



## Special Council Meeting Revised Agenda

April 27, 2026, 6:00 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 47 Wilson Avenue (Ward 1).

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 OPA-ZBA-01-26, 47 Wilson Avenue**

1

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

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

**That** the presentation for OPA-ZBA-01-26, 47 Wilson Avenue, be received for information.

**6. Public Presentations**

**6.1 Melanie Muir, Dillon Consulting Limited**

**6.2 Gloria, John and Blaise Markovich**

147

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 \_\_\_\_\_.



---

# **Public Meeting:**

## **Proposed Official Plan Amendment & Zoning By-law Amendment for 47 Wilson Avenue**

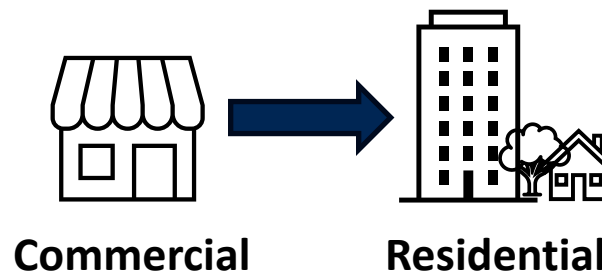
**Ward 1**

April 27, 2026

# 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

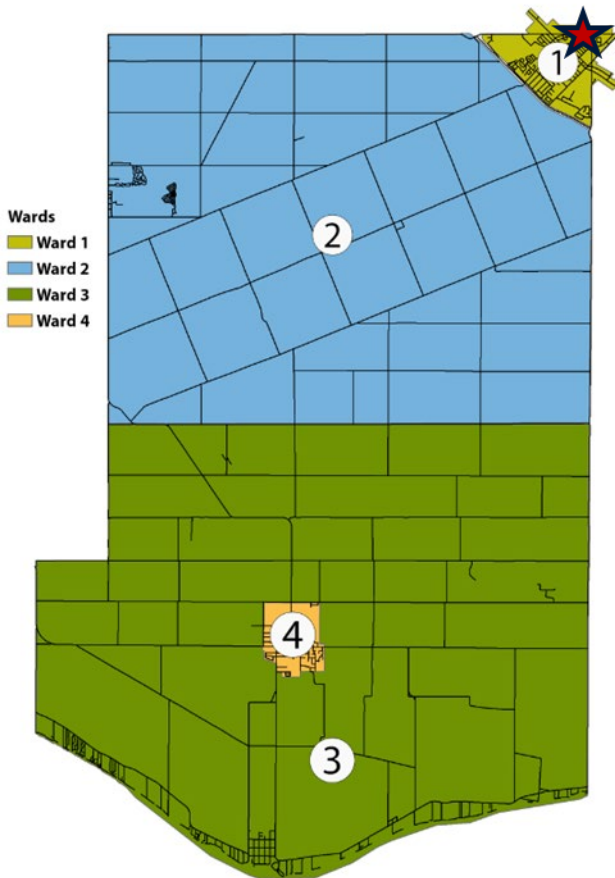


# Purpose of Public Meeting

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

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

# OPA-ZBA-01-26: Subject Lands



## Property Location:

- 47 Wilson Avenue (corner of Wilson Avenue and Station Street)

## County/Town of Essex Official Plan Designation:

- Within a “Primary” Settlement Area (Essex Centre)
- Designated “Town Centre” in the Town of Essex Official Plan

## Existing zoning:

- Commercial District 2.2 (C2.2), “General Commercial” uses
- Site Specific Zoning Provision (S.28.1.7) allowing the sale of building materials and a lumber yard

 Subject lands



# OPA-ZBA-01-26: Subject Lands

- **Adjacent Land Uses :**
- North: Chrysler Canada Greenway, Essex Railway Station, Low Density Residential (Single Unit Dwellings)
- East: Low Density Residential (Single Unit Dwellings)
- South: Commercial Uses (Essex Feedstore, No Frills, Canada Post) and Residential Uses (Single Unit Dwellings)
- West: Commercial Uses (Accounting Office, Bank, retail stores)



# Proposed Official Plan & Zoning Change

OPA-ZBA-01-26

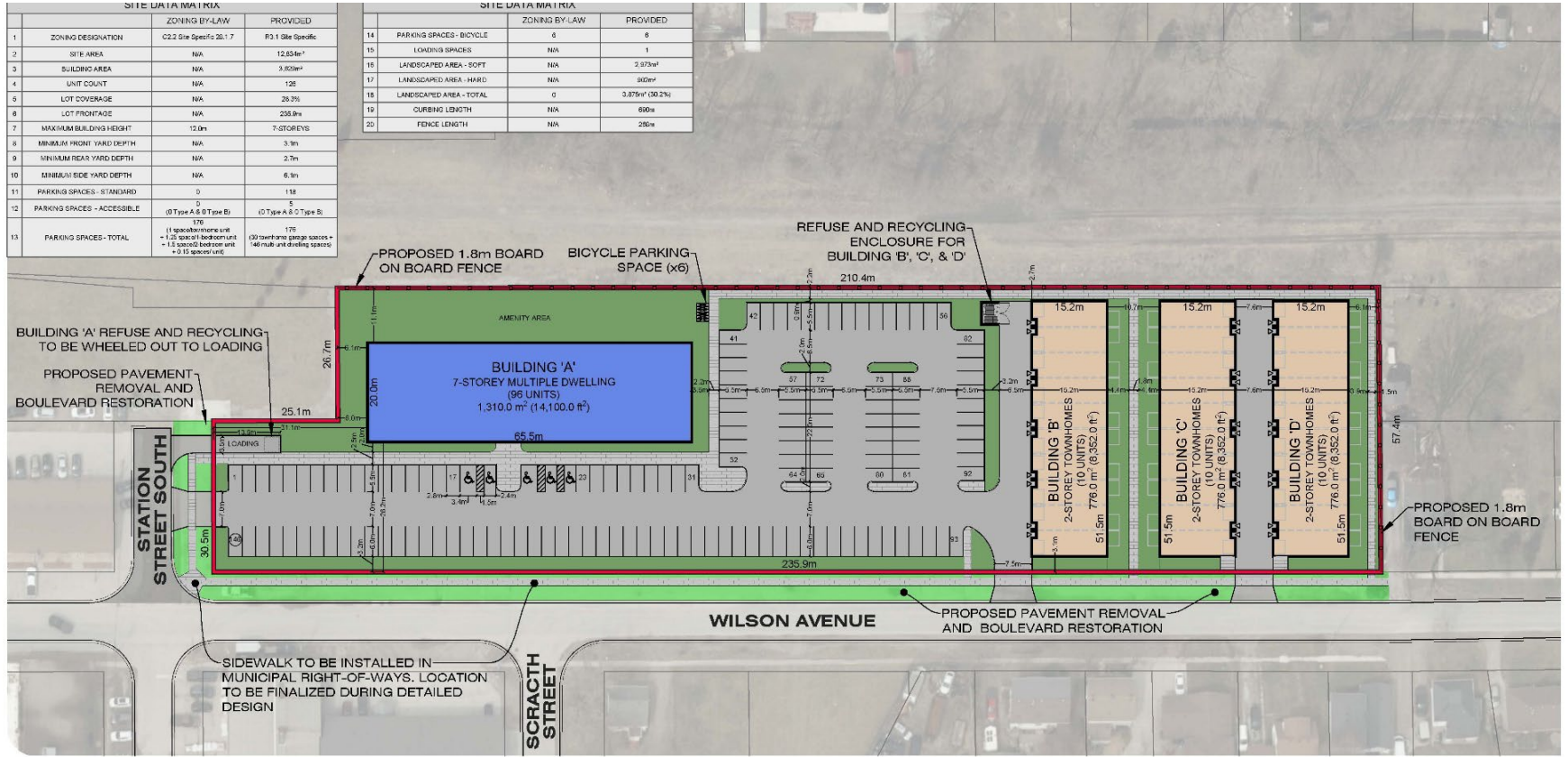
# OPA-ZBA-01-26: Proposal

- Proposal:
  - One (1), maximum 7-storey *Multi-Unit Dwelling* (a building containing several residential dwelling units on one lot)
  - Three (3), 2-storey *Townhome Dwelling Buildings* (3 or more dwelling units attached by a common interior wall)
  - The *Multi Unit Dwelling* will include a total of ninety-six (96) dwelling units:
    - 70, 1-bedroom units
    - 26, 2-bedroom units
  - The *Townhome Buildings* will include a total of thirty (30) dwelling units:
    - ten (10) dwelling units in three (3) buildings
    - 2-bedroom units with basement, first floor, and second floor
  - Total of **one-hundred and twenty-six (126)** dwelling units proposed to be created (97.67 units per hectare)
  - Tenure is currently proposed as Purpose Built Rental

# OPA-ZBA-01-26: Proposal

- Proposal Cont'd:
  - **146 on-site parking spaces**, five (5) accessible spaces, fourteen (14) visitor spaces, six (6) bicycle spaces are proposed for the *Multi-Unit Dwelling*
  - **30 on-site parking spaces** proposed for Townhome Dwellings (garage parking)
  - Total of 176 on-site parking spaces
  - Three (3) access points (1 from Station Street and 2 from Wilson)

# OPA-ZBA-01-26: Proposal



SITE DATA MATRIX		
ZONING DESIGNATION	ZONING BY-LAW	PROVIDED
1	C2.2 Site Specific 26.1.7	P3.1 Site Specific
2	SITE AREA	12,834m <sup>2</sup>
3	BUILDING AREA	3,809m <sup>2</sup>
4	UNIT COUNT	126
5	LOT COVERAGE	28.3%
6	LOT FRONTAGE	235.9m
7	MAXIMUM BUILDING HEIGHT	7-STORIES
8	MINIMUM FRONT YARD DEPTH	3.9m
9	MINIMUM REAR YARD DEPTH	2.7m
10	MINIMUM SIDE YARD DEPTH	6.9m
11	PARKING SPACES - STANDARD	138
12	PARKING SPACES - ACCESSIBLE	5
13	PARKING SPACES - TOTAL	176

SITE DATA MATRIX		
ZONING DESIGNATION	ZONING BY-LAW	PROVIDED
14	PARKING SPACES - BICYCLE	6
15	LOADING SPACES	1
16	LANDSCAPED AREA - SOFT	2,973m <sup>2</sup>
17	LANDSCAPED AREA - HARD	50m <sup>2</sup>
18	LANDSCAPED AREA - TOTAL	3,875m <sup>2</sup> (30.2%)
19	CURBING LENGTH	690m
20	FENCE LENGTH	286m

**LANKOR HORIZONS DEVELOPMENT INC.**  
47 WILSON AVENUE, ESSEX, ON

**CONCEPT PLAN**

SUBJECT AREA (x1.28/m <sup>2</sup> / 3.17/ac)	PROPOSED MULTIPLE RESIDENTIAL BUILDING (96 UNITS)	PROPOSED SIDEWALK	PROPOSED BOULEVARD RESTORATION
PROPOSED TOWNHOME (30 UNITS)	PROPOSED LANDSCAPE	PROPOSED 1.8m BOARD ON BOARD FENCE	

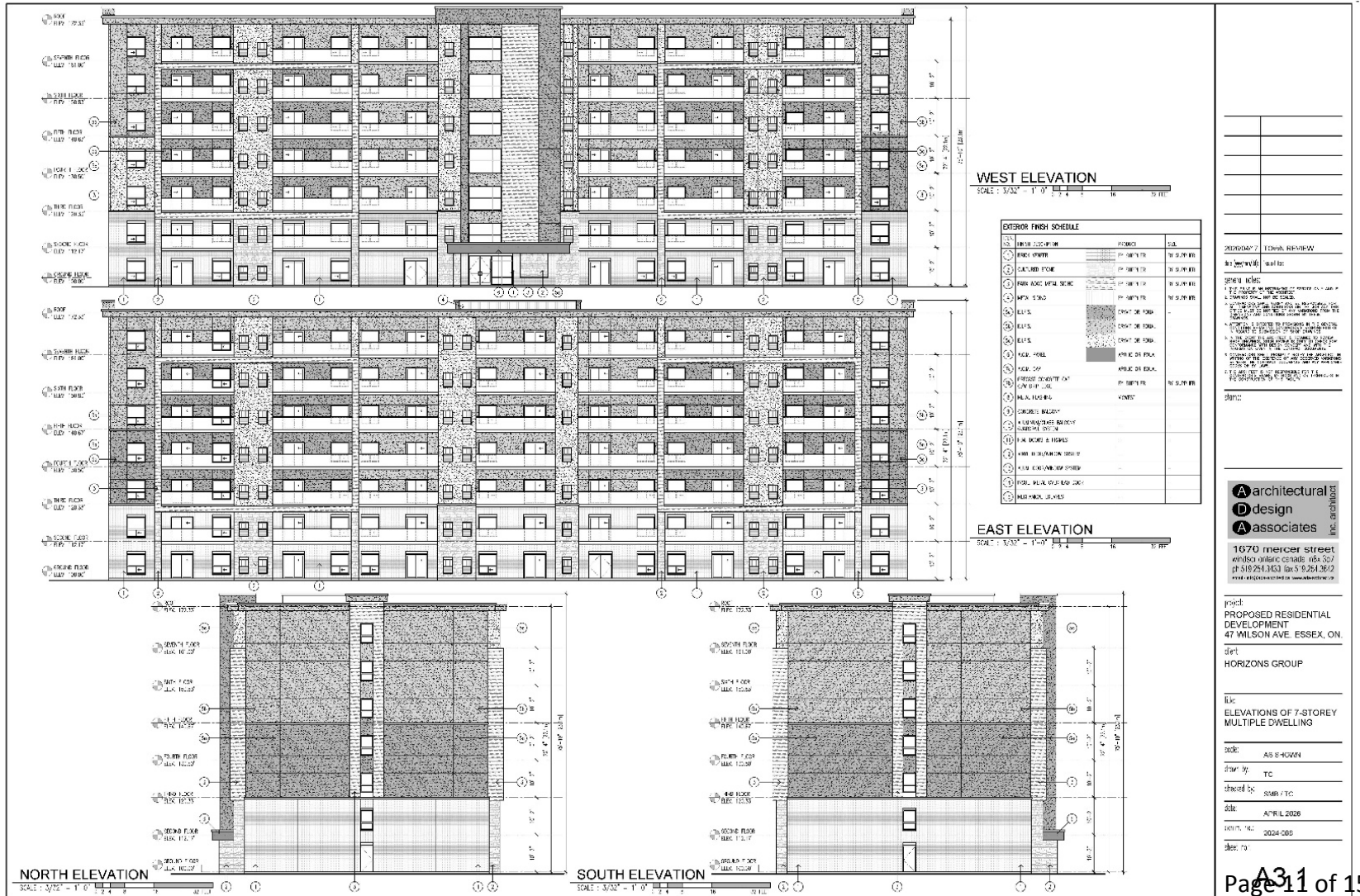
File Location: c:\pwworking\directory\projects\2024\wilson\_scb\dwg\dra202504-7607 - 47 wilson - concept plan.dwg  
March, 15, 2028 1:37 PM

MAP/DRAWING INFORMATION  
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY.  
ALL DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE VERIFIED BY AN O.L.S. PRIOR TO CONSTRUCTION.

SCALE: 1:750 (11x17)

PROJECT: 24-7267

# OPA-ZBA-01-26: Proposal





# OPA-ZBA-01-26: Proposed Zoning & OP Change

- To redesignate the entire site from “Essex Town Centre” to “**Residential**” in the Official Plan
- To redesignate the entire site from “C2.2 with S28.1.7” to a site specific “**Residential District 3.1 (R3.1)**” zoning category to permit Multi-Unit and Townhome Dwelling Buildings
- To add the following site-specific lot and building regulations:
  - Recognize Lot Area as existing at 1.29 hectares
  - Maximum Lot Coverage shall be 50 percent (%)

# OPA-ZBA-01-26: Proposed Zoning & OP Changes

- To add the following site-specific regulations for a *Multi-Unit Dwelling*:
  - Permit a Maximum Building Height of 24m **whereas 18m is the maximum**
  - Permit a Minimum Exterior Side Yard Width of 20m **to be consistent with site plan**
  - Permit a Minimum of one (1) loading space **whereas 3 spaces are required**
- To add the following site-specific regulations for a *Townhome Dwelling*:
  - Define as “one (1) building separated vertically into three (3) or more dwelling units attached by a common interior wall” **whereas townhome dwellings units are required to be on their own lot with separate street access**
  - Prohibit roof with slope of less than 20 degrees **to ensure a gable roof structure is constructed**
  - Establish a Maximum Building Height of 10m
  - Establish a Minimum Exterior Side Yard width of 3m
  - Establish a Minimum Interior Side Yard width of 2.7m
  - Permit a Minimum Rear Yard Depth of 6m **whereas 7.5m is required**

# OPA-ZBA-01-26: 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.

**Urban Design Brief** to demonstrate how the development has considered the Town's Urban Design Guidelines and other Town policies as part of site design.

**Traffic Impact Statement** to study the anticipated impact to traffic volumes and intersection operations and identify any modifications to traffic controls or infrastructure to mitigate the impacts

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

**Phase 1 and 2 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 uses appropriate setbacks, building scale/form, architectural elements that are compatible with the neighbourhood and upholds principles of good urban design

Determined that some signal timing adjustment required at signalized intersections. Minimum delay and queuing are projected at stop-controlled intersections.

Determined that adjacent services are sufficient for the proposed development. Design of proposed internal services will be finalized during detailed design.

Record of Site Condition (RSC) has been filed, and mitigation measures have been taken to remove any potential contaminants from the former use.

# Policy Considerations

OPA-ZBA-01-26

# OPA-ZBA-01-26: 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 and townhomes) 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.	Essex Centre is a Primary settlement area.

# OPA-ZBA-01-26: Policy Considerations

## County of Essex Official Plan (2024)

Policy Reference	Policy	Response
4.A.2 –Primary Settlement Areas	<p>-It is a County priority to focus growth and investment in Primary Settlement Areas</p> <p>-The broadest mix of housing is located in settlement areas including areas for intensification for housing</p> <p>-development in Primary Settlement Areas shall manage forecasted growth to support a diverse range and mix of housing types, sizes, densities to accommodate current and future housing needs</p>	<p>-Essex Centre is a Primary - Settlement Area</p> <p>-Essex requires a diverse range of housing (multi units and townhomes) to meet current and forecasted needs</p>
4.A.5.2 –Intensification	Residential Intensification shall be provided in every Primary Settlement Area	The proposed development is considered a form of residential intensification.
4.B (a-h)–Housing	-support for an adequate supply of housing and a mix and range of housing options essential to create a complete community	The proposed density provides for an adequate supply and mix of housing options.

# OPA-ZBA-01-26: Policy Considerations

## Town of Essex Official Plan (2009)

Policy Reference	Policy	Response
3.2–Forecasted Residential Demand	<ul style="list-style-type: none"> <li>-Settlement Areas have sufficient land to accommodate the projected population requirements</li> <li>-The principle focus of residential growth will be in the settlement areas where full municipal services and support facilities are available.</li> </ul>	<ul style="list-style-type: none"> <li>-The development will accommodate the projected residential demand.</li> <li>-The development is proposed in a settlement area.</li> <li>-The site has access to full municipal services and is located nearby support facilities.</li> </ul>
4.22–Residential Intensification and Affordability	The best opportunities for residential intensification and affordable dwelling units lie primarily in the Essex and Harrow Urban Centres.	-The development is proposed in Essex Centre and is a form of residential intensification.
5.7 –Lands designated Residential	<ul style="list-style-type: none"> <li>-to provide areas in which residential development may be developed</li> <li>-to encourage construction of a greater variety of housing types</li> <li>-High Density Residential: permits medium and high density residential. Density and Height should not exceed 125 uph and 6 storeys, respectively.</li> </ul>	<ul style="list-style-type: none"> <li>-The proposed development is consistent with the goals of the residential designation.</li> <li>-OP deos allow greater height and density on site specific basis</li> <li>-Density targets are not exceed by additional storey</li> <li>-no compatibility issues with additional storey is expected</li> </ul>

# Public and Agency Comments

OPA-ZBA-01-26

# OPA-ZBA-01-26: Public Open House

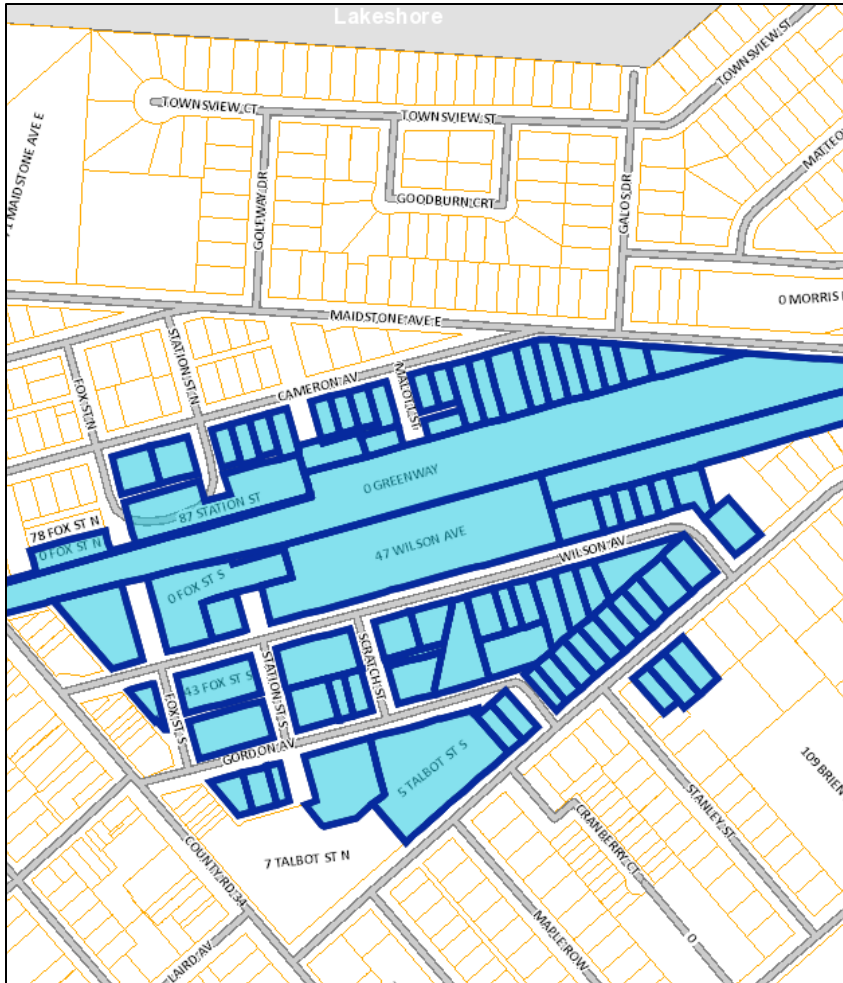
- A Public Open House was held on **February 25, 2025** at the Essex Centre Sports Complex
- Purpose of Open House was to provide public with opportunity to review and comment on proposed development
- All owners of land within 120m of Site were directly notified
- 40 people attended the Open House including several Councillors and municipal Planning Staff

# OPA-ZBA-01-26: Open House Comments

Summary of Comments/Questions from Open House:

- **Parking:** Concerns that proposed parking ratio is insufficient and that overflow parking could impact streets, properties, public parking lots.
- **Traffic/Road Safety:** Concerns about traffic volumes at intersections.
- **Building Scale/Density:** Concerns with height and density and whether the project aligns with area's current zoning and urban character
- **Infrastructure:** impact on local infrastructure such as water pressure, capacity of electrical grid, and adequacy of sewage and stormwater system

# OPA-ZBA-01-26: 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

# OPA-ZBA-01-26: Public and Agency Comments

- One (1) formal comment received as of 4/21/2026
  - One (1) Public Agency (ERCA)

Public/Agency	Comment
ERCA	No objections

# Next Steps

OPA-ZBA-01-26

# OPA-ZBA-01-26: 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, minimal traffic impacts are forecasted, and the proposal upholds principles of good urban design.

# OPA-ZBA-01-26: 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. Official Plan Amendment (OPA) is forwarded to the County for decision. ZBA comes into effect at adoption of OPA.
  - Defer decision on the By-law in its entirety 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!



2026-04-08

File Number: 0605-26

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

RE: Construct a Residential Development  
47 WILSON AVE, Town of Essex  
Municipal File Number: OPA-01-26 & ZBA-01-26

The Town of Essex has received Application for Official Plan Amendment OPA-01-26 and Application for Zoning By-law Amendment ZBA-01-26 for the above noted subject lands. Currently, the subject lands are zoned Commercial District 2.2 (C2.2) permitting "General Commercial Uses" under Town of Essex Zoning By-law 1037 and are subject to a site-specific zoning provision (s28.1.7) allowing the sale of building materials and a lumber yard as additional permitted uses. The subject lands are located within the Primary Settlement Area of the Essex Centre and was the location of the former Essex Home hardware.

The Applicant is proposing to construct one (1) new Multi-Unit Dwelling and three (3) Townhome Dwelling buildings. The Multi-Unit Dwelling will include ninety-six (96) dwelling units and will have a total building height of 7 storeys. The Townhome Dwelling buildings will contain ten (10) dwelling units each and will have a total building height of 2 storeys. In total, one-hundred and twenty-six (126) dwelling units are proposed on the Subject Lands. One-hundred and forty-six (146) on-site parking spaces are proposed for the Multi-Unit Dwelling and thirty (30) parking spaces are proposed for the Townhome Dwellings (1 space per Dwelling Unit).

To allow the development, the Applicant is requesting a redesignation of the Subject Lands from Essex "Town Centre" to "Residential" in the Official Plan. A change in zoning is also requested from "C2.2 with S28.1.7" to a site specific "Residential District 3.1 (R3.1)" which will permit the Multi-Unit Dwellings and Townhome Dwellings and prescribe site-specific lot and building regulations for the minimum Lot Area, Lot Coverage, Building Height, Lot Width, Front Yard, Rear Yard, and Side Yard depth, amenity space, and the required number of loading spaces for the proposed buildings.

Our office understands that this development is subject to a future Site Plan Control process.

**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. The Conservation Authority may provide comments as an adjacent landowner where appropriate.

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.

## **ERCA Owned Land**

For the owner's information we note that the subject lands are adjacent to ERCA owned property. For inquiries regarding the ERCA property, or prior to any construction and/or site alteration activities adjacent to the ERCA property, (including proposals for access corridors), please contact ERCA's Conservation Services department. Our office would be pleased to discuss future trail connections to the ERCA Greenway at the discretion of the owner. Further, we note that the current site plan depicts a 1.8 m board on board fence along the northern and eastern property line. Our office anticipates requesting the construction of a wooden privacy fence to buffer the adjacent ERCA property as a Condition at the time of Site Plan Control.

## **FINAL RECOMMENDATION**

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.

Sincerely,

*Alicia Good*

Alicia Good  
Watershed Planner  
/a.l.g



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

**Applicant:** Lankor Horizons Development Inc. (c/o Ayman Haddad)  
**Agent:** Dillon Consulting Limited (c/o Melanie Muir)  
**Lands/File No.:** 47 Wilson Avenue (Ward 1) (**File No.:** OPA-01-26 and ZBA-01-26)

### Meeting Information

The Council for the Town of Essex will hold a Special Council Meeting on **Monday, April 27, 2026, starting at 6:00pm** at the **Essex Municipal Building, 33 Talbot Street South, Essex, Ontario** to consider an amendment to the Official Plan and 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

47 Wilson Avenue (the “Subject Lands”) is designated Essex “Town Centre” in the Town’s Official Plan (the “Official Plan”). The Subject Lands are zoned Commercial District 2.2 (C2.2) permitting “General Commercial Uses” under Town of Essex Zoning By-Law 1037 and are subject to a site-specific zoning provision (S28.1.7) allowing the sale of building materials and a lumber yard as additional permitted uses. The Subject Lands are located within the Primary Settlement Area of the Essex Centre and was the location of the former Essex Home Hardware. A **Key Map** of the Subject Lands is provided below.

