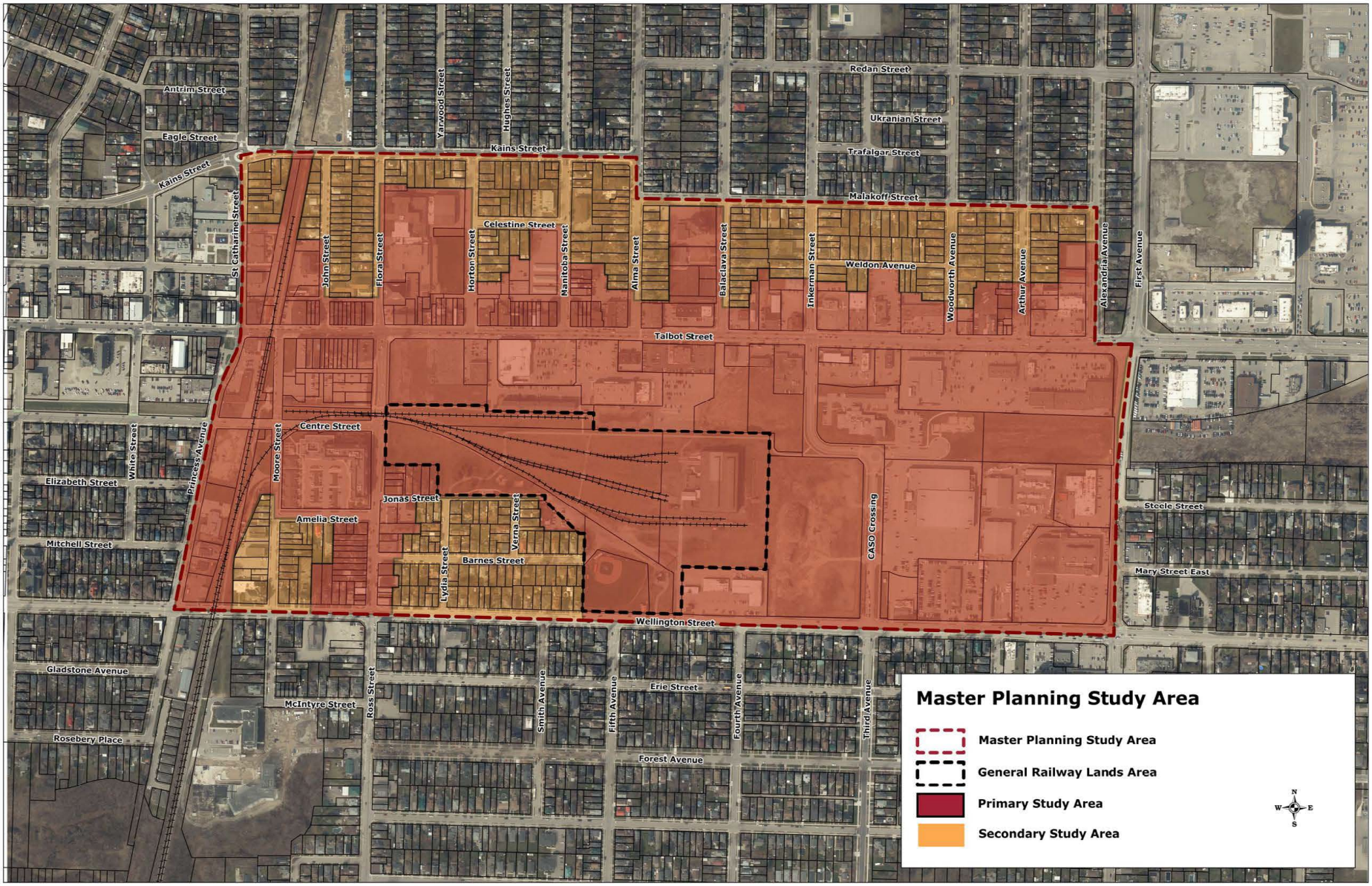
Railway Lands Area Master Plan

Public Information Centre #1

August 26, 2026


Antrim Street
Eagle Street
Kains Street
Kains Street
Yarwood Street
Hughes Street
Redan Street
Ukranian Street
Trafalgar Street
Malakoff Street
St Catharine Street
John Street
Flora Street
Celestine Street
Horton Street
Manitoba Street
Alma Street
Balaclava Street
Inkerman Street
Weldon Avenue
Woodworth Avenue
Arthur Avenue
Alexandria Avenue
First Avenue
Talbot Street
Centre Street
White Street
Princess Avenue
Moore Street
Elizabeth Street
Jonas Street
Amelia Street
Verna Street
Lydia Street
Barnes Street
CASO Crossing
Steele Street
Mitchell Street
Mary Street East
Wellington Street
Gladstone Avenue
McIntyre Street
Rosebery Place
Ross Street
Smith Avenue
Fifth Avenue
Erie Street
Fourth Avenue
Third Avenue
Forest Avenue
Master Planning Study Area
Master Planning Study Area
General Railway Lands Area
Primary Study Area
Secondary Study Area
N
W
E
S

Primary Study Area - General Railway Lands








Primary Study Area – Talbot St





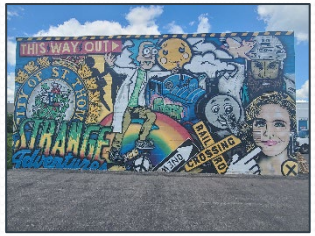



Primary Study Area – Other







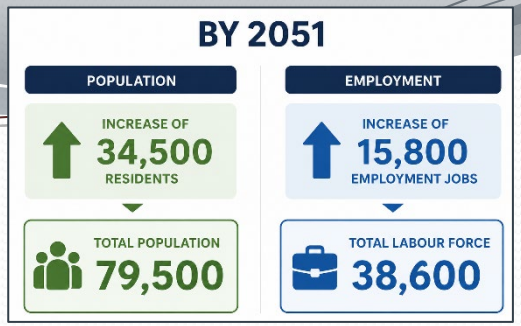


Secondary Study Area



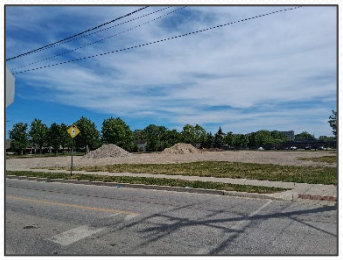




Why are we preparing a plan for this area?

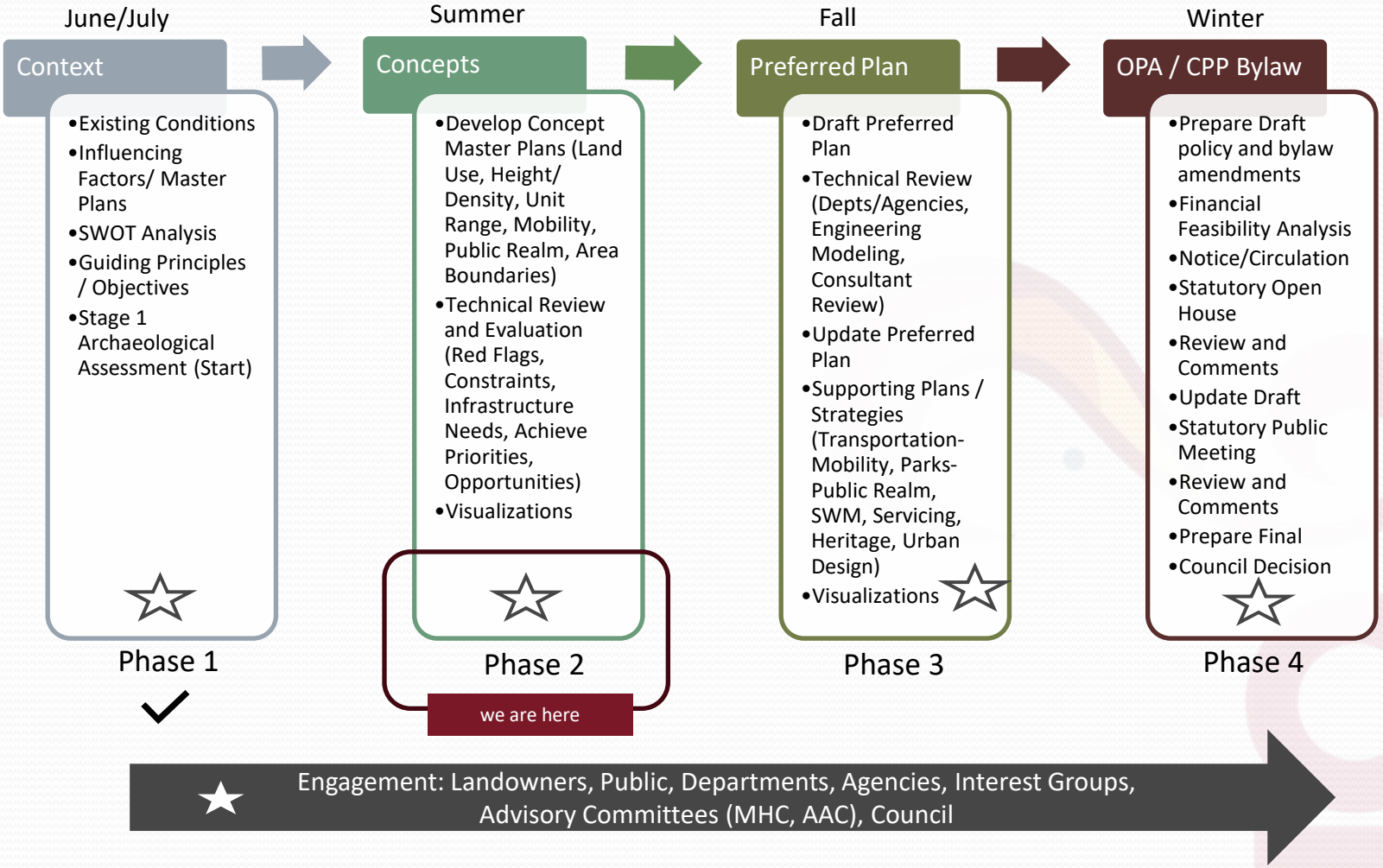
- As part of the planning for our overall growth in St. Thomas over the next 25 years
- To identify appropriate areas for new residential housing and density to provide housing options as we grow
- To ensure there is a comprehensive plan for this redevelopment area
- To facilitate redevelopment of known or suspected brownfield lands
- To ensure there is a plan in place that addresses the potential for larger scale intensification in an area with significant cultural heritage resources
- To help support commercial/business and employment uses on Talbot St, Wellington/First Ave and surrounding areas
- To review the existing land use and development permissions for properties within the Study Area and allow for a range of land uses that could occur on future

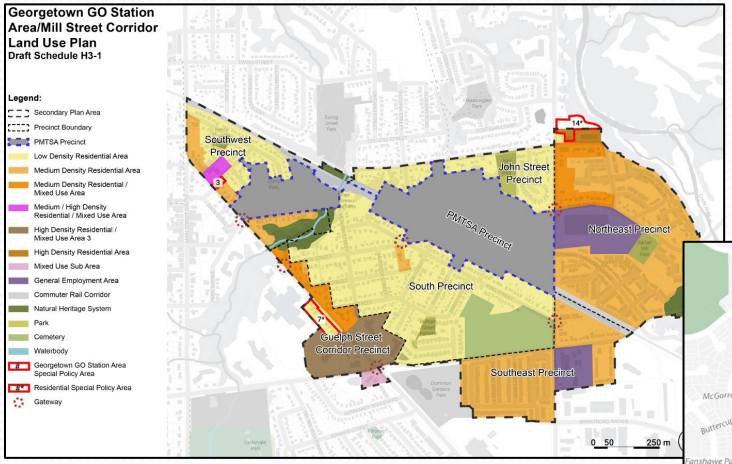


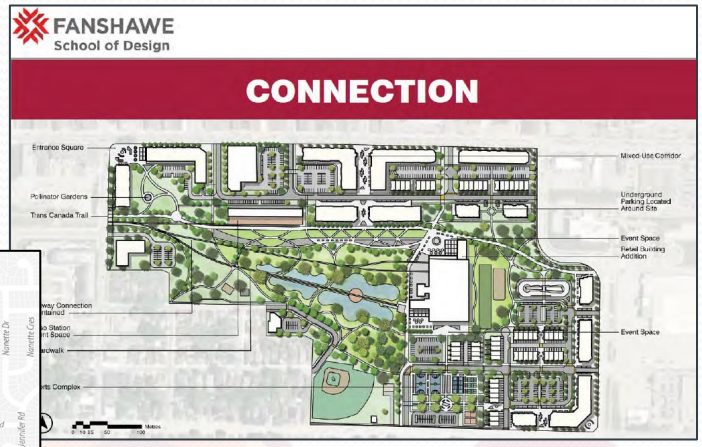

What is involved? What is the process?

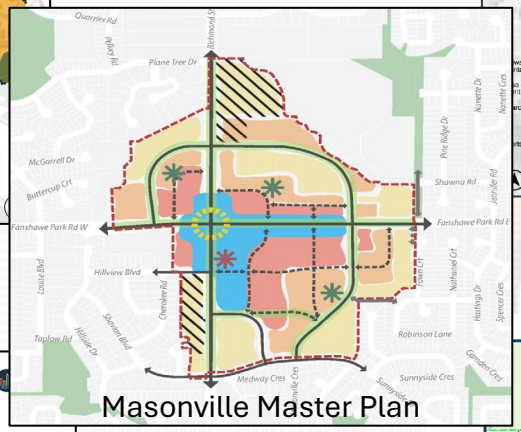
What Could it Result in?
OPA = Official Plan Amendment (Secondary Plan, Special Policy Area, Land Use Designation/Policy Changes)
CPP Bylaw = Community Planning Permit (Amendment, New, Portions of Study Area)



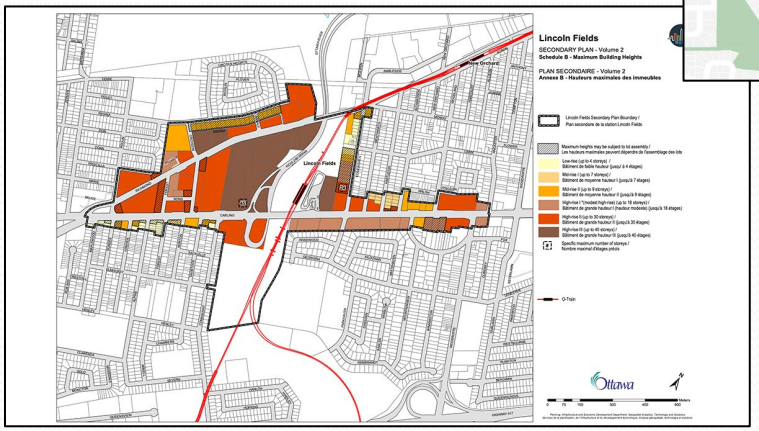
Example Master Plan/Secondary Plan/Land Use Plans

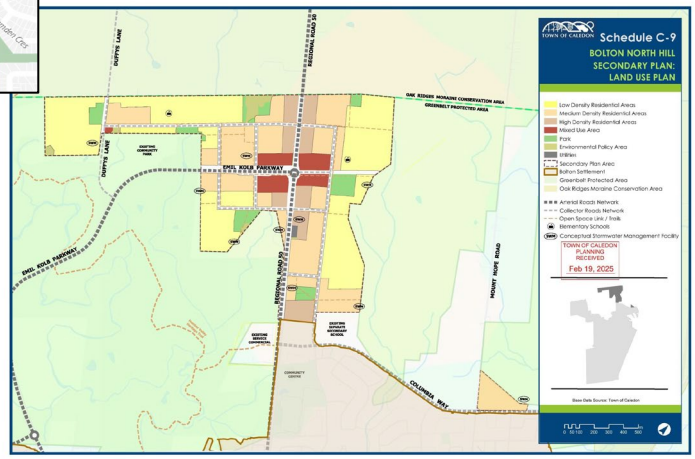






Masonville Master Plan





Railway Lands Area Master Plan

Community Planning Permit Bylaw

In 2025, St. Thomas adopted Official Plan polices to allow for a new Community Planning Permit System for development areas of the City as a land use planning tool for more streamlined development approvals.

