



## Special Council Meeting Revised Agenda

April 27, 2026, 5:00 pm

Location: Essex Municipal Building, 33 Talbot Street South and by livestream at <https://www.youtube.com/@EssexOntario>

Accessible formats or communication supports are available upon request. Please contact the Clerk’s Office at [clerks@essex.ca](mailto:clerks@essex.ca) or 519-776-7336 extension 1136.

The purpose of this meeting is to consider a Zoning By-Law Amendment for 80 County Road West (Ward 3).

Pages

**1. Call to Order**

**2. Land Acknowledgement**

We acknowledge that this land is the traditional territory of the Three Fires Confederacy of First Nations (comprised of the Ojibway, the Odawa, and the Potawatomi Peoples), and of the Huron-Wendat Peoples. We value the significant historical and contemporary contributions of local and regional First Nations and all of the Original Peoples of Turtle Island who have been living and working on the land from time immemorial.

**3. Declarations of Conflict of Interest**

**4. Adoption of Published Agenda**

**4.1 Special Council Meeting Agenda for April 27, 2026**

Moved by \_\_\_\_\_

Seconded by \_\_\_\_\_

**That** the published agenda for the April 27, 2026 Special Council Meeting be adopted as presented / amended.

**5. Reports from Administration**

**\*5.1 ZBA-02-26, 80 County Road 50**

1

Moved by \_\_\_\_\_

Seconded by \_\_\_\_\_

**That** the presentation ZBA-02-26, 80 County Road 50, be received for information.

**6. Public Presentations**

**6.1 Harrow-Colchester Assets Management Limited**

**6.2 Wing On Li, Horizon Investment Holdings Ltd.**

Moved by \_\_\_\_\_

Seconded by \_\_\_\_\_

**That** all the Public Presentations listed in Agenda Item 6 be recieved.

**7. Adjournment**

Moved by \_\_\_\_\_

Seconded by \_\_\_\_\_

That the meeting be adjourned at \_\_\_\_\_.



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# Public Meeting:

**Proposed Zoning By-law Amendment  
for 80 County Road 50**

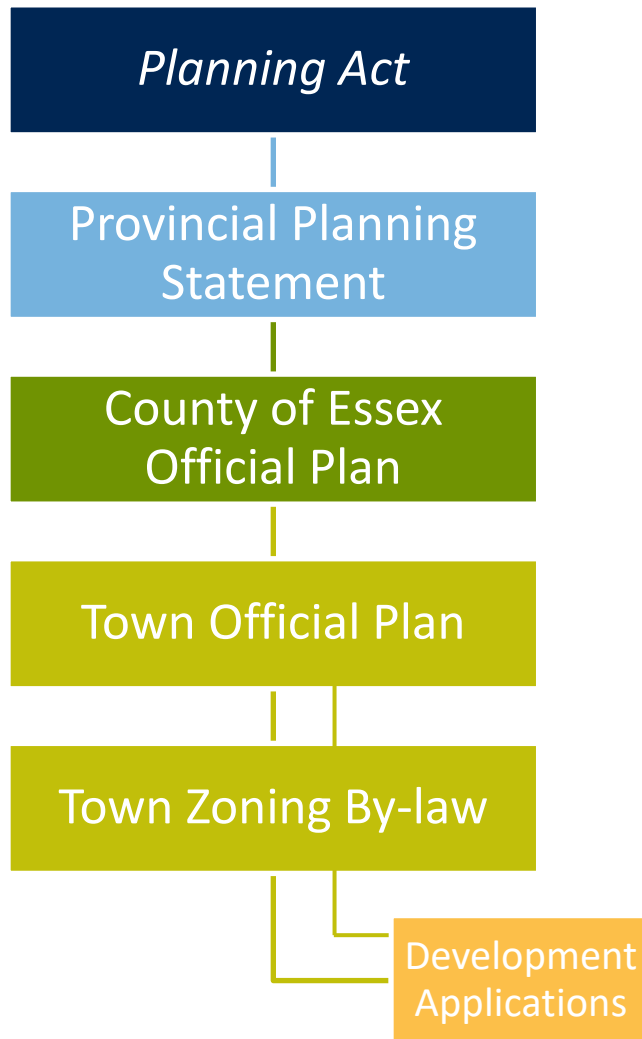
Ward 3

April 27, 2026



*Where you belong*

# Land Use Planning



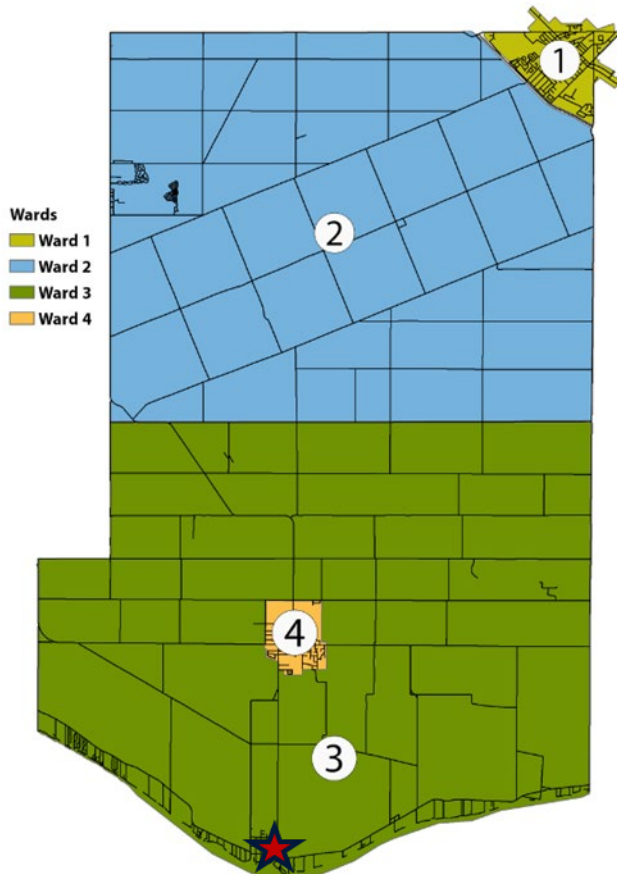
- The responsibility for planning in Ontario is shared between the Province and municipalities
- The Province sets the ground rules; Municipalities implement the Province's directions
- Council is the primary decision maker in local land use planning, managing development while ensuring consistency with Provincial Policies
- From time to time, Council may receive applications from landowners seeking certain permissions on a specific parcel so that a proposed development can proceed
- Council decisions on those applications **must** be consistent with the PPS and must conform to local planning policies

# Purpose of Meeting

- Statutory as per *Planning Act*
- Purpose:
  - To notify, hear, and receive comments from the public on the application for Site-Specific Amendments to the Zoning By-law (ZBA)

**Council does not decide on the amendments  
at this meeting**

# ZBA-02-26: Subject Lands



## Property Location:

- 80 County Road 50 (corner of County Road 50 and Jackson Street)

## County/Town of Essex Official Plan Designation:

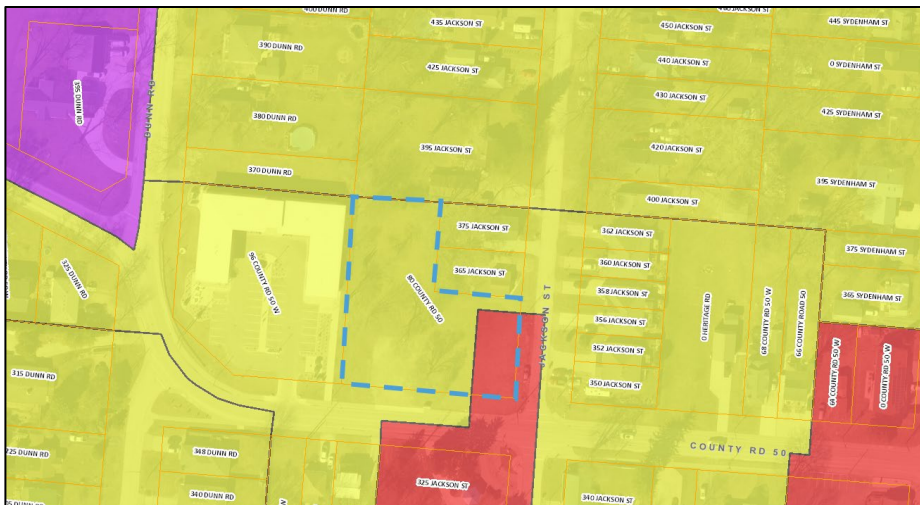
- Within a “Secondary” Settlement Area
- Within the Colchester Secondary Plan (CSP)
- Designated “Main Street Area” on Schedule “A” of CSP

## Existing zoning:

- Residential District 3.1 (R3.1), “High Density Residential” uses
- Commercial District (C1.3), “Transitional Commercial/residential” uses

★ Subject lands

# ZBA-02-26: Subject Lands



## Property Characteristics:

- +3, 070 m2 (33,045 ft2) and Irregular Shape
- Vacant and previously used as:
  - Parking lot (recent)
  - Residential Uses (including Single Unit and Three Unit Dwelling and cottage rental operation)
  - Commercial Uses (General Store and Restaurant)
- Street frontage on County Road 50 and Jackson Street (local Roads)
- Serviced by existing municipal water, sanitary, and storm sewers and an existing fire hydrant within County Road 50 Right of Way (ROW)
- Is not located within an area regulated by the Conservation authority
- Does not contain any natural heritage or environmental features and is not adjacent to these features
- Does not contain cultural heritage resources

# ZBA-02-26: Subject Lands



## Adjacent Land Uses :

- North/East: Low Density Residential (Single Unit and Semi-Detached Dwellings)
- West: Grove Motel (Commercial Use) (directly West)
- South: Colchester Park and Harbour (Recreational Uses) (directly south)

# Proposed Zoning Change

ZBA-02-26

# ZBA-02-26: Proposed Zoning Change

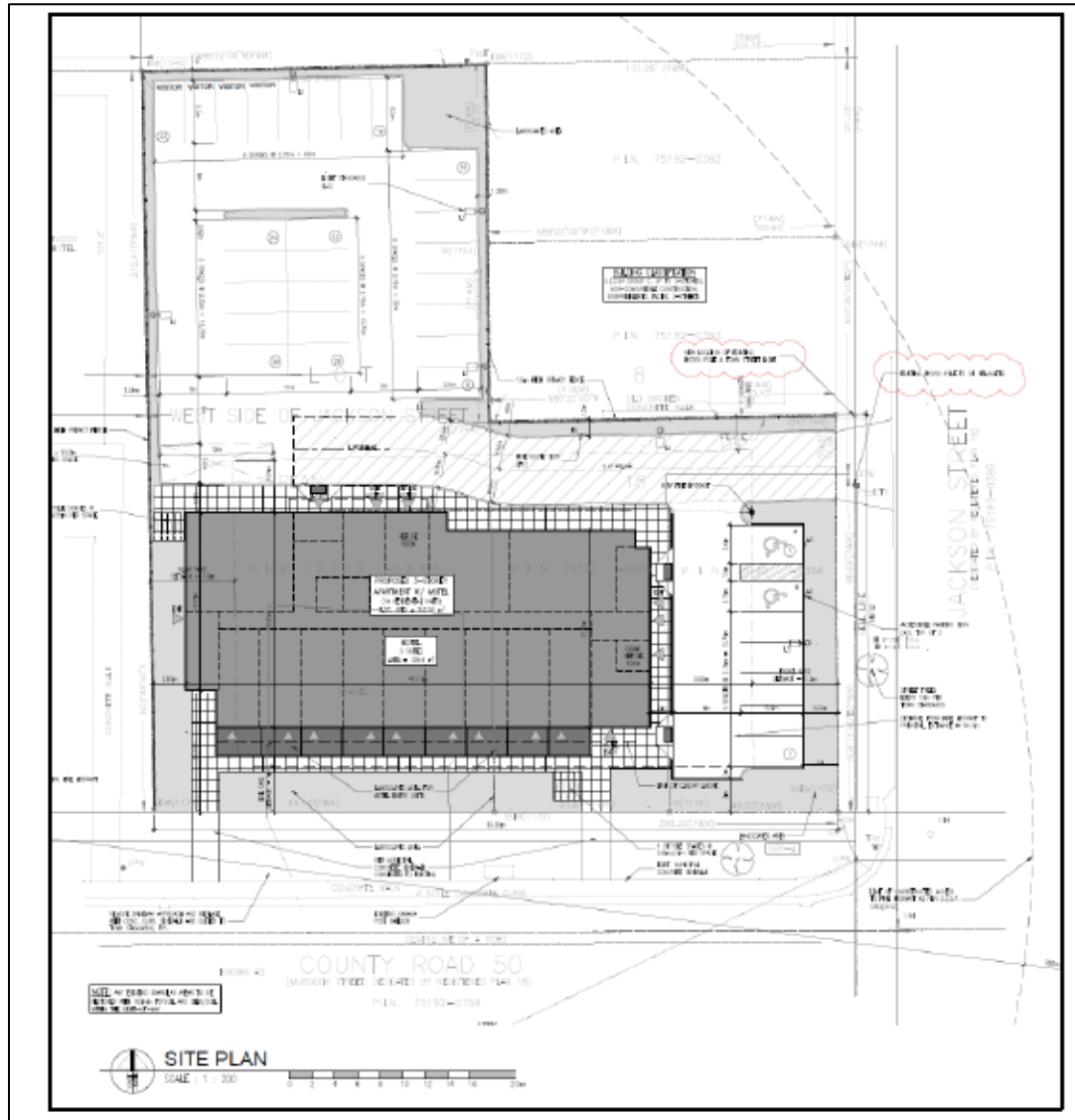
- Proposal:
  - One (1) new, 3-storey *Combined Use Building* (a building containing commercial and residential uses)
  - Building will include a nine (9) unit *Motel*
  - Building will include nineteen (19) residential *Dwelling Units*, broken down as follows:

Unit type	Number of Units
Studio Unit	3
1-bedroom unit	2
2-bedroom unit	14
<b>Total</b>	<b>19</b>

# ZBA-02-26: Proposed Zoning Change

- Proposal Cont'd:
  - A total of **34 on-site parking spaces** are proposed including barrier free (2), visitor (4), loading (1), and bicycle (8)
  - Motel Units will be +28 Square Metres (+300 Square Feet)

# ZBA-02-26: Proposed Zoning Change



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# ZBA-02-26: Proposed Zoning Change

- To redesignate the entire site to a site-specific commercial zoning district (Commercial District 1.3) **whereas the site is currently split-zoned**
- To include a “Motel” as an additional permitted main use **whereas the C1.3 district does not permit Motels**
- To allow Dwelling Units on the ground floor level of a Combined Use Building (commercial/residential) **whereas dwelling units are only permitted above the ground floor**
- To add the following building regulations:
  - A 2.87m minimum rear yard depth
  - A Maximum Gross Floor Area (GFA) of 750m<sup>2</sup> for dwelling units on the ground level
  - All Dwelling Units to be located behind the commercial uses (to rear of building)
  - A Minimum amenity area for dwelling units of 7.5m<sup>2</sup> for bachelor unit, 10m<sup>2</sup> for 1 bedroom, 15m<sup>2</sup> for 2 or more-bedroom unit
  - **\* A Maximum Building Height of 11.28m whereas 10m is the Maximum**

# ZBA-02-25: Proposed Zoning Change

## Submitted Reports and Studies:

**Planning Justification Report (PJR)** to demonstrate consistency with Provincial Planning Statement and conformity with County and Town Official Plan policies.

**Traffic Impact Brief** to assess the impact of the development on traffic and sight lines.

**Functional Servicing Report (FSR)** to demonstrate how the development will be serviced with water, wastewater and storm drainage.

**Phase 1 Environmental Site Assessment (ESA)** to evaluate the environmental conditions of the site and to identify actual or potential sources of contamination associated with the site and surrounding properties.

## Conclusions of Submitted Reports and Studies:

Determined that the development is consistent with the PPS (2024), conforms with the intent and purpose of the County and Town Official Plan and represents good planning.

Determined that the development will not adversely impact area traffic operations and traffic control improvements are not necessary to support the development.

Determined that the development can be serviced by existing water and sanitary infrastructure. Stormwater runoff can be accommodated through municipal stormwater infrastructure, and the release rate will be determined through the drainage act and stormwater management review process.

Did not identify any sources of contamination on the site.

# Policy Considerations

ZBA-02-26

# ZBA-02-26: Policy Considerations

## Provincial Planning Statement (PPS) 2024

Policy Reference	Policy	Response
2.1.6– Complete Communities	Planning authorities <i>should</i> support the achievement of “complete communities” by accommodating an appropriate range and mix of land uses and housing options to meet long term needs	Development is consistent with policy to achieve complete communities (areas that provide opportunities for jobs, housing, local services)
2.2.1 –Housing	Planning authorities <u>shall</u> provide for an appropriate range and mix of housing options to meet needs of current and future residents by permitting and facilitating all housing options and all types of residential intensification.	The development provides for an appropriate housing range (multi-unit) that meets the needs of current and future residents. The application is a form of residential intensification.
2.3.1.1 –Settlement Areas	Settlement areas shall be the focus of growth and development.	Colchester is a secondary settlement area.
2.8.1 –Employment	Planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment uses and providing opportunities for a diversified economic base	The motel units are an appropriate employment use for the Colchester area as it expands on tourism oriented accommodate options with the area.

