

AGENDA

WINDSOR LICENSING COMMISSION

Tuesday, June 2, 2026
at 2:30 o'clock p.m.

Meeting Room 140, 350 City Hall Square West

Committee Members

Councillor Ed Sleiman
(Chair)

Councillor Renaldo
Agostino

Councillor Angelo
Marignani

Marc Dubois

Sam Sinjari

Administration

Craig Robertson,
Deputy Licence
Commissioner

Rory Sturdy,
Supervisor By-law
Enforcement

Nicole Brush,
Supervisor By-law
Enforcement

Marianne Sladic,
Senior Licence Issuer
(Acting)

Steve Vlachodimos,
City Clerk / Licence
Commissioner

1. Call to Order

READING OF LAND ACKNOWLEDGEMENT

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

2. Disclosure of Interest

3. Adoption of the Minutes

Adoption of the minutes of the meeting of the Windsor Licensing Commission held April 23, 2026 – **attached**.

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) - **attached**

8. Reports & Administrative Matters

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

Committee Members

Councillor Ed Sleiman
(Chair)

Councillor Renaldo
Agostino

Councillor Angelo
Marignani

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City Clerk / Licence
Commissioner

8(b) Expired Business Licence Application(s)

The report of the Deputy Licence Commissioner dated June 2, 2026, entitled "Expired Application(s) for Business Licence" is **attached**.

9. Date of Next Meeting

10. Adjournment

WINDSOR LICENSING COMMISSION

Meeting held April 23, 2026

A meeting of the Windsor Licensing Commission is held this day commencing at 9:30 o'clock a.m. in Room 140, 350 City Hall Square West, there being present the following members:

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

Regrets received from:

Marc Dubois

Also present are the following resource personnel:

Craig Robertson, Manager Licensing & Enforcement & Deputy Licence Commissioner
Marianne Sladic, Senior Licence Issuer
Karen Kadour, Committee Coordinator

Delegations in attendance:

Lauren Uber and Dalton Gagnon regarding Item 7(a)

1. Call to Order

The Chair calls the meeting to order at 9:30 o'clock a.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 Renaldo Agostino, seconded by Sam Sinjari,
That the minutes of the meeting of the Windsor Licensing Commission held March 26, 2026, **BE ADOPTED** as presented.
Carried.

4. Requests for Deferrals, Referrals or Withdrawals

None.

5. Communications

5(a) Canadian Checker Cab

No delegations are present.

The Chair advises that Canadian Checker Cab is requesting reconsideration of the age limits for wheelchair accessible taxis in the City of Windsor. They are also requesting a reduction in the annual license fee.

Craig Robertson provides the following remarks regarding this matter:

- Canadian Checker Cab is the only broker that has accessible cabs which cost more money to put on the road and to maintain.
- Approximately 20 years ago, the age limit was 6 years old; in 2007, it was increased to 7 years old. In 2018, Uber's age limit was 8 years old so brought up the cab limits to 8 years old. During COVID, there was another age increase to 10 years.
- In 2024, regular taxicabs were kept at age 10 and accessible cabs went to age 12.
- The industry standard for a cab is 8 years.
- The licence fees are \$520 based on a cost recovery model.
- Any changes in fees should be deferred to the next budget based on the Windsor Licensing Commission's decision. He notes that a report can be brought back if further direction is requested.

Councillor Angelo Marignani states it is important to clarify that this is cost recovery which essentially has been stagnant for 20 years.

Moved by Councillor Angelo Marignani, seconded by Sam Sinjari,

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

Carried.

6. Licence Transfers

None.

7. Applications/Hearings

7(a) Livery Vehicle Plate Holder, Class 'E' – Pedicab – Large Quadricycle

Lauren Uber and Dalton Gagnon, representatives of Pedal & Pour appear before the Windsor Licensing Commission. Alesia Maggio, Applicant is not present.

Craig Robertson, provides the following comments relating to this matter:

- The matter before the Windsor Licensing Commission is to approve the application for a Class 'E' Pedicab.
- Currently, the city does not have any type of Pedi-Cab licenses.
- The by-law does allow for 10 of these units to be licensed in the city.
- The Ministry of Transportation developed a pilot program in 2023 to pilot large quadricycles in the municipality.
- There are regulations that are required by the Ministry of Transportation under the Highway Traffic Act as well as with the Alcohol and Gaming Commission of Ontario.
- There are provincial regulations and municipal regulations that need to be in place.
- City Council approved to opt into the pilot program and to licence large quadricycles, under the Class "E" Pedicab Livery Schedule.

