

**City of Port Colborne
Council Meeting Addendum**

Date: Tuesday, July 14, 2026
Time: 6:30 pm
Location: Council Chambers, 3rd Floor, City Hall
66 Charlotte Street, Port Colborne

Pages

10. Delegations

- *10.1 Fiona Barr 1
- Delegating on item 14.1

13. Consent Agenda

13.3 Staff Reports

- *a. Community Engagement on the Development of Port Colborne's New Municipal Website, 2026-110, 2026-110 10
- Revised copy of the report attached.

- *f. Nickel Beach Parking Penalties, 2026-121 40

20. By-laws

- *20.8 By-law No. 7483/67/26 47
- Being a By-Law to Amend By-law. 7466/50/26 to Establish a Permitting System for the Parking of Vehicles on Designated Highways and Parking Lots in the City of Port Colborne (Special Events) and to repeal By-law 7367/58/25

Being a By-Law to Amend By-Law No. 3475/56/97, as amended, being a By-Law establishing parking lots in the City of Port Colborne, and for regulating, supervising, and governing the parking of vehicles therein and thereon, and to prohibit the parking or leaving of motor vehicles on private property owned or occupied by The Corporation of the City of Port Colborne or any local board thereof

Being a By-Law to Amend Amend By-Law No. 6082/48/14, as amended, being a By-Law to establish a system for administrative penalties respecting the stopping, standing and parking of vehicles within the City of Port Colborne



April 9, 2026

Political Action Coordinator, Ontario Region
Canadian Union of Public Employees
80 Commerce Valley Dr E Suite 1
Thornhill, ON L3T 0B2

RE: ONTARIO BILL 98 “AN ACT TO ENACT THE FARE ALIGNMENT AND SEAMLESS TRANSIT ACT, 2026 AND TO AMEND VARIOUS ACTS” – REVIEW AND COMMENTARY

1. You have asked me to provide commentary on three related matters: 1) provisions of Bill 98; 2) features of water and wastewater corporations that may be created under Ontario’s new *Water and Wastewater Public Corporations Act, 2025*; and 3) implications of those corporations having legislative mandates to provide water and wastewater services in Ontario.

BACKGROUND

2. In a February 5, 2026 letter (“Letter”) to you Simon Archer of Goldblatt Partners described how Schedule 16 to Bill 60 enacted a new statute, the *Water and Wastewater Public Corporations Act, 2025* (“WCA”), that, among other things: 1) authorized the Minister of Municipal Affairs and Housing to designate business corporations as “water and wastewater public corporations” (“WWCs”); 2) required lower-tier municipalities to deliver water and sewage services to residents through these entities, and to transfer “employees, assets, liabilities, rights and obligations of the municipality, or other body through which the municipality provides water and sewage services” to those entities; and 3) prescribed that WWCs take the form of share capital corporations incorporated under the *Ontario Business Corporations Act* (“OBCA”).
3. The Letter further described how opposition MPPs and others criticized Bill 60 for effectively privatizing water and wastewater services by permitting private ownership of water and wastewater assets. As well, the Letter described how, in response to that criticism, Ministers and spokespersons insisted Bill 60 would not privatize services

because shareholders in WWCs would be restricted to public entities, thus ensuring that ownership remained in public hands.

4. The Letter went on to criticize the Government's response, elaborating how the WCA did not *legally* bar private persons or entities from owning shares in WWCs. As the Letter stated: "the term 'public' in the WWC name is meaningless....There are no terms of the WCA itself that require WWCs to be owned by municipalities or public sector entities. The WCA itself does not limit ownership in WWCs at all."¹
5. Bill 98 is the Government's response to that criticism. It amends the WCA explicitly to prescribe that no shares of a WWC can be held, issued to, or sold or transferred to "a person other than a municipality, the Province of Ontario, the Government of Canada or an agent of any of them."² Bill 98 thus purports to meet the concern expressed about the WCA by critics, including Simon Archer in his Letter, that the WAC regime proposed by Bill 60 would privatize water and wastewater services.

ANALYSIS AND DISCUSSION

6. Despite Bill 98's amendments to the WCA the legislation creates a regime for water and wastewater services in Ontario that is effectively privatized. That is for two reasons. First, the WCA continues to permit private entities to own shares in WWCs; and second, the WCA continues to prescribe a corporate structure for WWCs that effectively privatizes services regardless of whether shareholders are public or private entities.
7. Because Bill 98 attempts to obscure that the WCA regime privatizes water and wastewater services it constitutes an example of what is often described as 'stealth privatization'.³

A. The WCA continues to permit private entities to own shares in WWCs

8. The language used in Bill 98 to describe which entities are permitted to hold shares in WWCs does not exclude private entities. Because it states that "a municipality, the Province of Ontario, the Government of Canada *or an agent of any of them*"

¹ Letter, para. 25.

² Bill 98, *An Act to enact the Fare Alignment and Seamless Transit Act, 2026. and to amend various Acts*, 1ST SESSION, 44TH LEGISLATURE, ONTARIO, 4 CHARLES III, 2026, Schedule 9, sections 1,2. Online: https://www.ola.org/sites/default/files/node-files/bill/document/pdf/2026/2026-03/b098_e.pdf

³ 'Stealth privatization' is a term used to describe policy shifts that governments claim are not intended to privatize but that deploy market mechanisms in ways that effectively privatize. See examples: Noah Schulz, '[Health care privatization by stealth](#)', *Winnipeg Free Press*, January 29, 2026; Pat Armstrong and Hugh Armstrong, 'How privatization infects the Canadian health care system', *New Labour Forum*, Volume 32, Issue 3, September 2023, Pages 42-49; Melanie G. Wiber, Murray A. Rudd, Evelyn Pinkerton, Anthony T. Charles, Arthur Bull, 'Coastal management challenges from a community perspective: The problem of 'stealth privatization' in a Canadian fishery, *Marine Policy* 34 (2010) 598-605.

(emphasis added) may own shares in a WWC, it permits municipalities, the province, and the federal Government to designate existing private entities or newly-created ones as ‘agents’ and thus enable those private entities to own shares in WWCs.

9. Entities like the Canada Infrastructure Bank (CIB) and the Build Ontario Fund (BOF) already operate as agents of the federal and Ontario governments to initiate and facilitate private investment in infrastructure projects. Public-private partnerships among these entities, governments, and private actors could enable the latter to own shares in and control the operations of WWCs, thus fully privatizing water and wastewater services.
 10. In that regard it is notable that the BOF’s mandate includes authority to “negotiate agreements with investors...to invest in revenue-generating infrastructure projects across the BOF’s priority areas defined by the Government including...*municipal and community infrastructure*” (emphasis added).⁴
 11. In summary, the term “any agent of them” in the WAC as amended by Bill 98 opens the door to private entities owning shares in WWCs, and therefore to full-blown privatization of water and wastewater services in Ontario.
- B. *The WCA continues to prescribe a corporate structure for WWCs that privatizes services regardless of whether shareholders are public or private entities*
12. Because the WCA (as amended by Bill 98) requires WWCs to be incorporated as for-profit corporations under the OBCA, the regime commercializes services in ways that risk the well-known pitfalls, ills and failures of privatization even if a shareholder in a WWC is a public entity.
 13. The WAC requires WWCs to be “incorporated under the *Business Corporations Act*.”⁵ The latter legislation requires, in turn, that officers and directors of corporations incorporated under it – including prospective WWCs – “act honestly and in good faith with a view to the best interests of the corporation.”⁶
 14. The legislative phrase “best interests of the corporation” is a staple of corporate law regimes across Canada. Its judicially-affirmed purpose and effect is, as explained by corporate law expert Paul Martel in *Business Corporations in Canada*, to ensure that “the interest of [corporations’] shareholders remains their purpose, the inescapable

⁴ Brian J. Porter, Minister of Finance, [‘BOF letter of 2025-2026 priorities’](#)

⁵ Bill 98, s. 1(2)(a).

⁶ *Ontario Business Corporations Act* s. 134 (1)(a).

- focus of their directors and the top priority over any social concern.”⁷ That purpose and effect has been consistently affirmed by Ontario courts in relation to the OBCA.⁸
15. Though in *BCE Inc. v. 1976 Debentureholders* (“BCE”) the Supreme Court of Canada held that “in considering what is in the best interests of the corporation, directors may look to the interests of, *inter alia*, shareholders, employees, creditors, consumers, governments and the environment to inform their decisions,” consideration of non-shareholder interests is discretionary, not mandatory, and it must ultimately be tied to what is most financially beneficial to a corporation and its shareholders.⁹ As the Ontario Court of Appeal held in a case after *BCE*, directors and officers of corporations must pursue a “legitimate business purpose” when making their decisions,¹⁰ meaning that, as one commentator observed, *BCE* does not weaken the core corporate law principle that “directors...have a primary mandate to ensure a corporation is profitable.”¹¹
 16. The officers and directors of WWCs, constituted under the OBCA, will be legally required to prioritize the “best interests” of WWCs in their decisions and actions. Every decision they make and action they take will have to be justified as serving a “legitimate *business purpose*” – in other words, as promoting profitability and related corporate interests.
 17. By corollary, all other interests – including the interests of local communities in quality services, equity, health, working conditions and the natural environment – will be subordinated to profitability and related corporate interests of the WWC. Such prioritizing of corporate interests over local communities’ interests is precisely the reason privatization of water and wastewater services results in ills and failures like those discussed in the Letter.¹²
 18. The fundamental problem – and this is true of the regime proposed by the WCA as amended by Bill 98 – is that when water and wastewater services are delivered by for-

⁷ Martel, Paul, *Business Corporations in Canada* (Toronto: Thomson Reuters, 2022), 23-90. Expansive discussion of this point can be found in various of my works, including Bakan, J *The New Corporation: How “Good” Corporations are Bad for Democracy* (Toronto: Penguin, 2020), pp. 31-34; Bakan J, *The Corporation: The Pathological Pursuit of Profit and Power* (Toronto: Penguin, 2004); Bakan J. ‘[Reflection: Corporate Capitalism’s Moral Lack](#)’. *Business History Review*. 2024; 98(1):301-324; Joel Bakan, ‘[The Invisible Hand of Law: Private Regulation and the Rule of Law](#)’, *Cornell International Law Journal* 48, no. 2 (2015): 279–300. See also: Bebchuk, Lucian A. and Tallarita, Roberto, ‘Will Corporations Deliver Value to All Stakeholders?’ *Vanderbilt Law Review*, 75: 2022, pp. 1031-1091; Steven L. Schwarcz, “Misalignment: Corporate Risk-Taking and Public Duty,” *Notre Dame Law Review* 92 (2016): 1–50; Leo E. Strine, Jr., “Our Continuing Struggle with the Idea That For-Profit Corporations Seek Profit,” *Wake Forest Law Review* 45 (2012): 135; Aaron Chatterji and Barak D. Richman, ‘Understanding the ‘corporate’ in corporate social responsibility’, *Harvard Law & Policy Rev* 2 (2008), 33-52.

⁸ *Unique Broadband Systems, Inc. (Re)*, 2014 ONCA 538 (CanLII), <<https://canlii.ca/t/g8003>>

⁹ *BCE Inc. v. 1976 Debentureholders*, [2008] 3 S.C.R. 560, [2008] S.C.J. No. 37, [2008 SCC 69](#), para. 40

¹⁰ *Unique Broadband Systems, Inc. (Re)*, para. 72.

¹¹ Jeffrey Bone, ‘The Supreme Court Revisiting Corporate Accountability: BCE Inc. in Search of a Legal Construct Known as the ‘Good Corporate Citizen,’ *Alberta Law Review* (2010). More generally, see works cited *supra* note 5.