# ZBA-02-26: Policy Considerations

## County of Essex Official Plan (2024)

Policy Reference	Policy	Response
4.A.3.1 –Secondary Settlement Areas	All types of land uses permitted in secondary settlement areas subject to specific land use land use policies of the local official plan	This site permits mixed uses (commercial and residential uses)
4.A.5.2 –Intensification	Residential Intensification shall be provided in Secondary Settlement Areas where full servicing is available	Full municipal servicing is available in the Colchester Hamlet and to this site.
4.C –Employment	<ul style="list-style-type: none"> <li>-Recognition of the importance of tourism to the County’s economy is a goal of the County Official Plan</li> <li>-Economic Growth in County is broad and will include population related employment such as business and services to fulfill the needs of Essex County residents</li> </ul>	<ul style="list-style-type: none"> <li>-The proposed Motel uses is a form of population related employment that supports the tourism industry</li> <li>-the proposed commercial space is still viable for a change of use in population related employment use (i.e. motel to retail store or café)</li> </ul>

# ZBA-02-26: Policy Considerations

## Town of Essex Colchester Secondary Plan (2009)

Policy Reference	Policy	Response
2.2 –Community Vision	The vision for Colchester is the creation of a complete and sustainable waterfront community that accommodates residents' daily activities and promotes the surrounding lakeshore's unique agricultural, natural heritage, recreational, cultural and tourism features and activities.	The proposal is consistent with the Vision for Colchester as it contributes to the creation of a complete community and promotes and supports its tourism features and activities.
3.2 –Main Street Area (Permitted Uses)	<ul style="list-style-type: none"> <li>-Roofed accommodation uses including motels, hotels and small inns are permitted uses</li> <li>-apartment style dwelling units in a mixed use building are permitted</li> <li>-dwelling units above ground floor in mixed use buildings are preferred to preserve continuity of commercial activities at pedestrian level</li> </ul>	<ul style="list-style-type: none"> <li>-The proposed uses (motel and residential dwelling units) are permitted uses within the land use designation for this site.</li> <li>-Although some dwelling units will be located on the ground floor, they are located to the rear of the commercial uses preserving the continued commercial presence at the pedestrian level.</li> </ul>

# ZBA-02-26: Policy Considerations

## Town of Essex Colchester Secondary Plan (2009)

Policy Reference	Policy	Response
4.2 –Accommodations	<p>-The Town supports the provision of overnight accommodations to promote the Town’s tourism and economic development objectives</p> <p>-Large Scale roofed accommodations, such as Motels, will be directed t the Main Street Area where the services, facilities and infrastructure exists to accommodate them</p>	<p>-The proposed use is a Motel.</p> <p>-The Site is designated Main Street Area.</p> <p>-There are services, facilities and infrastructure available to the site to support the Motel.</p>

# ZBA-02-26: Policy Considerations

## Town of Essex Colchester Secondary Plan (2009)

Policy Reference	Policy	Response
<p>7.0 –Main Street Design Guidelines</p>	<p><b>Building Forms:</b>                      -complement adjacent development in terms of scale, massing, heights, and architectural styles                      -architectural styles should reflect old English Tudor themes                      -patios, porches are encouraged</p> <p><b>Building Heights:</b>                      -Should not exceed 2-3 stories                      -minimum height of 4.0 metres for ground floor commercial storey</p> <p><b>Building Orientation:</b>                      -oriented to public street                      -building setback should be 1m or more from right of way on County Road 50                      -landscapes building entrances on Jackson Street of 6m should be provided to create gateway to waterfront</p>	<p><b>Building Form:</b>                      -architectural style is reflective of existing adjacent buildings, specifically, the Grove Motel which was not designed to reflect old English Tudor Theme                      -patios are proposed at front face of building</p> <p><b>Building Heights:</b>                      -does not exceed three stories                      -Min. Height is 3.6m to ensure building height isn't excessive</p> <p><b>Building Orientation:</b>                      -Building is oriented towards the street                      -Building setback is more than 1m from County Road 50                      -Landscape entrance of 3.5m is provided on Jackson to permit more on-site parking, however, vista to waterfront is clear</p>

# ZBA-02-26: Policy Considerations

## Town of Essex Colchester Secondary Plan (2009)

Policy Reference	Policy	Response
7.0 –Main Street Design Guidelines	Parking and Access: -majority of onsite parking to be accommodated at rear of building and appropriately screened -front yard parking and loading and servicing area is to be restricted or prohibited in front yard	-No front yard parking is proposed -all parking, access area, and loading areas at rear of site

# Public and Agency Comments

ZBA-02-26

# ZBA-02-26: Public Open House

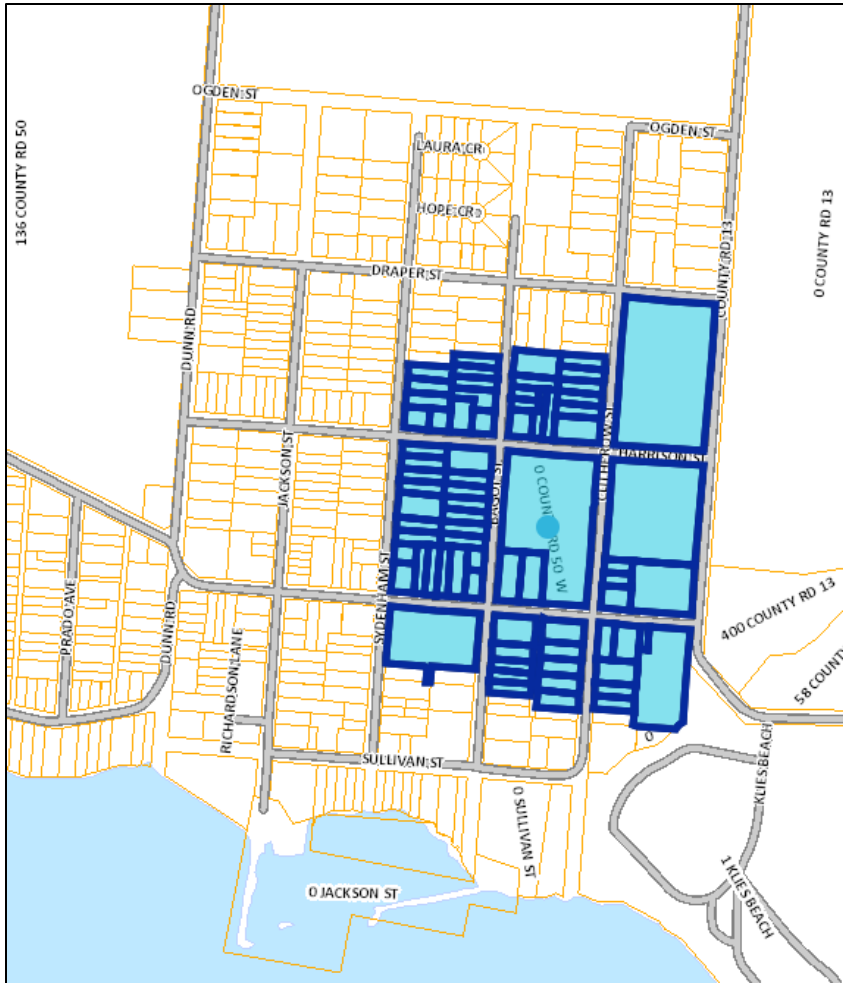
- A Public Open House was held on **December 2, 2025** at the Colchester Community Centre
- Purpose of Open House was to provide public with opportunity to review and comment on proposed development
- All owners of land within 120m of Site were directly notified (106 owners and tenants)
- 24 people attended the Open House including some Councillors and the municipal Planning Staff

# ZBA-02-26: Open House Comments

## Summary of Comments/Questions from Open House:

- **Parking:** Concerns with lack of parking in the general area; site could be used for parking instead
- **Commercial Use:** Motel use may not be justified because one already exists nearby. Consider other commercial uses (coffee shop, spa, market) or solely housing
- **Built Form:** Building is too high. Consider 2 storeys instead
- **General Concerns:** privacy, views, lighting, noise, security

# ZBA-02-26: Public and Agency Comments



- Town has circulated all property owners within 120 metre radius and those who attended the Open House
- Town has circulated all Agencies required to be circulated under Regulation (i.e. the County of Essex and ERCA)
- Town has circulated First Nations communities having interest in the area

# ZBA-02-26: Public and Agency Comments

- Three (3) formal comments received as of 4/21/2026
  - Two (2) Public Agencies (County of Essex and ERCA)
  - One (1) from a member of the Public

Public/Agency	Comment
County of Essex	No objections
ERCA	No objections
Member of the Public	-Objections to proposed use (Motel) -Concerns with lack of parking in general area -Suggestion to use site as parking lot

# Next Steps

ZBA-02-26

# ZBA-02-26: In Closing

## **In the absence of additional public input or other pertinent issues:**

- **Policy evaluation:** The proposed development is consistent with the PPS, conforms with the intent and purpose of the County and Town Official Plan, and represents good planning.
- **Technical evaluation:** Municipal services are sufficient for the proposed development, no adverse traffic impacts are forecasted, and the proposal is in keeping with main street design guidelines.

# ZBA-02-26: Next Steps

1. A Report to Council and proposed By-law will be prepared for consideration at a subsequent Regular Council meeting.
2. At the subsequent Regular Council Meeting, Council may:
  - Provisionally adopt the By-law for two (2) readings where the third and final reading is read at the following Council meeting.
  - Defer decision on the By-law if more information is required.
  - Deny the By-law where notice of denial will be sent to the applicant and all persons requesting to be notified of the decision and a 20-day appeal period takes effect.
3. Applicant proceeds to Site Plan Control (SPC)



# Questions/Comments

Thank You for Listening!



April 20, 2026

Ms. Rita Jabbour  
Town of Essex  
33 Talbot Street South  
Essex, Ontario  
N8M 1A8

Dear Ms. Jabbour:

**Re: Zoning By-law Amendment, ZBA-02-26**

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Please be advised that the County has reviewed the aforementioned application and the comments provided are engineering-related only. This application has not been reviewed from a planning perspective. There are no objections as it pertains to this amendment. The Applicant will be required to comply with the following County Road regulations along adjacent to County Roads:

***County By-Law Number 2481 – A By-Law to Provide for the Protection of Highways and to Provide for the Installation of Entrance Ways.***

***County-By-Law Number 2480 – A By-Law of the Corporation of the County of Essex to Regulate the Location of Buildings and Structures on Land Adjacent to County Roads.***

Once proposed development is circulated for Site Plan review, the County will provide further comments related to Traffic Impact Assessment, Setbacks and Accesses.

We are requesting a copy of the Decision on the aforementioned applications. Thank you for your assistance and cooperation in this matter.

Should you require further information, please contact the undersigned by email at [kbalallo@countyofessex.ca](mailto:kbalallo@countyofessex.ca) or by phone at extension 1564.

Regards,

Kristoffer Balallo  
Engineering Technologist

519-776-6441  
TTY 1-877-624-4832

360 Fairview Ave. W.  
Essex, ON N8M 1Y6

[countyofessex.ca](http://countyofessex.ca)



2026-04-08

File Number: 0607-26

Rita Jabbour, Town of Essex  
Development Services, 2610 County Road 12  
Essex, ON  
N8M 2X6

RE: ZBA to Construct a Mixed-Use Building  
80 COUNTY RD 50, 82 COUNTY RD 50, 86 COUNTY RD 50, Town of Essex  
Municipal File Number: ZBA-02-26

The Town of Essex has received Application for Zoning By-law Amendment for the above noted subject lands, which are zoned Residential District 3.1 (R3.1) permitting “High Density Residential Uses” and Commercial District 1.3 (C1.3) permitting “Transitional Commercial and Residential Uses” under the Town of Essex Zoning By-Law 1037. The Subject Lands are located within the Secondary Settlement Area of the Colchester Hamlet.

The Applicant is proposing to construct one (1) new Combined Use Building (a building containing commercial and residential uses). The proposed Building will include a Motel with nine (9) units and nineteen (19) Dwelling Units. The Applicant is requesting a redesignation of the Subject Lands to a site-specific C1.3 District to include a Motel as a permitted commercial use and to allow the Dwelling Units on the ground floor of a Combined Use Building. The following site-specific building regulations are also requested to permit the development:

- The minimum rear yard depth shall be 2.87m whereas 7.5m is required for the C1.3 District,
- The maximum Gross Floor Area (GFA) occupied by the Dwelling Units on the ground floor shall be 750m<sup>2</sup> and all Dwelling Units shall be located to the rear of the commercial use,
- The minimum amenity area per Dwelling Unit shall be 7.5m<sup>2</sup> per bachelor unit, 10m<sup>2</sup> per 1 bedroom unit, 15m<sup>2</sup> per 2 or more-bedroom unit.

The proposed development complies with all other lot, building, and parking regulations for the C1.3 district. The proposed development will also be subject to Site Plan Control Approval (SPCA).

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

The Essex Region Conservation Authority is reviewing this application circulated under the Planning Act pursuant to its delegated Provincial authority for the purpose of ensuring that the decisions under the Act are consistent with the natural hazards policies under the Provincial Planning Statement, 2024. Conservation Authorities also regulate development activities in areas affected by natural hazards under s. 28 of the Conservation Authorities Act and may provide comments related to satisfying permit requirements for the benefit of the Applicant.

We have reviewed our floodline mapping for this area and it has been determined this site is not located within a



regulated area that is under the jurisdiction of the ERCA (Ontario Regulation 41/24 under the Conservation Authorities Act). As a result, an approval is not required from ERCA for issues related to Section 28 of the Conservation Authorities Act.

In addition, the subject lands are wholly or partially within the Event Based Area (EBA) of the Essex Region Source Protection Plan under the Clean Water Act, 2006. The Municipality is required to follow the Written Direction provided by the Essex Region Risk Management Official (RMO) for the implementation of policies in the Plan that are written under s.59 of the Act to screen for potential Significant Drinking Water Threats (SDWTs). The Municipality will notify the Applicant to contact the RMO if municipal screening indicates the subject lands may have an SDWT. The Applicant will submit a Section 59 Application to the RMO if required.

## **FINAL RECOMMENDATION**

Our office has no objection to ZBA-02-26. Please continue to circulate our office with future Planning Act applications for this site, such as Application for Site Plan Control, as we may have further comments to provide regarding stormwater management or other natural hazard matters.

Sincerely,

*Alicia Good*

Alicia Good  
Watershed Planner  
/a.l.g

**From:** [Kathy Gomes](#)  
**To:** [Jabbour, Rita](#)  
**Subject:** Request for notification. File No. ZBA-02-26  
**Date:** Thursday, April 16, 2026 5:24:04 PM

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**WARNING: This email originated from someone who is not sending from a Town of Essex email address. Reply only if you recognize the senders email address. Do not click links or open attachments unless you recognize the sender, the senders email address and know the content is safe.**

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Attn: Rita Jabbour

This is a request that we be notified of the decision of the Town of Essex on the proposed zoning by-law 1037 amendment. File No. ZBA-02-26. As well, we wish to be notified of all decisions regarding this matter.

This is a complete asinine proposal for this parcel of land in Colchester.

Question - where is the motel in the town of Harrow? Why not build there ??

Question - where is the motel in the town of Essex? Why not build there ??

If this zoning by-law is passed, and this motel / dwelling unit is built - it will be next door to the Grove Motel, built a few years ago in Colchester, what you say !!!!!!! Colchester already has a motel, how can it be that we are looking to **build another motel right next door to an existing motel?**

There is ONE convenience store in Colchester, ONE gas station, ONE biker bar and a few restaurants. The Town Of Essex itself refers to Colchester as a Hamlet - why does anyone think we need TWO motels, side by side, in this community that has to continue to fight to remain "quiet".

This land should be purchased by the town to be used as a parking lot for all of the families, boaters and citidiots who invade the area to use the beach and park during nice weather. There is already insufficient parking and when an event takes place, like the fishing derby, cars and pickups, many with boat trailers, park in front of our homes, all down the street, some block driveways and some just park directly on the road.

So... parking lot... makes more sense, don't you think? I'm sure all of the surrounding residents, who have lived here for years (and not just six months), could live with that.

This nonsense starts with amending zoning by-laws and that is where this one needs to end.

Please feel welcome to share our thoughts with any / all of the powers at be.

Alcides & Kathy Gomes

420 Jackson St. R.R.3  
Harrow, Ontario N0R 1G0

*Kathy Gomes*



## Notice of Complete Application and Public Meeting to Consider Amendments to the Town of Essex Zoning By-law 1037

**Applicant:** Harrow-Colchester Assets Management Limited  
**Agent:** Architectural Design Associates Inc.  
**Lands/File No.:** 80 County Road 50 (Ward 3)(**File No.:** ZBA-02-26)

### Meeting Information

The Council for the Town of Essex will hold a Special Council Meeting on **Monday, April 27, 2026, starting at 5:00pm** at the **Essex Municipal Building, 33 Talbot Street South, Essex, Ontario** to consider an amendment to the General Zoning By-law 1037 under the provisions of the Planning Act, R.S.O. 1990.

This meeting will be available for members of the public to attend in person or attend electronically. However, please note there is limited space for in person attendees and delegates. Members of the public or delegates who wish to attend the meeting in person are required to pre-register by contacting the Clerks Office at 519-776-7336 ext. 1144 or [clerks@essex.ca](mailto:clerks@essex.ca). Requests for in-person attendees will be accommodated on a “first come first serve basis” subject to availability. A livestream of this meeting will be at the following address: <https://www.youtube.com/user/EssexOntario>. The stream will be made live approximately 10 minutes before the start of the meeting and accordingly the meeting will not appear on the YouTube account page until then.

Any person who wishes to speak to Council as a Delegation must submit a **Delegation Request to the Clerk’s Office (clerks@essex.ca or 519-776-7336) no later than 4:30 PM** on the Friday immediately before the date of the Special Council Meeting.

Any owner of land that contains seven (7) or more residential units is requested to post this notice in a location that is visible to all residents.

### Purpose and Effect of the Proposed By-law Amendment

80 County Road 50 (the “Subject Lands”) is zoned Residential District 3.1 (R3.1) permitting “High Density Residential Uses” and Commercial District 1.3 (C1.3) permitting “Transitional Commercial and Residential Uses” under the Town of Essex Zoning By-Law 1037. The Subject Lands are located within the Secondary Settlement Area of the Colchester Hamlet. A **Key Map** of the Subject Lands is provided below.

The Applicant is proposing to construct one (1) new *Combined Use Building* (a building containing commercial and residential uses). The proposed Building will include a *Motel* with nine (9) units and nineteen (19) Dwelling Units. The Applicant is requesting a redesignation of the Subject Lands to a site-specific C1.3 District to include a *Motel* as a permitted commercial use and to allow the Dwelling Units on the ground floor of a Combined Use Building. The following site-specific building regulations are also requested to permit the development:

- The minimum rear yard depth shall be 2.87m whereas 7.5m is required for the C1.3 District,
- The maximum Gross Floor Area (GFA) occupied by the Dwelling Units on the ground floor shall be 750m<sup>2</sup> and all Dwelling Units shall be located to the rear of the commercial use,
- The minimum amenity area per Dwelling Unit shall be 7.5m<sup>2</sup> per bachelor unit, 10m<sup>2</sup> per 1 bedroom unit, 15m<sup>2</sup> per 2 or more-bedroom unit.

The proposed development complies with all other lot, building, and parking regulations for the C1.3 district. The proposed development will also be subject to Site Plan Control Approval (SPCA).

### **Additional Information**

For more information about this matter, please visit the Council Calendar page at [calendar.essex.ca](http://calendar.essex.ca) or contact the Planning Division at 519-776-7336 ext. 1128, or by visiting **Town of Essex Gesto Office (2610 County Road 12, Essex, Ontario, N8M 2X6)** during regular office hours (8:30am to 4:30pm). It is recommended that an appointment be scheduled for this purpose. To schedule an appointment, please contact 519-776-7336 ext. 1128. A report and presentation including additional information will be available for viewing on the Council Calendar on the Friday before the date of the Special Council Meeting.

### **Notification of Decision**

If you wish to be notified of the decision of the Town of Essex on the proposed Zoning By-Law Amendment, you must make a written request to the undersigned. Written submissions must be directed to the attention of the undersigned.

### **Public Comment and Rights to Appeal**

If a person or public body would otherwise have an ability to appeal the decision of the Town of Essex to the Ontario Land Tribunal (OLT) but the person or public body does not make oral submissions at a public meeting or make written submissions to the Town of Essex before the by-law is passed, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the Town of Essex before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal (OLT) unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

### **Publication of Personal Information**

Personal information contained in any correspondence or oral presentation that you provide will become part of the public record and will be available on the Town website. Personal information is collected and disclosed pursuant to the provisions of the Municipal Freedom of Information and Protection of Privacy Act.

