELIZABETH RAY	3696 HUNTINGTON AVE	CONSENT - Create a new Lot fronting Inglewood Ave.
17	A-055/26 B-029/26	MICHAEL CHARLES RAY, JOYCE ELIZABETH RAY	3696 HUNTINGTON AVE	CONSENT - Create a new Lot fronting Inglewood Ave. RELIEF: Request for reduced lot width and lot area for the severed and retained lots.
18	A-056/26 B-030/26	CHERYL ANNE COKER, RICARDO FRANCIS COKER	869 FORD BLVD	CONSENT: Create a new Lot. RELIEF: Request for relief for reduced minimum lot width on both the severed and retained lots.

19	A-058/26 B-033/26	GENERATION DEVELOPMENT CONTRACTORS	948 ST JUDE CRT	CONSENT: Create a new lot along common wall of existing semi-detached dwelling. RELIEF: Requesting relief for increased maximum front yard paving for the severed lot.
20	A-059/26	IYAD AL ASI	11890 RIVERSIDE DR E	RELIEF: Requesting relief from reduced minimum rear yard depth and maximum building height.
21	A-060/26	BRIAN HENRY SCHWAB, LISA FRANCESCA SCHWAB	7548 RIVERSIDE DR E	RELIEF: Requesting relief for increased maximum accessory building height
22	A-061/26	AGBABA HOLDINGS CORPORATION	2121 RIVERSIDE DR W	RELIEF: Requesting relief for a reduced minimum required side yard and reduced minimum parking area separation from a habitable room window.
23	B-022/26	KAIJA KARMISTE	1377 DROUILLARD RD	CONSENT: Create a new lot along the interior common walls of a townhome dwelling.
24	B-023/26	1433310 ONTARIO LTD	2198 DAYTONA AVE	CONSENT: Create a new Lot
25	B-024/26	1433310 ONTARIO LTD	2174 DAYTONA AVE	CONSENT: Create a new Lot

26	A-054/26	MAHMOUD SLEIMAN, SHARON SLEIMAN	1284 SUMACH CRES	RELIEF: Proposed accessory building requesting relief for reduced minimum rear yard setback, reduced minimum eaves setback from rear and side lot lines, increased maximum accessory building lot coverage, reduced minimum setback from exterior corner lot line, increased maximum porch encroachment into a yard, and reduced minimum porch separation from a rear lot line.
----	----------	------------------------------------	------------------	--

In addition, if you wish to be notified of the decision of the Committee of Adjustment in respect of the proposed applications, you must make a written request to the Committee of Adjustment at the address shown below with the specific file number. Please email requests to COAdjustment@citywindsor.ca. **NOTE:** To access the Agenda Record, Comments for the upcoming meeting, and past Committee of Adjustment Minutes, please visit our website at www.citywindsor.ca

Subject: Follow-up to Residential Rental Licensing Pilot Program - City Wide

Reference:

Date to Council: July 13, 2026

Author: Craig Robertson

Manager, Licensing & Enforcement/Deputy Licence Commissioner

519-255-6100 ext. 6869

crobertson@citywindsor.ca

Alicia Saroli

Executive Initiatives Coordinator

Corporate Services

519-255-6100 ext. 6132

alsaroli@citywindsor.ca

Policy, Gaming, Licensing & By-Law Enforcement

Report Date: 6/26/2026

Clerk's File #: SB/12952

To: Mayor and Members of City Council

Recommendation:

That City Council **RECEIVE** the report of the Manager, Licensing & Enforcement/Deputy Licence Commissioner and Executive Initiatives Coordinator-Corporate Services dated June 26, 2026, entitled "Follow-Up to Residential Rental Licensing Pilot Program" for information.

Executive Summary:

N/A

Background:

On April 28, 2025, Council received the preliminary results of the Residential Rental Licensing Pilot Study for Wards 1 and 2. That report confirmed that the pilot licensing framework contributed to improved dwelling conditions, however the data returned showed that conditions observed may fall within the normal condition range of local housing stocks and are not unique to rental dwellings. The report concluded that a city-wide expansion of the piloted framework was not feasible with existing resources and would require a substantial increase in staffing, facilities, and licence fees.

Administration therefore recommended that the current by-law be placed in abeyance and that alternative models be explored, per CR181/2025.

The proposed framework will be familiar to Council, modeling the recommendations from Administration in Council Report S 23/2025, in response to CQ 22-2023. This model emphasizes better use of existing resources, officer deployment informed by 311 data, public education campaigns, coordinated departmental action, and targeted field presence rather than immediate reliance on new staffing.

Discussion:

The pilot study demonstrated that proactive intervention can improve conditions, but it also demonstrated that annual inspections tied to a licence for each dwelling unit are not sustainable city-wide under current conditions. A more practical next step is to create a framework that improves compliance through education, better use of existing data, and a phased registry model while continuing to rely on existing by-laws and legislation to address violations when they are identified. Administration is proposing an alternative approach to rental housing regulation by focusing first on education, data-building, and targeted compliance activities in known problem areas and repeat-offender locations across the city.

Educational Campaign

A central feature of the proposed program is education. Council may recall the “Walk In Your Ward” program where enforcement resources were deployed in each of the municipal Wards to conduct organized enforcement efforts to target specific issues at hand, provide education and community outreach. This initiative was developed based on Councillor and community feedback collected through Councillor consultations, 311 data, and feedback from the area BIAs.

The 2025 campaign ran over the course of twenty-two days from late spring to early fall. Officers patrolled each local Ward tracking for immediate blight issues and other related neighbourhood nuisances such as tall grass and weeds, items at the curbside and “dirty yards”. In total, enforcement staff identified 1,033 private property violations and issued 854 notices of correction. The remaining 179 violations were minor in nature and were resolved immediately by verbally speaking with the homeowner and/or tenant. In addition, over 2,000 individual alley concerns were identified and education notices with corrective instruction was provided to each property owner and/or tenant. Administration analyzed the data and confirmed that only 10% of the violations observed during the campaign days had been called into the 311 Customer Care Centre and that the enforcement team was able to achieve a compliance rate of over 60% within 24 hours from issuing their notice of instruction. These results provided Administration with valuable insight on the importance and need for increased public outreach and the direct impacts of having “boots on the ground” services available for our residents.

The Pilot Program and the “Walk In Your Ward” initiative revealed a limited awareness of the responsibilities required of landlords and the reasonable standards tenants may anticipate. Administration plans to build this program on a foundation of shared understanding, responsibility and compliance. This information can be developed as a rental information package and public campaign directed to both tenants and landlords. For tenants, this may include a plain-language tenant bill of rights explaining what safe and lawful living conditions should look like, what standards apply to items such as

smoke alarms, carbon monoxide alarms, maintenance, waste storage, and occupancy, and where concerns can be reported. The material will also supply information on how to file a complaint and will provide direction to tenants if they would like us to look at any immediate concerns. For landlords and property operators, the package can set out responsibilities under applicable fire code, building code, zoning, property standards, yard maintenance, and related by-laws.

These “Know Your Rights” packages could be distributed in multiple languages, and shared through community outreach and partnerships, such as the Fire Prevention & Public Education, University of Windsor, St. Clair College, community centres, housing corporations, property management companies, and local real estate stakeholders, as well as through the City’s website and social media campaigns. Fire Prevention staff already undertake public education initiatives that can serve as a model for rental housing messaging, particularly around safe living conditions.

Data Analysis

Leveraging the data received via 311, Administration can also target outreach seasonally and geographically, for example around university/college open house periods, student housing turnover, or areas with recurring complaints. While 311 complaint information remains valuable, the Pilot and operational experience suggest a substantial number of infractions go unreported, and as a result 311 is relied upon too heavily on its own. Expanding Officer’s responsibilities to include proactive enforcement supports greater boots-on-the-ground presence in problem areas, allowing officers to identify related non-compliance and improve overall compliance rates while they are already in the field.

Licensing & Enforcement Working Group

In addition to partnering with Fire Prevention to create complementary community outreach programs, Administration endeavours to resume the Licensing & Enforcement Working Group. The group’s purpose is to bring together the municipality’s enforcement partners, including By-law Enforcement, Building, Public Works, Parks, Fire, Police, Environmental Services and Customer Service/311, to foster a stronger understanding of each department’s responsibilities and compliance processes. By working together, we are better positioned to address community issues more effectively and streamline enforcement efforts to reduce siloed approaches. The expertise and insights gathered by the working group will play a critical role in shaping and informing the centralized rental registry.

Implementation Plan and Timeline

The program will span City Wide and assign bylaw enforcement staff resources through all local Wards. During the first year, efforts will concentrate on creating educational materials and procedures to support tenants and landlords in handling 311 complaints about rental properties. Once education and outreach initiatives are established, the focus will shift to building a centralized rental registry using data from the pilot study, internal records, 311 complaints, and enforcement officer insights. We already have some data for Wards 1 and 2 from pilot that will be used in the development of the centralized registry.

The City receives approximately 12,000 to 14,000 complaints related to yard and property maintenance each year, so as enforcement departments conduct regular investigations for related matters, confirmed or suspected rental properties will be added to the registry and identified for targeted educational outreach. These efforts will allow us to proceed to the ultimate goal of a comprehensive city-wide registry distinguishing owner-occupied from rental properties, enhanced with data sources like vacant home tax records. Bylaw Enforcement will continue to collaborate on issues and engage with our municipal partners being Fire, Building, Public Works, and Traffic to address immediate concerns as we create the structure for this program, and collaboration with IT will be required to create a shared repository to track rentals prior to program launch.

This approach reflects the pilot study conclusion that the previous licensing model was not feasible as a city-wide framework. Council will recall the Pilot estimated that a mature city-wide version of the licensing program could involve approximately 7,000 annual applications at 50 percent participation, requiring 34 additional regular full-time positions, and cost approximately \$4.37 million annually in staffing alone, with an estimated minimum annual licence fee of \$625 to recover those staff costs. By contrast, the proposed educational and registry-focused model is intended to remain fluid, scalable, and capable of being refined over time without immediate by-law amendments or major new resource commitments. It also avoids framing rental regulation as a landlord-versus-tenant issue and instead emphasizes shared understanding, clear expectations, and improved compliance.

Program Performance Measurement

To measure the effectiveness of this initiative, Administration will endeavour to track the following Key Performance Indicators:

- Number of education packages distributed (by group)
- Number of campaign materials produced
- Website engagement, such as visits to rental housing information pages, downloads of information packages, and time spent on key pages.
- Social media reach and engagement, including impressions, shares, clicks, and engagement rates for campaign posts.
- Number of outreach events or presentations delivered (by group)
- Number of community partners engaged in distributing or promoting materials.
- 311 statistics including requests for tenant/landlord information, complaints, etc.
- Number of meetings and frequency of the L&E Working Group.
- Number of departments actively participating in joint enforcement planning.
- Number of joint inspections, site visits, or coordinated enforcement responses completed.
- Number of duplicate site visits or overlapping enforcement actions, where the same issue is being handled by multiple departments separately.

- Compliance rate following joint enforcement activity, such as percentage of properties brought into compliance after coordinated intervention.
- Number of repeat-offender properties escalated through a coordinated process.
- Number of unresolved or long-standing rental-related complaints.

It is anticipated that impacts from the educational campaign will take a full year to realize. After a year, Administration will report to Council on outcomes, data quality, compliance, and further options, including whether a mandatory registry or other model should be considered. Administration is prepared to dedicate effort to this work beginning Spring 2027.

Other Municipal Framework

For Council's reference, there are not many other municipalities who follow a Residential Rental Licensing model. The City of London's Residential Rental Unit Licensing (RRUL) program has faced challenges related to administrative burden, housing affordability, and uneven application across the rental market. Concerns have been raised regarding the complexity and cost of licensing requirements, including inspections, zoning compliance, and annual renewals, particularly for small-scale landlords and student-oriented rental housing. The program has also been criticized for targeting low-density rental properties while larger apartment buildings are exempt, creating perceptions of unequal regulation. Additionally, London's initial program began with a nominal licensing fee that ultimately proved operationally unsustainable. In order to continue the established the program model, licensees were subsequently faced with significant fee increases, deteriorating program compliance due to costly licensing fees.

The City of Hamilton's rental housing licensing program has similarly faced criticism related to regulatory complexity, zoning barriers, and impacts on housing supply. Challenges associated with extensive application requirements, inspection processes, and compliance costs have been noted, particularly in student-dominated neighbourhoods near McMaster University and Mohawk College. Additional concerns have been raised that increased compliance costs and stricter enforcement measures could reduce the availability of affordable rental housing within targeted areas.

Risk Analysis:

The proposed approach carries relatively low implementation risk because it relies primarily on existing statutory tools, existing by-law and fire prevention functions, and phased program development rather than immediate city-wide licensing. The principal risk is that using current resources may limit the pace of registry development and reduce the capacity for proactive field work if complaint volumes remain high. However, similar campaign results have proven beneficial in the past and may eventually reduce calls in problematic housing units or areas.

There is also a risk that any enhanced future model beyond education, targeted compliance, and foundational registry development would require additional analysis, staffing, technology, or by-law amendments. However, this phased approach allows Council to receive measurable results before considering broader commitments and reduces the operational and financial risks identified in the pilot study.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

Operating revenue and expense budgets, which resulted in a net zero impact on the tax levy for the pilot program were established in 2022 (BI 2022-0297) and were subsequently removed when the pilot project ended in 2025 (BA 2025-0382). Licensing fees were discontinued when the pilot program ended on February 15, 2025. The last application received, where a license fee was paid, was November 2024.

The Ward 1 and 2 pilot demonstrated that the cost recovery licensing framework would require substantial investment to support a city-wide implementation, The proposed model is intended to minimize new costs by leveraging existing staff activities and data, existing outreach channels and existing information sources. Additional staff resources will be evaluated as project evolves, and Council will be informed through future budget processes should additional resources be required

Consultations:

John Revell, Chief Building Official
James Waffle, Fire Chief
Caroline latonna, Financial Planning Administrator

Conclusion:

The residential rental licensing pilot confirmed that proactive intervention can improve safety and compliance, but it also confirmed that the pilot licensing model is not sustainable as a city-wide program without major additional resources. Administration is aiming to create a program focused on compliance, education and support for both landlords and tenants, and developing a system does not unfairly penalize compliant landlords. The proposed program uses a phased approach designed to progressively build over time, starting with a foundation on public education and resident safety. This approach gives Administration the ability to act within current capacity, focus on problem areas and repeat offenders, and return to Council after one year with results and recommendations for any further steps.

Planning Act Matters:

N/A

Approvals:

Name	Title
Craig Robertson	Manager, Licensing & Enforcement/Deputy Licence Commissioner

Name	Title
Alicia Saroli	Executive Initiatives Coordinator
Steve Vlachodimos	City Clerk/Licence Commissioner
Andrew Daher	Commissioner, Corporate Services
Dave Soave	Manager, Strategic Operating Budget Development & Control
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

N/A



Subject: Response to CQ17-2025 Methadone (Opioid Therapy) Clinics - City Wide

Reference:

Date to Council: July 13, 2026
Author: Alicia Saroli
Executive Initiatives Coordinator
Corporate Services
519-255-6100 ext. 6132
alsaroli@citywindsor.ca
Report Date: 6/24/2026
Clerk's File #: GH/11710

To: Mayor and Members of City Council

Recommendation:

THAT the report of the Executive Initiatives Coordinator dated July 13, 2026 entitled "Response to CQ 17-2025 Methadone (Opioid Therapy) Clinics" **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

The following Council Question (CQ17-2025) was asked on September 8, 2025:

Residents and business owners in the downtown core have recently reported troubling and violent incidents occurring near both existing and newly opened pharmacies that operate as methadone clinics, Asks that Administration be directed to conduct the following research and report back to inform Council's understanding of how other jurisdictions manage access to methadone treatment while addressing community impacts:

- 1. The number of methadone (opioid therapy) clinics operating in each comparable Ontario municipality, including those located in downtown areas;*
- 2. Any special considerations, zoning provisions, licensing requirements, by-laws, or moratoriums associated with methadone clinics in those municipalities;*
- 3. The process and regulatory framework required to open a methadone clinic, including the roles of municipal, provincial, and federal authorities;*

4. *Municipal by-laws or other tools, if any, that require review of proposed clinic locations prior to opening;*

5. *Regulations or notification requirements in place to inform nearby residents and business owners when a proposed pharmacy includes methadone treatment services.*

And asks THAT the report include a comparative summary of municipal approaches and identify potential policy considerations that may apply locally.

This report addresses the research and findings corresponding to each question point by number.

Discussion:

1. The number of methadone/opioid agonist therapy (OAT) clinics operating in other municipalities is outlined in the table below.

Municipality	Estimated # of OAT Clinics	~# of Clinics in Downtown/ City Centre	Municipality	Estimated # of OAT Clinics	~# of Clinics in Downtown/ City Centre
Brampton	4	1	Mississauga	5	0
Guelph	3	1	Ottawa	4	1
Hamilton	5	4	St. Catharines	3	1
Kingston	4	2	Sudbury	3	1
Kitchener	4	1	Toronto	12	4
London	6	2	Windsor	5	4

It is important to note that numbers are approximate and reflect known dedicated treatment clinics, as many cities also have pharmacies or family practices that dispense methadone as part of care.

2. As noted in the chart below, in Ontario, municipalities do not impose land-use or business regulations aimed specifically at methadone or opioid treatment service providers or their places of business. This approach supports human rights requirements that prohibit discrimination in providing services to people with disabilities, including those struggling with addictions. While in the past various municipalities enacted bylaws, such as zoning or business licensing provisions to regulate methadone clinics, those measures that negatively impact individuals with disabilities and were susceptible to legal challenges through the Ontario Human Rights Commission. As a result, virtually all bylaws have been repealed.

Below is a comparative summary of regulatory approaches in various cities, highlighting any zoning bylaws, business licensing, separation distances, caps, or moratoriums that are in place for facilities providing OAT:

Municipality	Special zoning provisions or definitions	Business licensing / special by-laws	Separation distances, caps, etc.	Current policy position
Brampton	No methadone-specific zoning provisions. Methadone clinics treated as medical office or clinic.	None	None	Permissive, relies on general zoning and enforcement tools.
Guelph	No methadone-specific zoning definitions. Methadone clinics zoned under Health & Social Services.	None	None	Permissive, with impacts addressed through general by-laws and community response.
Hamilton	No methadone-specific zoning provisions. Methadone clinics treated as medical clinics.	None	None	Permissive; uses nuisance, property standards, and policing tools to address impacts.
Kingston	No methadone-specific zoning provisions. Methadone clinics treated as health office or clinic.	None	None	Permissive, consistent with human-rights-based planning approach.
Kitchener	No methadone-specific zoning. Previous attempts to regulate clinic locations were not pursued following	None	None	Permissive; community issues historically addressed through inter-agency collaboration

	legal guidance.			rather than regulation.
London	Methadone clinics and methadone pharmacies are defined as distinct uses and are not permitted as-of-right. Zoning by-law amendment required for new locations.	Comprehensive methadone clinic and pharmacy licensing by-law in effect.	300 m separation distances from schools, any municipal library, municipal pool, municipal arena or the Western Fairgrounds	Highly regulated and an outlier in Ontario.
Mississauga	No methadone-specific zoning provisions. Methadone clinics now treated as medical office or pharmacy.	None	None	Permissive following repeal of earlier licensing restrictions.
Ottawa	No methadone-specific zoning definitions. Methadone clinics treated as medical facility.	None	None	Permissive; municipal role limited to zoning and building permits.
St. Catharines	No methadone-specific zoning provisions. Methadone clinics treated as office or retail space.	None	None	Permissive; relies on general enforcement and public health coordination.
Sudbury	No methadone-specific zoning provisions. OAT clinics treated as	None	None	Permissive; impacts addressed through general municipal and

	medical offices.			policing tools.
Toronto	Methadone clinics considered medical office or medical clinic; no separate land-use category.	None	None	Permissive and explicitly aligned with Ontario Human Rights Code guidance.
Windsor	Previous separation-distance zoning provisions repealed in 2015. Methadone clinics now treated as medical offices.	None	None	Permissive following removal of earlier restrictions due to human rights concerns.

3. The following processes and regulatory requirements apply when opening a methadone clinic or pharmacy that dispenses methadone:

Federal Regulation:

Methadone is a controlled substance regulated by Health Canada under the Controlled Drugs and Substances Act (CDSA) and the Narcotic Control Regulations (NCR). Until 2018, physicians required a federal exemption from Health Canada to prescribe methadone. As of May 2018, this exemption is no longer needed, which has simplified the process. Now, any authorized physician or nurse practitioner may prescribe methadone for opioid agonist therapy, provided they follow professional guidelines. Federal oversight continues through regulations on dispensing, record-keeping, and security: pharmacies must adhere to strict rules for reporting, storing and dispensing narcotics and are subject to federal inspection and reporting requirements.

Provincial Regulation:

Ontario’s Ministry of Health does not issue site-specific approvals for methadone clinics, but provincial regulations shape how these services operate, including:

- Professional Licensing and Standards: Methadone prescribers are regulated by the College of Physicians and Surgeons of Ontario (CPSO), which sets standards for methadone treatment (e.g. the “Methadone Maintenance Treatment Program Standards and Guidelines”). Pharmacists and pharmacies are regulated by the Ontario College of Pharmacists (OCP), which has an Opioid Agonist Treatment Policy and detailed practice expectations.
 - For example, OCP requires any pharmacy dispensing methadone to notify the College within 7 days of starting methadone services, ensure pharmacists complete mandatory specialized training in opioid dependence treatment and follow stringent protocols for storage, dilution, labeling, and security of methadone doses.

- Narcotics Safety and Awareness Act, 2010 (Ontario): This provincial law complements federal rules by monitoring narcotics prescribing. It requires dispensers (pharmacies) to upload all opioid prescriptions to a provincial database and allows the Ministry to inspect pharmacies and practitioners for compliance.
- Ontario Human Rights Code: This law underpins how services must be made accessible. While not a step in opening a clinic, compliance with the Code is essential. Municipal processes (e.g., zoning, business licensing) must not violate the rights of people with addictions to equal treatment in services.

Municipal Regulation:

- Zoning & Land Use: A prospective clinic operator must ensure the chosen location is zoned appropriately. If the zoning is not suitable, a rezoning or minor variance would be required through the normal Planning Act process. In most cities, since methadone clinics are considered medical offices, no rezoning is needed if they are located in an existing medical/commercial zone. In Windsor, methadone dispensing is allowed wherever medical offices or pharmacies are permitted by the Zoning By-law.
 - Business Registration/License: Many municipalities require businesses to obtain a general business license or to register, but health clinics run by regulated professionals are often exempt from municipal licensing. Some cities, such as Windsor, consider medical clinics “professional services” that do not need a business license. In municipalities where business licensing is a requirement for clinics or pharmacies, the operator must apply to the city and demonstrate zoning compliance, along with any building safety or fire code compliance.
 - Building Permits and Inspections: If the clinic involves construction or renovation, a building permit must be obtained and city building inspectors will verify compliance with the Ontario Building Code, Fire Code, and Zoning By-law just as they would for any new commercial or medical office space. There are typically no use-specific building code requirements for methadone services beyond standard healthcare occupancy rules.
4. In general, municipalities do not impose any special site review or approval process for methadone clinic locations, beyond the standard zoning and building permit reviews that apply to any new business or building occupant. After confirming that a location has the appropriate zoning for a clinic or pharmacy, the operator may move forward without needing additional municipal approval specifically for dispensing methadone at that site.

Other city councils, such as Etobicoke York Council (2015), have requested notification when a methadone clinic building permit is submitted, however, like Windsor’s model, there is no way to distinguish these sites from standard pharmacies or medical clinics.

5. Neither provincial healthcare regulations nor the Planning Act mandate community notification for opening a health facility. If a clinic’s opening does not require a planning approval (e.g. rezoning or minor variance), no public hearing

or notice is triggered under the Planning Act. The building permit process typically does not involve public notice either.

While the City of Windsor requires the posting of business licenses in a predominate area so that the public is aware that the establishment has been vetted through the municipal licensing process, medical and health care facilities are not required to obtain a business license under our framework. Pharmacies operating under commercial business licenses are subject to the municipal licensing process, however they are not required to publicly disclose the type of narcotics being dispensed, including methadone. Therefore, there is no requirement for public posting when a clinic opens.

The lack of formal notification requirements is partly due to concern that highlighting methadone services could stigmatize patients and provoke community opposition based on fear, not actual land-use planning grounds. The OHRC has cautioned that treating a health service for addictions differently, for example, requiring community notice where other medical clinics open quietly, could itself be a form of discrimination if it leads to exclusionary attitudes. Additionally, absent any discretionary decision to be made (no rezoning or variance), there is no legal trigger for notice. Requiring notification for a medical service might violate privacy expectations or deter healthcare providers from locating in needed areas.

Risk Analysis:

In 2011, Council adopted amendments to the City's Official Plan and Zoning Bylaws defining and restricting the location of methadone clinics. Following an inquiry from the Ontario Human Rights Commission, Council adopted further amendments to the City's Official Plan and Zoning Bylaws in 2015 to remove restrictions on the location of methadone clinics. Instead, they are allowed wherever medical clinics and pharmacies are permitted by the Zoning by-law. The policies and zoning restricting opioid agonist therapy facilities violate the Ontario Human Rights Code and the Canadian Charter of Rights and Freedoms.

The 2015 amendments to the zoning by-law and Official Plan were prompted in part by s.4.6 of the PPS 2014 which provided "This Provincial Policy Statement shall be implemented in a manner that is consistent with the Ontario Human Rights Code and the Canadian Charter of Rights and Freedoms". The identical wording appears in s.6.1.3. of the PPS 2024. The law on this matter has not changed since the City amended the methadone provisions in the zoning by-law and Official Plan in 2015. The City's obligations with respect to this matter also remain the same.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

There are no financial implications associated with this report.

Consultations:

Kristen Karam, Financial Planning Administrator
Greg Atkinson, Deputy City Planner – Development
Craig Robertson, Manager, Licensing & Enforcement/Deputy Licensing Commissioner
Kate Tracey, Deputy City Solicitor

Conclusion:

This report has been prepared in response to CQ 17-2025. Given the research findings and the City’s past experience leading to the repeal of methadone clinic location restrictions, Administration is not recommending any potential policy considerations that may apply locally at this time.

Planning Act Matters:

N/A

Approvals:

Name	Title
Alicia Saroli	Executive Initiatives Coordinator
Wira Vendrasco	City Solicitor
Andrew Daher	Commissioner, Corporate Services
Jelena Payne	Deputy CAO/Commissioner, Economic Development
Dave Soave	Manager, Strategic Operating Budget Development & Control
Lorie Gregg	On behalf of Commissioner, Finance and City Treasurer
Dana Paladino	Commissioner, Human & Health Services
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

N/A

Subject: Response to CQ 16-2026 – Licensing and Insurance for E-bikes – City Wide

Reference:

Date to Council: July 13, 2026
Author: Wira Vendrasco
City Solicitor
519-255-6100 ext. 6375
wvendrasco@citywindsor.ca
Legal Services, Real Estate & Risk Management
Report Date: 6/22/2026
Clerk's File #: MT2026

To: Mayor and Members of City Council

Recommendation:

That the report of the City Solicitor dated June 22, 2026, entitled "Response to CQ 16-2026—Licensing and Insurance for E-bikes-City Wide" **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

At the June 8, 2026 meeting of City Council, Councillor Gignac asked CQ 16-2026 as follows:

"Asks that Administration provide a report on the ability of municipalities to license and require users to have insurance for powered bikes, scooters etc."

Discussion:

Powered bikes, also called e-bikes and scooters are defined and regulated under the provisions of the Highway Traffic Act (HTA).

Ministry of Transportation Ontario (MTO) is proposing two classifications of e-bikes. Class 1 (Pedal-Assist Only) that goes up to 32km/h, has a maximum weight of 55kg and a maximum 500 Watt motor. Class 2 (Throttle-Allowed) can be operated by pedal assist or full throttle, has a maximum weight of 120kg, maximum 500 Watt motor, exposed bicycle frame and functional pedals. E-bikes that comply with these requirements under the HTA, will be treated as bicycles. As such currently there is no requirement for registration, a license plate or insurance. Nor will there be any such requirements once the two classifications are established.

For scooters that have motors that do not exceed 500 Watts, weight that doesn't exceed 120kg, with speeds that don't exceed 32km/h, with fully functioning pedals, there is also no requirement for registration, a license plate or insurance. However gas powered scooters or scooters modified so that they exceed these specifications, are considered vehicles under the HTA and registration, a license plate and insurance are required.

Historically, the provisions of the Municipal Act, R.S.O. 1990, c. M45 s.210 par.132 authorized municipalities to license wheeled vehicles, other than motor vehicles, trailers and vehicles used for farming purposes, prior to such wheeled vehicles being used on a highway. Under this provision municipalities licenced bicycles. This provision of the Municipal Act was not carried forward in the Municipal Act, 2001.

The Municipal Act, 2001 (MA) still authorizes municipalities to issue licenses for certain purposes. These purposes are restricted to the licensing of businesses (s.151). When it comes to personal property the MA provides that municipalities are able to "license, regulate or govern real and personal property used for the business and the persons carrying it on or engaged in it" (s.151(1)(f)). This means that if e-bikes or scooters (which are personal property) are exempt from the licensing provisions under the HTA, but are used by an enterprise as part of their business, then a municipality could require such a business to obtain licenses for the e-bikes and scooters. However, where the e-bikes and scooters are used outside the scope of a business by individuals for their personal use, the municipality has no authority to impose licences for such devises. Under these circumstances there is also no authority to require insurance.

Risk Analysis:

Similar to the powers set out in s. 151MA, s.10(2)11 MA provides authority for municipalities to pass by-laws for Business licensing. This authority is limited to businesses. It does not extend to personal property such as e-bikes and scooters.

