



Urban Design Brief

1055 Talbot Street (Timken Lands Phase 2) St. Thomas, Ontario

St. Thomas Crossings

August 2026



Zelinka Priamo Ltd.

LAND USE PLANNERS

TABLE OF CONTENTS

TABLE OF CONTENTS 1

1.0 INTRODUCTION 2

2.0 SITE CONTEXT 2

 2.1 SUBJECT LANDS 2

 2.2 SURROUNDING LAND USES 3

3.0 SITE PLAN AND DETAILS 8

4.0 BUILT FORM 10

5.0 CITY OF ST. THOMAS OFFICIAL PLAN..... 17

6.0 SUSTAINABILITY 17

7.0 ST. THOMAS CITY-WIDE URBAN DESIGN GUIDELINES..... 18

7.0 CONCLUSION 20

1.0 INTRODUCTION

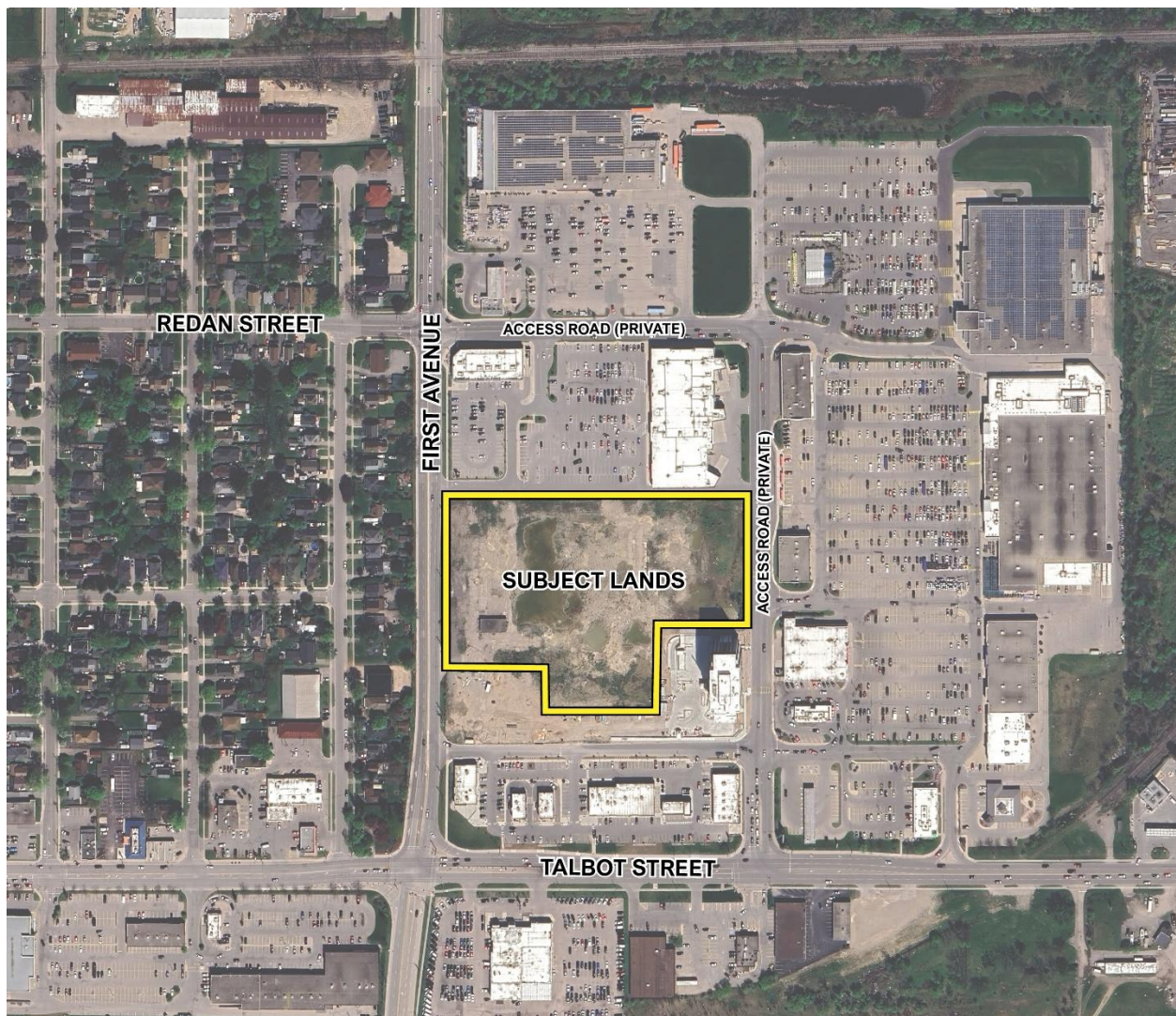
On behalf of St. Thomas Crossings, Zelinka Priamo Ltd. has prepared this Urban Design Brief to provide design details of a proposed development on the subject lands consisting of two (2) multi-unit commercial buildings, and two (2) standalone commercial buildings, totalling in four (4) new commercial buildings on the subject lands, as required in conjunction with a Site Plan Approval application for the property.

2.0 SITE CONTEXT

2.1 SUBJECT LANDS

The subject lands in the centre of the lands that are framed by First Avenue, Redan Street, and Talbot Street (Figure 1).

