

# CHAPTER 9

# COLCHESTER SECONDARY PLAN



Town of Essex

**OFFICIAL  
PLAN**

Your Community. Your Vision.

## 9.1 Introduction

### 9.1.1 Purpose

This Secondary Plan sets out a cohesive vision and set of planning directions for the future growth and development of the Colchester **Secondary Settlement Area**. Of the Town's five **Settlement Areas**, Colchester is the only one with public access to the Lake Erie shoreline – this, along with Colchester's location in the heart of the Town's recreational and agri-tourism area, necessitates a special approach to planning for its future.

As most of the Secondary Plan Area is already developed, this Secondary Plan is intended to guide growth through the redevelopment of individual properties, infill development on the few remaining vacant parcels or on new parcels created through consents to sever (where appropriate as per the broader policies of the Town's Official Plan), or redevelopment of small land assemblies.

Considered as a **Secondary Settlement Area**, Colchester has not been identified by the County of Essex for significant residential or employment growth, which, pursuant to Chapter 3 of this Plan is to be directed to the **Primary Settlement Areas** of Essex Centre and Harrow. Beyond several remaining large vacant parcels, it is expected that growth in Colchester will be incremental. The policies of this Secondary Plan, as well as the Town's Urban Design Guidelines developed for Harrow and Essex Centre will provide a framework to assist the Town in reviewing individual development applications within the Planning Area.

### 9.1.2 Location

This Secondary Plan applies to those lands shown on Schedule C-1. The Secondary Plan Area is anchored by the corridors of Essex County Road 50 (called Murdoch Street between Dunn and Erie Roads), and Jackson Street, which connects County Road 50/Murdoch Street to the waterfront.

### 9.1.3 Background

The Colchester Hamlet Guideline Plan and accompanying Community Design Guidelines (Guideline Plan and Community Design Guidelines) were initially adopted in 2008, and included a demonstration plan that envisioned an English Tudor style for main street development in Colchester. The development of the Guideline Plan and Design Guidelines were informed by several public consultation events throughout 2007, including a design charette and two public open houses.

In 2012, the Town approved the Colchester Landscape Master Plan, which made recommendations for improvements to the design of the Waterfront Area and a new land-use framework building off the 2008 Guideline Plan. Notable elements of this framework include focusing a future commercial/mixed-use area around Jackson Street and County Road 50/Murdoch Street between Jackson Street and Dunn Road, establishing a Cultural Node around the Colchester Schoolhouse, and improving trail and pedestrian linkages to the waterfront and Colchester Harbour. The development of the Master Plan was informed by workshops with stakeholders, the public, and youth, as well as an online survey.

As part of the Town's new Official Plan in 2024, the Colchester Secondary Plan was updated to align it with the policies of the new Official Plan and establish a realistic development scenario based on the level of growth allocated to the Colchester Secondary Settlement Area by the County of Essex. The Secondary Plan update was informed by engagement with a Community Stakeholder Working Group, a Development Working Group as part of the preparation of the new Official Plan, a public focus group meeting in Spring 2023, and a public open house in Spring 2024.



## 9.2 Vision

The vision for the Colchester Secondary Plan is to achieve a beautiful, lively, and connected community with a mix of uses that support residential life and the Town of Essex’s fast-growing tourism industry.

Growth will be encouraged through incremental intensification, primarily by redevelopment of underutilized lots and new infill development, and mixed-use developments that activate Colchester’s Main Streets are preferred. Over time, the Secondary Plan Area will transition from a primarily low-density residential community with several disparate and spread-out commercial uses to one with vibrant mixed-use areas and clear gateways, vistas, and views.

The two primary corridors of the Secondary Plan Area will be County Road 50/Murdoch Street and Jackson Street, along which redevelopment and intensification will be focused, especially

those uses supporting agri-tourism activities related to the wine and viticulture industry. A variety of commercial uses such as restaurants, cafes, lodging, microbreweries, stores showcasing local food and beverages, artisans, and crafts will animate the **Main Street Area** along County Road 50/Murdoch Street and Jackson Street.

In addition to the **Main Street Area** along the two Corridors, the Colchester **Cultural Character Area** will be a destination for visitors and includes a community and tourism hub centred around the Colchester Schoolhouse.

Over time development in Colchester and efforts by the Town will restore natural heritage features and introduce new options for recreation, including the improvement of the shore around the Colchester Harbour and the extension of Bagot Street south of Sullivan Street to the lakefront.