Councillor Angelo Marignani asks the representatives of Pedal & Pour if they have a zone. Dalton Gagnon responds their current bike is designated to Walkerville only. The bike goes to Riverside Drive on occasion to see the river view and to some side streets on Wyandotte. He adds as much as possible they stay out of residential areas after certain hours so as not to cause a disturbance. In terms of the hours of operation, they are looking to extend the hours from 12:30 p.m. to 12:30 a.m.

In response to a question asked by Councillor Angelo Marignani regarding if the hours of operation conflict with the Noise By-law, Craig Robertson states the Noise By-law refers to all times of the day and night. He adds there are no limitations of where Pedal & Pour can go other than certain roads.

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

THAT the Class "E" Livery Vehicle Plate Holder application, submitted by Alesia Maggio, o/a Pedal & Pour, located at 1561 Ouellette Avenue, Windsor ON N8X 1K5, to operate one (1) Class 'E' Livery Vehicle, as a Large Quadricycle **BE APPROVED** with the following conditions:

- Alesia Maggio o/a Pedal & Pour maintain compliance with all requirements and regulations set out by the Ministry of Transportation (MTO) for Large Quadricycles.
- Alesia Maggio o/1 Pedal & Pour maintain compliance with all requirements, regulations and by-laws of the municipality of Windsor.
- Alesia Maggio o/a Pedal & Pour ensure that all operators of the Class 'E' pedicab-Large Quadricycle obtain a Livery Driver licence issued by the City of Windsor and

remain in good standing in accordance with Schedule 3 of the Public Vehicle Licensing By-law 137-2007 as amended.

- Alesia Maggio o/a Pedal & Pour submit a liquor licence issued by the Alcohol and Gaming Commission of Ontario (AGCO) to the Licence Commissioner prior to offering the sale or consumption of alcohol to passengers.
- Should the applicant Alexia Maggio o/a Pedal & Pour not comply with the above conditions, that the business licence be automatically suspended under the discretion of the Licence Commissioner until the next available hearing by the Windsor Licensing Commission.

Carried.

8. Reports & Administrative Matters

8(a) Expired Business Licence Application(s)

Moved by Councillor Renaldo Agostino, seconded by Councillor Angelo Marignani,
That the report of the Deputy Licence Commissioner dated April 23, 2026, entitled
“Expired Business Licence Application(s)” **BE RECEIVED.**

Carried.

10. Date of Next Meeting

The next meeting date to be determined.

11. Adjournment

There being no further business, the meeting is adjourned at 10:15 o'clock a.m.



Windsor Licensing Commission Report: ACLT/15149

Reference:

Date to Commission: June 2, 2026

Author: Craig Robertson, Deputy Licence Commissioner

Report Date: April 7, 2026

To: Windsor Licensing Commission

Applicant/Licensee:

Eric Ceejay Williams
Gateway Express Shuttle
823 Francois Court
Windsor, ON N8Y 3W5

Licence Category:

Livery Vehicle, Class C – Executive
Application # 26-014279

Hearing Particulars:

Approve application with Conditions – Livery Vehicle, Class C (Executive)

Appended Materials:

- Copy of Livery Vehicle Class 'C' licence application, being Appendix "A"
- Copy of market study, being Appendix "B"
- Vehicle photos, being Appendix "C"

Licence Commissioner's Comments:

A new application for a Class 'D' Livery Vehicle licence was submitted on April 7, 2026, by Eric Ceejay Williams, of Gateway Express Shuttle, 823 Francois Court, Windsor ON N8Y 3W5. The Licensing Division has no past records for this business.

There is currently one (1) Class 'C' Livery Vehicles licensed in the City of Windsor.