### **Public Notice placed by:**

Rita Jabbour, RPP  
Manager, Planning Services  
Tel: 519-776-7336 extension 1112  
Fax: 519-776-7171  
Email: [rjabbour@essex.ca](mailto:rjabbour@essex.ca)  
March 31, 2026

80 County Rd 50



Dunn Rd

Jackson St

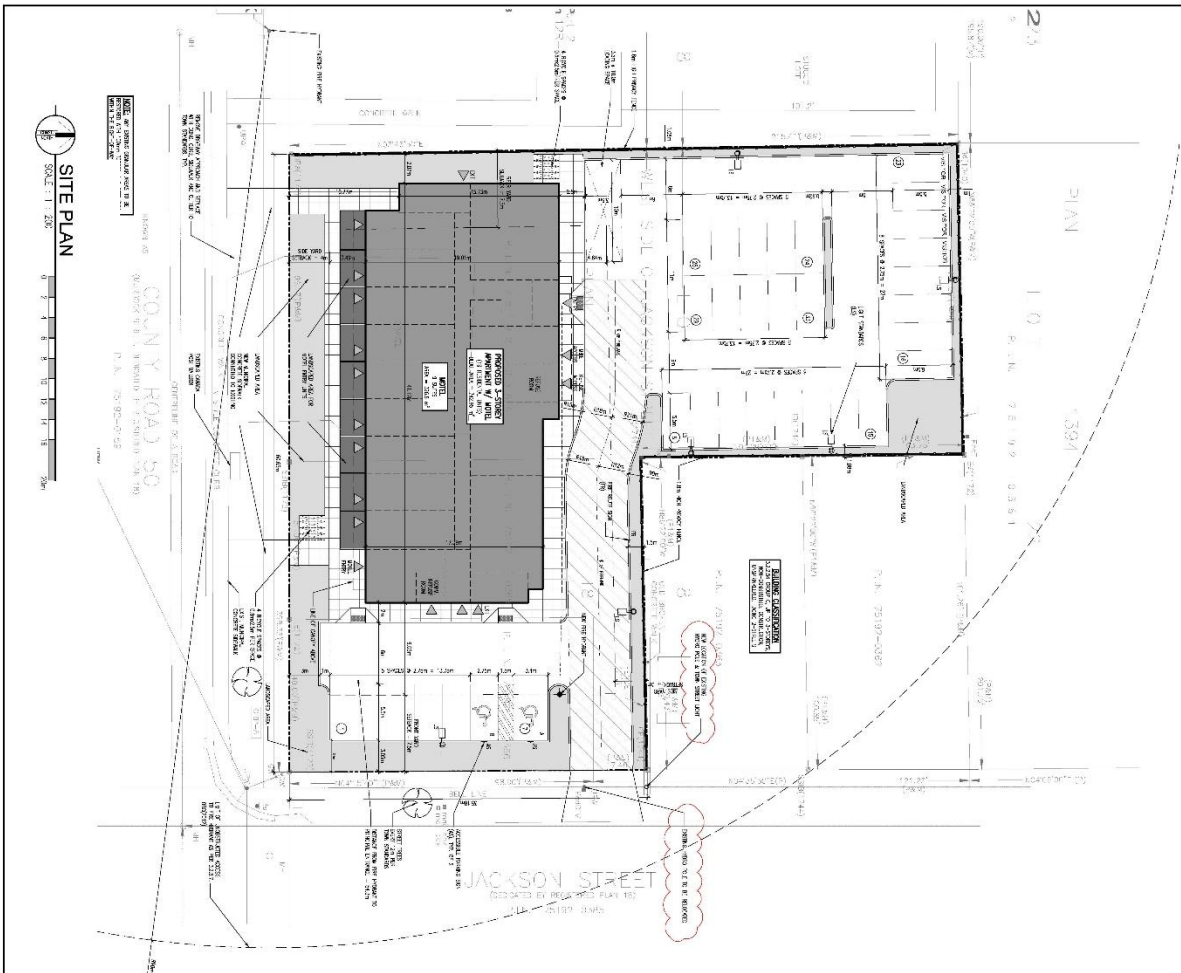
80 County Rd 50

Dunn Rd

County Rd 50

**KEY MAP**

 **SUBJECT PROPERTY**

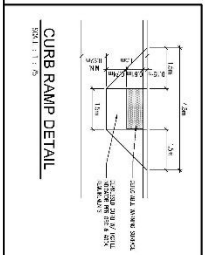


**SITE PLAN**  
SCALE: 1" = 20'

CONTRACT NO. 2025-032  
 COUNTY ROAD 50  
 1670 MERCER STREET  
 COLCHESTER, ON

NO.	DESCRIPTION	AREA (SQ. FT.)	AREA (SQ. M.)
1	1670 MERCER STREET	10,000	929.0
2	1670 MERCER STREET	10,000	929.0
3	1670 MERCER STREET	10,000	929.0
4	1670 MERCER STREET	10,000	929.0
5	1670 MERCER STREET	10,000	929.0
6	1670 MERCER STREET	10,000	929.0
7	1670 MERCER STREET	10,000	929.0
8	1670 MERCER STREET	10,000	929.0
9	1670 MERCER STREET	10,000	929.0
10	1670 MERCER STREET	10,000	929.0
11	1670 MERCER STREET	10,000	929.0
12	1670 MERCER STREET	10,000	929.0
13	1670 MERCER STREET	10,000	929.0
14	1670 MERCER STREET	10,000	929.0
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45	1670 MERCER STREET	10,000	929.0
46	1670 MERCER STREET	10,000	929.0
47	1670 MERCER STREET	10,000	929.0
48	1670 MERCER STREET	10,000	929.0
49	1670 MERCER STREET	10,000	929.0
50	1670 MERCER STREET	10,000	929.0

**NOTES:**  
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**SPC1.0**  
 SHEET NO. 2025-032

**1670 MERCER STREET**  
 APARTMENT / MOTEL  
 82 COUNTY RD 50 W  
 COLCHESTER, ON

**architectural**  
**design**  
**associates**  
 inc. architect

**ASSOCIATION**  
**of**  
**architects**  
**of**  
**ontario**  
**inc.**

**2025-032**  
 SITE PLAN CONTROL  
 SHEET NO. 2025-032

**1670 MERCER STREET**  
 APARTMENT / MOTEL  
 82 COUNTY RD 50 W  
 COLCHESTER, ON



**Town of Essex**

**Application for Zoning By-law Amendment**

1. Approval Authority - Town of Essex
2. Date application received by municipality: February 24, 2026
3. Date application deemed complete by municipality: February 24, 2026
4. Name(s) of Registered Owner Harrow-Colchester Assets Management Limited  
 Telephone Number [REDACTED]  
 Address 130 Adelaide St W, Toronto, ON, M5H 3P5  
 Email [REDACTED]  
 Name of Registered Owner's Solicitor  
 or Authorized Agent (if any) Architectural Design Associates Inc., Architect  
 Telephone Number [REDACTED]  
 Address 1670 Mercer St, Windsor, ON, N8X 3P7  
 Email [REDACTED]a

Please specify to whom all communications should be sent:

- Registered Owner  
  Solicitor  
  Authorized Agent

5. Name and address of any mortgages, charges and/or other encumbrances affecting the subject lands:  
N/A

6. Location and description of subject lands:  
 Concession No. N/A      Lot No(s). 8  
 Registered Plan No. 18      Lot No(s). 8  
 Reference Plan No. 25-47-059-00      Part No(s). N/A  
 Street Address 80, 82, 86 County Road 50 West      Assessment Roll No. 80-37 54 640 000 18900  
82-37 54 640 000 19000  
86-37 54 640 000 19100

7. Size of subject property (in metric and/or imperial):  
 Frontage: 35.18 metres      Depth: 85.60 metres      Area: 3069.78 sq.m.  
 Frontage: \_\_\_\_\_ feet      Depth: \_\_\_\_\_ feet      Area: \_\_\_\_\_ sq.ft.

8. Access to subject lands:  
 Municipal Road       County Road       Provincial Highway  
 Private Road/Lane       Water

If access to the subject land is by water only, please indicate the parking and/or docking facilities used or to be used and the approximate distance between these facilities and the nearest public road

N/A

9. Current Official Plan Land Use designation of subject lands SEE ATTACHED PJR
10. Current Zoning of subject lands 80 County Rd 50 W - C1.3, 82 County Rd 50 W - R3.1, 86 County Rd 50 W - R3.1
11. Nature and extent of rezoning requested It is proposed to change the zoning of the entire Site to a new site-specific 'Commercial District 1.3-XX (C1.3-XX)' zone category & exemption of the required minimum rear yard depth.
12. Reasons why rezoning is being requested Applicant is proposing residential use (units on the ground floor and above commercial use) and commercial use (motel) on the ground floor in a combined use building.
13. Current use(s) of subject lands VACANT
14. Length of time that current use(s) of subject land has been in existence 15 years
15. Number and type(s) of buildings/structures existing on the subject lands (please include site plan showing existing setbacks from each property line):  
N/A
16. Date(s) of construction of existing buildings/structures on the subject lands:  
N/A - vacant (previous residential dwellings and commercial building on the subject lands were demolished in 2010)
17. Date subject lands were acquired by current Registered Owner Sept 30, 2024
18. Proposed use of subject lands Mixed-use residential
19. Number and type(s) of buildings/structures proposed to be constructed on the subject lands (please include site plan showing proposed setbacks from each property line, building height and dimensions):  
See attached site plan
20. Type of water supply:
- Municipally owned and operated piped water supply
  - Well
  - Other (specify) \_\_\_\_\_
21. Type of sanitary sewage disposal:
- Municipally owned and operated sanitary sewers
  - Septic system
  - Other (specify) \_\_\_\_\_
22. Type of stormwater drainage:
- Sewers
  - Ditches
  - Swales
  - Other (specify) \_\_\_\_\_

23. If known, indicate whether the subject lands are the subject of another application under the Planning Act for:

- Consent (Severance)    Approval of a Plan of Subdivision/Condominium  
 Site Plan Control    Minor Variance    Official Plan Amendment

If known, indicate file number and status of the foregoing application(s):

\_\_\_\_\_


24. If known, indicate whether the subject lands have ever been the subject of a rezoning application under Section 34 of the Planning Act:

- Yes    No    Not sure

If known, indicate file number and status of previous rezoning application(s):

\_\_\_\_\_

Dated at the city of Windsor this 28 day of August, 2025.

  
(Signature of Applicant, Solicitor or Authorized Agent)

I, Tyler Fuchs of the city of Windsor  
in the County/District/Region of Essex solemnly declare that all the  
statements contained in this application are true, and I make this solemn declaration  
conscientiously believing it to be true, and knowing that it is of the same force and  
effect as if made under oath and by virtue of the Canada Evidence Act.

Declared before me at the city of Windsor in the County  
of Essex this 28 day of August, 2025.

**KELLY JESSICA JARRETT,**  
a Commissioner, etc., Province of Ontario,  
for Architectural Design Associates Inc.,  
Architect.  
Expires May 22, 2027.

  
A Commissioner, etc.

Notes:

Each copy of the application must be accompanied by a site plan/sketch, drawn to scale, showing the following:

- a) boundaries and dimensions of the subject lands;
- b) location, size and type of all existing and proposed buildings and structures on the subject lands, indicating setbacks to and from each property line;
- c) approximate location of all natural and/or artificial features on the subject lands and on lands that are adjacent to the subject lands that, in the opinion of the applicant, may affect the application. Examples of features include buildings, railways, roads, watercourses, drainage ditches, river or stream banks, wetlands, wooded areas, wells, septic tanks/tile fields, etc.;
- d) current land uses on adjacent properties;
- e) location, width and name of all roads within or abutting the subject lands, noting whether it is an unopened road allowance, public road, private road or right-of-way;

- f) location of parking and docking facilities to be used for lands with only water access;
- g) location and nature of any easement(s) affecting the subject lands.

Personal information, as defined by the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), is collected under the authority of the Municipal Act, 2001, and in accordance with MFIPPA and all other relevant legislation.

Questions regarding the collection, use and disclosure of this personal information may be directed to the Clerk of the Town of Essex.

# PLANNING JUSTIFICATION REPORT

## ZONING BY-LAW AMENDMENT FOR PROPOSED MIXED USE DEVELOPMENT

80, 82, 86 County Road 50 West  
(Colchester Centre, Ward 3)  
Corporation of the Town of Esses

March 03, 2026

Prepared by:



Tracey Pillon-Abbs, RPP  
Principal Planner  
Chatham, ON  
226-340-1232  
tracey@pillonabbs.ca  
www.pillonabbs.ca

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# 1.0 INTRODUCTION

I have been retained by Architectural Design Associates Inc. on behalf of Harrow-Colchester Assets Management Limited (herein the "Applicant"), to provide a land use Planning Justification Report (PJR) in support of a proposed mixed use development for property located at 80, 82, 86 County Road 50 West, Colchester Centre, Ward 3 in the Town of Essex, County of Essex, Province of Ontario (herein the "Site").

The Site is an irregularly shaped corner parcel of land located on the north side of County Road 50 West and the west side of Jackson Street and is currently vacant.

The Site is currently made up of 3 parcels of land. Parcel consolidation will be required.

It is proposed to develop the Site for mixed use, including commercial and residential.

A new 742.95 m<sup>2</sup> 3 storey combined use building is proposed to be constructed.

The proposed building will include a commercial floor area with a motel of approximately 326.6 m<sup>2</sup> and 19 residential dwelling units.

The proposed tenure will be rental or individually owned (TBD).

Parking for 34 on-site parking spaces is proposed. Barrier free, visitor, loading and bicycle spaces will also be provided.

Access to the development is proposed to be through a single access off Jackson Street.

The proposed development will be serviced by full municipal infrastructure, including water, storm and sanitary sewer.

Pre-consultation with the Town of Essex Administration was completed by the Applicant. Applications and support studies were identified in the pre-consultation letter dated June 10, 2025.

An application for a Zoning By-law Amendment (ZBA) is required in order to permit the proposed development.

The Council for the Town of Essex is the approval authority for the ZBA.

Once the ZBA is considered, the proposed development will be subject to Site Plan Control (SPC) prior to any site alterations or building permits issued.

The purpose of this PJR is to review the relevant land use documents, including the Provincial Planning Statement (PPS) 2024, the County of Essex Official Plan (COP), the Town of Essex Official Plan (OP) and the Town of Essex Zoning By-law (ZBL) as it pertains to the ZBA application.

This PJR will demonstrate that the proposed development is consistent with the PPS, conforms to the intent and purpose of the COP, OP, and ZBL, and represents good planning.

## 2.0 SITE AND SURROUNDING LAND USES

### 2.1 Legal Description, Ownership and Previous Use

The Site has been owned by Harrow-Colchester Assets Management Limited, the Applicant, since 2024.

The Site is a corner parcel of land located on the north side of County Road 50 West and the west side of Jackson Street and is currently vacant (see the area outlined in red in the Key Map on Figure 1a).



Figure 1a – Key Map (Source: ERCA GIS)

The Site is made up of 3 parcels of land. Parcel consolidation will be required.

The Site is legally described and locally known as follows:

Address	Legal	PIN
80 County Road 50 West, Town of Essex, County of Essex, Province of Ontario	PT LT 8 W/S JACKSON ST PL 18 COLCHESTER AS IN R1185109; ESSEX	75192 - 0366 LT
82 County Road 50 West, Town of Essex, County of Essex, Province of Ontario	PT LT 8 W/S JACKSON ST PL 18 COLCHESTER AS IN R1287512; ESSEX	75192 - 0365 LT

86 County Road 50 West, Town of Essex, County of Essex, Province of Ontario	PT LT 8 W/S JACKSON ST PL 18 COLCHESTER AS IN R1061859; ESSEX	75192 - 0364 LT
---	---	-----------------

The Site was previously used for residential and commercial purposes with residential dwellings and a commercial building, which were demolished between 2010 and 2021.

## 2.2 Physical Features of the Site

### 2.2.1 Size and Site Dimension

The Site consists of a total area of 3,069.78 m<sup>2</sup> (0.31 ha) in size.

The entire Site subject to the proposed development is an irregularly shaped corner parcel of land with a frontage (shortest side) of approximately 35.18 m along Jackston Street and a depth (longest side) of approximately 85.60 m along County Road 50 (see street view of Site on Figure 1b).



Figure 1b – Street View, from County Road 50 W (Source: Pillon Abbs Inc.)

### 2.2.2 Vegetation and Soil

The Site currently has a maintained lawn, gravel area and trees.

The soil on the Site is made up of Harrow Sandy Loam (Hs).

### **2.2.3 Topography and Drainage**

The Site is flat and is outside the limit of the regulated area of the Essex Region Conservation Authority (ERCA).

The Site is part of the Colchester Area Drainage.

The Site currently drains by overland flow to the municipal right-of-way, which bounds the property to the south and east.

The stormwater from the Site is collected in the catch basins at the municipal road edge.

The Site is impacted by Source Water Protection.

### **2.2.4 Other Physical Features**

There is an existing driveway access along County Road 50 W.

There is a Canada Post mailbox and concrete pad located along County Road 50 W, in front of the Site.

### **2.2.5 Municipal Services**

The property has access to municipal water, storm and sanitary services.

There are existing fire hydrants located in the area.

Streetlights and sidewalks are located in the area of the Site.

Jackson Street is a local roadway, and County Road 50 W is an arterial roadway.

The Site is close to major transportation networks, including County Road 50 W and County Road 13.

There are transportation options, including walking, driving, and cycling.

### **2.2.6 Nearby Amenities**

There are nearby commercial uses, such as food service, personal service shops, and retail.

There are also nearby employment lands, places of worship, libraries, medical facilities, and local/regional amenities within and in nearby settlement areas.

## 2.3 Surrounding Land Uses

Overall, the Site is located in an existing built up area of the Town of Essex, specifically in Colchester Centre, Ward 3.

Colchester Centre is a secondary settlement area located near primary settlement areas, such as Harrow.

There is a mix of residential, commercial and open space in the area of the Site.

Colchester Centre is a unique area that attracts tourism, including ecotourism, recreation, annual events, waterfront amenities (harbour and public beach), and the wine industry.

A site visit was conducted on August 11, 2025, by Pillon Abbs Inc.

**North** – The lands directly to the north of the Site are used for residential purposes with access from Jackson Street (see Photos 1 - North).



Photos 1 – North (Source: Pillon Abbs Inc.)

**East** – The lands directly to the east of the Site (past Jackson Street) are used for residential purposes with access from Jackson Street (see Photo 2 – East).



Photo 2 – East (Source: Pillon Abbs Inc.)

**South** – The lands directly to the south of the Site are used for open space purposes, Colchester Park (see Photo 3 - South).



Photo 3 – South (Source: Pillon Abbs Inc.)

**West** – The lands directly to the west of the Site are used for commercial purposes with access from County Road 50 W, The Grove Motel (see Photo 4 – West).



Photo 4 – West (Source: Pillon Abbs Inc.)

# 3.0 PROPOSAL AND CONSULTATION

## 3.1 Development Proposal

The Site is an irregularly shaped corner parcel of land located on the north side of County Road 50 West and the west side of Jackson Street and is currently vacant.

The Site is made up of 3 parcels of land. Parcel consolidation will be required.

It is proposed to develop the Site for mixed use, including commercial and residential.

A new combined use building is proposed to be constructed.

A concept plan has been prepared (see Figure 2a – Concept Plan).