## 9.3 Guiding Principles

The Colchester Secondary Plan is based on the following Guiding Principles which will support development in Colchester and support the Vision articulated in Section 9.2.

### 9.3.1.1

#### **Connect the waterfront and restore the shore:**

- (a) improve public amenities within the Secondary Plan Area, particularly in the Colchester Harbour and Beach area to promote tourism and recreation and use by local residents;
- (b) enable easy circulation between the **Main Street Area**, **Waterfront Commercial Area**, and **Colchester Mixed-Use Area** by improving active transportation facilities in the Secondary Plan Area, especially the provision of sidewalks;
- (c) improve public access to the lakeshore through the provision of new parks, trails, and waterfront access to add recreational opportunities for residents and visitors; and
- (d) through development and investment by the Town, County, ERCA, or other agencies or authorities, protect, restore, and/or enhance components of the Town's Natural Heritage System that are within the Secondary Plan Area.

## 9.3.1.2

**Animate the Secondary Plan Area with a mix of uses:**

- (a) direct growth and development to Colchester through appropriate infill and redevelopment;
- (b) promote more compact and higher density development than currently exists in the Secondary Plan Area to encourage more efficient use of existing services and infrastructure;
- (c) direct private investment by establishing a clear and cohesive vision for a **Main Street Area** which is the site of commercial, retail, entertainment and tourism-related activities which are connected to the waterfront; and
- (d) offer a range of community service and commercial facilities, housing and employment opportunities.

## 9.3.1.3

**Be a centre for tourism:**

- (a) support and enhance the unique character of Colchester by leveraging the Secondary Plan Area's location on the shore of Lake Erie;
- (b) encourage land uses in the Secondary Plan area which will support enhance the development of the wine industry;
- (c) promote Colchester as primary recreational and tourist destination in the Windsor-Essex region, providing a range of uses to support tourism development.

## 9.3.1.4

**Achieve a high-quality and beautiful public realm:**

- (a) improve streetscapes in Colchester's **Main Street Area**;
- (b) preserve existing and seek new opportunities for views and vistas, lookouts and water access to the lakeshore where north/south municipal rights-of-way meet the lakeshore.
- (c) accommodate public facilities, such as parks, picnic areas, rest areas with limited parking, and facilitate the creation of an extended linked waterfront trail within the Town; and
- (d) identify key gateways into the Secondary Plan Area through improved landscaping, special features and signage to orient travelers to the **Waterfront Commercial Area, Main Street Area** and related amenities.

## 9.4 Land Use

Growth within the Colchester Secondary Plan area is intended to unfold incrementally through intensification of existing developed parcels and development of a several vacant lands. There are four unique areas within Colchester:

- > **Main Street Area**
- > **Waterfront Commercial Area**
- > **Urban Residential Area**
- > **Cultural Character Area**

Development in the Secondary Plan Area will occur primarily through intensification of the **Main Street Area**, with minimal growth through new development and intensification to occur in the **Residential Area**.

### 9.4.1 Main Street Area

The implementation of this Secondary Plan will result in a clear and contiguous **Main Street Area** within Colchester along County Road 50/Murdoch Street and extends south along Jackson Street to connect to the **Waterfront Commercial Area**, including the harbour marina, park and beach area.

9.4.1.1 The development policies and permitted uses of the Main Street land use designation in 7.2.3 of the Town's Official Plan will apply to lands within the **Main Street Area** shown on Schedule C-1.

9.4.1.2 The **Main Street Area** will be the central core of Colchester and will include a mix of commercial, entertainment and residential uses.

9.4.1.3 The **Main Street Area** will provide a pedestrian-oriented environment, through improvements to the streetscape, including sidewalks, street furniture, bicycle parking, lighting and landscaping.

9.4.1.4 In addition to the uses permitted in the Main Street Mixed-Use designation, the following uses will be permitted:

- (a) farmer's markets;

- (b) craft breweries, cideries, wineries, and distilleries;
- (c) home occupations;
- (d) tourist accommodations, including:
  - (i) hotels;
  - (ii) motels;
  - (iii) bed and breakfasts; and
  - (iv) short-term rental units, pursuant to the policies of Section 5.2.5 of this Plan and the provisions of the Town’s Zoning By-law;
- (e) existing standalone dwellings; and
- (f) existing accessory buildings and structures.

9.4.1.5 Drive-through uses and facilities will not be permitted in the **Main Street Area**.

9.4.1.6 Development in the **Main Street Area** will reinforce and preserve, to the extent possible, a vibrant commercial presence at street level.