S.8(3)(c) MA provides that municipalities may pass by-laws to "provide for a system of licenses respecting a matter". This is a general power applicable to municipalities. Judicial decisions indicate that when specific powers (such as in s.151 and s.10(2)11 MA) have been provided for, general powers (such as s.8(3) (c)) should not be used to extend the clear scope of the specific provisions. This means that a municipality cannot rely on the general powers set out in s.8(3) (c) MA to expand the limited powers set out in s.151 and 10(2)11 MA. In other words a municipality cannot pass a by-law to license e-bike and scooters as personal property. It can only do this in the context of a business. To do otherwise risks a court challenge to such a by-law, which may be difficult to defend.

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Consultations:

Stacey McGuire, Executive Director of Operations (A)
Ian Day, Senior Manager of Transportation
Craig Robertson, Manager of Licensing & Enforcement/Deputy Licence Commissioner

Financial Matters:

There are no financial issues with this report.

Conclusion:

In response to CQ 16-2026, Administration has determined that the City does not have authority to require licensing or insurance for e-bikes, powered bikes, or scooters used by individuals for personal purposes where those devices are treated as bicycles under the Highway Traffic Act. Any attempt to impose a licensing or insurance requirement for personal use would exceed the City’s current authority and could be subject to legal challenge.

Approvals:

Name	Title
Wira Vendrasco	City Solicitor
Andrew Daher	Commissioner, Corporate Services
Ray Mensour	Chief Administrative Officer

Appendices:

N/A



Committee Matters: SCM 178/2026

Subject: Request Regarding Speed Camera Program

Moved by: Councillor Renaldo Agostino
Seconded by: Councillor Frazier Fathers

Decision Number: **ETPS 1127**

That Administration **BE DIRECTED** to write a letter to the province recommending reinstatement of the speed camera program.
Carried.

Clerk's File: ST/13863

Clerk's Note:

1. Please refer to Section 11 – Question Period from the Environment, Transportation & Public Safety Standing Committee held on May 27, 2026.
2. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20240131/-1/9462>



Committee Matters: SCM 177/2026

Subject: Response to CQ 8-2026 – Traffic Calming Measures on Cypress Avenue – Ward 7

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Frazier Fathers

Decision Number: **ETPS 1126**

That the report of the Senior Manager, Transportation dated April 28, 2026, entitled “Response to CQ 8-2026 – Cypress Avenue Traffic Calming Review – Ward 7 ” **BE RECEIVED** for information.

Carried.

Report Number: S 45/2026
Clerk’s File: ACOQ2026 & ST/13863

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 May 27, 2026.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.slig.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20260527/-1/10633>

Subject: Response to CQ 8-2026 – Cypress Avenue Traffic Calming Review–Ward 7

Reference:

Date to Council: May 27, 2026
Author: Ian Day
Senior Manager, Transportation
519-255-6247 x6053
iday@citywindsor.ca

Public Works - Operations
Report Date: 4/28/2026
Clerk's File #: ACOQ2026 & ST/13863

To: Mayor and Members of City Council

Recommendation:

- I. THAT the report titled "Response to CQ 8-2026 – Cypress Avenue Traffic Calming Review" **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

On Monday, March 30, 2026, Councillor Angelo Marignani asked the following Council Question – CQ 8-2026:

Asks that Administration report back to Council on the feasibility of implementing traffic calming measures on Cypress Avenue, including the analysis of the current traffic volume and a review of specific engineering options to improve safety on this heavy use corridor.

This report is in response to CQ 8-2026.

Discussion:

Cypress Avenue is a local residential road and currently serves as the last north to south through connection between Peppervine Street, Firgrove Drive and McHugh Street west of Magnolia Avenue. Due to significant residential development in East Riverside over the past decade (reference Appendices 1 and 2), traffic volumes on Cypress Avenue have increased, particularly from traffic travelling westbound on

Firgrove Drive wishing to access McHugh Street, the principal Class II Arterial Road providing access to this area.

Residents have raised concerns of high traffic volumes and speeding through the Ward Councillor. In response, various street parameters along Cypress Avenue, including a traffic speed and volume study, were evaluated against the Traffic Calming Policy CR11/2026 ETPS 1094 to determine whether traffic calming is warranted.

Cypress Avenue Speed and Volume Study

A speed and volume study was completed on Cypress Avenue with sampling stations placed mid-block from Peppervine Street to Firgrove Drive and mid-block from Firgrove Drive to McHugh Street. Both north and south bound speed and volume data were recorded from April 8th, 2026, to April 21, 2026.

Cypress Avenue is a Local/Residential Road with a posted speed limit of 50 km/hr and a designed peak period carrying capacity of 350 vehicles per hour per lane. The results of the study are illustrated in Table 1 which demonstrate that traffic volumes are within the design capacity for a local road and operating speeds remain below acceptable limits.

TABLE 1: Vehicle Speed and Volumes

Location	Direction	Average Speed (km/hr)	85 th Percentile Speed (km/hr)	Average Annual Daily Totals	Peak Vehicle hour volume per lane *
Peppervine to Firgrove	North	40	47	1155	139
Peppervine to Firgrove	South	40	49	1091	131
Firgrove to McHugh	North	41	49	863	104
Firgrove to McHugh	South	41	49	961	116

* Peak Hour Volume per lane = Average Annual Daily Traffic (AADT) multiplied by a K-factor (typically 0.08 to 0.12 which represents the proportion of daily traffic occurring during the peak hour) and divide by the number of traffic lane directions if looking for directional flow.

Study Area 1- Cypress Avenue from Peppervine Street to Firgrove Drive

The following criteria were met during the pre-screening:

- Local, Collector, Arterial Road in the City's Official Plan.
- Road segment longer than 300 meters.
- Has not been evaluated for traffic calming in the last 3 years.
- Speed Limit of 50km/h or lower (only applies to local and collectors).
- Residential properties are fronting the street.

The following criteria were not met during the pre-screening:

- A minimum 85th percentile speed of 10km/h over the speed limit. 85th percentile speed was field verified to be 47 to 49 km/hr.

Conclusion: *Study Area 1 did not meet the criteria for a minimum 85th percentile speed of 10km/hr over the posted speed limit (50 km/hr) and therefore road segment does not qualify for Traffic Calming.*

Study Area 2 – Cypress Avenue from Firgrove Drive to McHugh Street

The following criteria were met during the pre-screening:

- Local, Collector, Arterial Road in the City's Official Plan.
- Has not been evaluated for traffic calming in the last 3 years.
- Speed Limit of 50km/h or lower (only applies to local and collectors).
- Residential properties are fronting the street.

The following criteria were not met during the pre-screening:

- Road segment longer than 300 meters. Road length measured to be 176 m.
- A minimum 85th percentile speed of 10km/h over the speed limit. 85th percentile speed was field verified to be 49 km/hr.

Conclusion: *Study Area 2 did not meet the criteria for both a road segment of longer than 300 meters and a minimum 85th percentile speed of 10km/hr over the posted speed limit (50 km/hr) and therefore road segment does not qualify for Traffic Calming.*

Risk Analysis:

The report documents compliance with Council-approved traffic calming policy and provides transparency regarding the evaluation process and outcome. The current road safety configuration was reviewed to be adequate and no enhanced traffic calming measures were deemed necessary at this time following the application of the Council approved Traffic Calming Policy CR11/2026 ETPS 1094.

Climate Change Risks:

Climate Change Mitigation

N/A

Climate Change Adaptation

N/A

Financial Matters:

There are no financial implications associated with receiving this report for information, as no enhanced traffic calming measures are being recommended at this time.

Consultations:

Adrian Busa, Manager Transportation Maintenance
Prem Patel, Manager Transportation Planning and Design
Cindy Becker, Financial Planning Administrator – Public Works Operations

Conclusion:

Based on the information outlined in this report, the current road safety configuration on Cypress Avenue was reviewed to be adequate and no enhanced traffic calming measures were deemed necessary at this time based upon the criteria outlined in the Traffic Calming Policy CR11/2026 ETPS 1094.

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
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

N/A


Appendices:

Appendix 1 Cypress Avenue Area 2015
Appendix 2 Cypress Avenue Area 2025








Legend




Natural Features

- Conservation Site 


Planning

- Heritage Sites 
- Heritage Areas
 - Victoria Avenue 
 - Walkerville 
- Heritage Conservation Districts
 - Prado Place Heritage Conservation District 
 - Sandwich Heritage Conservation District 


Property

- No Data Parcels (no roll number) 
- Pending Parcels 
- Parcels 

Right of Way

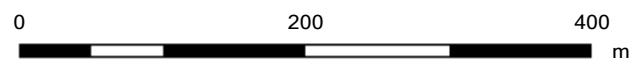
- ROW Notes 

Transportation

- Street Centreline 

Notes

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.



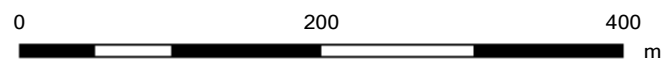


Legend



- Natural Features
 - Conservation Site
- Planning
 - Heritage Sites
 - Heritage Areas
 - Victoria Avenue
 - Walkerville
 - Heritage Conservation Districts
 - Prado Place Heritage Conservation District
 - Sandwich Heritage Conservation District
- Property
 - No Data Parcels (no roll number)
 - Pending Parcels
 - Parcels
- Right of Way
 - ROW Notes
- Transportation
 - Street Centreline

Notes



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.



Committee Matters: SCM 221/2026

Subject: Report No 158 of the Windsor Licensing Commission

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

Decision Number: **ETPS 1128**

THAT Report No. 158 of the Windsor Licensing Commission indicating:

That the Windsor Licensing Commission recommends that City Council RECEIVE the report of the Deputy Licence Commissioner *entitled "Response to Increased Age Limits and Reduced Licence Fees for Wheelchair Accessible Taxicab, and a One-Year Extension for all Taxicab Vehicle Replacements"*, and,

That the age limit for wheelchair accessible taxicabs is to remain the same at twelve (12) model years old; and,

That the plate holder licence renewal for wheelchair accessible taxicabs BE REDUCED from \$520.00 to \$25.00 for the 2026 licencing period; and further,

That City Council APPROVE a one (1) year replacement extension for all taxicabs and wheelchair accessible taxicabs that are due at the 2026 licence renewal period.

BE APPROVED.

Carried.

Report Number: SCM 196/2026

Clerk's Note:

1. Please refer to Item 7.1 from the Environment, Transportation & Public Safety Standing Committee held on June 24, 2026.
2. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20260625/-1/11642>



Committee Matters: SCM 196/2026

Subject: Report No 158 of the Windsor Licensing Commission

REPORT NO. 158
of the
WINDSOR LICENSING COMMISSION
of its meeting held June 2, 2026

Present: Councillor Ed Sleiman, Chair
Councillor Renaldo Agostino
Councillor Angelo Marignani
Marc Dubois
Sam Sinjari

The Windsor Licensing Commission submits the following recommendation:

Moved by Councillor Renaldo Agostino, seconded by Councillor Angelo Marignani,

THAT the Windsor Licensing Commission recommends that City Council **RECEIVE** the report of the Deputy Licence Commissioner *entitled “Response to Increased Age Limits and Reduced Licence Fees for Wheelchair Accessible Taxicab, and a One-Year Extension for all Taxicab Vehicle Replacements”* and,

THAT the age limit for wheelchair accessible taxicabs is to remain the same at twelve (12) model years old; and,

THAT the plate holder licence renewal for wheelchair accessible taxicabs **BE REDUCED** from \$520.00 to \$25.00 for the 2026 licencing period; and further,

THAT City Council **APPROVE** a one (1) year replacement extension for all taxicabs and wheelchair accessible taxicabs that are due at the 2026 licence renewal period.
Carried.

NOTE: The Report of the Deputy Licence Commissioner dated June 2, 2026, entitled “Response to Increased Age Limits and Reduced Licence Fees for Wheelchair Accessible Taxicabs, and a One-Year Extension for all Taxicab Vehicle Replacements – City Wide is **attached**.

Notification:	
Windsor Licensing Commission	On file
Canadian Checker Cab	P5192547777@hotmail.com
Vets Cab Company	mkashash@vetscab.com
Unifor Local 195	pres@uniforlocal195.com

Subject: Response to Increased Age Limits and Reduced Licence Fees for Wheelchair Accessible Taxicabs, and a One-Year Extension for all Taxicab Vehicle Replacements - City Wide

Reference:

Date to Commission: June 2, 2026

Author: Craig Robertson

Manager of Licensing and Enforcement & Deputy Licence Commissioner

519-255-6100 ext. 6869

crobertson@citywindsor.ca

Policy, Gaming, Licensing & By-Law Enforcement

Report Date May 5, 2026

Clerk's File #: **ACLT/15161**

To: Windsor Licensing Commission

Recommendation:

THAT the Windsor Licensing Commission **RECEIVE** the report of the Deputy Licence Commissioner entitled "*Response to Increased Age Limits and Reduced Licence Fees for Wheelchair Accessible Taxicabs, and a One-Year Extension for all Taxicab Vehicle Replacements*" and;

THAT the Windsor Licensing Commission **APPROVE** a one-year replacement extension for all Taxicabs and Wheelchair Accessible Taxicabs that are due at the 2026 licence renewal period.

Executive Summary:

N/A

Background:

The Windsor Licensing Commission, at its meeting held on April 23, 2026, was presented with correspondence from Mr. Jay Abdolrahmanpour, owner of Canadian Checker Cab (attached as Appendix A). The content of the correspondence requested a vehicle age increase from the current twelve (12) model year requirement for Wheelchair Accessible Taxicabs as prescribed under the City's Public Vehicle Licensing by-law, to fifteen (15) years.

There was also a request made by the licensee to reduce the annual Plate Holder licence fees specifically for wheelchair accessible taxicabs due to financial constraints his taxicab brokerage is currently faced with and the associated cost to replacing a wheelchair accessible taxicab. The licensee has requested that their annual Plate Holder licence fee be reduced from \$520.00 to \$25.00 for each licence.

The Windsor Licensing Commission at it's meeting held April 23, 2026 provided the following direction:

*“That the Windsor Licensing Commission **DIRECT** Administration to come back with a report for consideration regarding the request to increase the age limit for accessible taxicabs and the reduction of wheelchair accessible taxicab licence fees.”*

Further, at the meeting of City Council on April 27, 2026, Councillor K. McKenzie asked the following question:

CQ 9-2026

“Given that the City of Windsor’s integrated transportation system faces significant risks due to unforeseen inflationary pressures on fuel prices exacerbated by the conflict in the Middle East; and,

Given that these rising costs threaten the viability of taxi operations and the total number of vehicles available to support the public; and,

Given that the current August 31st deadline for taxicab license renewals and the associated 10-year vehicle age cap is rapidly approaching;

Administration is requested to provide a report expeditiously analyzing the risks and mitigation proposals for a temporary, one-year extension to the current 10-year age limit for taxicab vehicles. This analysis should include specific strategies to maintain public safety, such as enhanced mechanical inspection protocols, to ensure that this time-limited reprieve does not compromise service standards before the upcoming licensing deadline.”

The Windsor Licensing Commission is the governing body responsible for making decisions or recommendations when it relates to municipal licensing matters. The purpose of this report is for Administration to respond to both the direction provided by the Windsor Licensing Commission and make a recommendation for a decision by the Windsor Licensing Commission on the question asked by the City Councillor.

Discussion:

Taxicab Age Requirements

The City of Windsor licences and regulates the municipality's taxicab brokers, drivers and vehicles through Schedule 4 of Public Vehicle Licensing By-law No. 137-2007 as amended. The Schedule itself prescribes the age limits for all licensed taxicabs including wheelchair accessible vehicles.

Once a taxicab reaches the end of its lifecycle, the taxicab is required to be replaced at the expense of the taxicab plate holder. Failure to replace the taxicab requires the plate holder to surrender the taxicab plate back to the Licence Commissioner and be made available to those in the industry that qualify. It should be noted that the City currently has a "Waiting List" with active applicants that surrendered plates would be offered to.

In 2018, City Council approved Windsor's maximum age limit for all taxicabs to be increased from eight (8) years old to the current age limit being a maximum of ten (10) model years in age. The intent of the increase was to "level the playing field" when Transportation Network Companies like UBER and Lyft were introduced to the municipality as an alternative means of public transportation.

In 2024, City Council, based on the recommendation from the Windsor Licensing Commission, approved an increase for wheelchair accessible taxicabs to twelve (12) years old and that there would be no change to the vehicle age requirements of ten (10) years for traditional taxicabs. The decision was made based on the rising costs to replace a wheelchair accessible taxicab due to circumstances like the COVID-19 pandemic and that the City had sufficient vehicle safety requirements in place.

Licensing & Enforcement Administration regularly consults and networks with municipalities across the province and country to ensure industry standards are consistent. It should be noted that as part of this report, Administration undertook a robust municipal scan and has determined that the average age limit for all taxicabs, including wheelchair accessible taxicabs, across the province is approximately eight (8) years of age. Windsor has one of the most lenient age requirements in place.

Municipal licensing is in place to ensure public health and safety, to provide consumer protection and to prevent public nuisance. Although Administration is empathetic to the request to raise the age limits for affordability to the licensee, age limits for taxicabs are in place to establish a set of standards to ensure that the riding public including those that are vulnerable or those that may require assistance are safe. Therefore, Administration does not recommend raising the age limits as requested by the licensee for Wheelchair Accessible Taxicabs from twelve (12) years to fifteen (15) years.

Reduced Licence Fees

Taxicab and Wheelchair Accessible Taxicab licence fees are governed under the City's Public Vehicle Licensing By-law and the City's User Fee Schedule. They are

established by the municipality to recover the cost to administer and enforce the licensing program.

The current annual fee to renew a Taxicab and/or a Wheelchair Accessible Taxicab Plate Holder licence is \$520.00. The request by Mr. Jay Abdolrahmanpour, owner of Canadian Checker Cab, is to reduce this fee to \$25.00 for wheelchair accessible taxicab plate renewals.

Fees were increased during the 2026 budget deliberation; it should be noted that public vehicle licensing fees for all taxicabs had not been raised in over twenty (20) years. Increases were halted in the past (at the request of the industry and represented union) due to rising fuel and operating costs, the introduction of Transportation Network Companies like UBER and Lyft and operational impacts caused by the COVID 19 pandemic.

Windsor's taxicab and wheelchair accessible taxicab licence fees are on par with it's Ontario comparatives and in some cases are lower than municipalities with similar consumer demands and fleet sizes. For the most part, licence fees are not distinguished between wheelchair accessible and traditional taxicabs. There are very few municipalities that waive or offer reduced fees. Changes in licence fees should be referred to City Council for consideration. Should the Windsor Licensing Commission recommend reduction to the fees as requested, Council would be required to find an alternative funding source to ensure administrative and enforcement costs are recovered. A reduction to licence fees should be vetted through the annual Budget process.

1-Year Vehicle Replacement Exemption

As noted above, Councillor K. McKenzie raised the question for Administration to analyze and consider a one-year exemption on all taxicabs that are due for replacement for 2026 due to rising costs threatening the viability of the industry and the unforeseen inflationary pressures on fuel prices.

Although municipal licensing practices are not in place to ensure profitability of a particular business, Administration recognizes the challenges faced by the taxicab industry with rising fuel costs that negatively impact daily operations, and increased tariffs as it relates to the purchasing or replacement of a vehicle.

Licensed taxicabs are required to submit annual mechanic checklists, verification that their onboard security camera is functioning and a provincial Safety Standard Certificate. The provincial safety certificate is mandated under the City's Public Vehicle Licensing By-law every six (6) months for older fleet vehicles and can also be requested at any time deemed necessary by the Licence Commissioner. In addition, all taxicab vehicles are subject to complaint-based and random inspections from City By-law Enforcement personnel and the Ministry of Transportation (MTO).

The City of Windsor has two (2) licensed Taxicab Brokers being, Canadian Checker Cab and Vets Cab. There is a total of thirty-one (31) taxicabs due to be replaced in 2026. Canadian Checker Cab has one (1) traditional taxicab and five (5) wheelchair

accessible taxicabs due for replacement whereas Vets Cab has a total of twenty-five (25) traditional taxicabs to replace at the upcoming licence renewal.

Administration has sufficient vehicle safety requirements and inspection processes in place and supports a one-year vehicle replacement extension. All taxicabs that are eligible for the one-year replacement inspection will be subject to approval provided that a valid Safety Standards Certificate (not more than 30 days old), a completed mechanic's checklist, a passed security camera report, a completed Taxicab Plate Holder renewal application and all applicable renewal fees are paid and submitted to the Licence Commissioner by August 31, 2026.

Risk Analysis:

Taxicab Age Requirements

There is the potential for risk to the riding public and the taxicab industry itself by increasing the maximum age limit of Wheelchair Accessible Taxicabs from twelve (12) to fifteen (15) model years old.

As previously discussed, vehicle age limits are in place to create a set of standards. Wheelchair Accessible Taxicabs are responsible for the conveyance of a vulnerable population including those with a disability or that may require additional assistance. Windsor has one of the most lenient age limits compared to other municipalities. Raising the maximum age of taxicabs or other public transportation vehicles, introduces several risks centered on passenger safety, environmental impact, and increased maintenance requirements. While such measures are often proposed to ease financial pressures on drivers and ensure the availability of accessible vehicles, they may lead to lower vehicle reliability and higher emissions.

Older vehicles lack modern safety features such as advanced braking systems, collision detection, and modern airbag systems. They are prone to more frequent breakdowns, leading to service delays, increased maintenance costs for owners, and reduced convenience for passengers. Older vehicles may exhibit wear and tear, such as broken air conditioning, worn interiors, or diminished suspension quality, reducing the overall passenger experience.

Reduced Licence Fees

Municipal licence fees are established with the intent to recover costs to administer and enforce the program. The licensee is requesting a significant reduction in the Wheelchair Accessible Taxicab Plate Holder fee by reducing it by approximately 90 percent. There is the potential for risk in that fees would not be fully recovered and that they would need to be funded through an alternative source. As previously discussed, all taxicab fees were increased at the 2026 Budget deliberation process. Fees had not been increased in over twenty (20) years. Changes to fees should be referred to a

future budget process in an effort to mitigate risk or to identify an alternative funding source.

1-Year Vehicle Replacement Exemption

There is minimal risk by providing a one-year vehicle replacement extension for the thirty-one (31) taxicabs that are due to be replaced in 2026. As previously noted, there is sufficient vehicle safety requirements and processes in place.

The taxicabs being extended will be required to submit an annual mechanic checklist, a successful security camera examination and a provincial Safety Standard Certificate every six (6) months or as requested by the Licence Commissioner. In addition, these vehicles are also subject to complaint-based and random inspections from City By-law Enforcement personnel and the Ministry of Transportation (MTO). All taxicabs that have been extended this year will be required to be replaced by August 31, 2027.

Financial Matters:

As part of the 2026 Budget, **BI 2026-0071** proposed an overall increase to the revenue budget for public vehicle licensing of \$45,000. As previously mentioned, these fees had not been increased in over twenty (20) years.

The fees charged under the City's Public Vehicle Licensing By-law are established based on the recovery of costs to administer and enforce the licensing program. Staff resources are required to review and process licence applications, respond to citizen complaints and conduct vehicle inspections. Windsor's taxicab licence fees are on par and in some cases lower in comparison to municipalities with similar fleet sizes.

Reduced Licence Fees

Mr. Abdolrahmanpour has requested a reduction to the Wheelchair Accessible Taxicab Plate Holder fees from \$520.00 to \$25.00. There are currently eight (8) plates in service while thirteen (13) remain in the possession of the Licence Commissioner. A reduction in fees as requested would result in a shortfall of **\$3,960.00** for the eight (8) active plates in 2026. Administration does not recommend a reduction to the licence fees at this time. Changes to licence fees should be vetted through the annual Budget process. Should the Windsor Licensing Commission recommend a reduction to the fees, Council would be required to find an alternative funding source to ensure administrative and enforcement costs are recovered.

1-Year Vehicle Replacement Exemption

The fee to replace a taxicab is \$95.00. There are thirty-one (31) taxicabs that are due to be replaced in 2026. Should it be decided to approve a one-year extension, fees in the amount of **\$2,954** would not be collected until the following year during the 2027 renewal period. It should be noted that this is a projected maximum as it is difficult to determine if all thirty-one (31) taxicabs will pass the required safety requirements and

be eligible for the extension. All taxicabs that are provided approval for the one-year extension would still be subject to the annual plate renewal of \$520.00.

Consultations:

Municipal scan across Ontario

Caroline Iatonna, Financial Planning Administrator

Conclusion:

In summary, Administration has reviewed the requests to increase the maximum age limit for Wheelchair Accessible Taxicabs and to reduce annual plate holder licence fees, as well as Council's request to consider a temporary, one-year extension for taxicab vehicle replacements in 2026. Based on municipal comparatives, public safety considerations, and the purpose of municipal licensing to protect the public interest, Administration does not support increasing the Wheelchair Accessible Taxicab age limit beyond the current twelve (12) model years, nor does it recommend a reduction to licence fees outside of the City's annual Budget process.

Administration does, however, support a one-year extension for all Taxicabs and Wheelchair Accessible Taxicabs that are due for replacement at the 2026 licence renewal, as a time-limited mitigation measure in response to current cost pressures. This extension can be implemented with minimal risk by maintaining enhanced oversight, including a valid Safety Standards Certificate (not more than 30 days old), a completed mechanic's checklist, confirmation of a passed security camera report, completion of the plate holder renewal application, and payment of all applicable renewal fees by August 31, 2026. All vehicles approved for the extension would be required to be replaced by August 31, 2027, and remain subject to complaint-based and random inspections by City By-law Enforcement and the Ministry of Transportation.

Accordingly, Administration is requesting the Windsor Licensing Commission receive this report for direction and approve the recommended one-year extension for the 2026 renewal period. Should the Commission wish to pursue any changes to vehicle age limits or licence fees beyond those currently established, Administration would report back, as required, for City Council consideration and any necessary amendments to the Public Vehicle Licensing By-law and/or the City's User Fee Schedule through the appropriate governance and budget processes.

Approvals:

Name	Title
Craig Robertson	Manager of Licensing & Enforcement and Deputy Licence Commissioner
Steve Vlachodimos	City Clerk & Licence Commissioner
Dave Soave	Manager, Strategic Operating Budget Development & Control
Andrew Daher	Commissioner, Corporate Services
Janice Guthrie	City Treasurer/Commissioner, Finance
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email
Canadian Checker Cab	1235 Huron Church Rd. Windsor, ON N9C 2K6	P5192547777@hotmail.com
Vets Cab Company	350 Tuscarora St. Windsor, ON N9A 3L7	mkashash@vetscab.com
Unifor Local 195	3400 Somme Ave. Windsor, ON N8W 1V4	pres@uniforlocal195.com

Appendices:

Appendix "A"

**CANADIAN CHECKER CAB**

1235 Huron Church Rd. Windsor, Ontario. N9C 2K6. Phone: (519) 254-7777. Email: ph5192547777@hotmail.com

RECEIVED
MAR 26 2026
POLICY GAMING & LICENSING

Date: March 26, 2026

To: Windsor Licensing Commission

Subject: Request for reconsideration of age limits for wheelchair-accessible taxis

Dear Members of the Windsor Licensing Commission,

A review of the current vehicle age requirement applicable to wheelchair-accessible taxis in the City of Windsor is respectfully requested.

Under the existing regulatory framework, wheelchair-accessible taxis are required to be less than 12 years old. While the intent behind this requirement is fully understood and supported, its practical impact on accessible service delivery has become increasingly restrictive.

Canadian Checker Cab is currently the primary provider of wheelchair-accessible taxi services in Windsor. Unlike regular vehicles, accessible taxis require specialized structural modifications, resulting in significantly higher capital costs, often several times greater than conventional vehicles. In addition, these vehicles involve higher ongoing maintenance and repair expenses, while the availability of suitable replacement units in the market remains limited.

As a result, strict age-based replacement requirements create a disproportionate financial burden that directly affects the continuity and availability of accessible transportation services.

It is also important to note that vehicle safety and reliability are already governed through mandatory inspection and certification processes. All vehicles undergo regular mechanical inspections to ensure compliance with safety standards. In this context,

vehicle condition, rather than age alone, serves as a more accurate indicator of operational safety.

In light of the above, the following considerations are respectfully proposed:

1. Extension or Removal of Age Limit

Extend the allowable service life of wheelchair accessible taxis from 12 to 15 years, or consider exemption from the fixed age limit. It is strongly requested that accessible cabs be exempted from the age limits, as they are automatically removed from service once their safety is at risk or their performance is affected due to probable exhaustion. As evidence of this, some of our vehicles have already been removed from operation despite not having reached an age limit, solely because of poor performance and safety risks.

2. License Fee Adjustment

Reconsidering the unique financial challenges faced by Canadian Checker Cab, a reduction in the annual license fee from \$400 to \$25 is requested. This adjustment would align with the fees paid in 2005 and support the sustainability of wheelchair-accessible cab services.

3. Financial Support for Accessible Vehicles

Considering that the cost of each wheelchair-accessible vehicle exceeds \$100,000 due to required structural modifications and specialized equipment, the financial burden on operators is substantial. It is respectfully noted that some municipalities in Ontario have implemented support mechanisms that directly or indirectly provide financial benefits to taxi companies. For example, Toronto provides grants to support the purchase and conversion of accessible taxis, Hamilton's Taxi Scrip program increases demand and revenue for participating operators, and London has planned incentive-based models to financially support accessible taxi providers. In addition, increasing fuel prices and overall inflation have significantly raised operating costs, while taxi fares have not been adjusted proportionately to reflect these changes. This has further intensified the financial pressure on companies. In this regard, it is respectfully requested that the City of Windsor consider implementing a

similar financial support mechanism for taxi companies as an alternative approach to maintaining service sustainability

Canadian Checker Cab is also planning several operational improvements and service expansions aimed at increasing capacity and improving service quality for individuals with mobility challenges. Regulatory flexibility would directly support the implementation of these improvements.