Regulatory Authority:

The pertinent sections of Schedule 3 to Public Vehicle Licensing By-law No. 137-2007 as amended relating to this application state:

2.1 The following limit on the number of licences shall be established and reviewed by the Licensing Commission from time to time:

Item No. 7(a)

(a)	Class B - Limousine	25 units
(b)	Class C - Executive	15 units
(c)	Class D - Van	30 units
(d)	Class E - Pedicab	10 units
(e)	Class F – Horse Drawn Carriage	12 units

4.1 Applicants for livery plate holder licenses in the first instance shall provide to the Licence Commissioner for consideration by the Licensing Commission:

- (a) type and number of vehicles to be operated; details of the nature of the operation;
- (b) details of the nature of the operation;
- (c) market studies or other information to justify the need for the service within the current marketplace, including details of any specific contracts for the service;
- (d) an assessment of the impact of the proposed service on existing "for hire" transportation services in the municipality; and,
- (e) rate structure proposed for the service for comparison with existing, competing services.

4.2 In addition to the requirements in 4.1, as may be applicable, no livery vehicle plate and associated livery plate holder licence shall be issued under this By-law until the following requirements have been met:

(b) The applicant shall file with the Licence Commissioner evidence of ownership of such livery vehicle and proof that the livery vehicle to be licensed under this By-law has a valid vehicle permit issued under the Highway Traffic Act and is either registered in the name of the applicant or leased to the applicant;

(e) the applicant shall file with the Licence Commissioner a safety standards certificate issued within 30 days of the date of the applicant's application;"

9.1 Every applicant for a livery vehicle plate holder licence shall file with the Licence Commissioner either a copy of the insurance policy or a certificate of insurance in respect of the livery vehicle which insurance shall meet the following requirements:

- (a) issuance by an insurer duly authorized to issue insurance within the Province of Ontario;
- (b) for each livery vehicle, liability coverage is in the amount of not less than THREE MILLION DOLLARS (\$3,000,000.00) for personal injury or property damage arising out of any one accident or occurrence;
- (c) it shall not be cancelled by the insurer until after fifteen (15) days written notice of such cancellation is given to the Licence Commissioner; and,
- (d) the owner of the livery vehicle shall be named as the insured and all insured livery vehicles shall be listed and described.

10.9 No Class 'C' livery vehicle shall be more than ten (10) model years in age.

Background:

The following is an itemized list of documents submitted on April 7, 2026 on behalf of Eric Ceejay Williams o/a Gateway Express Shuttle:

- An application for a Class ‘C’ Livery Vehicle
- Identification
- Market study
- Vehicle Ownership for 2026 Toyota Sienna XLE HEV
- Vehicle photos

Summary:

There is currently one (1) Class ‘C’ Livery Vehicles licensed in the City of Windsor. Therefore, approval of this application is within the thirty (30) licensed unit limit permitted under Public Vehicle Licensing By-law 137-2007 as amended.

The applicant, Eric Ceejay Williams, has purchased the vehicle that the licence is being requested for. The proposed vehicle is a 2026 Toyota Sienna XLE HEV which is within the ten (10) year age limit permitted under the licensing schedule and by-law. The applicant has been made aware that should their application be approved by the Windsor Licensing Commission that they must satisfy all outstanding application and vehicle requirements detailed in Schedule 3 to Public Vehicle Licensing By-law 137-2007 as amended.

As noted in the “Regulatory Authority” section of this report, the Windsor Licensing Commission must review all new Livery licence applications. The applicant has agreed to comply with all the requirements listed in Schedule 3 of Public Vehicle Licensing By-law 137-2007 as amended to the satisfaction of the Licence Commissioner. Therefore, Administration is recommending approval of this application with conditions.

Recommendation:

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.



OFFICE OF THE CITY CLERK

Policy, Gaming & Licensing
 350 City Hall Square West, Suite 110
 Windsor, ON N9A 6S1
 Ph: 519- 255-6200, Option 1 Fax: 519-255-6868
 www.citywindsor.ca

Appendix A

LIVERY PLATEHOLDER APPLICATION
 (2 pages)

FOLDER #: 26-014279

Vehicle Class: C

- REQUIRED:** Safety Certificate Vehicle Ownership Insurance Policy WLC
 Photo of Vehicle Market Study Rate Schedule Liquor Licence (if applicable)

LICENCE FEE(S):

Livery Vehicle – Motorized (\$180.00 each)	No. of Plates: ONE	\$
Livery Vehicle – Muscular (\$70.00 each)	No. of Plates:	\$
TOTAL FEE		\$