The Applicant is proposing to construct one (1) new *Multi-Unit Dwelling* (a building containing several residential dwelling units on one lot) and three (3) *Townhome Dwelling* buildings (three or more dwelling units attached by a common interior wall). The Multi-Unit Dwelling will include ninety-six (96) dwelling units and will have a total building height of 7 storeys. The Townhome Dwelling buildings will contain ten (10) dwelling units each and will have a total building height of 2 storeys. In total, one-hundred and twenty-six (126) dwelling units are proposed on the Subject Lands. One-hundred and forty-six (146) on-site parking spaces are proposed for the Multi-Unit Dwelling and thirty (30) parking spaces are proposed for the Townhome Dwellings (1 space per Dwelling Unit).

To allow the development, the Applicant is requesting a redesignation of the Subject Lands from Essex “Town Centre” to “Residential” in the Official Plan. A change in zoning is also requested from “C2.2 with S28.1.7” to a

site specific “Residential District 3.1 (R3.1)” which will permit the *Multi-Unit Dwellings* and *Townhome Dwellings* and prescribe site-specific lot and building regulations for the minimum Lot Area, Lot Coverage, Building Height, Lot Width, Front Yard, Rear Yard, and Side Yard depth, amenity space, and the required number of loading spaces for the proposed buildings.

#### **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 Official Plan Amendment and 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.

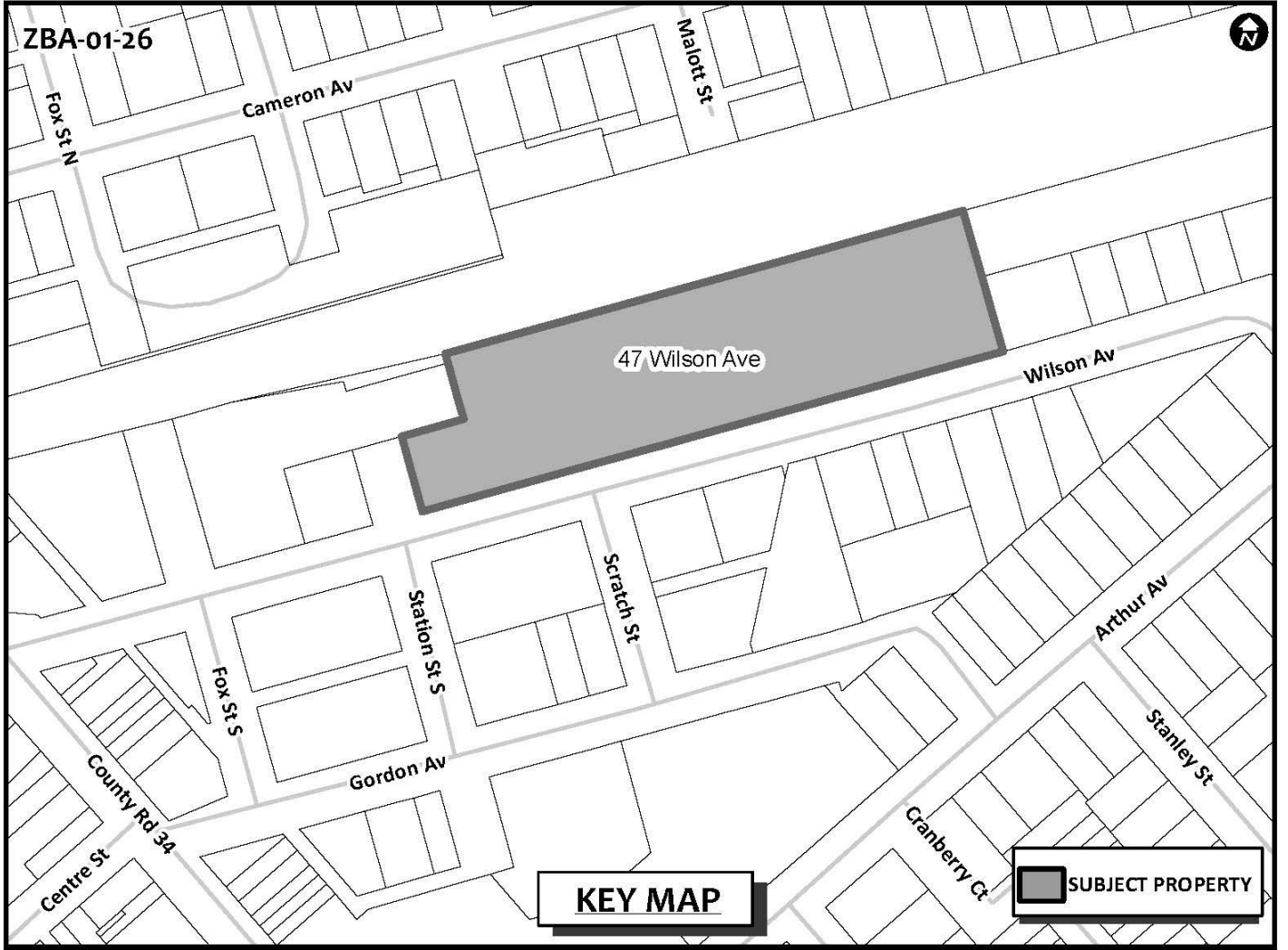
#### **Publication of Personal Information**

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

ZBA-01-26



**KEY MAP**

 SUBJECT PROPERTY





Application Number: OPA-01-26

**Application for Official Plan Amendment  
Town of Essex**

- 1. Name of approval authority County of Essex
- 2. Date application received by municipality 1/9/2026
- 3. Date application deemed complete by municipality 3/5/2026

3. Name of Registered Owner Lankor Horizons Development Inc. c/o Ayman  
 Telephone number [REDACTED]  
 Address 4510 Rhodes Drive, Suite 520, Windsor, ON, N8W 5K5  
 Email [REDACTED]

Name of Registered Owner's Solicitor  
 or Authorized Agent (if any) Dillon Consulting Limited c/o Melanie Muir  
 Telephone number [REDACTED]  
 Address 1 Riverside Drive West, Windsor ON, N9A 5K3  
 Email [REDACTED]

Please specify to whom all communications should be sent:

- Registered Owner
- Solicitor
- Agent

5. Location and description of subject land:  
 Municipality Town of Essex  
 Concession No. Essex Concession NTR Lot No(s) Part Lot 283

Purpose of new or amended land use policy \_\_\_\_\_

\_\_\_\_\_

New land uses permitted by change in land use policy \_\_\_\_\_

\_\_\_\_\_

Text of proposed land use policy change being requested for \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(use a separate sheet of paper if necessary)

10. Current land use of abutting properties:

To the North Open Space, Residential

To the South Commercial, Residential

To the East Residential

To the West Commercial, Vacant

11. Type of water supply:

municipally owned and operated piped water supply

well

Other (specify) \_\_\_\_\_

12. Type of sanitary sewage disposal:

municipally owned and operated sanitary sewers

septic system

Other (specify) \_\_\_\_\_

Calculus

Calculus



**Town of Essex**

**Application for Zoning By-law Amendment**

- 1. Approval Authority - Town of Essex
- 2. Date application received by municipality 1/9/2026
- 3. Date application deemed complete by municipality 3/5/2026
- 4. Name(s) of Registered Owner Lankor Horizons Development Inc. c/o Ayman Haddad

Telephone Number [REDACTED]

Address 4510 Rhodes Drive, Suite 520, Windsor, ON, N8W 5K5

Email [REDACTED]

Name of Registered Owner's Solicitor

or Authorized Agent (if any) Dillon Consulting Limited c/o Melanie Muir

Telephone Number [REDACTED]

Address 1 Riverside Drive West, Windsor ON, N9A 5K3

Email [REDACTED]

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:

- 6. Location and description of subject lands:

Concession No. Essex Concession NTR Lot No(s) Part Lot 283

Registered Plan No. 176 Lot No(s) 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, Part Lots 143, 167, Pt Closed Scratch St., Pt Closed Malott St

Reference Plan No. 12R-13487 Part No(s). 1

Street Address 47 Wilson Avenue Assessment Roll No. \_\_\_\_\_

- 7. Size of subject property (in metric and/or imperial):

Frontage: 236.05 metres Depth: 55.07 metres Area: 12,815.8 sq.m.

Frontage: 774.44 feet Depth: 180.68 feet Area: 137,948.1 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

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):

Concurrent

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 Dillon Consulting Limited in the City of Windsor this 8/8/2025 day of 2025.

Signed by:



5438608A82AE428

(Signature of Applicant, Solicitor or Authorized Agent)

Ayman Haddad of Lankor I, Horizon Developments Inc. 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 Dillon Consulting Limited in the City of Windsor in the County of Essex this 8 day of August, 2025.

**MELANIE ANNE MUIR,**  
a Commissioner, etc., Province of Ontario,  
for Dillon Consulting Limited.  
Expires May 16, 2028.

  
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;

### Authorization Form

(\*Please see note below)

To: Clerk  
Town of Essex

Address and Location of Subject Lands:

47 Wilson Avenue, Essex, ON

I/We, the undersigned, being the registered owner(s) of the above lands hereby authorize Dillon Consulting Limited of the City Windsor to:

- (1) make an application on my/our behalf to the Council for the Town of Essex;
- (2) appear on my behalf at any meetings and/or hearing(s) in regard to the application; and
- (3) provide any information or material required by Town Council relevant to the application.

Dated at the City of Windsor in the County of Essex this 8 day of August, 20 25.

  
\_\_\_\_\_  
Signature of Witness

Signed by:  
  
E1365D9A02AE428...  
\_\_\_\_\_  
Signature of Owner

\_\_\_\_\_  
Signature of Witness

\_\_\_\_\_  
Signature of Owner

\_\_\_\_\_  
Signature of Witness

\_\_\_\_\_  
Signature of Owner

\* Note: This form is to be used only for applications which are to be signed by someone other than the Registered Owner.

Lankor Horizons Development Inc.

# PLANNING JUSTIFICATION REPORT

47 Wilson Avenue, Essex, ON

Official Plan & Zoning By-Law Amendment

December 2025, 24-7867

# TABLE OF CONTENTS

1.0 INTRODUCTION ..... 1

    1.1 Purpose ..... 1

    1.2 Proposed Application..... 4

    1.3 Description of site..... 7

    1.4 Proposed Development ..... 7

2.0 EXISTING LAND USE ..... 10

    2.1 Subject Site..... 10

    2.2 Surrounding Land Use..... 10

3.0 EXISTING LAND USE ..... 13

    3.1 Provincial Planning Statement (2014)..... 13

    3.2 County of Essex Official Plan (2024) ..... 13

    3.3 Town of Essex Official Plan (2009)..... 14

    3.4 Town of Essex Zoning By-Law 1037 ..... 14

    3.5 Planning Analysis and Considerations ..... 15

        3.5.1 Site Suitability..... 15

        3.5.2 Compatibility ..... 16

        3.5.3 Natural Environment Impacts ..... 16

        3.5.4 Municipal Service Impacts..... 16

        3.5.5 Social and/or Economic Considerations..... 17

        3.5.6 Good Planning ..... 17

## FIGURES

Figure 1 – Location Map ..... 1

Figure 2 – County of Essex Official Plan Designations ..... 2

Figure 3 – Town of Essex Existing Official Plan Designations..... 2

Figure 4 – Existing Town of Essex Zoning By-law Designations..... 3

Figure 5 - Concept Plan ..... 9

Figure 6 – Surrounding Land Uses ..... 12

## TABLES

Table 1: Site Specific Provisions ..... 4

## APPENDICES

Appendix A – Development Applications

Appendix B – Provincial/County/Town Policies

Appendix C – Town of Essex Zoning By-law

# 1.0 INTRODUCTION

## 1.1 PURPOSE

Dillon Consulting Limited (Dillon) has been retained by Lankor Horizons Development Inc., herein referred to as the 'Applicant', to assist in obtaining the necessary planning approvals for the proposed residential development which fronts Wilson Avenue and Station Street South, in the Town of Essex, ON. This area will be referred to as the "Subject Site." It is municipally known as 47 Wilson Avenue and is illustrated on Figure 1.

Figure 1 – Location Map



Source: County of Essex Online Mapping (2023), Prepared by Counterpoint Land Development by Dillon Consulting.

The Subject Site is 1.29 ha (3.19ac) in size, with frontage on Wilson Avenue measuring 235.7m (773.29ft) and Station Street measuring 30.48m (100.02ft). The proposed development comprises of a seven-storey, 96-unit residential building (70 one-bedroom units and 26 two-bedroom units), as well as three (3), two-storey townhouse blocks, each containing 10 units, resulting in a total of 30 townhouse units and an overall total of 126 units on the site. The following report has been prepared to support the required Official Plan Amendment and Zoning By-law Amendment Applications (refer to *Appendix A – Development Applications*).

The Subject Site is designated within the Primary Settlement Area on Schedule "A2" of the County of Essex Official Plan, as indicated in Figure 2.

Figure 2 – County of Essex Official Plan Designations



Source: County of Essex Official Plan, Schedule "A2" Land Use Plan, Prepared by Counterpoint Land Development by Dillon Consulting.

The Subject Site is designated Essex Town Centre on Schedule "A-2" of the Town of Essex Official Plan, as shown in Figure 3.

Figure 3 – Town of Essex Existing Official Plan Designations



Source: Town of Essex Existing Official Plan, Schedule "A-2" - Essex Centre Land Use Plan, Prepared by Counterpoint Land Development by Dillon Consulting.



## 1.2 PROPOSED APPLICATION

To facilitate the proposed development, an Official Plan Amendment and a Zoning By-law Amendment are required for the Subject Site.

- An Official Plan Amendment is required to redesignate the lands from “Town Centre” to “Residential” to permit the proposed multiple dwelling and townhome development on the site.
- A Zoning By-law Amendment is required to rezone the Subject Site to a site-specific Residential District 3.1 (R3.1). Table 1 below highlights the site-specific provisions.

Table 1: Site Specific Provisions

Zoning Provision	SITE SPECIFIC ZONING PROVISION (RD3.1)	
	Required	Proposed
Main Use	Two Unit Dwelling Three Unit Dwelling Bed and Breakfast Dwelling Group Home Lodging House Multi-Unit Dwelling Residential Care Facility Semi-detached Dwelling Semi-detached Dwelling Unit Townhome Dwelling Townhome Dwelling Unit	Multiple Dwelling (96 Units) and Townhouses (30 units)
Amenity area per Multiple Dwelling unit – Minimum  • Bachelor unit - 7.5m <sup>2</sup> (81f <sup>2</sup> ) • One-bedroom unit- 10m <sup>2</sup> (108f <sup>2</sup> ) • Two or more bedroom unit - 15m <sup>2</sup> (162f <sup>2</sup> )	<ul style="list-style-type: none"> <li>• 70 One-Bedroom Units: 700m<sup>2</sup></li> <li>• 26 Two-Bedroom Units: 390m<sup>2</sup></li> </ul> Total Required: 1090m <sup>2</sup>	1090m <sup>2</sup>  (1000m <sup>2</sup> exterior to building, 90m <sup>2</sup> interior/rooftop of building)
Amenity area per Townhome Unit - Minimum	N/A	N/A
Lot Width, Multiple Dwelling – Minimum	18m	30.5m (Station Street)
Lot Width, Townhome Dwelling - Minimum	21m	30.5m (Station Street)
Lot Area, Multiple Dwelling – Minimum  • 555m <sup>2</sup> (6000ft <sup>2</sup> ) for the first 4 dwelling units, plus 90m <sup>2</sup> (970ft <sup>2</sup> ) for each additional	8,835m <sup>2</sup>	9,833m <sup>2</sup>

SITE SPECIFIC ZONING PROVISION (RD3.1)		
<p>dwelling unit to a maximum of 105uph (42upa);</p> <ul style="list-style-type: none"> <li>For a corner lot having a minimum frontage of 30m (100 ft) on each exterior lot line, the maximum number of dwelling units may be increased by 25% over that interior lot.</li> </ul>		
Lot Area, Townhome - Minimum	650m <sup>2</sup>	110m <sup>2</sup> (1184ft <sup>2</sup> ) per Townhome Dwelling Unit = 3,300m <sup>2</sup>
Lot Coverage – Multiple Dwelling - Maximum	35%	50%
Lot Coverage – Townhome Dwelling - Maximum	50%	50%
<p>Building Height - Multiple Dwelling- Maximum</p> <ul style="list-style-type: none"> <li>18m (59f) on an exterior lot where each exterior lot line is a minimum of 30m in length</li> </ul>	18m	24.0m
Building Height - Townhome Dwelling - Maximum	10.0m	10.0m
Front Yard Depth, Multiple Dwelling – Minimum	7.5m	31.1m (Station Street) 26.2m (Wilson Avenue)
Front Yard Depth, Townhome Dwelling – Minimum	6.0m (Wilson Avenue)	3.0m (Wilson Avenue)
Rear Yard Depth, Multiple Dwelling – Minimum	7.5m	11.0m
Rear Yard Depth, Townhome Dwelling – Minimum	7.5m	2.5m
Side Yard Depth, Multiple Dwelling –Minimum	6.0m	6.0m
<p>Side Yard Depth, Townhome Dwelling –Minimum</p> <ul style="list-style-type: none"> <li>1.2m (4f) both sides for an interior side yard where there is an attached garage or carport</li> </ul>	1.2m	1.2m

SITE SPECIFIC ZONING PROVISION (RD3.1)		
<p>Parking Spaces Required: Multi-Unit Dwelling Containing 5 or More Dwelling Units:</p> <ul style="list-style-type: none"> <li>• Studio and 1-Bedroom Units: 1.25 parking spaces per unit</li> <li>• 2-Bedroom Units: 1.5 parking spaces per unit</li> <li>• Plus, in addition to the above, visitor parking, 0.15 spaces for each dwelling unit.</li> </ul>	<ul style="list-style-type: none"> <li>• 70 one-bedroom units: 88 spaces</li> <li>• 26 two-bedroom units: 39 spaces</li> <li>• Visitor Parking: 14 spaces</li> </ul> <p>Total Required: 141 Spaces</p>	<p>Total Provided: 146 Spaces</p>
<p>Parking Spaces Required: Townhome Dwelling Units:</p> <ul style="list-style-type: none"> <li>• 1 per Dwelling Unit</li> </ul>	<p>30 spaces</p>	<p>30 spaces</p>
<p>Accessible Parking Multi-Unit Dwelling:</p> <ul style="list-style-type: none"> <li>• 1 plus 3% of the total number of spaces to be divided evenly between Type A and Type B spaces</li> </ul>	<p>5 Spaces</p>	<p>5 Spaces</p>
<p>Bicycle Parking Spaces More than 30 parking spaces in the parking area:</p> <ul style="list-style-type: none"> <li>• 2 for the first 30 plus 1 for each 30 additional parking spaces to a maximum of 10% of the total number of required motor vehicle parking spaces</li> </ul>	<p>6 spaces</p>	<p>6 spaces (location to be determined at time of SPC approval)</p>
<p>Loading Space Multiple Dwelling: - GFA over 750m<sup>2</sup>:</p> <ul style="list-style-type: none"> <li>• 1 plus 1 for each additional 7500m<sup>2</sup> (80739f<sup>2</sup>) GFA to a maximum of 3</li> </ul>	<p>3 spaces</p>	<p>1 Space per Multiple Dwelling Building</p>

The Applicant is requesting that Council approve the site-specific Official Plan and Zoning By-law Amendments in order to permit the proposed residential development.

## 1.3 DESCRIPTION OF SITE

The Subject Site is municipally known as 47 Wilson Avenue. It is located north of Wilson Avenue, directly adjacent south of the decommissioned Canadian National Railway Lands (potential extension of the Cypher Systems Greenway), to the east of Talbot Road North (County Road 34), and to the west of Arthur Avenue and within the built-up Essex Centre in the Town of Essex, Ontario. (Refer to Figure 1 – Location Map).

These lands are legally described as:

- Lots 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, Part Lots 143, 167, Part Closed Scratch Street, Part Closed Malott Street, RP 176;
- Part 1, 12R-13487; and
- Part Lot 283, Concession NTR.

The total area of the Subject Site is 1.29 ha (3.19ac), with frontage on Wilson Avenue measuring 235.7m (773.29ft) and Station Street measuring 30.48m (100.02ft).

## 1.4 PROPOSED DEVELOPMENT

The proposed development is a 126-unit rental site, comprised of a seven-storey, 96-unit residential building, as well as three (3), two-storey townhouse blocks, each containing 10 units. The proposed multiple dwelling building will contain seventy (70) one-bedroom units and twenty-six (26) two-bedroom units. Three (3) driveways are proposed with two (2) along Wilson Avenue and one (1) along Station Street South. The multiple dwelling contains 146 surface parking spaces. Each of the townhome units will have one (1) parking space per unit within their individual garages.

Based on the Conceptual Development Plan (Figure 5), the site layout positions the seven-storey multiple dwelling (Building 'A') in the northwest corner of the property, set back 28.2 metres from Wilson Avenue and 6.0 metres from Station Street South. This positioning defines the northwestern edge of the site and allows for a "strong street wall presence" along Station Street while creating a transition to the lower-density residential areas to the south and east. Situating Building 'A' to the rear and maintaining a separation of over 60.0 metres from the townhomes creates a central area that accommodates the surface parking and internal circulation, ensuring a smooth transition between built forms.

The layout proposes two driveways: a primary access from Station Street South serving Building 'A' and its loading space, and one access point from Wilson Avenue. This configuration provides efficient site circulation, access and traffic management by eliminating unrestricted access along the frontage. The layout utilizes short drive aisles to ensure maneuverability for vehicles, including fire trucks.

The proposed multiple dwelling is supported by 146 surface parking spaces, including 5 accessible parking spaces and 14 visitor spaces located in front of Building 'A'. The location of the visitor spaces will be determined during detailed design. The site design integrates barrier-free access throughout the parking area, including ramps, adequate lighting, and clear signage to ensure accessibility for all residents and visitors.

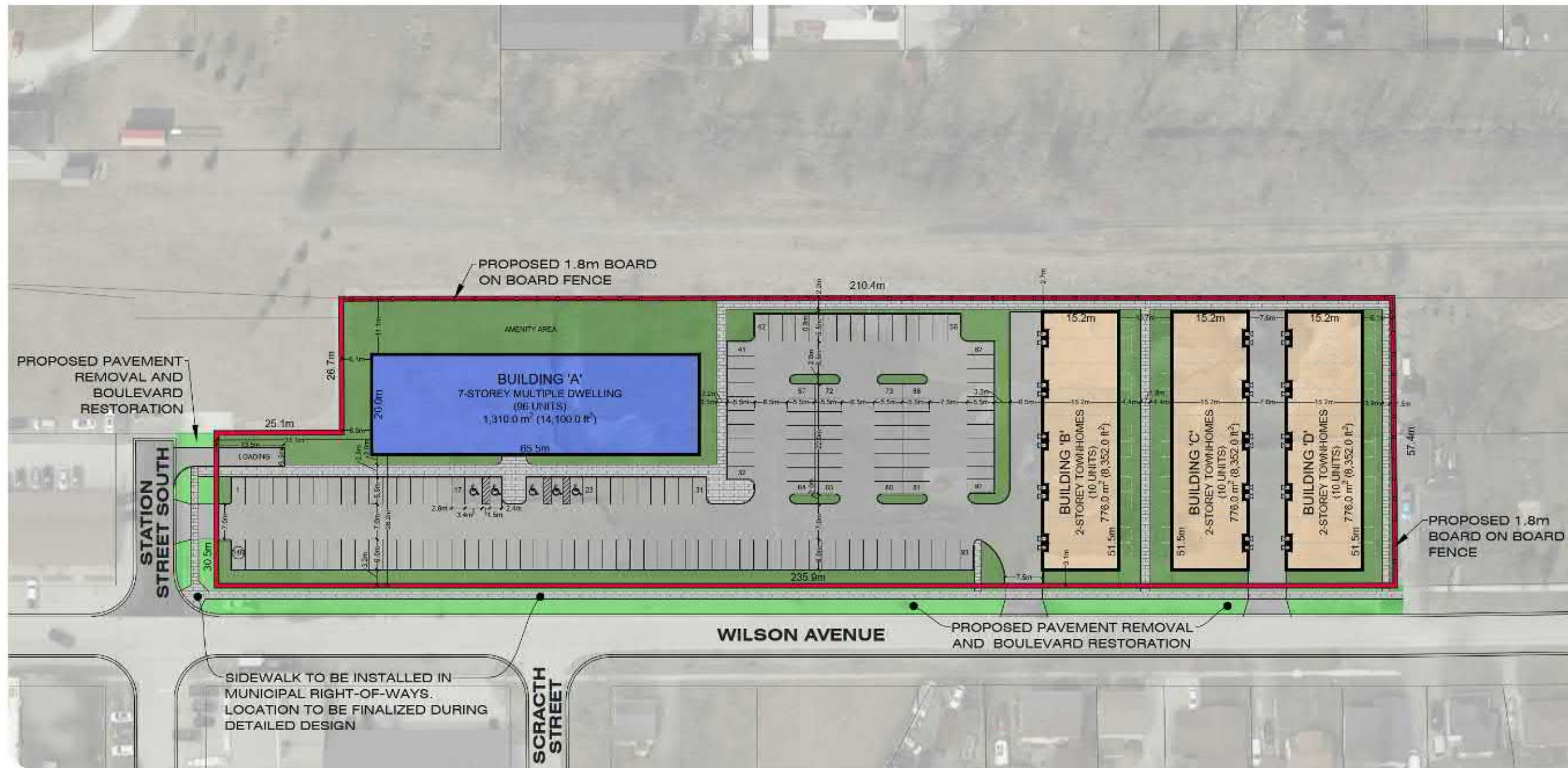
The streetscape and boulevards, currently consisting of unrestricted pavement without curbs, will be restored to include soft landscaping and sidewalks with defined access points. The setbacks provided by the site layout create opportunities for "lawns," "walkways," and "soft landscaping," which will buffer the

parking areas and contribute to a greener urban environment compared to the previous paved commercial lot.

Connectivity is a central feature of the layout, with dedicated pedestrian connections linking all residential buildings to one another, to the central amenity area, and to the adjacent public sidewalks. This network includes pathways along rear yards and between townhome blocks to enhance walkability throughout the site and ensure safe pedestrian movement out to the road.

The Conceptual Development Plan illustrates the proposed layout of the Subject Site, which is shown in Figure 5.

Figure 5 - Concept Plan



<p><b>LANKOR HORIZONS DEVELOPMENT INC.</b> 47 WILSON AVENUE, ESSEX, ON</p> <p><b>CONCEPT PLAN</b></p>	<p> SUBJECT AREA (± 1.29ha / 3.17ac)</p>	<p> PROPOSED MULTIPLE RESIDENTIAL BUILDING (96 UNITS)</p>	<p> PROPOSED SIDEWALK</p>	<p> PROPOSED BOULEVARD RESTORATION</p>
	<p> PROPOSED TOWNHOME (35 UNITS)</p>	<p> PROPOSED LANDSCAPE</p>	<p> PROPOSED 1.8m BOARD ON BOARD FENCE</p>	
<p>File Location: n:\gis\working\development\projects\2024\lankor_horizons\2024-07-18\47-wilson-abstract-plan.dwg December 12, 2025 4:04 PM</p> <p>SOURCE: THE COUNTY OF ESSEX INTERACTIVE MAPPING (2025)</p>	<p>MAP/DRAWING INFORMATION THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. ALL DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE VERIFIED BY AN O.L.S. PRIOR TO CONSTRUCTION.</p> <p>CREATED BY: RR CHECKED BY: MAM DESIGNED BY: RR</p>		<p>SCALE: 1:750 (1"=17')</p> <p></p>	<p></p> <p>PROJECT: 24-7867 STATUS: DRAFT DATE: 07/18/2025</p>

## 2.0 EXISTING LAND USE

### 2.1 SUBJECT SITE

The physical attributes of the Subject Site are as follows:

- A total site area of 1.29 hectares (3.19 ac);
- Irregular shape;
- Frontage on Wilson Avenue and Station Street;
- Vacant land (former Home Hardware Building Centre, Hometown Dollar Centre and Electronic Recycling Storage occupied the site);
- Existing trees directly north of property, however, no trees within the property boundary;
- Decommissioned railway (Canadian National Railway Lands) directly north of property, which is proposed municipal parkland (County of Essex proposed Multi-Use Trail - MUT);
- A Record of Site Condition has been filed and mitigation measures have been taken to remove any potential contaminants from the former use; and
- Access to existing municipal services.