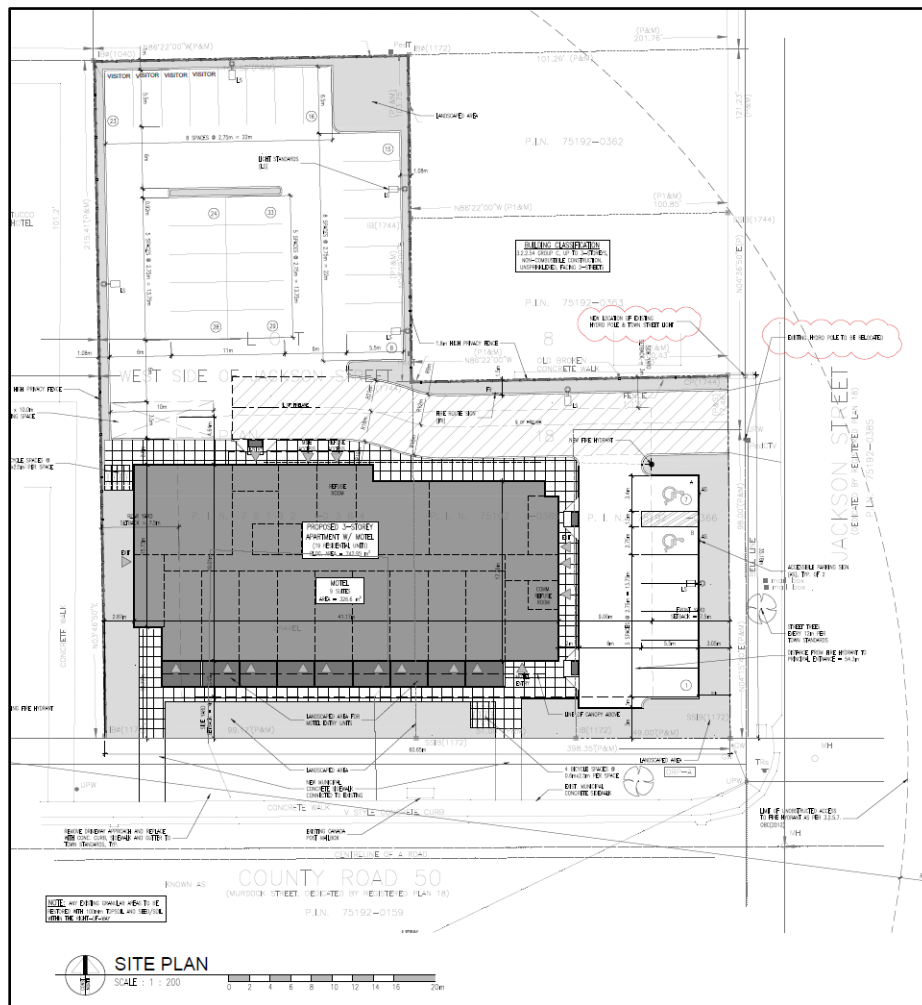


Figure 2a – Concept Plan

The concept plan illustrates a preliminary proposed layout of the proposed development.

The proposed building will occupy a total of 742.95 m<sup>2</sup> of the Site (24.1 % lot coverage).

The proposed building will be 3 storeys in height (10 m).

The proposed building will include a commercial floor area with a 9-suite motel with an area of approximately 326.6 m<sup>2</sup> to be located on the first floor.

The proposed building will include 3 residential floors and 19 residential dwelling units to be located on the first, second and third floors.

The dwelling units will consist of the following:

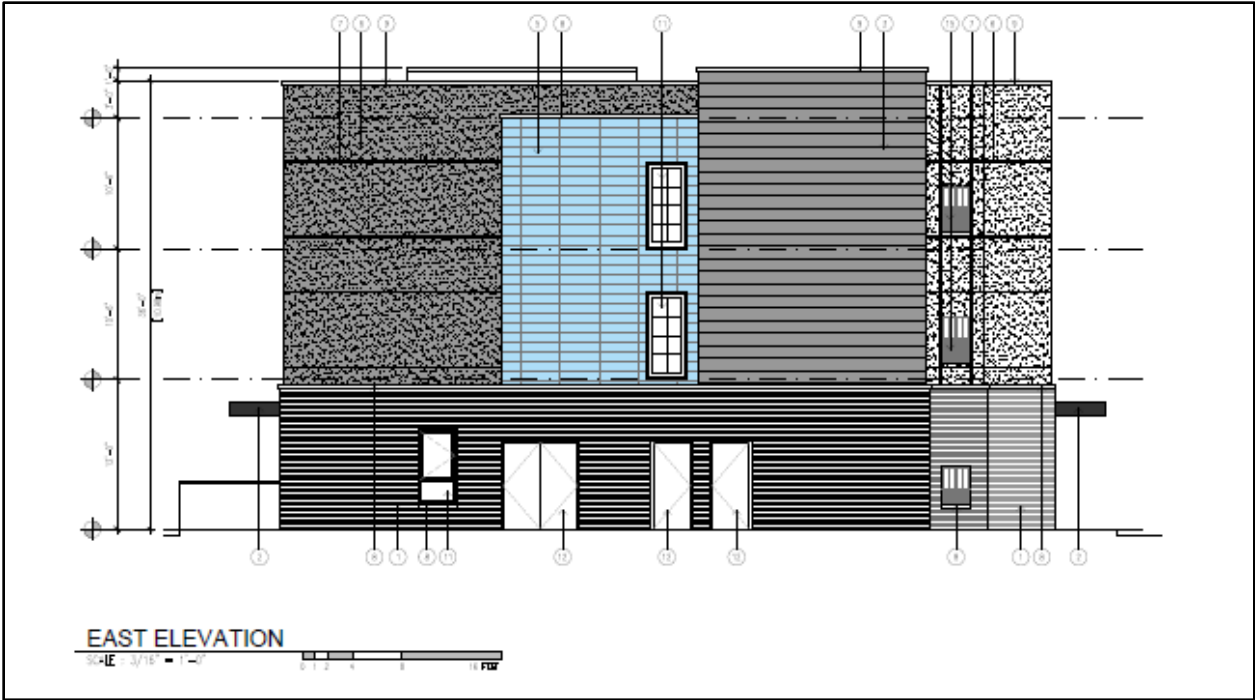
Unit type	Number of Units
Studio Unit	3
1-bedroom unit	2
2-bedroom unit	14
<b>Total</b>	<b>19</b>

Based on the area of the Site (0.31 ha) and the number of proposed residential units (19), the proposed development will result in a gross density of 61.29 units per hectare (uph).

The proposed building will face County Road 50 West.

Elevations have been prepared (see Figure 2b – Elevations).





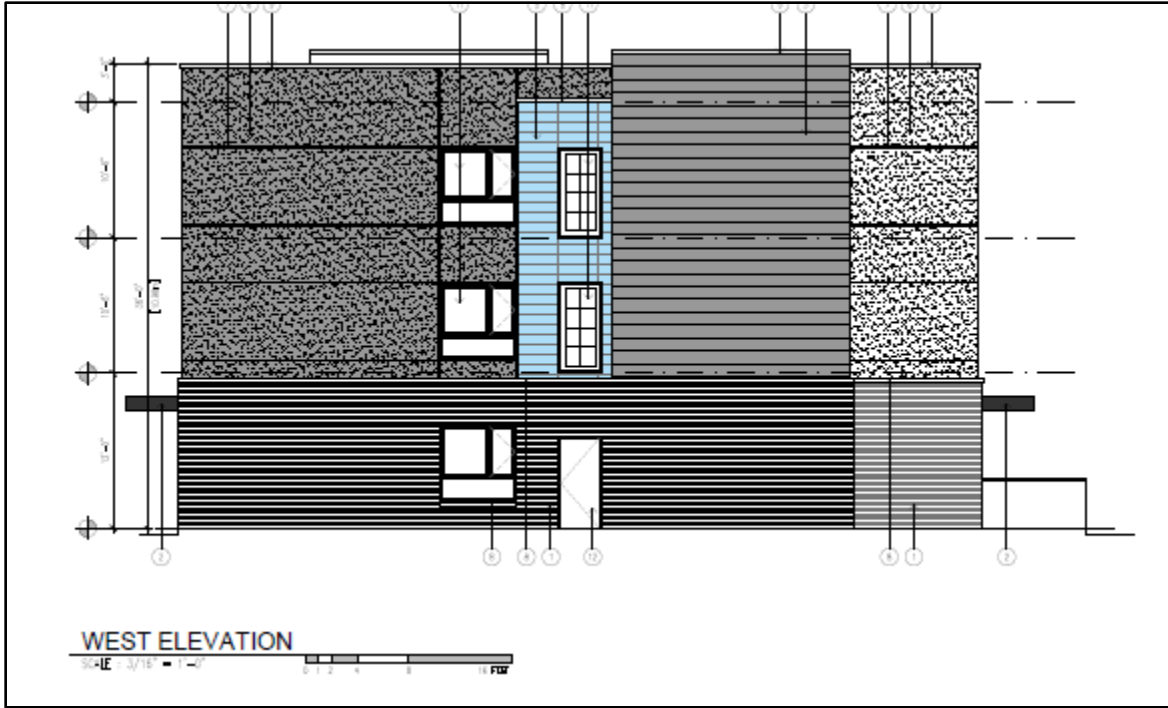


Figure 2b – Elevations

Elevations are conceptual in order to illustrate how the building will look at the ground level. Renderings have been prepared (see Figure 2c – Renderings).





Figure 2c – Renderings

Renderings are conceptual.

The proposed tenure of the commercial and residential units will be rental or individually owned (TBD).

The building will include a lobby, elevator, mechanical room, vestibule and stairway.

Pedestrian access into the proposed building will be from the south, north and east.

Vehicle access to the development is proposed to be through one all-directional access off Jackson Street.

Parking for 34 on-site parking spaces is proposed.

Barrier free (2), visitor (4), loading (1) and bicycle spaces (8) will also be provided.

The proposed parking area will be paved and located behind the building.

The Site will be professionally landscaped with an outdoor patio and seating area.

Fencing will be provided to buffer use from adjacent residential uses.

Refuse (garbage and recycling) will be provided inside the proposed building.

Paved sidewalks are proposed to connect the building and the parking area. New municipal concrete sidewalks connecting to the existing ones are proposed.

The existing Canada Post mailbox and concrete pad will remain in the current location.

The proposed development will be serviced by full municipal infrastructure, including water, storm and sanitary sewer.

All County of Essex setback requirements shall apply to buildings and signage.

Cash in Lieu of Parkland dedication is requested by the municipality.

## 3.2 Public Consultation Strategy

In addition to the statutory public meeting, the *Planning Act* requires that the Applicant submit a proposed strategy for public consultation with respect to an application as part of the complete application requirements.

As part of a public consultation strategy, in addition to the statutory public meeting, an informal hybrid (electronic and in person) public open house was held with area residents and property owners on Tuesday, December 2, 2025, from 6:00 pm to 7:00 pm at the Colchester Community Centre (Community Room), located at 100 Jackson Street, Harrow, ON and via Zoom.

The open house provided members of the public with opportunities to review and comment on the proposed development.

A total of **106** owners and tenants were notified, which represents a **120 m** radius from the Site.

In addition to the applicant representatives, the ward councillor and municipal staff, 18 residents attended the open house in person, and 6 attended online (13 registered).

The following is a summary of the comments and questions received, along with the responses provided.

<b>Topic Item</b>	<b>Comments and Questions</b>	<b>Response</b>
Landscaping and amenity spaces	Will people have their own backyards?	No individual backyards, space will be shared spaces.
Support	Not opposed to development that is within the character of the community.	Noted
Parking	There is already a lack of parking in the area.  Parking has been a concern and the lots at issue could be used to ease that burden should the municipality so desire and feel the need.	Parking is provided on site for the proposed development.
Commercial Use	Why a motel? We already have one.  Certainly, a motel is hard to justify.  Would you consider anything else, like a day care or a laundry mat?  How about:  1. Spa, or wellness center (many weddings happen out there with no services for this and this would be great) 2. Market space for local vendors, 3. Party rental space 4. Coffee shop or Coworking spaces  What else could you do?	The developer will review additional commercial options.  At this time, a motel is considered the most feasible.
Community	We are a quiet community.  The area is only seasonal.  Colchester has held its character as a small hamlet where people enjoyed their stays (permanently or	Noted.  It is the intent that the proposed development will support year-round activities.

Topic Item	Comments and Questions	Response
	seasonally) without the need for mass development and commercial expansion.	
Housing	What is proposed is low-end housing.  Can you do only housing and no commercial?	Tenure and affordability have yet to be determined.  It is proposed to have a mix of uses.
Privacy and View	People will be looking into my backyard.  An invasion of privacy for these residents.  It would also impact the fresh breeze that those along Jackson St. have from the Lake, and would impede the view they have looking south and west.	The proposed development is only 3 storeys.  Buffering will be provided through zoning setbacks, landscaping and fencing.
Height of the Building	The building is too high.  Consider 2 storey max.	The building is proposed to be 10 m (3 storeys).  No relief is being requested to increase the required height set out in the zoning by-law.
Lighting	Light will shine in my backyard.	Subject to SPC.  A detailed photometric analysis will be completed to ensure that all lighting is appropriately directed and that no light falls onto adjacent properties.
Security	The patios in the front will attract the wrong people.	The proposed development will be designed to be safe and secure.
Noise	It would contribute to the noise levels they would experience from those living/staying in the Motel/Apartment units, along with vehicular- related noise as they enter and exit.	Noise from the proposed development is not anticipated.  The development will have design features that help minimize noise impacts on surrounding properties, such as: strategic building placement, landscaping and buffering.
Beach	There are beach concerns over e-coli.	Noted.

Topic Item	Comments and Questions	Response
		The Windsor-Essex County Health Unit (WECHU) monitors E. coli levels at public beaches across Windsor and Essex County.
Alternative Sites	Build in Harrow instead (ie at the former high school).	<p>Alternative Sites have been considered.</p> <p>There are no other locations in the area that would allow this type of development.</p> <p>There is already a proposed development for the former Harrow high school.</p>

## **4.0 PROPOSED APPLICATION AND STUDIES**

Pre-consultation with the Town of Essex Administration was completed by the Applicant. Applications and support studies were identified in the pre-consultation letter dated June 10, 2025.

An application for a Zoning By-law Amendment (ZBA) is required in order to permit the proposed development.

The following is a summary of the purpose of the required applications and the support studies.

### **4.1 Zoning By-law Amendment**

An application for a site specific Zoning By-law Amendment (ZBA) is required in order to permit the proposed development.

The Council for the Town of Essex is the approval authority for the ZBA.

The Site is currently zoned as follows on Schedule 'A', Zoning Map 17 attached to the Town of Essex Zoning By-Law #1037:

- 80 County Road 50 West – 'Commercial District 1.3 (C1.3)'
- 82 County Road 50 West – 'Residential District 3.1 (R3.1)'
- 86 County Road 50 West – 'Residential District 3.1 (R3.1)'

It is proposed to change the zoning of the entire Site to a new site-specific 'Commercial District 1.3-XX (C1.3-XX)' zone category to permit the proposed development.

The Applicant is proposing residential use (units on the ground floor and above commercial use) and commercial use (motel) on the ground floor in a combined use building.

All C1.3 zone provisions shall comply with the exemption of the required minimum rear yard depth.

Further analysis and additional information are provided in Section 5.1.4 of this PJR.

### **4.2 Other Applications**

Once the ZBA is considered, the proposed development will be subject to Site Plan Control (SPC) prior to any site alterations or building permits issued.

### **4.3 Supporting Studies**

The following supporting studies have been completed in support of the ZBA application.

### **4.3.1 Servicing**

A Functional Servicing Report (FSR) was prepared by Aleo Associates Inc., Consulting Engineers, dated August 18, 2025, and further revised on February 4, 2026.

The purpose of the report was to demonstrate how the proposed development will be serviced for water distribution, wastewater, and storm drainage.

The report is provided to the Town of Essex to assess the impact of this development on the existing infrastructure, in reviewing the planning applications for which this report is prepared.

It was concluded that the proposed development would not have a measurable impact on municipal services.

### **4.3.2 Traffic**

A Traffic Impact Brief (TIB) was prepared by RC Spencer Associates Inc., Consulting Engineers, dated July 2025.

The purpose of the report was to assess the impact of the proposed development on traffic.

The report included sight line analysis.

It was concluded that the proposed development would not adversely impact area traffic operations, and no traffic control improvements are required.

Further sufficient sight distance for safe egress from the Site can be achieved.

### **4.3.3 Lighting**

A Photometric Plan was prepared by Fieldcraft, dated July 2025.

The purpose of the plan was to ensure that there is no negative impact on abutting lands from light generated from the proposed development.

### **4.3.4 Landscaping**

A Landscaping Plan was prepared by SDS, dated December 13, 2025.

The purpose of the plan was to illustrate the new proposed plantings, including their locations and types of landscape materials.

### **4.3.5 Soil**

A Phase 1 Environmental Site Assessment was prepared by Chung & Vander Doelen Engineering Ltd., dated June 28, 2024.

The purpose of the assessment was to evaluate the environmental conditions of the Site and to identify actual or potential sources of contamination associated with the Site and surrounding properties.

It was concluded that the Phase I ESA did not identify any actual sources of contamination on the Site.

Potentially contaminating activities were identified on the surrounding properties, but are not expected to pose an environmental concern for the Site.

# 5.0 PLANNING ANALYSIS

## 5.1 Policy and Regulatory Overview

### 5.1.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest related to land use planning and development.

The PPS was issued under Section 3 of the *Planning Act* and came into effect on October 20, 2024, and requires that decisions affecting planning matters shall be **consistent** with policy statements issued under the Act.

The following provides a summary of the key policy considerations of the PPS as they relate to the proposed development.