The requested adjustments are not intended to compromise safety or service standards, but rather to ensure that accessible transportation services remain viable, reliable, and sustainable within the City of Windsor.

Your consideration of this matter is sincerely appreciated. The opportunity to discuss these points further would be welcomed.



Sincerely,
Jay Abdolrahmanpour
Managing Director
Canadian Checker Cab



Committee Matters: SCM 222/2026

Subject: Minutes of the Windsor Licensing Commission of its meeting held June 2, 2026

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

Decision Number: **ETPS 1129**

THAT the minutes of the Windsor Licensing Commission meeting held June 2, 2026 **BE RECEIVED.**

Carried.

Report Number: SCM 197/2026

Clerk's Note:

1. Please refer to Item 7.2 from the Environment, Transportation & Public Safety Standing Committee held on June 24, 2026.
2. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20260625/-1/11642>



Committee Matters: SCM 197/2026

Subject: Minutes of the Windsor Licensing Commission of its meeting held June 2, 2026

WINDSOR LICENSING COMMISSION

Meeting held June 2, 2026

A meeting of the Windsor Licensing Commission is this this day commencing at 2:30 o'clock p.m. in Room 140, 350 City Hall Square West, there being present the following members:

Councillor Ed Sleiman, Chair
Councillor Renaldo Agostino
Councillor Angelo Marignani
Marc Dubois
Sam Sinjari

Guests in attendance:

Jay Abdolrahmanpour, Owner of Canadian Checker Cab
Bill Oag, Vets Cab Administrator

Also present are the following resource personnel:

Steve Vlachodimos, City Clerk and Licence Commissioner
Craig Robertson, Manager Licensing & Enforcement & Deputy Licence Commissioner
Nicole Brush, Supervisor of By-law Enforcement
Rory Sturdy, Supervisor of By-law Enforcement
Marianne Sladic, Senior Licence Issuer
Karen Kadour, Committee Coordinator

1. Call to Order

Councillor Ed Sleiman, Chair calls the meeting to order at 2:30 o'clock p.m. and the Windsor Licensing Commission considers the Agenda being Schedule A, attached hereto, matters which are dealt with as follows:

2. Disclosure of Interest

None disclosed.

3. Adoption of the Minutes

Moved by Councillor Angelo Marignani, seconded by Sam Sinjari,

That the minutes of the meeting of the Windsor Licensing Commission held April 23, 2026, **BE ADOPTED** as presented.

Carried.

4. Requests for Deferrals, Referrals or Withdrawals

None.

5. Communications

None.

6. Licence Transfers

None.

7. Applications/Hearings

7(a) Approve Application with Conditions – Livery Vehicle, Class C (Executive)

Craig Robertson, Deputy Licence Commissioner reports that Eric Ceejay Williams, Applicant, Gateway Express Shuttle is supportive of the recommendation, and is not present for the hearing.

Craig Robertson, Deputy Licence Commissioner advises that the application for a Livery Vehicle, Class C (Executive) licence was submitted on April 7, 2026. Administration reviewed the application and was satisfied with the requirements; however, it is being recommended to approve the application with conditions in order to acquire the remaining items and to proceed with the issuance of the licence.

Moved by Marc Dubois, seconded by Sam Sinjari,

THAT the livery vehicle plate holder application, submitted by Eric Ceejay Williams, o/a Gateway Express Shuttle, located at 823 Francois Court, Windsor ON N8Y 3W5, to operate one (1) Class 'C' Livery Vehicle, namely a 2026 Toyota Sienna XLE HEV, **BE APPROVED** with the following conditions:

- Eric Ceejay Williams be given sixty (60) days from the date of this decision to submit a valid business name registration to operate as "*Gateway Express Shuttle*";

- Eric Ceejay Williams be given sixty (60) days from the date of this decision to submit a rate schedule that is in accordance to Public Vehicle Licensing By-law No. 137-2007 as amended;
- Eric Ceejay Williams be given sixty (60) days from the date of this decision to submit a vehicle safety standards certificate not more than thirty (30) days old for the proposed vehicle being a 2026 Toyota Sienna XLE HEV;
- Eric Ceejay Williams be given sixty (60) days from the date of this decision to submit valid insurance for the proposed vehicle being a 2026 Toyota Sienna XLE HEV; Eric Ceejay Williams be given sixty (60) days from the date of this decision to submit the vehicle to and pass an inspection by the By-Law Enforcement Division.

Carried.

8. Reports & Administrative Matters

8(a) Windsor Licensing Report 2026 Age Limit Fee Reduction and one year age exemption for replacement vehicles

Craig Robertson, Deputy Licence Commissioners introduces guests Jay Abdolrahmanpour, Owner of Canadian Checker Cab and Bill Oag, Vets Cab Administrator. Mr Abdolrahmanpour expresses concern that an accessible taxi costs approximately \$100,000. He adds he operates 8 accessible taxicabs.

Councillor Renaldo Agostino asks Administration if licence fees differ from accessible taxicabs and traditional taxis. Craig Robertson remarks that the fees do not differentiate between a wheelchair accessible taxicab and a traditional taxicab.

In response to a question asked by Sam Sinjari regarding if a specific vehicle can “be grandfathered in” if the vehicle is in good shape, Craig Robertson responds Administration is not recommending “grandfathering” and reiterated the recommendation from Administration.

Marc Dubois remarks that the vehicles undergo regular inspections irrespective of the age and asks would those inspections alone certify that the vehicle is safe. Craig Robertson explains it would be safe at the time of the inspection and is more of a due diligence to ensure that the vehicle is being vetted through some type of inspection process. He indicates that in August, they require that these vehicles must submit their safety certificate along with all of the other safety requirements.

The Chair asks what the age requirements in other municipalities are and what is the rate. Craig Robertson advises that when they undertook their analysis, the City of Windsor had one of the most lenient age requirements and adds the licence fees are very comparable if not lower than our counterparts. He states that Windsor’s licence fees had not been raised in over 20 years.

Councillor Angelo Marignani questions if they were to proceed with another year extension, what would the risks be. Craig Robertson responds if they proceed with extending the vehicles, there is some risk associated with the wear and tear on the vehicles which is why municipalities have an 8-year standard for taxicabs.

In response to a question asked by Sam Sinjari regarding if they proceed with another year extension, can they still charge the one-year fee. Craig Robertson responds that they would pay their \$520.00 renewal fee and would not have to pay the replacement fee of \$95.00.

Councillor Renaldo Agostino recommends proceeding with the recommendation presented by Administration and suggests that the renewal fee of \$520.00 should be reduced to \$25.00. He remarks that these accessible amenities serve a very niche amount of people that desperately need this.

Craig Robertson advises that the Windsor Licensing Commission is the governing body for making decisions and hearing municipal licensing matters.

Moved by Councillor Renaldo Agostino, seconded by Councillor Angelo

THAT the Windsor Licensing Commission recommends that City Council **RECEIVE** the report of the Deputy Licence Commissioner *entitled "Response to Increased Age Limits and Reduced Licence Fees for Wheelchair Accessible Taxicab, and a One-Year Extension for all Taxicab Vehicle Replacements"* and,

THAT the age limit for wheelchair accessible taxicabs is to remain the same at twelve (12) model years old; and,

THAT the plate holder licence renewal for wheelchair accessible taxicabs **BE REDUCED** from \$520.00 to \$25.00 for the 2026 licencing period; and further,

THAT City Council **APPROVE** a one (1) year replacement extension for all taxicabs and wheelchair accessible taxicabs that are due at the 2026 licence renewal period.

Carried.

8(b) Expired Business Licence Application(s)

Moved by Marc Dubois, seconded by Councillor Angelo Marignani,

That the report of the Deputy Licence Commissioner dated June 2, 2026, entitled "Expired Business Licence Application(s) **BE RECEIVED**.

Carried.

9. Date of Next Meeting

The next meeting date to be determined.

10. Adjournment

There being no further business, the meeting is adjourned at 3:04 o'clock p.m.



Committee Matters: SCM 223/2026

Subject: Repeal By-law 5711 – “A By-law to Authorize Entry Upon Adjoining Land for the Purpose of Making Repairs, Alterations or Improvements” and Pass By-law – “A By-law to Authorize and Regulate Owner or Occupant Entry onto Adjoining Lands for Repairs, Alterations or Improvements” – City Wide

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

Decision Number: **ETPS 1130**

THAT Council **REPEAL** By-law Number 5711 being “A By-law to Authorize Entry Upon Adjoining Land for the Purpose of Making Repairs, Alterations or Improvements” and **PASS** By-law XXX being “A By-law to Authorize and Regulate Owner or Occupant Entry onto Adjoining Lands for Repairs, Alterations or Improvements”.
Carried.

Report Number: S 51/2026
Clerk’s File: AB2026

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 June 24, 2026.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20260625/-1/11642>

Subject: Repeal By-law 5711 – “A By-law to Authorize Entry Upon Adjoining Land for the Purpose of Making Repairs, Alterations or Improvements” and Pass By-law – “A By-law to Authorize and Regulate Owner or Occupant Entry onto Adjoining Lands for Repairs, Alterations or Improvements” – City Wide

Reference:

Date to Council: June 24, 2026

Author: Brandon Calleja
Senior Manager/Deputy Chief Building Official - Permits
bcalleja@citywindsor.ca
519-255-6267 x6166
Planning & Building Services

Co-Author: Jessica Barlow
Senior Manager/Deputy Chief Building Official – Inspections (A)
jbarlow@citywindsor.ca
519-255-6100 x6844
Planning & Building Services

Report Date: 5/13/2026
Clerk’s File #: AB2026

To: Mayor and Members of City Council

Recommendation:

THAT Council **REPEAL** By-law Number 5711 being “A By-law to Authorize Entry Upon Adjoining Land for the Purpose of Making Repairs, Alterations or Improvements” and **PASS** By-law XX being “A By-law to Authorize and Regulate Owner or Occupant Entry onto Adjoining Lands for Repairs, Alterations or Improvements” **Executive Summary:**
N/A

Background:

Under Section 132(1) of the *Municipal Act, 2001*, S.O. 2001, c. 25, municipalities may pass By-laws authorizing the owner or occupant of land to enter adjoining land, at any reasonable time, for the purpose of making repairs or alterations to any building, fence or other structures on the land of the owner or occupant but only to the extent necessary to carry out the repairs or alterations.

By-law Number 5711 being “A By-law to Authorize Entry Upon Adjoining Land for the Purpose of Making Repairs, Alterations or Improvements” (Right of Entry By-law),

passed on May 24, 1977, authorizes the City of Windsor's (City) Building Commissioner to issue permits allowing property owners (or their agents) to enter adjoining land solely to carry out necessary repairs, alterations, or improvements to buildings, fences, or other structures, on condition that the adjoining property is restored to its prior condition afterward. Applicants must submit a fee, sworn declaration, and, if required, a land survey. Permits are valid for up to two months (with a possible one-time renewal), are non-transferable, and require prior inspection and proper notice to neighbours.

The Building Department has only issued 17 right of entry permits over the last 22 years (less than 1 per year) with 0 right of entry permits being issued in the past 5 years.

Maintaining the current requirement for a permit to enter property requires staff resources and administrative coordination, all of which are added costs to the City, which are not recovered through the permit fees.

Discussion:

This By-law has been updated to clarify and regulate the process of entering adjoining lands for property repairs, while balancing the rights and responsibilities of property owners and neighbours. Previously, there may have been ambiguity around when and how such entry could occur, leading to disputes or misuse of municipal resources to mediate neighbour to neighbour disputes. By specifying conditions such as requiring written notice, limiting entry to situations where repairs cannot be done from the owner's property, and restricting the duration and purpose of entry, the By-law ensures transparency and minimizes inconvenience to adjoining landowners.

Additionally, the inclusion of provisions for identification, restoration of the adjoining property, and compensation for damages reflects a commitment to accountability and fairness. These measures protect adjoining landowners from hazards, unauthorized use, or prolonged occupation, while still allowing necessary repairs to proceed efficiently.

By providing an effective framework that guides property owners through right of entry requests, the City reduces unnecessary expenditures and aligns its limited resource allocation with core municipal enforcement priorities, thereby improving overall functional efficiency.

Additionally, the amended By-law's formatting will mirror that of other City By-laws, improving consistency and making it easier for industry professionals and the public to navigate. These changes align with harmonizing terminology with other City By-laws.

Other Ontario municipalities, such as the Town of Tecumseh and the City of Toronto, have implemented a Right of Entry By-law to allow property owners or authorized agents to enter neighbouring properties for maintenance, repairs, or construction, provided certain conditions and notice requirements are met.

Overall, the updated By-law aims to reduce conflicts, enhance safety, and create a structured process that respects both private property rights and community standards.

More substantive changes to the amended By-law are as listed below:

SECTION 1 SHORT TITLE

This section was included to provide a short title for the By-law, referred to as the Right of Entry By-law.

SECTION 2 DEFINITIONS OF WORDS

New definitions have been added, old definitions were deleted, and existing definitions modified to ensure the By-law is clear in its expectations, as well as consistent with other City by-laws, such as the Property Standards By-law. The following defined terms have been added, modified, or deleted:

ADDED
Act, Adjoining Lands, Adjoining Owner(s), Building, Chief Building Official, City Property, Council, Officer, Owner, Property, and Repairs.
MODIFIED
Corporation to City
DELETED
Applicant, Building Commissioner, and Permit

SECTION 4 REGULATIONS

The revised Section 4 introduces significant changes. Under the former By-law, property owners were required to obtain a written permit from the Chief Building Official, complete application forms, pay fees, and provide supporting documentation before entering adjoining lands. The updated section eliminates this permit process entirely, allowing owners or occupants to enter adjoining lands under specific conditions without prior City approval.

Notice requirements have also been streamlined: while By-law 5711 mandated three days' notice, the new provision requires written notice at least 24 hours in advance, with detailed information on the nature of repairs, timing, and contact details, and includes flexibility for emergencies.

Additionally, the updated section imposes clearer obligations on those entering adjoining lands, including avoiding hazards, restoring the property to its original condition, and compensating for any damages caused.

Overall, these changes modernize the process by removing administrative burdens, enhancing transparency and accountability, and strengthening mechanisms for property owners.

SECTION 5 EXEMPTIONS

This section was included to exempt the municipality and its Agencies, Boards, and Commissions from the requirements of this By-law.

SECTION 6 VALIDITY AND SEVERABILITY

This section was included to ensure that if any part of the By-law is found invalid by a court, the remaining provisions will continue to be enforceable and legally effective.

SECTION 7 REPEAL AND TRANSITION

Subsection 7.1 and Subsection 7.2 were amended to add the most recent by-law numbers.

SECTION 8 – EFFECTIVE DATE

This section was included so it was not a stand-alone sentence.

Risk Analysis:

Updating the Right of Entry By-law helps mitigate several risks that would otherwise arise without a clear framework for property access.

Relying on the current by-law presents a risk of neighbour disputes, complaints, and potential property damage if maintenance access is misused or results in harm to neighbouring properties. There is also legal and liability exposure for the City if actions result in injury or damage.

However, without the By-law, neighbours could face disputes and legal conflicts over maintenance access, leading to costly litigation and strained relationships. The inability to access adjoining lands due to physical property constraints that limit access necessary to facilitate repairs could result in structural deterioration, safety hazards, and increased liability for property owners and the City if not addressed in a timely manner. The absence of clear rules also creates legal uncertainty, leaving parties vulnerable to trespass claims, which can damage municipal reputation. Furthermore, unmaintained structures pose insurance and liability risks, while unresolved conflicts can erode community cohesion.

By establishing a transparent process for notice, timing, and scope of work, the updated By-law reduces these risks, promotes fairness, and supports proactive property maintenance.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

There is no financial impact.

Consultations:

John Revell – Chief Building Official

Rob Vani – Senior Manager – Inspections

Michael Okanlawon – Financial Planning Administrator

Aaron Farough – Senior Legal Counsel
Shannon O’Moore – Executive Initiatives Coordinator

Conclusion:

The repeal of By-law Number 5711 and adoption of the new Right of Entry By-law demonstrates the City’s commitment to modernizing regulatory framework, streamlining administration, and providing clarity for property owners. The updated By-law establishes a clear, efficient process for accessing neighbouring lands for repairs, while protecting property rights and reducing disputes. Clear notice and restoration requirements promote fairness, accountability, and good neighbour relations, supporting property standards and reducing litigation risks for the City.

Planning Act Matters:

N/A

Approvals:

Name	Title
Brandon Calleja	Senior Manager/Deputy Chief Building Official - Permits
Wira Vendrasco	City Solicitor
Jelena Payne	Deputy CAO & Commissioner Economic Development
Emilie Dunnigan	Manager, Development Revenue & Financial Administration
Dan Seguin	On behalf of Commissioner, Finance & City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:



Committee Matters: SCM 224/2026

Subject: Response to CQ 16-2025 – Pedestrian Countdown Timers – City Wide

Moved by: Councillor Frazier Fathers
Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1131**

I. THAT the report of the Senior Manager, Transportation dated April 9, 2026, entitled “Response to CQ 16-2025 – Pedestrian Countdown Timers – City Wide” **BE RECEIVED** for information.

Carried.

Report Number: S 37/2026
Clerk’s File: ST2026

Clerk’s Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are the same.
2. Please refer to Item 8.2 from the Environment, Transportation & Public Safety Standing Committee held on June 24, 2026.
3. To view the stream of this Standing Committee meeting, please refer to:
<https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20260625/-1/11642>

Subject: Response to CQ 16-2025 – Pedestrian Countdown Timers – City Wide

Reference:

Date to Council: June 24, 2026
Author: Ian Day
Senior Manager, Transportation
519-255-6247 x6053
iday@citywindsor.ca
Public Works - Operations

Report Date: 4/9/2026
Clerk's File #: ST2026

To: Mayor and Members of City Council

Recommendation:

- I. THAT the report in response to CQ 16-2025 – “Pedestrian Countdown Timers” **BE RECEIVED** by Council for information.

Background:

On Monday, September 8, 2025, Councillor Angelo Marignani asked the following Council Question – CQ 16-2025:

Countdown timers on traffic signals improve safety for pedestrians and drivers. Asks Administration what can we do as a city to incorporate this safety tool, such as new construction retrofit programs or funding allotments with a dedicated budget, and asks Administration to report back regarding a feasibility study on the cost, timeline, and the logistics of a citywide implementation plan and outlining a phased in approach for installing countdown timers on our traffic signals.

Discussion:

Pedestrian Countdown Timers

Pedestrian countdown timers (PCTs) provide a numerical display indicating the seconds remaining in the pedestrian clearance interval at signalized intersections. They are intended to improve decision-making and predictability for pedestrians.

Many Ontario municipalities use PCTs to improve the clarity of pedestrian phases and reduce misunderstandings about the flashing hand indication. PCTs display a numerical countdown during the Flashing Do not Walk (FDW) clearance interval, telling

pedestrians how much time remains to finish crossing. Crossings should not begin during the FDW interval. It is recognized that PCTs are not intended to be indirectly used by drivers as an indication of when the traffic signal may turn to amber or red.

Currently Windsor has electively installed PCTs at 11 intersections throughout the City (Appendix A). Several other Ontario municipalities have also installed PCTs as part of their Vision Zero programs as follows:

- Toronto: PCTs installed at all 1965 signalized intersections between 2000-2009.
- Ottawa: Began installing PCTs in 2009 on all new traffic signals and retrofits selected high traffic intersections annually.
- Mississauga: PCTs at new intersections and as requested for existing intersections.
- Kingston: PCTs installed at selected intersections based upon safety needs.
- London: PCTs installed at key intersections with safety concerns.
- York Region: PCTs have been installed at prioritized sites such as wide crossings, near schools and senior centers.

Potential Pedestrian Countdown Timer Benefits and Challenges

The common theme to many studies, is that PCTs make pedestrians feel safer when they are installed where crossings cover long distances and vulnerable pedestrians are involved, intersection geometry is poor and turning movements are complex. Some notable advantages include:

- *Reduced pedestrian violations:* Many pilot program studies reported fewer instances of pedestrians finishing crossing on red and fewer conflicts with vehicles after PCT installation.
- *Improved adherence and predictability:* The countdown communicates remaining time, improving compliance with indications and enabling pedestrians to decide to wait when insufficient time remains (i.e. not crossing during FDW).
- *Reduced anxiety:* Pedestrians, particularly the elderly, and those with disabilities often feel anxious when crossing intersections. Knowing exactly how much time they have left to cross can help to ease these symptoms. Research in Montreal showed that 91% of pedestrians felt safer with countdown timers, and it reduced the number of "slow pedestrians" trapped in the middle of the intersection.
- *Faster walking speeds:* Many studies have found increased pedestrian walking speeds and decreased violation probability, indicating more decisive crossings. However, PCTs can also promote late crossing start behavior where some pedestrians interpret the PCTs as permission to begin crossing late, especially when remaining countdown time is low.

While designed to potentially improve safety, PCTs may introduce unintended risks by altering the behavior of both pedestrians and drivers. Some research suggests that the PCT flashing countdown can cause pedestrians to fixate and become distracted, potentially reducing their awareness of turning vehicles. Further, motorists may indirectly use PCT information to accelerate vehicle speed through an intersection in an attempt to avoid amber or red traffic signal phases.

Audible Countdown Systems

Windsor began installing Accessible Pedestrian Signals (APS) at all new or upgraded intersections in 2015, which employ audible countdown systems. APS provide auditory and vibrotactile information to pedestrians who are blind, have low vision or have some hearing loss, so they know when they should begin to cross at a signalized intersection.

APS systems essentially translate visual pedestrian information to other sensory formats, enabling people with disabilities to navigate cities safely and comfortably. In an APS system when the Walk indication turns off, and the FDW interval begins, the button can be set to play the locator tone, a different sound, or with the equipment that Windsor has been using, an optional audible countdown of how many seconds are left in the FDW interval. This is a distinct feature that differs from PCTs which provide visual countdown information to pedestrians (and indirectly to motorists).

By the end of 2026, there will be 61 intersections in Windsor which will be Accessibility for Ontarians with Disabilities (AODA) compliant. Of the 61 intersections, 32 have been upgraded or newly added (including engineering capital works) with these enhancements since 2022. These 61 intersections will be equipped with APS systems which include audible countdown systems (Appendix B).

Moving forward, any modification or change to an existing pedestrian signal system will trigger an intersection upgrade to comply with AODA standards for both audible and vibrotactile indications to assist visually impaired pedestrians. PCTs alone do not meet this requirement while the City's APS system meets all requirements and with optional upgrades, can provide an audible countdown of time remaining during the FDW phase.

The City's current intersection upgrade program completes an average of seven (7) intersection upgrades per year, which include APS system enhancements and audible countdown timer provisions. The current program plans to continue upgrading another 70 intersections from 2027 to 2036 with such APS enhancements.

Risk Analysis:

There is no requirement in the Ontario Traffic Manuals (OTM) for the installation of PCTs within intersections. Ontario's Highway Traffic Act (HTA), section 144(28) specifically states that any pedestrian who starts crossing legally (i.e. with the walking man signal) has the right of way for however long it takes them to cross the road at their

personal full speed, even if the light against them turns red. While designed to potentially improve safety, PCTs may introduce unintended risks by altering the behavior of both pedestrians and drivers.

Most research data show mixed results and inconsistency with some studies advocating for their installation and others raising concerns. While some studies have shown reductions in pedestrian injuries following the implementation of PCTs, others have observed neutral or even adverse changes, highlighting that site conditions (geometry, volumes and turning movements) can greatly influence outcomes.

Statistics can be found for both reduction and increases in vehicle collisions with pedestrians as well as other vehicles. For example, in Toronto, initial studies (2007) suggested that PCTs were contributing to a decrease in pedestrian fatalities, while additional studies (2013-2014) indicated that the number of pedestrian/vehicle incidents increased by 26 per cent. These studies also showed vehicle collision rates to increase by 22 collisions per month. A 2019 Philadelphia study showed that pedestrian-vehicle collisions were reduced by nine (9) per cent; rear end collisions were reduced by twelve (12) percent, and total intersection crashes were reduced by eight (8) per cent after the countdown timer was introduced. A 2012 Detroit study showed a 73 per cent reduction in crashes at intersections with PCTs, and a 2010 North Carolina study showed a statistically insignificant change when they were installed.

Municipalities have increasingly recognized that PCT information, although intended for pedestrians, appears to trigger changes in driver behaviour, impacting vehicle speeds while approaching intersections. While some studies have shown reductions in pedestrian injuries following the implementation of PCTs, others have observed neutral or even adverse changes, highlighting that site conditions (geometry, volumes and turning movements) can greatly influence outcomes. Researchers have also discovered that the largest increase in collisions comes at intersections that were previously identified as being safe intersections. Researchers found that as drivers adapted to PCTs, they began to realize that even having one second left on the timer is enough time to attempt to clear the intersection if they are willing to accelerate. To compound this issue, driver speeds tend to increase during the amber phase of the intersection signal.

Further, the Ministry of Transportation of Ontario (MTO) has indicated concerns regarding pedestrian countdown timers that are visible to approaching drivers, particularly where their timing is not uniform across various intersection locations.

Accordingly, many municipalities are exploring options to effectively remove the driver's behavior component from the PCT system by investigating the use of verbal countdowns (audible countdown systems) at intersections.

Climate Change Risks:

Climate Change Mitigation

N/A

Climate Change Adaptation

N/A

Financial Matters:

Currently Windsor has approximately 295 signalized intersections of which 11 are equipped with PCTs, leaving up to 284 intersections that could be retrofitted. Further, if the City were to develop an upgrade program to integrate PCTs into these existing intersections, replacing or altering pedestrian signals would also trigger an upgrade to meet AODA standards.

Specifically, any intersection upgrades would need to meet all AODA requirements, including upgrades to sidewalk, ramp and other infrastructure as per the Design of Public Spaces Standards (O. Reg. 191/11, Part IV.1). As 61 City intersections will meet AODA standards by the end of 2026, approximately 234 intersections could be similarly upgraded to the same.

The high-level cost estimate to retrofit 284 intersections to PCT along with upgrades to AODA standards at 234 intersections is shown in Table 1. If the City were to move forward at this time with a complete retrofit program to PCTs at all remaining intersections, the total cost would be **\$22,275,600**.

Should council wish to continue upgrading the signal system with only APS (inclusive of audible countdown timer provisions) as per current practice would be approximately **\$19,890,000** (cost avoidance of \$2,385,600 associated with PCT implementation).

Table 1: Cost of Intersection Retrofit to PCT / Upgrade to AODA Standards

<i>Intersection Retrofit to PCT (284 Intersections)</i>		Cost
Equipment Costs per Intersection	\$2,800	\$ 795,200
Labour Costs per Intersection	\$5,600	\$ 1,590,400
Subtotal		\$ 2,385,600
<i>Intersection Retrofit to AODA Standards (234 Intersections)</i>		
Civil Works Costs per Intersection *	\$55,000	\$ 12,870,000
Material Costs per Intersection **	\$30,000	\$ 7,020,000
Subtotal		\$ 19,890,000
TOTAL		\$22,275,600

* Civil works include removal/replacement of sidewalks and curbs to realign crossings, AODA compliant tactile indicator plates, removal/replacement of crosswalk lines and restoration.

** Material costs include Accessible Audible Pedestrian Control systems.

With current annual capital funding to OPS-008-20 (~ \$2.1 M annually), Transportation is able to complete an average of 7 intersection AODA upgrades per year, which include audible countdown systems. If Council directed an acceleration of that program, additional funding sources would be required.

Alternatively, if all of this annual funding was fully committed to retrofit all remaining intersections with PCT, it would take approximately 11 years to update the City's signal system. As this approach would exhaust funding for any other planned intersection traffic signal upgrades, it would not be achievable within existing capital funding levels.

Consultations:

Adrian Busa, Manager Transportation Maintenance
 Prem Patel, Manager Transportation Planning and Design
 Shawna Boakes, Senior Design Engineer PBX Engineering
 Zsolt Katzirz, Head of Operational Services West, Ontario Ministry of Transportation

Conclusion:

Based on the information outlined in this report, PCTs present both potential benefits and risks, with mixed safety outcomes identified in the literature. The City's current approach of integrating audible countdown features through APS-based intersection upgrades support accessibility objectives while managing cost, safety, and compliance considerations.