PLEASE PRINT CLEARLY

APPLICANT Personal Information	NAME: Eric Ceejay Williams			
	ADDRESS: [REDACTED]			
	CITY: Windsor	POSTAL CODE: [REDACTED]	PHONE: (519) 566-4721	FAX:
	DATE OF BIRTH: [REDACTED]			
EMAIL ADDRESS:	helloericwilliams@gmail.com			
BUSINESS INFORMATION	BUSINESS NAME: Gateway Express Shuttle			
	BUSINESS ADDRESS: 823 Francols Court			
	CITY: Windsor	POSTAL CODE: N8Y 3W5	PHONE: (519) 566 - 4721	FAX:
	CORPORATION (if applicable): NAME OF CORPORATION:			
PREVIOUS LICENCES	TYPE: N/A		YEAR:	
<p>Have you ever been convicted of an indictable offence in Canada or any other criminal offence in any other country?</p> <p><input type="checkbox"/> YES <input checked="" type="checkbox"/> NO</p> <p>If so, year: _____ Place: _____</p>				

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APR 07 2026

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THE DEADLINE TO OBTAIN THE RENEWAL OF A LIVERY VEHICLE LICENCE IS AUGUST 31ST. FAILURE TO OBTAIN A LICENCE RENEWAL BY AUGUST 31ST MAY RESULT IN FURTHER PENALTIES AND/OR FINES. A 50% PENALTY IS ADDED TO THE ABOVE LICENCE FEE ON SEPTEMBER 1ST.

NOTE: APPLICATIONS ACCEPTED UNTIL 3:30 PM MONDAY-FRIDAY, EXCEPT HOLIDAYS

I acknowledge that the information requested on this form and any appendices attached are collected under the authority of the Municipal Act, City of Windsor Act, and City of Windsor Licensing By-law 137-2007 As Amended. This information is required in order to process, issue, monitor, regulate and investigate the various licenses issued by the Office of the City Clerk, Policy, Gaming & Licensing Division. The name and business address of the licensee is public information. Any other personal information collected will only be used for investigative purposes. Questions regarding this collection can be made to the Supervisor of Licensing, 350 City Hall Square West, Suite 110, Windsor, ON N9A 6S1, (519) 255-6200, Option 1.

APRIL / 07 / 2026
 DATE (MM/DD/YYYY)

SIGNATURE OF APPLICANT



OFFICE OF THE CITY CLERK
 Policy, Gaming & Licensing
 350 City Hall Square West, Suite 110
 Windsor, ON N9A 6S1
 Ph: 519- 255-6200, Option 1 Fax: 519-255-6868
 www.citywindsor.ca

LIVERY VEHICLE LICENCE APPLICATION (page 2)

VEHICLE INFORMATION:

City Plate	Year of Manufacture	Make/Model Class of Vehicle	Provincial Plate No.	V.I.N.
	2026	Toyota Sienna	DJHL 135	5TDGRKECXTS305381

PARTICULARS OF INSURANCE:

Insurance Liability	\$ 3,000,000	Expiry Date	2027 - 03 - 26
Insurance Company	Security National Insurance Company		
Insurance Agent	TD Insurance Direct Agency Inc.		

- By making application, I hereby undertake to notify the Licence Commissioner ten days prior to cancellation of said insurance or any part thereof, or transfer to any other company of such insurance
- It is the applicant's responsibility to ensure compliance with any provincial operating licenses required by the Ministry of Transportation.

APRIL 07 / 2026
 DATE (MM/DD/YYYY)

[Signature]
 APPLICANT'S SIGNATURE

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COMPLIANCE OFFICER INSPECTION COMMENTS:

APPROVED

NOT APPROVED

Compliance Officer Signature: _____

**Business Name
Registration for a Sole
Proprietorship**

**Enregistrement du nom
commercial pour une
entreprise personnelle**

Business Names Act

Loi sur les noms commerciaux

GATEWAY EXPRESS SHUTTLE

Business Name / Nom commercial

1001549118

Business Identification Number / Numéro d'identification d'entreprise

Registrant: / Personne enregistrée:

ERIC WILLIAMS

Sole Proprietor / Propriétaire unique

This is to certify that the above-named business name has
been registered under the laws of the Province of Ontario.

La présente vise à attester que le nom commercial cité ci-
dessus a été enregistré conformément aux règles de droit
de la province de l'Ontario.

Effective Date: March 25, 2026
Expiry Date: March 24, 2031

Date d'entrée en vigueur: 25 mars 2026
Date d'expiration: 24 mars 2031

V. Quintanilla W.

Registrar / Registrateur

Business Names Act / Loi sur les noms commerciaux

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This certificate is not complete without the
Registration Information.