What is it?

It is a land use planning tool that combines Zoning By-law Amendments, Minor Variances and Site Plan Applications into one application and approval process.

Formerly known as the Development Permit System (DPS), a CPPS provides an alternative to the typical planning approval process

How does it get used?

The Bylaw would replace zoning and provide steps for the development process. A permit would be needed for development which must be reviewed within 45 days. A Building Permit is still needed upon approval of a Community Planning Permit.

What would be in a CPPS Bylaw?

The permitted land uses along with discretionary uses, the development standards, community benefits, classes of development, approval authority, criteria for conditions of approval, agreements, the application process, the land area, etc.

What are some of the benefits?

A streamlined development process; reduced complexity, flexible system; a broader scope of review; support for local goals like housing diversity and affordable housing, high-quality sustainable design, amenities and environmental protection

Phase 1: Context

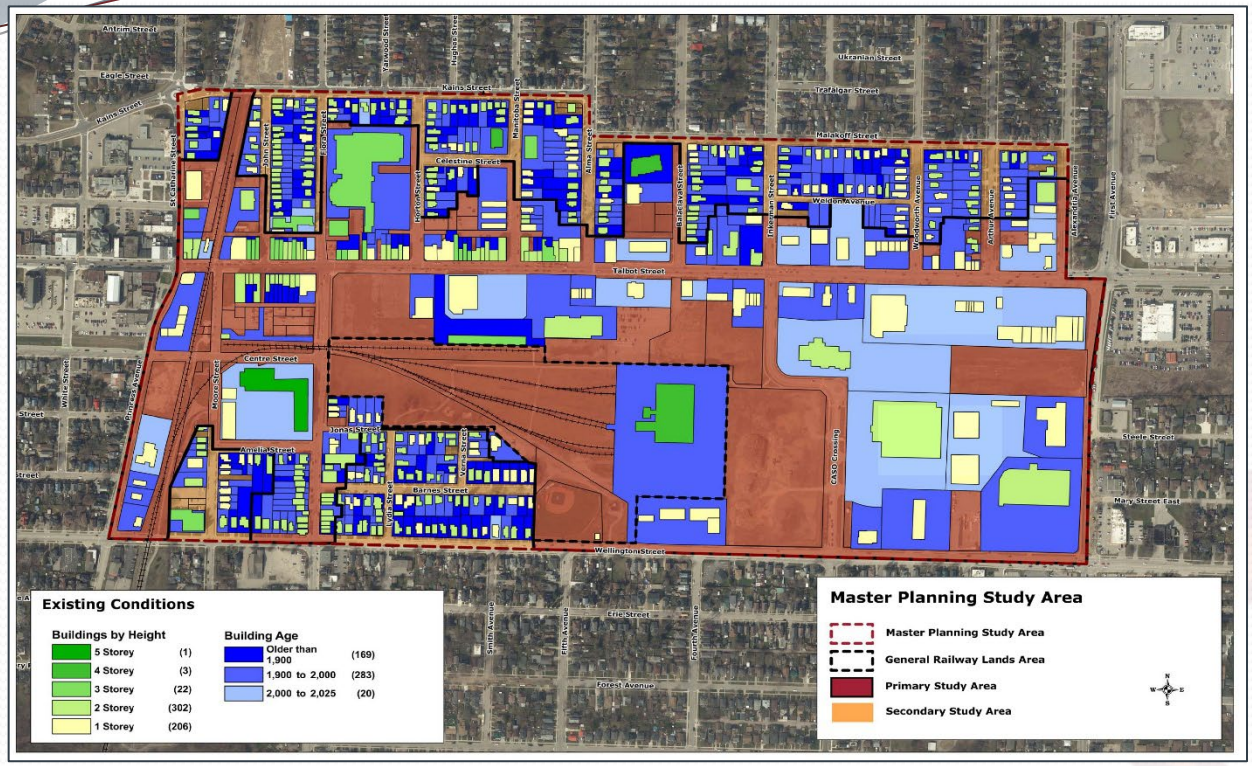
Existing Conditions

Influencing Factors/ Master Plans

SWOT Analysis

DRAFT Guiding Principles & Goals

Existing Conditions / Future Plans



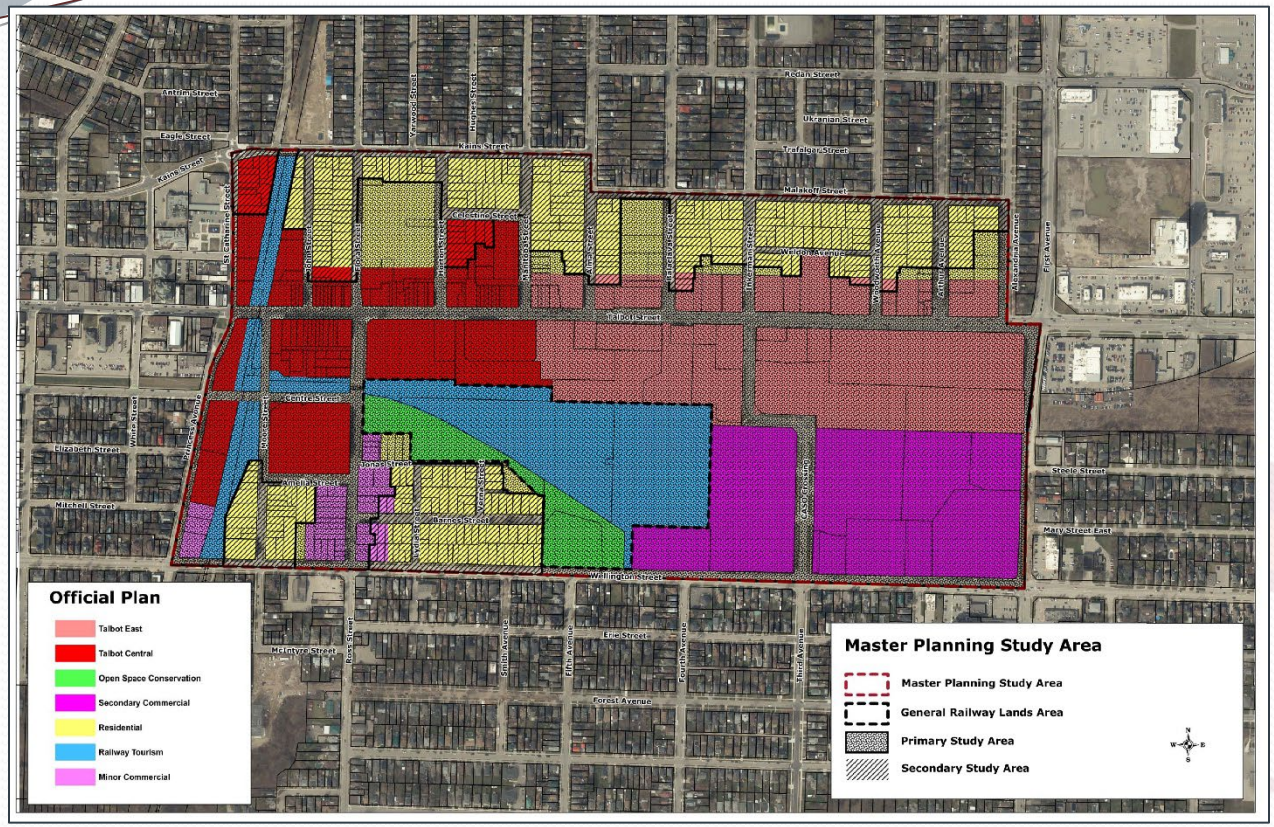
Built Form

Existing Conditions

- Low-rise residential neighbourhoods – 1 to 2 storey dwellings, large number of peaked roofs, significant amount of front porches, almost no garages in front, reduced front yard setbacks, mix of brick and siding, range of lot sizes, generous lot frontages
- Talbot St (Central) – main street condition 2-3 storeys, ground-floor commercial with mixed use/res above
- Talbot St (East) – mainly 1 storey commercial buildings, small lot coverage
- East side - Some larger commercial blocks with <20% lot coverage, 1-2 storey buildings, surface parking, flat roof
- Ross St – low-rise, mixed-use buildings
- Recreation and institutional blocks



Existing Conditions / Future Plans



Official Plan

Existing Conditions

- Downtown (Talbot Central, Talbot East), Commercial, Residential , Open Space and Railway Tourism land use designations

Future Plans

- Planning Act changes (Bill 28) that dictate standard table of contents, land use designations, compliance for Official Plans
- New Official Plan (2026-28)
- Most existing designations will need review and revision

Official Plan Policies (portion)

Talbot Central –historic downtown. Permits pedestrian-oriented retail, restaurants, cultural, tourism, recreation, entertainment, accommodations, office, personal services, medium & high density residential, public services, institutional, parkettes (5.3.3.3.2)

Talbot East – permits auto-oriented commercial uses - dealerships, service stations, food stores, restaurants, plazas, rec (5.3.4.3.1)

Secondary Commercial – permits a range of retail and service commercial uses – auto services, stores, rest., office, rec (5.6.3.1)

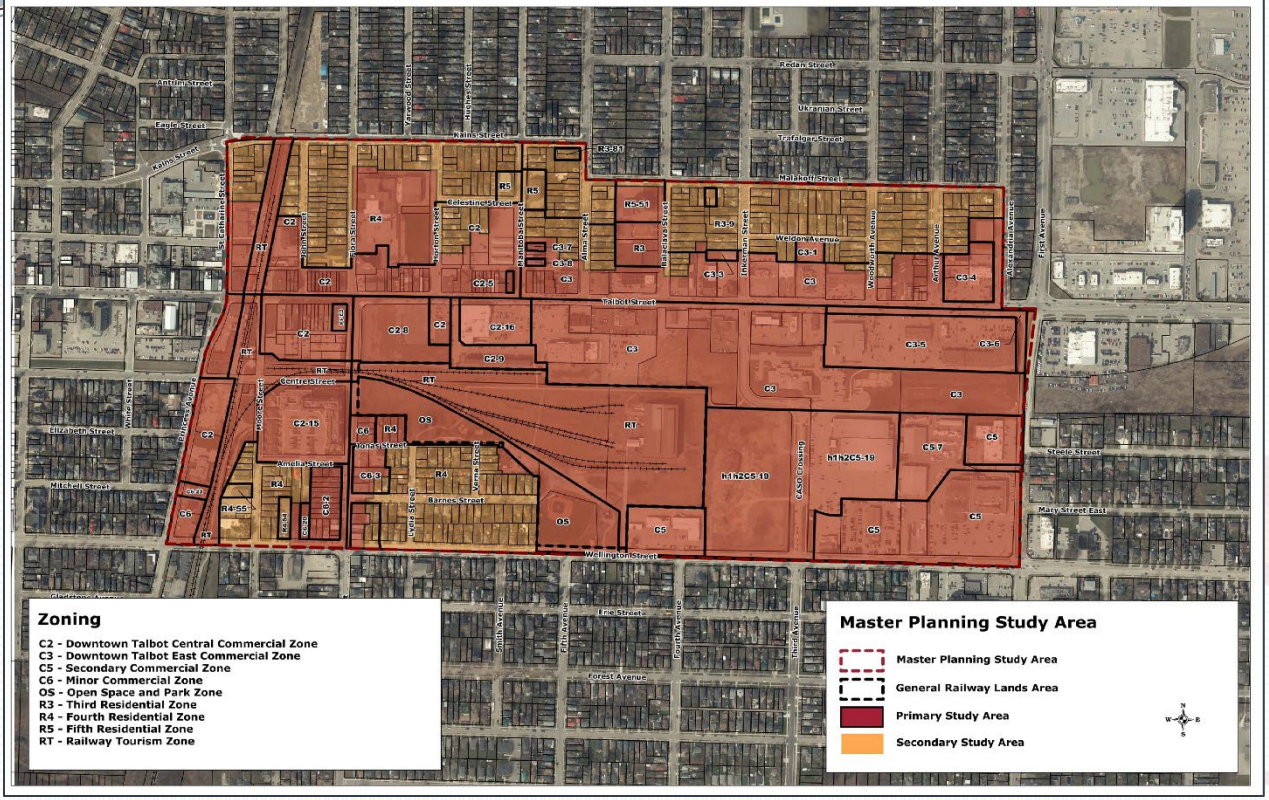
Minor Commercial – permits day-to-day retail and service uses – conv. store, personal services, bank, rest., office, clinic (5.7.3.1)

Residential – permits a range of low, medium and high-density residential, institutional uses-schools, churches, rec, medical (5.1.3)

Railway Tourism – permits railway operations, repair/mtce, museum, tourism, events, transportation, parks, public uses (5.16.3.1)

Open Space and Conservation – permits parks, rec uses, conservation uses, necessary utilities, services, infrastructure (5.12.3.1)

Existing Conditions / Future Plans



Zoning

Existing Conditions

- Commercial zones of various types including Downtown (C2,C3), Secondary (C5), Minor (C6)
- Residential zones of various types including Third (R3), Fourth (R4) and Fifth (R5) Residential
- Railway Tourism (RT), Open Space and Conservation (OS) zones
- Various site-specific provisions

Future Plans

- New Zoning By-law (Future)
- Community Planning Permit Bylaw

Zoning Provisions (summary)