### 2.2 SURROUNDING LAND USE

The surrounding land uses are as shown in Figure 6 – Surrounding Land Uses and are described as follows:

#### North

- Existing Uses: Future Municipal parkland (former railway lands), Commercial Use (Telecommunications Contractor), Low Density Residential (single detached dwellings);
- Official Plan Designation(s): Residential and Community Service Facility; and,
- Zone(s): Residential District 1.1 (R1.1) and Commercial District 1.1 (C1.1).

#### East

- Existing Uses: Low Density Residential (single detached and semi-detached dwellings);
- Official Plan Designation(s): Residential; and
- Zone(s): Residential District 1.1 (R1.1).

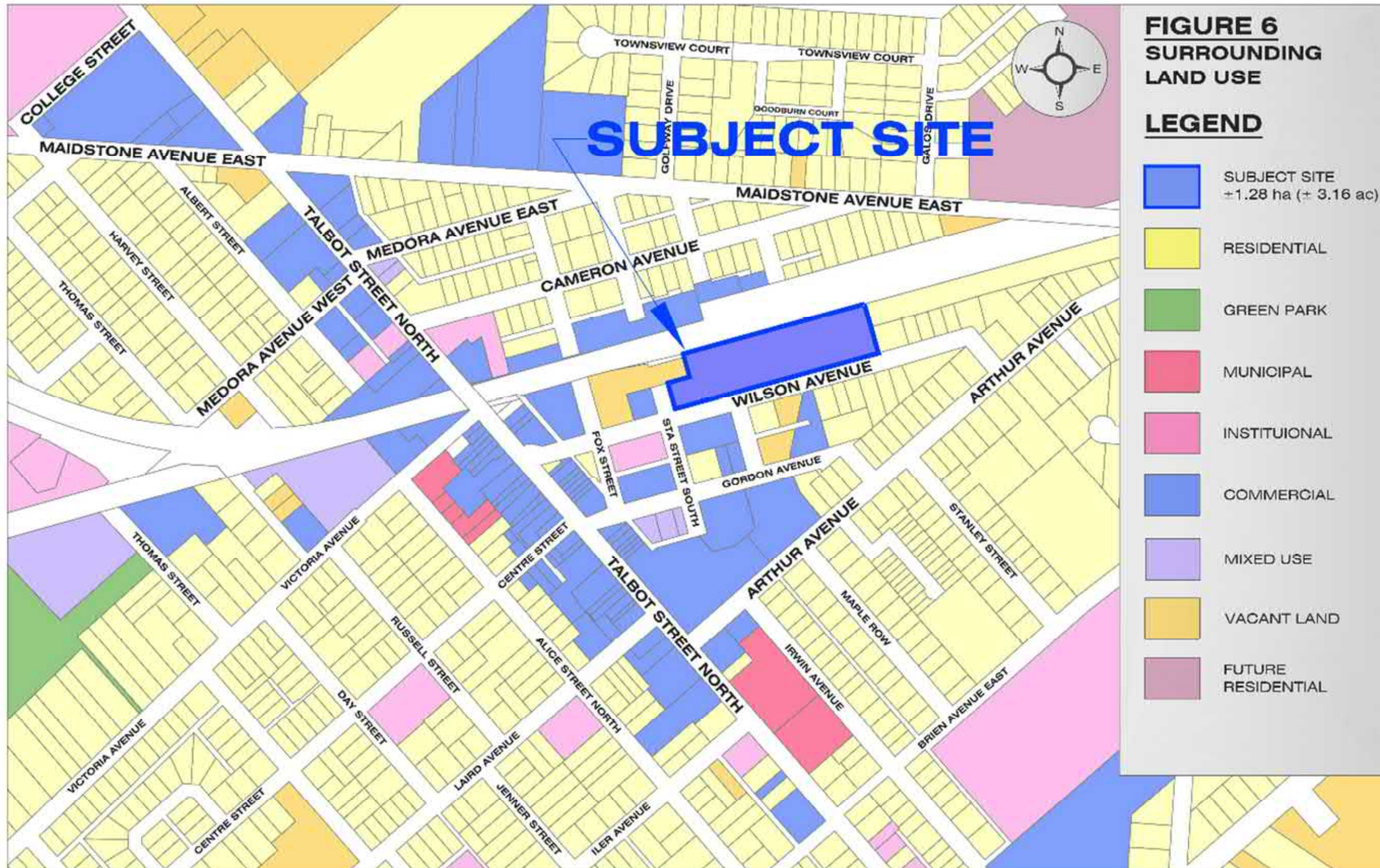
#### South

- Existing Uses: Industrial (Essex Auto Wreckers), Commercial (Essex Feed Warehouse, Hair Sense Studio, NOFRILLS Grocery Store, Cottam Radiator), Institutional (Canada Post Office), and Low to High Density Residential (single detached, semi-detached, townhome, and multiple unit dwellings);
- Official Plan Designation(s): Essex Town Centre, Residential, Community Service Facility, and Parks and Open Space; and
- Zone(s): Commercial District 2.2 (C2.2), Residential District 1.1 (R1.1), Residential District 2.1 (R2.1), Residential District 2.2 (R2.2), Residential District Residential District 3.1 (R3.1).

## West

- Existing Uses: Commercial Uses (Banwell Erika Professional Corporation, Blimey's British Store & Gift Shop, CIBC Branch, etc.), Institutional (Essex Fire Station 1), Low to High Density Residential (single detached, duplex, and multiple unit dwellings);
- Official Plan Designation(s): Essex Town Centre and Residential; and
- Zones(s): Commercial District 2.2 (C2.2), Residential District 1.1 (R1.1), Residential District 2.1 (R2.1), and Residential District 3.2 (R3.2).

Figure 6 – Surrounding Land Uses



Source: County of Essex Online Mapping (2023), Prepared by Counterpoint Land Development by Dillon Consulting.

## 3.0 EXISTING LAND USE

To determine the feasibility and appropriateness of the proposed development, a comprehensive evaluation of the potential planning issues and impacts has been undertaken. The scope and level of detail of the planning evaluation has been based on:

- Provincial Planning Statement 2024;
- County of Essex Official Plan (2024);
- Town of Essex Official Plan (2009);
- Town of Essex Zoning By-Law 1037 regulations; and
- Visual inspections of the site and surrounding lands.

Recognizing that overlaps exist between the various policies and criteria in the Official Plan, the approach used attempts to consolidate the relevant policies and criteria, and identify and evaluate the potential planning and land use related issues associated with the proposed recreational use. A review of the relevant policies and regulations can be found in *Appendix B – Provincial/County/Town Policies*.

### 3.1 PROVINCIAL PLANNING STATEMENT (2014)

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development providing for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environments. The PPS 2024 is issued under Section 3 of the Planning Act and is a streamlined province-wide land use planning policy framework that replaces both the PPS 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 while building upon housing-supportive policies from both documents. It requires that all decisions affecting planning matters shall be consistent with the revised PPS (refer to *Appendix B – Provincial/County/Town Policies*).

### 3.2 COUNTY OF ESSEX OFFICIAL PLAN (2024)

The Subject Site is currently designated as Primary Settlement Area in the County of Essex Official Plan (County OP) which contains a holistic set of goals, objectives and policies to manage and direct the growth of Settlement Areas.

The primary goals of the County OP include the following:

- Plan for growth in the County of Essex for housing and jobs;
- Reinforce the importance of agriculture in the County of Essex;
- Commit to the importance of cooperative working relationships to implement growth in the County of Essex and the broader Windsor Essex Region;
- Commit to protection of resources and the natural heritage system;
- Plan for a sufficient supply and mix of housing types and densities that integrate housing that is affordable; and,
- Increase housing supply and choice through residential intensification in a fully serviced Primary Settlement Area.
- Integrate climate change measures in planning policies.

### 3.3 TOWN OF ESSEX OFFICIAL PLAN (2009)

The local policy context is provided in the Town of Essex Official Plan (OP) which contains a holistic set of goals, objectives, and policies to manage and direct growth in the municipality. The primary goals of the Town of Essex OP include:

- Enhance community values, prioritize residents' health, and protect the natural environment while ensuring access to essential services like food, housing, employment, education, transportation, and recreation;
- Promote sustainability by minimizing waste, efficiently using resources, and practicing eco-friendly leadership and smart growth in planning and development;
- Raise public awareness and encourage a commitment to sustainable values and practices across the community; and
- Ensure that a minimum of 20 percent of new housing stock be in the form of affordable townhome, and multiple-dwelling units where municipal services permit.

The Subject Site is currently designated Essex Town Centre in the Official Plan. Due to the nature of the land use change, an Official Plan Amendment to the Residential designation is required to permit the proposed multi-unit dwelling and townhomes.

### 3.4 TOWN OF ESSEX ZONING BY-LAW 1037

The Town of Essex Zoning By-Law 1037 currently designates the subject lands the Commercial District (C2.2) with site specific S.28.1.7. The proposed development does not conform to the existing zoning and requires a site-specific Residential District zone similar to the R3.1 zone with the following site specific provisions:

- Minimum Lot Area (Townhomes) – Permit a reduction in the minimum lot area from 650m<sup>2</sup> (as per R2.1 requirements) to 110m<sup>2</sup> per townhome dwelling;
- Maximum Lot Coverage (Multiple Dwelling) – Permit an increase in lot coverage from 35% to 50% for multiple dwelling buildings;
- Maximum Building Height (Multiple Dwelling) - Permit an increase in the maximum building height from 18, to 24m to allow for up to seven storeys for the multiple dwelling building;
- Minimum Front Yard Depth (Townhomes) – Permit a reduction in the minimum front yard depth of the townhomes from 6m to 3m;
- Minimum Rear Yard Depth (Townhomes) – Permit a reduction in the minimum rear yard depth of the townhomes from 7.5m to 2.5m; and
- Required Loading Spaces (Multiple Dwelling) – Permit the reduction in the required number of loading spaces from 3 spaces to 1 space per multiple dwelling building.

Refer to Table 1 for more details.

The Residential 3.1 District, currently permits a range of unit types, including townhome dwellings, with an additional provision (s16.1(ix)) which states:

*Notwithstanding the provisions of this subsection in conflict herewith, a semi-detached dwelling, townhome dwelling, Two Unit dwelling, and Three Unit dwelling and any use accessory thereto shall conform to the regulations of subsection 15.1, R2.1 District, of this by-law, applicable thereto.*

The intent of the applicant is to maintain the necessary provisions as noted in the above clause, with the exception of the above noted provisions. No additional amendments to subsection 15.1 will be required at this time.

## 3.5 PLANNING ANALYSIS AND CONSIDERATIONS

The proposed redevelopment of the Subject Site is consistent with the Provincial Planning Statement 2024 (PPS), The County of Essex Official Plan (County OP) and the Town of Essex Official Plan (OP) policies, by encouraging opportunities for redevelopment, intensification and revitalization of areas with sufficient existing and planned infrastructure as well as full range of housing types and densities. The proposed development will support the future growth of the community and provide a greater diversity of uses in the area. The proposed development and rezoning to a site-specific R3.1 achieves alignment with affordability by exceeding municipal affordability targets and increasing housing diversity and supply with a mix of units. The proposed development is compatible with the surrounding land uses and the proposed site-specific amendments are both supportable and meet the intent of the policies.

### 3.5.1 Site Suitability

The Subject Site is ideally suited for the proposed residential development based on its location, servicing capacity, land use designation, and surrounding context. The future 'Residential' OP designation will help support a full range of housing types and densities within serviced settlement areas (OP 4.2.2; 4.22). Located in the Primary Settlement Area, the site benefits from full municipal water and sanitary servicing and its redevelopment supports efficient land use and infrastructure investment (PPS S.3.6.2; County OP 4.A.2.2.f; OP 4.3.b). The proposal includes 96 apartment units and 30 townhouses, contributing to housing diversity and meeting local needs for affordability with both Low and higher-density forms. While a Zoning By-law Amendment is required to implement a Residential District 3.1 (R3.1) zone with site-specific provisions for height, density, lot coverage and setbacks, these modifications are appropriate given the site's size, existing urban context, and proximity to commercial services, trails, and community facilities.

The requested amendment to permit a seven-storey (24.0m) building is appropriate for this site due to the building's strategic placement. By positioning Building 'A' at the rear (northwest) corner of the property, the design utilizes the natural buffer of the decommissioned railway lands and tree line to the north, thereby minimizing shadow and overlook impacts on the lower-density residential dwellings to the east and south. This meets the policy intent of achieving compact urban form and "gentle intensification" while maintaining a transition to the surrounding neighborhood.

Additionally, the site's proximity to the Town's future parkland to the north (former railway lands) offers future residents recreational opportunities and encourages active transportation, aligning with sustainable growth principles. A completed Record of Site Condition confirms the environmental readiness of the site, ensuring compatibility with residential use. Overall, the Subject Site is well-positioned to accommodate compact residential intensification in a manner consistent with local and provincial policy objectives.

### 3.5.2 Compatibility

The Town of Essex's OP commits to practising good urban design, preserving and enhancing its cultural and natural heritage, and encouraging physical forms of development that positively influence the quality of its community and the welfare of its residents to build a strong sense of community and sense of place. This overarching goal guides the proposed development's design compatibility with the existing neighbourhood.

The development is consistent with the Town's policy framework for promoting residential intensification and housing affordability. The project introduces a much-needed diversification of unit types, sizes and market-based rental price points to the neighbourhood. This variety ensures the project successfully achieves the objectives of the Town's intensification and affordability policies. Furthermore, its location in the Essex Urban Centre area allows it to efficiently utilize existing public infrastructure and municipal services, making it a prime candidate for increased density.

The current "Essex Town Centre" designation does not permit standalone multiple dwellings or townhomes, the proposed amendment to the "Residential" designation, will allow these uses allowing the site to contribute to a "complete community" by introducing diverse housing stock in an area well-served by amenities. The site is a former commercial property that is currently vacant; redevelopment for residential uses maximizes land use efficiency and introduces a increased population density that will support the economic vitality of the nearby commercial core and "main street" businesses.

The proposed development is located in a built-up area, surrounded by a mix of low to high density residential, commercial, light industrial and community service uses (refer to Figure 6), creating a diverse and well-integrated neighbourhood setting suitable for residential development. The proposal takes advantage of an underutilized site in a developed area, supporting the Town's goal of promoting infill and maximizing land use in established neighborhoods, while providing a diverse range of housing types to meet various needs and preferences of the residents.

The site-specific setbacks, specifically the 3.1-metre setback for the townhomes along Wilson Avenue, are supportable as they implement the Town's Urban Design Guidelines which encourage buildings to be brought closer to the street to create a "strong street wall presence" and a rhythmic, pedestrian-scaled streetscape. Conversely, the substantial 28.2-metre setback for the seven-storey building allows for the internalizing of surface parking and creates a depth that reduces the perceived building mass from the Wilson Avenue frontage.

### 3.5.3 Natural Environment Impacts

The proposed development will not have any significant negative impacts on the natural environment. The proposed residential development does not remove any trees or significant vegetation and will provide connections to the proposed municipal parkland to the north.

### 3.5.4 Municipal Service Impacts

The site is suitable for the proposed density (126 units) as it is located within a fully serviced settlement area. Existing municipal water, sanitary, and storm services are available and have been assessed as adequate to accommodate the intensification, ensuring that the site-specific amendments will not strain the existing municipal infrastructure and services.

In the absence of a municipal stormwater management (SWM) facility downstream of the property to support land development or intensification, on-site stormwater management is needed. Stormwater runoff storage is provided using a combination of surface and underground storage to restrict flows to the maximum allowable release rate. Details of the proposed stormwater management strategy can be found in the Stormwater Management Report, provided under separate cover.

### 3.5.5 Social and/or Economic Considerations

The proposed development offers substantial social and economic benefits by providing a range of housing options that cater to various demographic needs, including individuals, families, and seniors, thereby promoting social diversity and inclusivity. Economically, the development is poised to stimulate local economic activity by expanding the customer base for nearby businesses and services, potentially increasing local tax revenues and property values. The project will generate direct employment opportunities during the construction phase and indirectly support long-term economic stability through the increased demand for local goods and services.

The proposed development will remove commercial uses to provide 1.28 ha of residential land. This removal of commercial lands in an area of primarily residential uses, will help to better align the subject site within the neighbour and provide a transition from low density residential to the Town Centre type uses north of the site. It will also assist the Town in meeting the County's 40% intensification goals under the no growth and higher density scenarios and/or the 30% goal under the balanced growth scenario. In addition, in all scenarios under the Population Related Employment Land Needs for the Town of Essex, no additional commercial lands are required. The proposed Official Plan Amendment will not negatively impact the County's Growth Management Targets and should be supported.

The proposal is compatible with the Town's strategic housing affordability requirements. Section 4.22 of the Town of Essex Official Plan mandates that, where municipal services permit, a minimum of 20 percent of new housing stock must be in the form of affordable semi-detached, townhome, and multiple dwellings. By providing 126 rental units comprised of a mix of multiple dwelling units (96 apartments) and townhomes (30 units), the proposed development meets this target, by providing a mix of housing stock within these built forms. The inclusion of 70 one-bedroom and 26 two-bedroom units further aligns with affordability goals by offering smaller, potentially attainable housing options suitable for a wide range of households, directly addressing the Town's priority to increase housing supply and choice within the Essex Urban Centre.

The Applicant intends to keep rental rates for the proposed units in line with comparable prices in the surrounding area, ensuring the project remains competitive and accessible. The development addresses the need for attainable housing by significantly increasing the supply of rental stock in a high-demand location. By providing both one and two-bedroom options within a rental-style setting, the proposal attempts to provide housing solutions that bridge the gap between standard market inventory and the community's need for diverse, attainable living arrangements.

### 3.5.6 Good Planning

The proposal represents good planning as it addresses the intent of the Town of Essex to promote a healthy, liveable community contributing to the guiding principles of the PPS, County OP and Essex OP. Residential uses on the Subject Site represent an efficient development pattern that optimizes the use of

land. The proposed development will blend well with the existing employment uses, while providing a natural extension of the residential uses in the area and within the Town of Essex community. It contributes to a high quality of life by fostering a "live, work, and play" environment where existing and future residents experience a strong sense of community and collective pride in their surroundings. The proposed development is consistent with the policies outlined in the PPS, County OP and Essex OP and represents good planning.

## 4.0 CONCLUSIONS

The proposed residential development located at 47 Wilson Avenue, is appropriate, and should be approved by the Town of Essex Council as it:

- Is consistent with the PPS 2024;
- Meets the intent and purpose of the County of Essex Official Plan;
- Meets the intent and purpose of the Town of Essex Official Plan;
- Aligns with municipal affordability targets by increasing housing diversity and supply;
- Is a site that is physically suitable;
- Will not negatively impact the surrounding commercial uses and enjoyment of area residents;
- Will not have negative natural environmental impacts;
- Will be integrated into the local multimodal transportation network;
- Will not have negative impacts on municipal services;
- Will not have negative social, environmental or economic impacts; and
- Will have favourable positive impacts for the Town of Essex providing for additional residential opportunities.

For the above reasons, it would be appropriate for the Town of Essex Council to provide support for the Official Plan and site-specific Zoning By-Law Amendments to the Subject Site to allow for the proposed residential development. This report demonstrates that the proposal is suitable and will not be impacted by surrounding industrial uses, is consistent with the PPS, conforms to the intent and purpose of the County of Essex Official Plan and the Town of Essex Official Plan, and represents good planning.



Melanie Muir, MCIP, RPP  
Associate

# APPENDIX A

## Development Applications



Application Number: \_\_\_\_\_

### Application for Official Plan Amendment

#### Town of Essex

1. Name of approval authority County of Essex

2. Date application received by municipality \_\_\_\_\_

3. Date application deemed complete by municipality \_\_\_\_\_

3. Name of Registered Owner Lankor Horizons Development Inc. c/o Ayman

Telephone number 226-722-8328

Address 4510 Rhodes Drive, Suite 520, Windsor, ON, N8W 5K5

Email ayman@horizonsgroup.ca

Name of Registered Owner's Solicitor

or Authorized Agent (if any) Dillon Consulting Limited c/o Melanie Muir

Telephone number 519-791-2221

Address 1 Riverside Drive West, Windsor ON, N9A 5K3

Email mmuir@dillon.ca

Please specify to whom all communications should be sent:

- Registered Owner
- Solicitor
- Agent

5. Location and description of subject land:

Municipality Town of Essex

Concession No. Essex Concession NTR Lot No(s). Part Lot 283

Registered Plan No. 176

Lot No(s). 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, Part Lots 143, 167, Pt Closed Scratch St., Pt Closed Malott St.

Reference Plan No. 12R-13487

Part No(s). 1

Street Address 47 Wilson Avenue

Assessment Roll Number(s). \_\_\_\_\_

6. Existing Size of Subject Parcel:

Frontage 236.05 m Depth 55.07 m Area 1.28 ha  
(Along Wilson Avenue)

7. Current use of subject land Vacant Commercial

8. Proposed change to Official Plan Land Use designation affecting subject land:

Current Official Plan designation Essex Town Centre

Current land use(s) permitted Commercial, civic, institutional, cultural, leisure, and recreational

Proposed Official Plan designation Residential

Proposed land use(s) permitted Multiple Dwellings & Townhomes

**Note:** If a change in land use designation is proposed, the applicant is to provide a copy of the Map Schedule from the Official Plan with the proposed change and accompanying text indicated thereon.

9. Proposed change to Official Plan land use policy affecting subject land:

Existing land use policy to be deleted or amended \_\_\_\_\_

Redesignate subject site from Town Centre to Residential

Land use policy proposed to be added \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Purpose of new or amended land use policy \_\_\_\_\_

\_\_\_\_\_

New land uses permitted by change in land use policy \_\_\_\_\_

\_\_\_\_\_

Text of proposed land use policy change being requested for \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(use a separate sheet of paper if necessary)

10. Current land use of abutting properties:

To the North Open Space, Residential

To the South Commercial, Residential

To the East Residential

To the West Commercial, Vacant

11. Type of water supply:

municipally owned and operated piped water supply

well

Other (specify) \_\_\_\_\_

12. Type of sanitary sewage disposal:

municipally owned and operated sanitary sewers

septic system

Other (specify) \_\_\_\_\_

13. Type of storm drainage:

sewers

ditches

swales

Other (specify) \_\_\_\_\_

14. Please indicate whether the subject land or any land within 120 metres (400 feet) of the subject land is the subject of an application made by the applicant for approval of one of the following:

Official Plan Amendment

Zoning By-law Amendment

Minor Variance

Plan of Subdivision

Consent

Site Plan Approval

If known, please provide the following with respect to the above application(s):

File number(s): Concurrent application

Name of the approval authority: Town of Essex, County of Essex, & ERCA

Lands affected: 47 Wilson Avenue, Essex, ON N8M 2L9

Purpose of Application(s): Amend the zoning to permit the proposed development

Status of Application(s): Concurrent

Effect on the amendment proposed by this application \_\_\_\_\_

It will bring the proposed development into conformity with the by-law and permit the redevelopment of the site.

Dillon Consulting Limited  
Dated at the in the City of Windsor this 8 day of August

2025.


Signed by:  
  
E1385DBA02AE426...

(signature of Applicant, Solicitor or Authorized Agent)

Ayman Haddad of Lankor  
I/We Horizons Development Inc. of the City of Windsor in the  
County/District/Regional Municipality 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 Dillon Consulting Limited  
in the City Windsor of Essex in the County  
of Essex this 8 day of August, 2025.

**MELANIE ANNE MUIR,**  
a Commissioner, etc., Province of Ontario,  
for Dillon Consulting Limited.  
Expires May 16, 2028.



A Commissioner, etc.

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 the personal information  
may be directed to the Clerk of the Town of Essex.



### Town of Essex

## Application for Zoning By-law Amendment

- 1. Approval Authority - Town of Essex
- 2. Date application received by municipality \_\_\_\_\_
- 3. Date application deemed complete by municipality \_\_\_\_\_
- 4. Name(s) of Registered Owner Lankor Horizons Development Inc. c/o Ayman Haddad  
 Telephone Number 226-722-8328  
 Address 4510 Rhodes Drive, Suite 520, Windsor, ON, N8W 5K5  
 Email ayman@horizonsgroup.ca  
  
 Name of Registered Owner's Solicitor  
 or Authorized Agent (if any) Dillon Consulting Limited c/o Melanie Muir  
 Telephone Number 519-791-2221  
 Address 1 Riverside Drive West, Windsor ON, N9A 5K3  
 Email mmuir@dillon.ca

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:  
\_\_\_\_\_

- 6. Location and description of subject lands:

Concession No. Essex Concession NTR    Lot No(s). Part Lot 283  
145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, Part  
 Registered Plan No. 176    Lot No(s). Lots 143, 167, Pt Closed Scratch St., Pt Closed Malott St.  
 Reference Plan No. 12R-13487    Part No(s). 1  
 Street Address 47 Wilson Avenue    Assessment Roll No. \_\_\_\_\_

- 7. Size of subject property (in metric and/or imperial):

Frontage: 236.05 metres    Depth: 55.07 metres    Area: 12,815.8 sq.m.  
 Frontage: 774.44 feet    Depth: 180.68 feet    Area: 137,948.1 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 Essex Town Centre
10. Current Zoning of subject lands Commercial District (C2.2)
11. Nature and extent of rezoning requested Site Specific Residential District 3.1 with site specific provisions for lot area, lot coverage, building height, loading spaces, and setbacks
12. Reasons why rezoning is being requested \_\_\_\_\_  
To allow for the redevelopment of the site and permit an increased density
13. Current use(s) of subject lands Vacant Commercial
14. Length of time that current use(s) of subject land has been in existence \_\_\_\_\_  
+/- 2 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):  
3 standalone commercial buildings
16. Date(s) of construction of existing buildings/structures on the subject lands:  
Unknown
17. Date subject lands were acquired by current Registered Owner +/- 1 year
18. Proposed use of subject lands Multiple Dwelling and Townhome 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):  
Proposed seven-storey, 96-unit residential building, and three(3) two-storey townhouse blocks, each containing 10 units, resulting in a total of 30 townhouse units and an overall total of 126 units on the site
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):

Concurrent

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):

Dillon Consulting Limited in the City of Windsor this 8/8/2025 day of 2025.


Signed by:  E1385DBA02AE438...

(Signature of Applicant, Solicitor or Authorized Agent)

Ayman Haddad of Lankor I, Horizon Developments Inc. 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 Dillon Consulting Limited in the City of Windsor in the County of Essex this 8 day of August, 2025.

MELANIE ANNE MUIR, a Commissioner, etc., Province of Ontario, for Dillon Consulting Limited. Expires May 16, 2028.

  
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.

# Authorization Form

(\*Please see note below)

To: Clerk  
Town of Essex

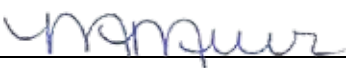
Address and Location of Subject Lands:


47 Wilson Avenue, Essex, ON

I/We, the undersigned, being the registered owner(s) of the above lands hereby authorize Dillon Consulting Limited of the City of Windsor to:

- (1) make an application on my/our behalf to the Council for the Town of Essex;
- (2) appear on my behalf at any meetings and/or hearing(s) in regard to the application; and
- (3) provide any information or material required by Town Council relevant to the application.