PPS Policy #	Policy	Response
Chapter 1 - Vision	<p>Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.</p> <p>A prosperous and successful Ontario will also support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity. Ontario's economy will continue to mature into a centre of industry and commerce of global significance. Central to this</p>	<p>The proposed development provides more housing and economic development opportunities for the Town of Essex.</p> <p>Housing and employment will support the concept of a complete community where people can live, work and play.</p> <p>The proposed residential units will create new housing.</p> <p>The proposed commercial use (motel) will build on the local image of the area.</p> <p>The proposed development represents an appropriate combination of housing options, density, and employment-supportive uses based on the Site's location, servicing context, and the</p>

PPS Policy #	Policy	Response
	<p>success will be the people who live and work in this province.</p>	<p>policy direction for the surrounding settlement area.</p> <p>The proposal introduces a form of residential accommodation and commercial lodging that is compatible with the planned function of the area and contributes to a complete, mixed-use community.</p>
<p>Chapter 2.1.4 – Buildings Homes, Sustaining Strong and Competitive Communities</p>	<p>To provide for an <b>appropriate</b> range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</p> <p>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and</p> <p>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.</p>	<p>The proposed development is consistent with the PPS in that it facilitates general intensification within a settlement area for the purpose of achieving a complete community by including a diverse range of housing options and mixed-use development.</p> <p>The proposed development will help provide for a mix of housing options and densities to meet the needs of the Town, as the majority of housing options in the area are low-profile dwellings.</p> <p>The proposed tenure will be confirmed at a later date.</p> <p>The proposed development will support the growth targets set by the County of Essex, which include providing a variety of housing types, tenures and densities.</p> <p>The proposed development provides a new housing choice that responds to the evolving demographic and household trends identified in</p>

PPS Policy #	Policy	Response
		<p>the County of Essex Population, Housing and Employment Forecasts.</p> <p>The inclusion of a variety of built forms supports a range of household sizes, life stages, and income levels, ensuring that both current and future residents have access to suitable housing options.</p> <p>Full municipal services are available in order for the proposed development to occur.</p> <p>The Site is no longer suited to its past purposes.</p> <p>A ZBA is required in order to support the development.</p>
2.1.6	<p>Planning authorities should support the achievement of complete communities by:</p> <p>a) accommodating an appropriate range and mix of land uses, <b>housing</b> options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</p> <p>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;</p>	<p>The proposed development is consistent with the policy to achieve complete communities.</p> <p>The proposed development represents an opportunity for infilling and intensification within the existing built boundary to effectively and efficiently utilize the large vacant parcel of land.</p> <p>The proposed development will provide for more housing.</p> <p>The Site has access to transportation options, public service facilities, other institutional uses, and parks.</p>

PPS Policy #	Policy	Response
		Accessibility will be addressed at the time of a building permit.
2.2.1 - Housing	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</p> <p>a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> <li>1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</li> <li>2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which</li> </ol>	<p>The Applicant is committed to developing the Site in a manner that respects the surrounding area, incorporates sustainable building features, and incorporates a new housing choice and economic development.</p> <p>The attainability and affordability have yet to be determined.</p> <p>The proposed development is new housing for the area.</p> <p>The proposed development supports the housing targets set by the County of Essex.</p> <p>The needs of the residents can be accommodated as the Site is located near local amenities.</p> <p>The Site offers an opportunity for intensification and infilling.</p> <p>The proposed density is appropriate for the Site and the surrounding area.</p> <p>The tenure of the units will be confirmed at a later date.</p> <p>Residents will have access to transportation options.</p>

PPS Policy #	Policy	Response
	<p>results in a net increase in residential units in accordance with policy 2.3.1.3;</p> <p>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> <p>d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.</p>	
2.3.1.1 – Settlement Area	<p>Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</p>	<p>The Site is located in an existing settlement area (secondary) of the Town of Essex (Colchester Centre).</p>
2.3.1.2	<p>Land use patterns within settlement areas should be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) optimize existing and planned infrastructure and public service facilities;</p> <p>c) support active transportation;</p> <p>d) are transit-supportive, as appropriate</p>	<p>The total density of the proposed development is considered appropriate for the Site and the area.</p> <p>The Site offers an opportunity for infilling by creating new residential and commercial uses.</p> <p>The buildings' mass, scale, and architectural elements have been designed to respect surrounding properties.</p> <p>Residents will have immediate access to shopping, employment, recreational areas and institutional uses.</p>

PPS Policy #	Policy	Response
		<p>The Site is pedestrian friendly.</p> <p>Transportation options are available in the area.</p>
2.3.1.3	<p>Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.</p>	<p>The proposed development provides an infill opportunity for a large vacant parcel of land.</p> <p>The design of the proposed development has provided a compact form using the Site as efficiently as possible.</p>
2.3.1.4	<p>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.</p>	<p>The County of Essex has established targets. The proposed development will assist in meeting those targets as the Site is located in an existing built-up area and will add new residential housing.</p>
2.3.1.6	<p>Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.</p>	<p>The Site has access to existing infrastructure and nearby public service facilities.</p> <p>The proposed development will have a compact footprint which uses the land in an appropriate way.</p>
2.8.1 - Employment	<p>Planning authorities shall promote economic development and competitiveness by: a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; b) providing opportunities for a <b>diversified</b></p>	<p>The proposed development contributes to a diversified economic base by introducing motel units that expand the tourism-oriented accommodation options within Colchester.</p> <p>Tourism is a key economic driver identified in both the</p>

PPS Policy #	Policy	Response
	<p><b>economic base</b>, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment; d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.</p>	<p>Colchester Secondary Plan and the draft Colchester Secondary Plan.</p> <p>The proposed development will support the Town's goal of supporting a modern economy, which encourages employment opportunities.</p> <p>The proposed commercial units will provide investment in the area.</p> <p>A portion of the Site was always intended for commercial use.</p> <p>The proposed size of the development is appropriate and does not compromise the availability of land for other employment uses.</p> <p>The proposed development will be compact and will effectively and efficiently utilize a large property that is no longer suited to its original purposes.</p> <p>Motels in small towns provide guests with personalized service, unique cultural experiences, and a charming, intimate atmosphere, while also supporting the local economy by partnering with local businesses and showcasing regional products.</p> <p>The proposed commercial uses will strengthen the nearby uses, including the</p>

PPS Policy #	Policy	Response
		<p>waterfront-based tourism economy.</p> <p>Colchester Centre is a unique area that attracts tourists.</p> <p>Motels support the local economy by sourcing local products and services and partnering with nearby businesses, which increases local patronage.</p> <p>The proposed use will support small businesses, hospitality uses, and visitor-serving commercial activities.</p> <p>The proposed use will also encourage economic activity that increases year-round employment opportunities.</p>
Chapter 3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	<p>The proposed development has access to full municipal services.</p> <p>There are nearby public service facilities.</p>
3.3.3 - Transportation	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.	<p>The proposed development will not have a negative impact on nearby transportation and infrastructure corridors.</p> <p>A TIB was prepared and summarized in Section 4.3.2 of this PJR.</p>
3.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for secondary settlement areas.

PPS Policy #	Policy	Response
	potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	An FSR was prepared and summarized in Section 4.3.1 of this PJR.
4.1.1 – Natural Heritage	Natural features and areas shall be protected for the long term.	There are no natural heritage features that impact the Site.
4.2 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water by: b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;	An FSR has been provided and summarized in Section 4.3.1 of this PJR.
4.6 Cultural Heritage and Archaeology	Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.	There are no heritage or archaeology features that impact the Site.
Chapter 5.1.1 – Protecting Public Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or human-made hazards that apply to this Site.  There is no risk to the public.  The Site is outside the ERCA regulated area.

Therefore, the proposed development is consistent with the PPS.

### 5.1.2 County of Essex Official Plan

The County of Essex Official Plan, 2024 (COP) was adopted by the County Council on November 6, 2024, and has been approved by the Ministry of Municipal Affairs and Housing (MMAH).

The COP implements the PPS and establishes a policy framework to guide land use planning decisions related to development and the provision of infrastructure and community services throughout the Town.

The Site is designated "Secondary Settlement Area" according to Schedule "A2 – Settlement Structure Plan" attached to the COP (see Figure 4 – COP).

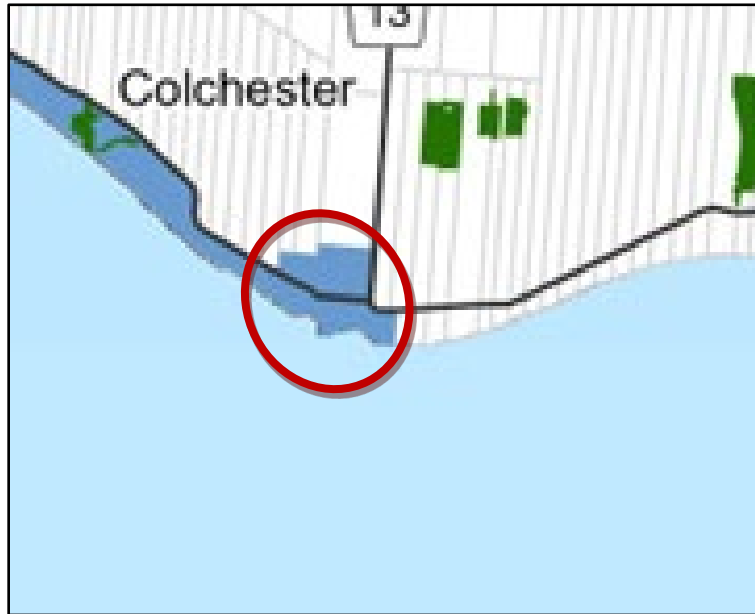


Figure 4 – COP

The following provides a summary of the key policy considerations of the COP as they relate to the proposed development.

COP Policy #	Policy	Response
2.0 – Successful County	<p>Principle 1: Economic Resilience</p> <p>Growing Essex County includes planning for economic growth and job creation. The County of Essex has a diverse economy that includes traditional employment such as manufacturing, commercial and institutional growth, and growth in the agricultural economy.</p>	<p>The proposed development will support the County's vision of a resilient economy.</p> <p>New commercial opportunities are provided, which will create new employment.</p> <p>The proposed development will support the needs of the Town and strengthen the uniqueness of Colchester Centre.</p>
	Principle 2: Housing Supply, Housing Choice and Housing Affordability	The proposed development will support the County's vision for providing more housing.

COP Policy #	Policy	Response
	<p>A wide range of housing options will be provided to meet the needs of the growing and increasingly diverse population in the County. Increasing housing supply and housing choices is important to support the growing economy, aging population, and to create housing that is affordable and equitable to County residents, to support Essex residents in staying in Essex and its communities throughout their lives, and to support the growing population.</p>	<p>The County's forecasts identify continued population growth across the regional market area, driven by factors such as in-migration, aging demographics, and smaller average household sizes.</p> <p>A new housing choice is provided, which will support the needs of residents in the region.</p> <p>Housing for those starting out and for those who want to downsize will be an option.</p> <p>The proposed density supports a compact, efficient development pattern that enables sized units appropriately.</p> <p>The attainability and affordability have yet to be determined (depending on the market).</p> <p>Tenure will also be confirmed at a later date.</p> <p>By diversifying the housing stock, the development contributes to a more balanced and inclusive housing system.</p>
4.0 – Growth and Settlement Areas	a) Planning for the growth of population, housing and jobs in the County of Essex in keeping with the 30-year growth forecasts.	<p>The proposed development will support the County's forecasts for more housing and jobs.</p> <p>The proposed development directly responds to these needs by providing more housing, which aligns with the</p>

COP Policy #	Policy	Response
		<p>County's direction to accommodate growth through a mix of density.</p> <p>This density contributes to meeting the projected housing demand while supporting efficient use of land and municipal services.</p>
	<p>c) Ensuring the efficient use of land and optimizing the supply of land in settlement areas, and minimizing the use and conversion of agricultural land for urban purposes;</p>	<p>The proposed development will create compact development within designated and fully serviced settlement areas.</p> <p>The proposed development supports the efficient use of land within the designated settlement area by directing new growth to lands that are already planned and serviced for development.</p> <p>By accommodating the proposed uses within the existing settlement boundary, the project optimizes the use of available infrastructure, supports compact built form, and contributes to a more efficient land-use pattern.</p> <p>The proposed development utilizes land that has already been identified for a mix of uses through the municipal planning framework.</p> <p>This approach is consistent with provincial, county and local policy direction to protect prime agricultural areas and to focus growth within established settlement areas where services, transportation</p>

COP Policy #	Policy	Response
		<p>networks, and community amenities can be used more effectively.</p> <p>Overall, the proposal aligns with the objective of ensuring the efficient use of land, optimizing the supply of designated settlement area lands, and minimizing the loss of agricultural land by directing development to an appropriate, planned location within the existing urban structure.</p>
	<p>d) Planning for intensification with efficient use of existing land, infrastructure and services that supports the creation of: more affordable rental and ownership Housing; walkable, bikeable, and transit-ready main streets, districts and corridors; and mixed income neighbourhoods;</p>	<p>The Applicant is committed to developing the Site in a manner that respects the surrounding area context, incorporates sustainable building features, and incorporates a new housing choice and economic development.</p> <p>The attainability and affordability have yet to be determined.</p> <p>Tenure is also to be determined.</p> <p>Infrastructure and community services are available within the secondary settlement area.</p> <p>The Site is located in an existing built up area, which makes it accessible to nearby amenities and is pedestrian friendly.</p>
	<p>e) Planning for densities and housing types that achieve a broader range of housing options for all household</p>	<p>There is a market need for more housing, as identified as a priority in the PPS.</p>

COP Policy #	Policy	Response
	sizes, including affordable and market-based housing; and,	<p>The attainability and affordability have yet to be determined.</p> <p>The tenure of the units will be confirmed at a later date.</p>
	f) Ensuring that growth takes place in a sustainable manner that contributes to the long-term financial, social and environmental well-being of the County of Essex and its constituent Local Municipalities.	The proposed development represents an opportunity for infilling and intensification within the existing built boundary to effectively and efficiently utilize the large Site that is no longer suited to its original purposes.
4.A.1.4 – Growth Management	Growth shall be accommodated within Settlement Areas, as shown in Schedule A-2.	The Site is located in an existing settlement area (secondary) of the Town of Essex (Colchester Centre).
4.A.3.1 – Secondary Settlement Areas	Secondary Settlement Areas do not meet the criteria outlined above for Primary Settlement Areas; however, they do have varying levels of community investment, such as full or partial municipal services or public buildings. These communities do not have public transit options and have fewer housing options, commercial and employment areas or public service facilities than Primary Settlement Areas.	The Site is located in an existing settlement area (secondary) of the Town of Essex (Colchester Centre).
4.A.3.4	New development shall be on full municipal piped sanitary sewer and water services, unless there are interim servicing policies in the local Official Plan that are in effect at the time of approval of this Plan.	<p>The Site has access to full municipal infrastructure.</p> <p>A FSR was prepared and summarized in Section 4.3.1 of this PJR.</p>
4.A.3.6	All types of land uses are permitted within the Secondary Settlement Areas designation subject to the	Commercial and residential uses are proposed and supported by this policy.

COP Policy #	Policy	Response
	specific land use policies of the local municipal Official Plans.	The Town of Essex OP has specific land use policies and is reviewed as part of Section 5.1.3 of this PJR.
4.A.5.2 - Intensification	Residential intensification shall be provided in every Primary Settlement Area. Residential intensification is to be provided in Secondary Settlement Areas where full servicing is available.	<p>The proposed development represents an opportunity for infilling and intensification within the existing built boundary.</p> <p>The proposed development is consistent with the policy direction that residential intensification be directed to Primary Settlement Areas and, where full municipal servicing is available, to Secondary Settlement Areas.</p> <p>The subject lands are located within a designated Secondary Settlement Area that is currently serviced with full municipal water and wastewater infrastructure.</p> <p>As such, the Site is an appropriate location for modest residential intensification.</p> <p>By directing new units to a serviced settlement area, the proposal supports a more efficient use of existing infrastructure, reduces pressure for outward expansion, and aligns with the municipality's growth management strategy.</p> <p>The development contributes to the overall supply of housing within the settlement hierarchy while ensuring that</p>

COP Policy #	Policy	Response
		<p>intensification occurs in locations capable of accommodating it without adverse impacts.</p> <p>Overall, the proposal conforms to the intent of the policy by providing residential intensification in a fully serviced Secondary Settlement Area, thereby supporting compact growth, efficient land use, and the long-term sustainability of municipal services.</p>
4.B.2.1 - Housing	<p>The County in collaboration with Local Municipalities, senior levels of government, the development industry, community partners and other stakeholders shall ensure a mix and range of housing options suitable for all ages, household sizes and abilities including: a) Affordable housing to address need throughout the income spectrum, including market and community housing; b) Emergency and transitional housing; c) Co-housing, group rooming and senior housing, special needs housing; and, d) Purpose-built rental housing.</p>	<p>The Town of Essex OP does have policies which support collaboration.</p> <p>The proposed housing is suitable and provides a new housing choice in the area.</p> <p>The tenure will be confirmed at a later date.</p> <p>The attainability and affordability have yet to be determined.</p>
4.B.2.3	<p>New residential development and residential intensification should incorporate universal design standards to meet housing needs at all stages of life.</p>	<p>The design of the proposed development will respect the surrounding area context.</p> <p>The proposed moderate scale three-storey apartment/motel development provides 19 residential units and 9 motel suites, offering a diverse mix of housing and short-term rental options that meet the</p>

COP Policy #	Policy	Response
		<p>needs of current and future residents in Colchester. By integrating residential units with motel suites, the development supports tourism, creates new local employment opportunities, and contributes to a diversified, resilient local economy.</p> <p>The building is designed to respond to and integrate with surrounding properties through its three-storey height, articulated façade, and light pastel colour palette, reflecting Colchester's beach-town character and the adjacent Grove Motel.</p> <p>Façade elements such as varied block forms, pastel EIFS accents, neutral brick veneer, and metal siding create visual interest and complement the scale and rhythm of nearby houses, rental cottages, and restaurants.</p> <p>Mature trees on the site further reinforce this context, enhancing the pedestrian-friendly streetscape.</p>
4.B.2.4	New residential development and residential intensification are to be planned and designed to mitigate and adapt to the impacts of climate change by: a) facilitating compact built form; b) ensuring that infrastructure is available to promote safe and convenient mobility for	<p>The proposed development will be designed to be compact.</p> <p>Existing infrastructure will be used.</p> <p>The final construction of the building will be subject to the Ontario Building Code (OBC)</p>

COP Policy #	Policy	Response
	walking, cycling and other forms of non-motorized transportation; and c) incorporating sustainable housing construction materials or practices, green infrastructure, energy conservation standards, water efficient technologies, and low impact development.	<p>requirements and will include energy efficiencies.</p> <p>A ZBA is required in order to permit the proposed residential use.</p> <p>Residential will be located on the main floor and above the commercial use.</p> <p>Minor relief is also requested.</p>
4.B.3.1 – Affordable and Attainable Housing	To encourage the development of affordable and attainable housing, the following minimum targets will be implemented to the horizon of this Plan, unless local targets are higher in which case those apply: a) 20 percent of all new rental housing is to be affordable and attainable; and, b) 10 percent of all new ownership housing is to be affordable and attainable. As work progresses provincially and locally the definition of attainable housing will be developed.	<p>The tenure will be confirmed at a later date.</p> <p>The attainability and affordability have yet to be determined.</p> <p>Every effort will be made to provide a development that supports affordability and market-based housing.</p>
4.C.2.1 - Employment	Planning for jobs shall be undertaken jointly with Local Municipalities. It is the policy of the County that: a) Sensitive land uses that are not ancillary to primary employment uses shall be limited in size; b) Minimum density targets for employment lands shall be achieved in accordance with the policies of this plan and through local municipal Official Plans and Zoning By-laws; c) Development and	<p>The proposed commercial uses will be limited to a motel as an additional permitted use.</p> <p>A ZBA is required in order to permit the proposed commercial use.</p> <p>Motels help preserve and promote the Town's unique character, history, and culture by integrating local elements into their design and offerings.</p>

COP Policy #	Policy	Response
	redevelopment will be utilized to achieve the jobs and job density targets; and, d) Local Municipalities shall ensure compatibility between employment lands and non-employment lands.	
6.A.1 – Cultural Heritage And Archaeological Resources	It is the policy of this Plan that the County will identify, recognize, and conserve archaeological resources and built heritage resources, and cultural heritage landscapes.	There is no requirement to undertake any archaeological assessment.
9.0 - Infrastructure	The County promotes efficient and environmentally responsible development and encourages new development and redevelopment to proceed on the basis of full municipal sewage services and municipal water services, as per the Provincial Planning Statement.	<p>The Site has access to full municipal services.</p> <p>A FSR was prepared and summarized in Section 4.3.1 of this PJR.</p>
10.0 – Energy, Air Quality and Climate Change	<p>Energy efficiency and energy conservation are important elements of sustainable communities. Reduced energy demand allows for a more sustainable approach to the management of energy use and improved housing affordability. In addition, opportunities for local renewable energy projects in the County of Essex may present opportunities for reducing greenhouse gas emissions.</p> <p>By reducing the impacts of greenhouse gas emissions, energy conservation is an important part of addressing climate change. Energy conservation facilitates the</p>	<p>Energy efficiency and energy conservation will be addressed at the time of a building permit.</p> <p>The proposed development supports the creation of a sustainable community by incorporating design approaches that promote energy efficiency and reduce overall energy demand.</p> <p>Efficient use of energy is a key component of long-term environmental and economic sustainability, and the development has been designed to take advantage of opportunities to minimize energy consumption through compact built form, efficient</p>

COP Policy #	Policy	Response
	replacement of non-renewable resources with renewable energy sources.	site layout, and modern building practices.
11.0 - Transportation	The County supports the integration of land-use planning and transportation planning, recognizing that communities that move people and goods primarily by truck and automobiles lead to a sprawling and auto-centric urban form, whereas a human-centric and multi-modal approach creates vibrant, compact, and pedestrian-oriented communities.	<p>The Site is located near major transportation networks.</p> <p>The Site is also pedestrian friendly and has transportation options.</p> <p>A TIB was prepared and summarized in Section 4.3.2 of this PJR.</p>

Therefore, the proposed development conforms to the purpose and intent of the COP, and no amendment is required.