Planning Act Matters:

N/A

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
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

N/A

Appendices:

- 1 Appendix A – Pedestrian Countdown Timer Locations
- 2 Appendix B – AAPS locations

Appendix A

Pedestrian Count Down Timer Locations

1. Ouellette & Tecumseh East and West
2. McKay & University West
3. Parent & Riverside
4. Florence Trail & Riverside
5. Lincoln & Riverside
6. Huron Church & Riverside
7. Victoria at YMCA building
8. Curry & Wyandotte West
9. Goyeau & Hotel Dieu Hospital
10. Ellis & Parent
11. Drouillard & Milloy

Appendix B
AAPS Locations

1. University West & Sunset
2. University West & California
3. Wyandotte East & Strabane
4. California & Wyandotte West
5. Wyandotte East & Raymo
6. Riverside & Strabane
7. Lauzon & Wyandotte East
8. Pillette & Wyandotte East
9. Cabana & Holburn
10. Ouellette Avenue & Wyandotte East/West
11. Jefferson & Wyandotte East
12. Lauzon & Riverside
13. Ouellette & Elliot
14. Huron Church & Dorchester
15. Huron Church & Malden
16. Huron Church & Totten
17. Dougal Avenue & Ouellette Place
18. Dominion & Northwood
19. Devonshire & Riverside
20. Banwell & Palmetto
21. Giles & Ouellette
22. McHugh & Spitfire Way
23. Howard & Tecumseh
24. Darfield & McHugh
25. Cabana & Mt Royal
26. Cabana & Dougall
27. Huron Church & Tecumseh
28. Huron Church & Giradot
29. Cabana & St Clair College
30. Lauzon Parkway & Forest Glade
31. Dominion & Ojibway
32. Lauzon Parkway & Essex Way
33. Provincial & 6th Concession
34. Provincial & Rona Entrance
35. Cabana & Askin
36. Cabana & Clara

37. Sandwich & Mill
38. Sandwich & Brock
39. Lauzon Parkway & Hawthorne
40. Lauzon Parkway & Cantelon
41. Howard & Sydney
42. Division & Sydney
43. Wyandotte East & St. Rose
44. Catherine & Roseville
45. Tecumseh Road East & Catherine
46. Tecumseh Road East & Roseville Gardens
47. Tuscarora Street & Goyeau Street (2026)
48. Ojibway Parkway & Sprucewood Avenue (2026)
49. Ojibway Parkway & Weaver Road (2026)
50. Ottawa Street & Parent Avenue (2026)
51. Tecumseh Road West & California Avenue (2026)
52. EC Row Avenue & Central on Ramp (2026)
53. EC Row Avenue & Central off Ramp (2026)
54. Ouellette Avenue & Ellis Street (2026)
55. Elliott Street & Goyeau Street (2026)
56. George Avenue & Seminole Street (2026)
57. Ottawa Street & Kildare Road (2026)
58. Ottawa Street & Walker Road (2026)
59. Chatham Street and Goyeau Street (2026)
60. Erie Street & Victoria Street (2026)
61. Lauzon Parkway & Catherine Street (2026)



Subject: Surplus Declaration and Sale Authorization – 0 Sun Valley Drive (west of 1745 Sun Valley Drive) – Ward 2

Reference:

Date to Council: July 13, 2026
 Author: Natalie D'Ambrosio
 Coordinator of Real Estate Services
 Phone Number: 519-255-6100 ext 6514
 Email: ndambrosio@citywindsor.ca
 Legal – Real Estate Services
 Report Date: June 22, 2026
 Clerk's File #: APM2026

To: Mayor and Members of City Council

Recommendation:

- I. THAT the following City of Windsor (the “**City**”) vacant parcel of land **BE DECLARED** surplus:
 - Municipal address: 0 Sun Valley Drive – residential land situated on the south side of Sun Valley Drive, west of 1745 Sun Valley Drive;
 - Legal Description: Part Lot 256 on Registered Plan 1207 Town of Sandwich as in R636935; Windsor
 - Approximate Lot size: 17 feet (5.18 m) x 100 feet (30.48 m)
 - Approximate Lot area: 1750 ft² (162.58 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 appropriate.

Executive Summary:

N/A

Background:

The City owns the Subject Parcel located on the south side of Sun Valley Drive, west of 1745 Sun Valley Drive. The property is legally described as Part Lot 256 on Registered Plan 1207 Town of Sandwich as in R636935, Windsor, as shown on the aerial diagram attached as Appendix A.

By-Law 52-2014, as amended, establishes a policy for the disposal of Land. Section 4.1.3 of Schedule “A” attached to By-Law 52-2014, as amended, requires that City-

owned lands be declared surplus and that Administration seek authority to sell the lands.

Discussion:

Administration was contacted by the owner of 1745 Sun Valley Drive (the "Owner"), the property immediately abutting the Subject Parcel to the east. The Owner had understood the Subject Parcel to form part of 1745 Sun Valley Drive. During the administration of the Owner's mother's estate, it was discovered that a permit had been issued in 1964 for the construction of a garage on the Subject Parcel. Following construction of the garage, a tax arrears certificate was registered on title to the Subject Parcel on July 15, 1975 as Instrument No. R636935. Subsequently, on July 25, 1975, a Notice of Vesting was registered as Instrument No. R637881, vesting title to the Subject Parcel in the name of the City. The Owner is now in the process of selling 1745 Sun Valley Drive and has approached Administration to inquire whether the Subject Parcel may be conveyed to him, given that the garage is located on the Subject Parcel.

The Subject Parcel was circulated to determine whether there is a municipal use for same. No municipal use for the Subject Parcel was identified, however in consultation with Planning it was determined that the Subject Property is adjacent to Malden Park which is designated as Natural Heritage. Any proposed future site alterations or development would require an Environmental Evaluation Report or other suitable study.

The City's Land Disposal Policy ("LDP") outlines the process for the sale of land which is not viable. Section 5.3.1.3 of the LDP states:

5.3.1.3 Land, which is not Viable Land and which cannot be rendered Viable Land by means of consent under the Planning Act may be sold directly to the abutting property owner(s) for lot consolidation purposes at the value established by City Real Estate Staff taking into consideration all relevant factors, but in any event for no less than on a cost-recovery basis. If more than one abutting property owner wishes to acquire the Land City Real Estate Staff will contact the abutting owners to determine whether a consensus can be arrived at in splitting the Land amongst interested abutting owners.

Should the Recommendations be approved, Real Estate staff will contact the Owner to negotiate a purchase price. Should Administration successfully negotiate an acceptable price, a report will be brought to Council or under Delegation of Authority, as appropriate, seeking authority to sell the Subject Parcel.

Risk Analysis:

The Owner's garage is located on the Subject Parcel, which could create potential liability should someone be injured on the property while it is owned by the City. Selling the Subject Parcel would resolve the encroachment issue and remove any potential liability for the City.

Climate Change Risks

Climate Change Mitigation:

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

Climate Change Adaptation:

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

Financial Matters:

N/A

Consultations:

- Jamelah Hersh, Senior Legal Counsel
- Joe Baker, Manager Land Development and Growth
- Juan Paramo, Development Engineer
- Connor Wilson, Planner II – Revitalization & Policy Initiatives
- Jason Scott, Manager, Transit Planning
- Ellie Mehrilou, Supervisor, Corridor Maintenance, Operations (A)
- Barry Horrobin, Director of Planning & Physical Resources

Conclusion:

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

Planning Act Matters:

N/A

Approvals:

Name	Title
Natalie D’Ambrosio	Coordinator Real Estate Services
Denise Wright	Manager of Real Estate Services
Wira Vendrasco	City Solicitor
Andrew Daher	Commissioner, Corporate Services
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

- 1 Aerial Image of Subject Parcel

Appendix A

Aerial Image of Subject Parcel



Subject: Exemption to Noise By-law 6716 for Nighttime Construction Work – Wyandotte Street East – Ward 5

Reference:

Date to Council: July 13, 2026

Author: Gerry Rattew

Engineer I

519-255-6560 x 4314

grattew@citywindsor.ca

Public Works - Operations

Report Date: 6/26/2026

Clerk's File #: AB2026

To: Mayor and Members of City Council

Recommendation:

- 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 and personnel required to complete work for the Wyandotte Street East at Via Rail Subway Rehabilitation project (the "Project):
 - a. **Specific exemption request:**

Construction during the noise by-law prohibited time between 8:00pm through 6:00am to allow for the operation of construction equipment and personnel for completion of the Project.
 - b. **Scope of Exemption:**

The project limits are in the City of Windsor at Wyandotte Street East and Drouillard Road at the train bridge crossing.
 - c. **Duration of Exemption:**

This Noise By-Law Exemption is requested for the dates commencing on July 14, 2026, and continuous through August 31, 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 Project, to permit the operation of construction equipment and personnel required to complete the works.

Executive Summary:

N/A

Background:

The Via Rail Bridge spans the intersection of Wyandotte Street East and Drouillard Road and has undergone regular monitoring and review due to its age and condition. The structure was last rehabilitated in 2017. Tender No. 42-26 was awarded by CAOP 69/2026 for rehabilitation of the existing structure to extend its life for another 15 years and includes:

- Removal and replacement of the security fence along the Via rail bridge,
- Structural steel repairs to the bridge,
- Blast cleaning and resealing of the steel bridge structure,
- Improved drainage, and
- Concrete repairs to the underside of the concrete deck soffit, abutments and sidewalks.

Discussion:

Some of the rehabilitation works being carried out on the bridge structure are located on the bridge deck, which is in the Via Rail right-of-way. As a result, Via Rail has requested that all work being carried out in their right-of-way must be done between the hours of 12:00am and 5:00am to not disrupt train scheduling or cause delays, which can result in heavy monetary fines and penalties.

Noise By-Law 6716 includes the following prohibitions as per Table 3-1: The operation of any equipment in connection with construction during the Prohibited Period of Time of 8:00 p.m. to 5:00 a.m.

Administration recommends an exemption to the Noise By-law 6716 to permit works to be carried out in compliance with Via Rail's requested timelines. The tender outlines that all construction activities are intended to take place between 12:00 a.m. and 5:00 a.m., and the submitted bid prices have been calculated based on this schedule.

The proposed nighttime works will involve the use of the following noise producing machinery/activities:

- Construction vehicles such as cranes and material delivery trucks;
- Construction activities such as erection of light stands, preparation and clean up of the bridge deck every night, moving of materials, and carrying out material blasting and resealing of steel girders; and
- Use of power tools such as air compressors, blowers, portable power generators, and material blasting equipment.

The control of construction noise from these projects requires that the Contractors maintain equipment in a good operating condition that prevents unnecessary noise. Machinery must be kept in good working order, and no excessive idling of equipment will be permitted.

At the time of writing of this report, the exact start date for the works has yet to be confirmed. To provide maximum flexibility and enable the project to commence at the earliest opportunity, the noise by-law exemption is requested to cover the period from July 14, 2026, to August 31, 2026 with an option for the Chief Administrative Officer to approve further extensions as may be required, accommodating the current uncertainty in project timing. Once the construction schedule has been finalized, Administration will promptly issue a media notification and deliver a letter to all properties within 150m of the proposed works (reference Appendix A), with specific project details.

Risk Analysis:

Nighttime construction will result in noise levels that exceed generally acceptable levels. To minimize noise nuisance from construction activities to adjacent businesses and private properties, the contractor will be required to minimize the idling of construction vehicles, maintain equipment in good working order, and apply standard noise mitigation measures. If construction noise complaints arise during construction, they will be investigated by City staff to mitigate the concerns and reach a resolution to the complaint.

Climate Change Risks:

Climate Change Mitigation

Extending construction hours under Windsor's Noise By-law, can positively impact climate mitigation by avoiding peak traffic periods, leading to reduced idling, lower fuel consumption, and fewer emissions for commuters

Climate Change Adaptation

The recommendations of this report do not meaningfully affect climate change adaptation.

Financial Matters:

On June 5, 2026, CAOP 69/2026 approved the competitive award of Tender No. 42-26 to the low bidder Front Construction Industries Inc. which was within the approved 2026 budget.

There is no budgetary impact to the City in granting the Public Works Operations Department the requested exemption to By-Law 6716. No additional costs are anticipated, and the exemption will not alter or increase the approved contract value.

Consultations:

Juan Florian, Manager, Contracts

Kathy Roeder, Financial Planning Administrator - Public Works Operations

Conclusion:

The requested exemption to the Noise By-law to permit nighttime work will satisfy the requests of Via Rail, comply with contract terms and mitigate impact to traffic flow through the intersection of Wyandotte Street East and Drouillard Road.

Approvals:

Name	Title
Mike Dennis	Manager, Strategic Capital Budget Development and Control
Monika Grant	Senior Manager, Contracts, Field Services and Maintenance
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 Mensour	Chief Administrative Officer

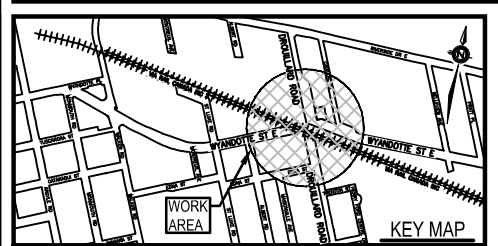
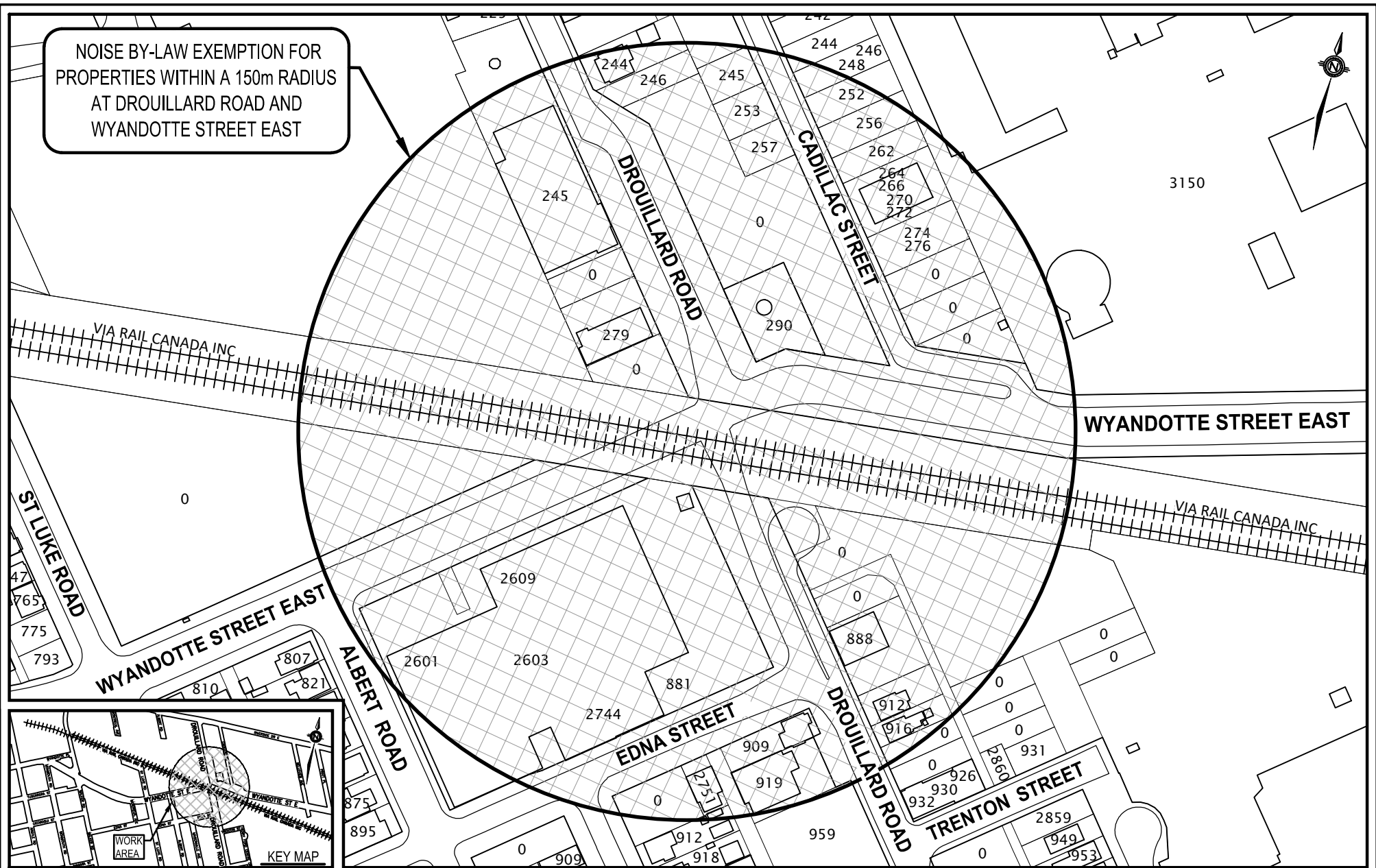
Notifications:

Name	Email
All affected properties nearby and adjacent to the construction activities.	
Ward 1 Councillor – Ed Sleiman	

Appendices:

Appendix A – Council drawing C-3920

NOISE BY-LAW EXEMPTION FOR PROPERTIES WITHIN A 150m RADIUS AT DROUILLARD ROAD AND WYANDOTTE STREET EAST



LEGEND

 EXEMPTED FROM NOISE BY-LAW

THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING DEPARTMENT

Noise By-Law Exemption for Bridge work at Drouillaed Road and Wyandotte Street East

<i>Carter Day</i> For: City Council Meeting Agenda - Monday, July 13, 2026 Kirk Tamm, Manager of Geomatics	SCALE: 1:2000	DATE: JUNE 2026	REVISED:	DWG. NO. C-3920
	CHKD BY: JM /	REVISION NO.:		



Subject: Response to CR478/2025 – Council Start Time, Community Engagement and Council Compensation - City Wide

Reference:

Date to Council: July 13, 2026
Author: Steve Vlachodimos
City Clerk and License Commissioner
(519) 255-6222x6488
svlachodimos@citywindsor.ca

Katherine Donaldson
Corporate Policy Coordinator
(519)255-6100x6533
kdonaldson@citywindsor.ca

Council Services
Report Date: 6/30/2026
Clerk's File #: ACO2026

To: Mayor and Members of City Council

Recommendation:

That the report of the City Clerk/ Licence Commissioner dated June 30, 2026 entitled "Response to CR478/2026 – Council Start Time, Community Engagement and Council Compensation-City Wide" **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

City Council, at its November 24, 2025 meeting, provided the following direction through CR478/2025:

That the report of the City Clerk/ Licence Commissioner dated October 6, 2025 entitled "2026 Council and Standing Committee Meetings Dates/Start Times and Response to CR 489/2024- City Wide" **BE RECEIVED** for information; and,

That the "Schedule of City Council and Standing Committee meetings for 2026" attached as Appendix A, for January 1, 2026 to December 31, 2026 **BE APPROVED**; and,

That the discussion regarding Council start times **BE DEFERRED** to a future meeting of Council to allow for all Council members to be in attendance; and,

That Administration **BE DIRECTED** to present a more fulsome review including Councillors start time preference, community engagement and Council compensation.

Discussion:

Council Start Time

Administration undertook benchmarking and public engagement regarding Council meeting dates and start times. Detailed benchmarking information and survey results were presented to City Council at its November 24, 2025 meeting and are included again as part of this report (Appendix A). A high-level summary is provided below.

A review of Ontario municipalities with populations exceeding 100,000 indicates that meeting schedules vary widely, with start times occurring in the morning, afternoon, and evening depending on local governance practices. In neighbouring lower-tier Essex County municipalities, evening meetings between 6:00 p.m. and 7:00 p.m. are most common.

The public survey was conducted between October 22 and November 7, 2025 regarding preferred meeting days, start times, and participation methods. A total of 895 respondents participated, including residents, members of Administration, and members of Council. Survey responses reflect a range of preferences among respondent groups. A 6:00 p.m. start time was most frequently selected by residents, while Administration respondents most frequently selected a 10:00 a.m. start time. A 4:00 p.m. start time was the second most preferred time overall. Council member responses were distributed across several options. Monday was the most frequently selected meeting day overall. Some public feedback regarding meeting times has also been received and is summarized in Appendix A.

In December 2023, through CR 618/2023, Council approved the current 10:00 a.m. meeting start time, and Administration has not identified significant operational challenges associated with the adjustment. Most recently, the Municipality of Chatham-Kent's 17 member Council at its meeting held June 22, 2026 adopted the following motion:

Whereas costs continue to rise across the municipality faster than the ability of taxpayers to shoulder the burden; and,

Whereas Council should always be looking for ways to trim tax increases;

Therefore be it resolved that Chatham-Kent administration draft a report outlining the cost savings of moving council meetings to regular business hours and that report return to the next Council.

The City continues to provide virtual participation options, which support accessibility for delegations and members of the public.

Community Engagement

In addition to the above, Administration has begun reviewing opportunities to modernize the City's legislative processes through the procurement of contemporary electronic agenda and meeting management technologies. Municipal governance continues to evolve, with increasing expectations for transparency, accessibility, efficiency, and meaningful public participation. As such, Council Services, along with the Information Technology Department have been exploring technological solutions that not only enhance internal legislative workflows but also improve the ability for residents to access, engage with, and participate in Council and Committee proceedings.

The proposed procurement is intended to support the full lifecycle of legislative business, from report creation, collaborative review, approvals, agenda compilation and publication, through to meeting administration, minute generation, records management, and long-term archival. Equally important is the opportunity to expand and modernize public participation by exploring technologies that support more accessible meeting information, searchable agendas and minutes, enhanced livestream integration, simplified delegation registration, hybrid and remote participation options, and other innovative approaches that encourage civic engagement and reduce barriers to participation. These objectives align with the City's commitment to open, transparent and accessible government as well as its Mission to "delivering outstanding municipal services that strengthen our community and are built on a foundation of continuous improvement, accountability, fiscal responsibility, and a workplace where employees thrive."

Administration further recognizes that technology continues to evolve rapidly and that any solution selected should provide the flexibility to adapt to future legislative, operational, and community needs. In addition to improving internal efficiencies and governance practices, the initiative presents an opportunity to position the City to leverage emerging technologies that enhance service delivery, strengthen public trust, and support more responsive and inclusive decision-making processes. Any future implementation would be subject to a competitive procurement process and brought forward to Council for consideration and direction.

Council Compensation

The City most recently undertook a comprehensive review of Council compensation in 2021-2022 through the establishment of an independent Citizen Council Compensation Review Committee. Supported by an external compensation consultant, the Committee completed a review of comparable municipalities, Council remuneration and benefits, administrative resources, committee responsibilities, public input, and interviews with all members of Council. The review culminated in recommendations respecting Council remuneration, annual salary administration, benefits, staffing resources, and governance practices, which were considered by Council in advance of the 2022 municipal election to ensure that any approved changes would apply prospectively to the subsequent term of Council.

Beyond its recommendations respecting remuneration, the Committee also observed that several broader governance considerations influence Council compensation. These included the impacts of committee assignments, administrative supports, ward

boundaries, Council workload, and the distinction between part-time and full-time Council roles. The Committee further noted that these matters warranted additional study through a future review process with a broader mandate and sufficient time to fully examine the relationship between Council responsibilities, governance structures, and compensation.

In accordance with Council's direction through CR478/2025, Administration reviewed the Council compensation reported by comparable municipalities. The results are attached as Appendix B.

- There is a variety of ways that municipalities report on benefits and provide mileage or a mileage allowance. This can cause anomalies when trying to compare salaries across municipalities.
- Two of the comparable municipalities have appointed Deputy Mayors, whose salaries range from 7% to 12% higher than Councillor salaries in their respective municipalities.

A review of comparable and neighbouring municipalities indicates that Deputy Mayor models vary considerably. Some municipalities maintain a rotational Acting Mayor structure with no additional remuneration, while others appoint or elect a Deputy Mayor for a fixed term. In two-tier municipalities, Deputy Mayor positions are often tied to upper-tier Council representation and are therefore not directly comparable to Windsor's single-tier municipal structure. In municipalities where a more formal Deputy Mayor role exists, additional duties may include representing the Mayor at events, chairing or supporting committees, assuming certain ceremonial functions, or carrying out responsibilities during the Mayor's absence. Additional remuneration, where provided, also varies and is generally tied to the scope of duties assigned to the position.

Should Council wish to consider establishing a more formal Deputy Mayor role in Windsor, additional review would be required. Matters for consideration would include the method of appointment, term length, scope of authority, additional remuneration, administrative or office support, and any limitations associated with statutory or delegated responsibilities of the Head of Council. Council may also wish to consider whether a future governance model should provide for the appointment of a Deputy Mayor by the Mayor, by Council, or through another process established by by-law. In order to appoint a member of council to act in the place of the Head of Council, such as a Deputy Mayor, it is a requirement of the *Municipal Act*, s. 226 that the consent of the Head of Council be obtained first before the appointment. If this initial consent is not obtained, the process to establish a Deputy Mayor position cannot proceed. This provision for requiring consent exists, as the electorate has exercised its will in electing the Head of Council/Mayor to fulfill these duties, and any delegation of the same can only be given by the person duly elected to the position.

Ward Boundary Review

Administration notes that the issue of Council workload, including any consideration of full-time or part-time Council roles, is inherently linked to the structure and composition of the current ward system. Council at its meeting on September 23, 2024, considered the Ward Boundary Review report resulting in CR418/2024 as follows:

That the report of the Manager of Records and Elections dated September 9, 2024 entitled "Ward Boundary Review" BE RECEIVED for information; and further, That Administration BE DIRECTED to maintain the status quo and that no change be made to the City of Windsor's current ten ward structure for the 2026 municipal election.

As outlined in the Ward Boundary Review Report (Appendix C), effective representation is influenced by a range of factors including population parity, communities of interest, geographic considerations, and anticipated growth. Without first undertaking a comprehensive review of ward boundaries, any assessment of Council workload or compensation models would not fully account for these foundational elements.

Options for Council's Consideration & Direction

Council Meetings Start Time

Should Council consider adjustments to meeting start times, several operational factors may require consideration. Evening meetings would result in additional overtime costs for Council Services, IT and Security staff estimated at approximately \$27,000 annually, based on 2026 salary figures. Meetings extending outside normal working hours may also reduce Administration's ability to obtain real-time information from departmental staff when questions arise during Council deliberations. Technological assistance, both internally and externally, may not be available or be at an increased cost after hours and may hinder public participation electronically and thus compromise participation in the meeting. Regardless of Council's direction, Administration does not recommend any changes to the start time for the remainder of this Council term given the limited number of Council meetings remaining.

Council Compensation and Ward Boundary Review

As it relates to salary compensation, Council could consider changes to the Mayor and Councillors compensation for the 2026-2030 term, to better align with the averages of the comparable municipalities analyzed. In lieu of any base salary increases, an adjustment via a car allowance could also be proposed for consideration.

Separate and distinct from the above, Administration recommends that an independent Council Compensation Review Committee be established for 2028, consistent with the City's past practice of undertaking a comprehensive review once per term of Council in advance of the subsequent municipal election. Every four years, the Committee would be responsible for reviewing the overall compensation framework for members of Council, including but not limited to base remuneration, compensation related to committee, board and agency appointments, benefits, administrative and technological supports, and any other resources necessary to fulfill the responsibilities of elected office. Such a review would provide Council with an opportunity to consider whether the existing compensation framework appropriately reflects the scope, complexity and time commitments associated with the role of a member of Council, while remaining independent of any future decisions respecting ward boundaries or Council composition. Should the City's governance structure evolve in the future, the outcomes of any subsequent Ward Boundary Review could be considered as part of a future

Council Compensation Review to ensure the compensation framework continues to appropriately reflect Council's responsibilities.

Finally, should Council wish to explore changes to the nature of Council roles (e.g., full-time versus part-time), Administration recommends that such discussions occur in conjunction with, or following, a fulsome ward boundary review process. This approach ensures that any future decisions are informed by an equitable and evidence-based understanding of representation across the municipality, and that all relevant factors are considered in a fair and consistent manner for both current and future Council compositions. A report could come back during the next term of Council with further details such as process, structure and costs so that any ultimately approved changes would be in place in advance of the 2030 municipal election.

Risk Analysis:

Should Council direct changes to meeting schedules, Administration will need to address several operational considerations, including staff resources, public communications, technology support, and the scheduling of in-camera sessions in relation to regular Council meetings.

Beyond meeting scheduling, there is also a broader governance risk associated with maintaining legislative processes that do not evolve alongside changing public expectations and advancements in technology. As resident expectations for accessibility, transparency, and digital engagement continue to grow, the City must continue to evaluate opportunities to modernize legislative services in a manner that supports effective governance while maintaining compliance with legislative, accessibility, and records management requirements.

Climate Change Risks

Climate Change Mitigation:

The proposed exploration of modern electronic agenda and meeting management technologies may contribute to modest greenhouse gas reductions over time through increased digitization of legislative processes, reduced reliance on printed agenda materials, and expanded opportunities for virtual and hybrid participation. By improving electronic access to meeting materials and supporting remote participation for delegations and other meeting participants where appropriate, the initiative has the potential to reduce paper consumption and vehicle trips associated with participation in Council and Committee processes. While these benefits are expected to be incremental, they align with the City's broader objectives of improving operational efficiency through digital transformation.

Climate Change Adaptation:

The continued modernization of legislative technologies may also enhance the City's operational resilience by supporting flexible and accessible governance during periods when in-person attendance may be impacted by extreme weather events or other disruptions. This was demonstrated during the Covid-19 pandemic when Administration was able to pivot to a virtual platform for Council meetings, thus ensuring governance was able to proceed without hindrance. Expanded digital access to meeting materials

and participation opportunities provides additional continuity for Council business while improving accessibility for residents regardless of location or circumstances.

Financial Matters:

Depending on human resources required to carry out meetings after hours if required, the budget may be negatively impacted. Overtime cost for logistics in terms of human resources necessary to undertake a meeting could range from \$19,000 to \$27,000 or more annually depending on the length and number of meetings in a calendar year, based on 2026 salary figures. This range estimate includes 2 Council Services staff, 1 IT staff and 2 Security staff. This does not capture the attendance of subject matter experts that would attend Council meetings should questions arise or additional costs associated with facility-related expenses after hours, which could increase these estimates. Furthermore, having a hybrid format requires additional support to allow for this flexibility for the public and thus it is imperative to have proper resources on hand to resolve any technological issues which may arise.

While implementation of enhanced legislative technologies would involve future capital and/or operating costs, Administration anticipates that modern electronic agenda and meeting management solutions also present opportunities to improve operational efficiencies, reduce reliance on manual and paper-based processes, streamline legislative workflows, and enhance the delivery of Council and Committee services. Any anticipated efficiencies, implementation costs, licensing requirements, and ongoing operational impacts will be evaluated through the procurement process and presented to Council as part of a future report.

Any changes to the Mayor or Council compensation and benefits for the next term of Council will be incorporated in the 2027 budget.

Consultations:

Surrounding and Comparator Municipalities

Dan Seguin – Executive Director, Treasury and Financial Accounting /Deputy Treasurer

Conclusion:

This report responds to Council's direction to undertake a more comprehensive review of Council meeting dates and start times as well as a review of Council Compensation.