C2 – commercial, office, clinic, institutional, recreation, entertainment, residential – up to 45m building height

C3 - commercial, office, clinic, institutional, recreation, entertainment – up to 45m building height, retail max. size limit

C5 – commercial, office, clinic, recreation, entertainment – no max. building height or size limits

C6 – some commercial, office, clinic, institutional, entertainment – no max. height, max. 300m^2 comm. floor area(lot), 2300m^2(zone)

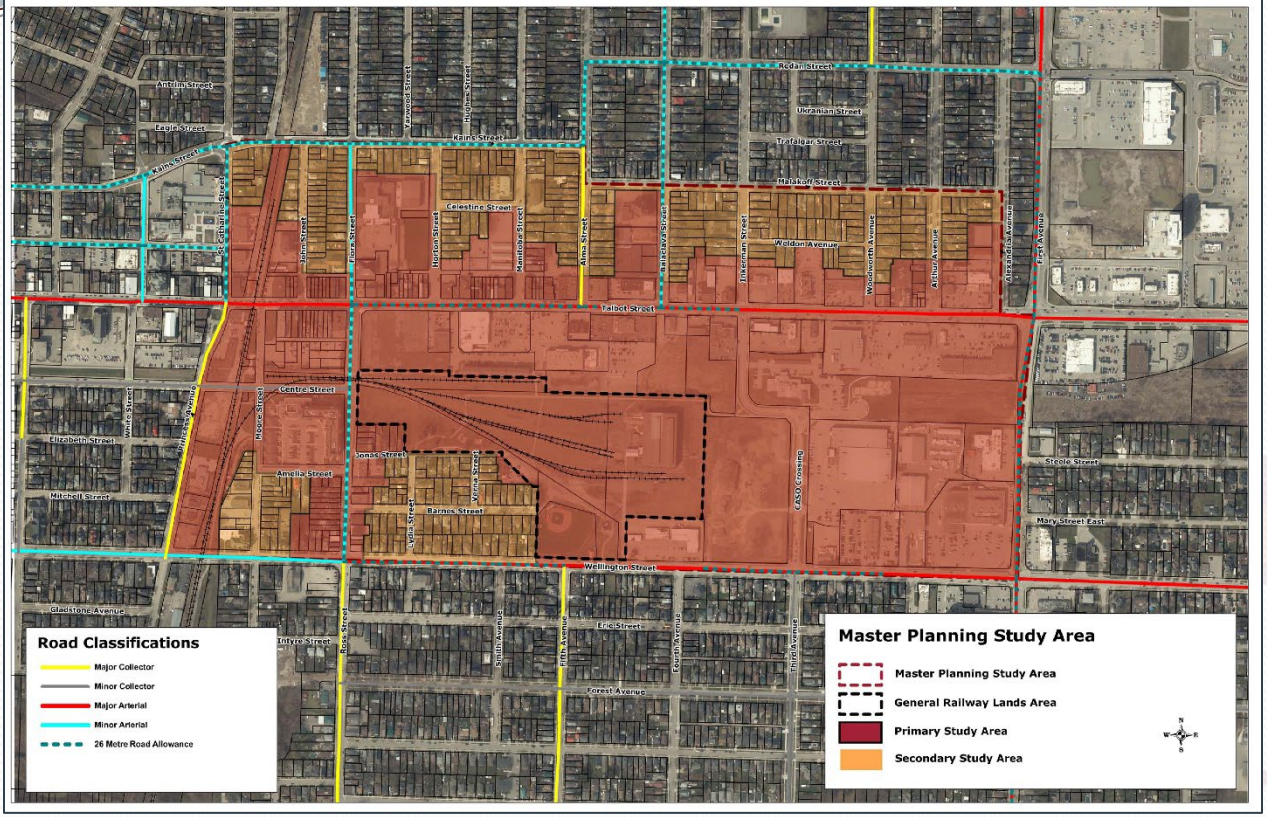
R3 – all dwelling types up to 4 units, most home types, daycare, private school, church - 11m max. building height (15m for church)

R4 – all dwelling types up to 6 units, all home types, daycare, private school, church - 11m max. building height (15m for church)

R5 – towns & multiple dwelling to 75u/ha, home types, day care, private school - 11m ht., apartment to 250u/ha, 45m ht., church

RT – railway uses/operations, transportation incl. active, park, trails, events, municipal works, museum, parking lot – no provisions

Existing Conditions / Future Plans



Transportation - Roads

Existing Conditions

- Major Arterial–Talbot, First, Wellington
- Minor Arterial–Ross, Kains, Balaclava, St. Catharine
- Major Collector–Alma, Princess
- 26m road allowance-First, Talbot, Ross, Wellington

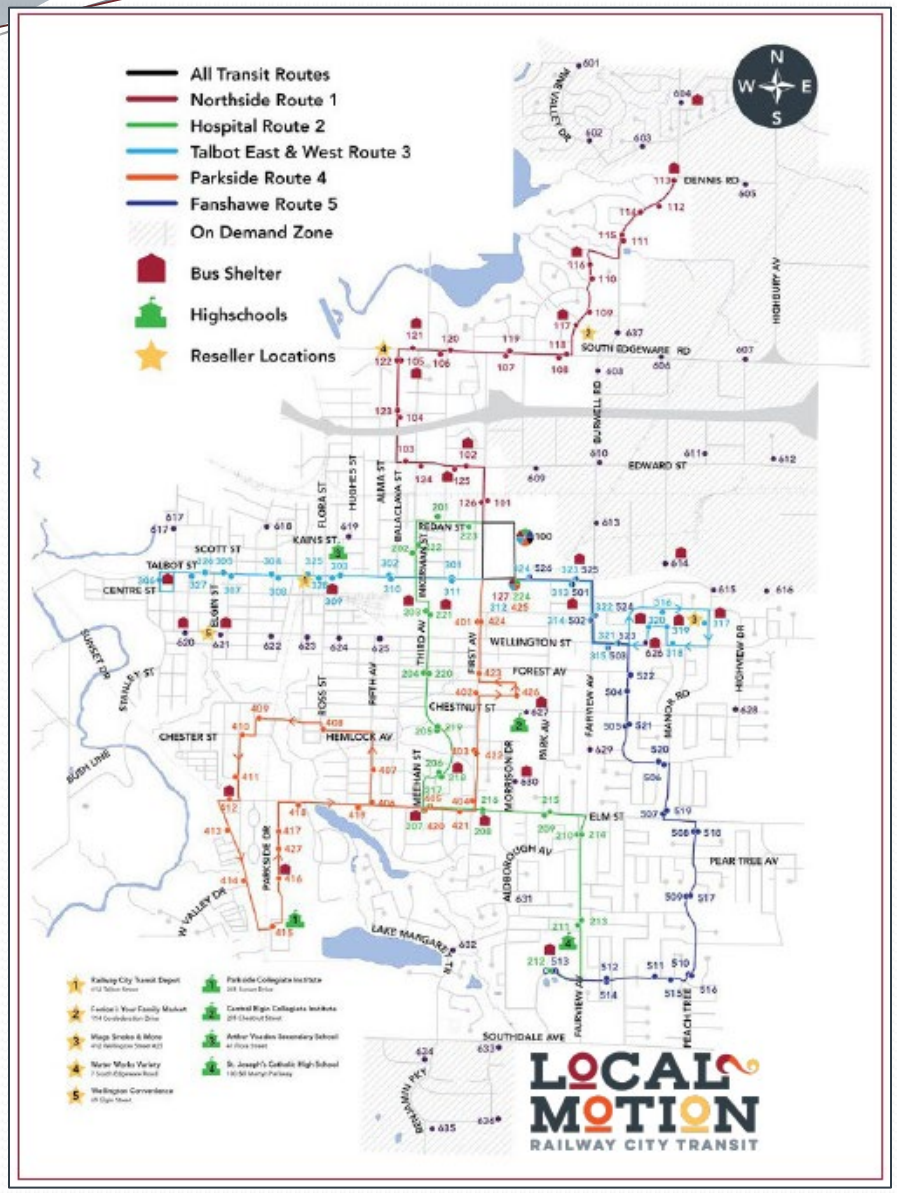
Future Plans

- Transportation Master Plan: City-wide (completed 2025)
- Undertake transportation strategy (Railway Lands Study)

Official Plan Policies (portion)

- An arterial street carries large volumes of all types of traffic at relatively high speeds. An Arterial street provides a through route in the City and traffic flow should only be interrupted at traffic lights (9.1.1.6).
- Major Arterial has a 2-lane capacity of 16,000 vehicles and a 4-lane capacity of 32,000 vehicles (9.1.1.6).
- Minor Arterial has a 2-lane capacity of 14,000 vehicles and a 4-lane capacity of 28,000 vehicles (9.1.1.6).
- A Collector street serves as a link between the Arterial and Local street and has the functions of providing traffic service and property access (9.1.1.7).
- Major Collector has a 2-lane capacity of 10,000 vehicles (9.1.1.7).

Existing Conditions / Future Plans





Transportation - Transit

Existing Conditions

- Currently fixed routes on Caso Crossing/Inkerman (Route 2), First Ave (Route 3), Talbot St (Route 4)
- Stops on Wellington St (On Demand)

Future Plans

- Transportation Master Plan – recommendations for Transit
- Transit Master Plan (2026-27)
- Undertake transportation strategy (Railway Lands Study)

Official Plan Policies (Portion)

- Public transit service shall continue to be provided in the City of St. Thomas in accordance with approved financial resources (9.1.2.1)
- Council shall encourage public transit and shall support measures designed to increase ridership within the context of providing an efficient public transit service (9.1.2.2)
- Supportive land use patterns and proper land use design shall be encouraged in order to make the transit system more efficient (9.1.2.4)

Existing Conditions / Future Plans

FIGURE ES.5 RECOMMENDED ROAD CLASSIFICATIONS

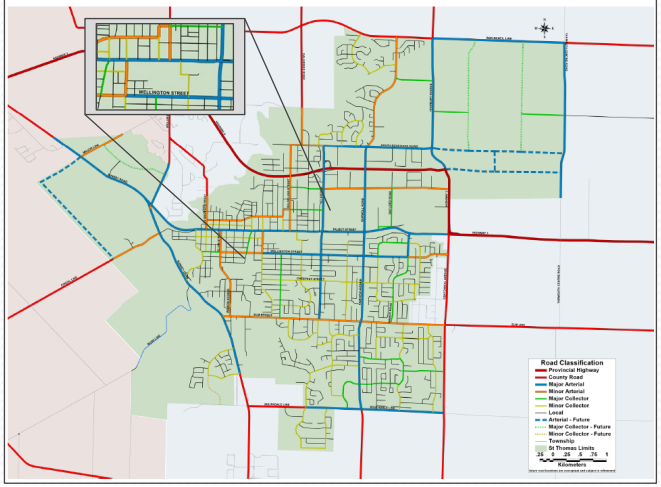


FIGURE ES.1 INTERIM FIXED ROUTE TRANSIT NETWORK

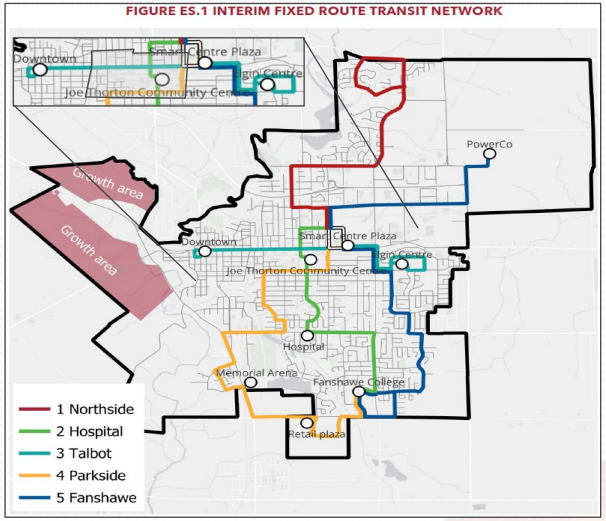


FIGURE ES.3 RECOMMENDED ACTIVE TRANSPORTATION NETWORK

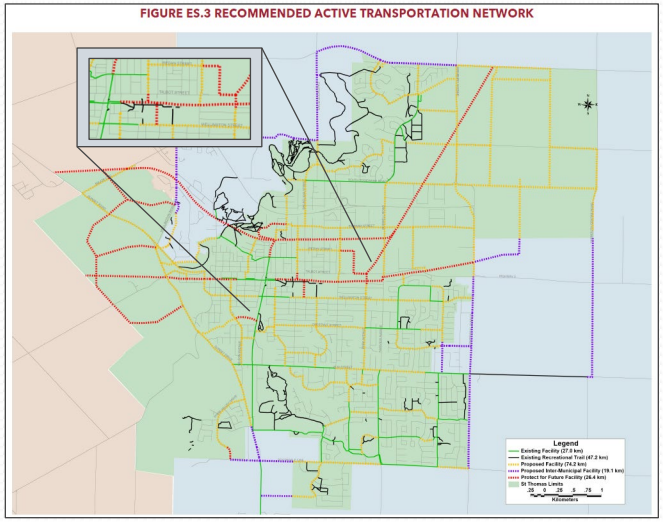
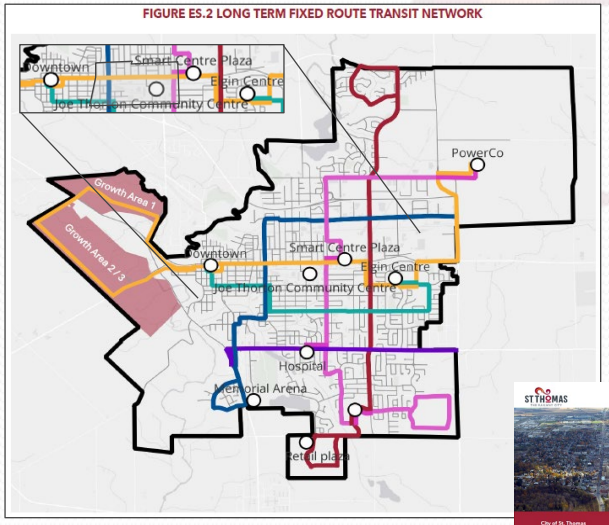


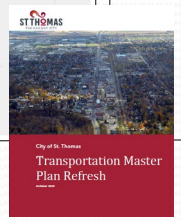
FIGURE ES.2 LONG TERM FIXED ROUTE TRANSIT NETWORK