### 5.1.3 Town of Essex Official Plan

The Town of Essex Official Plan (OP) was adopted in 2009.

The OP implements the COP and the PPS and establishes a policy framework to guide land use planning decisions related to development and the provision of infrastructure and community services throughout the Town.

The Site is designated "Hamlet" according to Schedule "A-3 – Land Use Plan" attached to the OP for the Town of Essex (see Figure 5 –OP).

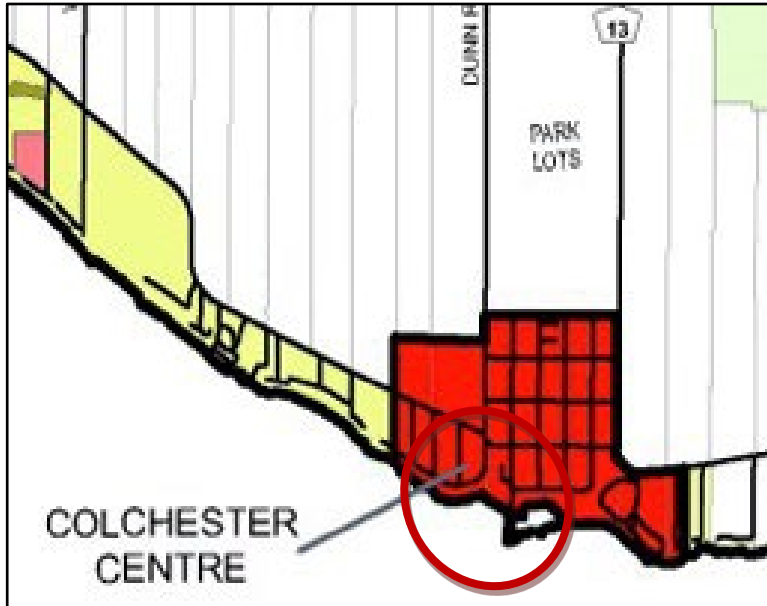


Figure 5 –OP

The Site is also subject to the following:

- Schedule "B-2" – Intake Protection Zones
- Schedule "B-4" – Significant Groundwater Recharge Areas
- Schedule "D" – Community Improvement Areas
- Schedule "GP-1" – Colchester Hamlet Guideline Plan

The Site is also subject to the "Colchester Secondary Plan", which is currently under review.

It is proposed to maintain the existing land use designation in order to permit the proposed development.

The following provides a summary of the key policy considerations of the OP as it relates to the proposed development.

OP Policy #	Policy	Response
4.1.1 a) – General Provision, A Sense Of Plan	<p>Good urban design contributes to the health and welfare of our community. New development and redevelopment shall:</p> <p>i) be <b>compatible</b> with existing land uses, our natural heritage and built forms;</p>	<p>The proposed development will be designed to be compatible.</p> <p>The proposed building will be located as close to County Road 50 West as possible, creating an increase in the setback from the residential</p>

OP Policy #	Policy	Response
	<p>ii)provide mixed land use that offers access to a variety of services, employment opportunities, housing, amenities and physical activities;</p> <p>vii)provide a building scale, massing and density compatible with existing land uses and activities within street rights of way, while minimizing the urban sprawl and maximizing compact urban forms;</p>	<p>uses located to the north of the Site.</p> <p>The proposed development offers both commercial and residential uses as part of the mixed use building.</p> <p>The proposed height and massing of the building are appropriate for the Site.</p> <p>The overall lot coverage is small.</p> <p>The proposed moderate scale three-storey apartment/motel development provides 19 residential units and 9 motel suites, offering a diverse mix of housing and short-term rental options that meet the needs of current and future residents in Colchester.</p> <p>By integrating residential units with motel suites, the development supports tourism, creates new local employment opportunities, and contributes to a diversified, resilient local economy.</p> <p>The building is designed to respond to and integrate with surrounding properties through its three-storey height, articulated façade, and light pastel colour palette, reflecting Colchester's beach-town character and the adjacent Grove Motel.</p>

OP Policy #	Policy	Response
		<p>Façade elements such as varied block forms, pastel EIFS accents, neutral brick veneer, and metal siding create visual interest and complement the scale and rhythm of nearby houses, rental cottages, and restaurants.</p> <p>Mature trees on the site further reinforce this context, enhancing the pedestrian-friendly streetscape.</p> <p>Together, these features support a cohesive, context-sensitive design in accordance with the Colchester Secondary Plan.</p>
4.2 – Planning Principles	<p>a)to create more compact development within designated and fully serviced settlement areas;</p> <p>b)to provide a broad range of housing forms and tenure types, employment and leisure opportunities for the increasing population in sustainable, affordable and energy efficient manner;</p> <p>k)to accommodate future job creation and employment opportunities in an environmentally sustainable, energy efficient and cost effective manner;</p> <p>n)to ensure that development does not exceed the limits of the reserve sewage system capacity, including capacity for treating hauled sewage from</p>	<p>The proposed housing is suitable and provides a new housing choice in the area.</p> <p>The attainability and affordability have yet to be determined.</p> <p>The proposed motel will create new jobs.</p> <p>Municipal services are available.</p> <p>An FSR was prepared and summarized in Section 4.3.1 of this PJR.</p> <p>Buffering from sensitive land uses, such as residential to the north of the Site, can be provided through increased setbacks, fencing and landscaping.</p>

OP Policy #	Policy	Response
	<p>private communal sewage systems and individual on-site sewage facilities;</p> <p>o)to buffer development, particularly sensitive land uses, from identified landfill sites, sewage treatment works and other land uses which would have an adverse effect;</p>	
4.3 – Site Suitability	<p>Prior to the approval of any amendments to this Plan and/or the Town's Zoning By-law, it will be established to the satisfaction of Council that: a) soil and drainage conditions are suitable to permit the proper siting of buildings; b) the necessary services are available to adequately accommodate the proposed development; c)no traffic hazards or significant conflicts amongst vehicle operators, pedestrians or cyclists will result because of improper site design, unregulated traffic generation or restricted sight lines; d)the land fronts on a public road which is of a reasonable standard of construction to accommodate both existing and anticipated future traffic volumes; e)adequate measures will be taken to properly mitigate or prevent any adverse effects that the proposed use may have upon any proposed or existing adjacent use.</p>	<p>Soil and drainage conditions are suitable.</p> <p>Full municipal services are available to accommodate the proposed development.</p> <p>An FSR was prepared and summarized in Section 4.3.1 of this PJR.</p> <p>Traffic will not be impacted.</p> <p>A TIB was prepared and summarized in Section 4.3.2 of this PJR.</p> <p>The Site fronts onto 2 public roads.</p> <p>Fencing and landscaping can be provided to help buffer from the abutting residential use to the north of the Site.</p>
4.6 Visual Amenity	<p>The visual amenity of the Town will be preserved and enhanced wherever possible to create a positive visual impression for both residents</p>	<p>The unique image of Colchester Centre will be enhanced with the proposed development.</p>

OP Policy #	Policy	Response
	and visitors and to provide the work and residential environment attractive to new businesses.	The Applicant is committed to developing the Site in a manner that respects the surrounding area context and incorporates sustainable building features.
4.7 - Buffering	Adequate buffering will be required between land uses where there may be a conflict so that one use will not detract from the enjoyment of amenities and/or hinder the proper functioning of the adjoining use(s). Such buffering may include landscaping, screening and greater separation distances between incompatible uses.	Buffering will be used.  The final design of the Site will be reviewed as part of SPC approval.
4.22 – Residential Intensification and Affordability	The predominant residential land use within the Town is single detached dwellings. Most recent subdivision development has also been focused on low density residential land uses. The PPS provides that settlement areas shall have densities and a mix of residential land uses which efficiently use land and resources, are appropriate for the infrastructure and public service facilities, promote energy efficiency and opportunities for intensification and redevelopment.	The attainability and affordability have yet to be determined.  Tenure is also to be determined at a later date.
5.12 - Hamlet	Lands designated "Hamlet" in Schedules "A-1" and "A-3" to this Plan are rural service areas and include the McGregor, Gesto and Colchester Hamlet Centres. Residential uses, institutional uses, recreational uses and	The Site is located within the Hamlet land use designation.  Residential and commercial are proposed uses and are permitted.

OP Policy #	Policy	Response
	<p>tourist accommodation, small scale commercial, business and professional offices and dry, light industrial uses are envisioned. Non-residential development in these areas is primarily intended to serve the needs of the local residents and the agricultural area and, as well, in the case of the Colchester Hamlet, tourists visiting the area.</p>	<p>Colchester Centre is a unique area that attracts tourism, including ecotourism, recreation, annual events, waterfront amenities (harbour and public beach), and the wine industry.</p>
<p>5.12 - Goals</p>	<p>b)to ensure that new development occurs in a manner in keeping with the capacity of the municipal potable water, sanitary sewage collection and treatment and stormwater management systems available and the financial capability of the Town;</p>	<p>The Site has access to full municipal services.</p> <p>An FSR was prepared and summarized in Section 4.3.1 of this PJR.</p> <p>There will be no negative impacts on the municipal system as the residential development will not add to the capacity in a significant way.</p>
<p>5.12 -Permitted Uses</p>	<p>a)single detached dwellings, two to four unit dwellings and townhomes, residential care facilities, home occupations, tourist accommodations, institutional uses, recreational uses, <b>mixed uses (commercial/residential)</b>, small scale commercial, business and professional offices and dry, light industrial uses and their expansion in accordance with the policies outlined below.</p>	<p>Mixed use development is permitted in this land use designation.</p> <p>Commercial and residential uses are proposed.</p>
<p>5.12 - Provision</p>	<p>a)all development must be serviced with potable water, stormwater management and sanitary sewage collection and treatment facilities to the satisfaction of the Town and</p>	<p>The Site has access to full municipal services.</p> <p>An FSR was prepared and summarized in Section 4.3.1 of this PJR.</p>

OP Policy #	Policy	Response
	the statutory approval authority having jurisdiction;	
	b)the Zoning By-law will zone all lands in the "Hamlet" designation according to their existing use or mix of uses, on a site specific or block by block basis;	A ZBA application is being made.
	e)in general, development will be free of barriers to persons with disabilities and permit movement by pedestrians and bicyclists, the elderly and persons with special needs in a safe and efficient manner.	Accessibility will be addressed at the time of a building permit for the building and SPC for the Site design.
	g)non-residential development and townhome development, exclusive of street townhomes, medium and high density residential development, institutional and neighbourhood commercial uses will be subject to site plan control pursuant to Section 41 of the Planning Act;	SPC will be applied for.
7.3 – CIP, Policies	b)encourage improvement activities that contribute to a strong economic base including tourism, commercial and industrial development;	Colchester Centre is part of the Colchester Hamlet CIP area.  The proposed development offers commercial and residential uses to help strengthen the area.
8.1 – Municipal Services	All development within the Town of Essex shall be serviced in accordance with development policy requirements adopted by Council resolution and a development standards manual(s), as amended from time to time.	The proposed development will follow the Town development requirements.  An FSR was prepared and summarized in Section 4.3.1 of this PJR.
12.1 – Colchester Hamlet Guideline Plan	The guideline plan for the Colchester Hamlet forms	The Site is within the policy area.

OP Policy #	Policy	Response
	Appendix "GP-1" to this Plan. It is intended that it be read and interpreted within the context of this Official Plan.	
2.2 – Community Vision	The vision for the Colchester Hamlet is for the creation of a complete and sustainable waterfront community that accommodates residents' daily activities and promotes the surrounding lakeshore's unique agricultural, natural heritage, recreational, cultural and tourism features and activities. This will create a vibrant and liveable community that complements and reinforces the established community character.	The proposed development will respect the vision of the area.  Commercial and residential are proposed, which will strengthen the economy and housing choices.
3.2 – Main Street Area, Permitted Uses	d)roofed accommodation uses including motels, hotels, small inns in accordance with the policies of Section 4.1; bed and breakfast establishments within an existing dwelling; e)existing dwellings; apartment style dwelling units in a mixed use building. The redevelopment of existing dwellings for new and/or more intensive residential uses may be permitted provided that Council is satisfied that the redevelopment does not hinder the future development of the planned commercial and tourism functions of the Main Street Area. In this regard, <b>for development proposals for residential uses, preference will be given to dwelling units above the ground floor in a mixed use building to preserve the continuity of</b>	The Site is located in the 'Main Street Area'.  A mixed use building with residential and commercial is proposed, which is supported by this policy.

OP Policy #	Policy	Response
	<b>commercial activities at the pedestrian level.</b>	
3.2 - Provisions	a)The development will reinforce and preserve, to the extent possible, a vibrant commercial presence at street level;	The proposed building will be located close to the road, providing a strong street presence.
	b)The density, height and character of the development should be compatible with the adjacent uses;	The proposed density, height and character are in keeping with the surrounding area.  Appropriate buffering and setbacks are provided to ensure the proposed development is compatible with adjacent uses.
	c)Apartment style residential uses may be located <b>above the ground floor in a mixed use building</b> provided that: i) the building does not exceed a maximum height of 3 stories; ii) adequate on-site recreational facilities or amenities, such as private open space or playground equipment, are available and iii) the development is consistent with the applicable policies pertaining to the Main Street Area.	Residential use is proposed behind and above the commercial use.  The height will be limited to 3 storeys.  Open space, amenity areas, seating and patio space are provided.  The proposed development is consistent with the Main Street Area policies.
	d)The height and massing of the buildings at the edge of the Main Street Area will have regard to the height and massing of the buildings in adjacent residential area and may be subject to additional setbacks or buffering in order to provide an appropriate transition.	The height and massing of the proposed development are appropriate for the site and the surrounding area.  Lot coverage is proposed to comply with the zoning provisions.  Buffering in the form of fencing and landscaping can be addressed as part of the SPC approval.

OP Policy #	Policy	Response
	e)Municipal services must be capable of accommodating the development;	Municipal services are available.
	f)The road network must adequately accommodate the traffic generated from the development and the site will accommodate the anticipated parking needs, unless alternative or reduced parking provision is accepted by Council or the Committee of Adjustment;	The road network is appropriate for the proposed development.
	g)The development should be designed in such a manner to create and maintain safe and convenient pedestrian linkages, be barrier free for persons with disabilities and to encourage shared parking;	The final design will be addressed as part of the SPC and Building Permit approval.
	h)The development will help to create a pedestrian oriented environment along Murdock and Jackson Streets which may include: reduced front yard setbacks to create a street edge; limiting the number of driveways to the extent possible and an improved streetscape, through the provision of street furniture, bicycle parking, wider sidewalks, lighting and landscaping;	The proposed development will have paved sidewalk connections throughout the Site.
	l)Buildings will be located close to the street and on-site vehicular parking areas will be accommodated at the rear of buildings, where feasible and appropriate, with suitable buffering from adjacent	The proposed building will be located close to the street with parking at the rear.  Buffering will be provided.

OP Policy #	Policy	Response
	residential land uses. Access to parking areas will be encouraged from rear lanes, accessible from existing side streets;	A lighting plan has been provided and summarized in Section 4.3.3 of this PJR.
	m)Provision for bicycle parking and storage is generally required in accordance with the provisions of the Zoning By-law;	Bicycle parking is provided and shown on the concept plan.
	n)Parkland dedication or cash-in-lieu of parkland will support parkland improvements to the Waterfront Area in accordance with the provisions of the Planning Act;	Cash in Lieu of Parkland dedication is requested by the municipality.
	o)The amount of gross floor area for commercial units will be limited in the Zoning By-law at a scale consistent with the main street character and theme;	There is no GFA maximum currently set out in the ZBL for a motel.  However, approximately 326.6 m2 is proposed for the motel.
	p)The development will have consideration for the protection and enhancement of significant views and vistas of the lakeshore, which may include the use of lower profile building forms, smaller building footprints, building setbacks or other built form considerations;	The proposed development will contribute toward infilling and intensification requirements while respecting the surrounding area context.
	q)The development will incorporate architectural and design elements in keeping with the vision and design objectives for the Main Street Area.	The final design will be subject to SPC and Building Permit review.

Therefore, the proposed development conforms to the purpose and intent of the OP, with the proposed amendment.

### 5.1.4 Town of Essex Zoning By-law

The Town of Essex Zoning By-law (ZBL) #1037 was passed by Council on July 12, 2010.

A ZBL implements the PPS, the COP and the OP by regulating the specific use of property and providing for its day-to-day administration.

The Site is currently zoned as follows on Schedule 'A', Zoning Map 17 (see area outlined in **red** on Figure 6 – ZBL) attached to the Town of Essex Zoning By-Law #1037:

- 80 County Road 50 West – 'Commercial District 1.3 (C1.3)'
- 82 County Road 50 West – 'Residential District 3.1 (R3.1)'
- 86 County Road 50 West – 'Residential District 3.1 (R3.1)'

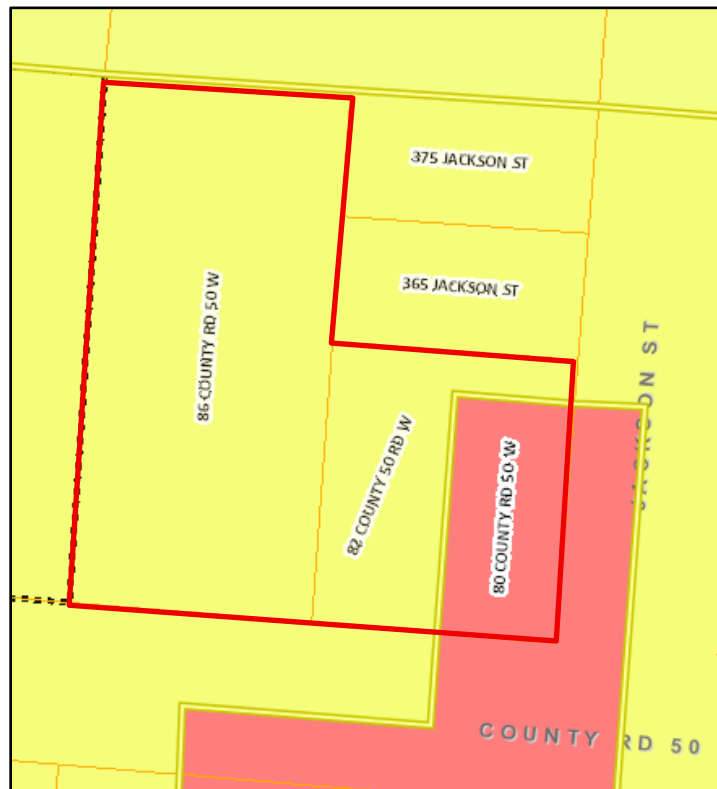


Figure 6 – ZBL

It is proposed to change the zoning of the entire Site to a new site-specific 'Commercial District 1.3-XX (C1.3-XX)' zone category to permit the proposed development.

The Council for the Town of Essex is the approval authority for the ZBA.

The Applicant is proposing residential use (units on the ground floor and above commercial use) and commercial use (motel) on the ground floor in a combined use building.