The options outlined for Council's consideration provide a framework for determining whether any future changes should be made to meeting start times, Council compensation, or related governance review processes. While Administration does not recommend changing meeting start times for the remainder of the current term, Council may consider compensation adjustments for the next term and is further advised to proceed with a structured, independent compensation review in 2028 to support transparent and evidence-based decision-making. In addition, any future consideration of Council roles and workload should be informed through a comprehensive Ward Boundary Review during the next term of Council.

Name	Title
Steve Vlachodimos	City Clerk and License Commissioner
Lorie Gregg	On behalf of Commissioner, Finance & City Treasurer
Andrew Daher	Commissioner, Corporate Services
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

- 1 APPENDIX A - C 138-2025 - 2026 Council and Standing Committee Meetings Dates and Start Times and Response to CR4892024
- 2 APPENDIX B - 2025 Council Remuneration Comparison
- 3 APPENDIX C - C 116-2024 Ward Boundary Review - City Wide

Subject: 2026 Council and Standing Committee Meetings Dates/Start Times and Response to CR 489/2024 - City Wide

Reference:

Date to Council: November 24, 2025
Author: Steve Vlachodimos
City Clerk / Licence Commissioner
svlachodimos@citywindsor.ca
519-255-6100 ext. 6488
Council Services
Report Date: 10/6/2025
Clerk's File #: ACO2025

To: Mayor and Members of City Council

Recommendation:

THAT the report of the City Clerk/ Licence Commissioner dated October 6, 2025 entitled '2026 Council and Standing Committee Meetings Dates/Start Times and Response to CR 489/2024- City Wide' **BE RECEIVED** for information; and further,

THAT the "Schedule of City Council and Standing Committee meetings for 2026" attached as Appendix A, for January 1, 2026 to December 31, 2026 **BE APPROVED**.

Executive Summary:

N/A

Background:

City Council, at its June 7, 2011 meeting adopted the Procedure By-law 98-2011, as amended that includes provision 27.1(m) which states "The clerk shall present an annual meeting calendar in November for consideration by Council for the meeting schedule for the next year". In addition, Section 3.2 (b) of the Procedure By-law states: "A meeting calendar will be presented to Council for approval by the Clerk in November of each year detailing the dates for all Regular Council and Standing Committees of Council".

Furthermore, Council at its meeting held Monday November 25, 2024 adopted CR489/2024 as follows:

*That administration **BE DIRECTED** to report back to Council at the end of 2025 on the impact of changing the Council meeting start time to 10:00 o'clock a.m.; and, that the information **INCLUDE** public, council, and administration consultations.*

Discussion:

2026 City Council & Standing Committee Meetings

The procedure by-law is prescriptive in terms of when Council and Standing Committees of Council shall be held, with some flexibility built in to allow administration to put forward a schedule that is as efficient and effective as possible, taking into account statutory holidays, Halloween, the annual Association of Municipalities of Ontario (AMO) and Federation of Canadian Municipalities of Ontario (FCM) conferences, as well as a traditional summer recess in the month of August.

Members of Council and the general public can participate in Council meetings and Standing Committee meetings in person in Council Chambers or electronically.

Attached as Appendix A is the schedule of proposed regular Council meeting dates and Standing Committee dates for the calendar year 2026, along with, for information purposes, the deadlines for submitting administrative reports for Council meetings as well as Standing Committee and In-Camera meetings.

2026 is an election year for all municipalities in Ontario. Voting day is scheduled for Monday, October 26, 2026. The new term of Council will officially commence on Sunday, November 15, 2026. The procedure bylaw states the following:

'Inaugural meeting – the first meeting in the new term of Council shall be held on November 15th or shortly thereafter, but not later than December 16 which is the Provincially mandated deadline for the newly formed Councils to host their first meeting.'

For 2026 administration is recommending that the inaugural meeting of Council be held on Monday, November 16, 2026. A further administrative report will be prepared for consideration by the outgoing Council in either September or October of 2026 to confirm the time and location of this meeting. The final meeting of 2022-2026 Council is scheduled for Monday, November 9, 2026.

CR489/2024

Following Council's directive on CR489/2024, Administration conducted further research and sought public input regarding Council meeting dates and start times.

A benchmark review of council schedules in Ontario municipalities with populations of 100,000 or more showed a range of practices: cities such as Oshawa, Burlington, and Hamilton hold meetings at 9:30 a.m., while larger cities—including Brampton, Mississauga, Ottawa, and Toronto—start meetings at either 9:30 or 10:00 a.m. Other municipalities, like Waterloo, Ajax, Vaughan, and Markham, meet in the early afternoon, typically between noon and 3:00 p.m. Other cities—including St. Catharines, Greater Sudbury, Cambridge, Oakville, Milton, and Kitchener—hold their meetings in the evening, beginning at 6:00 p.m. or later.

In neighboring lower-tier Essex County municipalities such as Amherstburg, Lakeshore, Leamington, and the Town of Essex, evening meetings are generally scheduled between 6:00 and 7:00 p.m. on Mondays or Tuesdays.

This benchmarking revealed diverse approaches to meeting days and start times, shaped by each community's governance structures and operational needs. No clear trends emerged from the comparison.

Survey and Public Engagement

Administration developed and launched a public survey to gather input on preferred Council meeting times and methods of participation. The survey was open to all residents, members of Administration, and members of City Council from October 22, 2025 through November 7, 2025. The survey was also reviewed with Dr. Manjari Maheshwari, Professor of Data Analytics at St. Clair College, to ensure that all questions were structured in a fair, neutral, and unbiased manner.

Participants were asked about their past experience viewing and/or attending Council meetings, their preferred methods of participation, and which days and start times they would prefer. Additional questions collected general demographic information, including age range, ward of residence, and role (resident, Councillor, or City staff).

Appendix B is attached and breaks down the survey results by Residents, Council Members, and Administration. A total of 895 participants completed the survey. Some highlights of the survey results are noted below:

Council Start Times

Overall, a 6:00 p.m. start time was the most preferred, followed by 10 a.m.

- 51% of Residents selected 6:00 p.m.
- 50% of Council Members selected 4:00 p.m.
- 69% of Administration selected 10:00 a.m.

Council Meeting Days

Overall, Monday was the most selected day, with Tuesday and Wednesday following closely behind in that order.

- 50% of Residents preferred Monday.
- Council Member responses were evenly distributed, with 25% selecting each of Monday, Tuesday, Wednesday, and Thursday as their preferred meeting day.
- 70% of Administration preferred Monday.

The survey results and data reflect a balanced mix of opinions and highlight the ongoing importance of flexible, accessible participation options—whether through daytime meetings, later sessions, or virtual attendance.

Impact of 10am Start Times

Council members have shared various preferences for meeting start times in past Council discussions. In general, the time adjustment approved by Council has not resulted in significant operational challenges, and the continued availability of virtual options for delegations has been positively received. Instances where technological challenges emerged were triaged in a timely manner due to available corporate resources which prevented any unnecessary delays to the public. Nevertheless, the

Clerk's office has received some public feedback opposing the changes (refer to Appendix C).

If a Council opts to change when meetings are held, several factors should be considered. Starting meetings after normal work hours will lead to increased staff overtime, ranging between \$19,000–\$26,000 per year for Information Technology, Council Services and Security staff based on 2025 salary figures. Holding meetings in the evening, especially when sessions are extended into the later hours of the night, could also impact attentiveness and responses. Furthermore, there have been times when senior leadership has reached out to their departmental staff during a Council meeting to seek or confirm answers to Council questions (i.e. pull additional data, financials, research, etc.). This flexibility may not be available if Council hours are extended outside of the regular working hours.

With that said, survey findings demonstrated that the public generally supports a later start time. Adjusting Council meeting start times to later in the day or evening could better accommodate residents employed during standard daytime hours and increase civic participation. However, there are also residents employed during late afternoon/overnight hours who would be impacted by a change and thus limit their civic participation. Although in-person attendance may increase as a result, the City continues to provide virtual access, which helps to address concerns associated with meetings held during traditional working hours.

Risk Analysis:

If Council does not approve the 2026 calendar, the City will be in direct violation of the Procedure By-Law. This could undermine public confidence in the City's governance and decision-making processes, creating possible delays and potentially leading to negative public perception and media coverage. This poses a significant reputational and operational risk.

The associated risks and other considerations of changing start times and/or days have been highlighted in the discussion section above. Furthermore, any changes will have to include a decision point regarding in-camera start times (i.e. before or after regular Council meetings).

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

Depending on human resources required to carry out meetings after hours if required, the budget may be negatively impacted. Furthermore, having a hybrid format requires additional support to allow for this flexibility for the public and thus it is imperative to have proper resources on hand to resolve any technological issues which may arise.

Overtime cost for logistics in terms of human resources necessary to undertake a meeting could range from approximately \$19,000 to \$26,000 more annually depending on the length and number of meetings in a calendar year, based on 2025 salary figures. This range estimate includes 2 Council Services staff, 1 IT staff and 2 Security staff. This does not capture the attendance of subject matter experts that would attend Council meetings should questions arise or additional costs associated with facility-related expenses after hours, which could increase these estimates.

Consultations:

The Greater Essex County District School Board and the Windsor-Essex Catholic District School Board were both consulted in terms of March Break; the Association of Municipalities of Ontario (AMO) provided the dates for the annual AMO Conference, which will be held in Ottawa, Ontario, August 16-19, 2026; the Federation of Canadian Municipalities (FCM) provided the dates for the annual FCM Conference which will be held in Edmonton, Alberta, June 4-7, 2026. These dates were taken into consideration when formulating the 2026 Council Calendar.

Robert Barlozzari, Executive Initiatives Coordinator

Rosamaria Scalia, Financial Planning Administrator

Conclusion:

As required by the Procedure By-law, it is recommended that the attached Schedule of City Council and Standing Committee meetings for January 1, 2026 to December 31, 2026 be approved. Once adopted, this 2026 schedule will be posted to www.citywindsor.ca for citizens to reference, as well as on the City’s internal dashboard for employee reference, to allow for proper planning and scheduling. Additional information, research, and data is also provided throughout the report, specifically addressing CR489/2024.

Planning Act Matters:

N/A

Approvals:

Name	Title
Anna Ciacelli	Deputy City Clerk/Supervisor of Council Services
Dave Soave	Manager Strategic Operating Budget and Control
Steve Vlachodimos	City Clerk / Licence Commissioner
Andrew Daher	Commissioner, Corporate Services
Janice Guthrie	Commissioner, Finance & City Treasurer

Name	Title
Ray Mensour	Chief Administrative Officer

Notifications:

Name	Email
Cliff Danby, YourTV	
Emily Moore, YourTV	
Christian Petroski, YourTV	
3Play Media Canada	

Appendices:

Appendices:

- 1 Appendix A--2026 Schedule of Meetings
- 2 Appendix B--Council Start Time Survey Response Data
- 3 Appendix C--Public Feedback

CITY OF WINDSOR SCHEDULE OF MEETINGS - 2026

JANUARY 2026						
S	M	T	W	TH	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY 2026						
S	M	T	W	TH	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH 2026						
S	M	T	W	TH	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL 2026						
S	M	T	W	TH	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

MAY 2026						
S	M	T	W	TH	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

JUNE 2026						
S	M	T	W	TH	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JULY 2026						
S	M	T	W	TH	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST 2026						
S	M	T	W	TH	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

SEPTEMBER 2026						
S	M	T	W	TH	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

OCTOBER 2026						
S	M	T	W	TH	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER 2026						
S	M	T	W	TH	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER 2026						
S	M	T	W	TH	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

CRXXX/2025 DATE APPROVED

- Statutory Declared Holidays - Windsor City Hall Closed
- School Holidays - March Break - March 10-14, 2026
- Regular City Council Meetings (10:00 a.m. Council Chambers, 1st floor, Windsor City Hall)
- FCM Conference - June 4-7, 2026 - Edmonton, AB
- AMO Conference - August 16-19 - Ottawa, ON
- Ford Fireworks - June 22, 2026

STANDING COMMITTEES

- Development & Heritage Standing Committee (5 members of Council + 8 citizens) 4:30 p.m.
- Community Services Standing Committee (5 members of Council) 9:00 a.m.
- Environment, Transportation & Public Safety Standing Committee (5 members of Council) 4:30 p.m.

- Municipal Election - October 26, 2026
- Inaugural Meeting of Council - November 16, 2026

City Council Results

Have you ever attended or viewed a City Council meeting? (Select all that apply.)	Council	%
Attended in person to view proceedings	3	33%
Attended in person as a delegation	1	11%
Attended virtually as a delegation	0	0%
Viewed Online/Television	2	22%
Viewed Archived Recoding	3	33%
I have never attended or viewed a City Council meeting	0	0%
	9	100%
How would you prefer to participate in City Council Meetings? (Select one)		
Send a written submission to Council	0	0%
Appear as a delegation in person	4	100%
Participate in meetings virtually	0	0%
I do not engage with City Council Meetings	0	0%
Not applicable	0	0%
	4	100%
What days of the work week would you prefer City Council Meetings to be held? (First choice reported)		
Monday	1	25%
Tuesday	1	25%
Wednesday	1	25%
Thursday	1	25%
Friday	0	0%
	4	100%
What start time for City Council Meeting would you prefer? (First choice reported)		
10:00 a.m.	1	25%
12:00 p.m.	0	0%
2:00 p.m.	0	0%
4:00 p.m.	2	50%
6:00 p.m.	1	25%
	4	100%
What is your age range?		
18 to 28	0	0%
29 to 44	2	50%
45 to 60	1	25%
61 to 79	1	25%
80 +	0	0%
	4	100%
In which Electoral Ward do you currently reside?		
Ward 1 – Councillor Fred Francis	1	25%
Ward 2 - Vacant	0	0%
Ward 3 – Councillor Renaldo Agostino	1	25%
Ward 4 – Councillor Mark McKenzie	0	0%
Ward 5 – Councillor Ed Sleiman	0	0%
Ward 6 – Councillor Jo-Anne Gignac	0	0%
Ward 7 – Councillor Angelo Marignani	0	0%
Ward 8 – Councillor Gary Kaschak	1	25%
Ward 9 – Councillor Kieran McKenzie	0	0%
Ward 10 – Councillor Jim Morrison	0	0%
Not sure	0	0%
Not a Windsor Resident	1	25%
	4	100%

City Administration Results

Have you ever attended or viewed a City Council meeting? (Select all that apply.)	#	%
Attended in person to view proceedings	71	39%
Attended in person as a delegation	26	14%
Attended virtually as a delegation	10	5%
Viewed Online/Television	37	20%
Viewed Archived Recoding	37	20%
I have never attended or viewed a City Council meeting	3	2%
	184	100%
How would you prefer to participate in City Council Meetings? (Select one)		
Send a written submission to Council	5	8%
Appear as a delegation in person	24	38%
Participate in meetings virtually	7	11%
I do not engage with City Council Meetings	12	19%
Not applicable	15	24%
	63	100%
What days of the work week would you prefer City Council Meetings to be held? (First choice reported)		
Monday	58	70%
Tuesday	21	25%
Wednesday	4	5%
Thursday	0	0%
Friday	0	0%
	83	100%
What start time for City Council Meeting would you prefer? (First choice reported)		
10:00 a.m.	57	69%
12:00 p.m.	7	8%
2:00 p.m.	8	10%
4:00 p.m.	2	2%
6:00 p.m.	9	11%
	83	100%
What is your age range?		
18 to 28	5	6%
29 to 44	35	40%
45 to 60	43	49%
61 to 79	5	6%
80 +	0	0%
	88	100%
In which Electoral Ward do you currently reside?		
Ward 1 – Councillor Fred Francis	14	16%
Ward 2 - Vacant	3	3%
Ward 3 – Councillor Renaldo Agostino	0	0%
Ward 4 – Councillor Mark McKenzie	7	8%
Ward 5 – Councillor Ed Sleiman	1	1%
Ward 6 – Councillor Jo-Anne Gignac	8	9%
Ward 7 – Councillor Angelo Marignani	8	9%
Ward 8 – Councillor Gary Kaschak	3	3%
Ward 9 – Councillor Kieran McKenzie	6	7%
Ward 10 – Councillor Jim Morrison	4	5%
Not sure	2	2%
Not a Windsor Resident	32	36%
	88	100%

City Resident/Other Results

Have you ever attended or viewed a City Council Meeting? (Select all that apply.)	#	%
Attended in person to view proceedings	371	25%
Attended in person as a delegation	166	11%
Attended virtually as a delegation	82	5%
Viewed Online/Television	480	32%
Viewed Archived Recoding	282	19%
I have never attended or viewed a City Council meeting	125	8%
	1506	100%
How would you prefer to participate in City Council Meetings? (Select one)		
Send a written submission to Council	73	9%
Appear as a delegation in person	358	45%
Participate in meetings virtually	197	25%
I do not engage with City Council Meetings	79	10%
Not applicable	90	11%
	797	100%
What days of the work week would you prefer City Council Meetings to be held? (First choice reported)		
Monday	391	50%
Tuesday	171	22%
Wednesday	113	15%
Thursday	50	6%
Friday	53	7%
	778	100%
What start time for City Council Meeting would you prefer? (First choice reported)		
10:00 a.m.	220	29%
12:00 p.m.	61	8%
2:00 p.m.	28	4%
4:00 p.m.	71	9%
6:00 p.m.	388	51%
	768	100%
What is your age range?		
18 to 28	74	9%
29 to 44	273	34%
45 to 60	308	39%
61 to 79	136	17%
80 +	8	1%
	799	100%
In which Electoral Ward do you currently reside?		
Ward 1 – Councillor Fred Francis	120	15%
Ward 2 - Vacant	68	8%
Ward 3 – Councillor Renaldo Agostino	89	11%
Ward 4 – Councillor Mark McKenzie	141	18%
Ward 5 – Councillor Ed Sleiman	45	6%
Ward 6 – Councillor Jo-Anne Gignac	91	11%
Ward 7 – Councillor Angelo Marignani	65	8%
Ward 8 – Councillor Gary Kaschak	38	5%
Ward 9 – Councillor Kieran McKenzie	33	4%
Ward 10 – Councillor Jim Morrison	56	7%
Not sure	33	4%
Not a Windsor Resident	24	3%
	803	100%

Subject:

Request to Change Windsor City Council Meeting Time to Evenings

From: Anjali Langford**Sent:** May 14, 2025 11:52 AM**To:** clerks <clerks@citywindsor.ca>**Subject:** Request to Change Windsor City Council Meeting Time to Evenings

To Whom It May Concern,

I am writing to express my concern regarding the current scheduling of Windsor City Council meetings at 10am. on Mondays.

This change from the previous 4:00 p.m. meeting time, implemented in 2024 reportedly to reduce overtime costs, has had a significant impact on public accessibility. While fiscal responsibility is important, the new schedule has made it considerably more difficult for many Windsor residents to attend Council meetings without taking time off work, missing school, or arranging additional child care.

Evening meetings are far more inclusive and allow for broader participation. They ensure that working individuals, students, and parents can attend and engage in the democratic process without hardship. This is especially concerning given that Councilor Town Halls are still held in the afternoon, suggesting that public input continues to be valued during later hours.

Public participation is a cornerstone of transparent and accountable governance, and evening scheduling would make it significantly easier for residents to voice their concerns and contribute to civic discourse.

I respectfully request that Windsor City Council reconsider its meeting schedule and return to holding meetings during the evening.

Thank you for your attention to this matter.

Anjali Langford

Sent from my iPhone

Subject:

Official Complaint - City Council Meeting Times

From: Ashley Bruner**Sent:** May 14, 2025 11:37 AM**To:** clerks <clerks@citywindsor.ca>**Subject:** Official Complaint - City Council Meeting Times

Hello there,

My name is Ashley Bruner, a Ward 4 resident who is writing to submit an official complaint about the City Council meeting times. 10AM meetings are extremely prohibitive for public engagement and awareness. In a time where democracy is under threat to our neighbours down south, I believe an informed and engaged public is more important than ever.

I am requesting that the City Council considers moving the meeting time back to its previous time of 4PM, or later. As someone who works full time, it is extremely difficult to take time off and lose wages to attend the 10AM meeting.

I understand Council has cited '\$20K' in savings for staff overtime with the 10AM meetings (which is a bit confusing - does overtime start at 4PM?). I am concerned that the \$20K estimate is an extremely small portion of the City budget and the erosion of citizen engagement by keeping the meeting times as-is will be a far greater cost.

Thank you for your consideration of this important matter.

Ashley Bruner

Subject: Council Meeting Time Change Request

From: colleen caitlyn

Sent: May 20, 2025 5:23 PM

To: clerks <clerks@citywindsor.ca>

Subject: Council Meeting Time Change Request

Hello,

I am emailing today to make an official complaint / request that city council meeting times be changed to the evenings to better accommodate the schedules of the majority of Windsorites who are unable to attend due to conflicting schedules with their livelihood or schooling. Windsorites should not have to take time off so that they can be a part of changes in their community.

Thank you,

Colleen Herlehy

Subject: Council Meetings

From: S A
Sent: May 15, 2025 5:48 PM
To: clerks <clerks@citywindsor.ca>
Subject: Council Meetings

Greetings,

I write this letter to inform the City how disappointing it is to no longer be able to attend Council meetings, since the short-sighted decision was made to move meetings to 10 am from the traditional 4pm.

Even more disturbing is the fact that students and children as part of their education can no longer attend government and see how it (doesn't) function.

In my view, this deteriorates our democracy, makes us weaker, reduces social cohesion, and increases mistrust in government.

I urge for logic to return to governing the city of Windsor, and to restore council meetings to the previous 4pm.

I find no intellect in the decision to save \$20,000 annually on overtime by moving the meetings to 10am, when we have money pits like Adventure Bay and the Aquatic Center swallowing \$14,000 PER DAY in taxpayer funds.

Furthermore, Ontario has 9 statutory paid holidays per year, yet the City of Windsor Administration offices closed for 21 days last calendar year, 12 extra fully paid holidays they were not and are not entitled to but took anyway, which cost taxpayers over \$485,000 providing extra bonus days off PAID for administrative workers.

NOT ONE OF THE TAXPAYERS GOT 21 PAID HOLIDAYS, LIKE CITY ADMINISTRATIVE EMPLOYEES.

We are all forced to pay for a life style for others, that NONE of us get.

Please restore the democratic 4pm council meetings.

Spencer Allossery

Subject: Return Council Meetings to a Reasonable Time

From: Sue Perry

Sent: May 15, 2025 9:28 AM

To: clerks <clerks@citywindsor.ca>

Subject: Return Council Meetings to a Reasonable Time

This utter nonsense has continued long enough.

We all know the emperor isn't wearing any clothes.

Return Windsor involvement to ACTUAL Windsorites.

Council meetings when and where (how we doin' on getting City Hall on a bus route???????) people can attend them.

Sincerely and hopelessly,

Susan Perry

City Council
Monday, November 24, 2025
Item 11.4 - Written Submission

From: Crystal Dunn
Sent: May 15, 2025 9:08 AM
To: clerks <clerks@citywindsor.ca>
Subject: Make City Council Meetings Accessible Again!

Good morning,

I'm writing today in regards to the issue of the Windsor City Council's current meeting times.

It has been made aware to the Council in a variety of ways that the decision to hold important public meetings during core working hours is a harmful disruption to our local democracy and governance. As well, I find it disappointing that the city would defend this choice from a solely financial perspective. I would call it shortsighted, if it didn't seem so blatantly intentional.

[The decision to move the meeting time from 4:00 PM to 10:00 AM has been historically criticized since its implementation](#), and it's quite obvious why. At 10:00 AM, modern society's citizens are at work, at school, and certainly not available to go to a City Council Meeting.

Councillor Mark McKenzie's defense of the decision— saying that Windsor has never been a “9-5 city”— are so blatantly out of touch that it calls to question his understanding of the people that he represents. And given his recent controversy and public scrutiny over past comments, is that really the person City Council wants to align with when it comes to their reasoning?

The truth is, Windsor *absolutely* lives in a “9-5 society.” Have you ever seen a store open after 10:00 AM? Nurses work 12-hour shifts, from 7:00 AM to 7:00 PM. Factories and construction sites run on 8-hour blocks, from 8:00 AM to 4:00 PM, 4:00 PM to 12:00 AM, and 12:00 AM to 8:00 AM. The University runs their class schedule in consistent 80-minute blocks, which start at 8:30 AM and go to 9:50 AM. Major facets of Windsor's population are entirely decimated from civic engagement at 10:00 AM, contrary to what some councillors might say or unfoundedly believe.

Do you truly expect people to risk losing their jobs, shell out money for childcare, or miss the education that they are paying for just for the chance to speak to Council?

This decision has done *nothing* to benefit the people of Windsor, and *everything* to benefit City Council— allowing it to run unimpeded and without the due consideration of their constituents, lacking opinions that citizens are entitled and should be encouraged to give. A government must be receptive to the needs of their citizens, or else we don't have a democracy, we have an absolute monarchy.

The people of Windsor are asking the City Council to move their meeting times to a more accessible hour. This is hardly a financial concern, it's a social one.

Can you really put a price tag on civic engagement?

Respectfully,
Crystal Dunn

City Council
Monday, November 24, 2025
Item 11.4 - Written Submission

From: Mike Fisher <>

Sent: November 23, 2025 3:14 PM

To: clerks <clerks@citywindsor.ca>

Cc: mayoro <mayoro@citywindsor.ca>; Francis, Fred <ffrancis@citywindsor.ca>; Fathers, Frazier <FFathers@citywindsor.ca>; Agostino, Renaldo <ragostino@citywindsor.ca>; McKenzie, Mark <mmckenzie@citywindsor.ca>; Sleiman, Ed <esleiman@citywindsor.ca>; Gignac, Jo-Anne (Councillor) <joagignac@citywindsor.ca>; Marignani, Angelo <amarignani@citywindsor.ca>; Kaschak, Gary <gkaschak@citywindsor.ca>; Mckenzie, Kieran <kmckenzie@citywindsor.ca>; Morrison, Jim <jmorrison@citywindsor.ca>

Subject: Written Submission: Item 11.4 Council Meeting Times

Hello Your Worship and Members of Council,

I would like to share some feedback on council meeting times (item 11.4)..

From a perspective of making council accessible to young residents and those working regular daytime hours, I believe 6 pm is the most advantageous meeting time for community engagement. 4 pm would be second with some being done with daytime commitments or there being an opportunity for others to negotiate flexible hours with employers to leave work early. 10 am is the most challenging as it can effectively require some residents to take a full day off work/school if there is uncertainty as to how long a council meeting may last. This also assumes that the agenda item is known well in advance which presents its own challenges with items that might be added late in the week with little time to negotiate time off to participate in a Monday morning meeting.

Virtual participation options are beneficial but remain a challenge for workplaces where a registered delegate may not be able to wait patiently on a virtual meeting until their time is called.

Hopefully a solution can be found that allows those who work or attend school during the week to have greater access to participate in council meetings.

Thanks as always for all your efforts and for the opportunity to share input on this discussion.

Best regards,

Mike Fisher
Windsor, ON

2025 Council Compensation Comparison

Mayor/Regional Chair Comparison

	Population per 2024 FIR		Mayor/Regional Chair			
			Salary	Taxable Benefits	Committee pay	Total
Chatham-Kent	111,705	Single Tier	\$ 132,632.00	\$ 948.00	\$ -	\$ 133,580.00
Greater Sudbury	166,004	Single Tier	\$ 149,845.00	\$ 11,119.00	\$ -	\$ 160,964.00
London	463,900	Single Tier	\$ 163,145.00	\$ 1,586.00	\$ -	\$ 164,731.00
Niagara Region	539,180	Upper Tier	\$ 145,180.56	\$ 20,994.49		\$ 166,175.05
Guelph	143,740	Single Tier	\$ 181,454.99	\$ 6,423.00	\$ -	\$ 187,877.99
Windsor	236,561	Single Tier	\$ 218,949.00	\$ 9,894.00	\$ -	\$ 228,843.00
Hamilton	592,000	Single Tier	\$ 212,764.00	\$ 13,448.00	\$ 57,500.00	\$ 283,712.00
Average (excl Windsor)	336,088		\$ 164,170.26	\$ 9,086.42	\$ 11,500.00	\$ 182,840.01

Councillors/Deputy Mayor Comparison

	Population per 2024 FIR		Councillors/Deputy Mayor			
			#	Salary	Avg Committee pay	Total
Chatham-Kent	111,705	Single Tier	17	\$ 42,104.65	\$ -	\$ 42,104.65
Niagara Region	539,180	Upper Tier	31	\$ 43,025.00	\$ 2,086.39	\$ 45,111.39
Greater Sudbury	166,004	Single Tier	12	\$ 53,073.00	\$ 1,036.42	\$ 54,109.42
Windsor	236,561	Single Tier	10	\$ 54,723.00	\$ -	\$ 54,723.00
Guelph	143,740	Single Tier	12	\$ 68,111.46	\$ -	\$ 68,111.46
London	463,900	Single Tier	14	\$ 89,764.90	\$ -	\$ 89,764.90
Hamilton	592,000	Single Tier	15	\$ 112,177.00	\$ 3,149.87	\$ 115,326.87
Average (excl Windsor)	483,990		17	\$ 68,042.67	\$ 1,045.45	\$ 69,088.11

Based on 2025 Council Remuneration Reporting

- Mayor/Chair confirmed or adjusted by Sunshine list
- additional compensation paid in-lieu of OMERS is excluded
- for municipalities that have completed compensation reviews and recommendations for the next term of Council, updated data used and discounted to 2025
- extrapolated to full year when necessary

Subject: Ward Boundary Review - City Wide

Reference:

Date to Council: September 23, 2024
Author: Terri Knight Lepain
Manager of Records & Elections, FOI Coordinator
(519) 255-6100 x 6578
tknightlepain@citywindsor.ca
Council Services
Report Date: September 9, 2024
Clerk's File #: ACEE/9968

To: Mayor and Members of City Council

Recommendation:

THAT the report of the Manager of Records and Elections dated September 3, 2024 entitled "Ward Boundary Review" **BE RECEIVED** for information; and further,

THAT Council **PROVIDE FURTHER DIRECTION** to the City Clerk regarding the issue of changes to the current ward boundary structure. Options for such direction include:

- a. Direct that the status quo be maintained and that no change be made to the City of Windsor's current ten ward structure for the 2026 municipal election; **or**
- b. Direct that a full comprehensive Ward Boundary Review be undertaken which could result either in the creation of new ward boundaries or the dissolution of the existing ward boundaries for the 2026 election, and a possible change in the representation of council members. Such a review would be undertaken with the assistance of a Consultant. In this option, the City Clerk would be directed to engage a Consultant pursuant to the provisions of the Purchasing By-law, and, the Chief Administrative Officer and City Clerk would be directed to execute a contract for such consulting services satisfactory in technical content to the Manager of Records and Elections, in financial content to the City Treasurer and in legal form to the City Solicitor.