¹² Letter, paras. 46-61.

profit corporations, like the proposed WWCs, service providers' legal obligations shift from prioritizing the public interests of communities – in, for example, quality services, equity, health, working conditions, and environmental protection – to prioritizing corporate profit and related interests.¹³

19. That is why organizations traditionally used to deliver water and wastewater services in Ontario and elsewhere – such as municipalities, crown corporations, joint supervisory boards, and public commissions – can be and are legally mandated to prioritize public interests of communities. For-profit corporations, like the WCA's WWCs, cannot be and are not legally mandated to prioritize those public interests. Their exclusive legislative mandate under the OBCA is to prioritize *their* and their *shareholders'* business interests by prioritizing profit and other corporate interests.
20. Therefore, for the directors and officers of a WWC, key decisions – about who gets service, what kind of service they get, how much they pay for it, what kinds of infrastructure needs to be built, how that infrastructure should be maintained, whether and to what extent environmental interests are protected, and how to comply with regulations – must be made on the basis of what is in the best business interests of the WWC, not what is in the best public interests of the community it serves.
21. As some of the examples in the Letter demonstrate, that dynamic – prioritizing corporate interests over local community interests – can lead to neglect of and harm to local communities, whether as a result of maintenance failures (sometimes with serious public health consequences), service fee increases, lay-offs and contracting out, inadequate environmental protection, refusals to serve regions that are costly to service, or combinations of all of these.¹⁴
22. When water and wastewater services are delivered by for-profit WWCs the public interests of communities in quality services, equity, health, working conditions, and environmental protection, are legally subordinated to the pecuniary interests of WWCs. *Who* owns shares is immaterial to that dynamic. Whether shareholders are private or public entities, WWCs are legally obligated by the OBCA to prioritize their own and their shareholders' pecuniary interests over all other interests, including the public interests of the communities they serve.
23. In summary, the WCA as amended by Bill 98 continues to permit private ownership of shares in WWCs, as revealed by part 'A'. Moreover, as part 'B' explains, the corporate structure of WWCs effectively privatizes water and wastewater services regardless of whether shareholders are public or private entities, thereby subjecting local communities to privatization's harms. In short, the WCA prescribes a privatized regime for water and wastewater services in Ontario, and because the Government has sought to deny that (through Bill 98 and more generally) the WCA regime is best understood as 'stealth privatization'.

¹³ See discussion of water privatization in Bakan, *The New Corporation*, supra note 5, c. 5.

¹⁴ Letter, paras. 46-61. See also, Bakan, *The New Corporation*, supra note 5, c. 5 for discussion of privatization of water services.

Other comments

24. The scheme proposed by Bill 98 raises several related and ancillary concerns to those already discussed.
25. First, when compared to municipal ownership and operation of water and waste systems, the Bill 98 regime denies citizens rights and opportunities to participate democratically in decisions concerning water and wastewater services in their communities. Unlike a municipal government, which is accountable to and representative of local electorates, in the kinds of WWCs proposed by Bill 98 only shareholders have votes.
26. Second, unlike crown corporations, public commissions, joint supervisory boards, and municipal governments, the WWCs proposed by Bill 98 would be exempt from the *Canadian Charter of Rights and Freedoms*. Various *Charter* rights that might be relevant in relation to provision of water and wastewater services – such as rights to equality, security of the person, life, and the freedoms of expression, association, and assembly – bind public providers but not the for-profit WWCs proposed by Bill 98.
27. Third, shares in Bill 98 WWCs might be partly or entirely owned by the federal Government or an agent thereof, meaning federal pecuniary interests would take precedence over a local communities' needs and interests. That would represent a federal intrusion into provincial jurisdiction that is at odds with the spirit, if not the letter, of the division of powers between federal and provincial jurisdictions in the *Constitution Act 1867*.
28. Fourth, once for-profit WWCs are in place, the Ontario Government is just a step away from direct and immediate privatization of water and wastewater services. It need only repeal Bill 98's restrictions on shareholding to make that happen. It is indisputable that the WAC signals a normative and practical shift from a *public good* conception of water and wastewater services to a *market-driven* conception. As such, it establishes a foundation for direct and immediate privatization of water and wastewater services and there is good reason to be concerned that that will happen.
29. I trust the forgoing is of assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Bakan', with a long horizontal line extending to the right.

Joel Bakan
Professor and Distinguished University Scholar
bakan@law.ubc.ca | joelbakan.com
Mobile: 1-778-855-3955 | LSO: #82093M

Let's stop Water Privatization Together



A pledge to fight the Ontario Water Business Corporations Law.

I am running/elected as:

- | | |
|---|--|
| ☐ Municipal Councilor | ☐ Municipal Councilor Candidate |
| ☐ Mayor/Reeve | ☐ School Board Trustee |
| ☐ Regional Councillor | ☐ Member of Provincial Parliament |
| ☐ Member of Parliament | ☐ Other: _____ |

COALITION PARTNERS



I pledge to:



Resist the Ontario Water Business Corporations Law

Water is a precious common good and a vital public service. Public drinking water and wastewater services are human rights, and the lifeblood of healthy communities. Just like with health care, we're all better off with truly publicly owned, governed, and operated water services.

Water must remain publicly owned, publicly accountable, and for the public's interest. The Ford Conservatives know how important safe affordable water is to the people of Ontario, so they've given their dangerous and costly water business corporations privatization scheme the misleading title "public" in name only.

Instead of one far off provincial cabinet minister appointing their friends who have no democratic mandate, elected representatives must oversee water in the public interest of their communities. That is the only way to ensure high safety standards persist while water remains affordable and accessible for all people. Privatization through public-private partnerships, contracting out, or financialization with business corporations puts water services at risk.

I oppose the implementation of the Ontario water business corporations law and pledge to work towards its repeal.

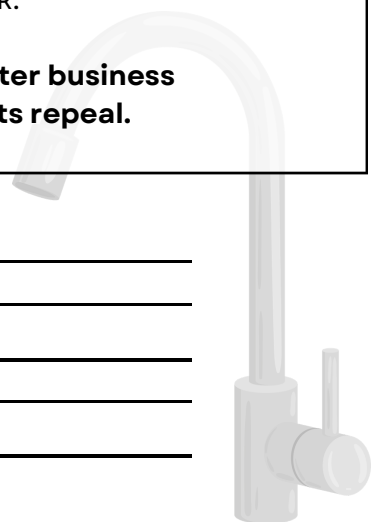
NAME _____

ADDRESS _____

SIGNATURE _____

DATE _____

EMAIL _____



Failed Municipal/PUCs:

1. The Walkerton Water scandal was more than a PUC failure; it was a disaster. Walkerton is a stark reminder of the dangers of privatized municipal water testing. The [Walkerton Inquiry](#) (a public inquiry into the bacterial contamination of water supply in Walkerton, Ontario) found that financial priorities overshadowed water safety in the PUC's operations, demonstrating the dangers of prioritizing profits over public safety⁴. As a result, seven people died and 2,300 people became sick.
2. In 1998, the City of Hamilton signed a 10-year P3 deal for their water systems⁵. Soon after, residents woke up to 135 million litres of raw sewage spilling into the harbour, flooded basements and businesses. Hamilton's water service workforce was cut in half, project costs ballooned, and the water contract changed hands four times. Through pressure from the community, the City of Hamilton ultimately took water back into public hands, saving the city and its residents millions of dollars.

Municipal/PUC Examples with negative outcomes:

1. In 1902, the Edmonton Electrical Lighting and Power Company entered a new phase as the first municipally owned electric utility in Canada. EPCOR, a utility provider operating in Canada and the United States, is owned by the City of Edmonton but governed by an independent board of directors. Neither the chair nor the board members are elected officials or city employees⁶.

While EPCOR's profits benefit the City of Edmonton, the corporation operates with full authority to set rates and make strategic business decisions. Similar models, such as British Columbia's hydro system, prioritize profitability over public accountability. In these cases, CEOs' salaries are not subject to public disclosure, and the cost to consumers is often driven by predatory pricing strategies based on location and usage.

In the case of EPCOR, unionized workers in Edmonton retained collective agreements when the utility was separated. However, many EPCOR facilities outside Edmonton remain non-union, with substandard working conditions.

2. In the 1980s, Paris privatized its water by splitting up responsibilities between production, transport, distribution and customer services. In 2000, the contracts were criticized by the regional audit body for a lack of financial transparency. In 2002, an audit commissioned by the city of Paris found that the prices charged by the lease operators were between 25% and 30% higher than the economically justified costs. Re-municipalization of water in Paris began in 2010 and resulted in dozens of other large French cities, such as Montpellier, Nice, Rennes and Grenoble, and smaller-to-medium cities, taking water and sanitation systems back into public hands.
3. In 1989, water and wastewater utilities in the UK were privatized under the Thatcher government. Over the last 30 years of privatization, bills have increased 40%, and there have been huge environmental concerns including a lack of urgent responses to leaks and thousands of litres of raw sewage dumping⁷, dividend and executive remuneration has increased drastically

along with debts incurred, a lack of tax spending and asset stripping⁸.

The sustainability of Thames Water has plagued British citizens with public headlines of being stripped for cash despite shareholders benefitting from the company's financial gains. Thames Water (the largest corporation) specifically has been cited with almost 17,000 occasions of dumping raw sewage in 2023 because of poor overflow systems that have had insufficient infrastructural investment – a contrast with the rate increases. Privatization has resulted in the company buckling under the weight of unserviceable debt, which over the years had not had sufficient investment, and had value extracted in the form of dividend, which will now likely receive public bailout from the government⁹.

4. In 2018, the province of Ontario chose to restructure and sell part of provincial utility Hydro One. As a result, private companies involved in the electricity system were not motivated to keep people's hydro bills low. A scathing [2017 Auditor General Report](#) found that the Independent Electricity System Operator did not implement repeated recommendations from the Ontario Energy Board, including one that could save ratepayers \$30 million a year. Claims by generators were made and approved for thousands of dollars of frivolous costs.
5. Alectra (a municipally owned electric utility in Canada) found itself in hot water with the City of Hamilton, Guelph, Markham and Vaughan over water billing¹⁰. In Hamilton, Alectra has handled water billing for years but blindsided the city of Hamilton in 2021 by claiming it could no longer handle water billing despite Hamilton paying Alectra \$5.6 million in 2021 to deliver water bills. At the time, Councillor Brad Clark (Ward 9, upper Stoney Creek) stated at an audit, finance and administration committee meeting that the expectation of merging the utilities under Alectra was "going to improve efficiencies and do all these wonderful things." Instead, the decision was made to no longer provide water billing, with no input from the Mayor of Hamilton. Guelph, Markham and Vaughan also found themselves in the same situation.



Subject: Community Engagement on the Development of Port Colborne's New Municipal Website

To: Council

From: Communications Department

Report Number: 2026-110

Meeting Date: July 14, 2026

Recommendation:

That Communications Department Report 2026-110 be received.

Purpose:

This report provides Council with an update on the City of Port Colborne's new municipal website project, including the selection of Upanup as the City's new website vendor, the planned fall 2026 launch of the new website, and the work undertaken to support the planning and development of the new website.

It also provides Council with a summary of public engagement activities and feedback collected between April 13 and May 1, 2026, regarding the development of the City of Port Colborne's new municipal website, including input from the public and advisory committees.

Background:

As Council approved during the 2026 budget process, staff are currently moving forward with the development of a new municipal website, to launch in the fall of 2026. The platform the City currently uses to manage website content requires replacement because it is nearing the end of its life and will be retired at the end of 2026.

Earlier this year, staff began planning for a new website solution that would support continued service delivery, improve usability for residents and visitors, and ensure the City's online content remains accessible and sustainable into the future. Following a

procurement process that received 26 submissions and was completed in early February 2026, Upanup was selected as the City's new municipal website provider.

City staff conducted community engagement regarding the development of the new municipal website in April 2026. The engagement efforts were aimed at gathering feedback from the community through an online and paper-based survey and focus group discussions with advisory groups. The discussions and survey were designed to gather feedback on the proposed new website, including navigation, content priorities, accessibility needs, and overall user experience.

In addition to the website redevelopment project, staff are also working to launch an enhanced email subscription program through a platform called Cyberimpact. The platform will allow residents to sign up for a bi-weekly City newsletter as well as targeted email-based updates on news, events, emergency notifications, and other municipal information from the City.

This report provides a summary of the community engagement activities and feedback received from the public between April 13 and May 1, 2026. The detailed results and findings from the survey are attached in Appendix A of this report.

Discussion:

Public engagement activities related to the development of Port Colborne's new municipal website launched on April 13, 2026, and concluded on May 1, 2026.

Quick stats about the engagement activities to date:

- 79 surveys were completed (69 online and 10 paper)
- 43 open-ended responses were received across the survey's two comment questions
- Average time to complete the survey: 5 minutes (online survey)

Detailed results from the survey and a summary of feedback collected are available in Appendix A of this report.

Survey respondents represented a broad mix of age groups, with the largest age group between 50 and 69 years of age at 37.97%, followed by those between 30 and 49 years of age at 32.91% and those 70 years of age and older at 17.72%.

Most respondents identified as full-time residents of Port Colborne (81.01%), while others identified as people who work in Port Colborne (20.25%), seasonal residents (2.53%), business owners (3.8%), or individuals with other meaningful ties to the community (12.66%).

Survey results show that the City of Port Colborne's website is accessed across a range of devices, with desktop or laptop computers and mobile phones each accounting for 46.84% of respondents, and tablets accounting for 5.06%. A number of respondents also noted accessibility-related preferences, including the use of clear and simple language (31.17%), larger text or zoom features (15.58%), and keyboard navigation (9.09%).