Figure 1 – Subject Lands – 1055 Talbot Street

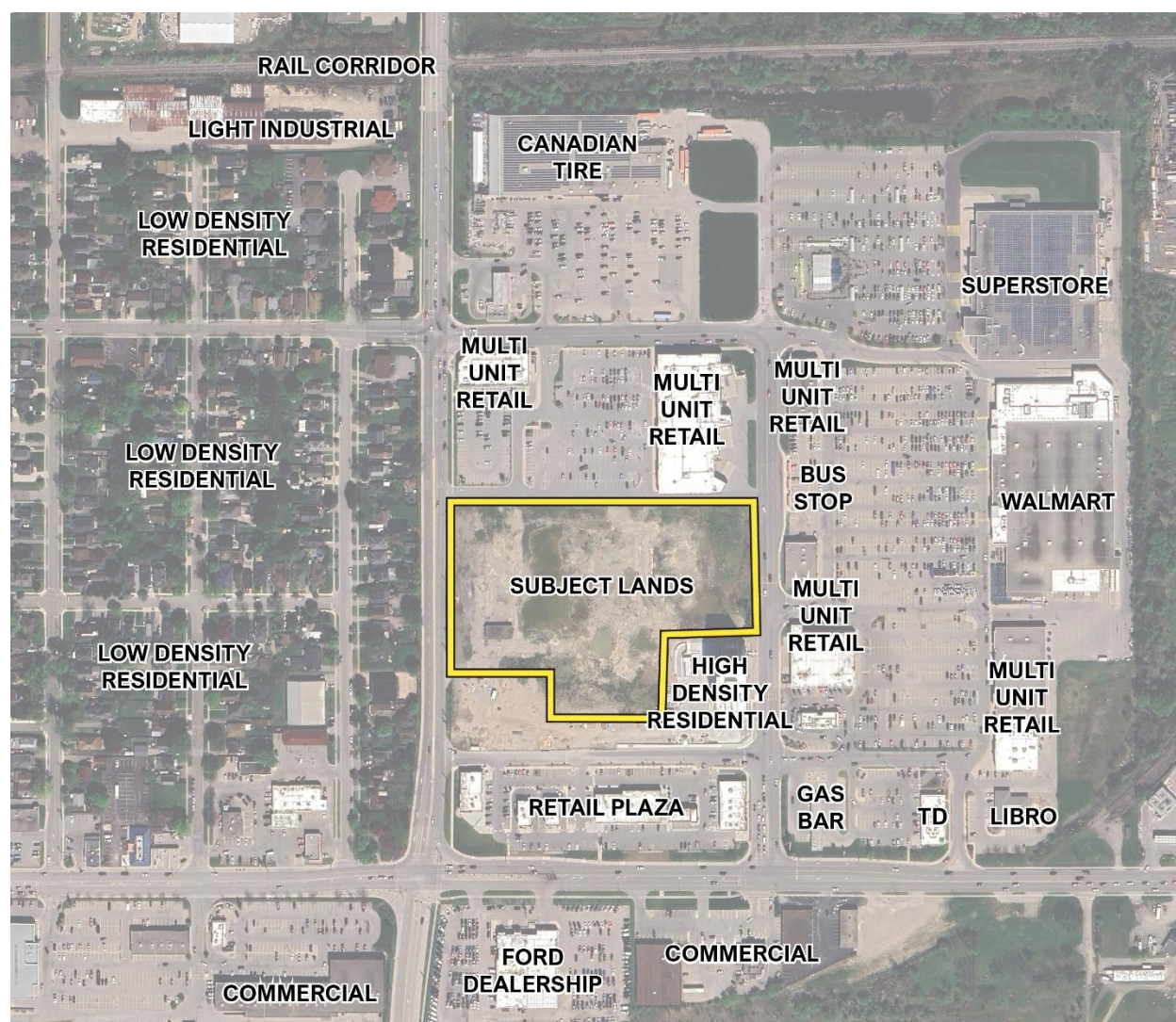


The subject lands have an area of approximately 2.78 ha, with approximately 123.0m of frontage along First Avenue. The subject lands formerly contained a portion of the Timken Manufacturing Plant, which has since been removed from the site. The lands are vacant in their current form and contain no vegetation.

2.2 SURROUNDING LAND USES

Land uses surrounding the subject lands consist of large format retail and other commercial uses, including Smart Centres St. Thomas to the east; commercial/retail to the north (including Phase 1 of the Timken Lands redevelopment directly to the north); low-density residential in the form of single-detached dwellings to the west; and, high-density residential and commercial/retail uses to the south (Figure 2).

Figure 2 – Surrounding Land Uses



The large format retail commercial uses to the north and east of the subject lands include a Canadian Tire, Real Canadian Superstore, Walmart, Winners, Petsmart, Mark's Work Wearhouse,

and Staples. These buildings provide 2-storey massings, (although they are 1-storey with mezzanines), and a variety of exterior cladding materials, ranging from stucco, metal siding, concrete, and brick/masonry (Figure 3 and 4). Signage is prominent and well lit, with additional lighting near building entrances and pedestrian pathways. Large pedestrian sidewalks are located in the front of each building or commercial plaza, permitting convenient pedestrian circulation between stores. There is minimal landscaping on these lands and no significant vegetation.

A bus lay-by with two bus stops is located on the east side of the Access Road and the subject lands, providing convenient access to St. Thomas Transit (Route 5A).

Figure 3 – Commercial Built Form Example (Canadian Tire)



Figure 4 – Commercial Built Form of Lands abutting to the North (subject lands at far right)



The low-density residential uses to the west of the subject lands consist of 1 to 2.5-storey single-detached dwellings (Figure 5). Exterior cladding materials include a range of brick/masonry, vinyl and aluminum siding, and a variety of window treatments. The front yard setbacks of the single-detached dwellings differ across the neighbourhood, generally between 2m to 12m. Many of the older homes include open and covered front porches, with direct pedestrian connections to public sidewalks. The single-detached dwellings back onto First Avenue, where the streetscape along this section of First Avenue is dominated by rear yard fencing (Figure 6), resulting in no activation of the streetscape on the west side of First Avenue.