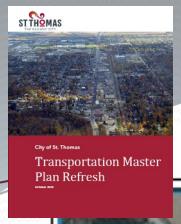


Transportation Master Plan

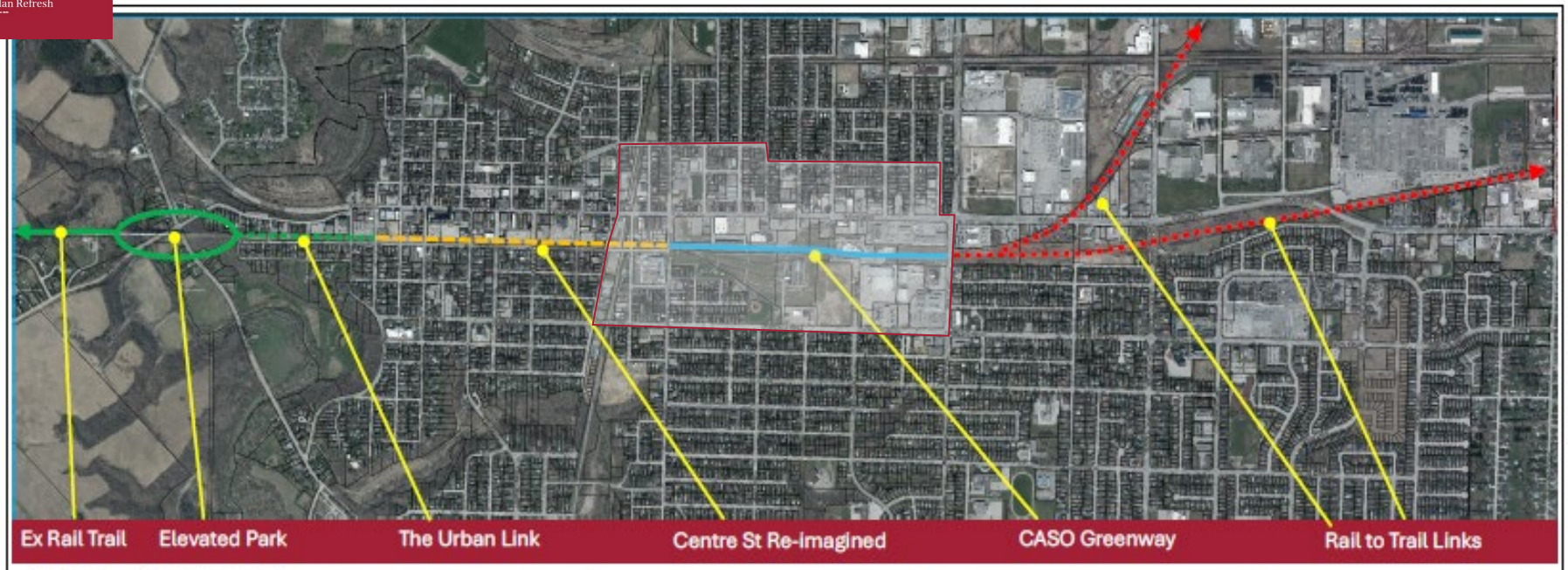
Study Area Highlights:

- Recommendation R.15: it is recommended that the City consider undertaking a land use and urban design study for the Centre St Active Transportation Corridor to provide a concept design for the Active Transportation facilities in the corridor and to establish a vision for the future land use in the surrounding area to guide future planning.
- Proposed Corridor Projection Opportunity:
  - CP3 – Centre St Corridor – East (Ross St to East City Limits)
  - CP12 – CASO-Wellington Trail Connection (Centre St Rail Trail to Wellington St)





THE CENTRE STREET ACTIVE TRANSPORTATION CORRIDOR CONCEPT







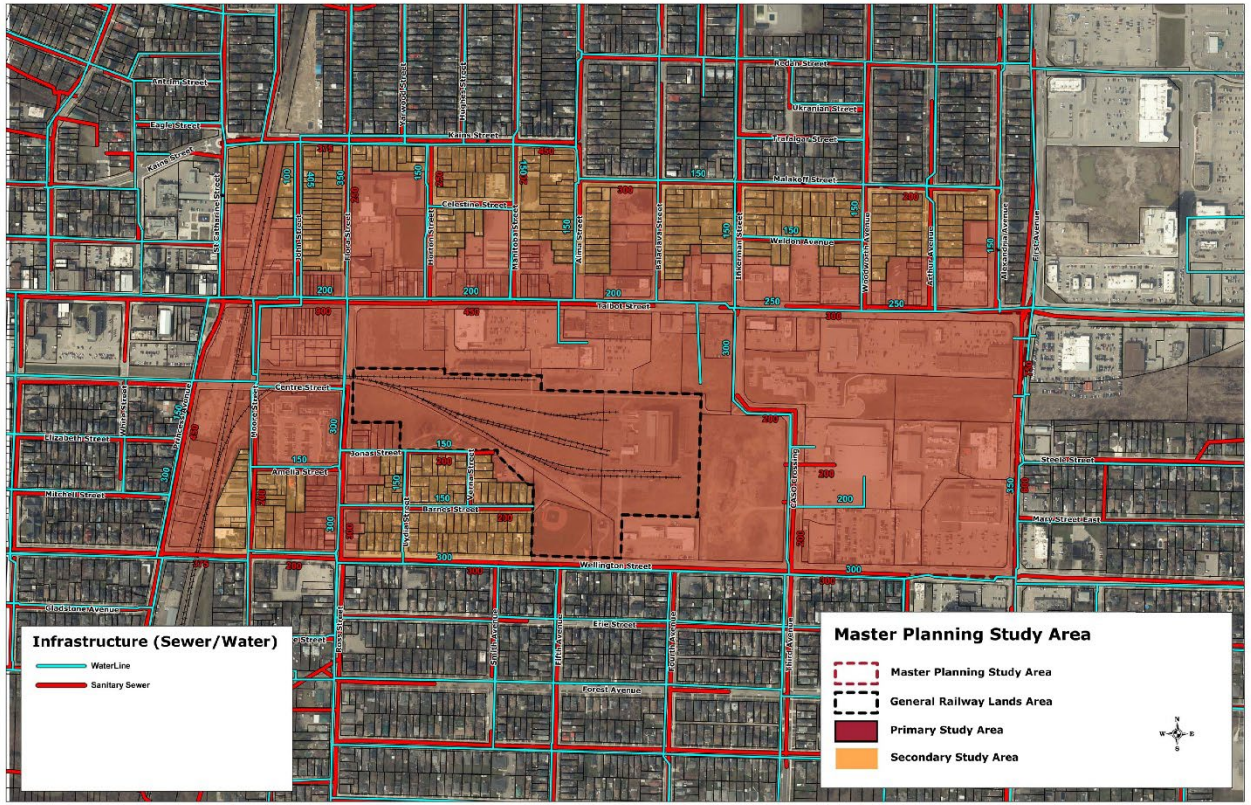









Existing Conditions / Future Plans



Sanitary and Water Servicing

Existing Conditions

- Sanitary sewers and watermains exist on all streets w/in Study Area
- Larger sanitary on First Ave, Talbot St (west side of St. Area)
- Sanitary primarily drains to Sunset WWTP

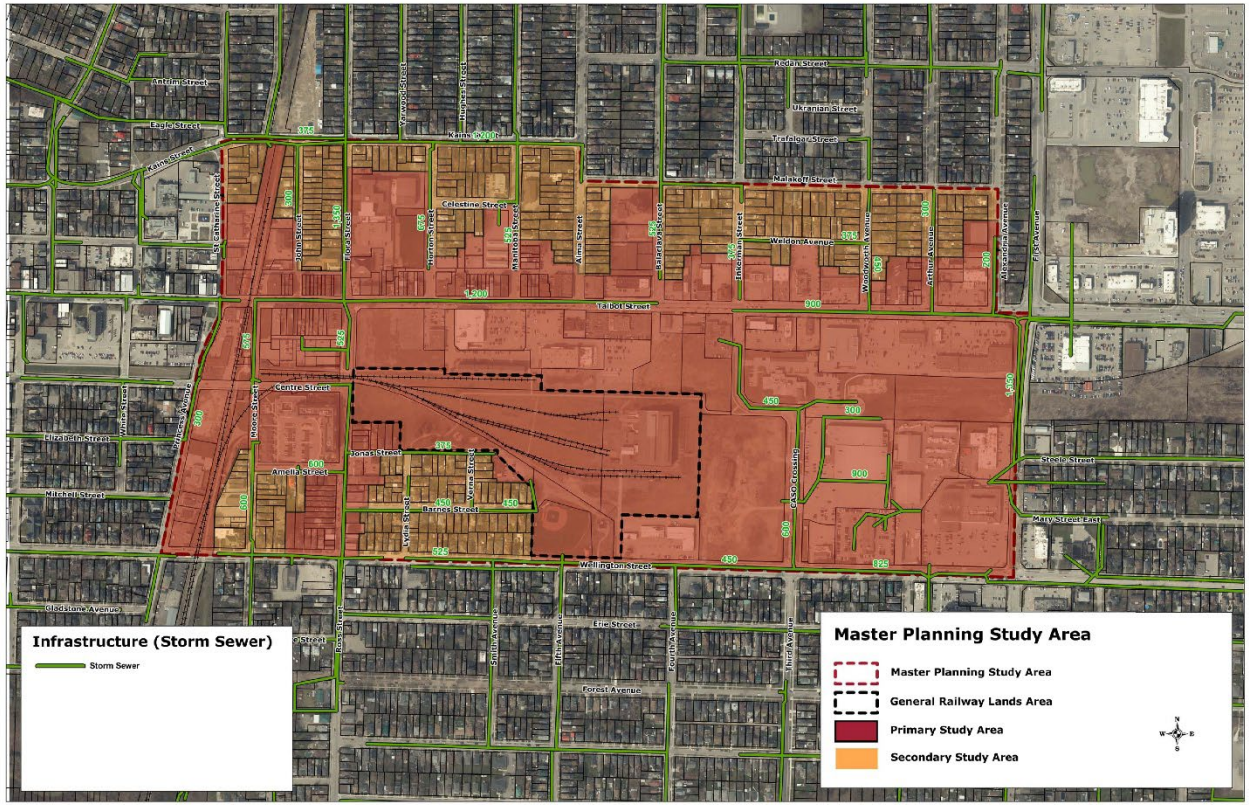
Future Plans

- Sanitary Master Plan: City-wide (2027-28)
- Undertake sanitary and water modeling (Railway Lands Study)

Official Plan Policies (portion)

- Improvements to the sanitary sewerage system and storm drainage system will continue in order to serve the projected population (3.8.5). An adequate water supply is available to service the projected population (3.8.6).
- New development, infilling or redevelopment for medium or high density residential use shall be reviewed based on…adequate municipal services including storm and sanitary sewers, are required (5.1.3.3vii, 5.1.3.4xii)
- All redevelopment/infilling must be on full urban services and existing municipal services and facilities should be adequate to accommodate the proposed development (5.1.3.6), subject to any necessary improvements to piped municipal services…(9.2.2.1)
- Talbot East – …new space-extensive commercial uses are subject to…adequate municipal services are required (5.3.4.3.2vi)
- Commercial – The suitability of residential uses as part of a mixed-use development shall be assessed on a site-by-site basis using the following criteria…capacity of existing infrastructure services and roads to accommodate the proposed use(s) (5.6.3.12ii, 5.7.3.6iii)

Existing Conditions / Future Plans



Drainage, Storm, Stormwater Management

Existing Conditions

- At least 4 different drainage areas w/in Study Area
- Existing storm sewers on all streets w/in Study Area except portion of a few blocks
- Larger on 1st/Wellington/Talbot
- No stormwater mgt. ponds

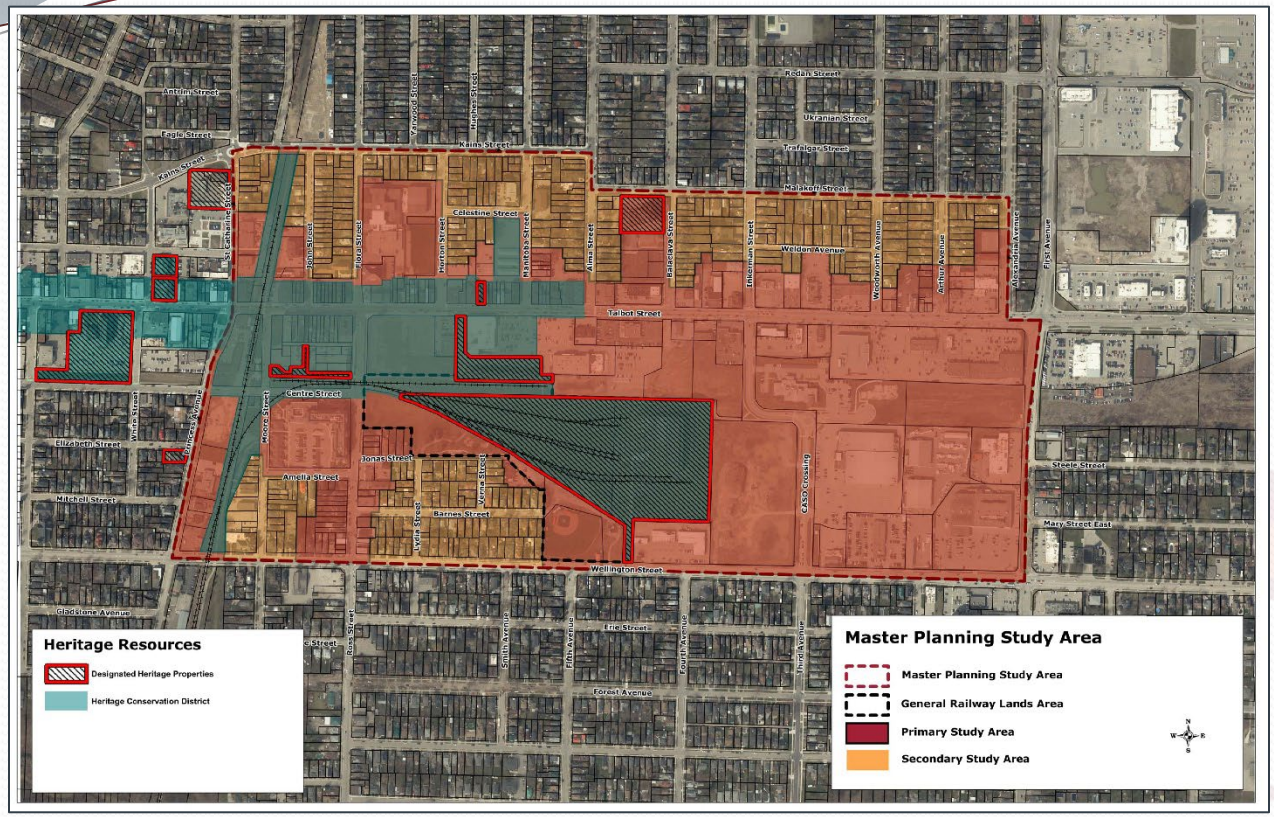
Future Plans

- Stormwater Management Master Plan (2026)
- Undertake storm modeling (Railway Lands Study)