Respondents primarily use the City's website to access news and upcoming events, look up information about programs or events, browse for general information, and read Council or committee information. The most important homepage features identified by respondents were news releases and public notices at 64.56%, events or an event calendar at 62.03%, Council or committee information at 35.44%, contact information at 29.11%, and online services at 21.52%.

The survey results also indicate that while many users are generally able to find information on the City's website, doing so is not always easy. A total of 32.47% of respondents said they were able to find what they were looking for easily, while 53.25% said they were able to find it but that it took some time. A further 10.39% said they had difficulty finding what they were looking for, and 3.90% said they could not find it at all. In addition, 57.33% of respondents said they were somewhat confident that information on the website is accurate and up to date, 18.67% indicated they were very confident, while 16% indicated they were either not very confident or not confident at all.

When unable to locate the information they need online, some respondents rely on City staff to provide them with information directly. Specifically, 23.08% of respondents said they had called City Hall, 12.82% said they had emailed staff, and 6.41% said they had visited City Hall in person.

When it came to priorities for the City's new website, respondents emphasized making information easier to find at 29.87%, followed by simplifying the layout and menus at 25.97%, and improving the search function at 11.69%.

Open-ended responses provided additional context on how the website could better meet user needs. Responses highlighted interest in an interactive zoning map, a separate newsroom, an improved mayor and Council section, and a more intuitive search function. Feedback included both positive comments about the website being user friendly and suggestions for improvement, including comments that information should be easier to search and access.

Advisory committee engagement was also undertaken as part of the public consultation process. Sessions with the Mayor's Youth Advisory Committee and the Seniors Advisory Committee in April 2026 provided targeted feedback from two key user groups. Feedback from both sessions reinforced the broader survey findings, particularly the

importance of accessibility, simplified navigation, and ensuring key information is easy to locate within minimal steps.

The Seniors Advisory Committee specifically emphasized the importance of clear navigation, reduced text density, and prominent access to key information such as City events, recreation opportunities, and community services. Members noted that they often access the website using phones or iPads and preferred prominent homepage pathways that reduce the need for searching and guide users directly to frequently used content.

The Mayor's Youth Advisory Committee emphasized mobile usability, clear visual layout, and the importance of timely updates and interactive features. Members noted that they primarily access websites using phones or laptops and wanted a website that performs well across devices and keeps information easy to access and straightforward to navigate.

Overall, committee feedback closely aligned with the broader survey results, reinforcing the need for a simple, accessible website that makes it easier for users to find information quickly.

The feedback received through the survey and advisory committee consultations will help inform the next phase of the website redevelopment project. Key themes identified through engagement – including easier navigation, improved search functionality, enhanced accessibility, stronger mobile performance, and better access to frequently used information and services – will be considered and incorporated into the redesign wherever feasible. The project will continue to be guided by established best principles focused on accessibility, plain language, user experience, content quality, and long-term sustainability.

Internal Consultations:

Internal consultation has been a key component of the website redevelopment project to date. A cross-departmental Website Redesign Working Group has been established with representatives from across the organization to ensure the new website reflects the needs of both residents and staff. Working group members serve as departmental leads throughout the project, providing input on service delivery, content requirements, site navigation, design, and functionality. The group is also supporting the review and migration of content, identifying outdated information and content gaps, and helping ensure the final website is user-friendly, accessible, and aligned with corporate priorities. Regular meetings and review sessions will continue throughout the project to support content development, decision-making, and implementation.

Financial Implications:

This report is focused primarily on the public engagement activities related to the development of Port Colborne's new municipal website. All costs related to the public engagement activities and the development of Port Colborne's new municipal website are captured in the 2026 budget and followed the City's procurement policy.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillars of the strategic plan:

- Welcoming, Livable, Healthy Community
-

Conclusion:

Based on the feedback received through the public engagement process, residents demonstrated strong interest in improving accessibility, navigation, and overall usability of the City's website.

To address this feedback, staff will incorporate the findings of the engagement process into the design and development of the new website, ensuring a focus on simplified navigation, improved search functionality, and enhanced access to high-priority information.

In addition, staff will advance the implementation of Cyberimpact as the City's primary digital subscription and communications tool, helping to expand the City's reach and improve direct communication with residents

Appendices:

- a. Public Engagement Results – City of Port Colborne New Municipal Website

Respectfully submitted,

Jasmine Peazel-Graham
Manager, Corporate Communications
905-228-8067

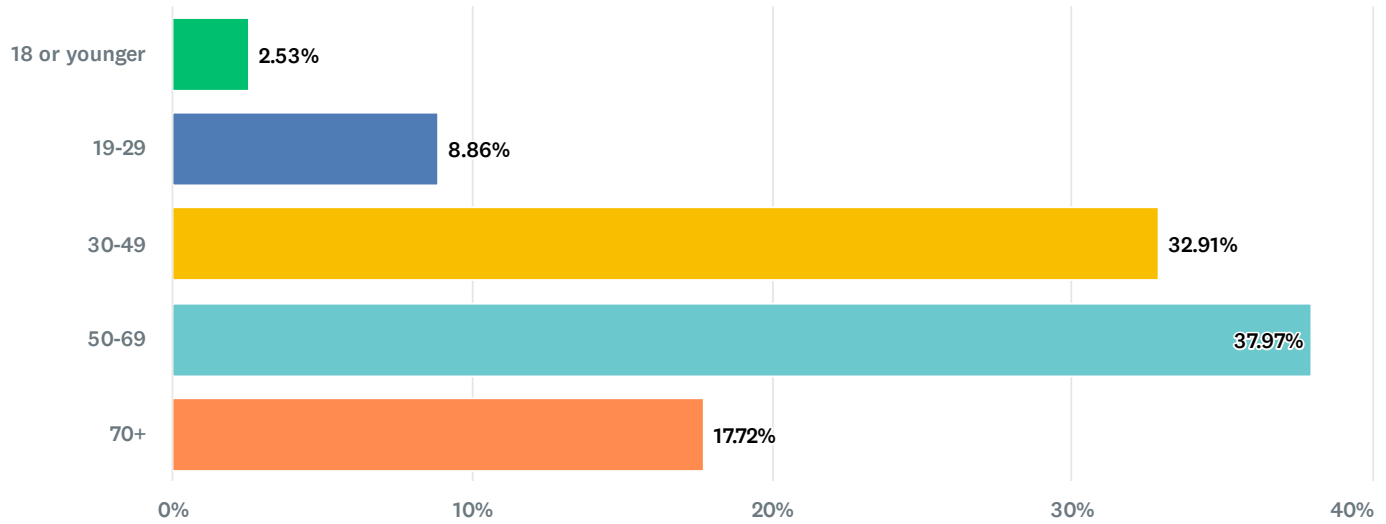
Jasmine.Peazel-Graham@portcolborne.ca

Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

Q1 79 responses

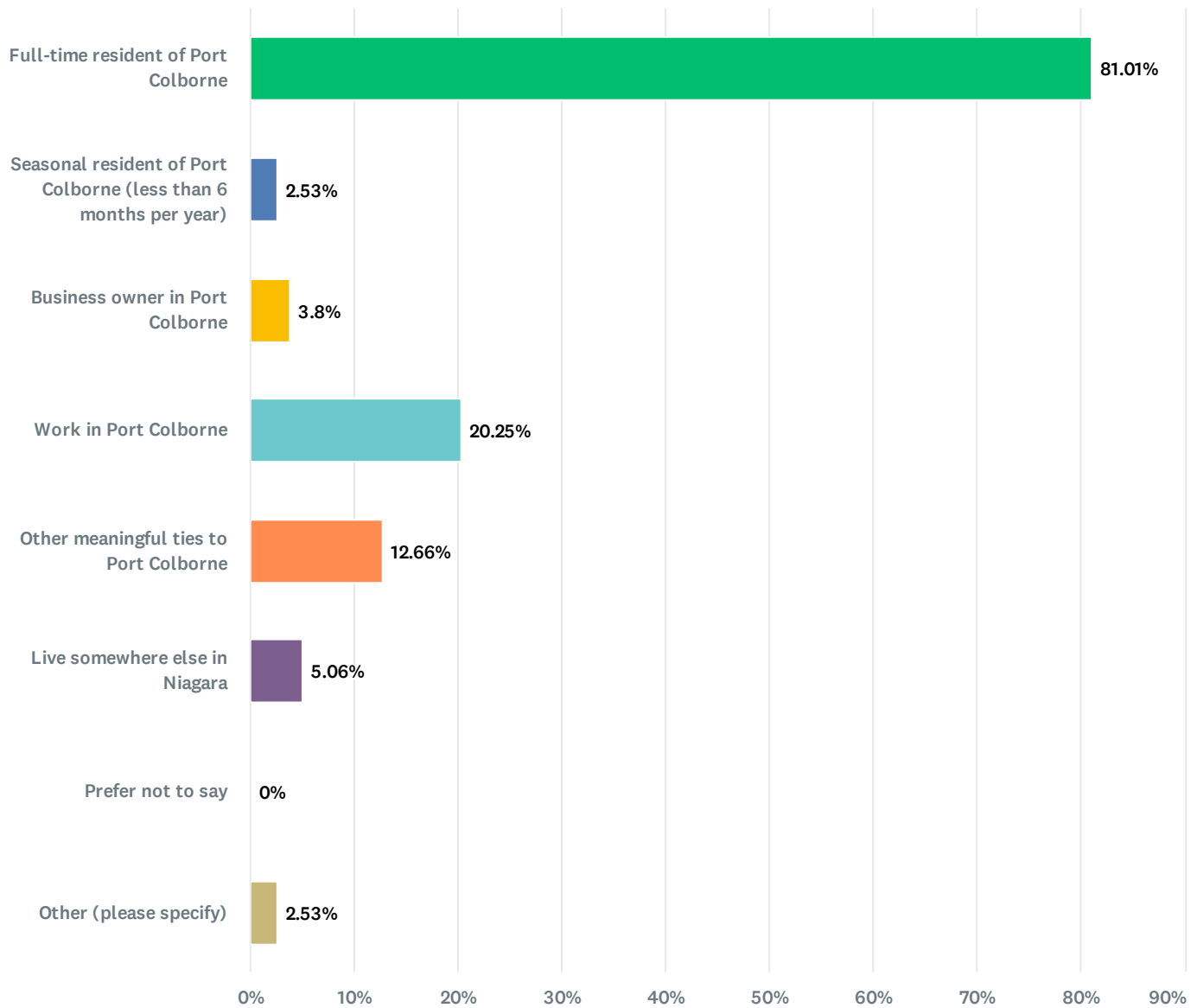
Please select your age range (select one)



Answer Choices	Percentage	Responses
● 18 or younger	2.53%	2
● 19-29	8.86%	7
● 30-49	32.91%	26
● 50-69	37.97%	30
● 70+	17.72%	14
Total		79

Q2 79 responses

What is your connection to Port Colborne? (select all that apply)



Answer Choices	Percentage	Responses
● Full-time resident of Port Colborne	81.01%	64
● Seasonal resident of Port Colborne (less than 6 months per year)	2.53%	2
● Business owner in Port Colborne	3.80%	3
● Work in Port Colborne	20.25%	16
Total		101

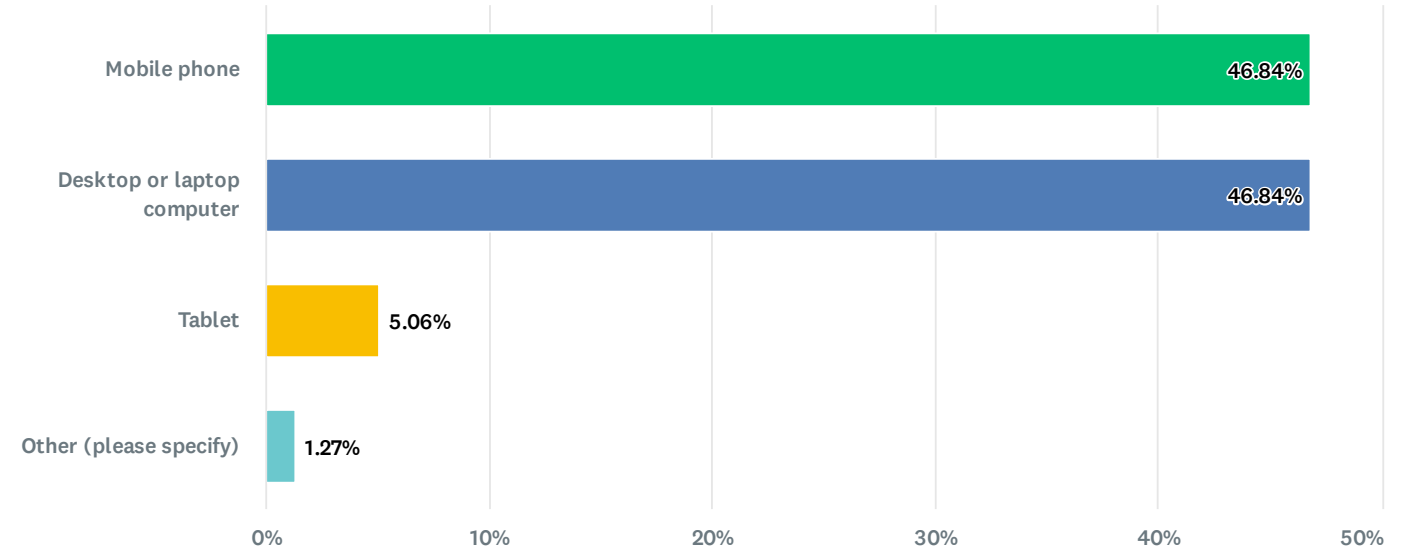
Survey: Port Colborne's New Municipal Website