Figure 5 – Single-detached dwellings fronting onto Alexandria Avenue

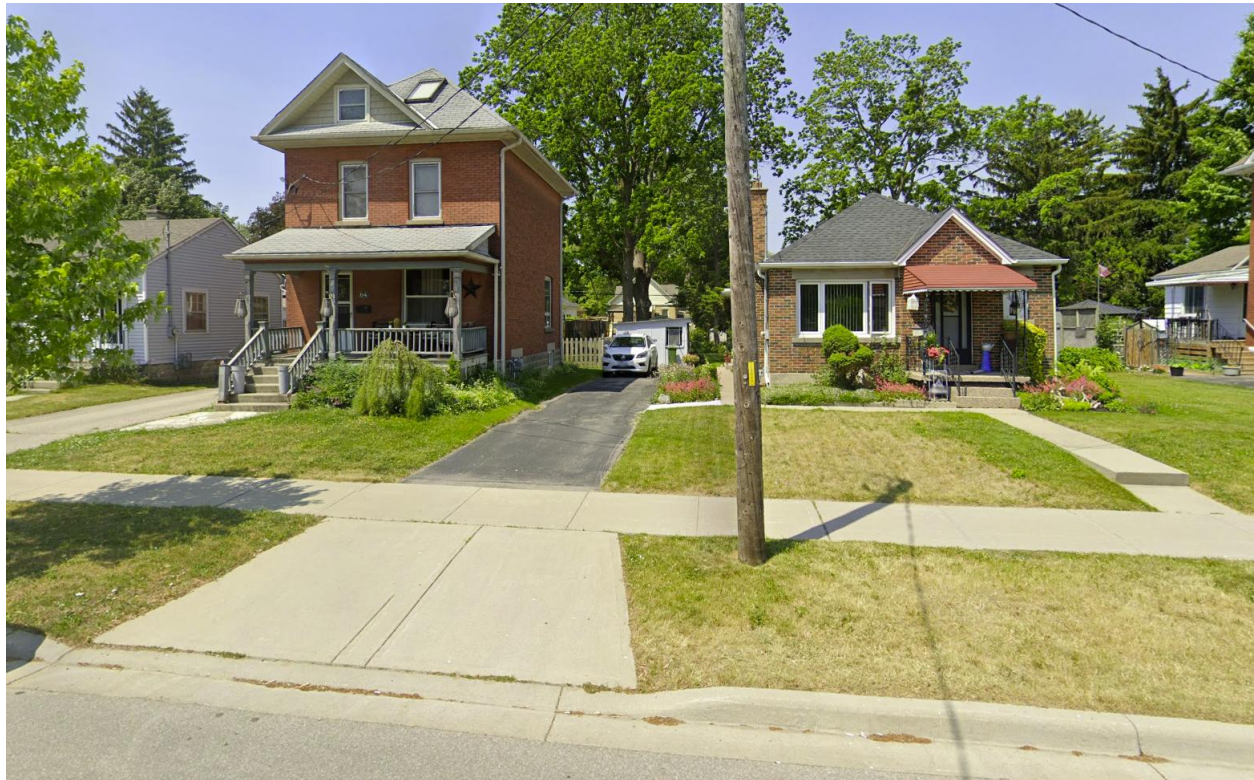
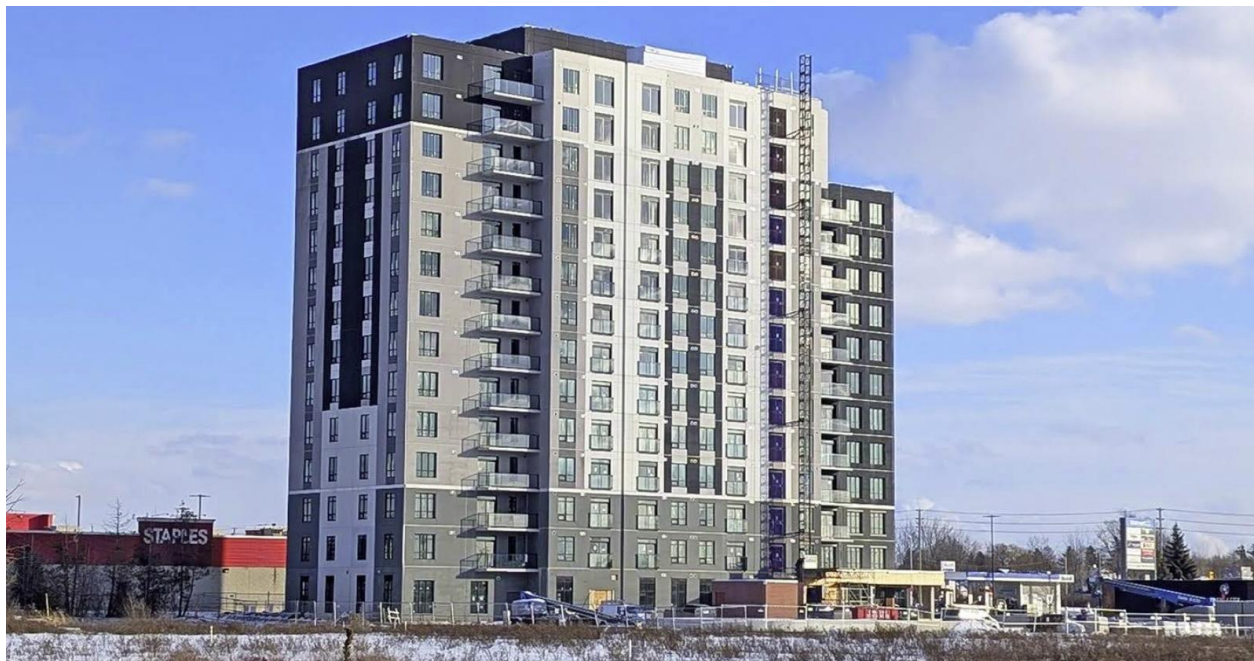


Figure 6 – Residential Uses Visible from First Avenue (Rear Yards of Dwellings on Alexandria Avenue)



High-density residential uses that abut the subject lands to the south consist of a newly-constructed 14-storey apartment building (Figure 7). The apartment building is generally rectangular in-shape with strategic recesses, projections, and material changes; and features a step back at the 12th storey along the south side of the building. The architectural treatment consists of brick, concrete, and glass. Colouring of the building consists of white, black and various shades of gray.