THAT in the event Option b is selected, the City Treasurer would be directed to pre-commit \$100,000 in unallocated 2025 Pay-As-You-Go, Fund 169, funding and make available for immediate use.

Executive Summary:

N/A

Background:

Windsor's existing ward pattern has evolved over time from a five ward structure in 1935 moving to eight wards in 1965, and returning to five wards in 1978. Some of the wards in Windsor reflect older municipalities from before Amalgamation in 1935, such as the Border Cities of East Windsor, Walkerville, Sandwich and Windsor that were amalgamated to form the enlarged City of Windsor, and Annexation in 1965 when the City of Windsor annexed the Towns of Riverside, Ojibway, and portions of the Township of Sandwich East, Sandwich West and Sandwich South.

In 2009, ahead of the 2010 municipal election, the City of Windsor underwent a comprehensive ward boundary review which resulted in the current ten ward structure. This review was conducted with the assistance of Dr. Robert J. Williams, Ph.D., a leading Ontario authority in the area of municipal electoral systems and Professor Emeritus in the Department of Political Science at the University of Waterloo. In his review, Dr. Williams considered the City's population at the time, expected future population growth, interviews with key stakeholders from the community and Windsor residents, and electoral legislative requirements. City Council at the time was presented with various Council composition options and ultimately decided on the current ten ward structure.

The current ten ward structure has been in effect for almost fifteen years, and during that time the City has seen a great deal of population and economic growth, as well as shifting strategic and community priorities. In April of 2022, prior to the October 2022 municipal election, Windsor City Council passed several recommendations put forward by the Council Compensation Review Committee via CR191/2022 and among its suggestions was that the next Council consider undertaking:

a ward boundary review to determine whether adjustments to ward boundaries or number of Councillors are needed to balance workloads (no update has been made to ward boundaries since they were established in 2010) and ensure fair compensation in the context of full or part-time council.

This purpose of this report is to provide City Council with some options regarding a ward boundary review as referenced in part of CR191/2022. Administration is also reviewing options for the other items referenced in CR191/2022. Administration, in consultations with other municipalities and in discussions with Dr. Williams determined that a ward boundary review should be undertaken.

Discussion:

Statutory Requirements

The number of members on Council and the boundaries of the wards are governed by the *Municipal Act, 2001* sections 217, 221, 222, 223 respectively.

The election of the Mayor must be by general vote and the election of members of council can be either by general vote, or wards, or by any combination of general vote and wards. Therefore, the representation of a council member may be either at large or restricted to a ward. Council should be aware that the only restriction on the size and composition of Council is that it must be comprised of at least five members, including the head of council.

Two processes exist to allow Council to pass a by-law dividing or re-dividing the municipality into wards or dissolving the existing wards:

- a. Council may initiate a ward boundary change through the passing of a by-law; or
- b. Electors in the municipality representing one percent of the electors in Windsor or 500 electors, whichever is less, may submit a petition to Council asking Council to pass a by-law to change or dissolve the existing ward boundaries.

If Council wishes to change the existing ward boundary structure, it should be aware that the legislation specifies time restrictions, provides for appropriate public notification and a corresponding appeal process directed to the Ontario Land Tribunal (OLT).

The by-law to change the ward boundaries comes into force on the day the new council is organized on the first regular election after the by-law is passed if:

- (i) no notices of appeal are filed,
- (ii) notices of appeal are filed and are all withdrawn before January 1 in the year of the election, or
- (iii) notices of appeal are filed and the Tribunal issues an order to affirm or amend the by-law before January 1 in the year of the election

And the new ward system will be used for voting in that election.

However, the by-law to change the ward boundaries comes into force on the day the new council is organized on the second regular election after the by-law is passed if:

- (i) notices of appeal are filed,
- (ii) the notices of appeal are filed and are not withdrawn before January 1 in the year of the election, or

(iii) notices of appeal are filed and the Tribunal has not issued an order to affirm or amend the by-law before January 1 in the year of the election.

Therefore, the date when voting on the new ward system, if such a by-law is passed, may be delayed to the 2030 election if the by-law is passed at a date in 2025 and notices of appeal are filed that are:

- not withdrawn in 2025; or
- the OLT is not able to issue an order affirming the by-law before January 1, 2026

Changes to the Current Electoral System Structure

When considering the need for changes to an electoral system, and also how to best effect changes, the following five noteworthy factors should be considered and utilized during the review process:

- 1. Representation by Population:** Normally a primary – but not exclusive – goal of any electoral review is the achievement of population parity; that is, to the extent possible, residents should be equally represented, and wards should have reasonably equal population totals.
- 2. Protection of Communities of Interest:** Communities of interest and neighbourhoods within the municipality should be viewed as shaping the relationship between residents with each other and with the municipal government. In this context, the “communities of interest” principle is deemed to include residential and commercial clusters, but also geographic, social, historical, economic, and/or cultural factors, including the identifiable rural and agricultural component of the County. The basic premise is that existing and future communities of interest should not be fragmented or divided between multiple wards if at all possible.
- 3. Consideration of Present and Future Population Trends:** population trends should be reviewed in a dynamic way; that is, the review takes account of changes that can be measured since the present wards were established, but also accounts for anticipated population growth. Where possible, reliable and accurate data will be used to generate current and future population projections, including, but not limited to, Census data, approved building permits, approved development proposals, and estimated population growth.
- 4. Consideration of Natural and Physical Boundaries:** Ward boundaries should be drawn impartially and with consideration for natural and human-made features that may already serve as effective internal boundaries. Such features should be leveraged since they may naturally divide municipal residents from one another and may facilitate the effective representation of the ward’s residents. As well, where possible, the preferred boundaries should follow straight lines, have few turns, and be easily identifiable.

- 5. Effective Representation:** The specific principles listed above are all subject to the overriding principle of “effective representation” as enunciated by the Supreme Court of Canada. The concept of effective representation was derived from the equality provision of the Charter of Rights and Freedoms related to the right to vote and, by extension, the right to be represented equitably in the deliberations of government. It may be necessary to place a higher priority on principles other than population parity (such as respecting a community of interest) to create plausible and coherent electoral districts that better contribute to “effective representation” rather than electoral areas that are drawn simply to achieve population parity.

Ward Boundary Review Process and Methodology

Administration conducted an informal survey of comparator municipalities who have recently engaged in a ward boundary review in their municipality. Some of the municipalities conducted the ward boundary review internally using municipal resources, however most municipalities engaged with an external consultant for guidance and leadership of their ward boundary review process. Based on discussions with both groups of municipalities, it has been determined that the City of Windsor would be best served to engage with a consultant should City Council direct Administration to conduct a ward boundary review.

Engagement with a consultant would likely meet the Sole Source criteria as outlined in the Purchasing By-law 93-2012, and this process could commence as soon as early October, 2024.

Administration anticipates that the ward boundary process would take approximately nine or ten months to complete and would involve the following stages:

1. Project initiation, information gathering and research
2. Interviews with key stakeholders
3. Evaluation of existing ward structure and exploration of alternative options
4. Public engagement/consultation of alternative options
5. Interim report to City Council summarizing engagement findings and alternative options
6. Review of population and growth forecast and other factors
7. Development of new ward boundary options
8. Public engagement/consultation of proposed options
9. Finalization of alternative and proposed options
10. Final report to City Council for approval and adoption of by-law
11. Deadline for forwarding appeal to LPAT/hearing/decision (if an appeal is filed with LPAT)

It is anticipated that the Consultant Team would be responsible for the majority of the project scope, ensuring that the ward boundary review is conducted independently with assistance from Administration.

Risk Analysis:

Since the City of Windsor's last ward boundary review was conducted almost fifteen years ago, it could be assumed that the current ten ward structure might not accurately account for the current and future electoral needs of residents, visitors, investors and local government. Should a ward boundary review not be completed now and adopted through by-law ahead of December 31, 2025, then the next opportunity for electoral system changes won't be until the 2030 municipal election. This would result in more than twenty years elapsing since the last review in 2009.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

Based on discussions with other municipalities and Dr. Williams, given Windsor's comparative size, it is estimated that a fulsome ward boundary review engagement with an external consultant/vendor leading the process would cost approximately \$100,000.

The City Clerk's Office does not currently have a budget to accommodate the anticipated \$100,000 cost of the ward boundary review. Should City Council direct that a review be undertaken, unallocated 2025 Pay-As-You-Go, Fund 169, funding would be pre-committed and made available for immediate use.

Consultations:

Public consultation will be an important element in a ward boundary review with a view to holding public sessions so citizens can have an opportunity to examine the options and give their input.

It will also be as important to gain the opinions of council members since it is the council members who are familiar with representation and workload capacity.

Others consulted related to this report:

Alex Vucinic, Manager of Purchasing and Risk Management

Rosa Maria Scalia, Financial Planning Administrator

Dr. Robert J. Williams, Ph.D.

Jack Ammendolia, BES, PLE

Conclusion:

There are many factors to consider should City Council direct Administration to undertake a ward boundary review ahead of the 2026 municipal election. Effective representation and good government call for factors such as physical and geographic boundaries, community interests, and population growth patterns to be taken into account in setting electoral boundaries. Considering these factors with ward boundary changes will ensure that City Council effectively represents the diversity of our community giving fair and equitable representation to all citizens in Windsor.

Planning Act Matters:

N/A

Approvals:

Name	Title
Terri Knight Lepain	Manager of Records & Elections, FOI Coordinator
Rosa Maria Scalia	Financial Planning Administrator
Steve Vlachodimos	City Clerk
Dana Paladino	Senior Executive Director of Corporate Services (A)
Ray Mensour	Commissioner, Community & Corporate Services
Janice Guthrie	Commissioner of Finance & City Treasurer
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

BY-LAW NUMBER 104-2026

A BY-LAW TO FURTHER AMEND BY-LAW NUMBER 8600 CITED AS THE "CITY OF WINDSOR ZONING BY-LAW

Passed the 13th day of July, 2026.

WHEREAS it is deemed expedient to further amend By-law Number 8600 of the Council of The Corporation of the City of Windsor, cited as the "City of Windsor Zoning By-law" passed the 31st day of March, 1986, as heretofore amended:

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That subsection 91.10 of said by-law, is amended by adding the following paragraph:

27. WEST SIDE OF BRIDGE AVENUE, BETWEEN WYANDOTTE STREET WEST AND ROONEY STREET

For the lands comprising of Lot 245, North Part Lot 244 and Part closed alley, Registered Plan 369, a *Semi-Detached Dwelling* shall be an additional permitted *main use*, and the following additional provisions shall apply to a *Semi-Detached Dwelling*:

- a) *Lot Width: minimum 13.1 m*
- b) *Lot Area: minimum 425.0 m²*
- c) *Lot Coverage: maximum 47%*
- d) *Front Yard Depth: maximum 6.8 m*
- e) *Gross Floor Area: maximum 425 m²*
- f) *Section 5.65.1.1 shall not apply.*

[ZDM 3; ZNG/7366]

2. That said by-law is further amended by amending the Zoning District Maps shown in Column 2 by changing the zoning symbol of the lands described in Column 3 from that shown in Column 5 to that shown in Column 6:

1. Item Number	2. Zoning District Map Part	3. Lands Affected	4. Official Plan Amendment Number	5. Zoning Symbol	6. New Zoning Symbol
1	3	Lot 245, North Part Lot 244 and Part closed alley, Registered Plan 369 (West side of Bridge Avenue, between Wyandotte Street West and Rooney Street; 687 Bridge Avenue; Roll No. 050-280-11300)	N/A	RD1.3	RD1.3x(27)

This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on July 13, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading – July 13, 2026
Second Reading – July 13, 2026
Third Reading – July 13, 2026

BY-LAW NUMBER 105-2026

A BY-LAW TO FURTHER AMEND BY-LAW 9023 BEING A BY-LAW TO REGULATE VEHICULAR PARKING WITHIN THE LIMITS OF THE CITY OF WINDSOR ON MUNICIPAL STREETS, MUNICIPAL PARKING LOTS AND PRIVATE PROPERTIES

Passed the 13th of July, 2026.

WHEREAS By-law Number 9023, being a by-law to regulate vehicular parking within the limits of the City of Windsor on municipal streets, municipal parking lots and private properties, was passed on the 8th day of June, 1987.

WHEREAS it is deemed expedient to amend By-law 9023.

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. That **BY-LAW NUMBER 9023** be and the same is hereby amended as follows:

a. Subsections 10(3) and 10(4) be deleted and replaced with the following:

10(3). No person shall park a vehicle having a registered gross weight or a gross vehicle weight rating of four thousand five hundred kilograms (4,500 kg) or more at any time on any highway or portion of highway other than the highways set out in Schedule "AA" (Designated Truck Routes) hereof.

10(4). No person shall park a vehicle having a registered gross weight or a gross vehicle weight rating of four thousand five hundred kilograms (4,500 kg.) or more, during the hours 10:00 p.m. to 6:00 a.m., Monday to Sunday on any Highway within the City of Windsor.

b. The following be added as Section 10(9):

10(9). Sections 10(3) and 10(4) above do not apply to the following vehicles which are parked or stopped on any highway at anytime within the City of Windsor.

i. Marked vehicles actually engaged in works or on call, undertaken for or on behalf of The Corporation of the City of Windsor or a public utility, including utilities providing hydro, telephone, natural gas or internet service.

This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on July 13, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading – July 13, 2026
Second Reading – July 13, 2026
Third Reading – July 13, 2026

BY-LAW NUMBER 106-2026

A BY-LAW TO AUTHORIZE SPECIAL CHARGES TO BE IMPOSED ON LOTS ON WHICH HAVE HAD LOCAL IMPROVEMENT WORK COMPLETED UNDER BY-LAW 42-2026 ON 3225 BASELINE ROAD, IN THE CITY OF WINDSOR

Passed the 13th day of July, 2026.

WHEREAS section 36.14 of the *Ontario Regulation 586/06*, made under the *Municipal Act, 2001* (the “Regulation”), provides that after the treasurer of the municipality has certified the local improvement roll under section 36.11(2) or 36.15 of the said Regulation, the municipality shall by by-law provide that the amount specially charged on each lot set out in the roll is sufficient to raise that lot’s share of the cost by a specified number of annual payments and that a special charge is imposed in each year on each lot equal to the amount of the payment payable in that year;

AND WHEREAS the local improvement work completed at 3225 Baseline Road, Windsor, has been completed at a final cost of Fourteen Thousand Nine Hundred Sixteen Dollars (\$14,916.00);

AND WHEREAS the Regulation provides that local improvement charges imposed with respect to the work in accordance with the Regulation can be added to the tax roll and have priority lien status;

AND WHEREAS it is deemed desirable to pass the required by-law;

THEREFORE the Council of the Corporation of the City of Windsor (the “Corporation”) enacts as follows:

1. That the provisions of Part III of the Regulation apply to the lots being benefitted from the local improvement work completed under By-Law 42-2026.
2. That annual special charges shall be imposed on such properties in each year as described in the City Treasurer certified local improvement roll attached hereto as Schedule “A” and forming part of this by-law (the “Roll”).
3. That the amount of each annual payment shall be entered into the Roll by the City Treasurer.
4. That the annual payments for the work shall not extend beyond its expected lifetime.
5. The special charges imposed pursuant to this by-law shall have priority lien status in accordance with Section 1 of the *Municipal Act, 2001*.
6. That the estimated lifetime of the completed work shall not be less than twenty (20) years.

7. This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on July 13, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.



First Reading – July 13, 2026

Second Reading – July 13, 2026

Third Reading – July 13, 2026

**SCHEDULE A
TO BY-LAW 106-2026**

City Treasurer certified Local Improvement Roll

LOAN DATA ANALYSIS																																			
					3225 BASELINE ROAD Windsor, ON N8V 0A2 090-010-07800-0000 LT 4 PL 1519 SANDWICH SOUTH; WINDSOR																														
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: left;">Enter values</th> </tr> </thead> <tbody> <tr> <td>Loan amount</td> <td style="text-align: right;">\$ 14,916.00</td> </tr> <tr> <td>Annual interest rate</td> <td style="text-align: right;">5.75 %</td> </tr> <tr> <td>Loan period in years</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Number of payments per year</td> <td style="text-align: right;">1</td> </tr> <tr> <td>Start date of loan</td> <td style="text-align: right;">12/31/26</td> </tr> <tr> <td>Optional extra payments</td> <td style="text-align: right;">\$ -</td> </tr> </tbody> </table>					Enter values		Loan amount	\$ 14,916.00	Annual interest rate	5.75 %	Loan period in years	10	Number of payments per year	1	Start date of loan	12/31/26	Optional extra payments	\$ -	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: left;">Loan summary</th> </tr> </thead> <tbody> <tr> <td>Scheduled payment</td> <td style="text-align: right;">\$ 2,002.67</td> </tr> <tr> <td>Scheduled number of payments</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Actual number of payments</td> <td style="text-align: right;">10</td> </tr> <tr> <td>Total early payments</td> <td style="text-align: right;">\$ -</td> </tr> <tr> <td>Total interest</td> <td style="text-align: right;">\$ 5,110.71</td> </tr> </tbody> </table>					Loan summary		Scheduled payment	\$ 2,002.67	Scheduled number of payments	10	Actual number of payments	10	Total early payments	\$ -	Total interest	\$ 5,110.71
Enter values																																			
Loan amount	\$ 14,916.00																																		
Annual interest rate	5.75 %																																		
Loan period in years	10																																		
Number of payments per year	1																																		
Start date of loan	12/31/26																																		
Optional extra payments	\$ -																																		
Loan summary																																			
Scheduled payment	\$ 2,002.67																																		
Scheduled number of payments	10																																		
Actual number of payments	10																																		
Total early payments	\$ -																																		
Total interest	\$ 5,110.71																																		
					<input type="checkbox"/> Early Payout <input checked="" type="checkbox"/> Sewer Loan																														
AMORTIZATION SCHEDULE																																			
Pmt No.	End of Period	Scheduled Balance	Scheduled Payment	Extra Payment	Total Payment	Principal Portion	Interest	Ending Balance	Cumulative Interest																										
1	12/31/2027	\$ 14,916.00	\$ 2,002.67	\$ -	\$ 2,002.67	1,145.00	\$ 857.67	13,771.00	\$ 857.67																										
2	12/31/2028	13,771.00	2,002.67	-	2,002.67	1,210.84	791.83	12,560.16	1,649.50																										
3	12/31/2029	12,560.16	2,002.67	-	2,002.67	1,280.46	722.21	11,279.70	2,371.71																										
4	12/31/2030	11,279.70	2,002.67	-	2,002.67	1,354.09	648.58	9,925.61	3,020.29																										
5	12/31/2031	9,925.61	2,002.67	-	2,002.67	1,431.95	570.72	8,493.66	3,591.02																										
6	12/31/2032	8,493.66	2,002.67	-	2,002.67	1,514.29	488.39	6,979.38	4,079.40																										
7	12/31/2033	6,979.38	2,002.67	-	2,002.67	1,601.36	401.31	5,378.02	4,480.72																										
8	12/31/2034	5,378.02	2,002.67	-	2,002.67	1,693.43	309.24	3,684.59	4,789.95																										
9	12/31/2035	3,684.59	2,002.67	-	2,002.67	1,790.81	211.86	1,893.78	5,001.82																										
10	12/31/2036	1,893.78	2,002.67	-	2,002.67	1,893.78	108.89	0.00	5,110.71																										
<div style="border: 1px solid black; padding: 5px; margin: 5px auto; width: 80%;"> The calculated annual payment amount is spread over the number of installment payments you make for your property tax. </div> <div style="border: 1px solid black; padding: 5px; margin: 5px auto; width: 80%;"> Certified as sufficient in accordance with O.Reg 586/06, Local Improvement Charges - Priority Lien Status </div> <div style="text-align: center; margin: 10px 0;">  Lorie Gregg, Executive Director, Financial Planning/Deputy Treasurer </div> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: 60%; text-align: center;"> Janice Guthrie Commissioner Finance/City Treasurer </div>																																			

BY-LAW NUMBER 107-2026

A BY-LAW TO CONFIRM PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE CITY OF WINDSOR AT ITS MEETING HELD ON THE 13TH DAY OF JULY, 2026

Passed the 13th day of July, 2026.

WHEREAS it is deemed expedient that the proceedings of the Council of The Corporation of the City of Windsor at this meeting be confirmed and adopted by by-law;

THEREFORE the Council of the Corporation of the City of Windsor enacts as follows:

1. The action of the Council of The Corporation of the City of Windsor in respect to each recommendation contained in the Report/Reports of the Committees and the local Boards and Commissions and each motion and resolution passed and other action taken by the Council of The Corporation of The City of Windsor at this meeting is hereby adopted and confirmed as if all such proceedings were expressly in this by-law.
2. The Mayor and the proper officials of The Corporation of the City of Windsor are hereby authorized and directed to do all things necessary to give effect to the action of the Council of The Corporation of the City of Windsor referred to in the preceding section hereof.
3. The Mayor and the City Clerk are authorized and directed to execute all documents necessary in that behalf and to affix thereto the seal of The Corporation of the City of Windsor.

This by-law shall come into force and take effect on the day of the final passing thereof.

DREW DILKENS, MAYOR

CITY CLERK

By signing this by-law on July 13, 2026, Mayor Drew Dilkens will not exercise the power to veto this by-law, and this by-law is deemed passed as of this date.

First Reading – July 13, 2026
Second Reading – July 13, 2026
Third Reading – July 13, 2026



Council Questions: SCM 105/2026

Subject: Summary of Outstanding Council Questions as of April 9, 2026

Outstanding Council Questions as of July 2, 2027

Meeting Date	CQ #	Status	Council Member	Department	Question
2/3/2020	CQ 4-2020	Outstanding	Kieran McKenzie	Comm. Human & Health Services	That Administration prepare a comparative analysis of the Affordable Housing frameworks and incentives that are in place in comparable municipalities. To the extent that the data is available the analysis should consider all forms of affordable housing and the composition of the affordable housing marketplace in the communities analyzed.
1/16/2023	CQ1-2023	Outstanding	Kieran McKenzie	Comm. Economic Development	Asks that given Council's declaration of a Climate Change Emergency informing the need to address climate change through municipal policy frameworks; And further, given the energy capacity challenges and opportunities faced by our community over the short, medium and long term; That Administration report back to Council with proposals for Council consideration to create a Green Energy Community Energy Plan (CIP) with the goal of creating a favourable energy investment climate for sustainable energy proposals.
2/13/2023	CQ5-2023	Outstanding	Kieran McKenzie	Comm. Economic Development	Given the significant housing crisis challenging municipalities across Canada, including the City of Windsor And noting, the objective stated by the Government of Ontario to add 1.5 Million home across the province over the next 10 years, including 13,000 in our Community. And Whereas, the City of Windsor has already recognized the benefits of adding housing capacity through Additional Dwelling Units (ADUs) by enacting Planning Act amendments thereby eliminating some barriers to investment. That Administration report back with further options for Council to consider that would include a range of financial tools including (but not necessarily limited to) a targeted Community Improvement Plan or Grant program that would address industry challenges to help promote greater uptake of the opportunity to augment housing stock through investments in ADUs.

Meeting Date	CQ #	Status	Council Member	Department	Question
2/13/2023	CQ6-2023	Outstanding	Kieran McKenzie	Comm. Corporate Services	That, given the City of Windsor’s stated objective in Council’s approved Diversity and Inclusion Initiative to: continually take steps to learn and grow as a community and to recognize that “diversity adds to our strength and creates an important opportunity for fostering understanding, acceptance and innovation”, and, The City’s publicly articulated commitment to an Agency, Board and Committee (ABC) appointments process that is transparent, fair and consistent; That Administration undertake a review of the city’s appointment policy, including a comparison to processes and policies adopted in peer municipalities such as (but not limited to) London, Kitchener and Cambridge and report back with options for Council consideration in terms of best practices or improvements that can be made in the context of Equity, Diversity, Inclusion, Transparency and Accountability.
7/8/2024	CQ32-2024	Outstanding	Kieran McKenzie	Comm. Economic Development	Asks that Administration report back on options that will help address scenarios where tenants in rental accommodations in the City of Windsor may be at risk for heat exposure in their dwelling unit.
7/8/2024	CQ33-2024	Outstanding	Renaldo Agostino	Comm. Economic Development	Asks that given over the past month, our downtown has unfortunately seen some long-standing businesses leave their location due to landlord/tenant issues including earlier eviction then may be necessary. Acknowledging that administration is currently undergoing a review of all CIPs, I ask that when the final report comes back, it includes a review of potential CIP options that could help mitigate such situations in the downtown core
9/9/2024	CQ40-2024	Outstanding	Kieran McKenzie	Comm. Corporate Services	Asks that Administration report back on the open data frameworks we have at the City of Windsor and report back on best practices observed in comparable communities across Ontario.

Meeting Date	CQ #	Status	Council Member	Department	Question
9/23/2024	CQ42-2024	Outstanding	Fred Francis	Comm. Human & Health Services	Asks that Administration report back to City Council with respect to options for homelessness, specifically the logistics and costs for creating tiny home villages, similar as to what has been done in other Ontario cities. This report should also include any pros and cons of doing so, based on best practices and testimonials from the other City's governments, if applicable.
2/10/2025	CQ4-2025	Outstanding	Renaldo Agostino	Comm. Community Services	With the extension of H4 at Water World, it is clear that downtown has lost its community centre. With that being said, I would like administration to investigate partnerships with organizations like the Boys and Girls Club of Canada to open a youth community centre in the core. What would the process be to get a Boys and Girls Club in Windsor? Some of our empty schools would make a perfect location
5/12/2025	CQ10-2025	Outstanding	Renaldo Agostino	Comm. Community Services	Asks that Administration review our arts funding model, post-Covid. We can see the arts community struggling – what can we do to support more artists in our city?
5/26/2025	CQ11-2025	Outstanding	Fred Francis	Comm. Community Services	Asks that Administration please provide to City Council a status report regarding the establishment of an Ojibway National Urban Park and the involvement of both the Federal and Provincial governments in doing so.
5/26/2025	CQ12-2025	Outstanding	Gary Kaschak	Comm. Infrastructure Services	As we are seeing more, anywhere from 8 to 12 individuals living in a single residence, with each person having their own vehicle, and in some cases using and parking commercial vehicles on city streets also, it has caused a strain to the on-street parking availability and system. Asks that Administration provide a report with options to alleviate the above situations, and in that report, can Administration also advise of the potential of a City By-law allowing, for example, only 4, 5, or 6 vehicles maximum at a residence. Any vehicles over and above a number that Administration and City Council choose would be subject to a yearly fee per vehicle to be paid, or the amount added to their property tax bill.

Meeting Date	CQ #	Status	Council Member	Department	Question
7/14/2025	CQ13-2025	Outstanding	Renaldo Agostino	Comm. Human & Health Services	Asks that as the landscape of social challenges continues to evolve, particularly with anticipated legislation such as Bill 6 and pending changes to federal laws, I am calling on our administration — including Health and Human Services, Community Housing, Parks and Recreation, and, certainly not limited to, the Windsor Police Service — to proactively develop a comprehensive strategy to address the growing concern of open-air drug use in our downtown core and across the city. This is a complex issue that demands coordinated and compassionate action. It affects residents, businesses, and vulnerable individuals alike. I believe it's time for a broader community conversation: What more can we all do — together — to respond to this challenge?
7/14/2025	CQ15-2025	Outstanding	Renaldo Agostino	Comm. Corporate Services	Asks that administration review the current bylaws and regulations concerning mobile food vendors and food trucks. The mobile food industry has evolved significantly in recent years, and I believe there may be opportunities to modernize our policies to better support these small businesses while continuing to meet the needs of the community. A review could help identify potential areas for increased flexibility and opportunity, such as operating locations, hours, permitting processes, or event participation. Supporting a thriving food truck sector could also enhance our local economy, increase access to diverse food options, and contribute to a vibrant public space.
9/8/2025	CQ16-2025	Outstanding	Angelo Marignani	Comm. Infrastructure Services	Countdown timers on traffic signals improve safety for pedestrian and drivers. Asks Administration what can we do as a city to incorporate this safety tool, such as new construction retrofit programs or funding allotments with a dedicated budget and asks Administration to report back regarding a feasibility study on the cost, timeline, and the logistics of a citywide implementation plan and outlining a phased in approach for installing countdown timers on our traffic signals.