Answer Choices	Percentage	Responses
 Other meaningful ties to Port Colborne	12.66%	10
 Live somewhere else in Niagara	5.06%	4
 Prefer not to say	0%	0
 Other (please specify)	2.53%	2
Total		101

#	OTHER (PLEASE SPECIFY)	DATE
1	83 RETIRED BMO . MOVE HERE 2006	4/20/2026 8:30 AM
2	Checking the career opportunity page	4/15/2026 9:31 AM

Q3 79 responses

What type of device do you usually use to access the City of Port Colborne’s website? (select one)

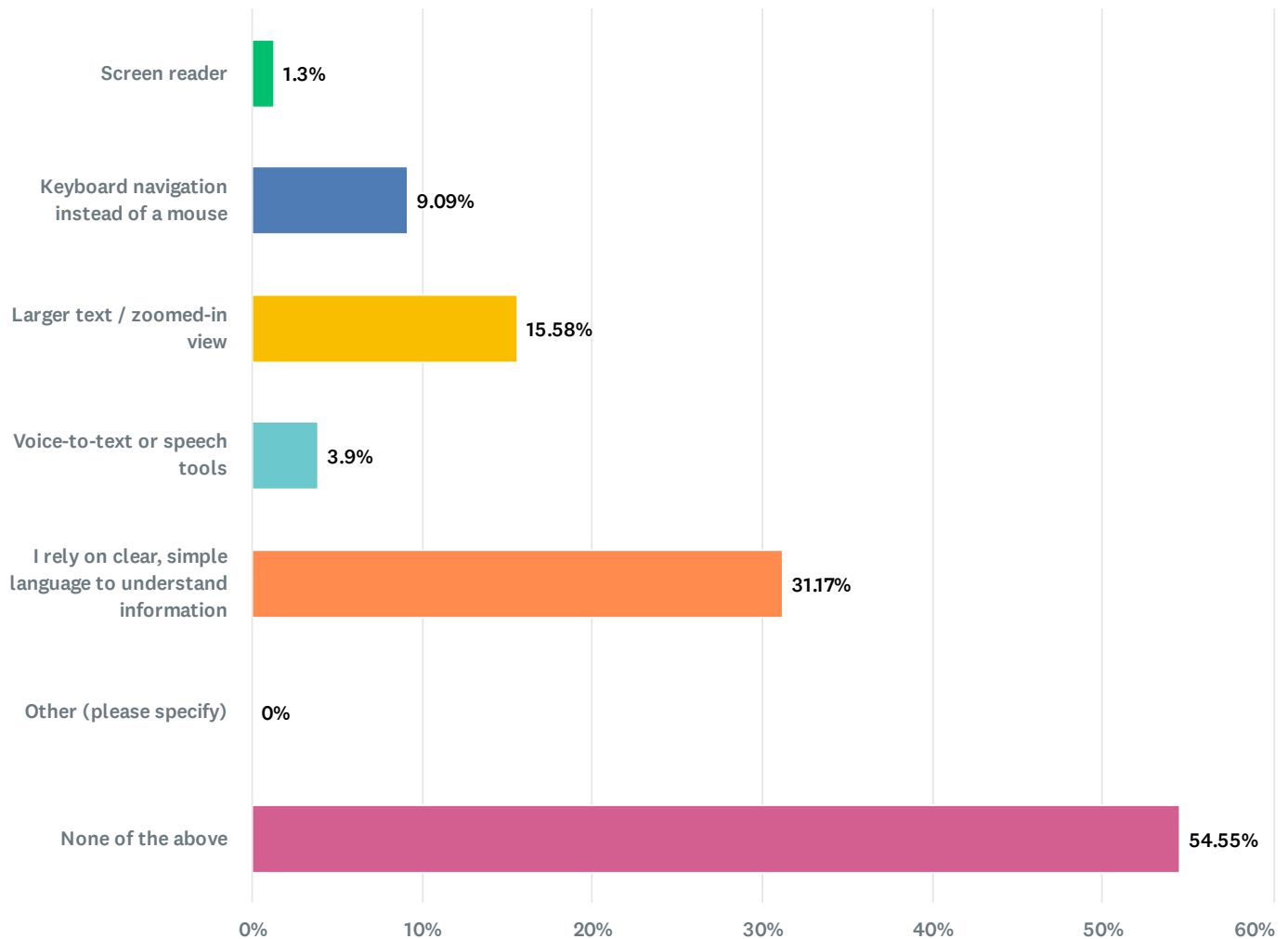


Answer Choices	Percentage	Responses
Mobile phone	46.84%	37
Desktop or laptop computer	46.84%	37
Tablet	5.06%	4
Other (please specify)	1.27%	1
Total		79

#	OTHER (PLEASE SPECIFY)	DATE
1	All of the above	6/15/2026 2:26 PM

Q4 77 responses

Do you use any of the following when browsing websites? (select all that apply)



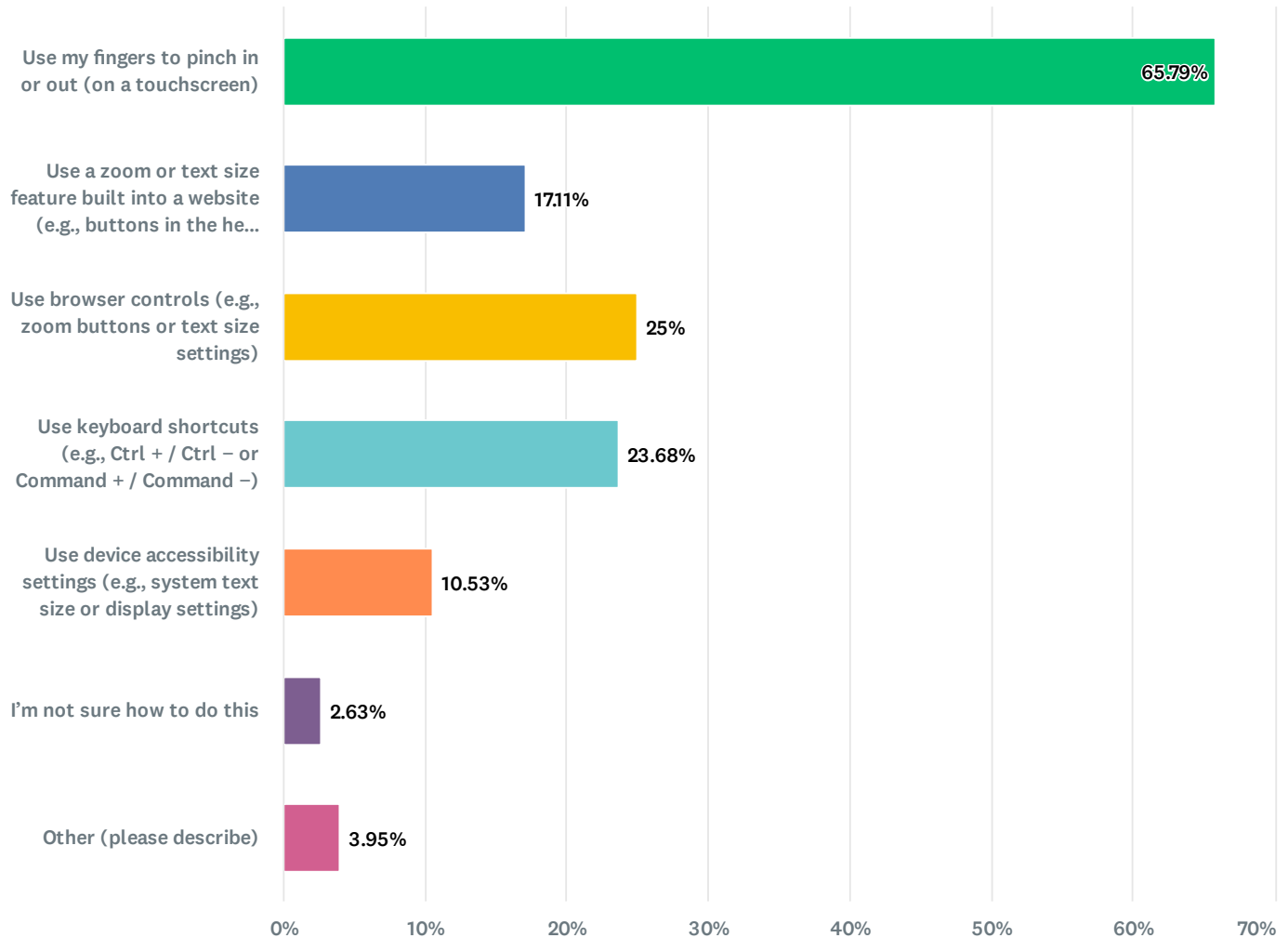
Answer Choices	Percentage	Responses
☒ Screen reader	1.30%	1
☒ Keyboard navigation instead of a mouse	9.09%	7
☒ Larger text / zoomed-in view	15.58%	12
☒ Voice-to-text or speech tools	3.90%	3
☒ I rely on clear, simple language to understand information	31.17%	24
☒ Other (please specify)	0%	0
Total		89

Answer Choices	Percentage	Responses
None of the above	54.55%	42
Total		89

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q5 76 responses

If you wanted to make content on your screen larger or smaller, how would you do it? (select all that apply)



Answer Choices	Percentage	Responses
● Use my fingers to pinch in or out (on a touchscreen)	65.79%	50
● Use a zoom or text size feature built into a website (e.g., buttons in the header)	17.11%	13
● Use browser controls (e.g., zoom buttons or text size settings)	25.00%	19
● Use keyboard shortcuts (e.g., Ctrl + / Ctrl - or Command + / Command -)	23.68%	18
● Use device accessibility settings (e.g., system text size or display settings)	10.53%	8
Total		113

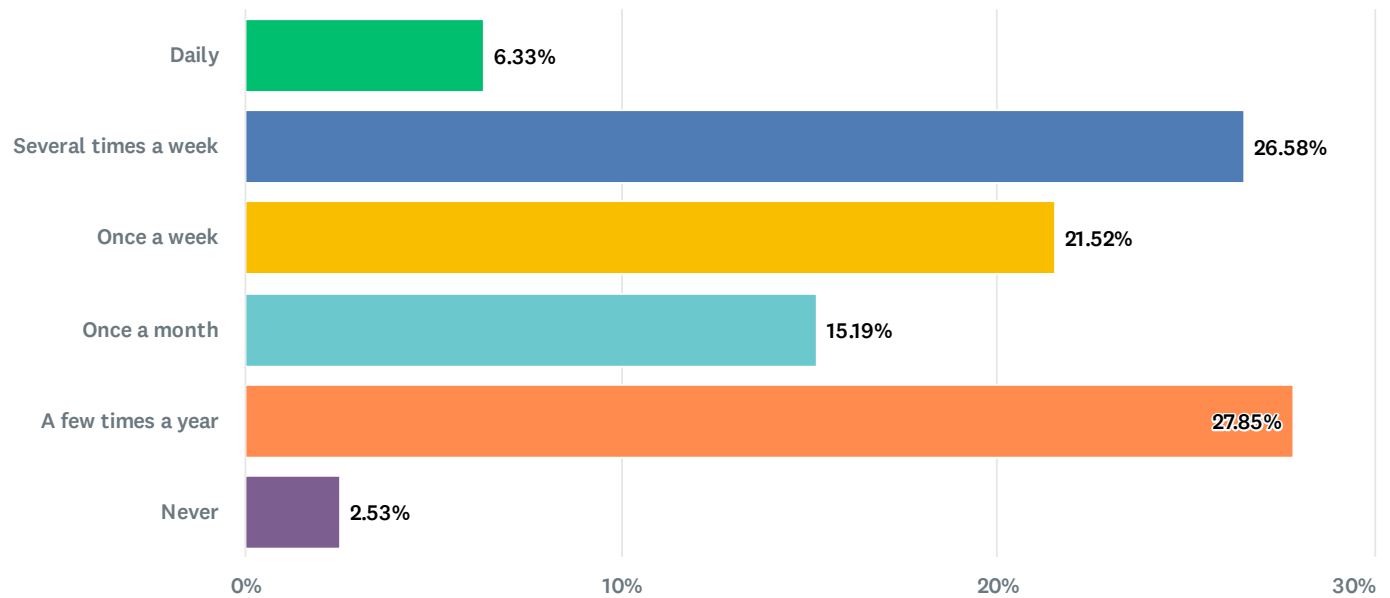
Survey: Port Colborne's New Municipal Website