Figure 7 – View of apartment building, looking southwest from First Avenue



The light industrial uses to the northwest and northeast of the subject lands consist of a truck distribution facility, a home improvement and building material store, and open storage (Figure 8). Building heights range from 1-3 storey buildings, which are clad with brick and metal siding.

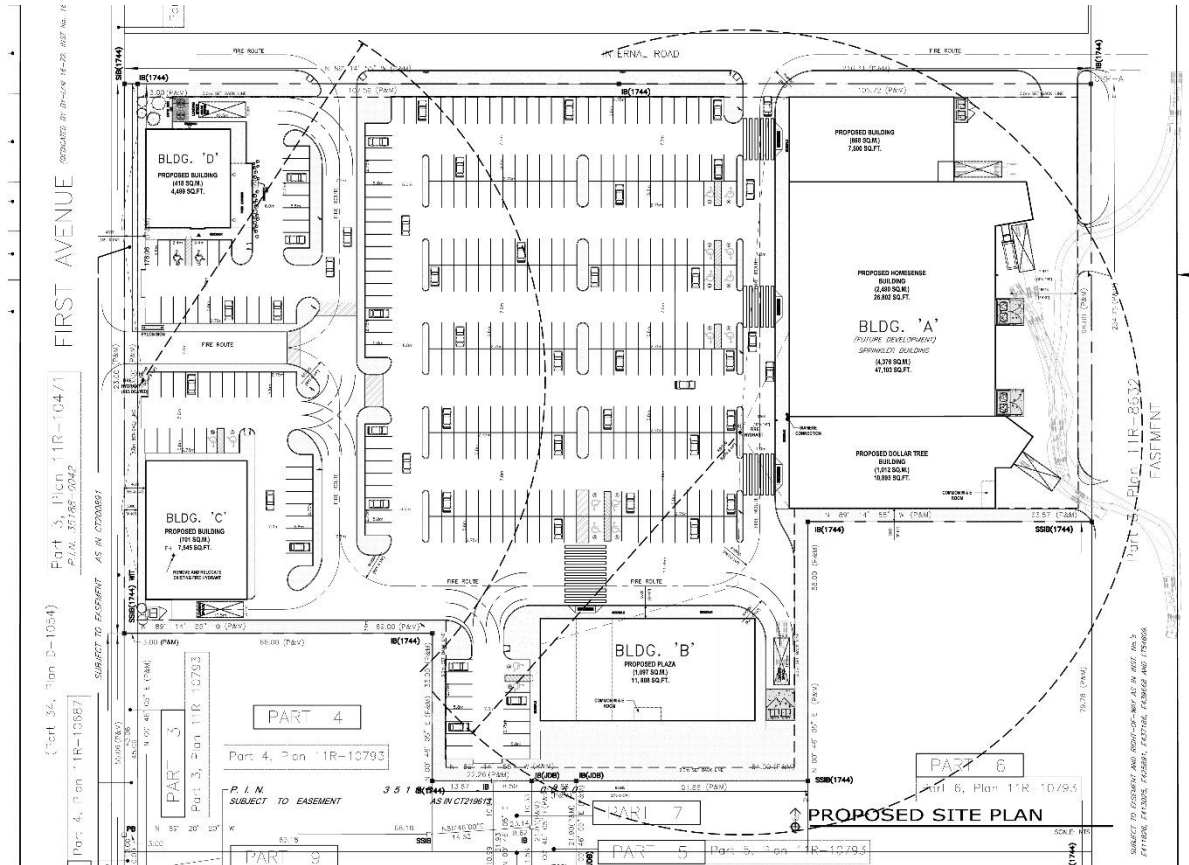
Figure 8 – Light Industrial Built Form Example (95 Woodworth Avenue)



3.0 SITE PLAN AND DETAILS

Two, multi-unit commercial buildings, and two, standalone commercial buildings are proposed for the subject lands (Figure 9).

Figure 9 – Site Plan (excerpt)



Below is a breakdown of the four proposed buildings:

- **Building 'A'** is located at the northeast corner of the subject lands and has a total gross floor area of 4,376m² and contains three (3) units. Similar to the Phase 1 buildings along the access road, Building 'A' provides loading docks at the rear of the building. The north, 698m² section of Building 'A' is intended to be an O'Reilly's Auto Parts Store. The rest of Building 'A' is still to be determined in future phasing.
- **Building 'B'**, programmed with smaller units, is located along the south property line of the subject lands. The building has a total gross floor area of 1,097m² and contains up to six (6) commercial units.
- **Building 'C'** is located at the southwest corner of the subject lands. Building 'C' has a total gross floor area of 701m². The intention for Building 'C' is to be a Best Buy Retail Store.

- **Building 'D'** is located at the northwest corner of the subject lands and a total gross floor area of 418m². Building 'D' is intended to be an East Side Marios dine-in restaurant.

Internal and external pedestrian connections are provided via sidewalks throughout the site. Painted pedestrian crossing lines on the pavement provide connections between surface parking areas, internal walkways, and building entrances. The internal walkways extend to the existing pedestrian sidewalks located to the north of the subject lands, which connect to the existing sidewalks along First Avenue, providing convenient pedestrian linkages to the surrounding commercial plazas, and residential areas. The sidewalk along the north side of the subject lands provides connection to the existing bus stop located adjacent to the east of the subject lands.