Dated at the City of Windsor in the County of Essex this 8 day of August, 20 25.

  
\_\_\_\_\_  
Signature of Witness

  
\_\_\_\_\_  
Signature of Owner

\_\_\_\_\_  
Signature of Witness

\_\_\_\_\_  
Signature of Owner

\_\_\_\_\_  
Signature of Witness

\_\_\_\_\_  
Signature of Owner

\* Note: This form is to be used only for applications which are to be signed by someone other than the Registered Owner.

# APPENDIX B

## Provincial/ County and Town Policies

# PROVINCIAL PLANNING STATEMENT (2024)

The Provincial Planning Statement (2024) is a consolidated statement of the government’s policies on land use planning. It gives provincial policy direction on key land use planning issues that affect communities, such as:

- Efficient use and management of land and infrastructure;
- The provision of sufficient housing to meet changing needs, including affordable housing;
- The protection of the environment and resources including farmland, natural resources (for example, wetlands and woodlands) and water;
- Opportunities for economic development and job creation;
- The appropriate transportation, water, sewer and other infrastructure needed to accommodate current and future needs; and
- The protection of people, property and community resources by directing development away from natural or human-made hazards, such as flood prone areas.

Essentially, the PPS (2024) supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The following table provides a summary of the key policy considerations of the PPS (2024), as it pertains to the proposed re-use of the Subject Site.

Our analysis concludes that the proposed development is consistent with the policies included below:

PPS POLICY	POLICY	RESPONSE
2.0 Building Homes, Sustaining Strong and Competitive Communities		
2.1 Planning for People and Homes		
2.1.4	To provide for an appropriate 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: <ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul>	The development introduces 126 residential units (apartment and townhome style), ensuring a diverse housing mix and utilizing designated land efficiently to meet long-term growth needs. Full municipal services ensure capacity to support residential growth for at least three years.

PPS POLICY	POLICY	RESPONSE
2.1.6	<p>Planning authorities should support the achievement of complete communities by:</p> <ul style="list-style-type: none"> <li>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including, schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</li> <li>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and</li> <li>c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.</li> </ul>	<p>The development integrates a mix of housing types and promotes multi-modal transportation through pedestrian-friendly designs, bicycle parking, and future transit considerations. The inclusion of both apartments and townhomes ensures a diverse housing stock, meeting long-term residential needs in a compact, mixed-use form;</p> <p>The site design improves accessibility by ensuring pathways and building entrances are accessible to people of all abilities. The layout reduces barriers for individuals with mobility challenges, fostering an inclusive community environment;</p> <p>By offering a range of housing types and prioritizing walkability, the project enhances social equity, providing options for residents across various income levels and demographics, including equity-deserving groups.</p>
<b>2.2 Housing</b>		
2.2.1	<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> <ul style="list-style-type: none"> <li>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;</li> <li>b) permitting and facilitating: <ul style="list-style-type: none"> <li>1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising</li> </ul> </li> </ul>	<p>The development supports affordable housing goals by offering a diverse mix of high and medium-density units. By redeveloping a vacant commercial site, the project facilitates residential intensification, optimizing land use and infrastructure while contributing to a mixed-use environment. Its compact design efficiently utilizes resources and encourages active transportation, minimizing environmental impact. The location within a transit-supportive area further aligns with sustainable urban growth objectives, promoting reduced vehicle dependency and future transit-oriented development.</p>

PPS POLICY	POLICY	RESPONSE
	<p>from demographic changes and employment opportunities; and</p> <p>2. all types of residential intensification, including the conversion of existing commercial and institutional buildings for residential use, development and introduction of new housing options within previously developed areas, and redevelopment which results in a net increase in residential units in accordance with policy 2.3.3;</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>	
<b>2.3.1 General Policies for Settlement Areas</b>		
2.3.1.1	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.	The Subject Site is within a Primary Settlement Area, as identified by Schedule "A1" of the County of Essex Official Plan.
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; and</p> <p>e) are freight-supportive.</p>	The land use patterns in this development are compact and a mix of housing styles, efficiently utilizing available resources and infrastructure. The project promotes active transportation through well-integrated pedestrian pathways, close proximity to town parkland (future) and ensures future transit-supportive development.
<b>2.9 Energy Conservation, Air Quality and Climate Change</b>		
2.9.1	<p>Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the <i>impacts</i> of a <i>changing climate</i> through approaches that:</p> <p>a) support the achievement of compact, <i>transit-supportive</i>, and <i>complete communities</i>;</p> <p>b) incorporate climate change considerations in planning for and the development of</p>	The development integrates sustainable practices by promoting a compact, transit-supportive community that reduces greenhouse gas emissions. Climate resilience is addressed through the incorporation of green infrastructure, such as stormwater management systems

PPS POLICY	POLICY	RESPONSE
	<p><i>infrastructure</i>, including stormwater management systems, and <i>public service facilities</i>;</p> <p>c) support energy conservation and efficiency;</p> <p>d) promote <i>green infrastructure</i>, <i>low impact development</i>, and <i>active transportation</i>, protect the environment and improve air quality; and</p> <p>e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the <i>impacts of a changing climate</i>.</p>	<p>designed to minimize runoff and flooding risks. Energy conservation is prioritized with efficient building practices, while the use of vegetated areas and low-impact development improves air quality and enhances environmental sustainability.</p>
<h3>3.0 Infrastructure and Facilities</h3>		
<h4>3.1 General Policies for Infrastructure and Public Service Facilities</h4>		
<p>3.1.1</p>	<p><i>Infrastructure</i> and <i>public service facilities</i> shall be provided in an efficient manner while accommodating projected needs. Planning for <i>infrastructure</i> and <i>public service facilities</i> shall be coordinated and integrated with land use planning and growth management so that they:</p> <p>a) are financially viable over their life cycle, which may be demonstrated through asset management planning;</p> <p>b) leverage the capacity of development proponents, where appropriate; and</p> <p>c) are available to meet current and projected needs.</p>	<p>The development integrates efficiently with existing public infrastructure, ensuring that it meets current and projected needs without placing undue strain on resources. This alignment with asset management practices supports long-term financial sustainability.</p>
<p>3.1.2</p>	<p>Before consideration is given to developing new <i>infrastructure</i> and <i>public service facilities</i>:</p> <p>a) the use of existing infrastructure and public service facilities should be optimized; and</p> <p>b) opportunities for adaptive re-use should be considered, wherever feasible.</p>	<p>Existing infrastructure is fully utilized, avoiding the need for new construction.</p>
<p>3.1.3</p>	<p><i>Infrastructure</i> and <i>public service facilities</i> should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.</p>	<p>The design includes clear access points for emergency vehicles and ensures compliance with local fire safety regulations, with sufficient turning radii and unobstructed routes for emergency response teams.</p>
<h4>3.2 Transportation Systems</h4>		
<p>3.2.1</p>	<p><i>Transportation systems</i> should be provided which are safe, energy efficient, facilitate the</p>	<p>Wilson Avenue and Station Street South provides direct access to the site</p>

PPS POLICY	POLICY	RESPONSE
	movement of people and goods, and are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.	and serve as a local roads, offering additional access points for residents and ensuring reduced congestion at entry and exit points. These roads are integrated with pedestrian pathways and future provisions for transit.
3.2.2	Efficient use should be made of existing and planned <i>infrastructure</i> , including through the use of <i>transportation demand management</i> strategies, where feasible.	Talbot Street North (County Road 34) and Maidstone Avenue East (County Road 8), both of which are major arterial roadways, provide connectivity to larger areas, support safe and efficient vehicle movement and are integrated with sidewalks and bike lanes, further promoting active transportation. The development's design includes six driveway points, facilitating smooth access to the network while minimizing congestion. The road network's current configuration, combined with projected mitigation measures, ensures efficient traffic flow, reduces delays, and supports multimodal access.
3.2.3	As part of a <i>multimodal transportation system</i> , connectivity within and among <i>transportation systems</i> and modes should be planned for, maintained and, where possible, improved including connections which cross jurisdictional boundaries.	
<b>3.3 Transportation and Infrastructure Corridors</b>		
3.3.1	Planning authorities shall plan for and protect corridors and <i>rights-of-way</i> for <i>infrastructure</i> , including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.	The development protects existing transportation corridors and rights-of-ways by aligning with current and future infrastructure needs. The design anticipates future transit development, ensuring that necessary corridors remain available for expansion.
<b>3.6 Sewage, Water and Stormwater</b>		
3.6.1	Planning for <i>sewage</i> and <i>water services</i> shall: a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing <i>municipal sewage services</i> and <i>municipal water services</i> and existing <i>private communal sewage services</i> and <i>private communal water services</i> ; b) ensure that these services are provided in a manner that:	The proposed development aligns with the PPS goals of cost effective land use and infrastructure planning by utilizing existing infrastructure within the municipal right-of-way.

PPS POLICY	POLICY	RESPONSE
	<ol style="list-style-type: none"> <li>1. can be sustained by the water resources upon which such services rely;</li> <li>2. is feasible and financially viable over their life cycle;</li> <li>3. protects human health and safety, and the natural environment, including the <i>quality and quantity of water</i>; and</li> <li>4. aligns with comprehensive municipal planning for these services, where applicable.</li> </ol> <ol style="list-style-type: none"> <li>c) promote water and energy conservation and efficiency;</li> <li>d) integrate servicing and land use considerations at all stages of the planning process;</li> <li>e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of <i>municipal water services</i> and <i>municipal sewage services</i> to support efficient use of these services to meet current and projected needs for increased housing supply; and</li> <li>f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.</li> </ol>	
3.6.2	<p><i>Municipal sewage services</i> and <i>municipal water services</i> are the preferred form of servicing for <i>settlement areas</i> to support protection of the environment and minimize potential risks to human health and safety. For clarity, <i>municipal sewage services</i> and <i>municipal water services</i> include both centralized servicing systems and decentralized servicing systems.</p>	Full municipal services for sewage and water are provided.
3.6.8	<p>Planning for stormwater management shall:</p> <ol style="list-style-type: none"> <li>a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;</li> <li>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</li> <li>c) minimize erosion and changes in water balance including through the use of <i>green infrastructure</i>;</li> </ol>	The stormwater management system for the development is fully integrated with municipal sewage and water services, designed to optimize efficiency over its lifecycle. It employs a combination of surface and underground storage to minimize runoff and control peak flows.

PPS POLICY	POLICY	RESPONSE
	<ul style="list-style-type: none"> <li>d) mitigate risks to human health, safety, property and the environment;</li> <li>e) maximize the extent and function of vegetative and pervious surfaces;</li> <li>f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and <i>low impact development</i>; and align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a <i>watershed scale</i>.</li> </ul>	
<b>3.7 Waste Management</b>		
3.7.1	<p><i>Waste management systems</i> need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management.</p>	<p>The development includes a waste management system that meets current and future needs, supporting efficient disposal and recycling, while being integrated into the site for easy access and sustainability.</p>
<b>3.9 Public Spaces, Recreation, Parks, Trails and Open Space</b>		
3.9.1	<p>Healthy, active, and inclusive communities should be promoted by:</p> <ul style="list-style-type: none"> <li>a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate <i>active transportation</i> and community connectivity;</li> <li>b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</li> <li>c) providing opportunities for public access to shorelines; and</li> <li>d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.</li> </ul>	<p>The development incorporates safe public spaces, pedestrian pathways, and accessible design for all ages and abilities. It features integrated recreational areas and green spaces that encourage social interaction and active transportation, supporting community connectivity and health.</p>

PPS POLICY	POLICY	RESPONSE
6.0 Implementation and Interpretation		
6.1 General Policies for Implementation and Interpretation		
6.1.1	The Provincial Planning Statement shall be read in its entirety and all relevant policies are to be applied to each situation.	The development is consistent with the Provincial Planning Statement (PPS) by adopting a comprehensive and coordinated approach to land use planning, infrastructure provision, and public service facilities. It adheres to the principles of sustainable growth, promoting accessibility, inclusivity, and the protection of public health and safety. The project is aligned with the long-term objectives of the PPS, balancing environmental stewardship with economic and social considerations, while ensuring compliance with all relevant regional and provincial land use policies.
6.1.2	The Provincial Planning Statement shall be implemented in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights in section 35 of the <i>Constitution Act, 1982</i> .	
6.1.3	This Planning Statement shall be implemented in a manner that is consistent with <i>Ontario Human Rights Code</i> and the <i>Canadian Charter of Rights and Freedoms</i> .	
6.1.4	When implementing this Planning Statement, the Minister of Municipal Affairs and Housing may make decisions that take into account other considerations to balance government priorities.	
6.1.9	To assess progress on implementation of this Planning Statement, the Province may: <ul style="list-style-type: none"> <li>a) identify key indicators to measure the outcomes, relevance and efficiency of the policies in this Planning Statement in consultation with municipalities, Indigenous communities, other public bodies and stakeholders;</li> <li>b) monitor and assess the implementation of this Planning Statement through the collection and analysis of data under each indicator; and</li> <li>c) consider the resulting assessment in each review of this Planning Statement.</li> </ul>	

# COUNTY OF ESSEX OFFICIAL PLAN (2024)

Our analysis concludes that the proposed redevelopment is consistent with the policies included below:

COUNTY OP POLICY	POLICY	RESPONSE
Chapter 2.0 Successful County		
Principles		
2.0	<p>2: Housing Supply, Housing Choice and Housing Affordability</p> <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>Housing Supply and Choice: The development provides a mix of housing types, including a seven-storey residential building with 96 units and 30 townhome units, offering a range of options to accommodate the growing and diverse population of Essex County.</p> <p>Affordability and Equity: While the development description does not explicitly mention pricing, the large number of units (126 in total) contributes to increasing the housing supply, which can help address affordability in the region by diversifying options and potentially alleviating housing demand pressures.</p>
	<p>7: Sustainable Transportation</p> <p>Moving people and goods contributes to quality of life and economic sustainability. The transportation network available to Essex County residents will contribute to healthy, vibrant communities – neighbourhoods and business areas – in a context sensitive manner to the community. Sustainable transportation aligned with built forms that support and facilitate safe and convenient active transportation and transit will be an integral part of County and local transportation networks.</p>	<p>The design incorporates pedestrian pathways and bicycle facilities throughout the Site, promoting active transportation options. There is also potential for future connectivity to the Cypher Systems Greenway, should the trail be extended. Although public transit is not yet available in the Town of Essex, the Site benefits from a transit stop located at the nearby Essex Centre Sports Complex, within walking distance, providing connections to the City of Windsor and surrounding areas, including Kingsville and Leamington.</p>
	<p>8: Growing in Partnership</p> <p>Growth in the County of Essex is a shared partnership with Local Municipal partners. Local</p>	<p>The proposal indicates a significant development project that requires collaboration with local municipalities to</p>

COUNTY OP POLICY	POLICY	RESPONSE
	<p>municipal partners are integral to planning for healthy sustainable communities and implementing growth in a manner that is reflective of the local community priorities. Growing in Partnership includes a strong relationship with the City of Windsor to support a focused broader region of Windsor and the County of Essex.</p>	<p>align with community priorities and ensure the design meets the needs of Essex County residents. Working with municipal partners will ensure that the development integrates with surrounding infrastructure and services.</p>
	<p>9: Healthy Sustainable Communities</p> <p>Planning for growth must include a focus on ensuring communities are built that achieve the integrated goals of housing affordability, job creation, public service facilities such as parks, schools, active transportation and transit. The County is committed to taking actions and making community investments that promote and facilitate healthy active lifestyles county-wide.</p>	<p>The development includes various amenities, such as a fitness area, sauna, and lounge, which promote healthy living and active lifestyles. Additionally, the proposed rooftop amenity area helps create community spaces, encouraging residents to be more active and engaged in a healthy, sustainable environment.</p>
	<p>10: Investing in Infrastructure</p> <p>Healthy sustainable communities require infrastructure investment by the County and its municipal partners. Infrastructure includes water, wastewater, transit, roads, trails, parks, and more. Ensuring infrastructure will be provided to areas where growth will occur is integral to building healthy sustainable communities.</p>	<p>The proposal includes underground and surface parking, indicating an investment in necessary infrastructure to support the development. Further infrastructure investments, such as water, wastewater, and roads, will be planned in conjunction with the local municipality to ensure adequate service provision and support future growth.</p>
	<p>11: A Connected Essex</p> <p>The County of Essex is connected to the broader economic Region, which includes the City of Windsor, the City of Detroit, the Municipality of Chatham-Kent, Pelee Island, and the broader southwestern Ontario economy. Growth in the County will sustain and enhance these broader community connections.</p>	<p>By providing a large number of residential units, the development can enhance the region's connection to the broader economic area, which includes Windsor, Chatham-Kent, and the southwestern Ontario economy. If the development is connected to local and regional transportation networks, it can further strengthen these connections and provide residents with better access to work, services, and amenities across the region.</p>

COUNTY OP POLICY	POLICY	RESPONSE
<b>Chapter 3.0 County Structure</b>		
<b>3.0 One Future</b>		
3.0	<p>Essex County's future will focus on fostering strong, thriving communities with a diversity of attractive features – walkable and complete communities, a variety of housing choices, key services that matter to residents such as schools, parks, health care, recreation, access to jobs, and access to nature. Building great communities includes welcoming people that choose to make the County their home, welcoming those that choose to invest in creating jobs, and those who want to work and thrive in the County. Building great communities must include addressing housing affordability – through wise choices in density, wise choices to support a broader range of housing choices and supporting the most vulnerable populations of the County.</p>	<p>The proposed development aligns with Essex County's vision of fostering strong, thriving communities by offering a diverse range of housing options, including a mix of 126 residential units through a mix of multi-unit residential and townhome units. This variety caters to different housing needs, helping to address housing affordability and providing choices for a growing and diverse population. The inclusion of amenities such as a rooftop fitness area, event rooms, and outdoor spaces promotes healthy, active lifestyles, while the proximity to key services and transportation options enhances the overall livability of the community. Additionally, the development supports the County's goal of creating walkable, complete communities by offering integrated parking, sustainable infrastructure, and communal spaces that foster connection.</p>
<b>Chapter 4.0 Growth and Settlement Areas</b>		
<b>4.A.2 Primary Settlement Areas</b>		
4.A.2.1	<p>Primary Settlement Areas are the largest communities and are the traditional centres of settlement and commerce in the County. It a priority for the County to focus growth and investment in Primary Settlement Areas.</p>	<p>The proposed development aligns with the County's priorities for Primary Settlement Areas by focusing growth within an established community, providing a diverse mix of housing types that supports both current and future housing needs. The development offers 126 units, including both high-density multi-unit residential and low-density townhomes, which helps meet the demand for a variety of housing forms, including options suitable for families, individuals, and potentially vulnerable</p>
4.A.2.2 (f)	<p>The broadest mix of housing is located in Primary Settlement Areas, including areas of intensification for housing.</p>	
	<p>Primary Settlement Areas shall provide full municipal sewage services, municipal water services, stormwater management services, and a wide range of land uses and densities with a healthy mixture of housing types including</p>	

COUNTY OP POLICY	POLICY	RESPONSE
	affordable housing options and alternative housing forms for special needs groups. Primary Settlement Areas shall be designed to be walkable communities with densities, land uses, road patterns and built forms that can support active transportation and public transit.	populations. The Site is planned to integrate with full municipal services, including water, sewer, and stormwater management, ensuring compliance with the County's servicing requirements. Additionally, the development is designed to support walkability and active transportation, with amenities and communal spaces that encourage healthy living and community engagement. By incorporating a range of densities and carefully planned infrastructure, the project minimizes land consumption and supports cost-effective, sustainable development, all while maintaining compatibility with the evolving character of the neighborhood.
4.A.2.5	All new development within Primary Settlement Areas shall only occur on full municipal water services and municipal sewage services, unless there are interim servicing policies in the local municipal Official Plan that are in effect at the time of approval of this Plan.	
4.A.2.10	Cost effective development patterns and those which will minimize land consumption and reduce servicing costs are supported and shall be the preferred form of development county-wide. Land use patterns which may be detrimental to the environment, to agricultural lands, and to the conservation of cultural heritage resources or public health and safety shall be avoided.	
4.A.2.12 (a,b)	Development in Primary Settlement Areas will integrate land use planning, fiscal planning, and infrastructure planning to responsibly manage forecasted growth and to support: a) A diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market bases and affordable housing needs. b) Opportunities for the integration of gentle density, and a mix and range of housing options that considers the evolving character of residential neighbourhoods	
<b>4.A.5 Intensification</b>		
4.A.5.2	Residential intensification shall be provided in every Primary Settlement Area.	The proposed development satisfies the objectives of the intensification strategy by focusing growth within a primary settlement area that has access to full municipal services, including water, sewage, and stormwater management.

COUNTY OP POLICY	POLICY	RESPONSE
4.A.5.3	Intensification strategies shall be prepared as part of all local municipal Official Plans and Secondary Plans, and be implemented through Zoning Bylaws, Community Improvement Plans and other supporting documents. Updates to local municipal Official Plans shall include an intensification strategy that...	The project meets the intensification strategies of the County and local Official Plans by offering a diverse range of housing options, paired with essential amenities that enhance the area's vibrancy and long-term sustainability. With a compact, walkable built form, the development encourages active transportation. It also prioritizes affordable housing by providing a variety of unit types and sizes, ensuring options for different demographics. Thoughtful transitions in built form ensure the development complements surrounding neighborhoods, minimizing any impact on public health and safety. Additionally, the project is fiscally responsible, planning for the efficient provision of municipal services while reducing infrastructure costs. Finally, the proposal aligns with the broader goals of revitalizing the community through redevelopment and infill, particularly in a strategic area identified for growth.
4.B Housing		
4.B (a-h)	<ul style="list-style-type: none"> <li>a) Providing an adequate supply of housing;</li> <li>b) Providing housing to meet changing needs throughout all stages of life;</li> <li>c) Prioritizing increasing the supply of affordable housing;</li> <li>d) Aligning with the Windsor Essex Housing and Homelessness Master Plan;</li> <li>e) Identifying land use tools and targets to improve access to housing;</li> <li>f) Supporting a mix and range of housing;</li> <li>g) Supporting innovation in housing design and mitigate the impacts of climate change; and,</li> </ul>	<p>The development proposes 126 units, which helps increase the overall housing supply in the area, meeting the demand for residential options. The development includes a combination of multi-unit residential and townhomes, offering a mix of unit sizes and types that accommodate a broad range of households and needs. The diverse housing options, along with nearby amenities like parks, trails, and the town center, support the creation of a complete, self-sufficient community.</p> <p>The project is designed to align with local zoning and planning policies that prioritize residential intensification and increased</p>

COUNTY OP POLICY	POLICY	RESPONSE
	h) Providing a range and mix of housing options that are essential for the creation of complete communities.	housing supply in established areas, improving access to housing.
4.B.2.3	New residential development and residential intensification should incorporate universal design standards to meet housing needs at all stages of life.	The development incorporates accessible design features such as ramps, elevators, and accessible entrances, to meet the needs of residents at all stages of life, ensuring inclusivity for people of all ages and abilities.
4.B.2.4 (a-c)	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 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.	The design supports walkability and cyclability, with easy access to parks, trails, and essential services, reducing reliance on motor vehicles and promoting active transportation. The design of the development prioritizes sustainability through compact built form, efficient infrastructure, and the opportunity for the use of eco-friendly materials and practices.
Chapter 6.0 Community Development		
6.E Complete Communities		
6.E.1 (a-g)	Complete communities shall be planned to include: a) creating built form and transportation-related infrastructure that promotes and supports active healthy living; b) planning for all ages, incomes, abilities, and populations; c) supporting walkable and bikeable neighbourhoods and districts through active transportation; d) implementing an interconnected network of open space and parks that facilitate physical activity, social cohesion and support mental health;	The proposed development supports the creation of a complete community by offering a diverse range of housing types, including multi-unit residential and townhomes, catering to various income levels and demographics. Its compact, walkable design promotes active, healthy living, with proximity to parks and trails, fostering opportunities for physical activity, social interaction, and mental well-being. Located near the town center, the development provides easy access to essential services and amenities, ensuring that residents can meet their everyday

COUNTY OP POLICY	POLICY	RESPONSE
	<p>e) providing a full range of housing types and tenures including supportive housing;</p> <p>f) planning for and providing public service and community facilities with convenient access; and,</p> <p>g) planning for housing and jobs to support sustainable economic growth and development.</p>	<p>needs conveniently. While public transit is not currently available in the area, the development's location allows residents to take full advantage of multimodal transportation options, such as walking and biking, to access nearby destinations.</p> <p>The design prioritizes inclusivity and accessibility for people of all ages and abilities through universal design elements. By incorporating public health considerations and creating spaces that support both physical and mental well-being, the development contributes to a healthier, more cohesive community. The proposal also supports sustainable economic growth by providing housing options that cater to the needs of current and future residents, fostering a balanced and thriving local economy.</p>
6.E.2 (a-c, e)	<p>The planning, design and evaluation of existing and new communities shall incorporate:</p> <p>a) Public Health considerations to promote wellness and quality of life;</p> <p>b) The provision of human service facilities reflecting the demographic and socio-economic needs of the County;</p> <p>c) Foster physical and mental health; and</p> <p>e) Facilitate inclusivity and accessibility for people of all ages and abilities, and the County's ethnically diverse population.</p>	
<b>6.G Healthy and Active Lifestyles</b>		
6.G.2	<p>New developments will need to be designed to be walkable and bike friendly by including interconnected trails, sidewalks, and/or paved shoulders, dedicated cycle tracks, and multi-use paths where appropriate to integrate with the overall complete transportation system.</p>	<p>The proposed development incorporates interconnected trails, sidewalks, and bike-friendly infrastructure, ensuring easy access to nearby amenities and integrating with the broader transportation system to promote walkability and cycling.</p>
<b>Chapter 9.0 Infrastructure</b>		
<b>9.0 Goals</b>		
9.0 (a-g)	<p>a) Support the role of all types of infrastructure in shaping the community through growth management and infrastructure asset management;</p> <p>b) Promote a sustainable and healthy community through a climate-change lens that includes infrastructure optimization, retrofits, and adaptive re-use wherever feasible;</p>	<p>The proposed development aligns with the County's infrastructure goals by planning for sustainable growth and responsible infrastructure management. It prioritizes climate-conscious design and infrastructure optimization, ensuring long-term viability through energy-efficient systems. Located within a fully serviced primary settlement area, the</p>

COUNTY OP POLICY	POLICY	RESPONSE
	<p>c) Prioritize investments as part of fully serviced primary settlement areas and planning, building and maintaining infrastructure to support planned housing and job growth;</p> <p>d) Ensure Local Municipalities plan for safe, clean drinking water and long-term water and wastewater services that are safe, well-managed, and sustainable;</p> <p>e) Apply an integrated approach to water management that reduces water demand, achieves efficiency of water use, and protects, improves or restores water quality and quantity;</p> <p>f) Encourage municipal wastewater systems to reduce future treatment capacity requirements, optimize the use of existing wastewater treatment plans, and protect, improve, or restore water quality and quantity; and,</p> <p>g) Integrate climate change considerations into water and wastewater planning, including innovative approaches to water efficiency and wastewater treatment.</p>	<p>development supports housing and job growth while benefiting from existing infrastructure, reducing the need for extensive new investments. The development ensures access to clean, safe drinking water and incorporates efficient water and wastewater systems that prioritize sustainability and minimize environmental impact. Additionally, it integrates water management practices that reduce demand, optimize usage, and support water quality improvements, while considering climate change in all planning and design processes to ensure resilience in the face of future challenges.</p>