Answer Choices	Percentage	Responses
 I'm not sure how to do this	2.63%	2
 Other (please describe)	3.95%	3
Total		113

#	OTHER (PLEASE DESCRIBE)	DATE
1	Ctrl + Mouse Scroll Wheel	6/15/2026 2:23 PM
2	i am only used to a desk top computer and I google everything	4/20/2026 8:30 AM
3	Ctrl+scroll	4/18/2026 12:12 PM

Q6 79 responses

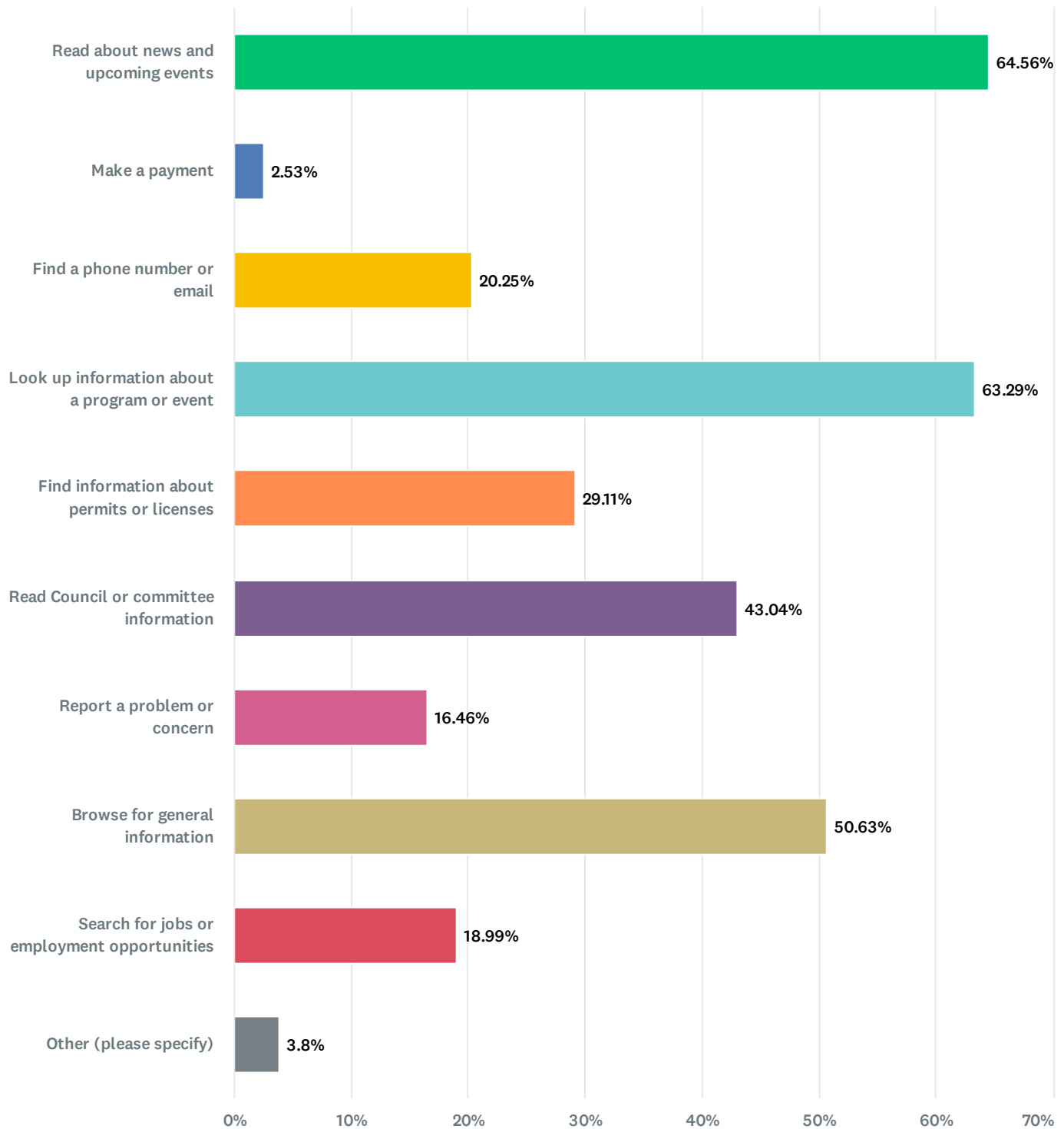
How often do you access Port Colborne's website? (select one)



Answer Choices	Percentage	Responses
● Daily	6.33%	5
● Several times a week	26.58%	21
● Once a week	21.52%	17
● Once a month	15.19%	12
● A few times a year	27.85%	22
● Never	2.53%	2
Total		79

Q7 79 responses

Why do you primarily use the City's website? (select all that apply)



Answer Choices

Percentage

Responses

Total

247

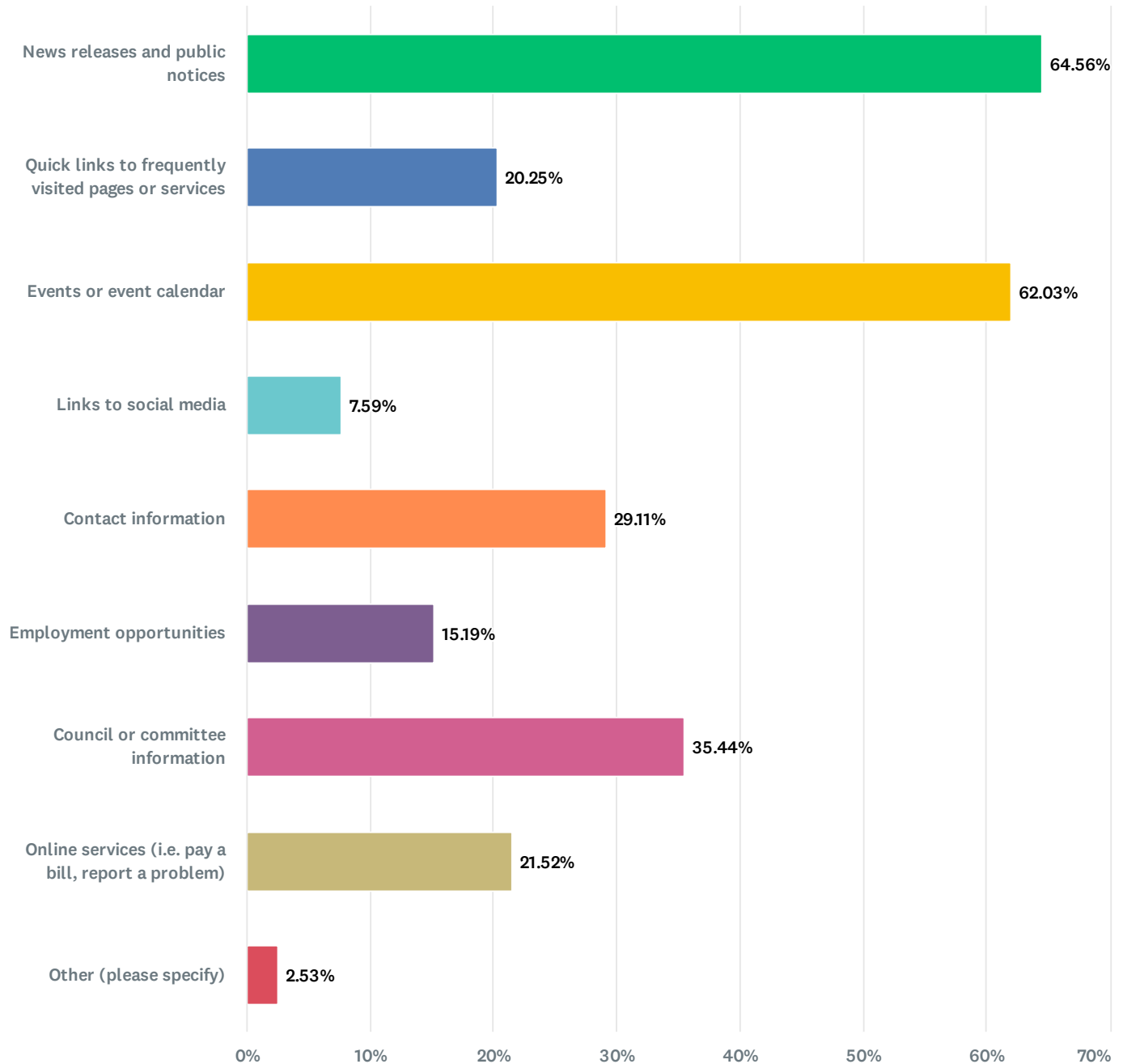
Survey: Port Colborne's New Municipal Website

Answer Choices	Percentage	Responses
 Read about news and upcoming events	64.56%	51
 Make a payment	2.53%	2
 Find a phone number or email	20.25%	16
 Look up information about a program or event	63.29%	50
 Find information about permits or licenses	29.11%	23
 Read Council or committee information	43.04%	34
 Report a problem or concern	16.46%	13
 Browse for general information	50.63%	40
 Search for jobs or employment opportunities	18.99%	15
 Other (please specify)	3.80%	3
Total		247

#	OTHER (PLEASE SPECIFY)	DATE
1	None of the above	6/15/2026 2:21 PM
2	Library website	4/14/2026 6:37 AM
3	Cruise Ship schedule	4/13/2026 4:29 PM

Q8 79 responses

Which features are most important to you on the City of Port Colborne's website homepage? (select up to three)



Answer Choices	Percentage	Responses
● News releases and public notices	64.56%	51
Total		204

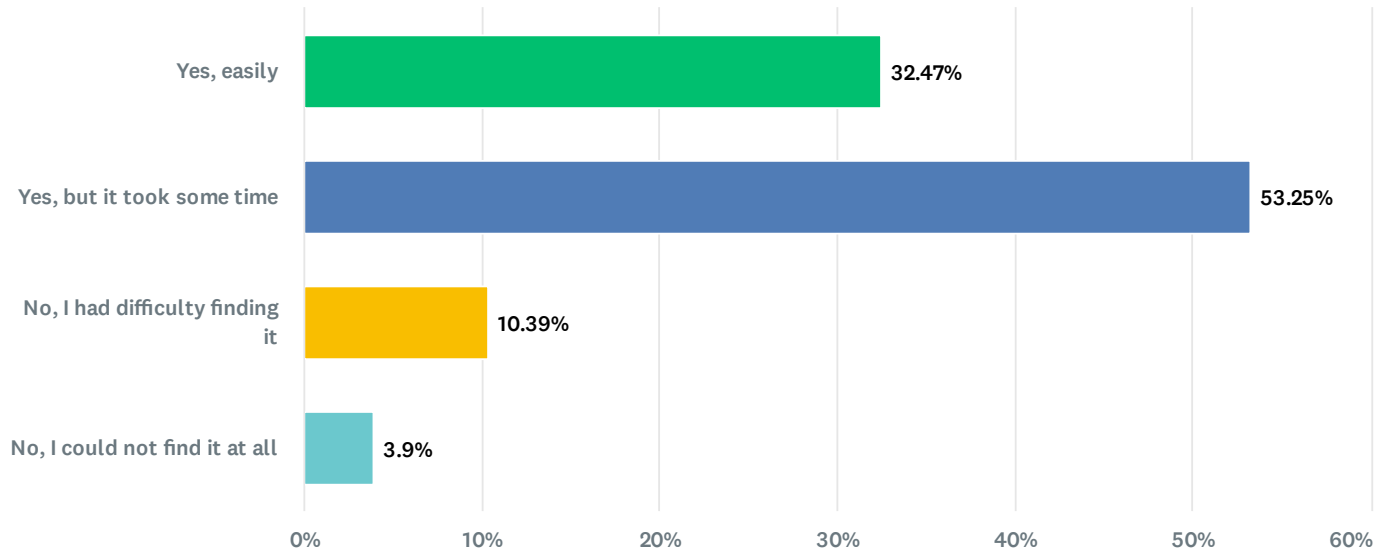
Survey: Port Colborne's New Municipal Website