A total of 357 parking spaces are provided, including 18 barrier-free parking spaces, whereas 353 parking spaces are required for this development. Landscaped traffic islands with tree plantings are proposed throughout the parking area and along the perimeter of the subject lands, providing a buffer and opportunities for screening between the street, pedestrian walkways, and the surface parking lot.

Vehicular access to the subject lands is provided by three (3) driveways; a right-in/right-out (RIRO) access from First Avenue located in the middle of the west property line of the site, and two (2) full-turn access points from the private road located to the north of the subject lands. An access point at the far northeast corner of the site, as well as two (2) additional access points along the east property line provide truck access to the three (3) loading bays for Building 'A'.

The drive aisles on the subject lands abut the pedestrian areas in front of Buildings 'A' and 'B' allowing for convenient pick-up and drop-off. The drive aisles also connect to the main parking areas for Buildings 'C' and 'D'. Drive aisles are sufficient to accommodate larger vehicles, including emergency vehicles, delivery trucks, and garbage trucks.

Overall, the layout is in essence an extension of the built form and site layout of the Phase 1 lands to the north.

4.0 BUILT FORM

Elevations for the O'Reillys Auto Parts Store portion of Building 'A' are provided in Figures 10-12

Figure 10: West/Front Building Elevation for O'Reilly Auto Parts



Figure 11: East/Rear Building Elevation for O'Reilly Auto Parts

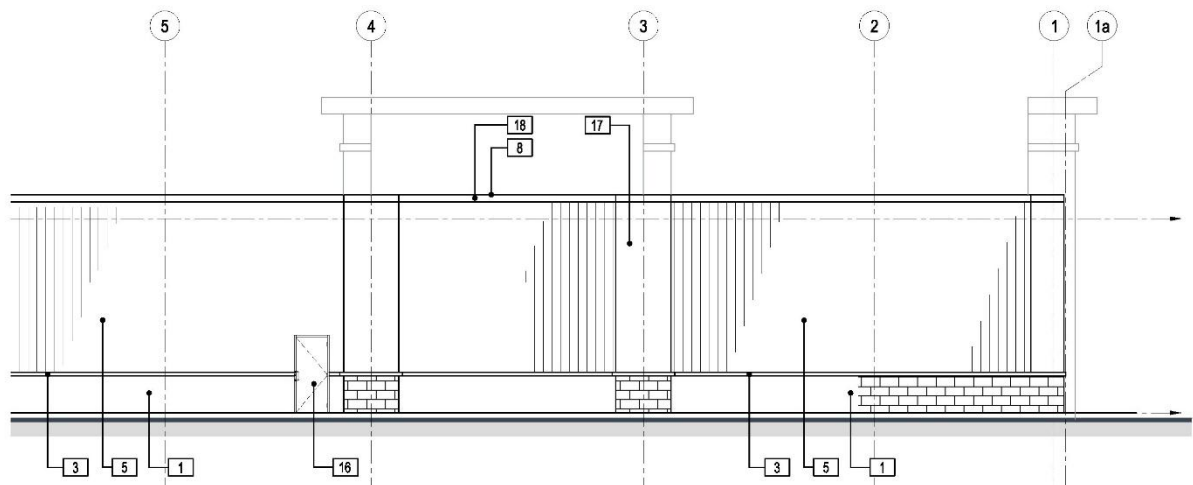
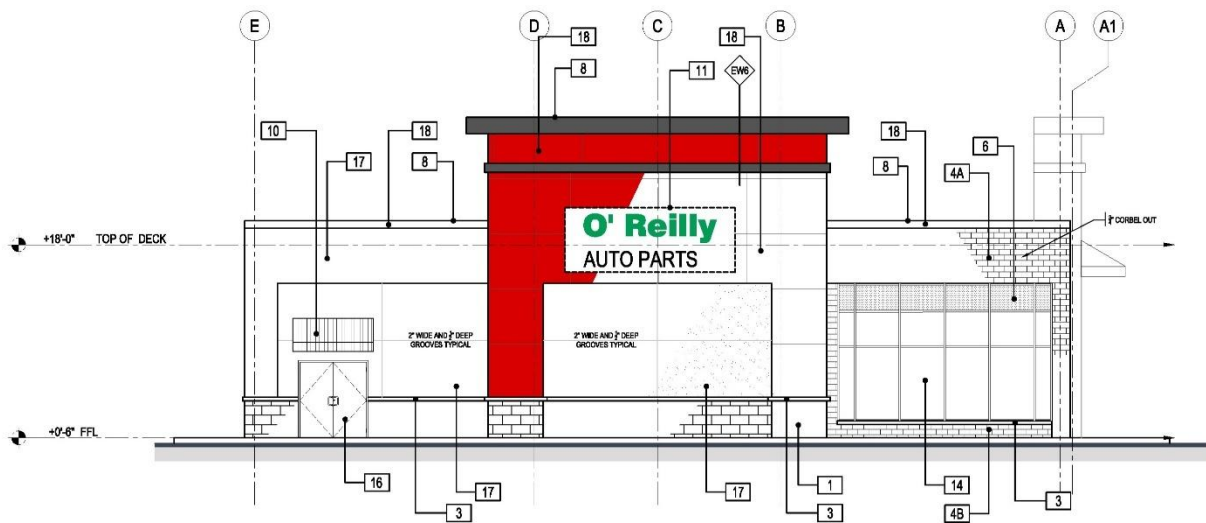


Figure 12: North/Side Elevation for O'Reilly Auto Parts



The front elevation (Figure 10) of the O'Reilly Auto Parts building features a prominent red arch centred on this elevation, highlighting where the main building entrance is located. The main entrance consists of glass doors, with windows surrounding the doors. Above the main entrance is the store banner, spread across the red arch. On either side of the red arch are two (2) sets of windows. The materials for this building consist of brick, concrete, and glass. The north/side elevation features the same red arch in the middle of the elevation; however, there are only windows featured on the right side of the building, the left side of the building is comprised of brick and concrete, with a side entrance featured here as well. The east/rear elevation features a blank façade comprised of brick and concrete, with a back door featured on the left side of the elevation.