Chapter 10.0 Energy, Air Quality, and Climate Change

10.0 Goals

<p>10.0 (a-c)</p>	<p>a) Supporting the development of sustainable, resilient, compact, mixed-use, affordable and transit-supportive communities that use less energy, reduce greenhouse gas emissions and support active transportation, protect natural systems, features and functions, and promote renewable energy, energy conservation and efficient design.</p> <p>b) Assessing the potential impacts and associated risks of climate change to infrastructure and incorporating appropriate measures to reduce or mitigate vulnerabilities, impacts and risks.</p> <p>c) Supporting and encouraging renewable and alternative energy systems.</p>	<p>The proposed development supports the creation of a sustainable, resilient, and compact community by incorporating underground parking, which maximizes the use of the Site and reduces the urban heat island effect. The development's proximity to nearby amenities and services minimizes the reliance on vehicles, encouraging walking, biking, and other forms of active transportation, which reduces energy use and greenhouse gas emissions. It also integrates green infrastructure and low-impact development technologies, promoting efficient stormwater management and enhancing the natural environment.</p>
-----------------------	--	---

COUNTY OP POLICY	POLICY	RESPONSE
	<p>d) Promoting and supporting the use of green infrastructure and low impact development technologies.</p> <p>e) Improving air quality and reducing the emission of air pollutants.</p>	
Chapter 11.0 Transportation		
11.0 Goals		
11.0 (a-e)	<p>a) Supporting a comprehensive and integrated multi-modal transportation system network throughout the County that provides transportation choice, promotes sustainability, and provides efficient movement of people and goods;</p> <p>b) Promoting vibrant and safe streetscapes and complete streets that integrate transportation planning with land-use planning and urban design, attracts commercial and recreational opportunities, and creates healthy, liveable, and people-centric communities;</p> <p>c) Facilitating equitable outcomes that ensure multi-modal transportation infrastructure and public transit are available to provide opportunities for people with disabilities, low-income persons, recent immigrants, migrant workers, youth, and seniors;</p> <p>d) Promoting transportation planning that reinforces a sense of place, supports the County’s unique identity, facilitates active healthy lifestyles, and fosters inclusion and community; and,</p> <p>e) Ensuring coordination between transportation infrastructure, land-use planning, and growth management.</p>	<p>The proposed development supports a comprehensive, multi-modal transportation network by prioritizing walkability and bike-friendliness, reducing reliance on cars, and encouraging sustainable transportation choices. The development’s design integrates with the broader transportation system, creating vibrant streetscapes that promote safety, active living, and access to nearby commercial and recreational opportunities. By focusing on proximity to amenities, the project supports equitable access to transportation options for all, including people with disabilities, seniors, and low-income residents, reducing transportation barriers. The development’s location and design also align with growth management goals, ensuring that transportation infrastructure is well-coordinated with future development, promoting both efficiency and inclusivity.</p>

# TOWN OF ESSEX OFFICIAL PLAN (2009)

Our analysis concludes that the proposed redevelopment is consistent with the policies included below:

TOWN OP POLICY	POLICY	RESPONSE
Section 2.0 The Plan		
Section 2.3 A Sustainable Community		
2.3 (a, b)	<p>The Town of Essex is committed to the incorporation of sustainability and resilience principles in its operations and activities.</p> <p>a) Vision Statement: The Town of Essex is a community which provides for the long term social, environmental, economic and cultural needs of its residents, while respecting the natural environment, our natural resources and the natural processes that sustain us;</p> <p>(b) Our Goals</p> <p>i) respect and enhance our community values, the health of our residents and the natural environment; and</p> <p>ii) strive to meet the basic needs of our residents in a healthy and safe environment where people can easily connect with each other and day to day services at the neighbourhood level, have access to adequate food, affordable, accessible and good quality housing, opportunities for employment and access to education, balanced transportation that incorporates a diversity of transportation modes, prioritizing active transportation and access to affordable recreation.</p>	<p>The proposed development aligns with the Town of Essex’s commitment to sustainability and resilience by providing a well-designed, residential community that meets both the social and environmental needs of its residents. It enhances community values by promoting active transportation through walkability and bike-friendly features. The development prioritizes accessibility, offering diverse housing types to accommodate a range of income levels and ensuring proximity to essential services, employment opportunities, and educational facilities. By focusing on a healthy, safe, and vibrant environment, the project fosters connections among residents while supporting the Town’s vision of a sustainable community.</p>

TOWN OP POLICY	POLICY	RESPONSE
Section 3.0 Community Description		
3.2 Forecasted Residential Demand		
3.2 (e)	<p>The Settlement Areas identified in this Plan have sufficient lands to accommodate the projected population and corresponding land requirements, in accordance with the policies of this Plan, for the life of this Plan. In accordance with the stated policies of this Plan, the principle focus of residential growth will be in the settlement areas where full municipal services and support facilities are available</p>	<p>The proposed development is situated in a designated settlement area with full municipal services, ensuring that infrastructure, including water, sewage, and stormwater systems, can accommodate projected growth. This adheres to the policy of focusing residential development within serviced areas.</p>
4.0 General Development Policies		
4.1 General Provisions		
4.1.1 (a)	<p>Good urban design contributes to the health and welfare of our community. New development and redevelopment shall:</p> <ul style="list-style-type: none"> <li>(i) be compatible with existing land uses, our natural heritage and built forms;</li> <li>(ii) provide mixed land use that offers access to a variety of services, employment opportunities, housing, amenities and physical activities;</li> <li>iii) support the use of alternative transportation options;</li> <li>iv) conserve or enhance our heritage resources;</li> <li>v) contribute to a safe pedestrian environment through barrier free, age friendly design;</li> <li>vi) provide universal access to all public spaces outside and within buildings;</li> <li>vii) provide a building scale, massing and density compatible with existing land uses activities within street rights of way, while minimizing the urban sprawl and maximizing compact urban forms;</li> <li>ix) facilitate the development of diverse, attractive and walkable neighbourhoods and enhanced connectivity with efficient and safe networks;</li> <li>x) provide high quality spaces for multi-generational play and recreation; and</li> </ul>	<p>The proposed development is designed with a focus on good urban design principles that contribute to the health, welfare, and sustainability of the community. It integrates well with the surrounding land uses, respecting both natural heritage and the existing built environment. The development includes a mix of residential units, amenities, and open spaces, providing residents with easy access to services, employment opportunities, and recreational activities. It also promotes alternative transportation options through walkability and bike-friendly features, reducing reliance on cars and encouraging sustainable mobility. The development emphasizes universal accessibility, with barrier-free, age-friendly design, and high-quality spaces for all generations to engage in play and recreation. Its building scale, massing, and density are compatible with the existing neighborhood, helping to prevent urban sprawl while supporting compact, sustainable urban growth.</p>

TOWN OP POLICY	POLICY	RESPONSE
	xi) have design features and physical characteristics that help to reduce our carbon footprint.	
<b>4.3 Site Suitability</b>		
4.3 (a-e)	<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:</p> <p>a) soil and drainage conditions are suitable to permit the proper siting of buildings;</p> <p>b) the necessary services are available to adequately accommodate the proposed development;</p> <p>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;</p> <p>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; and</p> <p>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: A thorough site analysis will ensure that the soil and drainage conditions are suitable for the proper siting of buildings and the long-term viability of the development.</p> <p>Adequate services: The development will be supported by all necessary municipal services, including water, sewage, and stormwater systems, to adequately accommodate the proposed density and usage.</p> <p>Traffic safety: Careful attention has been given to site design to ensure that no traffic hazards or conflicts will arise. The proposed development will promote safe interactions between vehicles, pedestrians, and cyclists through well-designed roadways, proper traffic flow, and clear sightlines.</p> <p>Public road access: The site is located on a public road that is well-constructed and able to accommodate current and future traffic volumes, ensuring safe access for all users.</p> <p>Mitigation of adverse effects: Appropriate measures will be taken to mitigate or prevent any negative impacts on adjacent properties or land uses, ensuring compatibility and preserving the quality of the surrounding community.</p>
<b>4.8 Air Quality</b>		
4.8 (a, c)	<p>It is the policy of this Plan that the Town strive to reduce air pollution by:</p> <p>a) requiring where feasible the provision of non-automotive forms of transportation infrastructure for walking and cycling as part of development proposals; and</p>	<p>The design incorporates infrastructure to support walking and cycling, including interconnected sidewalks and bike lanes, encouraging residents to rely on active transportation rather than automobiles. This approach reduces traffic emissions</p>

TOWN OP POLICY	POLICY	RESPONSE
	c) supporting the protection and/or enhancement of treed and natural areas as part of development proposals.	and supports a healthier, more sustainable community. The development includes efforts to protect and enhance natural areas, particularly with the integration of green spaces, tree planting, and landscaped areas, which contribute to improved air quality and biodiversity.
<b>4.22 Residential Intensification and Affordability</b>		
4.22	The best opportunities for residential intensification and affordable dwelling units lie primarily in the Essex and Harrow Urban Centres and secondarily in the hamlets of Colchester and McGregor. It shall be the policy of this Plan that, where the level of municipal services and public facilities permit, a minimum of 20 percent of new housing stock will be in the form of affordable semidetached, townhome and multiple dwellings or a combination thereof with a priority placed on housing for the homeless, elderly, low income groups and people with disabilities.	The proposed development aligns with the Town's policy of promoting residential intensification and affordable housing. With a range of unit types, not currently in the neighbourhood, the proposed development will provide opportunities for a range in rental prices and unit sizes, which meets the intent of the residential intensification and affordability policies. Located within the Essex Urban Centre, the project takes advantage of the existing municipal services and public facilities, making it an ideal location for increased housing density.
<b>5.0 The Land Use Plan</b>		
<b>5.7 Lands Designated "Residential"</b>		
5.7.Goals (a-g)	The following goals are established for the areas designated "Residential": a) to provide areas in which residential development and neighbourhood serving support services may developed and maintained in a controlled, sustainable and energy efficient manner and to recognize existing residential development and areas presently designated for residential purposes; b) to ensure that new development occurs in a manner in keeping with the capacity of the services available and the financial capability of the Town; c) to encourage infilling within the existing developed areas; d) to encourage the construction of a greater variety of housing types; e) to restrict the encroachment of non-residential development into older residential neighbourhoods; f) to provide an	Sustainable and energy-efficient development: The proposed development is designed with energy-efficient building practices, including sustainable construction materials and green infrastructure where feasible. Development aligned with service capacity: The project is located within a fully serviced primary settlement area, ensuring that it aligns with the capacity of available municipal services and falls within the Town's financial capabilities for infrastructure support. Encouraging infill development: The development takes advantage of an underutilized site in a developed area, supporting the Town's goal of promoting infill and maximizing land use in established neighborhoods.

TOWN OP POLICY	POLICY	RESPONSE
	adequate supply of draft approved and/or registered lots and blocks in new plans of subdivision and/or registered lots which have been created in accordance with the land division policies contained in Section 6 of this Plan; g) to provide an adequate supply of new fully serviced building lots to meet the projected demand for additional housing units over the planning period of this Plan.	<p>Variety of housing types: The project includes a mix of multi-unit residential units and townhomes, providing a diverse range of housing types to meet various needs and preferences.</p> <p>Preventing non-residential encroachment: The development is residential in nature and will not encroach upon or disrupt the character of the surrounding residential neighborhood.</p> <p>Adequate supply of lots and blocks: The development offers a substantial number of residential units, contributing to the supply of housing in the area in alignment with the Town's land division policies.</p> <p>Meeting projected housing demand: The proposed development includes a total of 126 units, helping meet the projected demand for additional housing and contributing to the Town's housing goals over the planning period.</p>
5.7.Permitted Uses (a)	Single detached dwellings, two unit dwellings, three unit dwellings, townhomes, multiple dwellings, residential care facilities and other housing designed to accommodate persons with special needs.	The proposed townhome and multiple dwellings are permitted under the Residential land use designation.
5.7.Provisions (c, d, f,)	(c) open space and recreational amenities must be provided in all future residential development in accordance with the provisions of the Zoning By-law.	The proposed development includes a rooftop amenity area with spaces for recreation, fitness, and relaxation, as well as access to nearby parks and trails, meeting the requirement for open space and recreational amenities as outlined in the Zoning By-law.
	d) in general, development will be free of barriers to persons with disabilities and will permit movement by pedestrians and bicyclists, the elderly and persons with special needs in a safe and efficient manner.	The development is designed to be accessible, with features that ensure safe and efficient movement for pedestrians, cyclists, the elderly, and individuals with special needs, promoting inclusivity and eliminating barriers to accessibility throughout the community.
	f) when considering applications to amend the Zoning By-law to permit new medium or high density residential development, the Town will have regard to the following: i) the need for the proposed development	Need for proposed development: The development addresses the demand for a diverse range of housing types in the area, helping to meet residential intensification

TOWN OP POLICY	POLICY	RESPONSE
	<p>as identified through an analysis of housing supply and demand and residential intensification goals; ii) the density, height and form of adjacent development; iii) the adequacy of the municipal potable water supply system, municipal sanitary sewage collection and treatment system, municipal storm drainage and roads to serve the proposed development; iv) the adequacy of school, park and community facilities to serve the proposed development; v) the adequacy of off-street parking facilities and or public transit to serve the proposed development; vi) the provision of adequate buffering measures deemed necessary to protect and provide general compatibility with the adjacent land uses; vii) accessibility in relation to the location of arterial and collector roads; and viii) the proximity of the proposed medium or high density residential development to employment and commercial areas; ix) the level of uncommitted sewage treatment reserve capacity is sufficient to accommodate new residential development.</p>	<p>goals and contribute to the overall housing supply.</p> <p>Density, height, and form of adjacent development: The development's mix of multi-unit residential and townhomes is compatible with the surrounding built environment and maintains an appropriate scale relative to nearby properties.</p> <p>Adequacy of municipal infrastructure: The development is designed to be supported by the existing municipal water supply, sewage collection and treatment systems, storm drainage, and roads, ensuring that all necessary infrastructure is in place to accommodate the proposed development.</p> <p>Adequacy of community facilities: The development is situated near schools, parks, and community facilities, ensuring that residents will have access to essential services and amenities.</p> <p>Adequacy of off-street parking and public transit: The development includes sufficient off-street parking and is located in a walkable area, reducing reliance on vehicles and offering residents easy access to alternative transportation options.</p> <p>Buffering measures: The project is designed with appropriate transitions in built form and landscaping to ensure compatibility with surrounding uses and provide adequate buffering where needed.</p> <p>Accessibility to arterial and collector roads: The development is well-served by major roads, providing easy access to transportation routes and facilitating efficient movement to key destinations.</p> <p>Proximity to employment and commercial areas: The development's location near the town center ensures convenient access to employment opportunities, commercial areas, and other essential services.</p>

TOWN OP POLICY	POLICY	RESPONSE
		Sewage treatment reserve capacity: The development is supported by available reserve capacity in the municipal sewage treatment system, ensuring that the infrastructure can accommodate the new residential units without overloading the system.
8.0 Municipal Services		
8.8 Transportation Network		
8.8.1 (a-k)	<p>The Town of Essex is committed to the development of complete streets to:</p> <ul style="list-style-type: none"> <li>a) ensure safe and accessible streets enabling mobility for people of all ages and abilities;</li> <li>b) give people a range of transportation choices, including active and public transportation, making transportation convenient, accessible, affordable and safe;</li> <li>c) create healthy and livable neighbourhoods and utilize housing styles designed to encourage social interaction and permit eyes on the street;</li> <li>d) create vibrant and attractive public spaces;</li> <li>e) support economic prosperity, and</li> <li>f) improve environmental sustainability, by:</li> <li>g) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:</li> <li>i) the safe, low carbon and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network and</li> <li>ii) space for other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafés, marketing and vending, and street furniture;</li> <li>h) improving the quality, safety and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists, and public transit users;</li> <li>i) reflecting differences in local context and character;</li> <li>j) protecting view lines and view corridors;</li> <li>k)</li> </ul>	<p>The proposed development aligns with the Town of Essex's commitment to the creation of complete streets by incorporating safe, accessible, and efficient transportation options for all users. The development prioritizes the needs of pedestrians and cyclists with a design that encourages active transportation and connectivity. It promotes healthy, livable neighborhoods through housing styles that foster social interaction and ensure safety and visibility ("eyes on the street"). The development will also integrate vibrant public spaces, support economic prosperity, and enhance environmental sustainability through green infrastructure and careful consideration of stormwater management and landscaping. Furthermore, the design reflects local context, protects view corridors, and facilitates access to community destinations, providing a range of transportation options that support both daily activities and social engagement.</p>

TOWN OP POLICY	POLICY	RESPONSE
	serving community destinations and public gathering places by providing choice and flexibility in transportation options.	

# APPENDIX C

## Town of Essex Zoning By-law

## Subsection 19.2 Commercial District 2.2(C2.2)

General Commercial Uses		
<b>a) Permitted Uses</b>		
i. Main use	Bakery not exceeding 500m <sup>2</sup> (5380f <sup>2</sup> ) in gross floor area Bed and Breakfast Dwelling Business Office Commercial School Confectionary not exceeding 50m <sup>2</sup> in gross floor area Day Nursery Drive-through Food Outlet Drive-through Restaurant Dwelling unit(s) in a combined use building Entertainment Lounge Financial Office Funeral Home Garden Centre Gas Bar Hotel Light Repair Shop Medical Office	Micro-brewery Parking Garage Pawnshop Personal Service Shop Place of Entertainment and Recreation Place of Worship Professional Studio Public Hall Public Parking Area Retail Store, exclusive of a retail store for the sale of motor vehicles or heavy machinery Restaurant Take-out Food Outlet Temporary Outdoor Vendor's Site Veterinary Office Wholesale Store
ii. Lawfully existing main use	Automobile Repair Garage Coin-operated Car Wash Dealership Drive-through Facility	Dwelling Motor Vehicle Service Station
iii. Accessory Uses	Any use accessory to the main use, not including an outdoor storage yard, unless otherwise permitted by this by-law	

<b>b) Regulations</b>	
i. Amenity area per dwelling unit - Minimum	Bachelor unit - 7.5m <sup>2</sup> (81f <sup>2</sup> ) One-bedroom unit - 10m <sup>2</sup> (108f <sup>2</sup> ) Two or more bedroom unit - 15m <sup>2</sup> (162F <sup>2</sup> )
ii. Building Height – Maximum	12m (39f) for a main building 1 storey for an accessory building
iii. 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
iv.	A drive-through restaurant or drive-through food outlet shall not be permitted on an interior lot in a Parking Exception Area or in the McGregor and Colchester Hamlets.
v.	In a combined use building, all dwelling units, not including entrances thereto, shall be located above the ground floor.
vi.	For a main building on a lot within a <b>Parking Exception Area</b> , the front wall of the building shall be setback from the front lot line a distance no greater than the average setback of the main buildings flanking either side of the lot.
vii.	A <b>dwelling</b> shall conform to the regulations of subsection 14.1, R1.1 District.
<b>c) Supplementary Regulations: See Sections</b>	
7: Definitions	10: Supplementary Building Regulations
8: Supplementary Use Regulations	11: Parking Space Regulations
9: Supplementary Lot Regulations	12: Parking Area Regulations.

## SECTION 16 – RESIDENTIAL DISTRICTS 3.

### Subsection 16.1 Residential District 3.1 (R3.1)

High density residential													
<b>a) Permitted Uses</b>													
i. Main use	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">Two Unit Dwelling</td> <td style="width: 50%; border: none;">Multi-Unit Dwelling</td> </tr> <tr> <td style="border: none;">Three Unit Dwelling</td> <td style="border: none;">Residential Care Facility</td> </tr> <tr> <td style="border: none;">Bed and Breakfast Dwelling</td> <td style="border: none;">Semi-detached Dwelling</td> </tr> <tr> <td style="border: none;">Group Home</td> <td style="border: none;">Semi-detached Dwelling Unit</td> </tr> <tr> <td style="border: none;">Lodging House</td> <td style="border: none;">Townhome Dwelling</td> </tr> <tr> <td style="border: none;"></td> <td style="border: none;">Townhome Dwelling Unit</td> </tr> </table>	Two Unit Dwelling	Multi-Unit Dwelling	Three Unit Dwelling	Residential Care Facility	Bed and Breakfast Dwelling	Semi-detached Dwelling	Group Home	Semi-detached Dwelling Unit	Lodging House	Townhome Dwelling		Townhome Dwelling Unit
Two Unit Dwelling	Multi-Unit Dwelling												
Three Unit Dwelling	Residential Care Facility												
Bed and Breakfast Dwelling	Semi-detached Dwelling												
Group Home	Semi-detached Dwelling Unit												
Lodging House	Townhome Dwelling												
	Townhome Dwelling Unit												
ii. Lawfully existing main use	<p>Single Detached Dwelling</p> <p>Duplex dwelling</p>												
iii. Accessory use	Any use accessory to the main use												
<b>b) Regulations</b>													
i. Amenity area per multiple dwelling unit - Minimum	<p>Bachelor unit - 7.5m<sup>2</sup> (81f<sup>2</sup>);</p> <p>One-bedroom unit - 10m<sup>2</sup> (108f<sup>2</sup>);</p> <p>Two or more bedroom unit - 15m<sup>2</sup> (162F<sup>2</sup>);</p>												
ii. Lot Width, multiple dwelling – Minimum	18m (60f)												
iii. Lot Area, Multiple Dwelling – Minimum	<p>555m<sup>2</sup> (6000f<sup>2</sup>) for the first 4 dwelling units, plus 90m<sup>2</sup> (970f<sup>2</sup>) for each additional dwelling unit to a maximum of 105uph (42upa)</p> <p>For a corner lot having a minimum frontage of 30m (100f) on each exterior lot line, the maximum number of dwelling units may be increased by 25% over that of an interior lot</p>												

iv.	Lot Coverage – Maximum	35% of lot area
v.	Building Height – Maximum	Main building 12m (39f) on an interior lot
v.	Building Height – Maximum (Con'td)	12m on an exterior lot having an exterior lot line of less than 30m 18m (59f) on an exterior lot where each exterior lot line is a minimum of 30m in length 1 storey for an accessory building
vi.	Front Yard Depth – Minimum	7.5m (25f)
vii.	Rear Yard Depth – Minimum	7.5m (25f)
viii.	Side Yard Width – Minimum	6m (20f) where a habitable room window of any dwelling unit faces a side lot line 3m (10f) where a one-way vehicular access area (driveway) abuts the main building wall 6m where a two-way vehicular access area (driveway) abuts the main building wall Equal to 30% of the building height, if none of the provisions above apply
ix.	Notwithstanding the provisions of this subsection in conflict herewith, a <b>semi-detached dwelling, townhome dwelling, Two Unit dwelling, and Three Unit dwelling</b> and any use accessory thereto shall conform to the regulations of subsection 15.1, <b>R2.1 District</b> , of this by-law, applicable thereto.	
x.	Notwithstanding the provisions of this subsection in conflict herewith, a <b>lodging house</b> for the accommodation of a maximum of eight (8) persons and a <b>bed and breakfast dwelling</b> and any use accessory thereto shall conform to the regulations of subsection 14.1, <b>R1.1 District</b> , of this by-law, applicable thereto.	
xi.	Provisions of the following subsections shall apply in whole or in part to lands situated within any of the following restricted areas shown on the Zoning District Maps:	
	1. Floodplain Development Control Area – see subsection 10.6	

**c) Supplementary Regulations: See Sections**

- |                                  |  |
|----------------------------------|--|
| 7: Definitions                   | 10: Supplementary Building Regulations |
| 8: Supplementary Use Regulations | 11: Parking Space Regulations          |
| 9: Supplementary Lot Regulations | 12: Parking Area Regulations.          |

## SECTION 28 – SPECIFIC ZONING EXCEPTIONS IN CERTAIN AREAS

### 28.1 SITE SPECIFIC ZONING PROVISIONS

- a) Certain parcels of land on the Zoning District Maps (ZDM) are delineated by a broken line and identified by a paragraph(s) of this subsection (e.g. s28.1.1). Any parcel so identified shall be considered as being within the zoning district shown on the Zoning District Map and subject to the provisions of that zoning district, the identified paragraph(s) of this subsection and any other applicable provisions of this by-law.

Where there is a conflict between the provisions of this subsection and the provisions of the zoning district, the provision(s) of this subsection apply; otherwise the other zoning district provisions and all other related supplementary provisions of this by-law apply.

Where an additional main use is permitted under this subsection, any use accessory thereto shall also be permitted, subject to the provisions of the zoning district and any other provisions of this by-law applicable to such accessory use.

1. For the lands comprising the north part of Lot 1, Concession 13 (being the former A1-11 lands, 3121 Walker Road), a motor vehicle repair garage and the repair of agricultural machinery and equipment shall be additional permitted uses. (ZDM 1)
2. For the lands comprising the north part of Lot 16, Concession 14, at the southwest corner of County Road 8 and Pinkerton Side Road (being the former C2 lands, 14038 Pinkerton Side Road), a retail store for the sale of foods and facilities for the processing of food products shall be additional permitted uses. (ZDM 3)
3. For the lands comprising the south part of Lot 23, Concession NMR, on the north side of County Road 12, east of Batten Road (being part of the former A1-14 lands, 2964 CR12), the office of a contractor and the storage, sales and repair of motor vehicles shall be additional permitted uses from the north limit of County Road 12 to a maximum depth of 300 meters from the front lot line. (ZDM 3/6)
4. For the lands west of Fairview Avenue West, south of Westlawn Drive, known as the Kimball Estates Subdivision, for a townhome dwelling fronting on the east or west side of Kimball Drive, the provisions of subsection 10.4 of this by-law shall not apply. (ZDM 3)
5. Repealed by By-law 1277, December 16, 2013.
6. For the lands comprising Part of Lot 41, Plan 303, east of County Road 23, north of Irwin

~~Avenue (being the former R3.5 lands located to the rear of 68 and 72 County Road 23), the following provisions apply:~~

- ~~i) one townhome dwelling having a maximum of 4 dwelling units shall be an additional permitted use;~~
- ~~ii) minimum main building setback:
  - ~~1. from the southwest lot line - 25m (82f);~~
  - ~~2. from the northwest lot line - 7.5m (25f);~~
  - ~~3. from the northeast lot line - 7.5m (25f);~~
  - ~~4. from the southeast lot line - 5.5m (18f). (ZDM 3)~~~~

7. For the lands comprising LTS, Plan 176, on the north side of Wilson Avenue, east of Talbot Street North (being the former C1-6 lands, 47 Wilson Avenue), the sale of building materials and a lumber yard shall be additional permitted uses. (ZDM 3)

8. For the lands comprising Lot 85, Plan 176, south of Cameron Avenue at the south end of Scratch Street (being the former C1-14 lands, 91 Scratch Street), the following additional uses are permitted: business office; professional studio; automobile detailing shop; light repair shop; personal service shop; print shop; self storage facility; warehouse. (ZDM 3)

9. Deleted

10. For the lands comprising Part Lot 16, Concession NMR, on the east side of County Road 15, south of North Malden Road (being the former A1-12 lands, 2119 CR15), a heavy repair shop is an additional permitted use. (ZDM 5)

11. For the lands comprising Part of Lot 14, Concession NMR, on the north side of County Road 12, west of County Road 15 (being the former A1-15 lands, 2450 CR12), on the north side of County Road 12, west of County Road 15, botanical gardens, a nursery and an accessory restaurant and/or snack bar shall be additional permitted uses. (ZDM 5)

12. For the lands comprising the south Part of Lot 4, Concession 7, on the south side of South Malden Road (1241 South Malden Road), a health studio, spa and a retreat, consisting of a main building and ancillary outbuildings, including buildings for the overnight accommodation of persons on a short term basis, church, church hall; day nursery, medical clinic, residential care facility and a private park shall be additional permitted uses. A single-detached dwelling, permitted in subsection 13.1, shall have a minimum lot area of 750m<sup>2</sup>, should such dwelling and that part of the lot surrounding it be legally separated from the subject lands. (ZDM 7)

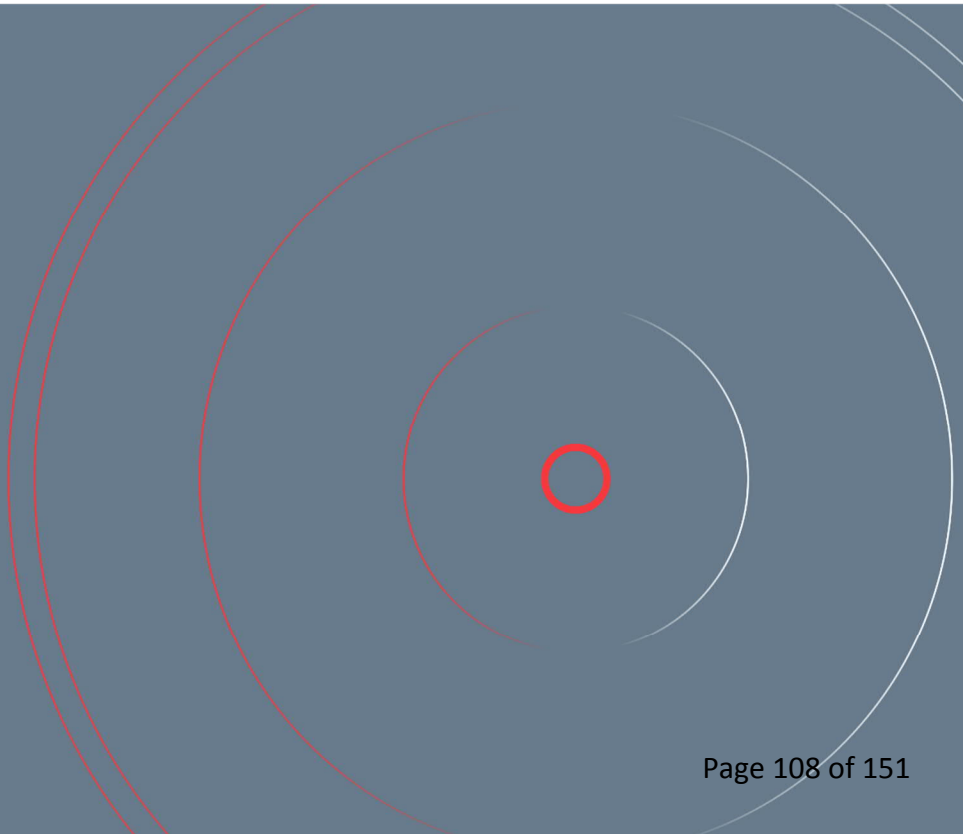
Lankor Horizons Development Inc.