Answer Choices	Percentage	Responses
 Quick links to frequently visited pages or services	20.25%	16
 Events or event calendar	62.03%	49
 Links to social media	7.59%	6
 Contact information	29.11%	23
 Employment opportunities	15.19%	12
 Council or committee information	35.44%	28
 Online services (i.e. pay a bill, report a problem)	21.52%	17
 Other (please specify)	2.53%	2
Total		204

#	OTHER (PLEASE SPECIFY)	DATE
1	None of the above	6/15/2026 2:21 PM
2	Emergency information or road closures	4/24/2026 2:48 PM

Q9 77 responses

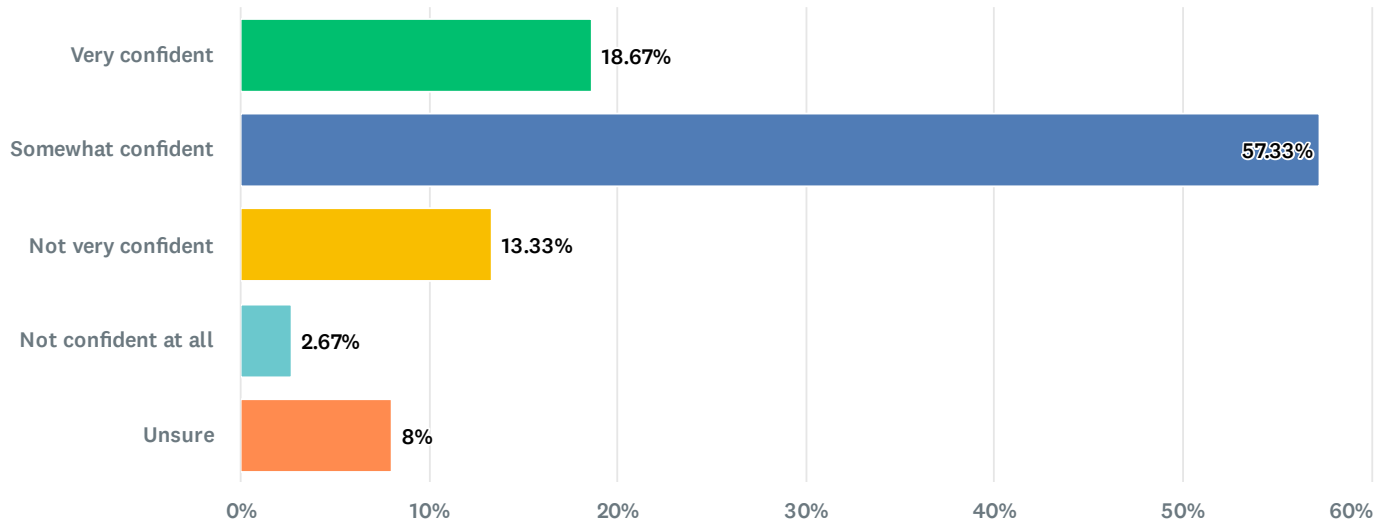
The last time you visited Port Colborne's website, were you able to find what you were looking for? (select one)



Answer Choices	Percentage	Responses
● Yes, easily	32.47%	25
● Yes, but it took some time	53.25%	41
● No, I had difficulty finding it	10.39%	8
● No, I could not find it at all	3.90%	3
Total		77

Q10 75 responses

**How confident are you that information on the website is accurate and up to date?
(select one)**



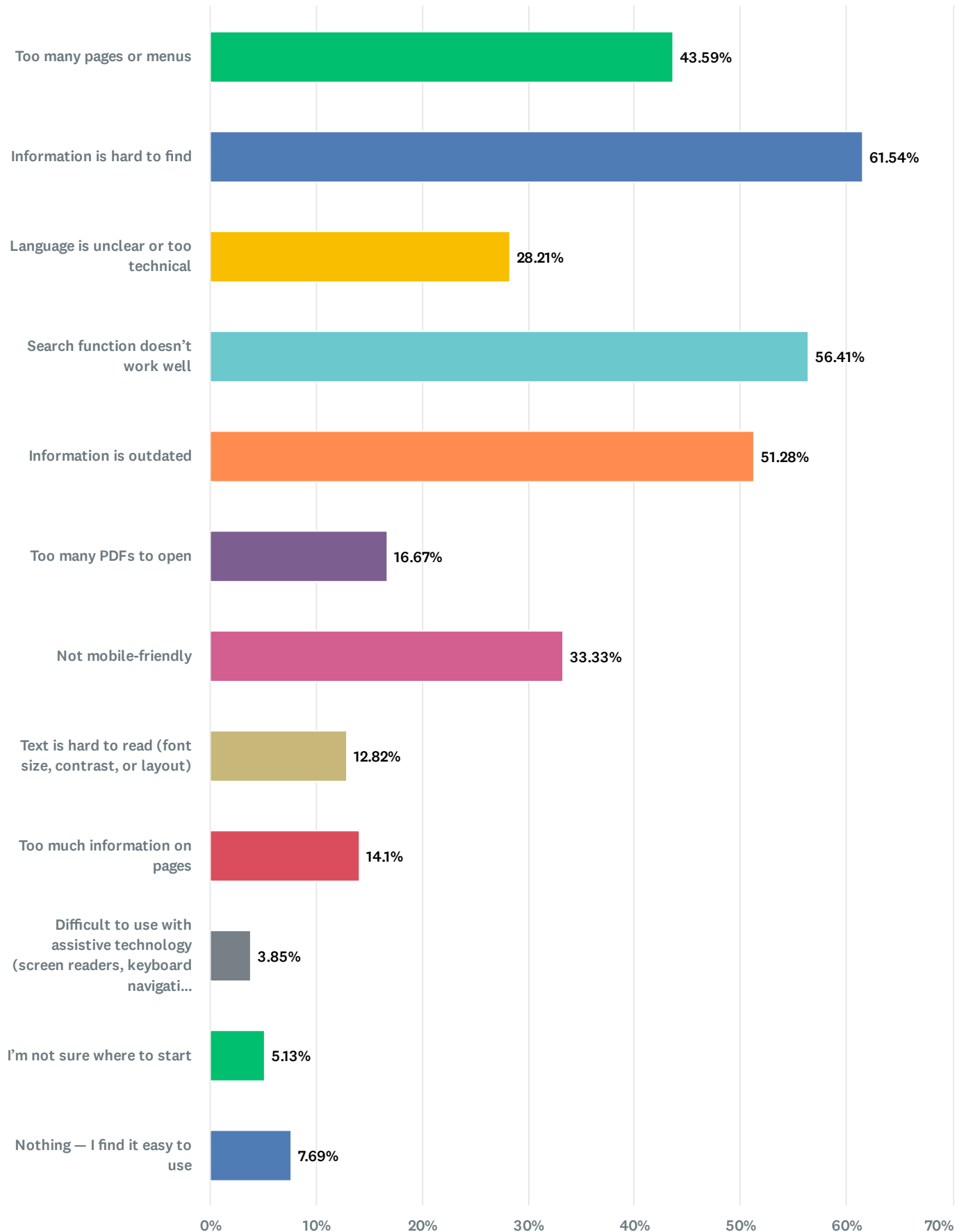
Answer Choices	Percentage	Responses
● Very confident	18.67%	14
● Somewhat confident	57.33%	43
● Not very confident	13.33%	10
● Not confident at all	2.67%	2
● Unsure	8.00%	6
Total		75

Q11

78 responses

What do you believe makes a website difficult to use or navigate? (select all that apply)

Survey: Port Colborne's New Municipal Website

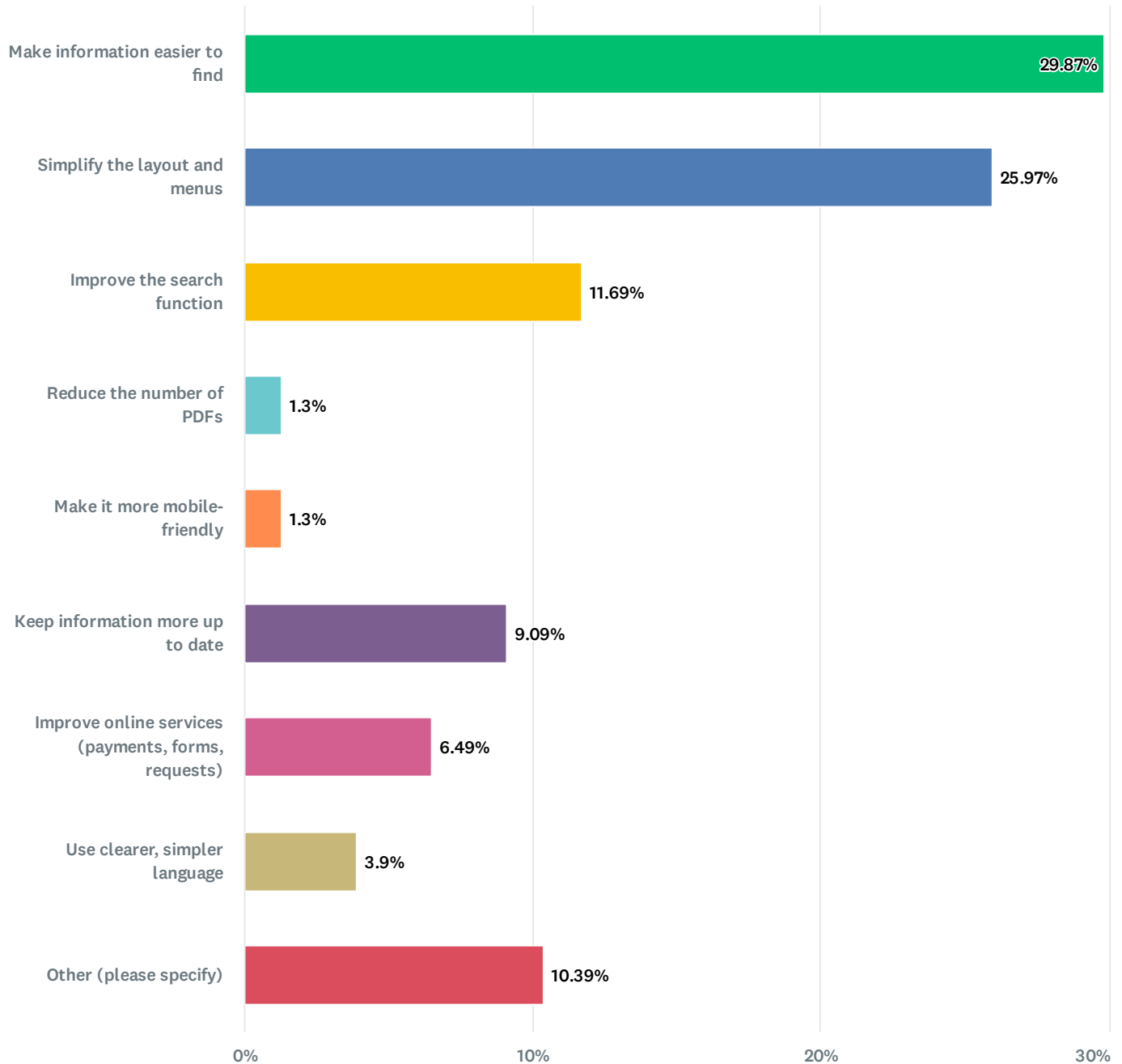


Survey: Port Colborne's New Municipal Website

Answer Choices	Percentage	Responses
 Too many pages or menus	43.59%	34
 Information is hard to find	61.54%	48
 Language is unclear or too technical	28.21%	22
 Search function doesn't work well	56.41%	44
 Information is outdated	51.28%	40
 Too many PDFs to open	16.67%	13
 Not mobile-friendly	33.33%	26
 Text is hard to read (font size, contrast, or layout)	12.82%	10
 Too much information on pages	14.10%	11
 Difficult to use with assistive technology (screen readers, keyboard navigation, etc.)	3.85%	3
 I'm not sure where to start	5.13%	4
 Nothing — I find it easy to use	7.69%	6
Total		261

Q12 77 responses

If we could improve ONE thing about Port Colborne's website, what should it be?
(select one)



Answer Choices	Percentage	Responses
● Make information easier to find	29.87%	23
Total		77