9.4.1.7 Within the **Main Street Area**, residential development should occur in the form of dwelling units contained within a mixed-use building that includes ground-floor commercial uses or other uses which animates the pedestrian realm.

9.4.1.8 The redevelopment of properties for more intensive residential uses may be permitted if Council is satisfied that the redevelopment does not hinder the future development of the planned commercial and tourism functions of the **Main Street Area**.

9.4.1.9 The height and massing of the buildings at the edge of the **Main Street Area** will have regard to the height and massing of the buildings in adjacent Urban **Residential Areas** and may be subject to additional setbacks or buffering to provide an appropriate transition to neighbouring residential uses.

9.4.1.10 Development in the **Main Street Area** will help to create a pedestrian-oriented environment along County Road 50/Murdoch

Street and Jackson Street, pursuant to built form policies in Section 9.5 of this Plan.

9.4.1.11 The amount of gross floor area for commercial units will be limited in the Zoning By-law at a scale consistent with the main street character and theme.

9.4.1.12 Development in the **Main Street Area** will have consideration for the protection and enhancement of significant views and vistas of the lakeshore, which may include the use of lower profile building forms, smaller building footprints, building setbacks or other built form considerations.

## 9.4.2 Waterfront Commercial Area

The **Waterfront Commercial Area** includes certain lands which directly front on Lake Erie, including the Colchester Marina and Harbour Park and the related beach area, as well as the Colchester Schoolhouse. Together these lands provide an exceptional opportunity to accommodate improved recreational and commercial amenities for residents and visitors to the lakeshore. Over time, it is the Town's intent for Sullivan Street to support a range of uses to support waterfront activities and connect the Marina and Harbour with the Cultural Character Area identified on Schedule C-1.

The Colchester Marina and Harbour Park is located at the foot of Jackson Street and enhanced connectivity with the commercial activities associated with the **Main Street Area** is desirable.

9.4.2.1 The boundaries of the **Waterfront Commercial Area** are shown on Schedule C-1.

9.4.2.2 The following uses will be permitted within the **Waterfront Commercial Area**:

- (a) active and passive parks and open space uses including:
  - (i) amphitheatres;
  - (ii) picnic areas;
  - (iii) conservation and recreational uses;
  - (iv) restrooms;

- (v) splash pad/ice rinks;
  - (vi) playgrounds;
  - (vii) sport facilities; and
  - (viii) walkways and trails;
- (b) commercial uses, including restaurants, snack bars, concession stands, commercial recreational uses and facilities, small-scale retail uses, entertainment uses, and cultural facilities, subject to a site- specific Zoning By-law Amendment;
  - (c) marina and marine-related activities;
  - (d) special events facilities for festivals and open-air markets;
  - (e) existing residential and community facility uses; and
  - (f) accessory buildings and structures.

9.4.2.3

Drive-through uses and facilities will not be permitted in the **Waterfront Commercial Area**.

9.4.2.4

The **Waterfront Commercial Area** is intended to achieve the following:

- (a) improved and new waterfront amenities including those uses listed in policy 9.4.2.2(a);
- (b) gathering places for special open-air events;
- (c) high quality and well-designed barrier free public spaces through the use of wooden fencing, small scale signage, low profile landscaping, improved lighting, paved walkways, seating areas and recreational structures; and
- (d) enhanced entrances from the street to identify the park.

9.4.2.5

The Town will maintain the **Waterfront Commercial Area** as the primary public access to the waterfront in the Town, including by:

- (a) supporting improvements to the existing public amenities within the **Waterfront Commercial Area**;
- (b) fostering improved trail and pedestrian connections to the rest of the Secondary Plan Area and other areas of the Town and County;

- (c) supporting improvements to the public marina docking area and harbour to improve access and safety;
- (d) providing for bicycle parking and storage within the **Waterfront Commercial Area**;
- (e) considering opportunities to provide additional public parking to accommodate resident and tourist parking within and in proximity to the **Waterfront Commercial Area**, pursuant to policies in Section 9.7.3 of this Plan; and
- (f) considering opportunities to improve the water quality of the harbour and beachfront area through best management practices in stormwater management.

9.4.2.6 Parkland dedication or cash-in-lieu of parkland will support parkland improvements to the **Waterfront Commercial Area** in accordance with the provisions of the *Planning Act* and pursuant to Section 5.3 of the Town's Official Plan.