Meeting Date	CQ #	Status	Council Member	Department	Question
9/8/2025	CQ17-2025	Outstanding	Renaldo Agostino	Comm. Corporate Services	<p>Residents and business owners in the downtown core have recently reported troubling and violent incidents occurring near both existing and newly opened pharmacies that operate as methadone clinics, Asks that Administration be directed to conduct the following research and report back to inform Council's understanding of how other jurisdictions manage access to methadone treatment while addressing community impacts:</p> <ol style="list-style-type: none"> 1. The number of methadone (opioid therapy) clinics operating in each comparable Ontario municipality, including those located in downtown areas; 2. Any special considerations, zoning provisions, licensing requirements, by-laws, or moratoriums associated with methadone clinics in those municipalities; 3. The process and regulatory framework required to open a methadone clinic, including the roles of municipal, provincial, and federal authorities; 4. Municipal by-laws or other tools, if any, that require review of proposed clinic locations prior to opening; 5. Regulations or notification requirements in place to inform nearby residents and business owners when a proposed pharmacy includes methadone treatment services. <p>And asks THAT the report include a comparative summary of municipal approaches and identify potential policy considerations that may apply locally.</p>

Meeting Date	CQ #	Status	Council Member	Department	Question
10/20/2025	CQ20-2025	Outstanding	Kieran McKenzie	Comm. Economic Development	Asks that given the uncertainty in the automotive and manufacturing sector as it relates to bilateral trade and integrated supply chains impacting workers and businesses in Windsor Essex, Administration be directed to engage Invest Windsor Essex and other regional Economic Development partners, including, but not limited to, the Regional Chambers of Commerce and the County of Essex, to identify Tariff related risk to the regional manufacturing sector and through this engagement recommend an appropriate advocacy strategy and policy recommendations for consideration to help mitigate the impacts to our regional economy, jobs and investment.
11/10/2025	CQ21-2025	Outstanding	Gary Kaschak	Comm. Human & Health Services	As per recent media reports, I ask Administration to provide a report on the methods and strategies that St. Thomas, Ontario has completed recently to their reported 'cracking the code in solving homelessness'. An analysis of their methods and amounts of City finances incurred in doing this would be beneficial for Windsor City Council. As well, the amounts they received from upper level of governments in their endeavour should be provided.

Meeting Date	CQ #	Status	Council Member	Department	Question
1/12/2026	CQ1-2026	Outstanding	Renaldo Agostino	Comm. Economic Development/Deputy CAO	<p>Windsor residents continue to face serious housing pressures—not only in affordability and availability, but also in the shortage of attainable, family-sized housing that allows families, seniors, and working households to remain in our community. As Council continues to look for practical and community-focused ways to address Windsor’s housing shortage, it is important to understand how the City’s role in planning policies, procedures, and approvals can support the delivery of privately built housing, including both rental housing and small-scale condominium developments that provide attainable ownership opportunities for residents.</p> <p>Asks that Administration report back on the funding and tools that are available at the provincial and federal level including the new Build Canada Homes Agency to support community, non-profit and private housing development in Windsor. Included in this, could administration report back on how these program requirements align with City of Windsor planning and zoning requirements such as minimum unit requirements or affordability thresholds to ensure a streamlined application process and remove barriers to access these programs.</p> <p>Additionally, can administration investigate and report back a summary of current municipal incentives and programs that are available in other comparable cities and municipalities including: capital grants, planning fast tracking, tax incremental financing, fee and charge waivers, and specialized programs like multi-unit residential acquisition (MURA) programs or formal land banking and transfers.</p>
2/9/2026	CQ2-2026	Outstanding	Mark McKenzie	Comm. Infrastructure Services	Asks that Administration report back on the feasibility of revenue sharing agreements with BIAs that would direct a percentage of parking meter and municipal lot revenues generated within each BIA boundary back to that BIA.

Meeting Date	CQ #	Status	Council Member	Department	Question
2/9/2026	CQ3-2026	Outstanding	Renaldo Agostino	Comm. Corporate Services	<p>At its February 5, 2026 meeting, the Windsor Essex County Board of Health passed a resolution emphasizing the need for municipalities to implement licensing frameworks that ensure the Health Unit is immediately notified when new food premises, personal service settings, and tobacco/vapour retailers plan to open, allowing them to be identified and tracked from the outset. Given that the City of Windsor is the only local municipality with such a licencing and registration framework in place, I ask that administration report back on how this existing framework could be leveraged or expanded for the purpose of protecting the health and well-being of city residents through strengthened coordination with the Windsor-Essex County Health Unit. Specifically,</p> <ul style="list-style-type: none"> • Ensuring new food premises, personal service settings, and vape retailers are registered with the city so that the WECHU is informed when they open. • Exploring how Windsor's existing tobacconist licensing model can be adapted and applied specifically to vapour product retailers, ensuring consistent identification, notification, and enforcement for these higher risk, youth sensitive businesses in alignment with the Board of Health resolution.
2/9/2026	CQ4-2026	Outstanding	Frazier Fathers	Comm. Infrastructure Services	<p>Asks that Administration report back to the Environment, Transportation and Public Safety Committee on the incremental cost differences of including permanent traffic calming measures as part of the local and residential road rehabilitation and repair project and programs. As part of this report, a scan of comparable municipalities traffic calming strategies on residential and local roads and their funding mechanisms should be included.</p> <p>Finally, the report should include the development of a framework to identify the types of traffic calming strategies that would be appropriate for these roads considering the types of rehabilitations/reconstruction that are planned annually.</p>

Meeting Date	CQ #	Status	Council Member	Department	Question
2/23/2026	CQ5-2026	Outstanding	Renaldo Agostino	Comm. Corporate Services	Asks that given the continuous surge in copper theft targeting critical infrastructure in our region – including the January 2026 vandalism of the Malden Park toboggan hill lights, and noting that Bell Canada identifies Windsor as a “hotspot” for telecommunications tampering, will Administration review the feasibility of a Salvage Yard By-law similar to Brantford’s by-law 37-2024, which prohibits cash payments by scrap yards, which requires every payment must be traceable by e-transfer or check. Also asks if Administration would consider the possibility of creating a permit system for the sale of precious metals requiring traceable identification for all metal sales, and mandatory 24/7 reporting to Windsor Police every time high risk items such as copper tubing or manhole covers are sold to scrap yards. Also, will the city consider joining the province-wide advocacy campaign calling for a consistent Ontario-wide scrap metal statute to prevent jurisdictional ‘leaking’ of stolen goods?
2/23/2026	CQ6-2026	Outstanding	Mark McKenzie	Comm. Corporate Services	Asks that Administration prepare a report outlining options to update Windsor’s Public Spaces by-law, including potential measures to address open drug use, panhandling by or on roads, loitering in bus shelters, putting up tents or other shelters, and other behaviours impacting the safety and enjoyment of public spaces. The report should look at other municipalities, including but not limited to, the City of Edmonton, and should include legal considerations, enforcement implications, and recommendations.

Meeting Date	CQ #	Status	Council Member	Department	Question
3/30/2026	CQ7-2026	Outstanding	Renaldo Agostino	Comm. Human & Health Services	Asks that Administration review the centralized housing registry with those of comparator regions and neighbouring municipalities to determine if there are minimum age thresholds in seniors buildings, and further to review priority sequence of applicants, whether applicants need to show evidence of residency for a period of time before becoming eligible to apply to our list, for example you must show that you have been in Windsor for a minimum period before you can apply and whether residents with arrears from a prior tenancy are eligible to reapply for community housing.
3/30/2026	CQ8-2026	Outstanding	Angelo Marignani	Comm. Infrastructure Services	Asks that Administration report back to Council on the feasibility of implementing traffic calming measures on Cypress Avenue, including the analysis of the current traffic volume and a review of specific engineering options to improve safety on this heavy-use corridor.
4/27/2026	CQ9-2026	Outstanding	Kieran McKenzie	Comm. Corporate Services	Given that the City of Windsor's integrated transportation system faces significant risks due to unforeseen inflationary pressures on fuel prices exacerbated by the conflict in the Middle East; and, Given that these rising costs threaten the viability of taxi operations and the total number of vehicles available to support the public; and, Given that the current August 31st deadline for taxicab license renewals and the associated 10-year vehicle age cap is rapidly approaching; Administration is requested to provide a report expeditiously analyzing the risks and mitigation proposals for a temporary, one-year extension to the current 10-year age limit for taxicab vehicles. This analysis should include specific strategies to maintain public safety, such as enhanced mechanical inspection protocols, to ensure that this time-limited reprieve does not compromise service standards before the upcoming licensing deadline.

Meeting Date	CQ #	Status	Council Member	Department	Question
4/27/2026	CQ10-2026	Outstanding	Frazier Fathers	Comm. Economic Development/Deputy CAO	Over the weekend, the former Benson school on Wyandotte Street was placed up for sale. As this is a strategic property on Wyandotte Street, I am requesting that Administration report back on the potential for the City to purchase this property, including it in the Housing Solutions Made for Windsor portfolio.
5/11/2026	CQ11-2026	Outstanding	Angelo Marignani	Comm. Infrastructure Services / City Engineer & Chief Operating Officer - Hydro ENWIN Utilities	Asks that given the frequent intermittent blackouts impacting Windsor residents, could ENWIN detail the root causes of these failures and give a specific timeline for infrastructure upgrades to resolve the service stability.
5/11/2026	CQ12-2026	Outstanding	Jo-Anne Gignac	Comm. Infrastructure Services / City Engineer	Asks that Administration undertake a comprehensive review of on street parking City wide taking into consideration the impact of automated refuse/organic waste etc., snow clearing and street cleaning. It should be presented with the data gathered from the pilot for front yard parking in Walkerville to determine how best to approach reasonable provision of services to all residents. Options that look at restrictions of on street parking during traditional snow clearing months and alternate month parking on both sides of all residential roads for effective street sweeping should be presented with data from other Ontario Municipalities that currently utilize these tools.
5/25/2026	CQ13-2026	Outstanding	Gary Kaschak	Comm. 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.

Meeting Date	CQ #	Status	Council Member	Department	Question
6/8/2026	CQ14-2026	Outstanding	Frazier Fathers	Comm. Human & Health Services	<p>Asks that Administration BE DIRECTED to report back on the City's encampment response, including:</p> <ol style="list-style-type: none"> 1. Average Encampment Volume <ul style="list-style-type: none"> o The monthly average number of encampments present in the City, based on available data and defined timeframes; 2. Cost of Response <ul style="list-style-type: none"> o The average cost associated with responding to an encampment, including staffing, equipment, contracted services, and any other direct or indirect costs, where known; 3. Operational Response Model <ul style="list-style-type: none"> o A summary of the departments, divisions, and external partners involved in encampment response activities, and their respective roles; 4. Timeline for Resolution <ul style="list-style-type: none"> o The average time required to respond to and resolve an encampment, including any variances depending on size, location, property type (public vs. private) or complexity; 5. Ongoing Reporting to Council <ul style="list-style-type: none"> o Options for implementing a monthly reporting mechanism to Council that provides: <ul style="list-style-type: none"> <input type="checkbox"/> The number of active encampments by ward; <input type="checkbox"/> The number of new encampments identified and resolved within the reporting period; and <input type="checkbox"/> Any emerging trends or operational pressures impacting encampment response.

Meeting Date	CQ #	Status	Council Member	Department	Question
6/8/2026	CQ15-2026	Outstanding	Renaldo Agostino	Comm. Economic Development/Deputy CAO	<p>Asks that Administration BE DIRECTED to report back to City Council on the feasibility of implementing digital billboard installations on:</p> <ul style="list-style-type: none"> •City-owned properties; and/or •Lands available for lease, partnership, or other agreements suitable for such use, including opportunities with private sector entities and institutional partners; and, <p>That the report include:</p> <ol style="list-style-type: none"> 1.A review of best practices from other municipalities, including the City of Vaughan, with respect to the use of digital billboards on municipal lands and through partnership or lease arrangements; 2.An analysis of potential revenue generation opportunities, including: <ul style="list-style-type: none"> •municipally operated models, •third-party advertising agreements, •lease or licensing arrangements with private landowners or partners; 3.An assessment of any zoning, regulatory, legal, and procurement considerations, including implications under the City's Sign By-law; 4.Consideration of community and planning impacts, including visibility, traffic safety, compatibility with surrounding land uses, and urban design considerations; and, 5.That all net revenues generated from such initiatives be held in a reserve which is dedicated to funding the unhoued initiatives including shelter operations and prevention programs.
6/8/2026	CQ16-2026	Outstanding	Jo-Anne Gignac	Comm. Corporate Services	Asks that Administration provide a report on the ability of municipalities to license and require users to have insurance for powered bikes, scooter, etc.

Meeting Date	CQ #	Status	Council Member	Department	Question
6/8/2026	CQ17-2026	Outstanding	Mark McKenzie	Comm. Economic Development/Deputy CAO & Comm. Corporate Services	<p>Asks that given the documented history of Memorial Park, including its connection to the 1924 Memorial Park Development, South Walkerville's post-First World War subdivision pattern, the 1925 establishment of Memorial Park, its commemorative purpose, and the mature woodland within the park, can Administration report back on whether the Memorial Park portion of Optimist Memorial Park may warrant further review as a potential cultural heritage landscape?</p> <p>As part of that report, can Administration identify the appropriate process, including any internal consultation with Heritage Planning, Parks, Forestry, Recreation, Facilities, Legal Services, or other relevant departments, and outline whether public or stakeholder consultation would be appropriate if any further heritage recognition is considered?</p> <p>Can the report also clarify how any potential heritage review or recognition would be balanced with normal park maintenance, accessibility improvements, playground renewal, recreation uses, and future park investments?</p>



Council Directives: SCM 91/2026

Subject: Outstanding Directives as of June 29, 2026

Date	Resolution	Report No.	Portfolio	Action
2012-12-17	CR293/2012	16287	Corporate Services	That the report of the City Planner dated November 21, 2012 entitled "Exemption from Sandwich Demolition Control By-law 20-2007 — 508, 520, 540, 556, 570, 590, 604, 612, 615, 622, 623, 631, 639, 646, 663, 670, 673, 686, 704, 710, 718, 724, 730, 738, 744, 750, 753, 758-760, 759, 765, 764, 769, 772, 777, 778, 781, 784, and 790 Indian Road, 812 and 862 Mill Street, and 764, 770, 780 and 788 Rosedale Avenue" BE DEFERRED as requested by the Canadian Transit Company, to allow for further discussions with administration on this matter.
2018-03-26	CR155/2018	C 52/2018	Economic Development	THAT City Council APPROVE all required expenditures to complete the deliverables of the demolition and development of 6700 Raymond Avenue, as per CR366/2017, and... That once the tender results are known that a report be submitted to City Council relative to the award of the contract and identifying a funding source for any projected funding shortfalls that may arise.
2018-09-17	CR503/2018	S 122/2018	Community Services	That the report of the Manager Parks Development, dated July 20, 2018, responding to CQ27-2017 regarding first responders signage for parks, BE RECEIVED for information; and,... That Administration BE DIRECTED to develop a wayfinding standards policy based on the results of the Little River Corridor wayfinding signage and markers, as a pilot project, to be brought to City Council for approval.
2020-11-09	CR553/2020	S 53/2020	Economic Development	That Administration BE REQUESTED to give notice of intention to designate the property located at 436 Askin Ave...and, That Administration REPORT BACK to Council regarding initiation of a Heritage Conservation District Area Study for this area; and, that the report include suggestions related to potential boundaries, optional designation of a Heritage Conservation District Study Area Bylaw, timing of the study and funding considerations.
2020-11-23	CR588/2020	C 221/2020	Infrastructure Services	That Council ENDORSE the establishment of a Mandatory Downspout Disconnection Zone for the area bounded by Norfolk St. to the North, Dougall Ave/Howard Avenue to the East and the Herb Grey Parkway to the West and South; and, That a Mandatory Downspout Disconnection Pilot Project, the boundaries to be determined by the City Engineer, BE UNDERTAKEN within the Mandatory Downspout Disconnection Zone with an upset limit of \$250,000 funded by Project ID#7199004 – Sewer Master Plan Implementation Project; and, That the results of the Mandatory Downspout Disconnection Pilot Project BE COMMUNICATED to Council once sufficient data is available;

2020-12-07	CR616/2020	C 54/2020	Finance	<p>...That City Council INDICATES ITS INTENT that the future excess capacity identified in the Development Charges Background Study, dated November 5, 2020, prepared by Hemson Consulting Ltd., shall be paid for by development charges or other similar charges;</p> <p>...</p> <p>That administration BE DIRECTED to report back at a high level on the economic impact and any perceived impacts on development if Council were to revisit eliminating the industrial exemption.</p>
2021-03-29	CR119/2021	C 220/2020 & C 32/2021	Chief Administrative Officer	<p>That the update from the Senior Manager of Facilities on the Corporate Security Plan and Risk Assessment BE RECEIVED; and further,</p> <p>That City Council APPROVE the hiring of one Temporary Coordinator of Security Services at an estimated cost at \$122,314 to be charged to the Budget Stabilization Reserve, for the development of Corporate security policies, protocols, and a draft implementation plan with options for a centralized Security Division, with a report back to City Council at the 2022 Budget deliberations.</p>
2021-05-03	CR179/2021	C 51/2021	Corporate Services	<p>That the report of the Senior Legal Counsel and Student-at-Law dated April 9, 2021 entitled "Response to CR591/2020 – Cannabis Odour" BE DEFERRED to allow for a further report once the enforceability of the Town of Leamington's Cannabis Regulation By-law is considered by the Superior Court of Justice and the Normal Farm Practices Protection Board, and that the report also include possible enforcement options that would be available for Council's consideration.</p>
2021-07-26	CR363/2021	S 71/2021	Economic Development	<p>That Report No. S 71/2021 updating City Council on the use and implementation of the Brownfield Redevelopment Community Improvement Plan (CIP) and tabling issues to be addressed as part of the CIP update BE RECEIVED for information; and,</p> <p>That the City Planner BE DIRECTED to consult with stakeholders regarding potential changes to the Brownfield Redevelopment CIP outlined in Report No. S 71/2021 and prepare any necessary CIP amendments for Council's consideration.</p>
2021-10-04	CR429/2021	S 41/2020 & AI 7/2021 & AI 10/2021	Economic Development	<p>That the report of the Senior Planner – Policy and Special Studies dated February 27, 2021 entitled "Closure of Part of Dodsworth Street, Between Kay Street and Malden Road, Between 5168 and 5180 Malden Road - Applicant: T. Fasan - SAS/5917 - Ward 1" BE REFERRED back to administration to allow administration the opportunity to work with the Applicant to come to an amenable resolution for everyone involved.</p>
2022-04-11	CR150/2022	S 29/2022	Infrastructure Services	<p>That Administration BE AUTHORIZED to initiate a Home Flood Protection Program on a pilot basis; and further,</p> <p>That Administration REPORT BACK to City Council on completion of the pilot program.</p>
2022-04-25	CR184/2022	S 39/2022	Community Services	<p>That the report of the Manager of Culture & Events dated March 15, 2022 entitled "City of Windsor Lancaster Bomber FM 212 Progress Report 2019-2021 – Ward 3" BE RECEIVED for information; and further,</p> <p>That Administration BE DIRECTED to report to City Council regarding a fundraising strategy, a plan for assembly of the aircraft, and options to display the aircraft to the public once the assembly portion has been completed.</p>

2022-09-06	CR399/2022	C 150/2022	Health & Human Services	That the report of the Coordinator of Housing Administration and Development regarding the Social Services Relief Fund ("SSRF") Phase 5 Windsor Essex Community Housing Corporation Capital Project BE RECEIVED for information, and, ... That the Executive Director of Housing and Children's Services or their designate REPORT to City Council on the outcome of the capital developments;
2023-04-03	B29/2023	C 26/2023	Finance	That Administration BE DIRECTED to report back with regards to the University Avenue West Project # (ECP-14-07) road reconstruction, with information related to Potential Funding or other options that can be utilized to complete the entire road reconstruction, without affecting the current Capital Budget allocations;
2023-01-16	CR8/2023	C 222/2022	Economic Development	That Administration REPORT BACK with a supplemental report providing details on emerging technologies and strategies related to decarbonization of the electrical grid;
2023-02-27	CR106/2023	C 18/2023	Finance	That City Council DIRECT Administration to monitor operations subsequent to the changes implemented as a result of Bill 109, and provide reports on any cross-departmental impacts with recommendations to address those impacts; ... That Administration BE DIRECTED to track all variances and local costs that are required to put the legislation into effect, and that the information BE FORWARDED to a future meeting of Council.
2023-02-27	CR107/2023	C 19/2023	Finance	That report C 19/2023 regarding the More Homes Built Faster Act – Bill 23 BE RECEIVED for information; and further, ... That Administration BE DIRECTED to track all variances and local costs that are required to put the legislation into effect, and that the information BE FORWARDED to a future meeting of Council.
2023-09-05	CR356/2023	C 120/2023	Infrastructure Services	That Council APPROVE bi-weekly garbage collection, weekly organic collection, and bi-weekly leaf and yard waste collection from April until November, and that this service level BE IMPLEMENTED with the next waste collection contract expected to begin in 2025; and, That Administration BE DIRECTED to report back to Council the results of the collection tender(s) and any additional costs related to the new SSO program, once available;
2023-10-30	CR433/2023	S 118/2023	Health & Human Services	That the report of the Manager, Homelessness and Housing Support in response to CQ 20- 2023 Feasibility of Expanding Outreach Services and 311 Operating Hours BE RECEIVED for information; and, ... That City Council DIRECT Administration to report back to Council with more data and information about the impact of recent improvements to the Homelessness Street Outreach team's schedule and after-hours homelessness response initiated through 311, before deciding if further expansion is needed;
2023-10-30	CR433/2023	S 118/2023	Health & Human Services	That administration BE REQUESTED to report back to the Community Services Standing Committee, as to how the City will attempt to draw the various organizations together in an effort to collaborate and capitalize on the programs that they are prepared to offer.

2023-11-27	CR461/2023	C 168/2023	Economic Development	That the report from the Senior Economic Development Officer requesting a Letter of Support for intercity passenger rail service BE RECEIVED FOR INFORMATION; and further, That City Council ENDORSE a Letter of Support from the Mayor to the Minister of Transport supporting the proposed Amtrak- VIA Rail Intercity Passenger Rail Connection; and further, That City Council AUTHORIZE Administration to represent the City of Windsor at future stakeholder meetings for this project; and further, That Administration BE DIRECTED to report status updates to City Council as soon as is practical.
2023-11-27	CR471/2023	S 31/2023	Infrastructure Services	That the report of the Manager of Homelessness and Housing Support and the Deputy Licence Commissioner, dated July 24, 2023 entitled "Response to Council Decision ETPS 942 – Options for Addressing Panhandling - City Wide" submitted in response to direction provided through Council Decision ETPS 942 BE RECEIVED for information; and, That Administration REPORT BACK with infrastructure related strategies to discourage unsafe behaviours in the public roadway.
2023-11-27	CR491/2023	C 141/2023	Economic Development	That City Council SUPPORT the Administrative recommendation to not provide Municipal Support Resolutions at this time for non-storage installations as part of the IESO LT1 RFP submission; and That Administration BE DIRECTED to report back to Council in the event that either of the two projects identified in this report receive an IESO contract award for further consideration for municipal support.
2023-11-27	CR493/2023	C 94/2023	Finance	That administration BE REQUESTED to report back to council after one year of the vacant home tax program being in place to provide information related to the effectiveness and/or opportunities for improvement including the possibility of a repeat offender fee.
2024-01-29	B19/2024	C 188/2023	Economic Development	That with regard to "New Service: Route 250 (Rhodes/Twin Oaks/NextStar Industrial)" that administration BE DIRECTED to report back on the participation or arrangement to assist with transit funding by other municipalities or corporations; and, That administration BE DIRECTED to explore opportunities across the community for sponsors to assist with transit funding.
2024-04-22	CR153/2024	S 31/2024	Health & Human Services	That this updated report from the Coordinator, Housing Administration & Policy and the Social Housing Analyst dated February 16, 2024 entitled "Rent Supplement Program Expiries and Mitigation Update - City Wide" BE RECEIVED; and further, That the Executive Director, Housing & Children's Services REPORT BACK on the outcome of the expiring rent supplement and any other mitigation strategies post completion; and, ...
2024-04-22	CR155/2024	S 30/2024	Health & Human Services	That this report of the Acting Manager, Homelessness & Housing Support dated February 16, 2024 entitled "Legislated Five Year Review of the 10-year Housing and Homelessness Master Plan, 2024" BE ACCEPTED; and further,... That the Executive Director of Housing and Children's Services or their designate ENSURES the updated Windsor Essex 10- year Housing and Homelessness Master Plan aligns with the direction set by the Ministry of Municipal Affairs and Housing, addresses local needs and, REPORT BACK to Council to present the updated plan; and further...

2024-04-22	CR158/2024	SCM 75/2024	Economic Development	That the verbal update to Municipal Heritage Register: Strategies in response to Provincial Bill 23 provided by the Heritage Planner BE RECEIVED; and, That the Heritage Planner BE DIRECTED to report back to a future Development & Heritage Standing Committee meeting on the viability of a bylaw for Council consideration aimed at protecting existing Municipal Heritage assets beyond the Province's 2024 deadline; and that should a bylaw be determined viable, TO PROPOSE within the response appropriate language and to report back prior to the Provincial deadline elapsing.
2024-05-27	CR207/2024	CMC 8/2024 7.1.2	Corporate Services	That the letter from Assisted Living Southwestern Ontario dated April 29, 2024, regarding Short-Term Rental Licensing for 11636 Riverside Drive East - Request for Exemption BE RECEIVED for information; and, That administration BE DIRECTED to report back with information related to the possibility of a By-law amendment or exemptions regarding the Short-Term Rental License By- Law, and that this information include considerations for community services providers, not for profit (NFP) groups and other organizations that are looking to provide this service in addition to other services.
2024-05-27	CR236/2024	S 45/2024	Infrastructure Services	...That Council APPROVE the development of a new Ad Hoc Alley Standards Committee as outlined in the report with the deliverables to support Council's goal of developing and enforcing a set of alley standards as amended; and, That the Alley Standards Committee REVIEW and CONSIDER best practices to promote safety and security as an additional deliverable; and, That asset management plans BE INCLUDED in the analysis of activating those alley spaces; and, That administration BE DIRECTED to report back to Council on an annual basis.
2024-06-10	CR248/2024	C 64/2024	Finance	That Council SUPPORT the continuing development, implementation, and monitoring of the EMP to reduce the Corporation's energy consumption and greenhouse gas emissions; and, That Administration REPORT BACK to Council on the development of a Corporate Energy Management Policy, once finalized.
2024-07-08	CR284/2024	C 72/2024	Finance	That administration BE DIRECTED to request a clarification letter from AMO in terms of moving forward regarding the Built Canada Fund and what it is going to cover, and how sustainable it is for municipalities moving forward.
2024-07-08	CR294/2024	C 73/2024	Finance	That City Council APPROVE the proposed pilot project in partnership with a third-party owner-operator to assess the requirements of public-private partnerships and expanding electric vehicle charging station infrastructure; and, That the Chief Administrative Officer and City Clerk BE AUTHORIZED to enter into an agreement with the partnership herein described as FLO-TELUS for the installation of electric vehicle charging stations at the locations detailed in this report, ... and, That City Council DIRECT Administration to return with the preliminary results of the pilot project after one year of operation to describe the feasibility of the public-private partnership model for expanding electric vehicle infrastructure.

2024-07-08	CR302/2024	CMC 10/2024 7.1.5	Community Services	That the report of the Director, Technology Services, Windsor Police Services dated June 19, 2024 responding to Council Question CQ 31-2023 regarding installation of CCTV- enabled emergency police call boxes in public areas BE RECEIVED for information; and, That Administration BE DIRECTED to report back to Council regarding developing a privacy impact study and the cost involved.
2024-07-22	CR333/2024	S 15/2024 & S 16/2024 & AI 13/2024	Economic Development	That Council DIRECT Administration to DEVELOP Corporate Procedures to implement the Windsor Archaeological Management Plan (WAMP); and further, That Administration BE DIRECTED to undertake a search for an appropriate location to study, curate, store and display significant archaeological resources resulting from future archaeological investigations within the municipal limits of Windsor and report back to City Council on options which may be available should a future need arise; and further,...
2024-07-22	CR333/2024	S 15/2024 & S 16/2024 & AI 13/2024	Economic Development	That administration BE REQUESTED to report back with an update related to the implementation of the Windsor Archaeological Management Plan prior to the end of 2024;...
2024-09-23	CR414/2024	S 107/2024 & AI 19/2024	Community Services	That the administrative report dated August 16, 2024 and the Additional Information Memo entitled "Response to CQ 3/2024 Geese Management - City Wide" BE RECEIVED for information; and, That the City Treasurer BE DIRECTED to bring forward a \$30,000 budget issue as part of the 2025 budget process for consideration; and, That subject to approval of this request in the 2025 budget, that Administration BE DIRECTED to work with a Goose Management Company on egg/nest removal at the seven (7) locations identified within this report; and further, That Administration BE DIRECTED to apply for any required permits with the Canadian Wildlife Service for the removal of eggs/nests; and further, That Administration BE DIRECTED to report the results to Council after a one-year trial is completed.
2024-10-28	CR477/2024		Infrastructure Services	That the petition presented by Councillor Ed Sleiman on behalf of Parkwood Manor regarding the safety concerns at the intersection of Central Avenue & Temple Drive BE RECEIVED by the Clerk and the Clerk BE DIRECTED to forward the petition to the Commissioner, Infrastructure Services & City Engineer for the purpose of an examination of the requested works or undertakings.
2024-10-28	CR481/2024		Economic Development	That administration BE DIRECTED to write a letter to the Provincial Government and Members of Provincial Parliament to encourage more consultation with municipalities on matters of planning & development before legislation is enacted; and, ...That administration BE DIRECTED to report back for further consideration of initiatives or suggestions from council;

2024-11-25	CR498/2024	C 128/2024	Finance	That as it relates to Phases 1 & 2 of the Corporate LED Lighting Conversion City Wide project that City Council ENDORSE the project change orders as described in Appendix A: LED Project Change Orders, Phases 1 and 2; and, ...That Administration to BE DIRECTED to assess the opportunity for annual utility cost savings at the Windsor Airport (YQG) with the intention of adding YQG facilities to the project scope as an additional project phase.
2024-11-25	CR507/2024	C 140/2024	Infrastructure Services	I. That City Council RECEIVE the International Charles Brooks Memorial Peace Fountain Replacement Project update outlined in this report; and further, II. That City Council DIRECT Administration to MOVE FORWARD with Option 1: Floating Fountain design, outlined in the body of this report; and further, ...IX. That Administration BE DIRECTED to report back to Council regarding the old fountain and next steps moving forward; and further,
2024-12-09	CR529/2024	CM 12/2024	Economic Development	That Administration BE DIRECTED to report back to Council with an implementation plan that considers the action items and the variety of factors that can affect the timeline of the implementation; and, That administration BE DIRECTED to report back regarding the previous council direction related to the Net Zero Neighbourhood Policy regarding the Sandwich South lands as a component of the report on the implementation plan.
2024-12-09	CR537/2024	C 161/2024	Health & Human Services	That City Council ENDORSE the recommended temporary emergency shelter winter initiatives proposed in this report provided all expenses can be funded under the Reaching Home incremental funding allocation for the 2024 – 2025 fiscal year; and further, ... That Administration BE DIRECTED to urgently REPORT BACK to Council with recommendations should the need in the community surpass current service levels with respect to shelter from the cold.
2024-12-09	CR539/2024	241209_15-02	Health & Human Services	That consideration of the following Notice of Motion introduced by Councillor Kieran McKenzie at the December 9, 2024 meeting of Council, BE REFERRED back to administration for a thorough report back to a future meeting of Council regarding the implications of supporting AMO's recommendations and the implications of using the notwithstanding clause and to allow for consultation with stakeholders:
2025-01-27	B4/2025	C 163/2024	Infrastructure Services/Economic Development/Finance	That Administration BE DIRECTED to report back to Council with a comprehensive financing strategy, inclusive of opportunities and risks, prior to award of tender for the following major growth and development works: - Lauzon Parkway/Cabana Rd. East (formerly CR42) - Lauzon Parkway Extension to 401 - Airport Employment Lands Servicing - Banwell/EC Row Interchange and Banwell Corridor Improvements (C 79/2025 CR253/2025) - East Riverside Planning District Improvements - Forest Glade North Secondary Plan Servicing Requirements; and...