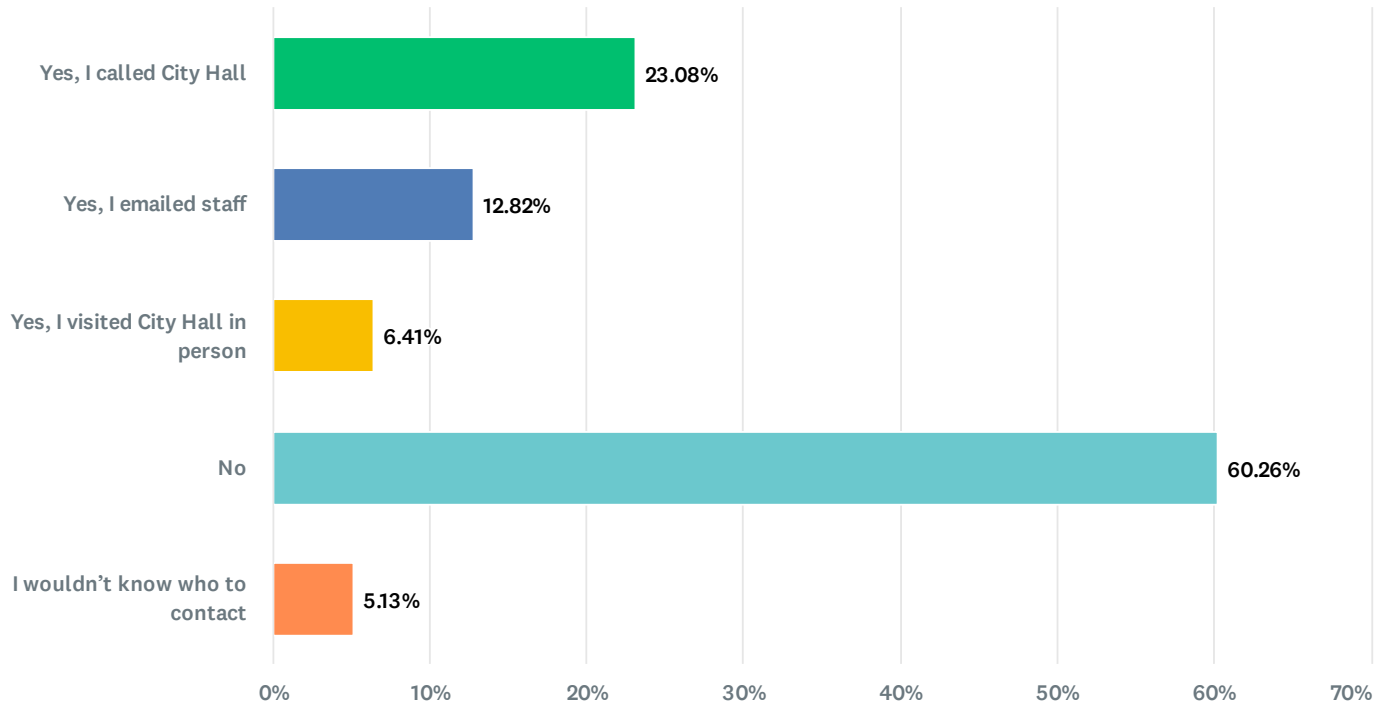
Survey: Port Colborne's New Municipal Website

Answer Choices	Percentage	Responses
 Simplify the layout and menus	25.97%	20
 Improve the search function	11.69%	9
 Reduce the number of PDFs	1.30%	1
 Make it more mobile-friendly	1.30%	1
 Keep information more up to date	9.09%	7
 Improve online services (payments, forms, requests)	6.49%	5
 Use clearer, simpler language	3.90%	3
 Other (please specify)	10.39%	8
Total		77

#	OTHER (PLEASE SPECIFY)	DATE
1	Close it down	4/22/2026 12:04 PM
2	I'd prefer if the navigation CSS animations (fade in/out) were removed, so that I can more quickly click on links (and get to where I need to go.)	4/19/2026 11:45 PM
3	All of the above	4/17/2026 8:26 AM
4	Simplify. Less paragraphs for each option you're searching in.	4/14/2026 5:26 PM
5	Take down old outdated posts.	4/14/2026 2:10 PM
6	Interactive mapping when appropriate (zoning, etc)	4/14/2026 11:00 AM
7	When I'm on the library's website and try to go back or click top links I end up at city Hall home. The library's page should look like the library and not be city hall links in the top menu.	4/14/2026 6:37 AM
8	Points1, 2, & 3	4/13/2026 4:43 PM

Q13 78 responses

**Have you ever contacted the City because you couldn't find information online?
(select all that apply)**



Answer Choices	Percentage	Responses
☒ Yes, I called City Hall	23.08%	18
☒ Yes, I emailed staff	12.82%	10
☒ Yes, I visited City Hall in person	6.41%	5
☒ No	60.26%	47
☒ I wouldn't know who to contact	5.13%	4
Total		84

Q14 Are there any other features you wish the City of Port Colborne's website had?

Answered: 23 Skipped: 56

#	RESPONSES	DATE
1	Because Port Colborne IS one of the best fishing locations in the world and due to the unpredictability of the lake itself, installing a webcam on the outer breakwall/lighthouse and possibly weather buoy #45142 would be instrumental in helping people decide on the daily status of fishing opportunities. People come from all over the area and if they rely on the wind in their location, they are shocked to see the difference the open lake can have on wind conditions and subsequently wave heights. Installing a webcam viewing the lake would be instrumental in helping the fishing experience for everyone and be a service of the website that I and many others would use on a daily basis.	4/28/2026 6:25 AM
2	interactive zoning map	4/24/2026 8:01 PM
3	Information about surrounding communities. We should all work together. Wainfleet, Fort Erie events are close enough to go to if we knew about them and tourism here would be better with more Niagara residents visiting in the off season.	4/23/2026 5:33 PM
4	??	4/22/2026 7:03 PM
5	Make public notices about things like public information sessions on planning, committee of adjustment meetings and agendas easier to find with their own section like other cities For example https://www.welland.ca/Media/Notices.asp Or simple things like road closures - https://www.welland.ca/Roads/construction.asp Have a separate newsroom - https://www.welland.ca/Media/index.asp A mayor and council section like Welland has all you need to find, do something like that - https://www.welland.ca/Council/index.asp The search system is pretty bad. Don't know how you can improve it because no municipality seems to get it right	4/22/2026 3:09 PM
6	no	4/22/2026 1:05 PM
7	Salaries of overpaid city hall employees	4/22/2026 12:04 PM
8	As a college student I've had exams proctored at the library in the past, and it'd be helpful for other students if information on this service were available on the library's website.	4/19/2026 11:45 PM
9	Not really	4/19/2026 4:48 AM
10	More detail on the museum's events and programming	4/18/2026 12:12 PM
11	More information on the cruise ships and other tourism opportunities	4/17/2026 9:49 AM
12	Current alerts/notifications for potential emergency situations, ex: weather, water issues, bridge issues, anything related to the potential danger to the citizens of our community. There are still elderly people that do not use social media. This needs to be addressed.	4/17/2026 8:26 AM
13	No	4/16/2026 9:15 AM
14	no	4/15/2026 9:31 AM
15	Info that is up to date about community charities and clubs.	4/15/2026 7:25 AM
16	Maps, visuals,	4/14/2026 5:26 PM
17	N/A	4/14/2026 2:30 PM
18	no	4/14/2026 2:10 PM
19	Don't bury info too far.....Sometimes answers to the easiest questions are the most difficult to find.....That's for many websites.	4/14/2026 7:25 AM
20	More access to programming throughout the city.	4/13/2026 10:31 PM

Survey: Port Colborne's New Municipal Website

21	Accessing health services - how, where, simple and on main page as it's a big focus (and worry) for citizens	4/13/2026 4:57 PM
22	one e mail address to contact all council (which I was told (few years ago) was not available	4/13/2026 4:43 PM
23	I wish there was a search function within the by-laws that was easy to use and intuitive - I'd like to be able to ask a question in the search box and be directed to the relevant by-law without having to search within the by-law itself. Does that make sense?	4/13/2026 4:38 PM

Q15 Is there anything else you'd like to share about your experience using the City's website?

Answered: 20 Skipped: 59

#	RESPONSES	DATE
1	Needs more entry-level job opportunities	6/15/2026 2:26 PM
2	It's actually a great website. We are lucky to have such a great site.	6/15/2026 2:17 PM
3	I think the website has a decent balance of access to information relative to temporal information relevance.	4/24/2026 8:01 PM
4	I find the website nice as is. It would be nice to get the calendar view of events in one click but how it is, is fine too. More info on the seaway and Clarence street Bridge would be nice too.	4/23/2026 5:33 PM
5	No	4/22/2026 7:03 PM
6	no	4/22/2026 1:05 PM
7	It's a joke.	4/22/2026 12:04 PM
8	Workday (a service the City uses for its job portal) doesn't allow for re-submission of a job application once it has been retracted, so to correct my application I had to re-submit it under a different email address. Not a great user experience, so if this is configurable it'd be excellent to be able to re-submit under the same address/account.	4/19/2026 11:45 PM
9	All good	4/19/2026 4:48 AM
10	Purchase canal day items, flags, beer mugs, garden decor..... for a signature event, it lacks the signature.	4/18/2026 4:47 AM
11	No thank you	4/17/2026 9:49 AM
12	I find it user friendly	4/16/2026 9:15 AM
13	Respectfully, we do not require a new website. That will be very costly. Simply make things more searchable.	4/15/2026 10:21 PM
14	I think its fine, stop wasting tax payer dollars!	4/15/2026 9:31 AM
15	N/A	4/14/2026 2:30 PM
16	no	4/14/2026 2:10 PM
17	No	4/14/2026 7:25 AM
18	I had made a request a few years ago to the recreation dept. I expressed that when looking g for children programming and activities the city website should be the place to connect and find out what is available. I was told it was up to organizations to contact the city and not the other way around. The city of Port Colborne should be where that information is available. What sports children can get involved in. (hockey, skating, swim team, soccer, baseball, ball hockey.) And have links from the website. What clubs children and participate in. (Jr optimist, girl guides, scouts, air wings, stem programs) the city wants residents to "participate" make it easier to find so that we can. Everything should be readily available on the city of Port Colborne website, not have to google each individual special interest to see what's available. I truly believe if the city took more of a part in getting the information out into the public for what is available in this town that children would be able to get more involved in the community.	4/13/2026 10:31 PM
19	nope	4/13/2026 4:43 PM
20	Yes, I wish the City would publish the revised by-laws!!	4/13/2026 4:38 PM

Subject: Nickel Beach Parking Penalties

To: Council

From: Recreation and Tourism Department

Report Number: 2026-121

Meeting Date: July 14, 2026

Recommendation:

That Recreation and Tourism Department Report 2026-121 be received; and

That the proposed amending by-laws, attached as Appendix A hereto, be brought forward for Council's consideration in order to implement the changes outlined in this report.

Purpose:

The purpose of this report is to bring forward amendments to the by-laws included in Appendix A. The amendments will bring forward increased parking penalties in Zone 1 and Zone 2 and an adjustment to the Zone 3 parking footprint.

Background:

The construction of the new bike trail on Welland Street and Lake Road has resulted in changes to the Nickel Beach Zone 3 parking footprint. Due to the construction of the bike trail, Welland Street from Nickel Street to Rodney Street has become no parking on both sides of the street. The Nickel Beach parking signage has been removed and by-law No. 7466/50/26 must be amended to reflect this change.

Staff from Recreation and By-law staff work co-operatively regarding parking enforcement. Nickel Beach has seen large numbers of visitors on peak-days and the parking lot capacity is being routinely reached on weekends. There is particularly a high demand for parking in the Zone 1 parking lot which is closest to the beach entrance. The capacity is very low, and it is usually sold-out days in advance. As a result, staff are having to implement proactive enforcement measures and issue parking tickets for parking without a permit.

Discussion:

The current penalty under the AMPS By-Law 6082/48/14 for parking without a permit in the Nickel Beach parking lots is:

- 3.4(c) Stop/Stand/Park without a permit - \$60

The proposed amendments to AMPS By-Law 6082/48/14 would amend the by-law and increase the amounts for the following penalties:

- 3.4 (c)(i) Stop/Stand/Park without a permit (NB Zone 1) - \$120
- 3.4 (c)(ii) Stop/Stand/Park without a permit (NB Zone 2) - \$80

The current parking rates for Nickel Beach parking lots are below (plus HST):

- Zone 1 (Mon-Thurs) - \$40 per day
- Zone 1 (Fri-Sun & Holidays) - \$50 per day
- Zone 2 (Mon-Thurs) - \$20 per day or \$4 hourly
- Zone 2 (Fri-Sun & Holidays) - \$30 per day or \$5 hourly after 4pm

For clarity, staff are not recommending increasing the parking rates – only the fines for parking without a permit. The proposed amendment will introduce parking penalties that are proportionate to the cost of parking at each lot.