Certified a true copy of the record of the
Ministry of Public and Business Service Delivery.

V. Quintanilla W.

Director/Registrar



Ce certificat n'est pas complet s'il ne contient pas
les renseignements d'enregistrement.

Copie certifiée conforme du dossier du
ministère des Services au public et aux
entreprises.

V. Quintanilla W.

Directeur ou registrateur



OFFICE OF THE CITY CLERK
Policy, Gaming & Licensing
350 City Hall Square West - Suite 110
Windsor, ON N9A 6S1
Ph: 519-255-6200, Option 1 Fax: 519-255-6868
www.citywindsor.ca

BUSINESS OWNERSHIP DECLARATION

> ***If your business is a SOLE PROPRIETORSHIP:***

I, Eric Williams, of the Municipality of Windsor, Province of Ontario,
(Your Name) **(Where You Reside)**

being the Owner of Gateway Express Shuttle herein after referred to as the "Business", in the matter
(Business Name)

of Licensing Application for Livery Plateholder hereby declare:
(Licence Type)

That the Business shall carry on/operate as Gateway Express Shuttle at
(Trade Name)
823 Francois Court during the currency of the licence, if granted.
(Business Address)

I hereby declare that all information included in this form is complete and accurate.


Signature

ERICCEJAYWILLIAMS
Print Name

APR 07 / 2026
Date (MM/DD/YYYY)

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TD Insurance

**TD Insurance
Direct Agency Inc.**
101 McNabb Street
2nd Floor
Markham ON L3R 4H8
T: 1-855-724-2883
F: 1-833-354-2523
www.tdinsurance.com

Commercial Automobile Insurance Coverage

Date:
March 24, 2026

Name of Insured(s):
Eric Williams

Address of Insured(s):
[REDACTED]

Insurer: Security National Insurance Company

Policy No.:
[REDACTED]

Effective date (yyyy-mm-dd):
2026-03-26

Expiry date (yyyy-mm-dd):
2027-03-26

Vehicle Insured	2026 TOYOTA SIENNA XLE HEV, VIN: 5TDGRKECXTS305381
Lessor	N/A
Lienholder	Scotia Bank PO Box 1833 Calgary AB T2P 2L8
Third Party Liability	\$3,000,000
Direct Compensation Property Damage	\$0 Deductible
All Perils	Not covered
Collision or Upset	Not covered
Comprehensive	Not covered
Specified Perils	Not covered

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Please see next page for the list of applicable endorsements on this vehicle.

(over, please)

Endorsements	OPCF 44R Family Protection Endorsement OPCF 23A Lienholder Protection
---------------------	--

The Certificate of Automobile Insurance and the Appendixes of your automobile insurance documentation include a complete list of your endorsements and details of their content.

INSURER /ASSUREUR: Security National Insurance Company
50 Place Cremazie W. Montreal, QC H2P 1B6

AGENCY AGENCE	TD Insurance Direct Agency Inc. 101 McNabb Street, 2nd Floor Markham ON L3R 4H8 1-855-724-2883				
INSURED ASSURÉ-E	Eric Williams [REDACTED]				
POLICY No -No DE POLICE	Y/A	M	D/J	EFFECTIVE DATE -1- PRISE D'EFFET	EXPIRY DATE EXPIRATION 1-1
[REDACTED]	2026	-03-	26	2026-03-26	2027-03-26

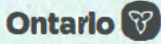
2026 TOYOTA SIENNA XLE HEV 5TDGRKECXTS305381.

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PAS - FIT

PLATE
PLAQUE

DJHM135

Issued pursuant to the Highway Traffic Act / Délivré en vertu du Code de la route

PERMIT - VEHICLE PORTION / CERTIFICAT D'IMM - VÉHICULE

BRAND - NONE

PLATED

VIN. N.I.V. 5TDGRKECXTS305381 RIN. N.I.T. W4365-23209-70624

MAKE MARQUE TOYT MODEL MODÈLE SIE YEAR ANNÉE 26 BODY TYPE TYPE DE CARROSSERIE VN

CYL. 04 POWER CARBURANT COLOUR COULEUR BLK VEH. WT. POIDS kg

AXLES ESSELUX S.I.C./S.S.C. NO. N° DE C.I.S.C.S.