Section 7 of the ZBL defines the following:

*"Combined Use Building" means a building having, as main uses, both a dwelling unit(s) and a non-residential use(s).*

*"Motel" means a building or part thereof, used primarily for sleeping accommodation of the travelling public, in which a) a minimum of five (5) guest rooms or suites of rooms are provided for sleeping accommodation; b) all guest rooms or suites of rooms are accessible from the exterior of the building and may also be accessible from the interior of the building; c) no guest rooms or suite of rooms has self-contained cooking facilities; d) there may be in combination therewith any one (1) or more of the following: restaurant; meeting room; newsstand; and e) there may also be in combination therewith one (1) personal service shop and one (1) dwelling unit.*

A review of the C1.3 zone provisions, as set out in Section 18.2 of the ZBL, is as follows:

Zone Regulations	Required C1.3 Zone	Proposed C1.3-XX Zone	Compliance and/or Relief Requested with Justification
Permitted Uses/Main Use	Bed and Breakfast Dwelling Business Office Commercial School Day Nursery <b>Dwelling Unit(s) in combination with any other permitted non-residential main use</b> Financial Office Light Repair Shop Medical Office Personal Service Shop Professional Studio Retail Store, exclusive of a retail store for the sale of motor vehicles or heavy	Residential Use - Dwelling Units on the main floor and above a commercial use.  Commercial Use - Motel	Shall comply, subject to the ZBA.  The Site will be required to be rezoned to a site-specific Commercial District 1.3 (C1.3) category for transitional commercial/residential uses.  The ZBA is also required to permit dwelling units on the ground level and additional commercial uses such as a <i>Motel</i> .  The ZBA will also be required to exclude standalone residential uses presently

Zone Regulations	Required C1.3 Zone	Proposed C1.3-XX Zone	Compliance and/or Relief Requested with Justification
	<p>machinery            Restaurant Single Unit Dwelling (one)            Semi-detached Dwelling (one)            Take-out Food Outlet</p>		<p>permitted in the C1.3 zone, including: <i>a Bed and Breakfast Dwelling, Single Unit Dwelling (one), and Semi-Detached Dwelling (one).</i></p> <p>Mixed use development is supported by the PPS, COP and OP.</p> <p>Residential uses will provide new housing.</p> <p>Motel hotels support the local economy by sourcing local products and services and partnering with nearby businesses, which increases local patronage.</p> <p>Overall, they will help preserve and promote the Town's unique character, history, and culture by integrating local elements into their design and offerings.</p>
Building Height - Maximum	10m (32f) for a main building	10 m	Complies
Gross Floor Area – Maximum	250m <sup>2</sup> (2700f <sup>2</sup> ) for each business, financial or medical office, light repair shop, personal service shop, professional studio, retail store, restaurant or takeout food outlet	N/A (motel not listed)  Approximately 326.6 m <sup>2</sup> is proposed for the motel	Complies

Zone Regulations	Required C1.3 Zone	Proposed C1.3-XX Zone	Compliance and/or Relief Requested with Justification
Landscaped Area - Minimum	15% of the lot area	27.7 %	Complies
Other	All dwelling units, not including entrances thereto, shall be located <b>above the ground floor</b> . No parking space shall be permitted in the front yard.	<b>Residential units are proposed on the ground floor.</b>  No parking is proposed in the front yard.	Shall comply, subject to the ZBA.  The ZBA is required to permit dwelling units on the ground level.
	The maximum lot coverage, minimum front yard and rear yard depth, minimum side yard width and maximum building height for a combined use building and a bed and breakfast dwelling and any use accessory thereto shall conform to the regulations of subsection 14.1, R1.1 District, of this by-law applicable thereto.	See below	Shall Comply
Lot Coverage – Maximum	40 % of lot area	24.1 %	Complies
Building Height – Maximum	10m (32f)	10 m	Complies
Front Yard Depth - Minimum	7.5 m (25f)	16.56 m  (East – Jackson St)	Complies

Zone Regulations	Required C1.3 Zone	Proposed C1.3-XX Zone	Compliance and/or Relief Requested with Justification
Rear Yard Depth - Minimum	7.5 m	2.87 m  (West)	Relief required.  The lot is an irregularly shaped corner lot.  The building will face County Road 50 W.  The rear yard on the west side will act as an interior side yard.
Side Yard Width - Minimum	<p><b>1.2m (4f) both sides for an interior side yard</b> where there is an attached garage or carport 1.2m and 3m (10f) for interior side yards (one side/other side) where there is no attached garage or carport</p> <p><b>1.2m (4f) for an exterior side yard</b>, except that, where a building wall has a vehicle entrance facing the exterior lot line, the minimum setback from the exterior lot line shall be 6m(20f)</p>	<p>Interior – 8.08 m  (North)</p> <p>Exterior – 7.5 m  (South, County Rd 50 W)</p>	Complies
Parking Space Regulations	<b>Dwelling Units in a Combined-Use Building</b>	Residential - 24  Motel - 9	Complies

Zone Regulations	Required C1.3 Zone	Proposed C1.3-XX Zone	Compliance and/or Relief Requested with Justification
	<p>1.25 for each dwelling unit; a minimum of 15% of the required number of parking spaces shall be reserved for visitor parking and each space shall be clearly identified as such by signage or pavement markings</p> <p>1.25 x 19 = 23.75</p> <p><b>Motel</b></p> <p>1 for each guest room and 1 for each 22.5m<sup>2</sup> (242f<sup>2</sup>) GFA used for a restaurant, place of assembly or meeting room</p> <p>1 x 9 = 9</p>	<p>Additional Bike Space - 1</p> <p><b>TOTAL = 34 spaces</b></p> <p>Visitor – 4 spaces</p>	
Accessible Spaces	<p>Type A – 1</p> <p>Type B - 1</p>	<p>Type A – 1</p> <p>Type B - 1</p>	Complies
Bicycle Parking Space Required	<p>30 +</p> <p>2 for the first 30 plus 1 for each 30 additional parking spaces to a maximum of <b>10% of the total number</b> of required motor</p>	8 bicycle spaces	<p>Complies</p> <p>Extra bicycle spaces are provided as the area is very pedestrian friendly.</p>

Zone Regulations	Required C1.3 Zone	Proposed C1.3-XX Zone	Compliance and/or Relief Requested with Justification
	vehicle parking spaces $0.1 \times 33.25 = 3.3$		
Loading Spaces Required	GFA - over 275m <sup>2</sup> to 3999m <sup>2</sup> (43046f2) = 1	1 space	Complies

Therefore, the purpose and general intent of the ZBL will be complied with.

Further, all C3.1 zone provisions shall comply in order to permit the proposed development, with the following requested relief:

- *decrease the minimum rear yard depth (west side) from the required 7.5 m to 2.87 m.*

The Town may also wish to consider adding a provision to the proposed site-specific C3.1 zone, which controls the area of the ground floor used for residential, such as:

- *Notwithstanding Section 18.3 b) iv. dwelling units are permitted on the ground floor, up to a maximum of 750 m<sup>2</sup> of the gross floor area of the ground floor, and to the rear of the commercial use.*

The Town may also wish to address a minimum area for amenity space, as balconies are proposed for the residential units, such as.

- *Require a minimum area for amenity space, on a per dwelling unit basis (7.5 m<sup>2</sup> per bachelor unit, 10 m<sup>2</sup> per 1 bedroom unit, 15 m<sup>2</sup> for 2 or more bedroom units).*

## **6.0 SUMMARY AND CONCLUSION**

### **6.1 Context and Site Suitability Summary**

#### **6.1.1 Site Suitability**

The Site is ideally suited for mixed use development for the following reasons:

- The land area is sufficient to accommodate the proposed development,
- The Site is flat, which is conducive to easy vehicular movement,
- The Site has access to full municipal water, storm and sewer systems,
- There are no anticipated lighting, noise, traffic or parking concerns,
- There are no environmental concerns, and
- There are no hazards.

#### **6.1.2 Compatibility of Design**

The Site is compatible with the surrounding area in terms of scale, massing, height and siting.

The proposed building will be designed to ensure it is compatible.

The proposed development is appropriate for the Site and the surrounding area as it pertains to the housing option, density and employment use.

The development is proposed to be an efficient use of the large vacant parcel of land.

#### **6.1.3 Good Planning**

The proposal represents good planning as it addresses the need for the Town to provide housing and commercial uses, which will contribute toward a complete community where people can live, work and play.

The proposed development will contribute toward infilling and intensification requirements while respecting the surrounding area context.

Motels in small towns provide guests with personalized service, unique cultural experiences, and a charming, intimate atmosphere, while also supporting the local economy by partnering with local businesses and showcasing regional products.

Residential and commercial uses on the Site represent an efficient development pattern that optimizes the use of land in an existing built up area that has a mix of land uses surrounding the Site.

### 6.1.4 Natural Environment Impacts

The proposal does not have any negative natural environmental impacts, as there are no natural heritage features on the Site.

### 6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system as the residential development will not add to the capacity in a significant way.

### 6.1.6 Social, Cultural and/or Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation networks, transit, parks, places of worship and community amenities.

The proposed development does not cause any public health and safety concerns.

The proposal represents a cost-effective development pattern that minimizes land consumption and servicing costs.

There will be no urban sprawl as the proposed development is within the existing settlement area and is an ideal development opportunity.

There are no cultural heritage concerns.

## 6.2 Conclusion

The proposed development on the Site is appropriate, and the ZBA should be approved by the Town of Essex Council.

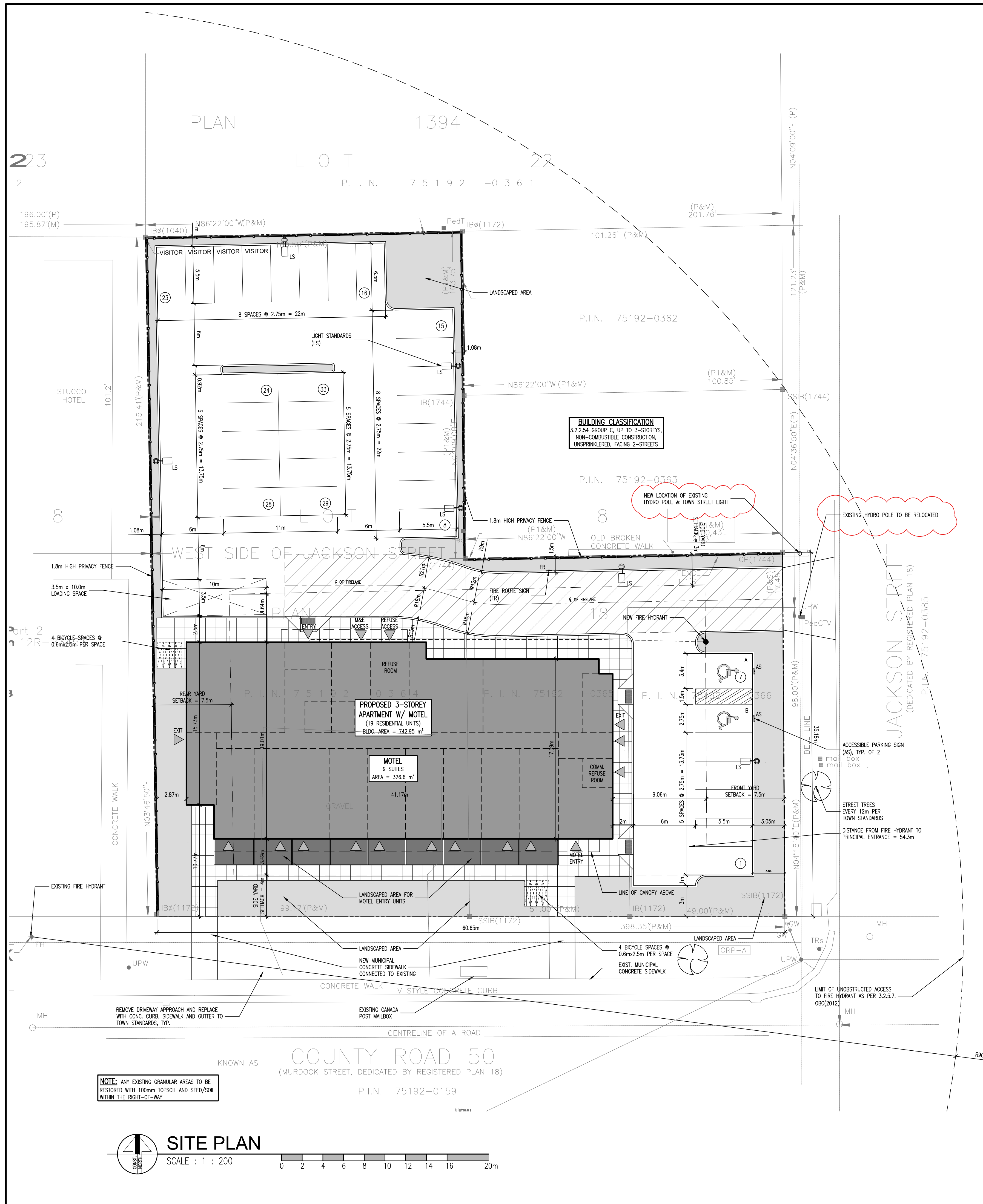
This PJR has shown that the proposed development is consistent with the PPS, conforms with the intent and purpose of the COP, OP and ZBL, and represents good planning.

### Planner's Certificate:

I hereby certify that this report was prepared by Tracey Pillon-Abbs, a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.

  
**Tracey Pillon-Abbs, RPP**  
**Principal Planner**





**SITE DATA - SITE ZONING C1.3 (COMPREHENSIVE ZONING BY-LAW 1037)**

ZONING BY-LAW PREVISIONS	REQUIRED	PROPOSED
a. LOT AREA	MIN. 360 m <sup>2</sup>	3,069.78 m <sup>2</sup>
b. LOT FRONTAGE	MIN. 12 m	35.18 m
c. DWELLING UNITS		19 UNITS
d. BUILDING AREA		742.95 m <sup>2</sup>
e. BUILDING LOT COVERAGE (%)	MAX 40 %	24.1 %
f. BUILDING GROSS FLOOR AREA (G.F.A.)		
APARTMENTS		
RESIDENTIAL - 1ST FLOOR		742.95 m <sup>2</sup>
RESIDENTIAL - 2ND FLOOR		742.95 m <sup>2</sup>
RESIDENTIAL - 3RD FLOOR		742.95 m <sup>2</sup>
TOTAL		2,228.85 m <sup>2</sup>
g. BUILDING HEIGHT	MAX. 10 m	10 m
h. BUILDING SETBACKS		
APARTMENTS		
SIDE YARD - SOUTH	MIN. 4 m	7.5 m
SIDE YARD - NORTH	MIN. 3 m	8.08 m
REAR - WEST	MIN. 7.5 m	2.87 m
FRONT - EAST	MIN. 7.5 m	16.56 m
i. NO. OF PARKING SPACES (INCLUDES ACCESSIBLE PARKING SPACES)		
RESIDENTIAL USE: DWELLING UNITS IN A COMBINED-USE BUILDING 1.25 SPACES PER UNIT = 1.25 x 19 =	23.75 SPACES	24 SPACES
COMMERCIAL USE:		
MOTEL - 1 PER GUEST ROOM = 1 x 9 =	9 SPACES	9 SPACES
4 ADDITIONAL BIKE SPACES = 1 PARKING SPACE	32.75 SPACES	34 SPACES
TOTAL		
VISITOR - 15% OF REQUIRED SPACES = 0.15 x 23.75 =	3.5 SPACES	4 SPACES
j. NO. OF ACCESSIBLE PARKING SPACES		
TYPE A	1 SPACES	1 SPACES
TYPE B	1 SPACES	1 SPACES
k. NO. OF LOADING SPACES	1 SPACE	1 SPACE
l. NO. OF BIKE STORAGE SPACES		
10% OF REQUIRED MOTOR VEHICLES SPACES = 0.1 x 33.25	3.3 SPACES	8 SPACES
m. PAVED AREA		
COVERAGE		1,437.1 m <sup>2</sup>
LANDSCAPED AREA		46.8 %
HARD		336.0 m <sup>2</sup>
SOFT		517.1 m <sup>2</sup>
TOTAL		853.1 m <sup>2</sup>
COVERAGE	MIN. 15 %	27.7 %
n. LINEAR CONCRETE CURB		251.2 m

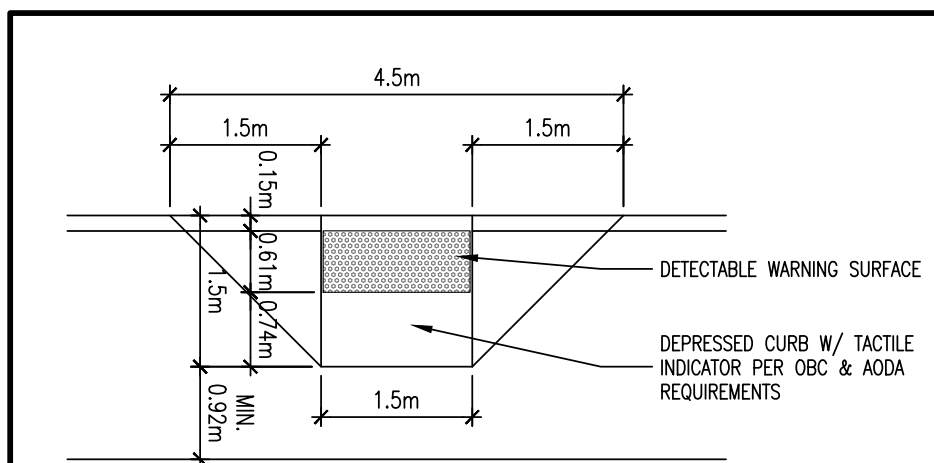
**NOTE:** A BUILDING SHALL NOT BE LOCATED BENEATH EXISTING ABOVE GROUND ELECTRICAL CONDUCTORS. WHERE A BUILDING IS TO BE CONSTRUCTED IN PROXIMITY TO ABOVE GROUND ELECTRICAL CONDUCTORS, HORIZONTAL CLEARANCE BETWEEN BUILDING AND CONDUCTORS SHALL COMPLY WITH SUBSECTION 3.1.19 OF THE O.B.C.

**NOTE:** ALL EXTERIOR PATHS OF TRAVEL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 80.23 OF THE REGULATION 191/11 TO THE ACCESSIBILITY ON ONTARIANS WITH DISABILITIES ACT SECTIONS 3.8.1.3 AND 3.8.3.2 OF THE O.B.C.

**NOTE:** ALL CURB RAMP SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 80.26(1) OF ONTARIO REGULATION 191/11 TO THE ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT AND SECTION 3.8.3.18 OF THE O.B.C.

**NOTE:** FIRE-ROUTE SIGNS SHALL BE APPROVED BY THE MUNICIPALITY & FIRE DEPARTMENT - NEW SIGNS TO BE PLACED NO LESS THAN 50 FEET AND NOT MORE THAN 150 FEET APART.