Internal Consultations:

Recreation staff have consulted with the Clerk's office and By-law staff to ensure all appropriate by-law amendments have been made. Recreation staff will continue to work with By-law staff regarding enforcement efforts at Nickel Beach.

Financial Implications:

The proposed amendment to AMPS By-Law 6082/48/14 would increase the cost of parking penalties in Nickel Beach parking lots.

Public Engagement:

Recreation staff intend to include parking penalty rates on future updates to signage at Nickel Beach parking lots.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillars of the strategic plan:

- Welcoming, Livable, Healthy Community
-

Conclusion:

With the summer season in full operations mode, it is necessary to bring these changes forward at this time. Implementing these increased penalties will strengthen parking enforcement efforts by providing staff with more effective tools to support the issuance of parking tickets and encourage compliance with parking regulations.

Appendices:

- a. Proposed by-law amendments

Respectfully submitted,

Luke Rowe
Recreation Supervisor
905-228-8037
Luke.rowe@portcolborne.ca

Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

Appendix “A” – Proposed By-Law Amendments

The Corporation of the City of Port Colborne

By-law No. _____

Being a By-Law to Amend By-Law No. 3475/56/97, as amended, being a By-Law establishing parking lots in the City of Port Colborne, and for regulating, supervising, and governing the parking of vehicles therein and thereon, and to prohibit the parking or leaving of motor vehicles on private property owned or occupied by The Corporation of the City of Port Colborne or any local board thereof

Whereas Section 5(1) of the *Municipal Act, 2001*, provides that the powers of a municipality shall be exercised by its council; and

Whereas the Council of The Corporation of the City of Port Colborne (Council) enacted By-law No. 3475/56/97, Being a By-Law to provide for establishing parking lots in the City of Port Colborne, and for regulating, supervising, and governing the parking of vehicles therein and thereon, and to prohibit the parking or leaving of motor vehicles on private property owned or occupied by The Corporation of the City of Port Colborne or any local board thereof, on the 28th day of April, 1997;

Now therefore the Council of The Corporation of the City of Port Colborne enacts as follows:

1. That By-Law No. 3475/56/97, as amended, be further amended to include the following under section 3.4 (c):
 - 3.4 (c) (i) without a permit (Nickel Beach Zone 1);
 - 3.4 (c) (ii) without a permit (Nickel Beach Zone 2);
2. That By-Law No. 3475/56/97, as amended, be further amended to add the following Under Schedule ‘A’:
 - Nickel Beach - Parking Lot Zone 2:
 - South side of Lake Rd. (Roll# 271102000718000 Lake Rd. Humberstone Concession 1 PT Lots 24; to 26 PT WA)
 - North side of Lake Rd. (Roll# 271102000718000 Lake Rd. Humberstone Concession 1 PT Lots 24; to 26 PT WA)
 - North side of Lake Rd. (Roll# 271102000718000 Lake Rd. Humberstone Concession 1 PT Lots 24; to 26 PT WA)
3. The Clerk is authorized to affect any minor modifications, corrections, or omissions, solely of an administrative, numerical, grammatical, semantical, or descriptive nature to this by-law or its schedules after the passage of this bylaw.
4. That this by-law shall come into force and take effect on the passing.

Enacted and passed this 14th day of July 2026.

William C. Steele
Mayor

Charlotte Madden

City Clerk

The Corporation of the City of Port Colborne

By-law No. _____

Being a By-Law to Amend Amend By-Law No. 6082/48/14, as amended, being a By-Law to establish a system for administrative penalties respecting the stopping, standing and parking of vehicles within the City of Port Colborne

Whereas Section 5(1) of the *Municipal Act, 2001*, provides that the powers of a municipality shall be exercised by its council; and

Whereas the Council of The Corporation of the City of Port Colborne (Council) enacted By-law No. 6082/48/14, Being a By-Law to establish a system for administrative penalties respecting the stopping, standing and parking of vehicles within the City of Port Colborne, on the 12th day of May 2014;

Now therefore the Council of The Corporation of the City of Port Colborne enacts as follows:

1. That By-Law 6082/48/14, as amended, be further amended to include the following under Schedule “C”:

ITEM	COLUMN 1 Designated Provisions	COLUMN 2 Short Form Wording	COLUMN 3 Administrative Penalty
8. a.	3.4 (c)(i)	Stop/Stand/Park Without a Permit (NB Zone 1)	\$120
8. b.	3.4(c)(ii)	Stop/Stand/Park Without a Permit (NB Zone 2)	\$80

2. The Clerk is authorized to affect any minor modifications, corrections, or omissions, solely of an administrative, numerical, grammatical, semantical, or descriptive nature to this by-law or its schedules after the passage of this bylaw.
3. That this by-law shall come into force and take effect on the passing.

Enacted and passed this 14th day of July 2026.

William C. Steele
Mayor

Charlotte Madden
City Clerk

The Corporation of the City of Port Colborne

By-law No. _____

Being a By-Law to Amend By-law.7466/50/26 to Establish a Permitting System for the Parking of Vehicles on Designated Highways and Parking Lots in the City of Port Colborne (Special Events) and to repeal By-law 7367/58/25

Whereas Section 5(1) of the *Municipal Act, 2001*, provides that the powers of a municipality shall be exercised by its council; and

Whereas the Council of The Corporation of the City of Port Colborne (Council) enacted By-law No. 7466/50/26, Being a By-law to Establish a Permitting System for the Parking of Vehicles on Designated Highways and Parking Lots in the City of Port Colborne (Special Events) and to repeal By-law 7367/58/25 on the 23rd day of June, 2026;

Now therefore the Council of The Corporation of the City of Port Colborne enacts as follows:

1. That By-Law 7466/50/26 be amended to include the following under Schedule ‘A’ of the by-law:
2. Nickel Beach Prime and Shoulder Seasons –
From Victoria Day weekend to Thanksgiving weekend annually - Monday to Sunday inclusive.
2. That By-Law 7466/50/26 be amended to include the following under Schedule ‘B’ of the by-law under “Streets”:

NB Street Parking Zone 3

Column 1	Column 2	Column 3		Column 4
Highway	Side	From	To	Times / Days
Fares St.	E & W	Nickel St.	Rodney St.	7 a.m. to 9 p.m. daily from May to October
Michell St.	E & W	Nickel St.	Rodney St.	7 a.m. to 9 p.m. daily from May to October
Davis St.	W	Nickel St.	Rodney St.	7 a.m. to 9 p.m. daily from May to October
Nickel St.	N & S	Welland St.	Davis St.	7 a.m. to 9 p.m. daily from May to October
Kinnear St.	N & S	Fares St.	Davis St.	7 a.m. to 9 p.m. daily from May to October
Rodney St.	N & S	Welland St.	Davis St.	7 a.m. to 9 p.m. daily from May to October

3. That this by-law shall come into force and take effect on the passing.

Enacted and passed this 14th day of July 2026.

William C. Steele
Mayor

Charlotte Madden
City Clerk

The Corporation of the City of Port Colborne

By-law No. _____

Being a By-Law to Amend By-law. 7466/50/26 to Establish a Permitting System for the Parking of Vehicles on Designated Highways and Parking Lots in the City of Port Colborne (Special Events) and to repeal By-law 7367/58/25

Whereas Section 5(1) of the *Municipal Act, 2001*, provides that the powers of a municipality shall be exercised by its council; and

Whereas the Council of The Corporation of the City of Port Colborne (Council) enacted By-law No. 7466/50/26, Being a By-law to Establish a Permitting System for the Parking of Vehicles on Designated Highways and Parking Lots in the City of Port Colborne (Special Events) and to repeal By-law 7367/58/25 on the 23rd day of June, 2026;

Now therefore the Council of The Corporation of the City of Port Colborne enacts as follows:

1.

That By-Law 7466/50/26 be amended to include the following under Schedule ‘A’ of the by-law:
2.

Nickel Beach Prime and Shoulder Seasons –
From Victoria Day weekend to Thanksgiving weekend annually - Monday to Sunday inclusive.
2.

That By-Law 7466/50/26 be amended to include the following under Schedule ‘B’ of the by-law under “Streets”:

NB Street Parking Zone 3

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times / Days
Fares St.	E & W	Nickel St.	Rodney St.	7 a.m. to 9 p.m. daily from May to October
Michell St.	E & W	Nickel St.	Rodney St.	7 a.m. to 9 p.m. daily from May to October
Davis St.	W	Nickel St.	Rodney St.	7 a.m. to 9 p.m. daily from May to October
Nickel St.	N & S	Welland St.	Davis St.	7 a.m. to 9 p.m. daily from May to October
Kinnear St.	N & S	Fares St.	Davis St.	7 a.m. to 9 p.m. daily from May to October
Rodney St.	N & S	Welland St.	Davis St.	7 a.m. to 9 p.m. daily from May to October

3. That this by-law shall come into force and take effect on the passing.

Enacted and passed this 14th day of July 2026.

William C. Steele
Mayor

Charlotte Madden
City Clerk

The Corporation of the City of Port Colborne

By-law No. _____

Being a By-Law to Amend By-Law No. 3475/56/97, as amended, being a By-Law establishing parking lots in the City of Port Colborne, and for regulating, supervising, and governing the parking of vehicles therein and thereon, and to prohibit the parking or leaving of motor vehicles on private property owned or occupied by The Corporation of the City of Port Colborne or any local board thereof

Whereas Section 5(1) of the *Municipal Act, 2001*, provides that the powers of a municipality shall be exercised by its council; and

Whereas the Council of The Corporation of the City of Port Colborne (Council) enacted By-law No. 3475/56/97, Being a By-Law to provide for establishing parking lots in the City of Port Colborne, and for regulating, supervising, and governing the parking of vehicles therein and thereon, and to prohibit the parking or leaving of motor vehicles on private property owned or occupied by The Corporation of the City of Port Colborne or any local board thereof, on the 28th day of April, 1997;

Now therefore the Council of The Corporation of the City of Port Colborne enacts as follows:

1. That By-Law No. 3475/56/97, as amended, be further amended to include the following under section 3.4 (c):
 - 3.4 (c) (i) without a permit (Nickel Beach Zone 1);
 - 3.4 (c) (ii) without a permit (Nickel Beach Zone 2);
2. That By-Law No. 3475/56/97, as amended, be further amended to add the following Under Schedule 'A':
 - Nickel Beach - Parking Lot Zone 2:

South side of Lake Rd. (Roll# 271102000718000 Lake Rd. Humberstone Concession 1 PT Lots 24; to 26 PT WA)

North side of Lake Rd. (Roll# 271102000718000 Lake Rd. Humberstone Concession 1 PT Lots 24; to 26 PT WA)

North side of Lake Rd. (Roll# 271102000718000 Lake Rd. Humberstone Concession 1 PT Lots 24; to 26 PT WA)
3. The Clerk is authorized to affect any minor modifications, corrections, or omissions, solely of an administrative, numerical, grammatical, semantical, or descriptive nature to this by-law or its schedules after the passage of this bylaw.
4. That this by-law shall come into force and take effect on the passing.

Enacted and passed this 14th day of July 2026.

William C. Steele
Mayor

Charlotte Madden
City Clerk

The Corporation of the City of Port Colborne

By-law No. _____

Being a By-Law to Amend Amend By-Law No. 6082/48/14, as amended, being a By-Law to establish a system for administrative penalties respecting the stopping, standing and parking of vehicles within the City of Port Colborne

Whereas Section 5(1) of the *Municipal Act, 2001*, provides that the powers of a municipality shall be exercised by its council; and

Whereas the Council of The Corporation of the City of Port Colborne (Council) enacted By-law No. 6082/48/14, Being a By-Law to establish a system for administrative penalties respecting the stopping, standing and parking of vehicles within the City of Port Colborne, on the 12th day of May 2014;

Now therefore the Council of The Corporation of the City of Port Colborne enacts as follows:

- 1. That By-Law 6082/48/14, as amended, be further amended to include the following under Schedule “C”:

ITEM	COLUMN 1 Designated Provisions	COLUMN 2 Short Form Wording	COLUMN 3 Administrative Penalty
8. a.	3.4 (c)(i)	Stop/Stand/Park Without a Permit (NB Zone 1)	\$120
8. b.	3.4(c)(ii)	Stop/Stand/Park Without a Permit (NB Zone 2)	\$80

- 2. The Clerk is authorized to affect any minor modifications, corrections, or omissions, solely of an administrative, numerical, grammatical, semantical, or descriptive nature to this by-law or its schedules after the passage of this bylaw.
- 3. That this by-law shall come into force and take effect on the passing.

Enacted and passed this 14th day of July 2026.

William C. Steele
Mayor

Charlotte Madden
City Clerk