9.4.2.7 Parking area design will minimize the potential conflicts with pedestrians and park/beach users. Parking areas should be located at the periphery of the park with clearly identified pedestrian walkways.

### 9.4.3 Residential Area

Colchester has the largest concentration of residential uses along the Town's lakefront. Generally, all residential development within the Secondary Plan Area consists of low density, single detached dwellings, with the exception of a few multi-unit dwellings. While most of the growth in the Secondary Plan Area will be directed to the **Main Street Area**, appropriate infill and the development of vacant lots within the **Residential Area** is desirable.

9.4.3.1 The development policies and permitted uses of **the Urban Residential** land use designation in Section 7.2.1 of the Town's Official Plan will apply to lands within the **Residential Area** shown on Schedule C-1.

9.4.3.2 A variety of low- and medium-density residential uses will be permitted as-of-right in the **Residential Area** through infill development and redevelopment of existing sites.

9.4.3.3 Notwithstanding policy 7.2.1.2 of this Plan, high-density residential uses may be considered in the **Residential Area** only through a Zoning By-law amendment.

9.4.3.4 The Town will support development within the **Residential Area** through infill and development of vacant lots that maintains the established character of the surrounding area through building massing, setbacks, and height.

## 9.4.4 Colchester Mixed-Use Area

The Colchester Mixed-Use Area includes those lands within the **Settlement Area** boundary of Colchester to the north of County Road 50 and to the west of Dunn Road, as shown on Schedule C-1. These lands are currently undeveloped, but offer opportunity for residential intensification and new commercial uses to serve both the permanent and seasonal community in Colchester.

9.4.4.1 The boundaries of the **Colchester Mixed-Use Area** are shown on Schedule C-1.

9.4.4.2 The development of lands within the Colchester Mixed-Use Area will contribute to the achievement of the vision and guiding principles for Colchester established in Sections 9.2 and 9.3, including:

- (a) achieving compact built form which makes efficient use of existing and planned municipal services for the Secondary Plan Area;
- (b) contributing to a mix of uses in the Secondary Plan Area;
- (c) improving connections between the various Areas of the Secondary Plan, especially for active transportation; and
- (d) achieving high-quality and vibrant public realm, and creating a clear gateway into the Main Street Area.

9.4.4.3 Further to policy 9.4.4.2(c), any plans of subdivision for the Colchester Mixed-Use Area will include roadways which connect to and extend the existing street grid of Colchester, including:

- (a) westward extensions of Harrison Street, Draper Street, and Ogden Street; and

- (b) northern extensions of Prado Street, Herring Avenue, and Ferris Avenue.

9.4.4.4

9.4.4.5

The following uses will be permitted within the **Colchester Mixed-Use Area**:

- (a) permitted uses of the **Urban Residential** land use designation in 7.2.1 of this Plan, including a range of low-, mid-, and high-density uses;
- (b) a range of neighbourhood commercial uses, including small-scale retail such as convenience stores;
- (c) tourism-related uses, including accommodation uses described in policy 9.4.1.4(d); and
- (d) community facilities, including parks and playgrounds.

9.4.4.6

Notwithstanding policy 9.4.4.5 any new commercial uses in the **Colchester Mixed-Use Area** should be located in the southeast part of the area near the intersection of Dunn Road and County Road 50, and should act to connect to and extend the **Main Street Area**.

## 9.5

### Built Form and Cultural Heritage

The predominant existing building typology in the Secondary Plan Area is single-unit detached dwellings of varying age, massing, and setbacks from municipal roadways. The intent of this Secondary Plan is to support the gradual intensification of the Secondary Plan Area (particularly the **Main Street Area**) while maintaining Colchester’s “small-town” feel. This includes the identification, designation under the *Ontario Heritage Act*, conservation of significant built heritage resources in the Secondary Plan Area and encouraging development that maintains and enhances the character of those resources.

9.5.1.1

Development and redevelopment throughout the Secondary Plan Area will conform to the urban design policies in Section 5.6 of the Town’s Official Plan and the Town’s Urban Design Guidelines for Downtown Harrow and Essex Centre, as may be amended from time to time.