Official Plan Policies (portion)

- To ensure that sanitary sewers, storm sewers and watermains are sized to accommodate current and planned development along Talbot Street (4.12.2i)
- Through the implementation of Best Management Practices, stormwater management measures that promote natural groundwater recharge shall be encouraged where applicable (8.6.2)
- Current stormwater management techniques shall be used in the design and implementation of all development to control both the quality and quantity of surface water runoff and to maintain the quality and quantity in the receiving watercourse (8.6.3)
- Master Drainage Plans shall be prepared using engineering and hydrologic models acceptable to the City and KCCA (9.2.5.5x). Where a Master Drainage Plan has not been prepared for an area, the City shall require applicants for development to prepare individual Storm Water Management Plans for their lands that demonstrate the manner in which on-site storm water will be controlled…(9.2.5.5xi)

Existing Conditions / Future Plans



Cultural Heritage Resources & Archaeological

Existing Conditions

- 7 properties in Study Area designated under Part IV
- Lands in Study Area within Part V Downtown St. Thomas Heritage Conservation District
- HCD Study, Plan, Guidelines

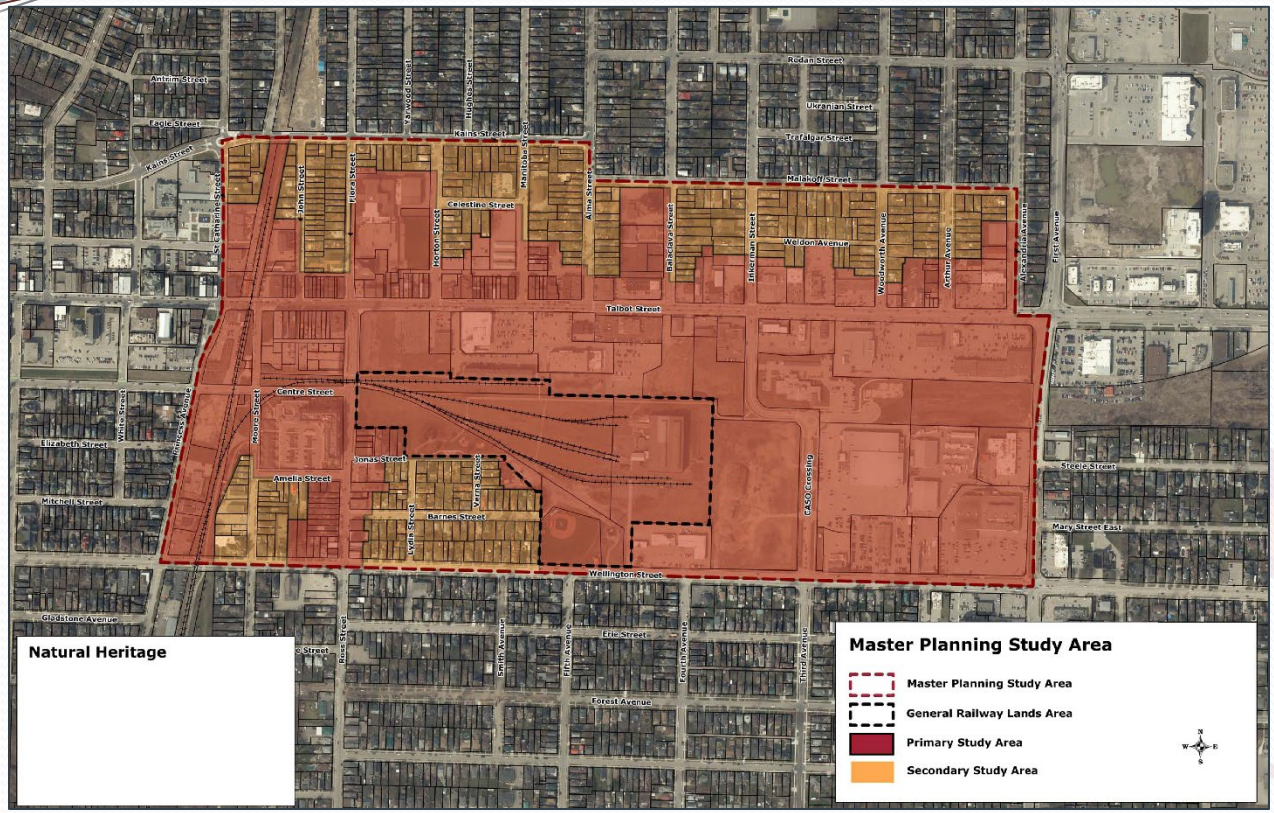
Future Plans

- Undertake Stage 1 Archaeological Assessment (Railway Lands Study)
- Undertake Cultural Heritage Impact Assessment (Railway Lands Study)

Official Plan Policies (portion)

- …Council shall endeavor to recognize and preserve the heritage resources of the City of St. Thomas. Heritage resources include archaeological sites, buildings and structures of architectural, historic or engineering interest, groups of buildings or structures which are of interest and value in the landscape and rural and urban landscapes…(4.6.1)
- A heritage conservation district for the downtown area of St. Thomas has been designated by City Council and…will be used in the evaluation of planning and development applications in the area…(4.6.11.2)
- The Downtown St. Thomas HCD Plan includes a comprehensive set of design guidelines to direct future development and to protect the unique character of the area and encourages the retention of existing structures and landscapes that contribute to the downtown character of the area. The design of buildings in the Downtown St. Thomas HCD shall, at all times, have regard to the detailed architectural and urban design guidelines and intent of the Downtown St. Thomas HCD Plan. (4.6.11.3)

Existing Conditions / Future Plans



Natural Heritage Resources

Existing Conditions

- There are no know significant natural heritage features within the Study Area, identified on Schedule E or designated on Schedule A of the Official Plan

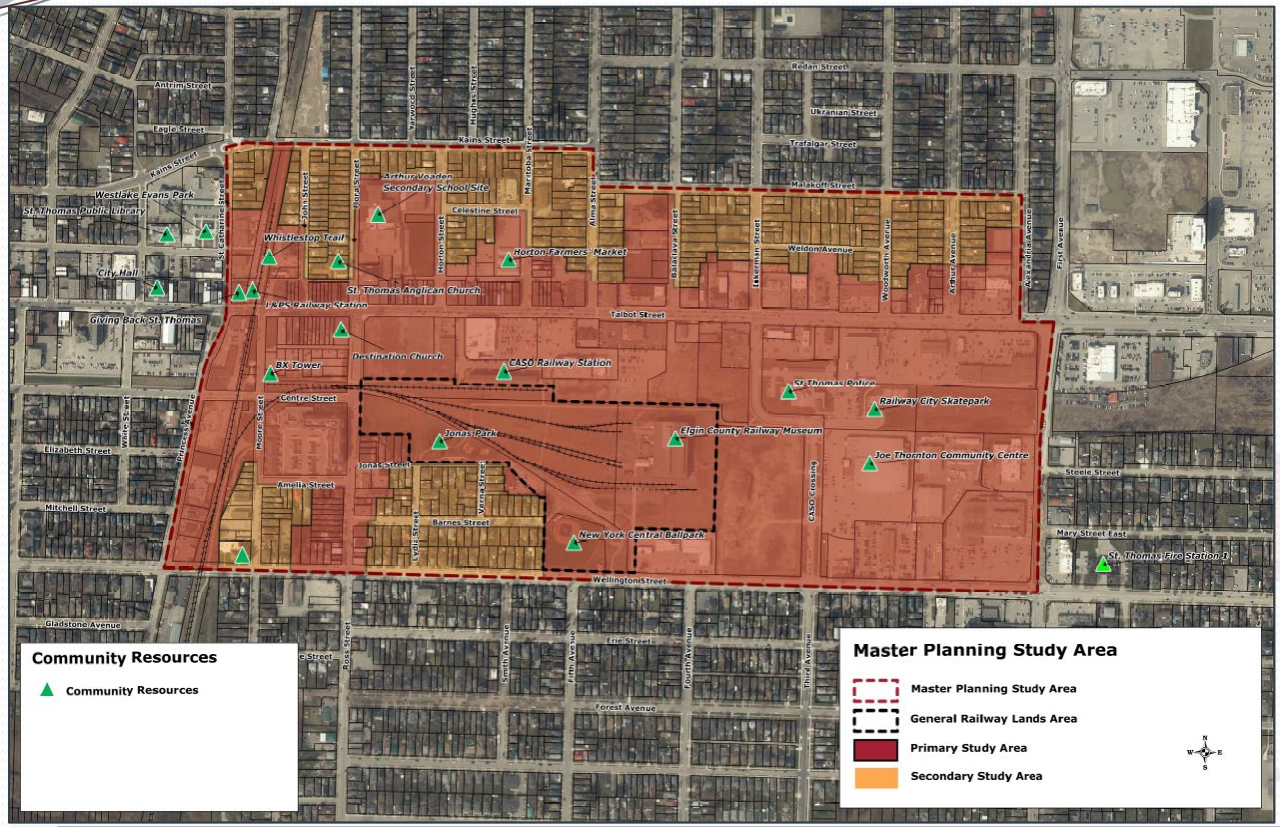
Future Plans

- Natural Heritage Systems Study will be under preparation as part of new Official Plan process (2026-28)

Official Plan Policies (portion)

- The natural heritage system in the City provides a wide range of benefits to the residents of St. Thomas. Where possible, it shall be protected from the negative effects of development (8.3.1.1)
- Natural Heritage designation – permitted uses are passive open space, walking/biking trails, forest and resource management uses, conservation uses, erosion and flood control, low-intensity public and private recreation uses, necessary public utilities, infrastructure and services, existing agricultural uses and accessory buildings and structures. Development and/or site alteration associated with a permitted use shall only be permitted when it can be demonstrated in accordance with the policies of the Plan, that there will be no negative impacts to the natural heritage features and/or their ecological functions (8.3.2.2)

Existing Conditions / Future Plans



Community Infrastructure

Existing Conditions

- Includes the Horton Market, Joe Thornton Arena, Elgin County Railway Museum, CASO Station, St. Thomas Police Services, New York Central ballpark, Jonas St Park, Moore St food garden, religious institutions, Arthur Voaden SS site, & more
- Nearby: Fire Stn, City Hall, Library

Future Plans

- Parks & Recreation Master Plan + Community & Aquatics Feas. Study (2026)

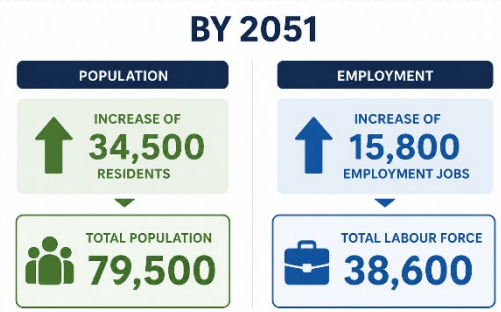
Official Plan Policies (portion)

- Parks and recreation facilities are programs are recognized as essential and desirable municipal services. Parkland also functions as a major land use and influences the shape of physical development within St. Thomas (7.1.1)
- …adequate library services for the residents of St. Thomas will be maintained (9.3.1)
- Adequate fire and police protection will be provided to accommodate increased population or development (9.4.1)
- …Any proposed new use of a school site must in accordance with the policies of the Official Plan (9.5.3)

Existing Conditions / Future Plans

Growth Analysis Study (2024): City-Wide

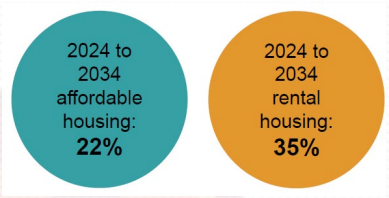
- Drivers and disruptors of change and growth: global economic outlook, evolving macro-economic trends post COVID/changing nature of work, national/provincial economic outlook, immigration changes, manufacturing/EV Battery Plant, migration flow, commuting, labour force trends
- 2% annual growth rate for population and employment



- Increase in youth and especially older senior population
- Increase of approx. 15,300 households (2021-2051)
- Housing forecast comprises 55% low-density units, 19% medium-density units, and 26% high-density units. This shift in dwelling type preference towards medium and high density is anticipated to be driven largely by the aging of the population and, to a lesser extent, from continued upward pressure on local housing prices.

Housing Needs Assessment (2025): City-Wide

- Housing need for 7,700 units (2024-2034)
- St. Thomas will require a more diverse housing range of housing to accommodate future housing needs:



- Strategic Priorities:
  1. Increase affordable housing supply
  2. Support local development
  3. Support for people facing housing insecurity







Other Considerations & Influencing Factors

New Official Plan

- City-wide review with planning horizon to 2051
- Will establish land use and other guiding policies
- Commercial, Land Studies



Provincial Direction

- Streamline Official Plans and land use designations
- Build more homes faster
- Housing and jobs growth
- Streamline development



Brownfields

- Former rail-lands and industrial uses
- Site assessments / RSCs
- Rehab to allow new uses
- Community Improvement



Rail-line /Corridor

- L&PS rail corridor
- Future use / connections
- Land use compatibility and new adjacent uses
- Tourism function



Connectivity

- Railway Lands – Talbot St
- Public street access for land parcels
- Recreation, cultural and transit connections



Parking

- Future needs
- Recreation, museum, events, community use
- Shared use/ structured
- Transport. demand mgt.