# URBAN DESIGN BRIEF

47 Wilson Avenue, Essex, Ontario

Official Plan and Zoning By-Law Amendment

December 2025 – 24-7867



# TABLE OF CONTENTS

1.0 INTRODUCTION .....	1
1.1 Proposal .....	1
1.3 Purpose .....	2
2.0 EXISTING SITE CONDITIONS AND CONTEXT .....	3
2.1 Location and Site Description .....	3
2.2 Existing Conditions .....	3
3.0 NEIGHBOURHOOD CONTEXT AND CHARACTER ANALYSIS .....	4
3.1 Surrounding Context and Analysis .....	4
3.2 Adjacent Context .....	9
4.0 DESIGNATION AND DESIGN POLICY .....	11
4.1 Official Plan Designation .....	11
4.2 General Urban Design Policies .....	11
4.3 Town of Essex Urban Design Guidelines (2014) .....	12
5.0 PROPOSED DEVELOPMENT .....	13
5.1 Building Positioning .....	13
5.2 Building Scale and Massing .....	13
5.3 Access and Circulation .....	14
5.4 Building Articulation .....	14
5.5 Streetscape and Landscape Design .....	14
6.0 RESPONSE TO POLICY AND GUIDELINE FRAMEWORK .....	16
6.1 Response to Official Plan Policies .....	16
6.2 Response to Essex Streetscape Plan .....	20
7.0 SUMMARY .....	23

## FIGURES

Figure 1 – Location Map .....	1
Figure 2 – Study Area .....	3
Figure 3 – Surrounding Context .....	8

## APPENDICES

Appendix A – Concept Plan

# 1.0 INTRODUCTION

## 1.1 PROPOSAL

Dillon Consulting Limited has been retained by Lankor Horizons Development Inc. (the “Applicant”) to assist in obtaining the necessary planning approvals for the proposed residential development located at 47 Wilson Avenue (the “Site”) in the Town of Essex, Ontario. See Figure 1 – Location Map.

The proposed development will be located on the currently vacant site where three former commercial structures existed to develop a mixed unit style residential site including a seven-storey (24.0m high) residential building containing 96 units and three, two-storey townhome blocks, each containing 10 units, resulting in a total of 30 townhome units. There are a total of 126 units proposed on the Site. A total of 146 surface parking spaces is proposed for the multiple dwelling building. Each of the townhome units are provided garages and meet the Town’s parking requirements of one (1) parking space per unit, on Site. The proposal also features a rooftop amenity area with an event room, fitness areas, sauna, lounge, and additional outdoor amenity space.

Figure 1 – Location Map



Source: County of Essex Online Mapping (2023), Prepared by Counterpoint Land Development by Dillon Consulting.

## 1.3 PURPOSE

An Official Plan and site specific Zoning By-law Amendment are required to facilitate the proposed residential development on the Site. An Urban Design Brief was identified as a requirement of these applications as per comments received from Planning Services, dated November 12, 2024, following the first submission of the applications. The Urban Design Brief will demonstrate how the Town of Essex Urban Design Guidelines and other Town policies have been considered as part of the site design. This report will serve to ensure that the proposed development not only meets but enhances the urban design objectives of the Town of Essex, supporting a balanced and sustainable approach to residential growth.

Based on matters for consideration identified in the comments received from Planning Services, this Urban Design Brief contains:

- A description of the existing site conditions and context (Section 2);
- An analysis of the surrounding neighbourhood context and character (Section 3);
- A review of the relevant design policies and guideline framework (Section 4);
- An overview of the proposed development as it relates to urban design elements (Section 5);
- An assessment of the proposed development as it relates to the relevant design policies and guidelines (Section 6); and
- A summary of the recommendations (Section 7).

## 2.0 EXISTING SITE CONDITIONS AND CONTEXT

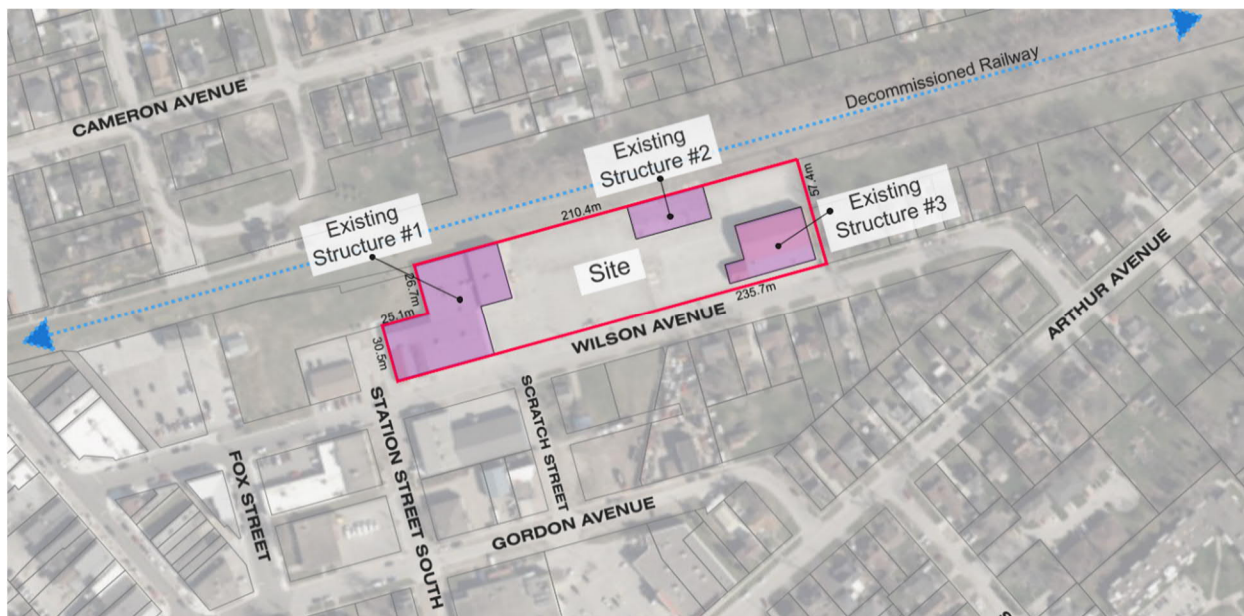
### 2.1 LOCATION AND SITE DESCRIPTION

The Site is municipally known as 47 Wilson Avenue. It is located north of Wilson Avenue, directly south of the decommissioned Canadian National Railway Lands (potential extension of the Cypher Systems Greenway). The Site is 1.29 hectares (3.19 acres) in size, with frontage along Wilson Avenue measuring approximately 235.7 metres (773.3 feet) and Station Street measuring 30.5 metres (100.0 feet). Figure 2 – Study Area.

### 2.2 EXISTING CONDITIONS

The Site currently contains three primary structures, along with ancillary buildings, storage areas, and a surface parking lot. Previously utilized for commercial purposes, these uses are no longer active and have been since demolished. The existing structures are proposed for demolition to accommodate the new development. Access to the Site is presently unrestricted along Wilson Avenue due to the absence of curbs on the right-of-way. Utility poles line the entire frontage of Wilson Avenue. The Site features a generally flat topography, with the ground cover consisting entirely of paved surfaces.

Figure 2 – Study Area



Source: County of Essex Online Mapping (2023), Prepared by Counterpoint Land Development by Dillon Consulting.

## 3.0 NEIGHBOURHOOD CONTEXT AND CHARACTER ANALYSIS

### 3.1 SURROUNDING CONTEXT AND ANALYSIS

The Site is located within the Essex Town Centre, an area that supports a full range of uses that contribute to the creation of a complete community. This area is intended to be developed/redeveloped using compact built forms which work to maximize land use, enhance the economic base, and adapt to market conditions. The surrounding area is predominantly comprised of residential land uses. While the immediate residential fabric includes established low-density built forms, the Subject Lands are uniquely positioned in close proximity to the Essex Centre Main Street (Talbot Street) and are adjacent to existing commercial built forms designated 'Town Centre' to the south and west. These adjacent commercial uses include professional services on Wilson Avenue and the broader commercial, retail and personal service uses within Southland Plaza to the south and other commercial uses along Talbot Road. The proposed multi-unit residential building will compliment the existing low-rise and mid-rise residential buildings distributed throughout the area, including those at 33 Maidstone Avenue East and 120 Laird Avenue. Given this context, the Subject Lands serve a critical role in facilitating the transition between the intensified commercial core and the surrounding residential neighbourhoods. The proposed development acknowledges these differing adjacent built forms by introducing a mid-rise building that provides a strong presence near the commercial corridor, while utilizing low-rise townhomes to create a buffer and appropriate transition toward the low-density residential properties to the east.

Most residential development in the neighborhood reflects the post-war architectural style, while newer developments feature contemporary designs. Older homes predominantly utilize brick and stone, whereas newer constructions often incorporate vinyl siding in various colors. Rooflines are primarily gabled and covered with asphalt shingles, and large picture windows are a common feature. White trim is widely used to frame doors and windows, contributing to a clean, cohesive aesthetic. Covered porches are prevalent, with entryways framed by simple landscaping or columns. Properties typically feature generous lot sizes with landscaped front and backyards, often adorned with mature trees and well-maintained lawns. Garages—both attached and detached—are standard, with concrete or asphalt driveways providing easy access. The residential designs in Essex offer a blend of aesthetics, reflecting both its historic heritage and its evolution as a community.



4 County Road 34



166 Arthur Avenue

63 Stanley Street





Z

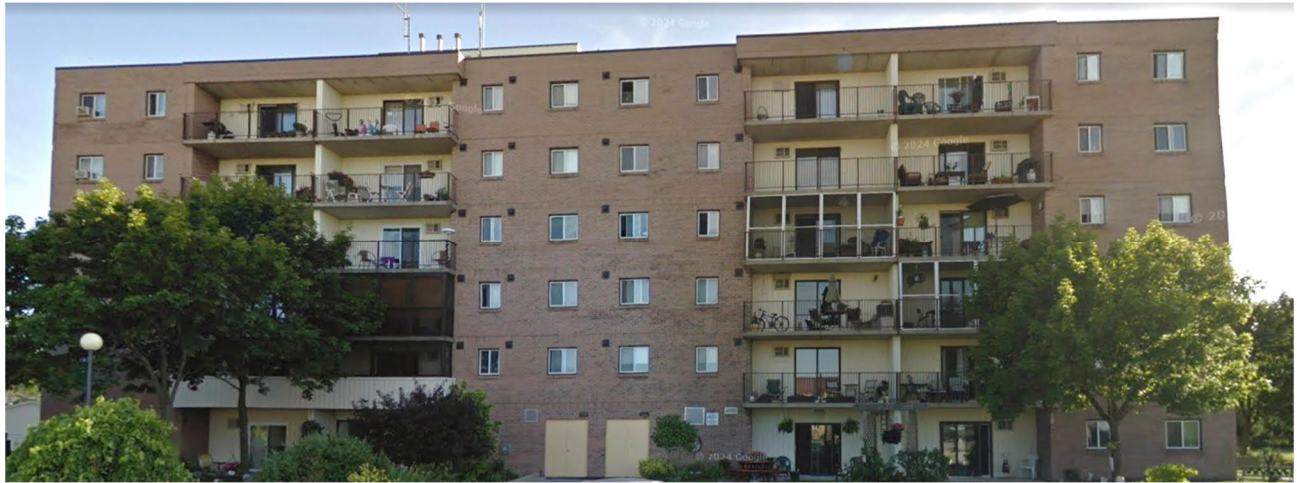
233 Gosfield Townline



27 Stanley Street



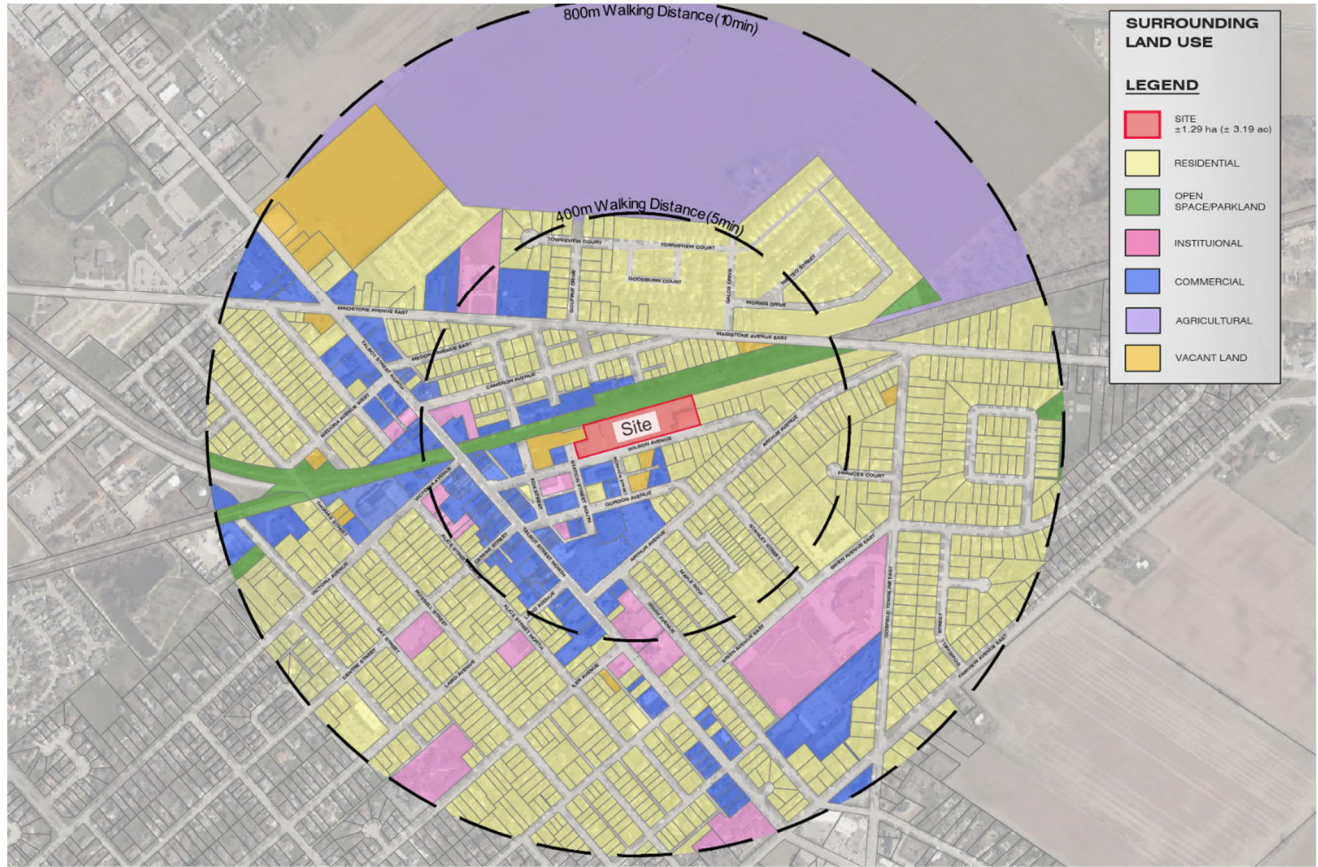
46 Cranberry Court



33 Maidstone Avenue

The Site is within walking distance of several parks and open spaces, including Townsview Park, Stanton Park, and Sadler’s Pond Nature Park. Additionally, the Cypher Systems Greenway is accessible nearby, with the potential for a future extension of the trail to run along the Site’s northern boundary. The neighbouring Town Centre offers several schools, including Essex District High School, Essex Public School, and Holy Names Catholic School, providing educational options for families in the area. Community services are plentiful, with amenities including the Essex Centre Sports Complex, Essex Recreation Complex, Service Ontario, the Salvation Army, and the Essex Retirees Social Club, among others. Figure 3 – Surrounding Context.

Figure 3 – Surrounding Context



Source: County of Essex Online Mapping (2023), Prepared by Counterpoint Land Development by Dillon Consulting.

### 3.2 ADJACENT CONTEXT



#### North:

Directly abutting the Site to the north is a decommissioned railway (Canadian National Railway) which is planned for municipal parkland, as an extension to the Cypher System Greenway. To the north of the abandoned railway is a treeline which serves as a buffer to the low-density residential uses beyond. The residential lots adjacent to the railway feature large rear yards, with the rear facades of the dwellings located considerably away from the rear lot line. There are a mix of one and two-storey homes. Located to the northwest is the Essex Railway Station, a historic site open to visitors, and the Heritage Gardens and Essex Memorial Spitfire Monument.

#### East:

To the east of the Site are low-density residential dwellings. The dwellings are a mix of single and two-storey homes, most of which feature a detached garage or ancillary structures. County Road 8 is east of the Site, with access provided via Arthur Avenue.

### South:

To the south of the Site is a mix of low-density residential and commercial uses. The commercial uses directly south of the Site are as follows:

- A & A Flooring (48 Wilson Avenue);
- Essex Feed Warehouse (48 Wilson Avenue);
- DB Automotive (41 Gordon Avenue);
- Cottom Radiator (51 Gordon Avenue); and
- Essex Auto Wreckers (65 Gordon Avenue).

Farther south lies Southland Plaza, which hosts a variety of additional commercial establishments including Shopper Drug Mart (with Canada Post services), No Frills, BMO, Pet Valu; REC Health and Fitness, LCBO, Dominos, Communications (tech servicing), Bar Burrito, Stationary & Stuff, and M<sup>2</sup> Hair Works. This mix of local and larger-scale businesses provides a range of services and amenities conveniently accessible to the community.

### West:

To the west of the Site is Banwell & Douglass CPA Professional Corp (35 Wilson Avenue). Behind this commercial property lies a vacant lot, currently overgrown with grass. Adjacent to the lot is a public parking area providing access to Heritage Gardens and the Essex Memorial Spitfire Monument. Wilson Avenue intersects with Talbot Street, offering direct connectivity to the Essex town core.

To the southwest of the Site are Ebenezer Christian Ministries (43 Fox Street) and Canada Post (17 Gordon Avenue), adding to the mix of community and service-oriented facilities in the area.

## 4.0 DESIGNATION AND DESIGN POLICY

In 2022, the Town of Essex initiated a comprehensive review of its Official Plan to ensure it remains up to date and consistent with the Provincial Planning Statement and the County of Essex Official Plan. While a Draft Official Plan was released for public review in 2024, it has not yet been formally adopted. As such, the existing Official Plan (2009) remains in effect for decision-making purposes. The draft plan has been considered throughout the review process, with areas of overlap or potential changes carefully evaluated to ensure the continued applicability of the policies and objectives in the existing plan. This approach maintains continuity while recognizing the anticipated changes outlined in the draft plan once it is formally adopted.

### 4.1 OFFICIAL PLAN DESIGNATION

According to Schedule 'A-2' of the Town of Essex Official Plan, the Site is designated as Essex Town Centre. This designation is intended to serve as a focal point for a diverse mix of uses that contribute to a complete community. Permitted uses include residential accommodations; however, standalone multiple dwellings and townhome developments are not explicitly permitted within this designation.

To address this, the Applicant has submitted an Official Plan Amendment (OPA) request to redesignate the Site to a Residential designation to permit multiple dwellings and townhome dwellings in a condominium style setting.

### 4.2 GENERAL URBAN DESIGN POLICIES

Section 4 – General Development Policies of the Official Plan outlines urban design principles aimed at guiding development proposals. These policies ensure that developments incorporate good urban design practices, contribute positively to community quality and resident welfare, and promote sustainability and resilience. The objectives include:

- Ensuring compatibility with the surrounding context to prevent negative impacts from development;
- Encouraging diverse land uses that provide access to essential services while incorporating universal design to accommodate individuals of all ages and abilities;
- Supporting active and alternative transportation options to enhance connectivity and reduce car dependency;
- Promoting sustainable designs that prioritize compact and efficient urban forms; and
- Advocating for high-quality design that fosters attractive, walkable neighbourhoods and respects appropriate scale, massing, and density relative to the surrounding area.

Together, these principles focus on creating vibrant, sustainable, and inclusive communities that enhance quality of life while minimizing environmental impacts.

Section 9.15 (l) identifies that Urban Design Briefs together with other design-related reports are meant to provide direction for the protection and enhancement of the character of the planning district, neighbourhood, corridor or any other specifically identified areas.

### 4.3 TOWN OF ESSEX URBAN DESIGN GUIDELINES (2014)

The Urban Design Guidelines provide direction for development within the existing Town Centre. The purpose of these guidelines is to promote cohesive, functional, and visually appealing infill and revitalization efforts. The guidelines establish a foundational framework for achieving good urban design and enhancing the quality of development within the Essex Town Centre. The key objectives include:

- Encouraging well-designed streetscapes that create an inviting environment that supports pedestrian activity, improves safety, and enhances the overall aesthetic of the area;
- Establishing a cohesive and engaging public realm by emphasizing the relationship between buildings and the street;
- Offering strategies for seamlessly integrating new developments into the existing urban fabric; and
- Highlighting the importance of designing new buildings that enhance the area's character and identity.

Together, these initiatives are designed to support vibrant, thriving downtowns where people can live, work, and play, while preserving and enhancing the community's unique character.

## 5.0 PROPOSED DEVELOPMENT

The proposed redevelopment will be a mixed unit style (multiple dwelling and townhome) residential project on the site where three vacant commercial structures, ancillary structures, and a surface parking lot once existed. The Site will be redeveloped for a seven-storey (24.0m high) multiple dwelling building containing 96 units with seventy (70) one-bedroom, and twenty-six (26) two-bedroom units, as well as three (3), two-storey townhome blocks, for a total of 30 townhome units. A total of 146 parking spaces is proposed. Each of the townhome units are provided garages and meet the Town's parking requirements of one (1) space per unit, on Site. The proposal also features a rooftop amenity area with an event room, fitness areas, sauna, lounge, and outdoor amenity space.

### 5.1 BUILDING POSITIONING

The multiple dwelling building is positioned in the northwest corner of the Site. The primary façade faces Wilson Avenue and the internal parking area. The building is set back 28.2 metres from the front property line (Wilson Avenue) and 6.0 metres from the side lot line (Station Street).

To ensure a smooth transition between the multiple dwelling building and the proposed townhomes, a generous separation of over 60.0 metres is provided. This area accommodates the surface parking and pedestrian pathways.

The townhome blocks extend along the eastern portion of the Site, arranged to face one another. Pedestrian pathways and laneways are located between the blocks, creating a well-connected layout. The townhome blocks are set back 3.1 metres from the exterior property line (Wilson Avenue), 6.1 metres from the eastern interior lot line, and 2.70 metres from the rear lot line.

### 5.2 BUILDING SCALE AND MASSING

The proposed development thoughtfully integrates a mix of housing types, combining Building A: a 7-storey, 96-unit multiple dwelling along Station Street South, with three (3) 2-storey townhouse blocks (Buildings B–D) flanking Wilson Avenue. This arrangement introduces a balanced mix of mid-rise and low-rise forms, contributing to residential diversity and a more complete community. The internal layout provides clear vehicular circulation and a generous supply of parking.

The apartment building is positioned to define the northwestern edge of the site, The mid-rise form contributes to gentle intensification while offering a strong street wall presence and potential for active frontage along Station Street. Similarly, the townhomes create a rhythmic streetscape along the eastern frontage by providing two-storey buildings with a height of 7.76 metres. Each block consists of 10 units, with 30 townhome units proposed in total. The townhomes aims to feature gabled roofs, a flush rear façade, and a front façade with a recessed upper portion to accommodate outdoor balcony spaces, offering both aesthetic appeal and functional outdoor access.

## 5.3 ACCESS AND CIRCULATION

The proposed development feature clear and functional accesses and site circulation, supported by three (3) vehicular access points. The primary entrance from Station Street South efficiently serves Building A's parking area and dedicated loading space, while a secondary access from Wilson Avenue provides direct entry into the surface parking area shared with Building B. Buildings C and D are accessed via a private internal driveway that terminates in a dead-end configuration.

The loading space is strategically positioned to the west of Building A. Dedicated pedestrian connections linking all residential buildings to each other, to the central amenity area, and to adjacent public sidewalks enhances walkability and convenient movement for residents and visitors. A network of pedestrian pathways is also planned along the rear yards and between the townhome units. Barrier-free access is integrated throughout the parking area, including ramps for improved accessibility, as well as adequate lighting, and clear signage, promoting safe and accessible pedestrian movement throughout the Site.

## 5.4 BUILDING ARTICULATION

The proposed multiple dwelling building's exterior will feature a combination of materials, including brick, stone, flat paneling, and light siding, creating a visually dynamic and cohesive design. The lower two levels will be distinguished by stone, establishing a pedestrian-friendly scale, while brick will frame the residential units, adding warmth and depth. Flat paneling will highlight the residential units and cantilevered balconies, and the occasional use of siding will introduce vertical contrast to the design. Fenestration trimmed with vinyl will enhance the sleek appearance, while the concrete balconies will be equipped with aluminum and glass guardrail systems for modern appeal.

The townhome units will incorporate red brick, white vinyl siding, and black asphalt roofing shingles, complementing the material palette of the multiple dwelling building. Additional features will include black garage doors with windows and black trim around the other fenestration. The punched balconies are finished with an aluminum guardrail system for consistency in design.