Elevations of Building 'B' are provided in figures 13-16

Figure 13 – North (front) Elevation of Building 'B'

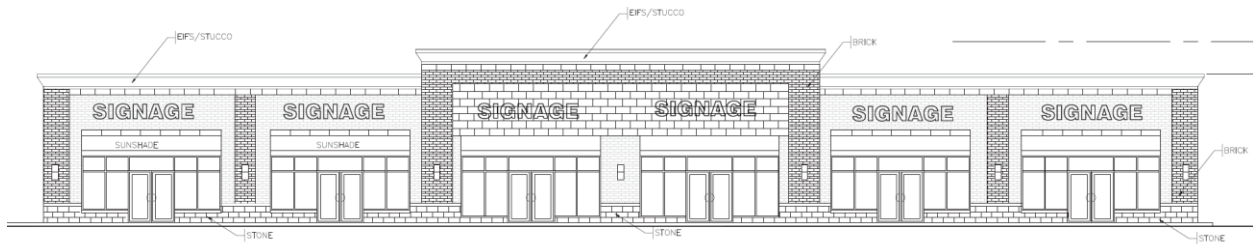


Figure 14 – South (rear) Elevation of Building 'B'

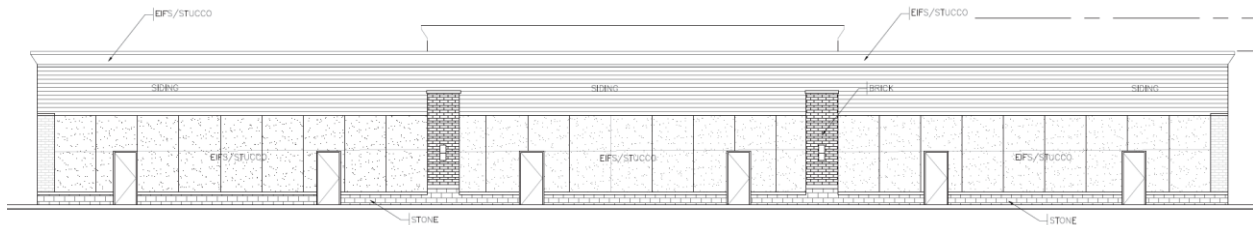


Figure 15 – East Elevation of Building 'B'

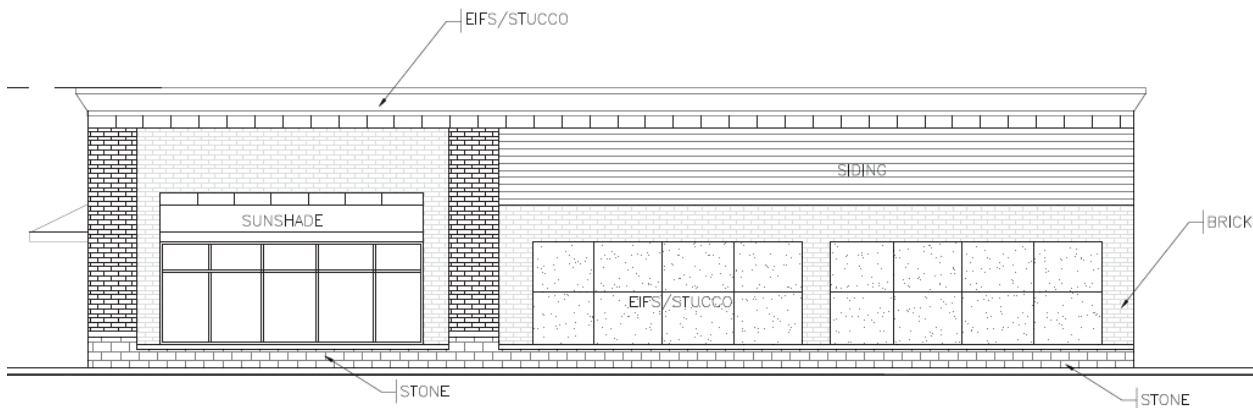
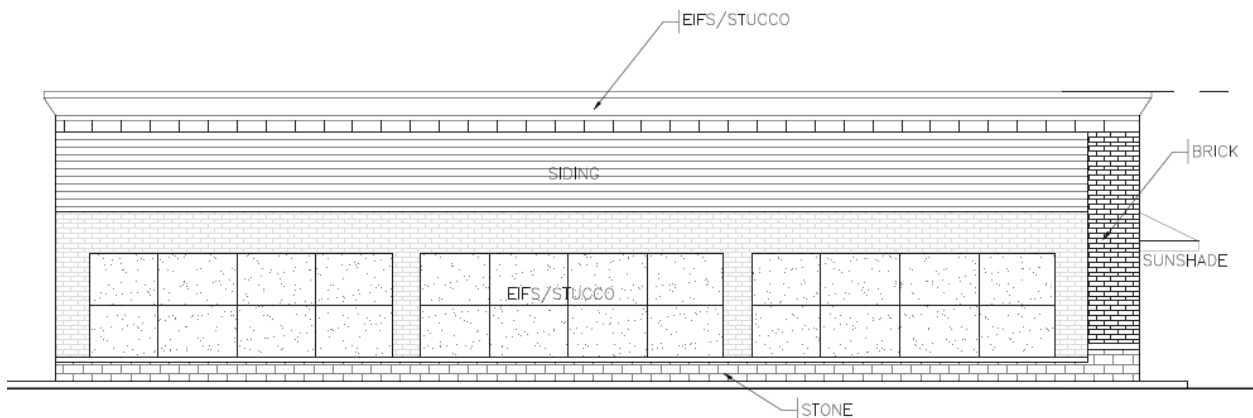