2025-01-27	B12/2025	S 44/2024	Infrastructure Services	That the report of the Commissioner of Infrastructure Services dated November 10, 2023, entitled "Response to CQ 24-2023 Regarding Minimum Standards, Vendor Warranties, and Construction Policies for Road Repair, Sewer Infrastructure, and Road Rehab Projects - City Wide" BE RECEIVED for information and discussion; and, That administration BE REQUESTED to conduct a thorough review of the 2025/2026 projects to determine whether there may be an opportunity to adopt an expedited schedule, including working off hours and weekends, especially on the main thoroughfares.
2025-01-27	B17/2025	C 166/2024	Community Services	That Council ENDORSE the Sandpoint Beach Master Plan as shown in Appendix A of this report; and further, That the City Treasurer BE DIRECTED to consider funding for the Sandpoint Beach Master Plan as part of a future capital budget development process; and further, That administration BE DIRECTED to implement the Sandpoint Beach Master Plan in three major phases: relocation, trees, and amenities; and further, That administration BE DIRECTED to investigate grant, sponsorship, and partnership opportunities with alternative funding sources.
2025-01-13	CR23/2025	S 130/2024	Corporate Services	That Council DIRECT administration to review the updated Facility Accessibility Design Standards proposed by the WAAC Facility Accessibility Design Subcommittee and report back to Council for final approval.
2025-01-13	CR27/2025	C 143/2024	Health & Human Services	That the report of the Manager, Social Policy & Planning, dated November 15, 2024, entitled "Strategy to Promote Alternatives to Payday Loans - City Wide" BE RECEIVED for information, and, That administration BE DIRECTED to engage with community stakeholders to investigate the possibilities of a partnership for the communications and public outreach campaign that was discussed and agreed upon at the committee level and REPORT BACK to Council.
2025-01-13	CR30/2025	S 166/2024	Health & Human Services	That the report of the Social Housing Analyst, and the Coordinator, Housing Administration & Policy, dated November 18, 2024, entitled "Social Housing – End of Mortgage (EOM) and Negotiation of Service Agreements with Housing Providers – City Wide" BE RECEIVED; and, That administration BE DIRECTED to report back on opportunities for consolidation among social housing providers to realize efficiencies to better serve tenants.

2025-02-10	CR53/2025	C 24/2025	Infrastructure Services	<p>That report "C 24/2025 – Strategies for Addressing Transportation and Transit Challenges in Twin Oaks Industrial Park ", BE RECEIVED for information; and, further,</p> <p>That Administration BE DIRECTED to engage a transportation consultant at a cost of \$44,500 (excluding HST), funded from the Environmental Study Capital Project 7086010 to identify potential improvements (short-term and long-term) to enhance access to Twin Oaks and report back to Council with the findings of the same; and further,</p> <p>That Transit Windsor BE APPROVED to implement a temporary route adjustment to the Lauzon 10 to provide transit service to the Twin Oaks area until Route 250 is implemented; and further,</p> <p>That Administration BE DIRECTED to bring forward an analysis as to whether or not pedestrian infrastructure can be implemented in the industrial park; and,</p> <p>That Administration BE DIRECTED to create an active transportation plan for access to the industrial park; and,</p> <p>That Administration CONTINUE TO ENGAGE landowners in the industrial park around the opportunity to provide temporary access to either parking lots or private service roads that could accommodate public transit.</p>
2025-02-10	CR78/2025	C 22/2025	Community Services	<p>That the report of the Executive Initiative Coordinator, Community Services dated January 23, 2025, entitled "RFP Update - Jackson Park Feasibility Study - Ward 3" BE DEFERRED to a future Council meeting to allow for the residents that are a part of the "save the bandshell" initiative an opportunity to consult with administration with regards to what is being recommended.</p>
2025-02-24	CR102/2025	SCM 58/2025	Finance	<p>VII. That Administration BE DIRECTED to report back to Council on a framework, terms of reference, and costs associated with the creation of an audit Committee of Council, in consultation with appropriate stakeholders including the Auditor General.</p>
2025-04-14	CR108/2025		Infrastructure Services	<p>6. That Administration PROVIDE a report back to Council after two years of ASE implementation to summarize program effectiveness, budget, etc.; and further,</p> <p>7. That Council DIRECT Administration to update the existing RLC Violation Processing Services Agreement with the City of Toronto for the operation and cost sharing of their municipal JPC (which currently processing violations and issuing tickets using POA framework) to an AP system which will process violation penalties and issuing penalty orders; and further, ...</p>
2025-04-14	CR138/2025		Economic Development	<p>c. That, subject receiving notification that the City's Capital Plan (Stage 2) Application to the Housing, Infrastructure and Communities Canada (HICC) - Canada Public Transit Fund (CPTF) – Baseline Funding Stream has been approved, that Administration REPORT BACK on the status of the Application, the approved Capital Plan projects, and the required funding commitments to support the City's matching funding requirements, inclusive of any pre-commitment of funds.</p>

2025-04-28	CR181/2025		Corporate Services	That City Council RECEIVE the report of the Manager, Licensing & Enforcement/Deputy Licence Commissioner dated February 25, 2025 entitled "Residential Rental Licensing Pilot Study Preliminary Results" for information. That City Council PLACE Residential Rental Licensing By-law 14-2023 IN ABEYANCE. That City Council DIRECT Administration to REPORT BACK with options for alternative residential rental housing regulation program models.
2025-05-26	CR219/2025 Clause III	S 6/2025 SCM 141/2025	Economic Development	III.That Administration BE DIRECTED to report back with information related to forming of a committee or working group for the next phase of the Heritage Conservation District Study, based on the Consultant's best practices.
2025-05-26	CR237/2025	S 63/2025 SCM 159/2025	Health & Human Services	That the report of the Manager of Homelessness and Housing Support dated April 17, 2025 entitled "Response to CR 433/2023 re: Homelessness Outreach Updates" which provides an update on the homelessness outreach program and related data from 311 BE RECEIVED; and further, That City Council RECEIVE an update as to how the Administration will attempt to draw the various organizations together to collaborate and capitalize on the programs that they are prepared to offer; and, That administration BE DIRECTED to collaborate with service providers including other organizations that provide outreach services in the area as well as the Strengthen the Core initiative to collect and include data in their update report back to Council
2025-05-26	CR238/2025	S 45/2025 SCM 160/2025	Community Services	That the report of the Executive Initiatives Coordinator, Community Services, dated March 21, 2025, entitled "Response to Directive on Dog Park Policy - City Wide" BE RECEIVED; and, That administration BE DIRECTED to report back to the Community Services Standing Committee with amendments to the dog park policy to mirror the framework utilized by the City of Toronto and the City of Mississauga; and, That administration BE DIRECTED to investigate whether a portion of the revenue collected from dog licensing could be used to provide additional funding for dog parks.
2025-05-26	CR247/2025	C 22/2025 AI 11/2025	Community Services	That the report of the Executive Initiative Coordinator, Community Services dated January 23, 2025, entitled "RFP Update - Jackson Park Feasibility Study - Ward 3" BE DEFERRED until such time as Council has sufficient clarity on the future of the Windsor Stadium property and has had the chance to engage the public on the matter.

2025-05-26	CR249/2025	C 82/2025	Health & Human Services	<p>That the report of the Manager, Homelessness and Housing Support and the Executive Initiatives Coordinator dated May 21, 2025 entitled "Response to CQ 9-2025 - Housing Hub Feasibility Study – Review of 2km Radius, Location of Emergency Shelters and Comparable Municipalities" BE RECEIVED for information; and further,</p> <p>That administration BE DIRECTED to consider and evaluate sights across the City, expanding the search for H4 beyond the 2km radius, and REPORT BACK the findings for Council's consideration.</p>
2025-06-09	CR258/2025	S 150/2023 & AI 15/2024	Infrastructure Services	<p>That Council APPROVE Option A -Ward 4 Front Yard Parking two-year Pilot Program, excluding the Walkerville Heritage Area bound by Walker Road to the east, Ottawa Street to the south, Lincoln Road to the west and Riverside Drive to the north; and further,</p> <p>That Administration BE DIRECTED to report back within the two-year Pilot Program with information that includes amendments to current additional dwelling unit (ADU) policies.</p>
2025-06-09	CR263/2025	Notice of Motion	Community Services	<p>That Administration BE DIRECTED to immediately close Sandpoint Beach Park to the public until the Coroner's report has been completed; and,</p> <p>That Administration BE DIRECTED to bring back the Sandpoint Beach Park Master Plan to a future City Council meeting for further discussion on a safe proposal for the community moving forward.</p>
2025-07-14	CR282/2025	SCM 188/2025 8.9	Economic Development	<p>That the verbal update provided by the Commissioner, Economic Development, Deputy Chief Administrative Officer regarding the School Bus Extra Transition Plan BE RECEIVED; and,</p> <p>That Administration BE DIRECTED to report back with options for Council to consider regarding an analysis of potential service enhancements or possible new routes for East/West routes through the Southeast corridors of the City.</p>
2025-07-14	CR293/2025 ETPS 1071 Clauses VII & VIII	SCM 201/2025 & S 79/2025 8.20	Infrastructure Services	<p>VII.</p> <p>That administration BE DIRECTED to report back with an updated truck traffic data report 12 months after the Gordie Howe Bridge has opened; and,VIII.</p> <p>That administration BE DIRECTED to report back to council with an analysis of the potential infrastructure impact of replacing the bridge on Riverside Drive East at Riverdale Avenue.</p>
2025-07-28	CR333/2025	SCM 233/2025 11.5	Finance	<p>That the report of the Auditor General dated June 25, 2025 entitled "Auditor General Report Regarding Comparator Research and Recommendations" BE RECEIVED; and,</p> <p>That administration BE DIRECTED to work towards preparing a draft Auditor General By-law for Council's consideration.</p>

2025-09-08	CR352/2025 ETPS 1077	SCM 250/2025 & S 86/2025 8.11	Infrastructure Services	That the report of the Environment, Transportation & Public Safety Standing Committee of its meeting held July 30, 2025 entitled "Response to CQ 25-2024 – "Illegal Car Rallies and Excessive Noise from Motor Vehicles-City Wide" BE RECEIVED by Council for information; and, That administration BE DIRECTED to provide an update in early in Q1 of 2026 related to the data presented, including an analysis of the data from the implementation of initiatives in other municipalities, particularly Vaughan, Ontario, with consideration of enacting any administrative penalties that could be emulated if there is an ongoing need to address these issues in our community.
2025-09-22	CR390/2025 CSSC 294	SCM 274/2025 & S 106/2025 8.22	Health & Human Services	That the report of the Community Services Standing Committee of its meeting held September 3, 2025 entitled "Response to CQ 6-2025 re: Good Neighbour Policy Exploration– City Wide" BE RECEIVED for information; and, That administration BE DIRECTED to immediately develop a Good Neighbour Program as part of the Housing and Homelessness Master Plan and to provide options to Council for their consideration.
2025-10-20	CR422/2025 ETPS 1082	SCM 305/2025, S 110/2025 & AI 23/2025 8.14	Infrastructure Services	"i. That the report of the Environment, Transportation & Public Safety Standing Committee of its meeting held September 24, 2025 entitled "Diaper Disposal Program Alternatives – City Wide" BE RECEIVED for information; and, ii. That administration BE DIRECTED to implement Option 2 "Free Diaper Disposal at Public Depot-Off Depot" as outlined in the administrative report; and, iii. That administration BE DIRECTED to implement a pilot project for Option 4 "Contracted Bi-Weekly Diaper Curbside Collection" for the remainder of 2025 and 2026 as outlined in the administrative report; and, iv. That administration BE DIRECTED to report back at the completion of the pilot project to provide outcomes and recommendations moving forward."
2025-11-10	CR443/2025	C 141/2025 11.3	Economic Development	I. That City Council APPROVE the extension of the expiry of Development Charges By-law 1-2021, from 5 years to 10 years, being January 17, 2031; and, II. That By-law 174-2025 BE PASSED at this meeting of Council; and, III. That given the current uncertainty with respect to development charges and the larger economic circumstances impacting development and investment, that administration BE DIRECTED to bring back an annual report to council for review and comment, with the potential to seek new direction on development charges.

2025-11-24	CR478/2025	C 138/2025 11.4	Corporate Services	That the report of the City Clerk/ Licence Commissioner dated October 6, 2025 entitled '2026 Council and Standing Committee Meetings Dates/Start Times and Response to CR 489/2024- City Wide' BE RECEIVED for information; and, That the "Schedule of City Council and Standing Committee meetings for 2026" attached as Appendix A, for January 1, 2026 to December 31, 2026 BE APPROVED; and, That the discussion regarding Council start times BE DEFERRED to a future meeting of Council to allow for all Council members to be in attendance; and, That Administration BE DIRECTED to present a more fulsome review including Councillors start time preference, community engagement and Council compensation.
2025-11-24	CR479/2025 ETPS 1086	SCM 309/2025 & S 116/2025 & AI 25/2025 8.9	Infrastructure Services	That Administration BE DIRECTED to bring forward a phased in plan to proactively close all grass alleys that do not provide required access or municipal servicing; and, That paved alleys BE MAINTAINED under their current status and not considered for closure where they provide vehicle access, servicing access or operational value; and, That Administration BE DIRECTED to report back on any process improvements that would allow grass alley closures to be completed more quickly and efficiently, which may include opportunities to streamline survey, notice and legal requirements; and, That Administration BE DIRECTED to include an updated ward-by-ward list of grass alleys eligible for closures; and, That no additional financial burden BE PLACED on abutting property owners beyond the established alley closure process; and, That paved alley maintenance CONTINUE to BE FUNDED through the Asset Management Plan (AMP); and, That the Draft Remnant Parcel By-law attached as appendix A to report AI 25/2025 dated November 24, 2025 entitled "Additional Information—Financial Implications, LIP Costs, Gating and Potential Cost Savings Related to Alley Closures-City Wide" BE APPROVED; and that the City Solicitor BE REQUESTED to prepare the necessary Bylaw for approval
2026-01-12	CR10/2026 ETPS 1093 ETPS 1085	SCM 375/2025 & SCM 308/2025 & S 114/2025 & AI 24/2025	Economic Development	I. That report of the Environment Standing Committee of its meeting held on November 26, 2025 entitled "Bicycle Parking Policy Implementation and Feasibility Update – City Wide" BE RECEIVED for information; and, II. That administration BE DIRECTED move forward with the installation of a security gate at the parking garage 2, conditional on Funding including the potential use of Ward funds, so that it may be offered for use by the general public free of charge for 2026; and, III. That the items outlined in the planning section of the administrative report BE REFERRED to the planning department for consideration at a future Development and Heritage Standing Committee Meeting.

2026-01-12	CR23/2026	AF/15032 15.1	Infrastructure Services/Finance	<p>That Administration BE DIRECTED to report back on Parking enforcement adjustments specifically considering how to add up to \$ 1 million in additional revenue by increasing on street parking spots in the Downtown core and some surrounding areas to offset administration's request to increase meter enforcement times and roll back enforcement time to 6pm; and, can this be achieved with additional spots, bylaw changes, and a move to maximize on street parking; and,</p> <p>That the information INCLUDE projected additional revenue by increasing the fee of cash payments at street meters but keeping the cost of app-based parking fees at their current level to aid in more APP usage for future budgets; and,</p> <p>That Administration EXPLORE ways to make street parking available to potential housing and business developments; and that this report BE BROUGHT FORWARD during the Budget deliberation meeting scheduled to take place on January 26, 2026.</p>
2026-01-26	B18/2026	MMA2026	Finance	That Administration BE DIRECTED to write a letter to the Association of Municipalities of Ontario (AMO) and the Federation of Canadian Municipalities (FCM) requesting that they consider potentially providing some sort of benchmarking method for municipalities.
2026-01-26	B19/2026	AF/15032	Finance	<p>That Administration BE DIRECTED to increase the Vacant Home Tax from 3% to 4%; and,</p> <p>That Administration BE DIRECTED to report back to Council outlining the potential impact of increasing the Vacant Home Tax rate to 5%.</p>
2026-01-26	B11/2026 Clause VI	C 14/2026	Infrastructure Services	VI. That Administration BE DIRECTED to report back to Council to provide details of the finalized temporary emergency plan including the terms and expectations of the implementation, for information purposes.
2026-01-26	B13/2026	SR/14130 15.2	Community Services	<p>That administration BE DIRECTED to submit a comprehensive status report that benchmarks the Sandpoint Beach master plan against the Lifesaving Society of Canada's safety standards, identifies the technical requirements to ensure the project is shovel ready for provincial and federal grants, and confirms alignment with the upcoming Parks and Recreation master plan; and further,</p> <p>That the status report INCLUDES formal input from the Port Authority and establishes a pathway for their financial participation concerning the area that constitutes their landholding and outlines a strategy to engage funding partners such as the Rotary Club of Windsor as well as corporate sponsorship for collaborative investment opportunities.</p>

2026-02-09	CR44/2026 DHSC 793	S 141/2025 & SCM 5/2026	Economic Development	<p>I. That the Planning Department's Official Plan Review Report (S141/2025) BE RECEIVED for information.</p> <p>II. That APPROVAL be given to the initiation of an Official Plan Review and that the City's Development Heritage Standing Committee BE APPOINTED as the Steering Committee for the Official Plan Review.</p> <p>III. That a further report BE PREPARED for the Development Heritage Standing Committee, identifying the scope, structure, work program, and a terms of reference for consulting services, and further, that regular updates BE PREPARED for the Development Heritage Standing Committee.</p>
2026-02-09	CR56/2026	MD/14771 10.1	Health & Human Services	<p>That the presentation of the Director of Crisis and Addictions, Hotel-Dieu Grace Healthcare and the Executive Director/CEO, House of Sophrosyne dated February 9 ,2026, entitled "Windsor-Essex Homeless and Addiction Recovery Treatment (HART) Hub" BE RECEIVED for information; and,</p> <p>That Administration, along with the leadership of the Windsor-Essex Homeless and Addiction Recovery Treatment (HART) Hubs, BE DIRECTED to report back to Council, close to the one-year anniversary of the implementation of the HART Hub program, with available data, for Council's information.</p>
2026-02-09	CR58/2026	C 167/2025	Corporate Services	<p>That the report of the Coordinator of Real Estate Services dated December 12, 2025 entitled "Surplus Declaration and Sale Authorization – 0 Dominion Boulevard (abutting 2380 Dominion Boulevard) – Ward 10" BE DEFERRED to a future City Council meeting to allow for Administration to provide more information regarding the property.</p>
2026-02-09	CR60/2026	C 15/2026	Economic Development	<p>I. That City Council AWARD RFP #105-25, to Security ONE Alarm Systems Ltd. for the purchase and installation of commercial-grade security cameras and video monitoring services as part of the Strengthen the Core - Safe Streets –Action Item; and further,</p> <p>II. That the Chief Administrative Officer and City Clerk BE AUTHORIZED to execute an agreement with Security ONE Alarm Systems Ltd. for the provision of goods and services to an upset limit of \$450,000.00 (excluding HST) satisfactory in form to the City Solicitor, in financial content to the City Treasurer and in technical content to the Commissioner Corporate Services; and,</p> <p>III. That Administration BE DIRECTED to provide a report on the feasibility of extending project Greenlight to all Business Improvement Associations (BIAs).</p>

2026-02-23	CR89/2026 DHSC 804 Clause V	SCM 54/2026 S 4/2026 & S 131/2025	Economic Development	V. That Administration BE DIRECTED to report back to City Council regarding any opportunity to amend the by-law to allow use of the sign as a low light screen saver with a community message during off hours.
2026-02-23	CR100/2026	SCM 309/2025 S S 116/2025 AI 25/2025	Infrastructure Services	<p>That the report of the Executive Initiatives Coordinator dated September 5, 2025 entitled, "Proposed Alley Maintenance Standards and Policy Enhancements – City Wide" BE DEFERRED to a future council meeting to allow Administration to REPORT BACK to the Environment, Transportation and Public Safety Committee with a comprehensive review of the City's alley maintenance, reconstruction, and divestment framework, including:</p> <p>I. A financial and asset impact analysis outlining the number, classification, condition, and long-term capital liability of paved and grass alleys, and the financial implications of any proposed cost shifting to property owners.</p> <p>II. A clear policy distinction between lifecycle replacement of existing paved alleys and new construction or upgrades under the Local Improvement Program.</p> <p>III. A funding framework addressing surface restoration and reconstruction where municipal sewer or utility replacement occurs within paved alleys.</p> <p>IV. A comparative review of alley maintenance, funding, and divestment practices in other Ontario municipalities.</p> <p>V. Options to fund paved alley lifecycle renewal through the Asset Management Plan without reliance on the Local Improvement Program.</p> <p>VI. A proactive, citywide strategy for the identification and orderly divestment of non-functional grass alleys.</p> <p>VII. An equity and precedent analysis outlining how any proposed funding model aligns with past Council decisions regarding lifecycle replacement of assumed municipal infrastructure.</p> <p>VIII. A proposed community consultation framework prior to implementation of any policy changes.</p>
2026-02-23	CR102/2026 CR452/2025 CR368/2025	C 120/2025 AI 1/2026	Infrastructure Services	<p>That the report of the Executive Initiatives Coordinator dated August 26, 2025, entitled "Response to Inquiry Regarding Infrastructure Related Strategies to Discourage Unsafe Behaviours in the Public Roadway – City Wide," BE RECEIVED for information; and,</p> <p>That Administration BE DIRECTED to report back identifying locations in the city where panhandling poses safety concerns and to install signage advising of these concerns while outlining alternative methods of giving; and,</p> <p>That Administration BE DIRECTED to develop an educational program highlighting available supports for individuals who rely on panhandling, as well as information for residents wishing to donate; and,</p> <p>That Administration BE DIRECTED to continue to advocate to upper levels of government for increased mental health, addiction, poverty reduction, and homelessness supports.</p>

2026-02-23	CR80/2026 ETPS 1102	SCM 44/2026 S 3/2026	Corporate Services	<p>I. That City Council APPROVE the opting-in to the Ontario Ministry of Transportation's Large Quadricycle Pilot Program (the "Pilot Program") in accordance with the terms of Ontario Regulation 411/22 under the Highway Traffic Act until April 2032; and,</p> <p>II. That City Council APPROVE that Large Quadricycles be licensed as Pedicabs under current regulations prescribed under the City of Windsor's Public Vehicle Licensing By-law No. 137-2007, as amended, provided that such licences:</p> <p>a) include the endorsement of alcohol sales and consumption in accordance with the rules and standards by the Alcohol and Gaming Commission of Ontario under the Liquor Licence and Control Act, 2019; and,</p> <p>b) require proof of liquor liability insurance in the amount of at least \$3,000,000, noting the City as additional insured, to be in a form satisfactory to the City; and,</p> <p>III. That Administration BE DIRECTED to take all steps as may be required to carry out as a member of the Pilot Program, including providing the Ministry of Transportation (the "Ministry") with confirmation that the City has opted-in and submitting annual reporting to the Ministry by March 1 of each year during the Pilot Program.</p>
2026-03-09	CR113/2026 DHSC 797	S 144/2025	Economic Development	That the report of the Development and Heritage Standing Committee of its meeting held February 2, 2026 entitled "Zoning By-law Amendment Application for 291 Watson Avenue, Z-035/25 [ZNG-7344], Ward 6," BE DEFERRED to a future meeting of Council to provide an opportunity for Planning, Fire and Rescue Services, and the Essex Region Conservation Authority (ERCA) to work through technical issues.
2026-03-20	CR 120/2026	C 31/2026	Community Services	That the report of the Supervisor of Cultural Affairs dated March 12, 2026 entitled, "Update of Round 1 of the Arts, Culture and Heritage Fund 2026 – City Wide" BE REFERRED back to Administration to allow for a report back which includes options for funding cultural events in each individual ward to enhance the Cultural Master Plan for Council's consideration.
2026-03-20	CR 128/2026 DHSC 806 Clause IV	SCM 75/2026 & S 17/2026	Economic Development	IV. That Administration BE DIRECTED to report back on funding thresholds for the Community Heritage Fund Grant program that will allow Council to consider augmentations to the program given recent administrative recommendations.
2026-03-20	CR 140/2026 Clause III. xiii	C 26/2026	Economic Development	xiii. That the City Treasurer BE DIRECTED to report back to City Council providing the status of the SSDCW Projects prior to moving forward with applications for financing of future phases; and further,
2026-04-13	CR151/2026	C 39/2026	Infrastructure Services	That the report of the Senior Manager, Transportation dated March 24, 2026, entitled "Fee Program Rates - City Wide" BE DEFERRED to the April 27, 2026, City Council meeting to allow for further discussion with Administration and for departmental representation to be in attendance at the Council meeting.

2026-04-13	CR157/2026	C 36/2026	Economic Development	<p>That the report of the Acting Executive Director Transit Windsor and Executive Director, Financial Planning/Deputy Treasurer dated March 20, 2026 entitled “2025 Year-End Operating Budget Variance Report for Transit Windsor - City Wide” BE RECEIVED for information, and;</p> <p>That, pursuant to Council Resolution CR282/2025, Council DIRECT Administration to update the current Transit Windsor Master Plan, prior to proceeding with a standalone analysis of a potential east west route enhancements through the southeast corridors of the City, subject to funding approval through the 2027 budget process, and;</p> <p>That Administration BE DIRECTED to report back with a comprehensive financial review of the proposed update to the Transit Windsor Master Plan with funding levels to be included as a component.</p>
2026-04-13	CR158/2026 Clauses IV & VIII	C 34/2026	Health & Human Services	<p>IV.That the Chief Administrative Officer and City Clerk BE AUTHORIZED to execute any amendment(s) to any required documentation/agreement(s) as may be required, provided that the amendment(s) are satisfactory in form to the City Solicitor, in financial content to the City Treasurer and technical content to the Deputy CAO / Commissioner of Economic Development and Commissioner of Corporate Services; and,</p> <p>VIII.That Administration BE DIRECTED to report back to Council with proposals to continue to fund Strengthen the Core initiatives into 2027 and beyond.</p>
2026-05-11	CR193/2026	C 54/2026	Finance	<p>That the Report of the Executive Director, Capital Planning and Corporate Energy dated April 24, 2026 entitled “2026 Annual Compliance Reporting - O. Reg. 588/17 – Asset Management Planning for Municipal Infrastructure” BE RECEIVED; and,</p> <p>That Administration BE DIRECTED to include information in the next compliance report related to comparable municipalities that instituted a similar Asset Management Tax.</p>
2026-05-25	CR212/2026 ETPS 1113	SCM 133/2026 & SCM 101/2026	Economic Development	<p>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,</p> <p>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.</p>

2026-05-25	CR213/2026 ETPS 1114	SCM 134/2026 & SCM 102/2026	Economic Development	<p>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,</p> <p>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.</p>
2026-05-25	CR214/2026 ETPS 1115	SCM 135/2026, S 5/2026 & AI 3/2026	Infrastructure Services	<p>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,</p> <p>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</p>
2026-05-25	CR227/2026 DHSC 819	SCM 147/2026 & S 32/2026	Economic Development	<p>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.</p>
2026-06-08	CR243/2026 CR214/2026 ETPS 1115 Clause VI	S 50/2026, SCM 135/2026 & AI 3/2026	Infrastructure Services	<p>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.</p>
2026-06-08	CR245/2026		Economic Development	<p>That Administration BE DIRECTED to report back to Council with relevant economic development or return on investment data that can be gathered through the Experience Windsor events for Council's consideration</p>