## 9.5.1.2

Within the **Main Street Area**, development and redevelopment will conform to policy 5.6.2.3 of the Town's Official Plan, and the following specific requirements:

- (a) buildings will frame and animate the pedestrian realm, with:
  - (i) minimal or no setback from the property line, with setbacks aligned between adjacent buildings;
  - (ii) easily identifiable main entrances along the lot frontage; and
  - (iii) any parking located to the rear of the building;
- (b) awnings, patios, porches and similar structures are encouraged to be included in the design of building frontages to provide pedestrian comfort and accommodation as an extension of the public realm;
- (c) buildings should complement adjacent development in terms of scale, massing, heights and cohesive and complimentary architectural styles;
- (d) building heights will not exceed a maximum height of 3 storeys, except through an amendment to the Town's Zoning By-law, where:
  - (i) the building height does not exceed 4 storeys;
  - (ii) commercial uses are provided at ground level; and
  - (iii) shadowing on adjacent residential uses is minimized;
- (e) ground floor commercial uses should have a minimum height of 4.0 metres and commercial facades should provide large storefront window displays;
- (f) buildings should have distinctive, low-profile roofs with features such as gables and dormers and use materials characteristic of the Colchester area, including clapboard siding, stone and old brick, wood and wooden windows; and
- (g) buildings situated at prominent view termini should provide enhanced architectural and aesthetic details.

- 9.5.1.3 Throughout the Secondary Plan Area:
- (a) development will protect and enhance significant views and vistas of Lake Erie, which may necessitate the use of lower profile building forms, smaller building footprints or other builtform considerations;
  - (b) building footprints, setbacks and building heights should be generally consistent with the existing or planned neighbourhood character; and
  - (c) buildings should incorporate architectural and design theme elements that reflect the nautical character of the waterfront.
- 9.5.1.4 The Town will support the creation of an inventory of all built heritage resources and cultural heritage landscapes including scenic roads and vistas within the Secondary Plan Area for the purposes of preparing a database or heritage inventory and pursuing designations as described under the *Ontario Heritage Act*.
- 9.5.1.5 Built heritage resources in the Secondary Plan Area are essential elements of Colchester’s physical character. In this regard, the Town will seek the retention, conservation, rehabilitation, re-use and restoration of heritage buildings by means of one or more appropriate legal agreements.
- 9.5.1.6 Development that makes adaptive reuse of existing buildings, where feasible, is encouraged.

### **Cultural Heritage Character Area**

The **Cultural Character Area** consists of a cluster of properties at the intersection of Bagot Street and Sullivan Street that include the Colchester Schoolhouse, Christ Church Colchester, and the Christ Church Colchester Cemetery. This cluster has been identified by the Town as having significant built heritage resources, including a cultural heritage landscape and the Colchester Schoolhouse.

- 9.5.1.7 The **Cultural Heritage Character Area**, shown on Schedule C-1, will be the focus of future community, arts and culture tourism uses in the Town, centred around the Colchester Schoolhouse. It

is the intent of the Town to develop the **Cultural Character Area** as a hub for community, arts and culture, and tourism activities and as a centre for interpreting the history of the area.

- 9.5.1.8 The Town may designate individual properties and/or undertake a future heritage conservation district study and plan, under the provisions of the *Ontario Heritage Act*, of the lands within the **Cultural Character Area** as well as nearby properties.

## 9.6 Public Realm

Part of the Vision of this Secondary Plan is to support the transition of Colchester into a mixed-use community that encourages residents and visitors to spend time exploring. A key component of achieving this goal is to gradually improve the public realm to provide a comfortable, safe, and inviting environment for pedestrians and cyclists.

- 9.6.1.1 The development of the Secondary Plan Area will be supported by the achievement of a pedestrian-oriented environment through both public and private investment.
- 9.6.1.2 Development in **Main Street Area** will support the policies of Section 9.6 and the Town's Urban Design Guidelines for Downtown Harrow and Essex Centre through site planning.
- 9.6.1.3 Public realm, streetscape, views and gateway improvements should foster the creation of a more attractive, liveable and pedestrian oriented community. Improvements should be designed to reinforce the character of Colchester in general.
- 9.6.1.4 Throughout the Secondary Plan Area, the Town will strive to achieve barrier free, safe pedestrian accessibility that achieves the principals of universal design.

### 9.6.2 Streetscape and Landscaping

- 9.6.2.1 Streetscapes in the **Main Street, Waterfront, and Cultural Character Areas** will be improved through:

- (a) provision of sidewalks on all streets and widening of existing sidewalks, trails, and pathways, to be undertaken during the next required resurfacing of a given street;

- (b) adding and improving crosswalks, including using tactile surfaces such as pavers;
- (c) improved lighting on streets and in parks;
- (d) street furniture such as permanent benches or temporary chairs and tables;
- (e) bicycle parking racks;
- (f) planting of trees and other vegetation at regular intervals along County Road 50/Murdoch Street, Jackson Street, and Bagot Street; and
- (g) supporting permanent and temporary public art projects, such as murals or sculptures, which interprets the Colchester and the Town's history.