The overall color palette will combine light flat paneling and siding with the rich tones of red brick, to create a striking contrast. Black trim and guardrails will accentuate functional elements, such as fenestration and balconies, drawing attention to these design features. The use of stone at the lower levels will add a sense of permanence which is compatible with nearby structures and incorporate similar materials.

## 5.5 STREETSCAPE AND LANDSCAPE DESIGN

The multiple dwelling building will maintain a strong architectural presence through the use of stone materials framing the first two-storeys to create a sense of human scale and texture at street level, breaking up the building's massing.

Building A is strategically setback from Wilson Avenue, introducing depth to the site and reducing the perceived height from the pedestrian perspective. The proposal contributes to a strong street definition and enclosure on Wilson Avenue through a built-form strategy that balances intensification with human-scale design. The three townhome blocks are sited with a reduced setback of 3.0 metres, creating a continuous, rhythmic street wall that actively frames the eastern segment of the public realm. While the Building 'A' is

setback 26.2 metres to minimize its perceived massing from the pedestrian perspective, it contributes to the enclosure through its seven-storey height and architectural prominence, serving as a visual anchor along the western edge of the site. To maintain the street edge definition across the frontage of the multi-unit dwelling building, the design incorporates landscaping and pedestrian pathways to visually screen the surface parking and delineate the public realm from the private interior. The material palette of Building 'A', including the combination of brick and lighter flat paneling, adds visual interest while maintaining a cohesive aesthetic with the adjacent townhomes.

Setbacks throughout the Site provide opportunities for soft landscaping, walkways, and pedestrian pathways. These landscaped areas contribute to a greener urban environment and soften the transition between building edges and the public realm. The parking area, situated at the core of the Site, is visually buffered by the landscaped areas, enhancing the overall aesthetic.

While the primary screening strategy addresses the Wilson Avenue frontage, the design equally prioritizes the interface with Station Street South to ensure a continuous and attractive public realm on both streets. To mitigate views of the loading area and surface parking from Station Street South, the site design incorporates a continuous landscape buffer. This treatment ensures that service functions and vehicular areas remain visually screened from the pedestrian environment along the secondary street frontage, consistent with the treatment along the primary corridor.

The townhome units align along Wilson Avenue with smaller-scale facades, creating a rhythm that complements the streetscape. Landscaped features, including individual pathways and lawns, emphasize the residential character while fostering a sense of community. To the rear of the townhomes, shared yards separated by fencing offer private outdoor spaces for residents.

## 5.6 PRIVACY AND INTERFACE DESIGN

The site design ensures privacy for future residents through strategic interface treatments, particularly along the northern boundary adjacent to the future extension of the Chrysler Greenway (Cypher Systems Greenway). For the townhome blocks, privacy is established through the provision of private rear yards separated by fencing, creating a clear physical and visual boundary between the private residential amenity spaces and the public active transportation corridor.

Furthermore, soft landscaping and vegetative buffers within the rear and side setbacks will be implemented to visually screen ground-level units from trail users while softening the transition between the built edge and the public realm. In contrast, a portion of the amenity area for the multi-unit dwelling building is located on the rooftop. This vertical separation naturally ensures privacy for residents utilizing the event room, lounge, and outdoor terrace, removing these activities from the direct sightlines of the public Greenway at grade.

# 6.0 RESPONSE TO POLICY AND GUIDELINE FRAMEWORK

This section contains a summary of the urban design policies and guidelines relevant to the Site and the proposed development.

## 6.1 RESPONSE TO OFFICIAL PLAN POLICIES

4.0 – GENERAL DEVELOPMENT POLICIES		
4.1.1 A Sense of Place		
4.1.1 (a)	<p>Good urban design contributes to the health and welfare of our community. New development and redevelopment shall:</p> <ul style="list-style-type: none"> <li>i) be compatible with existing land uses, our natural heritage and built forms;</li> <li>ii) provide mixed land use that offers access to a variety of services, employment opportunities, housing, amenities and physical activities;</li> <li>iii) support the use of alternative transportation options;</li> <li>iv) conserve or enhance our heritage resources;</li> <li>v) contribute to a safe pedestrian environment through barrier free, age friendly design;</li> <li>vi) provide universal access to all public spaces outside and within buildings;</li> <li>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;</li> <li>viii) minimize discomfort from environmental conditions;</li> <li>ix) facilitate the development of diverse, attractive and walkable neighbourhoods and enhanced</li> </ul>	<p>The proposed development aligns with the goals and objectives related to good urban design for several key reasons:</p> <ul style="list-style-type: none"> <li>• <b>Compatibility with Surrounding Land Uses:</b> The intensified residential use is compatible with the surrounding area. While the seven-storey residential building exceeds the height of the surrounding low-density residential structures, it provides a thoughtful transition from the nearby commercial uses to the lower-density residential properties. Additionally, the inclusion of lower-density townhomes on the Site further softens this transition.</li> <li>• <b>Diversity of Housing Options and Support for Local Economy:</b> The development introduces a range of housing options, increasing residential density and thereby supporting nearby commercial activities. With more residents in the area, there will be increased foot traffic and demand for the variety of services available in the nearby commercial district, helping to enhance the local economy.</li> <li>• <b>Encouragement of Active Transportation:</b> The design incorporates pedestrian pathways and bicycle facilities throughout the Site, promoting active transportation options. There is also potential for future connectivity to the Cypher Systems Greenway, when the trail is extended. Although public transit is not yet available</li> </ul>

	<p>connectivity with efficient and safe networks;                  x) provide high quality spaces for multi-generational play and recreation;                  xi) have design features and physical characteristics that help to reduce our carbon footprint.</p>	<p>in the Town of Essex, the Site benefits from a transit stop located at the nearby Essex Centre Sports Complex, which is within walking distance, providing connections to the City of Windsor and surrounding areas, including Kingsville and Leamington.</p> <ul style="list-style-type: none"> <li>• <b>Safe and Accessible Pedestrian Environment:</b> The development prioritizes pedestrian safety with barrier-free pathways throughout the Site. This ensures that all public spaces within the development are universally accessible, fostering a safe and inclusive environment for all residents.</li> <li>• <b>Heritage Engagement:</b> While the Site itself is not designated as a heritage area, it is located near the Essex Railway Station, a heritage site just north of the development. The intensification of the area may encourage greater visitation and engagement with this local heritage resource, contributing to the preservation and appreciation of the site.</li> <li>• <b>Compact Urban Form and Infrastructure Efficiency:</b> By concentrating development in an already well-established area with existing infrastructure, the project minimizes urban sprawl. The compact built form supports the efficient use of land and infrastructure, reducing the environmental footprint and enhancing the long-term sustainability of the neighborhood.</li> <li>• <b>Environmental Considerations:</b> The development incorporates green spaces, tree planting, and buffer zones between buildings, which will help mitigate the heat island effect and improve the local microclimate.</li> </ul> <p>This development effectively addresses the principles of good urban design, providing a well-planned, sustainable, and pedestrian-friendly environment that respects the surrounding context and supports future growth.</p>
4.1.1 (c)	i) encourage low impact development, where feasible;	The proposed development aligns with sustainable urban design principles for several key reasons. The integration of green spaces, trees, and buffer zones

<p>iv) maximize the use of existing infrastructure and municipal services;</p> <p>v) use environmentally friendly building materials and encourage Leadership in Energy and Environmental Design (LEED) practices in building and neighbourhood design;</p> <p>vi) utilize green infrastructure, namely, the use of natural elements and features to enhance community livability, soil and water conservation and management, biodiversity and to help mitigate climate change;</p> <p>viii) maximize opportunities to access and engage with the natural environment to maintain personal health and our connection to the natural environment;</p> <p>x) are cycling and pedestrian friendly;</p> <p>xi) encourage compact urban form, the preservation and protection of our cultural heritage and the integration of cultural heritage features and components into new developments;</p> <p>xii) use soft measures, such as landscaping and distance separation, to mitigate negative impacts on our natural environment and processes;</p> <p>xiii) stimulate the local economy and supports “buy local” initiatives;</p> <p>xiv) meet Provincial objectives and goals under the Ontario Climate Change Action Plan, Waste Free Ontario Act and such successive plans to improve agricultural resiliency and encourage carbon capture practices and to reduce waste, soil degradation, surface water contamination, air pollution, urban heat islands and greenhouse gas emissions.</p>	<p>between buildings helps reduce stormwater runoff and mitigate the heat island effect. These green buffers, along with the strategic placement of buildings, provide soft measures that reduce potential environmental impacts, such as noise and visual disruption, by creating physical and aesthetic separation between higher-density and low-density areas. Located within a well-established area, the development makes efficient use of existing infrastructure, including roads, utilities, and public services like water, sewage, and electricity, minimizing the need to extend services into undeveloped land. The seven-storey building introduces higher density housing, reducing urban sprawl and promoting a more compact urban form. This intensification is expected to bring more residents to the area, potentially stimulating nearby commercial areas by increasing access to a variety of local services. Overall, the development incorporates sustainable design strategies that enhance livability, reduce environmental impacts, and foster a stronger connection to the surrounding community while respecting the natural environment.</p>
--	---

4.2 Planning Principles

<p>4.2</p>	<p>a) to create more compact development within designated and fully serviced settlement areas;  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;  d) to create and maintain a balance between residential and employment growth;  e) to maintain and enhance developed urban centres as focal points where a broad range of community and commercial facilities, services, housing form and tenure and employment opportunities and walkable neighbourhoods are available.</p>	<p>The proposed development is situated within an established area, optimizing the use of existing infrastructure and municipal services, including roads, utilities, water, sewage, and electricity. The seven-storey residential building supports a compact urban form, reducing urban sprawl. By offering a mix of housing options, including multiple dwellings and townhomes, the development caters to a diverse range of demographics, supporting various income levels and living preferences. This diversity enhances the area's affordability and energy efficiency. Increased population density will boost local businesses and encourage job creation, fostering a balanced and sustainable urban growth model. With its proximity to parks, schools, and public services, the development ensures a walkable neighborhood that is well-integrated into the broader urban fabric, providing residents with convenient access to housing, employment, and essential services.</p>
------------	--	--

4.3 Site Suitability

<p>4.3</p>	<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;</p>	<p>The development is located within an established area with existing services. These services have been assessed for capacity and are deemed sufficient to accommodate the proposed development, ensuring that the new buildings will not strain the Town's infrastructure. Measures will be implemented to mitigate any potential adverse effects on adjacent properties, such as noise, privacy concerns, or environmental impacts. Buffer zones, landscaping, and detailed site planning will help reduce disruptions to surrounding areas, ensuring compatibility with existing land uses. The development fronts on a public road that meets the required construction standards to accommodate current and future traffic volumes. Stormwater, servicing, and traffic studies have been completed as part of the planning applications process which identify and address any potential negative effects.</p>
------------	---	---

	<p>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>	
--	--	--

## 6.2 RESPONSE TO ESSEX STREETScape PLAN

3.0 - ACTIVE AND INVITING STREETScapeS		
<p>3.0</p>	<ul style="list-style-type: none"> <li>• Buildings should be continuous, uninterrupted by uninviting gaps, to create interesting walking environments;</li> <li>• Construct visually interesting building facades and signage;</li> <li>• Provide accessibility to foster comfort and safety for pedestrians;</li> <li>• New buildings should, by their design and orientation, enhance street vitality, be compatible with existing buildings in scale and architectural style and reflect best practices in architecture and urban design.</li> </ul>	<p>The layout of the development minimizes gaps between the buildings, ensuring a continuous and cohesive street edge. The buildings are arranged to form a clear, uninterrupted visual flow, contributing to an active pedestrian experience. There are wide, accessible pathways that ensure pedestrians can move easily and safely through the Site. The placement and orientation of the seven-storey building, alongside the lower-density townhomes creates a gradual transition from the commercial areas to the residential neighbourhoods. The architecture will reflect contemporary best practices while incorporating design elements that blend with the existing residential fabric. The design will incorporate a mix of materials already used in the area including brick, stone, and siding which add visual interest and texture. The façades will feature varied architectural elements that break up the mass of the building. The development will integrate architectural elements and design features that foster an accessible and visually appealing environment that is compatible with the surrounding area.</p>
4.0 – Guidelines for Proper Street Definition		
4.3 Parking and Servicing		
<p>4.3</p>	<p>Off-street surface parking and loading areas should be located to the rear of the building with access from the lane or side-street;</p> <ul style="list-style-type: none"> <li>• If located beside the building adjacent to the public sidewalk, parking and loading areas should be separated from public sidewalks and other active open spaces using materials that provide an attractive</li> </ul>	<p>To accommodate the intensification of the Site, a minimal surface parking area is located along Wilson Avenue. The surface parking is positioned adjacent to the public sidewalk, with pedestrian pathways ensuring convenient access and connection. The loading area is set further back from the sidewalk, with landscaped buffers in place to provide separation from the parking area. While the guidelines prefer off-street parking to be located to the rear of the building, in order to</p>

	visual buffer, while still allowing clear visibility into the parking areas for personal safety and security. Screening could include landscaping, wrought-iron fencing, a trellis or grillwork with climbing vines or a brick or decorative wall.	accommodate the required parking and provide the appropriate site circulation, and minimize the impact of the seven storey building on the neighbouring low-profile uses, the building has been pushed to the rear of the property. This will minimize shadow effects and provide screening from the commercial uses along Talbot Street. Additionally, the end townhome units are to be designed with facades facing Wilson Avenue, further contributing to the area's street vitality.
--	--	--

**4.4 Accommodating Residential Buildings and Dwelling Units**

4.4	The integration of multiple residential buildings and upper floor residential units in commercial buildings in the downtown provides affordable housing, eyes on the street and convenient access to commercial activities.	The proposed multiple dwelling building and townhome units offer a variety of housing types, catering to a diverse range of demographics, income levels, and living preferences. This increased population density will support local businesses and promote job creation, contributing to a balanced and sustainable model for urban growth.
-----	---	---

**5.0 - Infill and Redevelopment Initiatives**

5.0	Infill and redevelopment initiatives should reflect a streetscape theme, heritage values and preserve significant attributes that appeal to visitors and residents.	The redevelopment of the Site for residential use is thoughtfully designed to respect the character of the surrounding area while increasing engagement with local services. The architecture will incorporate materials and design elements that complement the existing streetscape, ensuring compatibility with the neighborhood. Located near the historic Essex Railway Station, the development can also encourage greater interaction with this cultural landmark, enriching the community's connection to its heritage.
-----	---	---

**5.2.2 Lighting**

5.2.2	<ul style="list-style-type: none"> <li>• Illuminate building facades and features by providing architectural lighting on the face of commercial buildings and at main entrances to maintain a sense of safety and security;</li> <li>• Provide pedestrian scaled lighting with a high quality of design detail for night time visibility.</li> </ul>	The Site design will feature adequate lighting to maintain a sense of safety and security. Lighting elements will be finalized at the Site Plan Control stage.
-------	--	--

6.0 – Complementary Design of New Buildings

<p>6.0</p>	<p>New development should complement the character and integrity of the street through:</p> <ul style="list-style-type: none"> <li>• building massing, height, articulation and scale;</li> <li>• complementary architectural style;</li> <li>• complimentary roof forms;</li> <li>• building details, materials, colour and fenestration.</li> </ul>	<p>The proposed development strives to integrate the seven-storey multiple dwelling building with the surrounding low-density residential area through thoughtful design strategies that minimize disruption while enhancing overall neighbourhood livability. Positioned closer to commercial areas rather than adjacent residential uses, the building is buffered from the north by a decommissioned railway and tree line, with the eastern and southern residential areas set back as far as possible. Two-storey townhome units are strategically placed adjacent to these residential areas, helping to blend the development into the neighbourhood fabric.</p> <p>The architectural style, materials, and colours—including coloured brick, stone, and siding—are selected to maintain consistency with the surrounding area. The use of stone on the lower levels breaks up the façade, preserving the pedestrian scale. Landscaped areas along the public realm and lot lines provide additional buffering, while the building is oriented to avoid blocking sunlight or intruding on neighbouring properties' privacy.</p> <p>Pedestrian access between the multiple dwelling building and surrounding residential areas is safe and convenient, with carefully planned sidewalks, bike paths, and pedestrian crossings.</p>
------------	---	--

## 7.0 RECOMMENDATIONS

To ensure the proposed development at 47 Wilson Avenue achieves the intent of the Town of Essex Official Plan and Urban Design Guidelines, the following recommendations are provided to guide the Zoning By-law Amendment and future Site Plan Control stages.

### 7.1 ZONING BY-LAW AMENDMENT PROVISIONS

The site-specific Zoning By-law Amendment should incorporate regulations that define the building envelope and ensure compatibility with the surrounding context.

**Building Height:** Establish a maximum building height of 24.0 metres (7 storeys) for the multiple dwelling building (Building 'A') and a maximum height of approximately 10.0 metres for the townhome blocks to facilitate the transition to adjacent low-rise residential uses.

**Setbacks:** Implement minimum setbacks that support a strong street wall presence, particularly for the townhomes along Wilson Avenue (3.0 metres), while accommodating the proposed 26.2-metre setback for the multiple dwelling building to minimize perceived massing from the street.

**Parking Standards:** Recognize the proposed parking supply of 146 spaces for the multi-unit dwelling meets the requirements of the current zoning by-law and the inclusion of garages for townhomes to meet the Town's requirement of 1 space per unit.

### 7.2 PRELIMINARY RECOMMENDATIONS FOR DETAILED DESIGN (SITE PLAN CONTROL)

The following design elements should be prioritized during the Site Plan Control process to satisfy the Town's Urban Design Guidelines.

**Parking and Loading Screening:** Should surface parking remain between the building and the public realm, an appropriate landscape plan must be implemented to facilitate a transition between the parking area and public realm. This may include the use of wrought-iron fencing, or low profile vegetative buffers along Wilson Avenue to visually screen the parking area while maintaining sightlines for safety.

**Pedestrian Connectivity:** The detailed design must demonstrate continuous, barrier-free pedestrian connections linking the multiple dwelling building, townhomes, and the to be installed public sidewalk on Wilson Avenue and Station Street. This includes clearly demarcated walkways through the surface parking area.

**Building Articulation and Materials:** The final elevation design should utilize high-quality materials such as brick and stone on the lower levels to establish a pedestrian-friendly scale, consistent with the material palette described in Section 5.4.

**Waste and Servicing:** A swept path analysis (AutoTURN) must be provided to confirm that waste collection trucks and emergency vehicles can safely maneuver through the internal drive aisles and dead-end configurations, specifically for the townhome blocks.

Lighting: Site lighting should be designed to be full cut-off and dark-sky compliant, directing light inward and downward to prevent light spill onto adjacent residential properties while ensuring safety in parking and amenity areas.

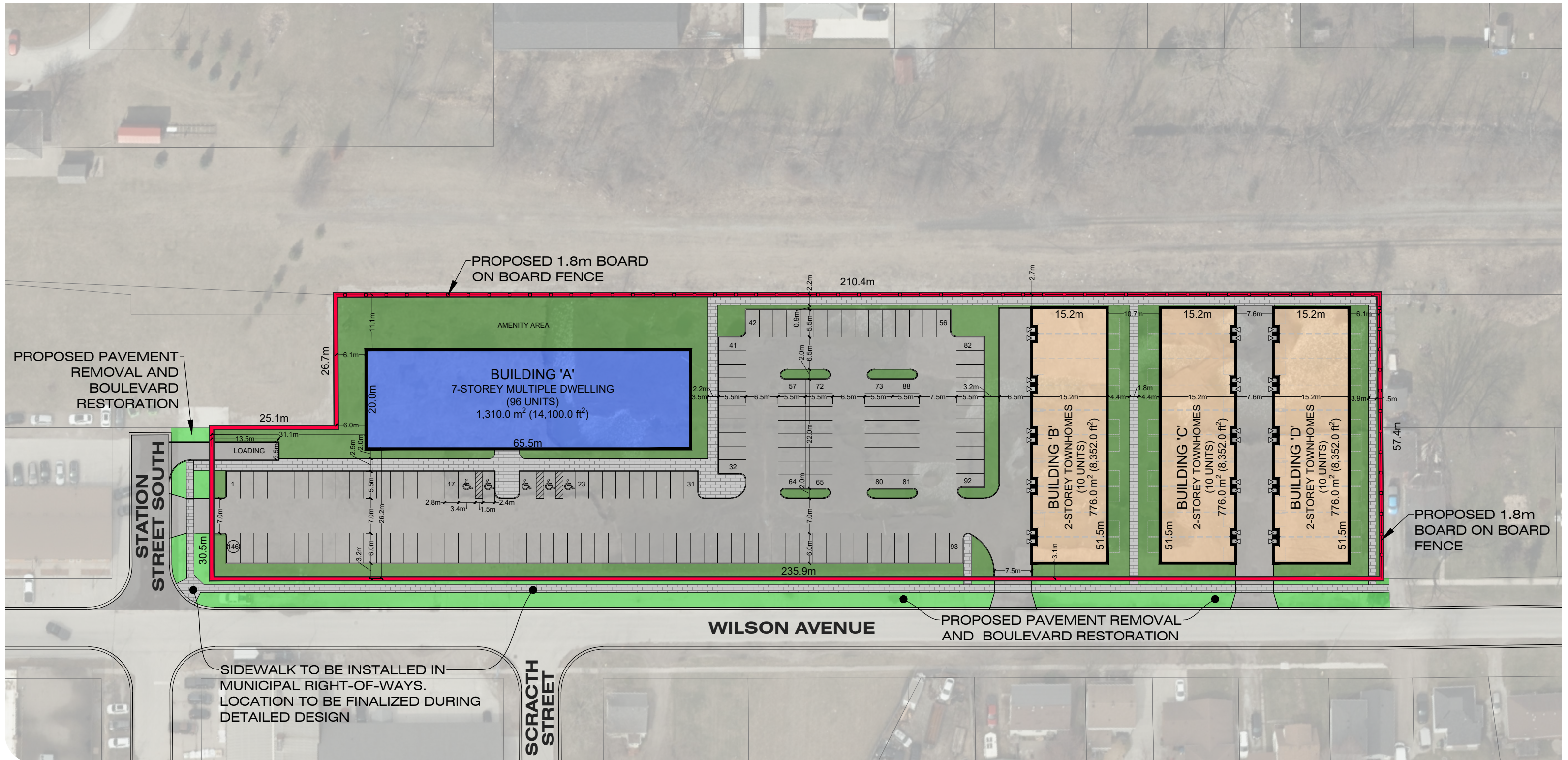
## 8.0 SUMMARY

The proposed development consists of a seven-storey, 96-unit multiple dwelling building and three (3) townhome blocks (30 townhome units), for a total of 126 proposed units. Parking, loading, and refuse areas are located on Site, away from the public realm, ensuring a clean and inviting streetscape. The building is carefully oriented on the Site to facilitate a smooth transition from the surrounding low-density residential neighborhood. The building scale, with appropriate yard setbacks and thoughtful articulation, respects human-scale proportions along Wilson Avenue, while the integration of high-quality architectural elements and materials enhances the public realm. The siting, landscape design, and overall built form complement the established neighborhood character, resulting in a compatible and sensitive infill development.

The proposed development embraces sustainability at both the Site and building levels, incorporating considerations for environmental impact. Based on these urban design merits, the proposed development aligns with the urban design policies outlined in the Town of Essex Official Plan and adheres to the Town's Urban Design Guidelines. It is an appropriate development for the context and upholds principles of good urban design.

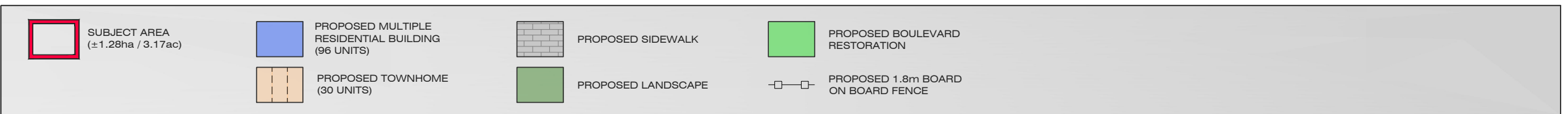
# APPENDIX A

## Concept Plan



**LANKOR HORIZONS DEVELOPMENT INC.**  
 47 WILSON AVENUE, ESSEX, ON

**CONCEPT PLAN**



File Location:  
 c:\pw working directory\projects 2024\dillon\_32esb\dms26280\24-7867 - 47 wilson - concept plan.dwg  
 December, 12, 2025 4:04 PM

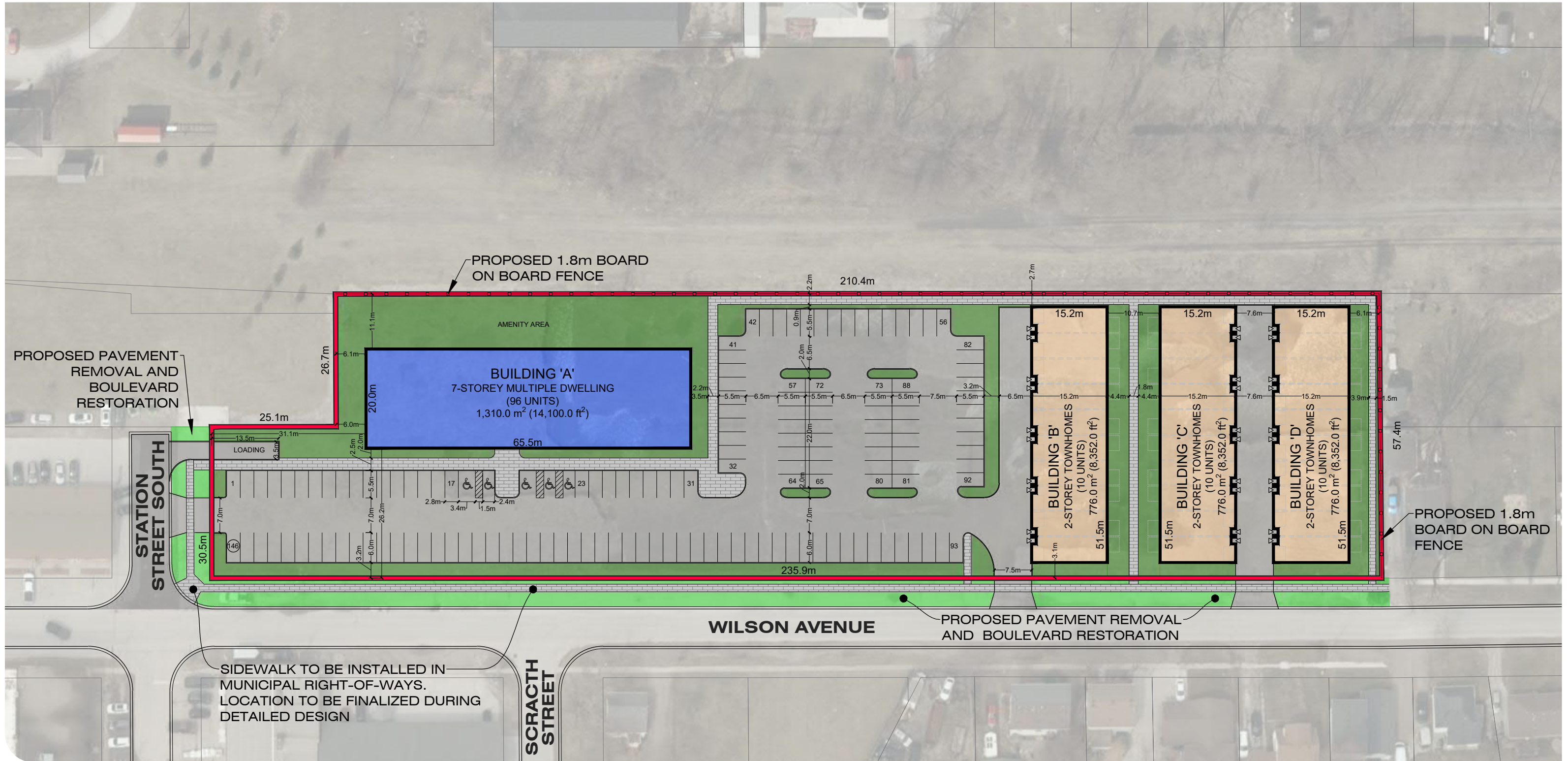
SOURCE: THE COUNTY OF ESSEX INTERACTIVE MAPPING (2025)

MAP/DRAWING INFORMATION  
 THIS DRAWING IS FOR INFORMATION PURPOSES ONLY.  
 ALL DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE VERIFIED BY AN O.L.S PRIOR TO CONSTRUCTION.