Compatibility

- Height of new buildings
- Compatibility/existing area
- Bldg. setbacks/step-backs
- Urban design, heritage



Railway Museum

- Existing bldg./future plans
- Synergy with other uses
- Access, parking, events
- Views and connections



SWOT Analysis

Strengths

- Strategic Location 
- Large Redevelopment Opportunities 
- Railway Heritage 
- Existing Infrastructure 
- Downtown Proximity 
- Employment Base 
- Transportation Access 

Opportunities

- Mixed-Use Redevelopment 
- Transit-Supportive Development 
- Housing Supply 
- Public Realm Improvements 
- Heritage and Tourism 
- Active Transportation 
- Catalyst for Downtown Vibrancy 

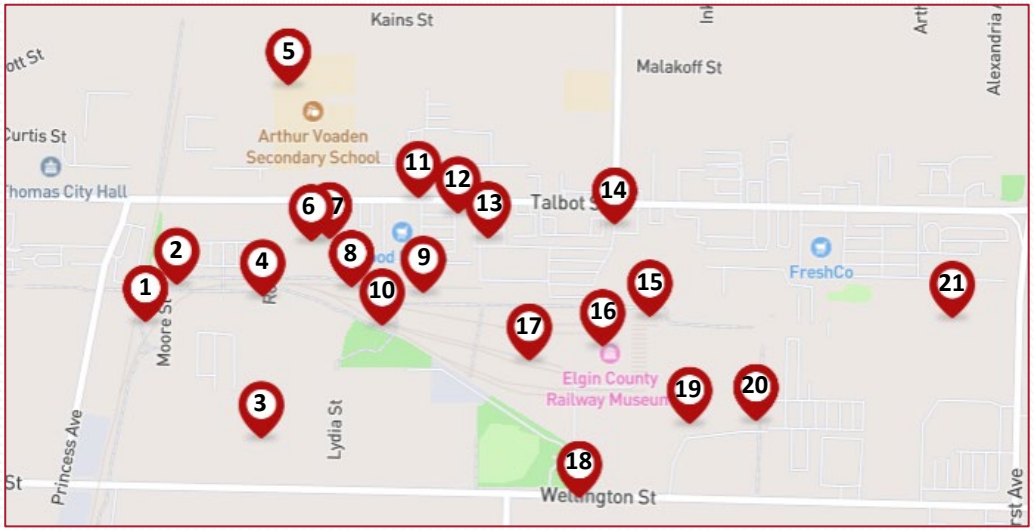
Weaknesses

- Physical Barriers 
- Brownfield Conditions 
- Fragmented Land 
- Potential Infrastructure Needs 
- Image and Perception 
- Compatibility 
- Disconnected Public Realm 

Threats

- Economic Conditions 
- Changing Development Market 
- Environmental Risks 
- Rail Operations 
- Infrastructure Costs 
- Regulatory Challenges 
- Implementation Complexity 

"Drop a Pin" – Study Area Ideas and Considerations
Initial Public Engagement



1. Reimagine existing underutilized park space in our downtown railway lands.

2. Activate and animate BX Tower as a key community heritage railway asset.

3. Helping the businesses along here thrive with keeping the sidewalks clean, parking in the area, and incentive to beautify their businesses.

4. Be smart about how Centre Street cuts through railway land if there's developments. Line the south side with large trees to provide shade to pedestrians and separate future residential devt.

5. Preserve the built heritage of the historic Arthur Voaden School and promote opportunities for Adaptive Reuse.

6. Would love to see this space utilized. It's such a prime location to sit empty. so many possibilities with this space for housing, community, retail, etc.

7. Buy/acquire this vacant space and turn it into a city square (maybe call it McCaig Centre). Design a centrepiece/fountain/statue and have small businesses and restaurants and shops lining the outsides of the square.

8. Maintain and support existing railway track Infrastructure

9. We have nice trails here but always room for improvement and ways to add more art and culture along there. A focus on safety in the evening would be nice.

10. Ensure that any future residential development is smart, walkable, and has mixed-use zoning. Walking trails to Food Basics. We need to make sure there's enough shops/corner stores/ mixed use that people don't need to be forced into their cars and drive across town to get something when Food Basics is closed.

11. A community staple - this is such a fantastic example of a place for community. Streamliners captures the charm and our history while being relevant for today's needs for community and connection.

12. Enhanced pedestrian connectivity to Talbot Street & Horton Market.

13. Be more mindful of parking lots. Start thinking about parking structures and vertical solutions to save land space on parking.

14. Enhanced pedestrian connectivity to Talbot Street.

15. New Centre St. extension from Ross to Caso crossing can provide the missing active transportation and vehicular connection needed in our downtown. This would also reorientate our key heritage railway assets with public facing frontage instead of them being tucked behind legacy commercial plazas.

16. This needs to be a community space. keeping the stunning history but also a space to gather, for arts, for entertainment, for festivals, for shows along with showcasing our history with the museum.

17. Build a Central Heritage Park in the railway district. Whether its behind the CASO station or south of ECRM, we should acquire land and have a central heritage park with walking paths and historical plaques with information of the history of the city and people and railway.

18. Support for public transit. Look into a Road Diet to better use road space and ensure opportunity for BAT lanes (bus + bike) as well as a central turning lane.

19. This space could use an intentional greenspace / open space / park including trails and places to sit and enjoy the surroundings. Recreational courts could also be included, such as pickleball. More commercial or mixed-use could also be beneficial to the area as an extension of downtown.

20. Recreational facilities or more mixed use business/residential stacked buildings like west end Talbot Street.

21. Active transportation connection eastward to First Ave and beyond.

{insert Heritage Committee comments board}

DRAFT Vision, Guiding Principles & Goals

Vision: *Transform the Railway Lands Area into a vibrant, connected, mixed-use district that celebrates St. Thomas' railway heritage while providing new housing, employment, parks, and cultural destinations that strengthen downtown and support sustainable city growth*



1. Welcoming Neighbourhoods

- Welcome new homes, residents, shops, services, and jobs in areas that already have roads, sidewalks, and municipal services.
- Bring new life to empty or underused properties.
- Support places where people can live, work, shop, play and gather.
- Make it easier to walk, bike, take transit, or make shorter trips by car.
- Enhance the area as a destination in the central part of the city.



2. Community Character and Heritage

- Care for the buildings, places, and landscapes that help tell our community's story.
- Respect the features and areas that may have cultural or historic importance.
- Make sure new development fits well in and around heritage areas, local landmarks, and visitor destinations.



3. Responsible Growth

- Make the best use of existing roads, water, wastewater, stormwater, and other municipal services.
- Plan ahead so new growth is practical, coordinated, and cost-effective.
- Use green solutions to help manage stormwater, protect local water, reduce flood risks, and support a healthier environment.



4. More Choices for Daily Life

- Make everyday needs easier to reach, including shops, services, parks, and community spaces.
- Encourage a wide range of housing options for different ages, incomes, and household needs.
- Help new development fit comfortably near existing homes, businesses and neighbourhoods.
- Provide new residents, uses and design that supports the vibrancy of Talbot Street.
- Design places that are safer, more resilient, and better for the environment.



5. Better Public Spaces and Connections

- Improve streets, sidewalks, parks, and open spaces so they are safe, comfortable, and welcoming.
- Create stronger connections between the Railway Lands, Talbot Street, the rest of downtown, and nearby neighbourhoods.
- Make walking, cycling, and other active transportation options easier for people of all ages and abilities.
- Add trees, landscaping, shade, and green features where they can make outdoor spaces more pleasant.
- Design streets and buildings to support comfort, accessibility, safety, and community well-being.



Phase 2: Concepts

Develop Master Plan Concepts (Land Use, Mobility, Parks)

Preliminary Evaluation

Visualizations

Land Use Typologies



- Residential uses incl. single detached, semi-detached, duplex, triplex and Additional Residential Units (ARUs)
- < 25 units/Ha density
- <4 storeys (11m)

Residential–Low Rise



- Residential uses incl. townhouses, multi-unit dwellings, low-rise apartments, stacked townhouses, ARUs
- 25-75 units/Ha density
- Up to 8 storeys (26m)

Residential–Medium Rise



- Residential apartments
- 75-250 units/Ha density
- 9 storeys or greater (up to 45m)

Residential-High Rise



- Range of commercial, institutional, recreation uses
- Generally, 1-2 storeys in height

Commercial



- Range of institutional, health-related, public service, recreation uses

Community Institutional



- Low-rise residential uses, multi-storey or ground floor commercial, institutional, recreation uses
- <50 units/Ha density
- < 4 storeys (11m)

Mixed Use–Low Rise



- Low and mid-rise residential uses, multi-storey or ground floor commercial, institutional, recreation uses
- 25-75 units/Ha density
- Up to 8 storeys (26m)

Mixed Use-Medium Rise



- Residential apartments, multi-storey or ground floor commercial, office, institutional, recreation
- 75-250 units/Ha density
- 9 storeys or greater (up to 45m)

Mixed Use – High Rise



- Range of park types, active and passive recreation uses, multi-use trails, recreation facilities

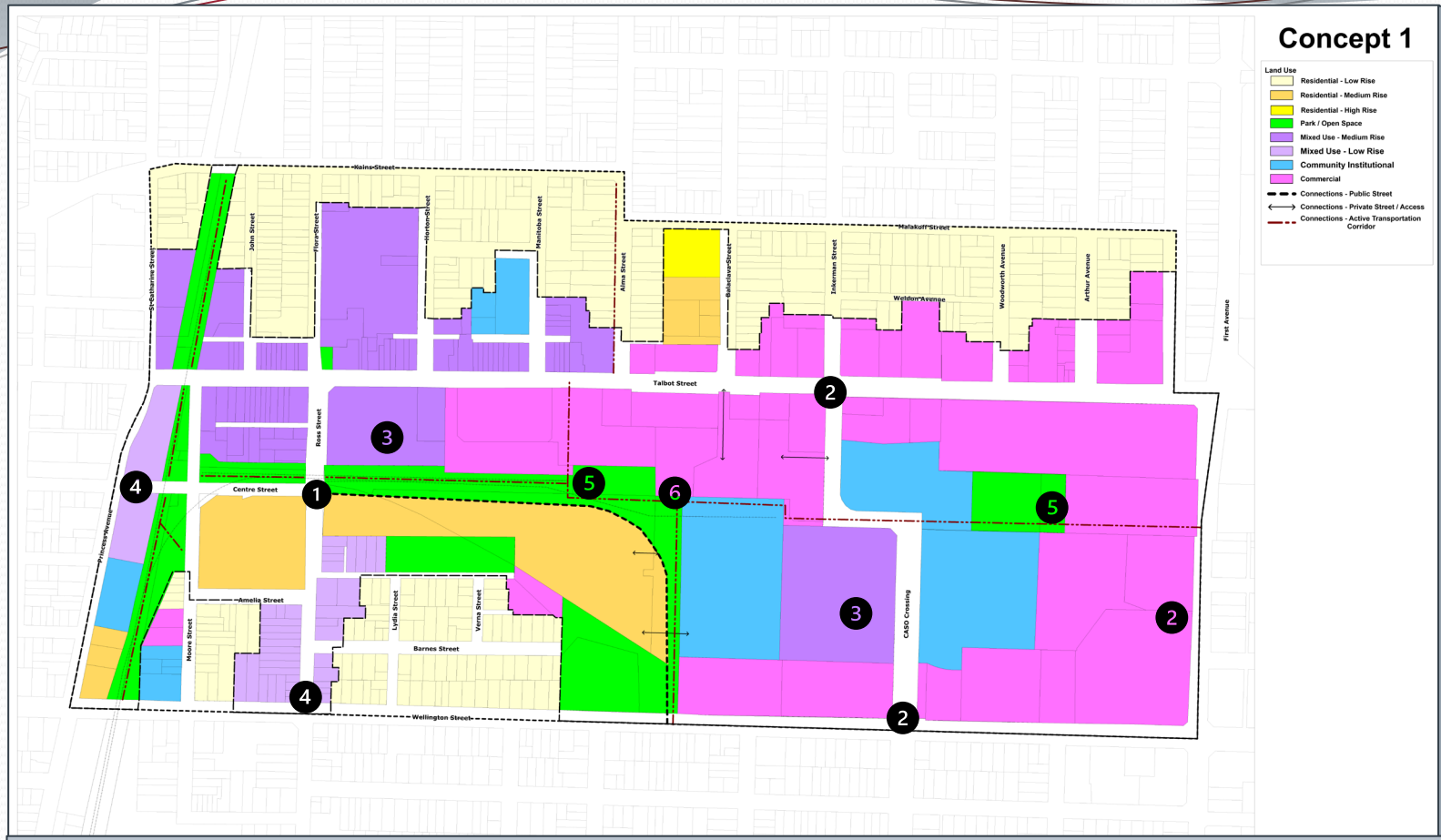
Park / Open Space



- Public Streets / Right-of-way
- Private Street or Access
- Active Transportation corridor or connections (cycling, pedestrian)

Mobility

Master Plan Concept #1



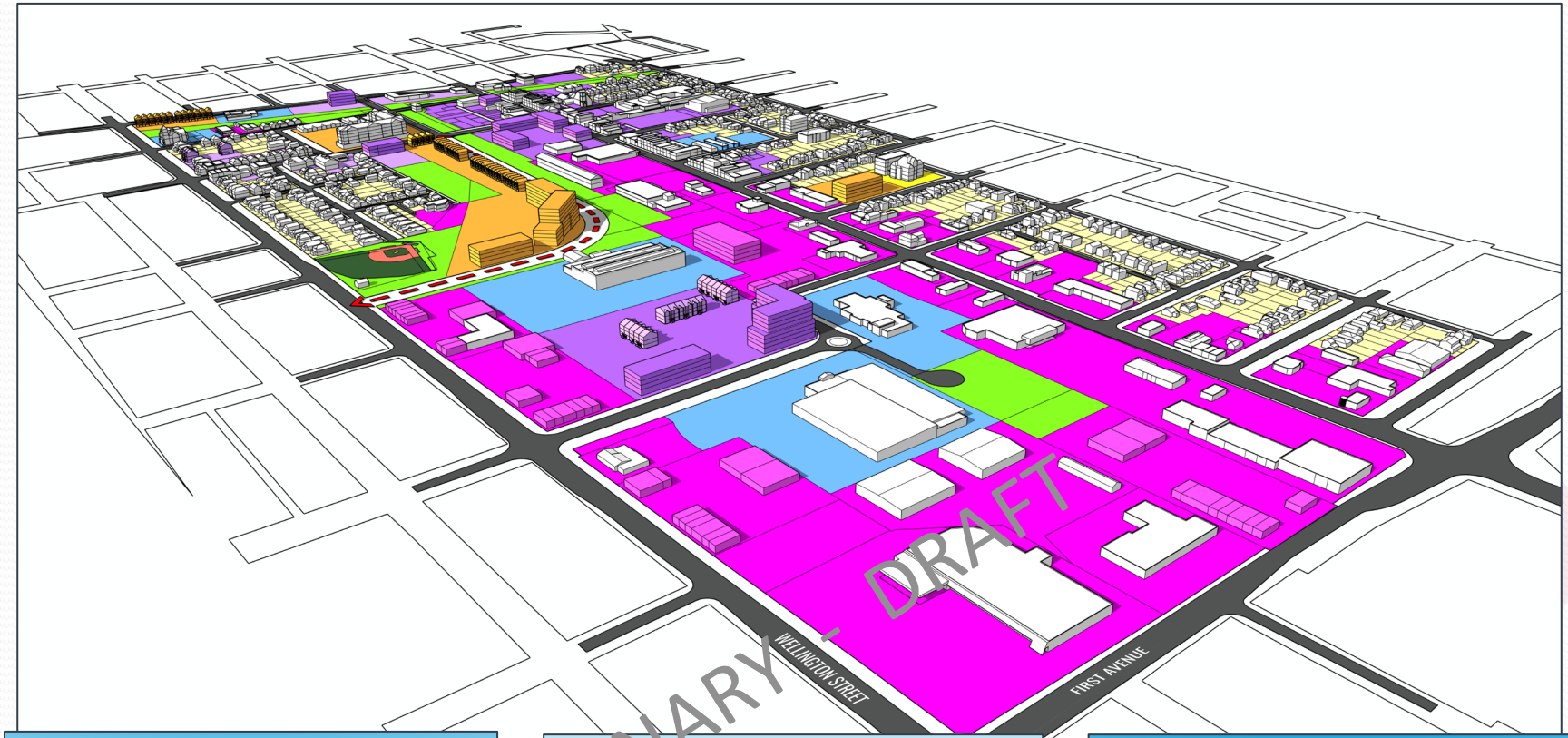
Status Quo with Moderate Intensification Scenario