### 9.6.3 Gateways

Gateways are key intersections within the Secondary Plan Area where one experiences physical and/or character transitions between areas, and clearly definable destinations, either by walking, driving or cycling. These gateways should be planned to create the experience of a sense of arrival and to provide wayfinding into the Secondary Plan Area.

#### 9.6.3.1

Several key intersections within the Secondary Pan Area are identified as gateways on Schedule C-2. Gateways will be planned as key points of transition in the Secondary Plan Area, including through:

- (a) large, clear and coordinated signage directing travellers to the Main Street, Waterfront, and **Cultural Character Areas**, as well as landmarks such as the Colchester Beach and Marina;
- (b) architectural features or public art which reflect the heritage and historical character of Colchester; and
- (c) safety improvements pursuant to guidance for complete streets in policy 1.1.1.1 of this Plan such as:
  - (i) traffic signals, including cycling signals and pedestrian crosswalk signals;

- (ii) pedestrian crosswalks; and
- (iii) painted cycling turning lanes.

9.6.3.2 Gateway features at the intersections of County Road 50/Murdoch Street with Dunn Road and Erie Road should provide a clear and visible entry into Colchester and the **Main Street Area**.

9.6.3.3 A gateway feature should be provided on Jackson Street at or near its intersection with Murdock Street to mark the entry into the **Waterfront Commercial Area**.

## 9.6.4 Views and Vistas

Colchester is unique among the Town's Settlement Areas in its location on the north shore of Lake Erie. Significant views and vistas to and from the lakefront create a unique character that should be preserved for everyone to enjoy, including natural heritage features, the Colchester Harbour, and the beach, as well as of the nearby Agricultural System outside the Secondary Plan Area.

9.6.4.1 Existing and potential views and vistas in the Secondary Plan Area, shown on Schedule C-2, will be:

- (a) identified and protected in locations suitable for the establishment of permanent installations from which to capture significant views and panoramas of the lake, such as boardwalks or lookouts;
- (b) preserved, protected and enhanced through the development approvals process;
- (c) be publicly accessible and integrated within the Town's active transportation network; and
- (d) where not currently accessible, be made accessible through public investment and/or the development process.

9.6.4.2 Pursuant to policies in Section 9.7 of this Plan, the Town will maintain Town-owned land, public rights-of-way and unopened road allowances where they abut the lakeshore to protect important views and accommodate new opportunities for lakeshore access, where appropriate.

## 9.7 Mobility

The efficient and safe movement of residents and visitors throughout the Colchester Secondary Plan Area is a key goal of the Town. The implementation of this Secondary Plan should result in improved connections between areas Colchester, and ease of travel, especially by active transportation.

### 9.7.1 Access and Connections

One of the key priorities as Colchester continues to develop is achieving better connectivity between the **Main Street Area** and the Lake Erie waterfront. Currently, Jackson Street provides the only primary public access route to the **Waterfront Commercial Area**, which limits the circulation of traffic (both motorized and active transportation).

9.7.1.1 Through the implementation of this Secondary Plan, public access to the lakeshore and circulation throughout the Secondary Plan Area will be enhanced by improving road and pedestrian connections between the different Areas of Colchester.

9.7.1.2 Key existing and future connections are shown on Schedule C-2. These connections are intended to carry the bulk of pedestrian and cycling traffic within the Secondary Plan Area.

9.7.1.3 The Town will preserve and maintain Town-owned land, public rights-of-way and unopened road allowances where they abut the lakeshore to protect important views and accommodate opportunities for lakeshore access. This includes the following street rights-of-way:

- (a) Dunn Road;
- (b) Sydenham Street;
- (c) Bagot Street; and
- (d) Clitheroe Street.

9.7.1.4 Opportunities will be sought by the Town to improve access and connections to and along the lakeshore, including:

- (a) improving the access from Dunn Road through the ravine lands to the Colchester Beach area;

- (b) creating a new trail linkage to the lakefront along the Bagot Street right-of-way (west of Christ Church Cemetery);
- (c) considering improvements to the Colchester Harbour shoreline to reduce erosion risk and provide a waterfront trail linkage from the extension of Bagot Street to Jackson Street;
- (d) repurposing the rights-of-way listed in policy 9.7.1.3 for public uses and facilities such as:
  - (i) trails;
  - (ii) parks and parkettes;
  - (iii) picnic areas and rest areas; and
  - (iv) limited parking.