Figure 16 – West Elevation of Building 'B'



The single-storey building has six (6) commercial units, each with their own front entrance and signage. A parapet wall is located above each entrance, featuring signage for the commercial unit. The windows and doors on the north elevation are aluminum framed, with fabric and metal sunshades. Brick and stone veneers are wrapped around the windows and featured along the north elevation. The remainder of the north elevation is clad with exterior insulation and finish system (E.I.F.S.), primarily along the top of the building. The south elevation consists of E.I.F.S./Stucco along the bottom half with a stone veneer base and brick veneer elements located in the middle of the elevation. The top half of the south elevation consists of siding and six (6) metal doors are provided as rear exits for each of the units. The east and west elevations consist of the same make-up as the south elevation, however, the east elevation features windows and a sunshade for morning sunlight penetration. The overall design is a contemporary commercial building that is commonly found in commercial developments and is similar to the recently constructed buildings to the north.

Elevations of Building 'C' are provided in Figures 17:

Figure 17 – East (front) Elevation of Building 'C'

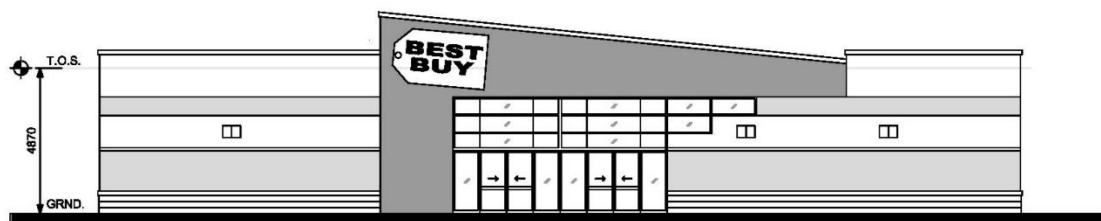


Figure 18 – West (rear) Elevation of Building 'C'

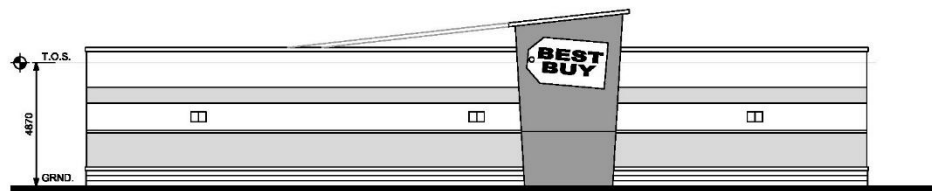


Figure 19 – North (side) Elevation of Building 'C'

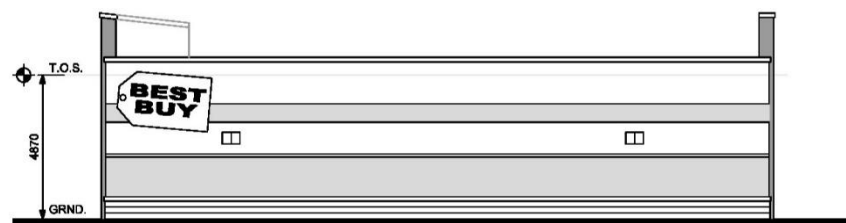


Figure 20 – South (side) Elevation of Building ‘C’



Building ‘C’ is one of the two standalone commercial building in this development. The front elevation (Figure 17) of Building ‘C’ features a large grouping of glass and windows in the centre of the elevation highlighting the location of the main building entrance. Above, and on the left side of the main entrance is an L-shaped feature that includes the store logo at the top left corner. The remainder of the elevation features a striping pattern of siding. The rear elevation (Figure 18) continues the striped siding design as the front elevation. On the right side of the rear elevation, an irregularly-shaped rectangle feature runs the entire height of the building and features the store logo at the top. The side elevations (Figures 19-20) also continue the striping pattern design and feature a large copy of the store logo on the far-left side.

Figure 21 – South (front) Elevation of Building ‘D’



This architectural elevation drawing shows a building facade with a dark green upper section and a light blue lower section. The upper section features a large mural with the text "HEY BUDDA BOOM BUDDA BING!" in green and red, and a central graphic of a red apple with the text "NYC" and "Little Italy" below it. The lower section has two arched entrances with red awnings. To the left of the first entrance is a small yellow building with a red roof. To the right of the second entrance is a small yellow building with a red roof. The drawing includes various dimensions: 32'-4 1/2" for the main facade width, 24'-0" for the right section width, 10'-0" for the left section width, 10'-0" for the height of the main facade, 10'-0" for the height of the left section, 10'-0" for the height of the right section, 10'-0" for the height of the left entrance, 10'-0" for the height of the right entrance, 10'-0" for the height of the left awning, 10'-0" for the height of the right awning, 10'-0" for the height of the left awning, 10'-0" for the height of the right awning, 10'-0" for the height of the left awning, 10'-0" for the height of the right awning. Landscaping includes green bushes and trees in front of the building.

Figure 24 – West Elevation of Building ‘D’



Building ‘D’ is the other standalone commercial unit featured in this development. The front elevation of the building (Figure 21) has a small portion of the façade that consists of red brick and gray stone the highlight where the main building entrance is located. Above the main entrance is a metal awning and a large copy of the restaurant logo. The remainder of the front elevation is primarily comprised of green brick, with a small portion of the base consisting of more red brick. Windows are featured on either side of the building entrance, with red and white awnings, as well as small planters, surrounding the top and bottom of the windows respectively. An outdoor patio is included on the right side of the front building elevation. The rear building elevation (Figure 22) features a generally blank façade comprised of black brick. A copy of the restaurant logo is prominently featured along the far-left side and an exit door is featured in the centre of the elevation. The east and west elevations are comprised of green brick and black brick with red brick featured along the base where the green brick is located. The east elevation (Figure 23) is where the outdoor patio is located. In the section where the patio is located, there is artwork included on the green brick portion of this façade. A pair of glass doors are featured on either end of the patio. The black brick portion of the façade is blank. The west elevation (Figure 24) shows a portion at the far-right side featuring a pair of windows with the same red and white awning featured on-top, same as the front elevation, plus areas for landscaping.