**NOTE:** EXISTING INFRASTRUCTURE AND TREE INTERFERING WITH DEVELOPMENT TO BE REMOVED TO ACCOMMODATE PROPOSED WORKS.



2026/02/11 SITE PLAN CONTROL REVISIONS

2025/08/29 SITE PLAN CONTROL

date (yyyy/mm/dd): issued for:

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 ph 519.254.3430 fax 519.254.3642  
 email - info@ada-architect.ca www.ada-architect.ca

project:  
**PROPOSED 19 UNIT APARTMENT / MOTEL**  
 82 COUNTY RD 50 W,  
 COLCHESTER, ON

client:  
**WING INVESTMENTS**

title:  
**SITE PLAN & SITE DATA**

scale:  
 AS SHOWN

drawn by:  
 TF/ BE

checked by:  
 SMB

date:  
 MARCH 2025

comm. no.:  
 2025-032

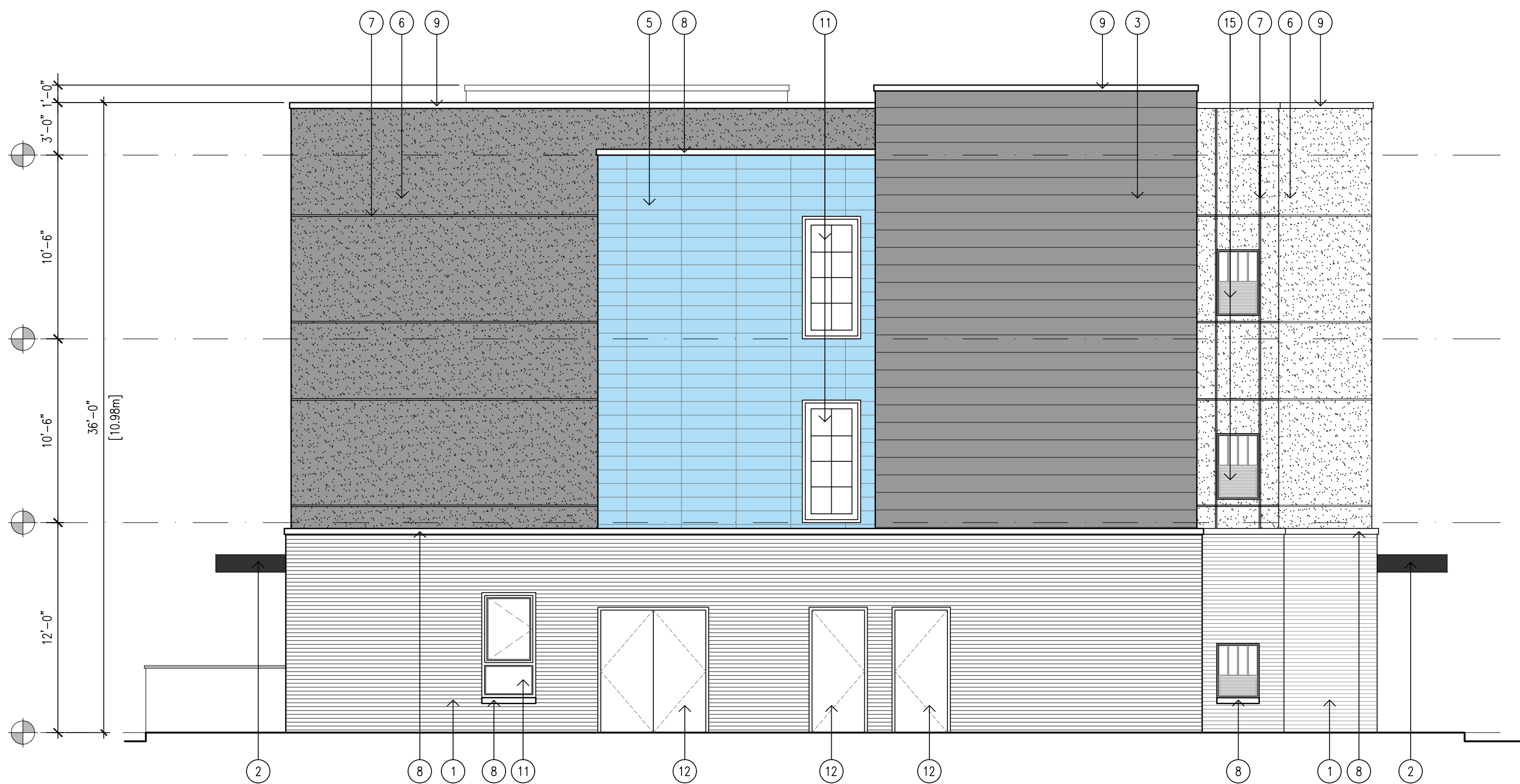
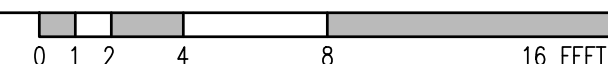
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**SPC1.0**



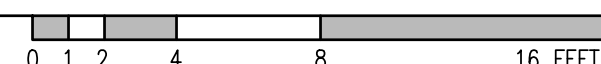
**SOUTH ELEVATION**

SCALE : 3/16" = 1'-0"



**EAST ELEVATION**

SCALE : 3/16" = 1'-0"



EXTERIOR FINISH SCHEDULE					
IDEN. NO.	FINISH DESCRIPTION	PRODUCT	SIZE	COLOUR	NOTE
1	BRICK VENEER			WARM GREY	
2	ACM 1			CHARCOAL	
3	METAL SIDING			GREY	
4	E.I.F.S. 1			CORAL PINK	
5	E.I.F.S. 2			AQUA BLUE	
6	E.I.F.S. 3			WHITE	
7	FINISH REVEAL				
8	PRECAST SILL / CAP				
9	METAL FLASHING			CHARCOAL	
10	CONCRETE BALCONY				
11	DOOR & WINDOW GLAZING SYSTEM			CHARCOAL	
12	H.M. DOORS & FRAMES			CHARCOAL	
13	GLASS GUARDRAIL SYSTEM			CHARCOAL	
14	WALL SCONCE			CHARCOAL	
15	MAGIC PAK				

2026/02/11 **SITE PLAN CONTROL REVISIONS**

2025/08/29 **SITE PLAN CONTROL**

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**D** design  
**A** associates inc. architect

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email - info@ada-architect.ca www.ada-architect.ca

project:  
**PROPOSED 19 UNIT APARTMENT / MOTEL**  
82 COUNTY RD 50 W,  
COLCHESTER, ONTARIO

client:  
**WING INVESTMENTS**

title:  
**ELEVATIONS**

scale:  
**AS SHOWN**

drawn by:  
**BE**

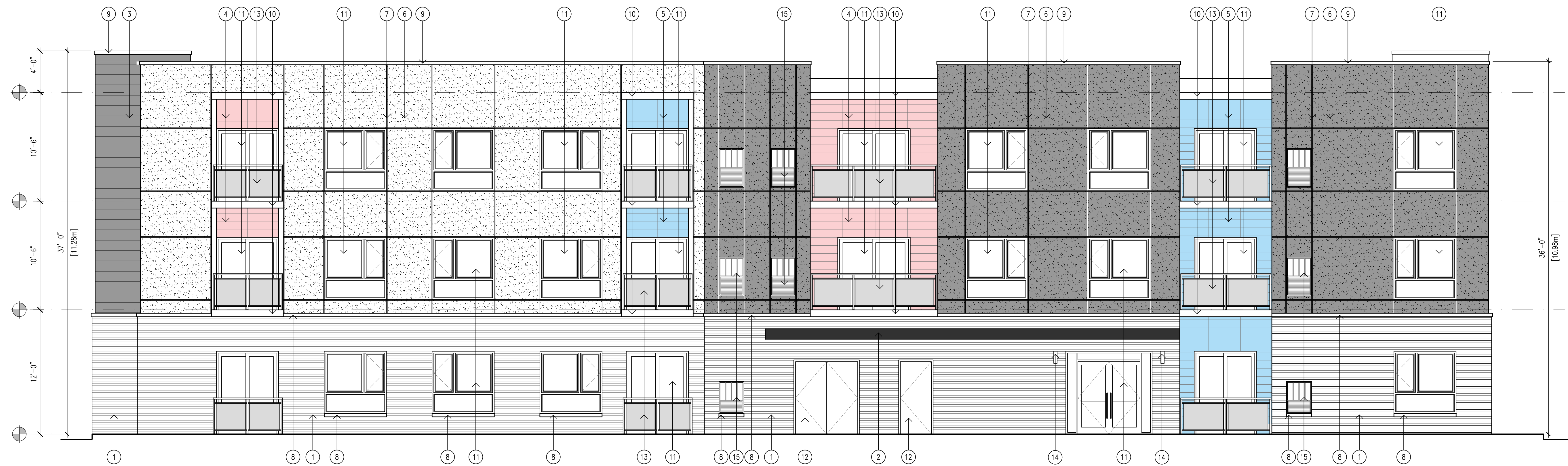
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**2025-032**

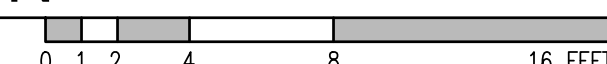
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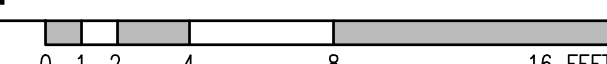
**NORTH ELEVATION**

SCALE : 3/16" = 1'-0"



**WEST ELEVATION**

SCALE : 3/16" = 1'-0"



EXTERIOR FINISH SCHEDULE					
IDEN. NO.	FINISH DESCRIPTION	PRODUCT	SIZE	COLOUR	NOTE
1	BRICK VENEER			WARM GREY	
2	ACM 1			CHARCOAL	
3	METAL SIDING			GREY	
4	WALL TILE 1			CORAL PINK	
5	WALL TILE 2			AQUA BLUE	
6	STUCCO			WHITE	
7	FINISH REVEAL				
8	PRECAST SILL / CAP				
9	METAL FLASHING			CHARCOAL	
10	CONCRETE BALCONY				
11	DOOR & WINDOW GLAZING SYSTEM			CHARCOAL	
12	H.M. DOORS & FRAMES			CHARCOAL	
13	GLASS GUARDRAIL SYSTEM			CHARCOAL	
14	WALL SCONCE			CHARCOAL	
15	MAGIC PAK				

2026/02/11 **SITE PLAN CONTROL REVISIONS**

2025/08/29 **SITE PLAN CONTROL**

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stamp:



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**PROPOSED 19 UNIT APARTMENT / MOTEL**  
82 COUNTY RD 50 W,  
COLCHESTER, ONTARIO

client:  
**WING INVESTMENTS**

title:  
**ELEVATIONS**

scale: **AS SHOWN**

drawn by: **BE**

checked by: **SMB**

date: **MARCH, 2025**

comm. no.: **2025-032**

sheet no.:

**SPC3.2**

## The Corporation of the Town of Essex

### By-Law Number XXXX

Being a by-law to Amend By-Law Number 1037  
The Comprehensive Zoning By-law for the Town  
of Essex for the Lands Municipally known as 80  
County Road 50

**WHEREAS** By-Law Number 1037 is the Town's Comprehensive Zoning By-Law regulating the use of lands and the character, location and use of buildings and structures within the Town of Essex;

**AND WHEREAS** the Council of the Corporation of the Town of Essex deems it expedient and in the best interest of proper planning to amend By-Law Number 1037;

**NOW THEREFOERE** be it resolved that the Council of The Corporation of the Town of Essex hereby enacts as follows:

1. **That** Schedule 'A', Map 19, of Bylaw 1037, be amended to redesignate the lands located at the northwest corner of Jackson Street and County Road 50 in the Hamlet of Colchester, and municipally known as 80 County Road 50, from "Residential District 3.1 (R3.1)" and "Commercial District 1.3 (C1.3)" to "Commercial District 1.3 (C1.3)" with the following special provision: S28.1.72.
2. **That** Section 28, subsection 28.1, Site Specific Zoning Provisions, is hereby amended by adding the following:
  72. For the lands located at the northwest corner of Jackson Street and County Road 50 in the Hamlet of Colchester, and municipally known as 80 County Road 50, the following site-specific regulations shall apply:
    - i. A "Combined Use Building" and a "Motel", as defined under Section 7, Definitions, of By-Law 1037, shall be additional permitted uses.
    - ii. The minimum rear yard depth for a Combined Use Building shall be 2.87m.
    - iii. Dwelling Units, including entrances thereto, shall be permitted on the ground floor of a Combined Use Building. The Dwelling Units are permitted on the ground floor to a maximum Gross Floor Area (GFA) of 750 square metres (m<sup>2</sup>).
    - iv. All Dwelling Units located on the ground floor of a Combined Use Building shall be located behind a commercial use and shall not be located to face County Road 50.
    - v. The minimum amenity area per Dwelling Unit shall be as follows:
      - a. 7.5m<sup>2</sup> (81 f<sup>2</sup>) for a Bachelor Unit
      - b. 10m<sup>2</sup> (108f<sup>2</sup>) for a One-bedroom Unit
      - c. 15m<sup>2</sup> (162 f<sup>2</sup>) for a two or more-bedroom unit

**Read a first, and second time and provisionally adopted on XX, 2026.**

---

Mayor

---

Clerk

**Read a third time and finally passed on XX, 2026.**

---

Mayor

---

Clerk

DRAFT

**From:** [Phoenix, Lyndsay](#)  
**To:** [Phoenix, Lyndsay](#)  
**Subject:** FW: 80 County Road 50 Regarding file no: ZBA-02-26  
**Date:** April 27, 2026 9:18:33 AM  
**Attachments:** [essex logo colour d7c21922-3a94-4fef-bf7a-752e7ad9fdb1.png](#)  
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**Lyndsay Phoenix**  
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**From:** k shields <[REDACTED]>  
**Sent:** Friday, April 24, 2026 4:12 PM  
**To:** Jabbour, Rita <[rjabbour@essex.ca](mailto:rjabbour@essex.ca)>  
**Subject:** 80 County Road 50 Regarding file no: ZBA-02-26

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To whom it may concern

Regarding file no: ZBA-02-26

I am sad and disappointed that I am once again having to write to the planning

committee and Essex council about another proposal concerning the lot at the corner of 80 County Road 50.

My neighbour's and I are opposed to granting Harrow-Colchester Assets Management Limited a request to rezone the vacant lot at 80 county road 50 from residential to a commercial designation.

Council does not seem to understand that the parcel of land is designated as residential use because it is in a residential area. The homes in the area are mainly one-story properties that families actually live in year-round! These same people who have supported this area long before commercial developers decided that it *needs* to add commercial enterprises.

I have been a resident in this area for 37 years and have supported this community in many different ways over those years. I moved to this small hamlet in order to avoid the noise, traffic congestion, crime and hustle and bustle of the bigger city. Council does not seem to understand that we would like to keep it this way!

Every year council comes up with another idea to build more commercial properties and multiple dwelling buildings to increase **THEIR** coffers. Why does Colchester; a small area of Essex have to be **THE CASH COW** for all of Essex ? Why are we trying to cram so many businesses in such a small community? Why not invest in the dying town of Harrow. I look at all the thriving communities around me with vibrant downtowns. Harrow rolls up the streets at 4:30. Weekends are almost empty. Why would you not try to develop a better downtown core instead of cramming it all on the hamlet of Colchester?

You ask residents for their input on new development but unfortunately that is always overruled by the council. Our opinion never seems to matter and proposal are pushed through before many people even find out about it.

Some things to consider when making your final decision.

The town of Essex (which includes Colchester) has approximately 68 to 80 active short-term rental (STR) listings. While historic estimates once cited as many as 300 units in the area.

- Active Listings: Data from early 2026 indicates around 68 active Airbnb listings in the town of Essex, with a *high concentration of these found in waterfront areas*

*like Colchester.* At least 13 of those are located within a 2-mile radius of this proposed motel!

- Licensing: As of 2024, the Town of Essex had issued 83 licenses, with 80 being active. The majority of these (74) were located in Ward 3, which covers the Colchester area.
- Rental Types: Nearly 100% of the active market consists of entire homes or apartments, with houses making up over 82% of the inventory.
- This does not include the existing motel in Colchester. Why I ask myself; do we need another motel next to the motel we already didn't want? And only get used 5 months out of the year. Seems to me, there are plenty of places to stay in the area already!

This leads me to wonder how many more people can we fit into this small piece of land? We have a huge complex going in on Dunn Road, a new development in Colchester heights, and have recently added multiuse homes that now can have mini houses in the backyards. All of these new developments will add to the noise, parking issues, crime, and traffic problems that are already a problem during summer months. Police presence in Colchester is almost nil.

The proposed building is too high for the area and is not in keeping with the esthetic of the neighborhood. The lights required to keep the property safe will add to the blinding lights already needed for the current motel. We can dim greenhouse lights but can't do the same for a motel with apartments below.

Traffic is a concern to people on Jackson St. as it will have to be a main throughfare for people coming and going to the property. Noise is an issue for people living on Jackson as the apartments will have outdoor spaces for use. This means in addition to the boats used by visitors that come down Jackson St, motorcycles on county road 50, normal beach traffic and now apparently jet skis for hire at the beach will only grow louder and more congested. Do you know how well sound travels in this area? Probably not, since you don't live here to hear it!

The small beach at the end of Jackson St. cannot support the additional amount of people and cars. As it is now there is not enough parking for beach goers. We will have people and their friends and families from the condos, apartments, houses and proposed motel to add! People are already parking in front of homes in area and blocking driveways of residents who live here! Try finding someone at the beach so you can get out of your own driveway!

Another question that keeps coming to mind is where are all these children from these

new developments going to go to school? Our 2 small schools in harrow are almost to capacity. We have no high school and day care is almost nonexistent already in our community. Does that mean now we have to bus our kids to another area to attend school? Add the additional bus traffic to an already busy area and whose paying for additional buses to accommodate the newest influx of students. Annd who will be footing that bill? Not your developers. What are these children going to do for activities? Go to the 1 playground and half a basketball court. Maybe they will want to ride bikes to the beach? More traffic and safety concerns there.

In summary,

I've heard it said many times from residents, who don't live in Colchester, that Colchester people don't want or like change. To be honest, that is partially true. We don't mind change. What we mind is the type of change you keep trying to tell us we *need*. Many of us moved here for the quiet, friendly know your neighbour atmosphere. Being able to enjoy outdoor activities such as fishing, biking, swimming, bird watching, star gazing in an area that was not over populated with tons of cars, traffic, noise, litter, and bright lights. That's why we moved here. Can't say it any simpler. Stop adding stuff and focus on the nature side of business.

You are ruining the very reason why people want to live here in the first place; for the quiet natural beauty of the area. It won't be that way for very long...

Please inform me of any future decisions

K.Shields

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [Phoenix, Lyndsay](#)  
**To:** [Phoenix, Lyndsay](#)  
**Subject:** FW: Rezoning of Colchester parking lot parcel  
**Date:** April 27, 2026 9:18:20 AM  
**Attachments:** [essex logo colour d7c21922-3a94-4fef-bf7a-752e7ad9fdb1.png](#)  
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**Importance:** High

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**Lyndsay Phoenix**  
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**From:** Casey Harnadek <[REDACTED]>  
**Sent:** Friday, April 24, 2026 2:55 PM  
**To:** [essexplanning <essexplanning@essex.ca>](mailto:essexplanning@essex.ca)  
**Subject:** Rezoning of Colchester parking lot parcel

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Good afternoon,

I do not believe that another motel is needed in the Colchester area.

Furthermore, I believe that the Grove was allowed because they were already an established business with a proven track record of not allowing unacceptable behaviour at their facility.

I do believe that a commercial endeavor with medium density housing could be beneficial. (Main floor stores and 2nd floor housing).

With the already proposed developments next to Bell Creft Beach and then on the corner of County Rd 50&Dunn, I don't think that such a small village needs high density development.

This quaint village that people moved to, to escape the hustle and bustle is turning into a means for developers to increase their profits.

Casey Harnadek