9.7.1.5

In addition to maintaining ownership of rights-of-way and road allowances, the Town will explore options for the acquisition and protection of additional public access to the water, including:

- (a) land dedication;
- (b) assistance from other levels of government, agencies and charitable foundations;
- (c) community benefits charges, pursuant to policies in Section 8.1.8 of this Plan;
- (d) land exchange;
- (e) long-term lease or easement agreements;
- (f) land trusts; and/or
- (g) placing conditions on development approval.

9.7.1.6

Notwithstanding policy 9.7.1.5, the protection of public access to the water does not obligate the Town to acquire or purchase land.

**9.7.2**

**Complete Streets and Active Transportation**

As the Secondary Plan Area continues to develop, the **Main Street Area** will increasingly become a focus of commercial activities, it is expected that pedestrian and cycling traffic will increase. This

increased traffic will pose potential conflict with vehicular traffic in the Secondary Plan Area, particularly along County Road 50/Murdoch Street. Thus, the development of the Secondary Plan Area should happen concurrently with complete streets interventions and improvement to active transportation facilities.

## 9.7.2.1

As the Secondary Plan Area develops, active transportation facilities will be installed or improved along the routes shown on Schedule C-2, including:

- (a) new cycling lanes and multi-use trails;
- (b) clear signage directing pedestrians and cyclists to key landmarks and destinations both within and outside the Secondary Plan Area; and
- (c) bicycle racks and other bicycle parking facilities (e.g., bike lockers).

## 9.7.2.2

Further to policy 9.7.2.1, bicycle facilities, including bicycle parking and repair stations, will be provided in the **Main Street Area**, **Cultural Character Area**, and **Waterfront Commercial Area**.

## 9.7.2.3

Where feasible within the public right-of-way, traffic calming measures will be installed along County Road 50/Murdoch Street, including but not limited to:

- (a) curb extensions (bump outs) and planters;
- (b) raised crossings and/or intersections;
- (c) tactile paving such as cobblestones; and
- (d) reduced speed limits.

## 9.7.2.4

At the time of next required resurfacing or reconstruction of any street (or required maintenance to municipal services within the road allowance) within the Main Street, Waterfront, or **Cultural Character Area**, consideration will be given to implementing complete streets measures, including:

- (a) wide sidewalks;
- (b) cycling lanes;
- (c) street furniture; and

(d) plantings.

9.7.2.5 The Town will work with the County of Essex to seek accelerated funding and timelines for the completion of paved shoulders along County Road 50 to create safe options for cycling to Colchester and other tourist destinations from Kingsville and Amherstburg.

### 9.7.3 Parking

Providing sufficient parking for private vehicles within Colchester, particularly during the busy summer months, is a priority of the Town. As the Secondary Plan Area continues to develop according to the Vision articulated in Section 9.2, the provision of parking will become even more important. Further support for access to the Secondary Plan Area via active transportation may help ease the burden on vehicular parking.

9.7.3.1 Existing parking within the Secondary Plan Area should be made more efficient, including through:

- (a) optimizing the Colchester Schoolhouse parking lot through line painting, permeable paving, and improved signage;
- (b) utilizing the right-of-way on Bagot, Sydenham, and Sullivan Streets for angled street parking; and
- (c) consideration for implementing paid parking at Town-owned surface parking lots in the Secondary Plan Area.

9.7.3.2 New commercial or mixed-use development in the **Main Street Area** will accommodate the majority of vehicular parking on-site at the rear of buildings where feasible, to minimize potential conflicts with cyclists and pedestrians and promote a pedestrian oriented streetscape.

9.7.3.3 The road network must adequately accommodate the traffic generated from development and the development site will accommodate anticipated parking needs, unless alternative or reduced parking provision is accepted by Council or the Committee of Adjustment.

9.7.3.4 Parking areas will be appropriately screened from the view of adjacent residents.

9.7.3.5 Within the Main Street Area:

- (a) front yard parking will be prohibited for new development; and
- (b) pedestrian laneways should provide access from rear parking lots to the street to provide improved pedestrian connections.