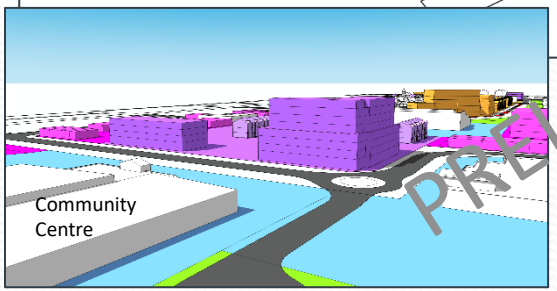
- Potential for 475 to 1325 new housing units
- Growth of 800-2300 population
- Potential for additional +25,000m2 of commercial/non-residential floor space
- Approximately 1.5 Ha of new park/ open space

Highlights:

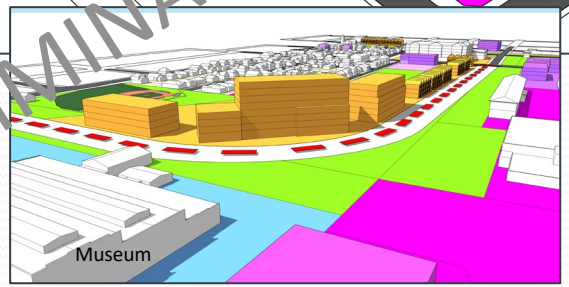
1. New Centre St road extension connecting south to Wellington St. as a public street with access to adjacent lands
2. Continue with primarily Commercial land use on Talbot (East)/First Ave/Wellington
3. Integrate new Medium Rise Residential and Medium Rise Mixed Use for vacant and some redevelopment parcels
4. Allow for Low Rise Mixed Use on portions of Ross St and Princess/Centre St with remainder of area mostly as existing land use permissions
5. New central park space, green corridor along Centre St extension, rectangular Jonas park, small addition to skate park area
6. Active transportation corridor east-west through lands (public ownership & easements) with one connection from/to Talbot St.

Master Plan Concept #1
Preliminary Massing Model & Potential Development





View east to CASO Crossing



View east – new road /railway lands



View west from Ross St – new road

Preliminary Evaluation Framework - Master Plan Concepts

A high-level review of potential benefits, opportunities, issues, implications or constraints for each Concept Plan in accordance with various project considerations. Not intended to be a rigid quantitative measurement (although numerical metrics may be considered).


Lowest – Does not achieve any objectives


Medium – Moderately achieves some objectives

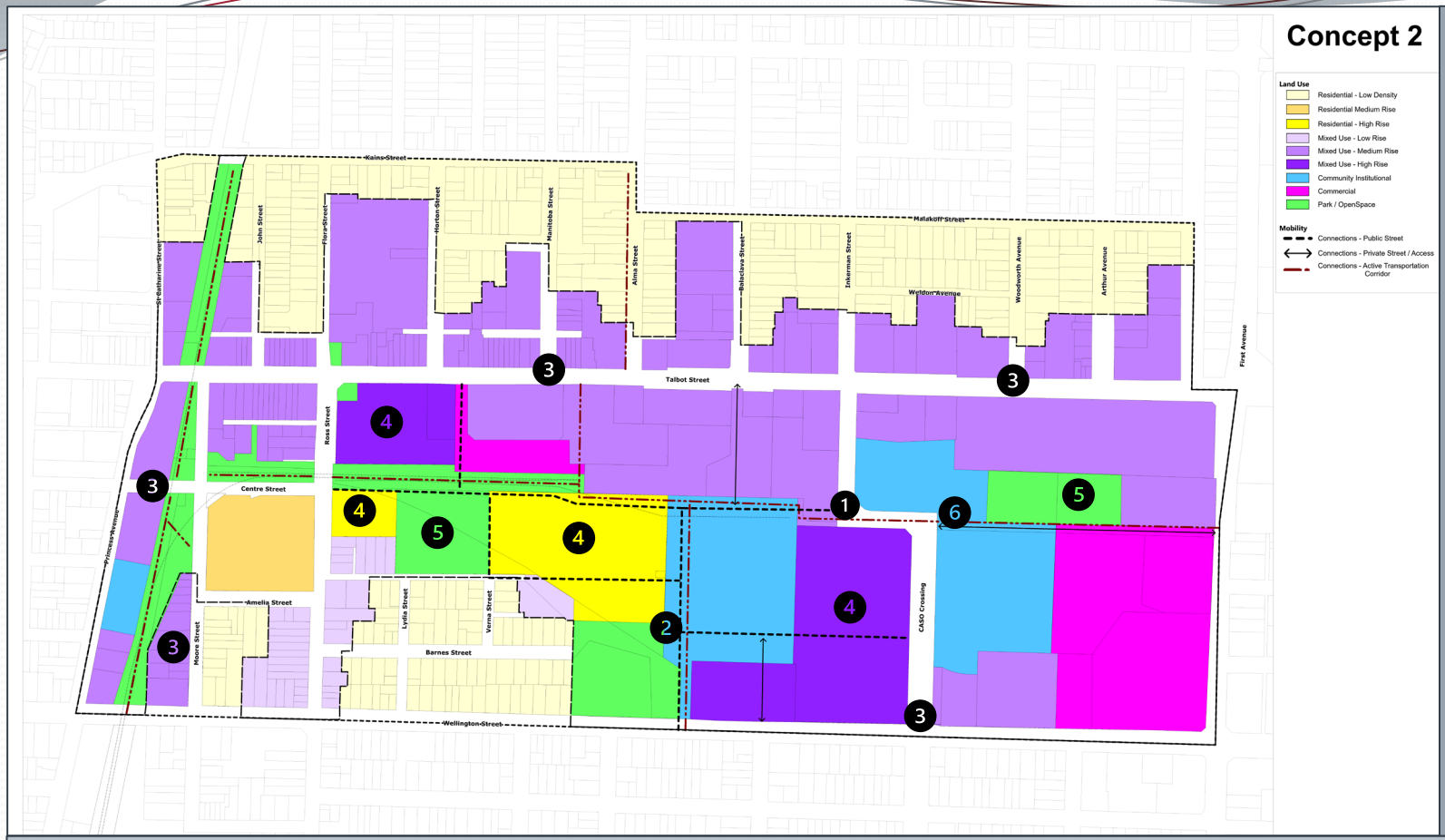

Low – Limited achievement of some objectives


High – Large achieves many objectives


Highest – Exceeds most objectives

Criteria / Considerations	Concept #1 : Status Quo with Moderate Intensification Scenario	Evaluation
Strategic Direction - Consistency with Provincial Planning Statement, 2024 - Achievement of Official Plan (assumptions, general policies) - Support of New Growth Analysis and New OP Background Studies - Adherence to DRAFT Guiding Principles & Goals - Alignment with City's Strategic Plan (Strategic Pillar #1)	- Land uses have potential to accomodate growth of 800-2300 population - Provides the lowest amount of mixed use and has medium density residential but limited high density which does not align as well with PPS (more limited range and opportunity of housing options/types, mix uses, growth accommodation) - Lowest support of new overall city-wide growth analysis/forecasts - Low-Medium support of Guiding Principles & Goals - Lowest alignment with City's Strategic Plan - Brighter Future	
Planning & Development - Housing Potential (range of dwelling types, number of units) - Mixture of Land Uses - Land Use Compatibility - Built Form and Urban Design - Cultural Heritage and Archaeological Resources Implications	- Potential for 475 to 1325 new housing units (350 to 1150 apt, 125 to 175 towns, 0 single/semi) - Low amount of mixed uses, less opportunities for residential housing - Incorporates some land use and built form transition to low-rise areas - Maintains views of heritage resources in some capacity	
Implications for Hard Infrastructure - Wastewater Services - Water Services - Stormwater Management - Roads, Intersections and Transit - Implementation of City-wide Master Plans	- Scenario includes the least new population and development which should have the lowest implications for sanitary and water systems - Could achieve the Transportation Master Plan re: Centre St/CASO Greenway Active Transportation Corridor (although potentially not in full municipal ownership but would require easements) - Intersection upgrades at Wellington/Ross potentially required (at mid-high density scenario) - Lowest potential for new transit-supportive density and uses - Limited space for stormwater management facilities. "Regional" SWM pond preferred. Would need SWM infrastructure.	
Implications for Community Infrastructure - Parks and Open Space - Recreational Facilities - Institutional Services - Public Service Uses - Implementation of City-wide Master Plans	- Based on development estimates would yield a Parkland Dedication requirement (land or cash-in-lieu towards parks) of about 0.75 to 2.2 ha. - Approx. 1.5 ha of new park/open space land proposed in concept - Mixed Use and Community Institutional allows for recreation facilities, institutional services, public services. Limited Mixed Use sites, but commercial uses could supplement recreation facilities - Moderate opportunities to implement park and recreation master plans -Lower desirability for parks but does retain Jonas Park main area, new green space in central area east of CASO near trail/museum	
Economic - Commercial and Employment Opportunities - Support of Existing Downtown and Study Area Businesses - Tourism and Event Potential - Future Assessment Growth - Municipal Financial Implications (capital infrastructure, lifecycle maintenance, development charges)	- Potential for approx. 25,000 m2 of new non-residential floor space - Highest potential for new / revised commercial opportunities (primary in traditional formats), but without signficant nearby residential to support - Potential for central park/event space - Close to status quo with some moderate new residential with some access to Talbot/business - Land assessment primary retained as is (commercial Talbot-First-Wellington) with some new infill residential assessment - Smaller amount of roads, least potential new maintenance/lifecycle costs	
Environmental / Sustainable Development - Natural Heritage Resource Implications - Active Transportation - Green Infrastructure Potential - Energy and Water Conservation/Generation, Air Quality and GHG/Carbon Emissions - Climate Change Mitigation, Adaptation and Resilience	- No direct natural heritage area impact - Active transportation connections (not fully) - Has green infrastructure potential along new internal road - Lowest potential for more sustainable development - Moderate potential for brownfield cleanup feasibility - Limited intensification growth would lead to increased pressure for even more urban area expansion for overall growth forecast	
Overall Evaluation	Additional Notes / Other Considerations / Requirements: -Would require completion of cultural heritage assessment, preliminary servicing feasibility, SWM strategy, transportation assessment	

Master Plan Concept #2



High Mixed Use and Connectivity Scenario

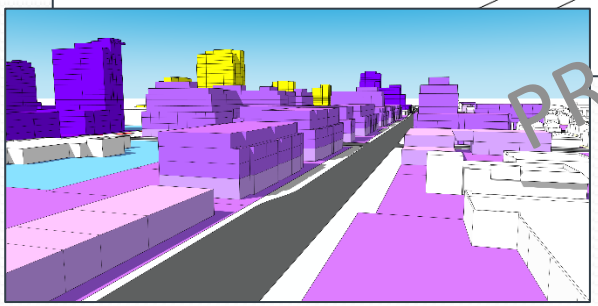
- Potential for 2300 to 3550 new housing units
- Growth of 3800-6000 population
- Potential for additional +15,000m2 of commercial/non-residential floor space
- Approximately 1.3 Ha of new park/ open space

Highlights:

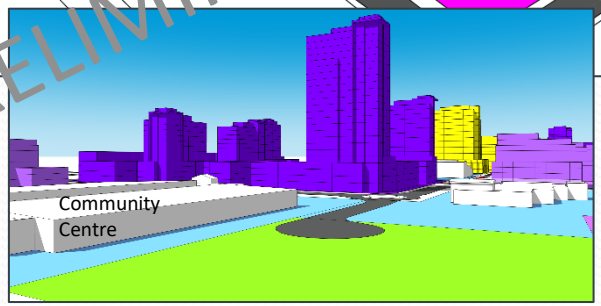
1. New Centre St road extension connecting east to CASO Crossing as a public street
2. Create new public streets in grid pattern in central portion of area connecting to existing streets and providing access to new development blocks
3. Allow for Mixed Use along all of Talbot St, more portions of Wellington St, Princess Ave, Moore St.
4. Capitalize on vacant, larger parcels with High Rise Mixed Use or Residential for new housing or range of uses and to support surrounding businesses
5. Revised Jonas Park as central park square, green space in front of CASO building, larger addition to skate park area, new public square (Ross/Talbot)
6. Active transportation corridor east-west through lands (public ownership & easements) with one connection from/to Talbot St. (+ road connection)

Master Plan Concept #2
Preliminary Massing Model & Potential Development

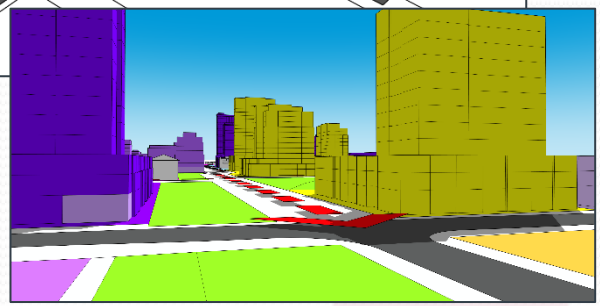




View on Talbot east to CASO Crossing



View east to CASO Crossing



View west across Ross from Centre St

Preliminary Evaluation Framework - Master Plan Concepts

A high-level review of potential benefits, opportunities, issues, implications or constraints for each Concept Plan in accordance with various project considerations. Not intended to be a rigid quantitative measurement (although numerical metrics may be considered).