NAME NOM WILLIAMS, ERIC CEEJAY

ADDR ADRESSE

MAILING ADDRESS ADRESSE POSTALE

OFFICE / BUREAU 324-3/ON

EFF. DATE / EN VIGUEUR 26 03 24

PERMIT NO. / N° DE CERTIFICAT 07665207



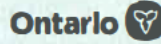
Minister of Transportation
Ministre des Transports

Detach here /
Détachez ici

Vehicle Transfer - Seller must keep number plates and the plate portion of this permit. Buyer must receive the vehicle portion. Personal identification must be presented to transfer vehicle. /
Transfert de véhicule - Le vendeur doit garder les plaques d'immatriculation et la partie de ce certificat relative aux plaques. L'acheteur doit recevoir la partie relative au véhicule. Une pièce d'identité doit être présentée pour le transfert de véhicule.

Ontario law requires that this permit or a true copy be carried in the vehicle for which it was issued while the vehicle is being operated on a highway. / Selon la loi ontarienne, ce certificat ou une copie conforme doit toujours être dans le véhicule pour lequel il a été délivré lorsque ce véhicule circule sur la voie publique.

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PAS

PLATE
PLAQUE

DJHM135

Issued pursuant to the Highway Traffic Act / Délivré en vertu du Code de la route

PERMIT - PLATE PORTION / CERTIFICAT D'IMM - PLAQUE

ATTACHED

VIN. N.I.V. 5TDGRKECXTS305381 RIN. N.I.T. W4365-23209-70624

MAKE MARQUE TOYT MODEL MODÈLE SIE YEAR ANNÉE 26

VALID. NO. N° DE VALIDATION NOT REQ EXPIRY DATE DATE D'EXPIRATION 260624

REQ. GROSS WT. POIDS BRUT ENR. kg

NAME NOM WILLIAMS, ERIC CEEJAY

ADDR ADRESSE

MAILING ADDRESS ADRESSE POSTALE

OFFICE / BUREAU 324-3/ON

EFF. DATE / EN VIGUEUR 26 03 24

PERMIT NO. / N° DE CERTIFICAT 07665207

SIGNATURE

Minister of Transportation
Ministre des Transports

This plate portion must be signed by the owner to be valid. / Le certificat d'immatriculation-plaque doit être signé par le propriétaire pour être valide.

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Appendix B

Market Study – Gateway Express Shuttle

This submission is made in support of an application for a livery plate holder license for a new, one-man-operation shuttle service operating within the City of Windsor under the working name “Gateway Express Shuttle,” focused on door-to-door transportation between Windsor-Essex, London, and two major airports (Detroit Airport and Toronto Pearson).

(a) Type and number of vehicles to be operated

The proposed service will operate a single 2026 Toyota Sienna, an 8-passenger minivan configured for “for hire” passenger transportation, equipped with commercial insurance, safety certification, and all other livery requirements of the City of Windsor. The vehicle will provide comfortable seating for individuals and small groups, and will be fitted with appropriate luggage capacity to accommodate airport baggage.

(b) Nature of the operation

The operation will be a pre-booked, door-to-door shuttle service providing both shared-ride and private-trip options between residences, hotels, workplaces, and other locations in Windsor-Essex and major regional airports, with a primary focus on Windsor–DTW and Windsor–Toronto Pearson itineraries. Service is targeting early-morning and late-night flight times, peak travel periods, and residential areas that are not conveniently served by public transport or other transport services.

(c) Market studies / need for the service

There is high-demand with little supply. According to the City of Windsor’s Census analysis, Windsor’s population is growing considerably at a fast pace, while the broader Windsor Census Metropolitan Area (including surrounding municipalities such as LaSalle, Tecumseh, and Lakeshore) also increased the amount of residents over the same period. This growing regional population, combined with a large number of tourists who regularly use Detroit Metro Airport and Toronto Pearson for domestic and international travel, creates sustained increasing demand for reliable, door-to-door airport transportation options. Existing options connecting Detroit Metro Airport to Windsor and region include services such as *Windsor Transportation Services*, *Royal Windsor Shuttle*, and the *Robert Q Airbus*; however, many of these services focus on fixed routes, scheduled departures, or point-to-point transfers rather than flexible, small-group, door-to-door service throughout Windsor and

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(cont'd) surrounding areas to the airports. Ubers and Taxis (e.g., Vets Cab) service the Windsor Airport, but do not go to Detroit Airport. The proposed operation is designed to fill this gap by offering pre-booked, door-to-door trips at times and from locations that may not be efficiently served by scheduled shuttles, ridesharing apps, or traditional taxi services, thereby improving accessibility for air travellers, tourists, families, and seniors.