- 9.7.3.6 Where feasible, the number of driveways will be limited and minimum driveway widths will be maintained to provide safer pedestrian environment and sidewalk continuity.
- 9.7.3.7 Driveways and accesses should align on both sides of the street to provide safe ingress and egress.
- 9.7.3.8 Loading areas and servicing areas should be accommodated at the rear of buildings and will not be permitted in a front yard or in a side yard where it abuts a street.
- 9.7.3.9 The Town will endeavour to provide and maintain on-street parking on both sides of County Road 50/Murdoch Street and Jackson Street where feasible and appropriate.
- 9.7.3.10 The Town may request a minimum right-of-way width of 28 metres for County Road 50 (Murdoch Street), within the Secondary Plan Area, subject to the policies of the County, and the Town may require a minimum right-of-way width of 28 metres for Jackson Street to accommodate on-street parking, future public transit opportunities, bicycle lanes and wider boulevards, by acquisition through the development approvals process, dedication, or other means;
- 9.7.3.11 Provision for bicycle parking and storage is generally required in accordance with the provisions of the Zoning By-law.

## 9.8 Tourism

This Secondary Plan provides a planning framework for the promotion of tourism and recreational opportunities within Colchester, while balancing the need to protect the lakeshore's resources, cultural heritage, sense of place, natural heritage features and the natural environment within the Secondary Plan Area and beyond its borders.

- 9.8.1.1 Year-round tourism-related activities will be promoted to create a sustainable tourism industry and support commercial businesses which cater to tourism activities.
- 9.8.1.2 Opportunities for recreation in winter such as skiing, ice-fishing, and skating, among others, maybe considered in planning for public space and parkland in the Secondary Plan Area.
- 9.8.1.3 Encourage involvement in the preparation of a County-wide or regional tourism strategy to promote the Town's tourism and economic development objectives along the lakeshore.

## 9.8.2 Accommodations

- 9.8.2.1 The Town will encourage the provision, maintenance and improvement of accommodations in the Secondary Plan Area, including hotels and inns, motels, bed and breakfasts, and short-term rentals, pursuant to the policies of 5.2.4 and 5.2.5 of the Town's Official Plan and the applicable land use designation.
- 9.8.2.2 Large-scale accommodations, including hotels and motels, or similar accommodations, will be directed to the **Main Street Area**, where the services, facilities and infrastructure exist to accommodate this use.
- 9.8.2.3 The Town may utilize the community improvement policies of this Secondary Plan to encourage the provision and maintenance of accommodations.

## 9.9 Infrastructure

It is the intent of the Town that all new development, either greenfield or through intensification, should occur on full municipal services. The Secondary Plan area is currently served by water and wastewater services; however, upgrades and expansion are required to the Colchester South Sewage Works to support development within the Colchester Secondary Settlement Area.

- 9.9.1.1 The Town supports the provision of full municipal services within the Secondary Plan Area to promote sustainability and the provision of safe drinking water, appropriate sewage treatment and stormwater management.

- 9.9.1.2 All development within the Secondary Plan Area must be supported by municipal services.
- 9.9.1.3 Appropriate stormwater management controls are required in new development to improve the water quality of Lake Erie.
- 9.9.1.4 The Town will implement the recommendations of the Lake Erie Shoreline Study, where appropriate, to address matters of water quality and erosion along the Lake Erie shoreline.

## 9.10 Implementation

The growth and development of the Secondary Plan Area is expected to occur over time and incrementally as vacant lands are developed and individual parcels or small land assemblies are redeveloped. The following implementation strategy ensures the delivery of important structural elements of the Secondary Plan's structure.

- 9.10.1.1 Landowners and development proponents within the Secondary Plan Area, particularly for lands within the **Main Street Area**, are encouraged to enter partnerships and present coordinated development proposals to the Town.
- 9.10.1.2 The Town will consider amending its Zoning By-law to pre-zone the properties in the **Main Street Area** for uses and built form permitted by this Secondary Plan.
- 9.10.1.3 Holding symbols may be applied to lands proposed for development or redevelopment, pursuant to Section 8.1.4 of the Town's Official Plan, until such time as appropriate wastewater, municipal water, stormwater management and any other necessary arrangements are made to the satisfaction of the Town and a plan of subdivision is approved, where required.
- 9.10.1.4 To encourage public input into the planning process, applications for significant new developments within the **Main Street Area** and **Waterfront Commercial Area** may be considered for a public open house to inform the community of the proposal, since the scale and nature of such proposals will have a broader and more significant impact on the community character.

**9.10.1.5**

The Colchester and County Road 50 Community Improvement Plan will be used to support development and rehabilitation throughout the Secondary Plan Area.