Lowest – Does not achieve any objectives


Medium – Moderately achieves some objectives

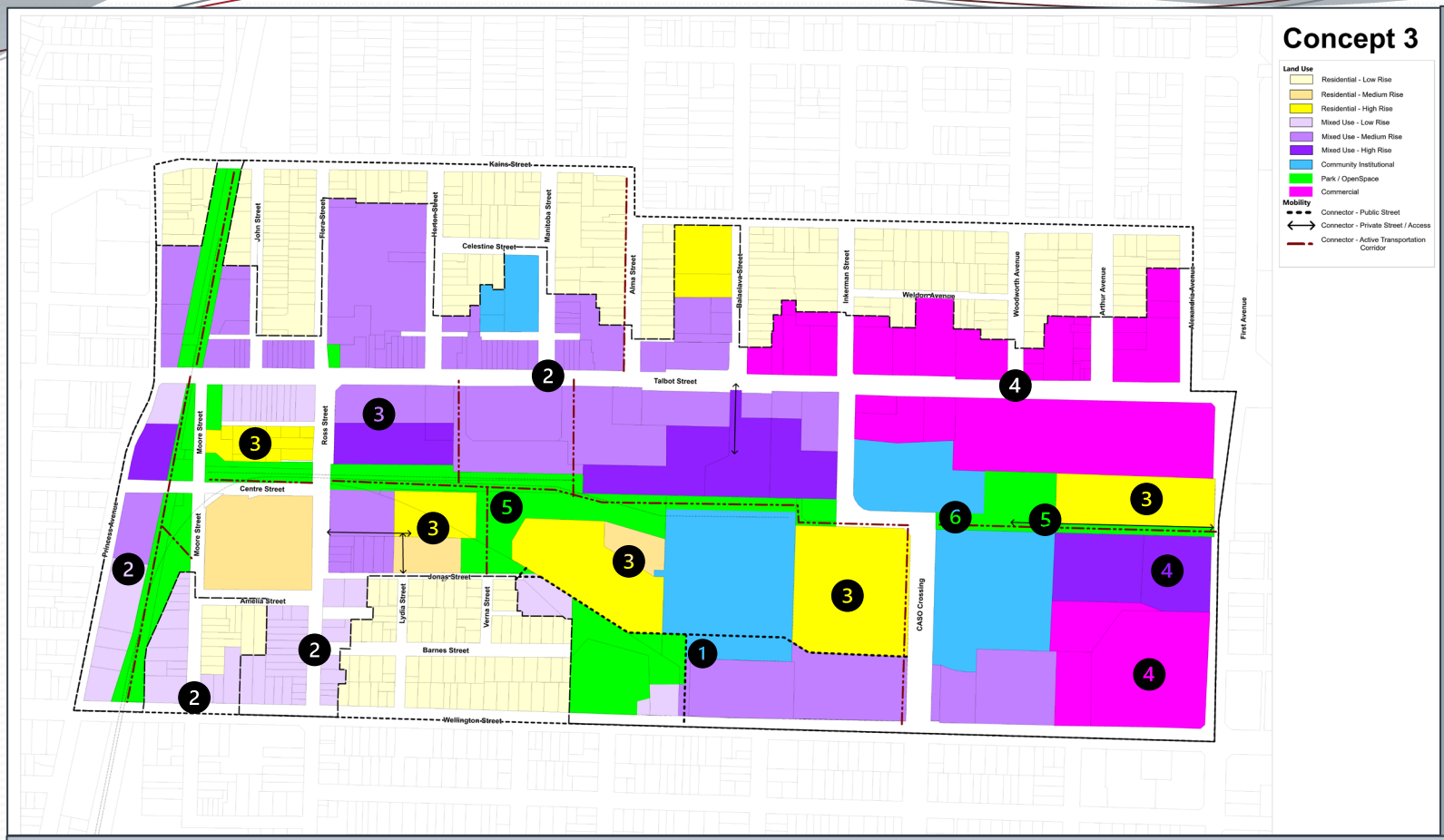

Low – Limited achievement of some objectives


High – Large achieves many objectives


Highest – Exceeds most objectives

Criteria / Considerations	Concept #2: High Mixed-Use and Connectivity Scenario	Evaluation
Strategic Direction - Consistency with Provincial Planning Statement, 2024 - Achievement of Official Plan (assumptions, general policies) - Support of New Growth Analysis and New OP Background Studies - Adherence to DRAFT Guiding Principles & Goals - Alignment with City's Strategic Plan (Strategic Pillar #1)	- Land uses have potential to accomodate growth of 3800-6000 population - Provides the most mixed use and higher density residential which aligns well with PPS (greater range of housing options/types) - Highest support of new overall city-wide growth analysis/forecasts - Medium-High support of Guiding Principles & Goals - Medium-High alignment with City's Strategic Plan - Brighter Future	
Planning & Development - Housing Potential (range of dwelling types, number of units) - Mixture of Land Uses - Land Use Compatibility - Built Form and Urban Design - Cultural Heritage and Archaeological Resources Implications	- Potential for 2300 to 3550 new dwelling units (2100 to 3200 apt, 175 to 375 towns, 10 to 15 singles/semis) - Heavy amount of mixed use, including all of Talbot, allows for greater flexibility and range of uses/options - High potential for new housing - Land use and built form transition is generally good to low rise areas - Maintains views of heritage resources in some capacity	
Implications for Hard Infrastructure - Wastewater Services - Water Services - Stormwater Management - Roads, Intersections and Transit - Implementation of City-wide Master Plans	- Scenario has the highest population potential to manage through sanitary and water systems. Potential sanitary upgrades on portion of Wellington (Ross-museum entrance) between mid-max density scenario. - Could achieve the Transportation Master Plan re: Centre St/CASO Greenway Active Transportation Corridor (presuming trail part of public ROW) - Highest scenario for road connectivity with many new streets in grid pattern providing mobility options - Intersection upgrades at Wellington/Ross potentially required (at mid-high density scenario) - High scenario for transit potential with residential densities and mixed use - Some linear stormwater management potential opportunity - Limited space for stormwater management facilities. "Regional" SWM pond preferred. Would need SWM infrastructure.	
Implications for Community Infrastructure - Parks and Open Space - Recreational Facilities - Institutional Services - Public Service Uses - Implementation of City-wide Master Plans	- Based on the development estimates would yield a Parkland Dedication requirement (land or cash-in-lieu towards parks) of about 3.8 to 5.9 ha. - Approx. 1.3 ha of new park/open space land proposed in concept - Best alternative for active park space - Not a great scenario for amount of new park / new population potential - Mixed Use and Community Institutional allows for recreation facilities, institutional services, public services - Moderate opportunities to implement park and recreation master plans	
Economic - Commercial and Employment Opportunities - Support of Existing Downtown and Study Area Businesses - Tourism and Event Potential - Future Assessment Growth - Municipal Financial Implications (capital infrastructure, lifecycle maintenance, development charges)	- Potential for approx. 15,000 m^2 of new non-residential floor space - Lowest potential for new commercial development, although still adequate amount. Would have most flexible sites for wide range of commercial, institutional or residential uses (via Mixed Use) and could have highest new population potential to support existing or new commercial and employment opportunities - New residential density and mixed use could have highest support for businesses/Talbot St - New property assessment growth could be quite high compared to existing - Would be the highest sceanrio for new infrastructure (proposed new road/services) and long term maintenance	
Environmental / Sustainable Development - Natural Heritage Resource Implications - Active Transportation - Green Infrastructure Potential - Energy and Water Conservation/Generation, Air Quality and GHG/Carbon Emissions	- No natural heritage area impact - Has most active transportation connections - Has some/limited green infrastructure potential - Good potential for more sustainable development - Highest potential for brownfield cleanup feasibility - Greater intensification area growth more environmentally beneficial	
Overall Evaluation	Additional Notes / Other Considerations / Requirements: -Would require completion of cultural heritage assessment, preliminary servicing feasibility, SWM strategy, transportation assessment	

Master Plan Concept #3



Hybrid Intensification Scenario

- Potential for 2500 to 3500 new housing units
- Growth of 4200-5700 population
- Potential for additional +20,000m2 of commercial/non-residential floor space
- Approximately 2.0 Ha of new park/ open space

Highlights:

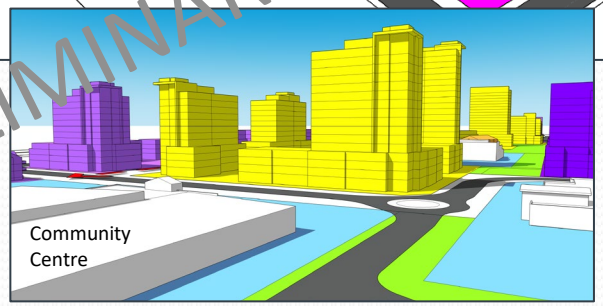
1. No Centre St road extension, instead new public street from CASO Crossing to widened Jonas St and connecting to Wellington St
2. Allow for Mixed Use along all of Talbot St mostly to Balaclava St./CASO Crossing, on Wellington St, Princess Ave, Moore St, Ross St
3. Utilize vacant, larger parcels with High Rise Residential/Mixed Use or Medium Rise Residential/Mixed Use for new housing opportunities
4. Maintain Commercial land use on Talbot East area, Wellington/First, allow Mixed Use for flexibility on portion of First Ave lands
5. New linear park system with open area/views/connections to CASO Station and Museum
6. Active transportation corridor east-west through lands as full public ownership open space system and multiple connections from/to Talbot St./Jonas

Master Plan Concept #3
Preliminary Massing Model & Potential Development

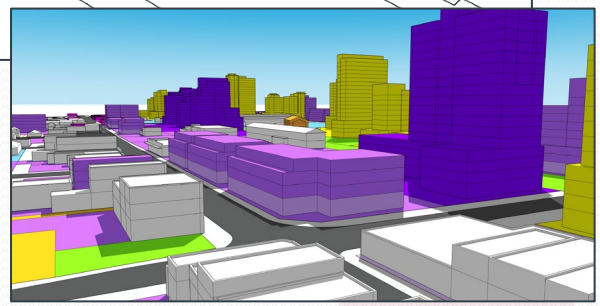




View from Wellington NW to CASO Crossing



View east to CASO Crossing



View west to Talbot/Ross

Preliminary Evaluation Framework - Master Plan Concepts

A high-level review of potential benefits, opportunities, issues, implications or constraints for each Concept Plan in accordance with various project considerations. Not intended to be a rigid quantitative measurement (although numerical metrics may be considered).

Lowest – Does not achieve any objectives

Low – Limited achievement of some objectives

Medium – Moderately achieves some objectives

High – Large achieves many objectives

Highest – Exceeds most objectives

Criteria / Considerations	Concept #3: Hybrid Intensification Scenario	Evaluation
Strategic Direction - Consistency with Provincial Planning Statement, 2024 - Achievement of Official Plan (assumptions, general policies) - Support of New Growth Analysis and New OP Background Studies - Adherence to DRAFT Guiding Principles & Goals - Alignment with City's Strategic Plan (Strategic Pillar #1)	- Land uses have potential to accomodate growth of 4200-5700 population - Provides mixed use and higher density residential which aligns well with PPS (greater range of housing options/types) - Medium support of new overall city-wide growth analysis/forecasts - Medium-High support of Guiding Principles & Goals - Medium-High alignment with City's Strategic Plan - Brighter Future	
Planning & Development - Housing Potential (range of dwelling types, number of units) - Mixture of Land Uses - Land Use Compatibility - Built Form and Urban Design - Cultural Heritage and Archaeological Resources Implications	- Potential for ~2500 to 3500 estimated new housing units (2400 to 3250 apt, 125 to 225 towns, 10-20 single/semi) - Moderate to high mixed use potential and new housing opportunities - General land use compatibility, some transition from existing low rise res areas to new medium or high density land use - Maintains views of heritage resources in some capacity	
Implications for Hard Infrastructure - Wastewater Services - Water Services - Stormwater Management - Roads, Intersections and Transit - Implementation of City-wide Master Plans	- Scenario has moderate population growth potential to manage through existing sanitary and water systems. Potential sanitary upgrades on portion of Wellington (Ross-museum entrance) between mid-max density scenario. -Fully achieves the Transportation Master Plan re: Centre St/CASO Greenway Active Transportation Corridor (if in full municipal ownership) - Intersection upgrades at Wellington/Ross potentially required (at mid-high density scenario) - Has connections to Talbot and elsewhere for transit stop access, could establish transit on Wellington St - Scenario provides medium-moderate amount of density and land uses to support transit ridership - Linear green space could be considered for linear SWM opportunity - Limited space for stormwater management facilities. "Regional" SWM pond preferred. Would need SWM infrastructure.	
Implications for Community Infrastructure - Parks and Open Space - Recreational Facilities - Institutional Services - Public Service Uses - Implementation of City-wide Master Plans	- Based on development estimates would yield a Parkland Dedication requirement (land or cash-in-lieu towards parks) of 4.3 to 5.8 ha. - Approx. 2ha of new park/open space land proposed in concept - Better scenario for the linear east-west/Centre St open space corridor and trail - Mixed Use and Community Institutional allows for recreation facilities, institutional services, public services - Moderate opportunities to implement park and recreation master plans	
Economic - Commercial and Employment Opportunities - Support of Existing Downtown and Study Area Businesses - Tourism and Event Potential - Future Assessment Growth - Municipal Financial Implications (capital infrastructure, lifecycle maintenance, development charges)	- Potential for approx. 20,000 m^2 of new non-residential floor space - Moderate amount of new commercial opportunites balanced between traditional formats (single use type) and mixed use flexible sites or buildings - High residential densities providing more potential support for surrounding businesses/Talbot - Best scenario for increased land assessment and fairly low new infrastructure (road) requirements and annual maintenance/lifecycle costs	
Environmental / Sustainable Development - Natural Heritage Resource Implications - Active Transportation - Green Infrastructure Potential - Energy and Water Conservation/Generation, Air Quality and GHG/Carbon Emissions - Climate Change Mitigation, Adaptation and Resilience	- No natural heritage area impact - Has active transportation connections (not fully) - Has good green infrastructure potential (including linear green space) - Good potential for more sustainable development - Highest potential for brownfield cleanup feasibility - Moderate intensification area growth more environmentally beneficial	
Overall Evaluation	Additional Notes / Other Considerations / Requirements: -Requires completion of cultural heritage assessment, preliminary servicing feasibility, SWM strategy, transportation assessment	

What's Next?

Phase 2

- Continue with infrastructure modeling
- Feedback on Concepts
- Landowner Meetings
- Municipal Heritage Committee
- Visualizations
- Council Report (Sept. 14)

Phase 3

- Review feedback
- Prepare Draft Preferred Plan
- Technical Review
- PIC #2 and feedback opportunities (tentatively Nov.)
- Final Plan and Technical Strategies
- Council Report

Phase 4

- More formal land use planning amendment process
- Official Plan Amendment and Community Planning Permit Bylaw
- Notice and Public Meetings
- Review and commenting opportunities
- Council Reports

Engagement & Project Information

Railway City Central (The RCC) 2051

Planning for the future of the Railway Lands and surrounding area.

+ Follow



[Railway Lands Area Master Plan | Speak Up, St. Thomas]

https://speakupstthomas.ca/railwaylands

What's New	About the Project	Study Area Map	Planning Process	Share Your Story	Get Involved
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