(d) Impact on existing “for hire” transportation services in the municipality

Inexistent impact. Because the proposed service will operate only one 8-passenger car and will concentrate on pre-arranged, longer-distance airport and charter trips, its impact on existing “for hire” transportation providers (taxis, limousines, and larger shuttle operators) is inexistent and rather complimentary. The service is designed to focus on cross-border and intercity airport journeys, multi-passenger groups with substantial luggage, and off-peak departure times that are sometimes less attractive or less economical for conventional taxi operations, rather than competing for short, in-city metered fares. By capturing trips that might otherwise be served by multiple private vehicles or informal arrangements, the service can contribute to more efficient use of the transportation network while maintaining a cooperative relationship with existing licensed providers and referring customers to taxis or other services when requests fall outside the shuttle’s scope or availability.

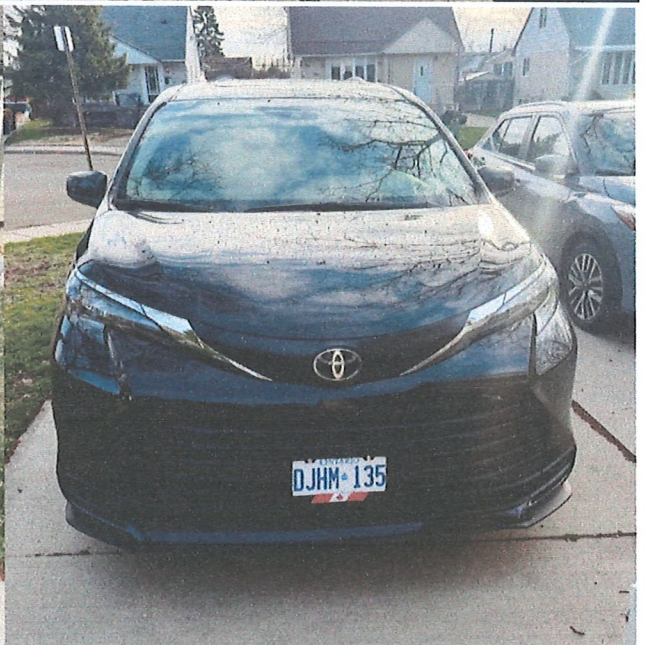
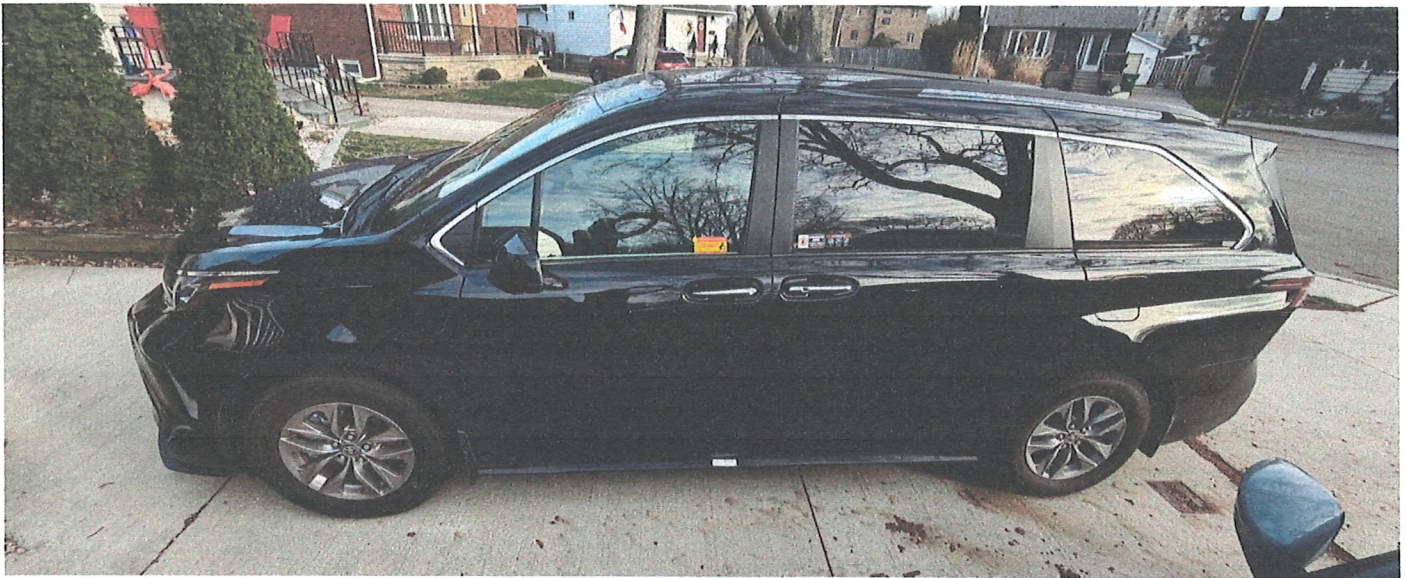
(e) Proposed rate structure and comparison with existing services