CREATED BY: RR  
 CHECKED BY: MAM  
 DESIGNED BY: RR

SCALE: 1:750 (11x17)

PROJECT: 24-7867  
 STATUS: DRAFT  
 DATE: 07/16/2025



**LANKOR HORIZONS DEVELOPMENT INC.**  
47 WILSON AVENUE, ESSEX, ON

**CONCEPT PLAN**

- SUBJECT AREA (±1.28ha / 3.17ac)
- PROPOSED MULTIPLE RESIDENTIAL BUILDING (96 UNITS)
- PROPOSED TOWNHOME (30 UNITS)
- PROPOSED SIDEWALK
- PROPOSED LANDSCAPE
- PROPOSED 1.8m BOARD ON BOARD FENCE

File Location:  
c:\pw working directory\projects 2024\dillon\_32esb\dms26280\24-7867 - 47 wilson - concept plan.dwg  
December, 12, 2025 4:04 PM

SOURCE: THE COUNTY OF ESSEX INTERACTIVE MAPPING (2025)

MAP/DRAWING INFORMATION  
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY.  
ALL DIMENSIONS AND BOUNDARY INFORMATION SHOULD  
BE VERIFIED BY AN O.L.S PRIOR TO CONSTRUCTION.

CREATED BY: RR  
CHECKED BY: MAM  
DESIGNED BY: RR

SCALE: 1:750 (11x17)



PROJECT: 24-7867  
STATUS: DRAFT  
DATE: 07/16/2025







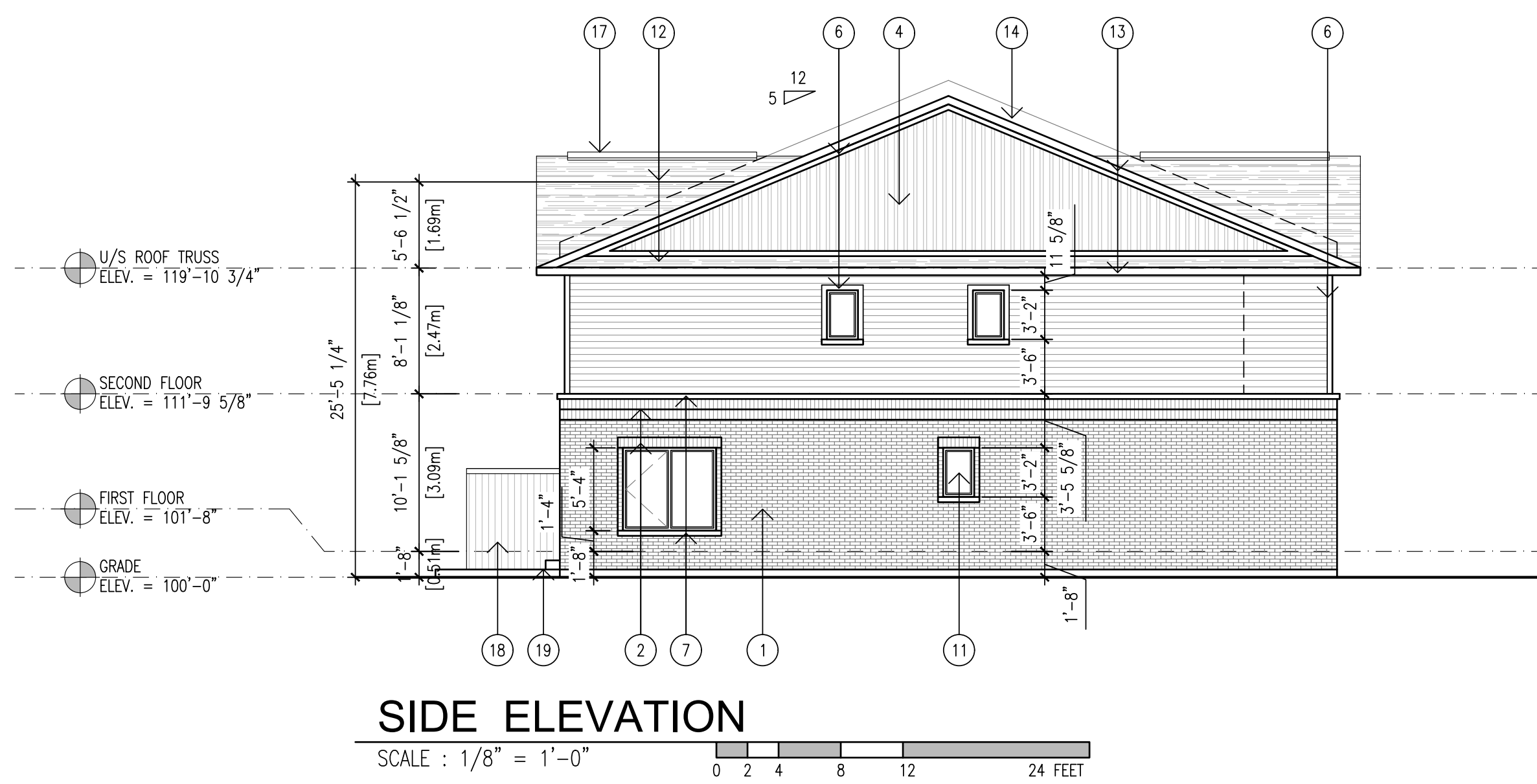
**FRONT ELEVATION**

SCALE : 1/8" = 1'-0"



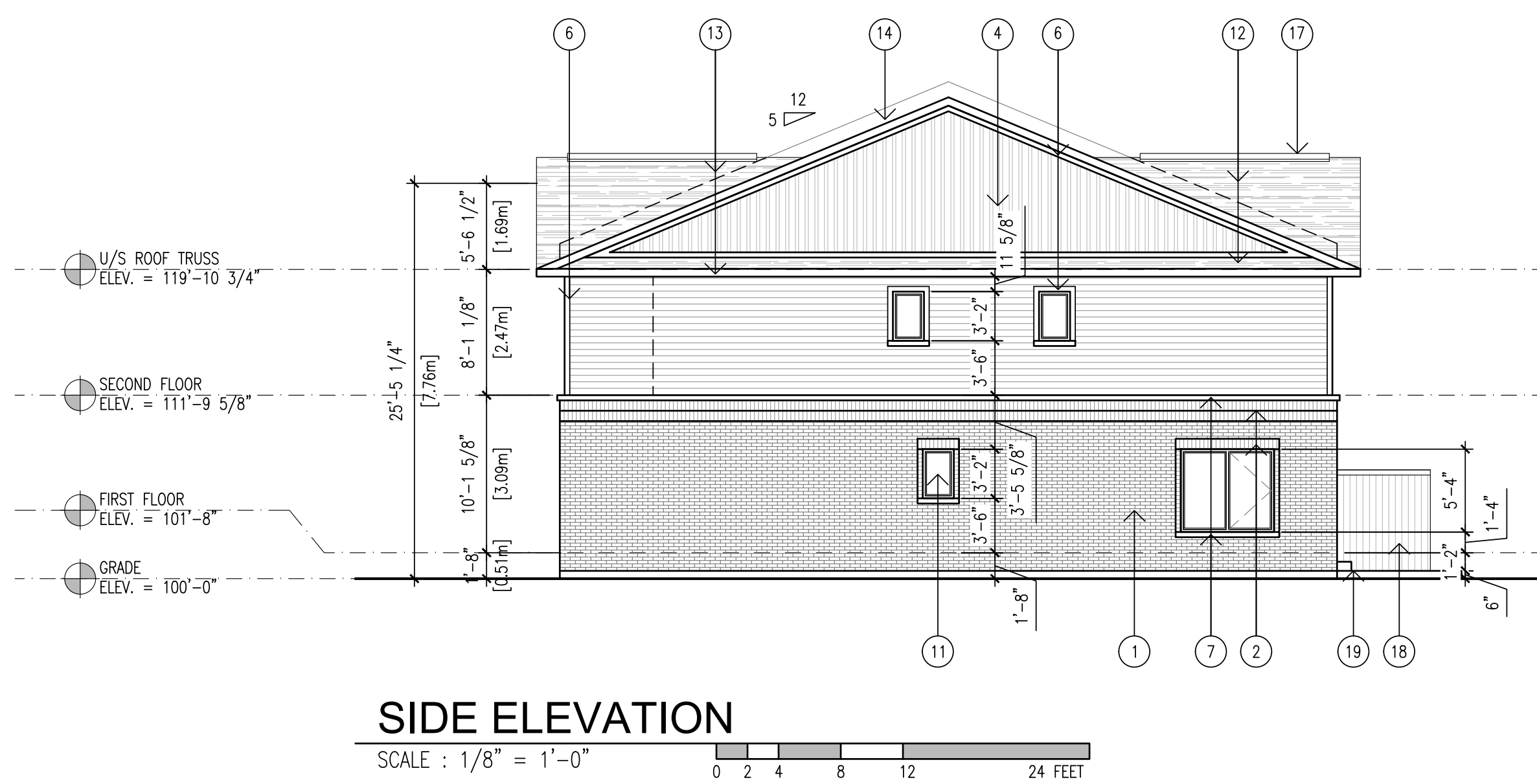
**REAR ELEVATION**

SCALE : 1/8" = 1'-0"



**SIDE ELEVATION**

SCALE : 1/8" = 1'-0"



**SIDE ELEVATION**

SCALE : 1/8" = 1'-0"

EXTERIOR FINISH SCHEDULE					
IDEN. NO.	FINISH DESCRIPTION	PRODUCT	SIZE	COLOUR	NOTE
1	BRICK VENEER	TBD		TBD	RUNNING BOND
2	BRICK VENEER DETAILS	TBD		TBD	SOLDIER COURSE
3	HARDE SIDING	JAMES HARDIE		TBD	HORIZONTAL
4	BOARD & BATTEN SIDING	JAMES HARDIE		TBD	VERTICAL
5	HARDE PLANK	JAMES HARDIE		TBD	
6	HARDE TRIM	JAMES HARDIE		TBD	
7	PRECAST SILL	TBD		TBD	
8	H.M. DOORS & FRAMES	TBD		TBD	
9	GARAGE DOOR	TBD		TBD	
10	DOOR & GLAZING SYSTEM	TBD		TBD	
11	VINYL WINDOWS	TBD		TBD	
12	ASPHALT ROOFING SHINGLES	TBD		TBD	
13	ALUMINUM FASCIA	TBD		TBD	
14	PRE-FIN. METAL FLASHING	TBD		TBD	
15	BALCONY GUARDRAIL SYSTEM	TBD		TBD	
16	DOWNSPOUT	TBD		TBD	
17	RIDGE VENT	TBD		TBD	
18	PRIVACY FENCE	TBD		TBD	
19	CONC. STEPS & PATIO	TBD		TBD	

SPC  
2024/08/23 PRE-CONSULTATION  
date (yyyy/mm/dd) issued for:

- general notes:
- THIS PRINT IS AN INSTRUMENT OF SERVICE ONLY AND IS THE PROPERTY OF THE ARCHITECT.
  - CONTRACTORS SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE SHALL BE NOTIFIED OF ANY VARIATIONS FROM THE DRAWINGS.
  - ATTENTION IS DIRECTED TO PROVISIONS IN THE GENERAL CONDITIONS REGARDING CONTRACTOR'S RESPONSIBILITIES AS REFERRED TO SUBMISSION OF SHOP DRAWINGS.
  - IN THE EVENT THE ARCHITECT IS RETAINED TO REVIEW SHOP DRAWINGS SUCH REVIEW IS ONLY TO CHECK FOR CONFORMANCE WITH DESIGN CONCEPT AND WITH THE INFORMATION GIVEN IN THE CONTRACT DOCUMENTS.
  - CONTRACTORS SHALL PROMPTLY NOTIFY THE ARCHITECT IN WRITING OF THE EXISTENCE OF ANY OBSERVED VIOLATIONS BETWEEN THE CONTRACT DOCUMENTS AND ANY APPLICABLE CODES OR BY-LAWS.
  - THE ARCHITECT IS NOT RESPONSIBLE FOR THE CONTRACTOR'S MEANS, METHODS AND OR TECHNIQUES IN THE CONSTRUCTION OF THIS FACILITY.

stamp:

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

1670 mercer street  
windsor ontario canada n8x 3p7  
ph 519.254.3430 fax 519.254.3642  
email - info@ada-architect.ca www.ada-architect.ca

project:  
PROPOSED RESIDENTIAL  
DEVELOPMENT - 47 WILSON  
AVE., ESSEX, ON

client:  
HORIZONS GROUP

title:  
TOWNHOMES -  
ELEVATIONS

scale: AS SHOWN

drawn by: OB / TK

checked by: SMB

date: AUG 2024

comm. no.: 2024-086

sheet no.:

**A3.5**

**The Corporation of the Town of Essex**

**By-Law Number XXXX**

Being a By-Law to Amend the Official Plan for the  
Town of Essex for the Lands Located at 47 Wilson  
Avenue in the Essex Centre

**WHEREAS** the Official Plan sets policies and guidelines for 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 the Official Plan to permit residential uses on the lands located at the corner of Station Street South and Wilson Avenue in the Essex Centre and municipally known as 47 Wilson Avenue;

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

1. **That** Official Plan Amendment No. XX to the Twon of Essex Official Plan, attached as Schedule "1" to this bylaw, is hereby adopted.
2. **That** this By-Law come into force and take effect upon approval of Official Plan Amendment No. XX by the Manager of Planning Services for the County of Essex.

**Read a first, a second and a third time and finally passed on XXXX. 2026.**

---

Mayor

---

Clerk

## **Schedule "1" to By-Law Number XXXX**

### DETAILS OF THE AMENMDENT

The Official Plan for the Town of Essex is amended as follows:

1. That Schedule "A-2" of the Town of Essex Official Plan, Essex Centre Land Use Plan, be amended to redesignate the lands located at the corner of Station Street South and Wilson Avenue, and municipally known as 47 Wilson Avenue, from "Essex Town Centre" to "Residential".

### IMPLEMENTATION AND INTERPRETATION

The provisions of Official Plan Amendment No. XX will be implemented by enacting appropriate site-specific amendments to the Comprehensive Zoning Bylaw of the Town of Essex, Bylaw 1037.

DRAFT

# 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 47  
Wilson Avenue

**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 03, of Bylaw 1037, be amended to redesignate the lands municipally known as 47 Wilson Avenue, from "Commercial District 2.2 (C2.2) with special zoning provision S28.1.7" to "Residential District 3.1 (R3.1) with special zoning provision S28.1.73".

2. **That** Section 28, subsection 28.1, Site Specific Zoning Provisions, is hereby amended by adding the following:

73. For the lands municipally known as 47 Wilson Avenue, the following site-specific lot and building regulations shall apply:

- i. The Minimum Lot Area shall be as existing.
- ii. The Maximum Lot Coverage shall be 50 percent (%).
- iii. For a Townhome Dwelling, the following regulations shall apply:
  - a. A "Townhome Dwelling" shall be defined as "one (1) building separated vertically into three (3) or more dwelling units attached by a common interior wall".
  - b. A "Townhome Dwelling" shall not have a roof with a slope of less than 20 degrees.
  - c. The Maximum Building Height shall be 10m.
  - d. The Minimum Required Side Yard Width from an Exterior Side Lot Line shall be 3m except where a vehicle access or parking space (driveway or garage) faces the Exterior Side Lot Line, the Minimum Required Side Yard Width shall be 6m.
  - e. Minimum Required Side Yard Width from an Interior Side Lot Line shall be 2.7m.
  - f. The Minimum Required Rear Yard Depth shall be 6m.
  - g. Subsection 16.1 ix) of By-Law 1037 shall not apply to a Townhome Dwelling.

- iv. For a Multi-Unit Dwelling, the following regulations shall apply:
  - a. The Maximum Building Height shall be 24m.
  - b. The Minimum Required Side Yard Width for an Exterior Lot Line shall be 20m.
  - c. A minimum of one (1) loading space shall be required.

**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

**From:** [Phoenix, Lyndsay](#)  
**To:** [Phoenix, Lyndsay](#)  
**Subject:** FW: Home Hardware Property  
**Date:** April 27, 2026 9:12:58 AM  
**Attachments:** [essex logo colour d7c21922-3a94-4fef-bf7a-752e7ad9fdb1.png](#)  
[058\\_line\\_9bae9502-1e3a-48a3-ba5e-34ed9cd44185.png](#)  
[003\\_sm\\_fb\\_a1669113-305d-4ecf-bbc8-c006dd7ddaf7.png](#)  
[003\\_sm\\_in\\_610e655e-a302-4d87-ae26-377ce3e93934.png](#)  
[003\\_sm\\_twitter\\_ac632f2d-acfa-45dc-872a-d62866a18eee.png](#)  
[003\\_sm\\_y2\\_e868968d-ddeb-43d2-9d96-466d86bfd691.png](#)  
[003\\_sm\\_insta\\_f5d67e1c-f986-446b-a9ce-327354141ccb.png](#)  
[emailsignature\\_subsidy\\_2023\\_41e0543b-6723-4b46-8302-6f1065f47110.png](#)  
[essex logo colour d7c21922-3a94-4fef-bf7a-752e7ad9fdb1.png](#)  
[058\\_line\\_9bae9502-1e3a-48a3-ba5e-34ed9cd44185.png](#)  
[003\\_sm\\_fb\\_a1669113-305d-4ecf-bbc8-c006dd7ddaf7.png](#)  
[003\\_sm\\_in\\_610e655e-a302-4d87-ae26-377ce3e93934.png](#)  
[003\\_sm\\_twitter\\_ac632f2d-acfa-45dc-872a-d62866a18eee.png](#)  
[003\\_sm\\_y2\\_e868968d-ddeb-43d2-9d96-466d86bfd691.png](#)  
[003\\_sm\\_insta\\_f5d67e1c-f986-446b-a9ce-327354141ccb.png](#)  
[emailsignature\\_subsidy\\_2023\\_41e0543b-6723-4b46-8302-6f1065f47110.png](#)

**Importance:** High



**Lyndsay Phoenix**  
Legislative Clerk | Legal & Legislative Services  
P: 519.776.7336 EXT. 1136  
E: [lphoenix@essex.ca](mailto:lphoenix@essex.ca) | [www.essex.ca](http://www.essex.ca)  
33 Talbot Street South. Essex, ON N8M 1A8



**Please consider the environment before printing this email.**

This communication, including any attachments, is intended only for the use of the addressee(s) to this email and is confidential. If you are not an intended recipient or acting on behalf of an intended recipient, any review, disclosure, conversion to hard copy, dissemination, reproduction or other use of any part of this communication is strictly prohibited. If you receive this communication in error or without authorization, please notify the originator immediately and remove it from your system.

**From:** Susan Robson <[REDACTED]>  
**Sent:** Thursday, April 23, 2026 11:31:58 AM  
**To:** McGuire-Blais, Katie <[kblais@essex.ca](mailto:kblais@essex.ca)>  
**Subject:** Home Hardware Property

**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.

Good Morning Katie,

First I wish to say that I have tried to include fellow counselor, Joe Garron, and our deputy mayor, but the link to their email address is not working.

I wished to include Mr. Shepley as he is also a Ward 1 resident, and a business owner within Essex Center.

Let me begin by saying that I live on Wilson Ave., and before you think this is a case of "Not in my Backyard ", I believe there are a number of reasons why I don't think this kind of development is appropriate for this location.

I was able to read the Mayor's comments on the AM 800 website, and I was rather dismayed that she promoted this before the zoning has even changed, or at the very least, before the meeting on Monday.

I could outline the reasons why I believe this isn't appropriate for this area but it would probably lead to a lengthy email.

I will try and abbreviate:

- parking
- traffic congestion in the downtown area
- uses of private/public/business lots for excess vehicles of the apt building
- do we have sewer capacity on this street, considering the additional number of people who will be dwelling here
- lack of business expansion areas, for our new, beautiful downtown.
- already zoned residential areas, that are not being completed - eg. Behind CanadianTire, and the townhomes unfinished across from the high school on Maidstone
- residents leaving for work, in either Essex, Windsor, or even to the 401, have limited choice to exit, it is either main street, at the Dollar Tree, back tracking to the stoplight at the direct center of town or the newly designed, Maidstone/Gosfield/Arthur corner which is a school crossing zone.

Has a traffic study been completed?

Currently, we have noticed that the drive from Wilson to Arthur at that location through Scratch, is being used as a through way in front of Shoppers. This will only continue to increase as the downtown becomes congested.

Thank you for taking the time to read this lengthy email.

If have any comments, please feel free to email or forward my email to the Deputy Mayor and your fellow Ward 1 counselor.

Susan Robson



**From:** [Phoenix, Lyndsay](#)  
**To:** [Phoenix, Lyndsay](#)  
**Subject:** FW: official plan amendment  
**Date:** April 27, 2026 9:15:58 AM  
**Attachments:** [essex logo colour d7c21922-3a94-4fef-bf7a-752e7ad9fdb1.png](#)  
[058\\_line\\_9bae9502-1e3a-48a3-ba5e-34ed9cd44185.png](#)  
[003\\_sm\\_fb\\_a1669113-305d-4ecf-bbc8-c006dd7ddaf7.png](#)  
[003\\_sm\\_in\\_610e655e-a302-4d87-ae26-377ce3e93934.png](#)  
[003\\_sm\\_twitter\\_ac632f2d-acfa-45dc-872a-d62866a18eee.png](#)  
[003\\_sm\\_y2\\_e868968d-ddeb-43d2-9d96-466d86bfd691.png](#)  
[003\\_sm\\_insta\\_f5d67e1c-f986-446b-a9ce-327354141ccb.png](#)  
[emailsignature\\_subsidy\\_2023\\_41e0543b-6723-4b46-8302-6f1065f47110.png](#)  
**Importance:** High



**Lyndsay Phoenix**  
Legislative Clerk | Legal & Legislative Services  
P: 519.776.7336 EXT. 1136  
E: [lphoenix@essex.ca](mailto:lphoenix@essex.ca) | [www.essex.ca](http://www.essex.ca)  
33 Talbot Street South. Essex, ON N8M 1A8



**Please consider the environment before printing this email.**

This communication, including any attachments, is intended only for the use of the addressee(s) to this email and is confidential. If you are not an intended recipient or acting on behalf of an intended recipient, any review, disclosure, conversion to hard copy, dissemination, reproduction or other use of any part of this communication is strictly prohibited. If you receive this communication in error or without authorization, please notify the originator immediately and remove it from your system.

**From:** Cathy Shepley <[REDACTED]>  
**Sent:** Monday, April 27, 2026 7:19 AM  
**To:** Jabbour, Rita <[rjabbour@essex.ca](mailto:rjabbour@essex.ca)>  
**Subject:** official plan amendment

**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.

this email is in regards to the proposed official plan amendment for Wilson Ave, my only concern is the PROPOSED, 7 STOREY apartment [dwelling.in](#) regards to increased traffic and the aesthetics of the neighborhood. it just seems a little excessive and not in keeping with the small town feel of the Essex.

# Delegation Request Form

This form must be completed and submitted to the Clerk of the Town of Essex by all persons wishing to address Council at a scheduled meeting of Council. Delegation requests must be submitted by 2:00 p.m. on the Tuesday prior to the scheduled meeting.

Any person who wishes to appear before Council as a Delegation on a matter that relates specifically to a matter contained in the Regular Council Meeting Agenda shall submit a Delegation Request Form no later than 4:30 PM on the Friday immediately preceding the date of the Regular Council Meeting. The Clerk shall have the sole authority to determine if the subject matter does in fact relate specifically to a matter contained in the Regular Council Meeting Agenda for purposes of allowing or denying the Delegation and the Clerk will introduce such Delegation Request Form(s) at the time of adopting the Published Agenda.

Presentations to Council are limited to 5 minutes per person to a maximum of 10 minutes for a group of two persons or more.

Personal information that you provide on this form is collected pursuant to the Municipal Freedom of Information and Protection of Privacy Act and will be used for the purpose of responding to your request. Please note that this form, if approved, will appear in the published Council Agenda and may be included in the Council Meeting minutes, both of which become part of the public record and are posted on our municipal website.

Delegates are responsible for indicating when an accommodation is required. The Clerk will determine the best method to address the accommodation in consultation with the individual in advance of the meeting.

**First Name \***

Blaise

**Last Name \***

Markovich

**Date of meeting you wish to attend \***

4/27/2026 

**Will you be attending in-person or virtually? \***

In-Person

Virtually

**Are you representing a group? \***

Yes

No

**Provide details on the issue(s) you wish to present to Council and any actions you will be asking Council to take. \***

Outlining support for the development of 47 Wilson

**Is this item on the agenda? \***

- Yes
- No
- I don't know

**Agenda Item Number and/or Topic**

OPA-01-26 ZBA-01-26

**Have you consulted with Administration on this issue? \***

- Yes
- No

**Have you consulted with a Member of Council on this issue? \***

- Yes
- No

**If you've consulted with Administration or Council, please provide the names of the individuals you've talked to and the details of those discussions.**

**If this is a property matter, are you an owner?**

- Yes
- No
- Not applicable

**Have you appeared before Council in the past regarding this issue? \***

- Yes
- No

## Presentation Materials

\*Presentation materials will not be considered for presentation at the meeting unless they are attached to this form.

**Will you have presentation materials? Any materials must be provided to the Clerk with this delegation request for review, approval, and circulation to Council and Administration. Materials will be made public. \***

- Yes
- No

**Your Address or Group Contact Address (full mailing address including postal code) \***

**Your Phone Numbers**

**Home**

**Work**

**Cell**

Use format 519-776-7336

**Email Address \*Required if joining virtually.**

**Name and address of all representatives attending, including their positions \***

Gloria, John, and Blaise Markovich

**Privacy Statement**

*Town Council and Committee meetings may be broadcast live via YouTube and Delegates will be included in the recording. Be advised that all Council and Committee meeting presentations become part of the public record and any presenters and their presentation materials will be disclosed on the public Agenda and Minutes of the meeting. Agendas and Minutes are published online, so the listing of any name and other information in connection with the Agenda or Minutes may be indexed by search engines like Google. Further, personal information contained in your Delegation, including this request and any presentation and materials related thereto, will be collected, used and disclosed by the Town for the purposes of holding and recording the applicable meeting. By making this Delegation Request and providing information related to the Delegation, you acknowledge and agree that you have obtained and are providing to the Town the consent required by the Town under the of the Municipal Act, 2001, as amended, to use, collect and disclose all of the personal information included in and related to your Delegation. Furthermore, any personal information you disclose in your correspondence will be used to receive your views on any relevant issue to enable Town of Essex Council to make decisions on matters before them and may be disclosed to the public. Questions about the use, collection and disclosure by the Town of personal information can be directed to the Legal and Legislative Services Department at [clerks@essex.ca](mailto:clerks@essex.ca).*

**I have read and understand the above Privacy Statement. \***

Yes

No

# Thank you!

Thank you for completing the Delegation Request Form.

The Clerk's Office will contact you in the near future to review your request.

**Joseph Malandrucolo**

Director, Legal and Legislative Services/Clerk

Town of Essex

33 Talbot Street South, Essex, Ontario N8M 1A8

519-776-7336, extension 1132