The proposed rate structure will be based on transparent, pre-quoted flat fares by origin-destination pair, with separate schedules for:

- (i) shared door-to-door Windsor-DTW trips; — proposed \$50-\$80 per person.
- (ii) private, direct Windsor-DTW transfers; — proposed \$140-\$160 per car.
- (iii) long-distance trips such as Windsor-Toronto; — proposed \$400-\$500 per car.

This rate structure is the same as other similar businesses in the area.

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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

Date: March 26, 2026

To: Windsor Licensing Commission

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

RECEIVED
MAR 26 2026
POLICY GAMING & LICENSING

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



Windsor Licensing Commission Report: N/A

Reference:

Date to Commission: June 2, 2026

Author: Craig Robertson, Deputy Licence Commissioner

Report Date: April 7, 2026

To: Windsor Licensing Commission

Subject:

Expired Business Licence Application(s)

Background:

Various business licence application(s) are submitted to the Licensing Division annually for either the renewal of a licence or for a new business.

Section 3.20 of Business Licensing By-law No. 395-2004 states:

“3.20 Licence – application deemed expired

Any business licence application that has not received approvals from all municipal or provincial departments or agencies as the Licence Commissioner deems necessary within 60 days from the date of the filing of the application, because of the applicant’s inability to comply with the requirements to become licensed, shall be deemed to have expired unless the application is referred to the Windsor Licensing Commission under section 3.28 of this by-law.”

And Section 11 of Part III – General Provisions of the Public Vehicle Licensing By-Law 137-2007 as amended states:

“Any application which has not received approvals from all municipal or provincial departments or agencies as the Licence Commissioner deems necessary within sixty (60) days from the date of filing the application, shall be deemed to have expired because of the applicant’s inability to comply with the requirements to become licenced, unless the application is referred to the Licensing Commission for determination.

Discussion:

The following business licence applications were deemed “**EXPIRED**” under Business Licensing By-law No. 395-2004. The applicant was unable to satisfy or submit the requirements for their licence within sixty (60) days from the date of their application. Applicants are required to re-apply for their licence and pay the applicable fees upon receiving notification that their application has been expired. Expired business licence applications are followed up on by the appropriate administrative and enforcement resources as deemed necessary.

The applicants listed on this report does not reflect their current licence or application status. This list is for information purposes only to the Windsor Licensing Commission.

- **Yadwinder Singh**
Pizza & Bakery Junction Inc.
1457 University Ave W
Hospitality Food Service licence submitted on February 28, 2025
Reason for expiration: Fire deficiencies

- **Stephanie Martyniuk**
Boss Bagel
3850 Dougall Ave
Hospitality Food Service licence submitted on August 27, 2025
Reason for expiration: Fire deficiencies

- **Jared Niziolek**
The Butcher’s Dozen Ltd.
3850 Dougall Ave
Food Store Service licence submitted on November 21, 2025
Reason for expiration: Denied by Pollution Control for deficiencies

- **Ilyas Memon**
2792824 Ontario Ltd. o/a Mama’s Meat Shoppe
1235 Grand Marais Rd W
Hospitality Food Service licence renewal submitted February 19, 2025
Reason for expiration: Fire deficiencies

Conclusion:

The application(s) listed above shall be deemed to have expired.



Craig Robertson,
Manager of Licensing and Enforcement &
Deputy Licence Commissioner