The built form and design of the proposed development is consistent with that of the commercial uses in the immediate area, providing a built form that is appropriate for the subject lands and compatible with abutting uses. The overall design of the site provides for four (4) contemporary commercial buildings that fit well within the surrounding context. The massing and height of the proposed buildings is consistent with the massing and height of the surrounding commercial uses. The proposed buildings, along with the landscaping, will screen some of the surface parking from view along the street.

5.0 CITY OF ST. THOMAS OFFICIAL PLAN

The subject lands are designated “*Mixed Use Development*” on ‘Schedule ‘A’ – Land Use Plan’ in the St. Thomas Official Plan. The “*Mixed Use Development*” land use designation contemplates the following:

- a wide range of commercial, office, institutional, medical/dental, personal care and other service commercial uses including banks, restaurants, etc.;
- hotel/motel uses;
- medium and high-density residential uses in single use form and/or mixed-use forms that are compatible with, and complementary to, surrounding uses; and,
- ground floor uses in mixed-use residential buildings.

Section 5.15.2 speaks to the development and design goals for the “*Mixed Use Development*” land use designation. The proposed development provides a wide range of commercial uses that will contribute to the site-wide goal of encouraging a mix of uses on the subject lands. In addition to providing a built form that is compatible, and complementary to, the surrounding uses, a functional site design is provided that allows the built form to interface well with the streetscape along First Avenue. Pedestrian connections from the public sidewalks will be provided and complemented by additional landscaping and tree-plantings on the site that enhance the streetscape. Sufficient and appropriate vehicular circulation and parking is provided on the subject lands.

The design of the proposed commercial buildings is flexible to shifts in the market and changing land use trends. The building designs and commercial units are able to accommodate a variety of commercial uses over time.

There is both a policy direction in the Official Plan and regulatory requirements in the Zoning By-Law requiring a minimum of 200 units across the entire Mixed-Use area at full build-out. The recently constructed apartment building abutting the subject lands accounts for 162 of the required 200 units. As no residential uses are proposed in this present commercial development, the remaining 38 units will be required to be constructed on the remaining vacant lands to the south of the subject lands, west of the apartment building, abutting First Avenue. The proposed development is therefore consistent with the Official Plan and Zoning By-Law.

6.0 SUSTAINABILITY

Sustainable transportation options are available to and from the subject lands. A bus route (Route 5A) runs along the Access Road that abuts the Smart Centre lands to the east, with a bus stop adjacent to the east. Pedestrian pathways internal to the site connect to public sidewalks along the north side of the subject lands and along First Avenue.

The proximity to residential uses to the subject lands promotes complete and walkable communities. Residents are within walking distances to several existing commercial amenities, and the addition of the proposed development will add to the variety of commercial amenities in

the area. Furthermore, it is expected that visitors to the proposed commercial uses will also patronize the other commercial uses in the immediate area in the same trip.

Landscaping is provided through traffic islands and buffers around the perimeter of the site.

The buildings will be constructed with modern construction practices, using energy efficient materials where feasible and appropriate.

7.0 ST. THOMAS CITY-WIDE URBAN DESIGN GUIDELINES

In November of 2024, the City of St. Thomas prepared city-wide urban design guidelines seeking to provide a city-wide design strategy and vision for future growth and changes in the urban environment that support sustainable development, streetscapes, parks and open spaces, and connections that enable healthy, accessible, and equitable communities. The below table outlines how the proposed development is in-line with the applicable Urban Design Guidelines.

St. Thomas City-Wide Urban Design Guidelines Analysis	
Policy	Response
4.3.6 Commercial - 4.3.6.1 - Site Design	
1. On large sites, commercial developments should be integrated into a consistent pattern of streets and blocks.	The proposed development has been designed to be seamlessly integrated with the Phase 1 development and the surrounding commercial blocks found to the north, south, and east.
2. Developments should incorporate a variety of retail unit sizes and building formats	As shown on the site plan, the proposed development incorporates a variety of different retail unit sizes.
3. Buildings should front onto public streets or internal streets created to the site.	Proposed buildings face internal to the site and away from public streets, in-keeping with the existing commercial developments abutting to the north and south. This layout is also to provide quick and convenient access for patrons entering buildings from the internal surface parking areas as that is how the vast majority of patrons will arrive at the site.
4. Continuous boulevards should be provided along commercial building frontages that connect to streets, parking areas, courtyards, or other gathering spaces.	As shown on the site plan, continuous boulevards have been provided along the frontages of all the proposed buildings, where applicable.
5. Pedestrian circulation areas and design should be clearly marked to have priority over vehicular circulation areas.	Pedestrian crossings and circulation areas have been clearly marked on the attached site plan.
6. Open spaces between commercial buildings, street edges, and parking areas should be well landscaped.	As shown on the landscape plan included in this Urban Design Brief submission, adequate landscaping for spaces between commercial

	buildings, street edges, and parking areas have been provided.
7. Front yard and/or exterior side yard setbacks should respond to adjacent street typology and function	Building setbacks have been utilized to be consistent with the existing commercial developments in the surrounding area and provide a street presence consistent with the subject portion of First Avenue.
4.3.6.2 – Massing and Architectural Design	
1. Where buildings face both a public street and an internal parking area, the preference is that primary entrances should be provided on both frontages. At a minimum, both facades are required to be predominantly glazed with visual connections between the interior of the retail unit and the street. Where fronting onto both sides is not possible, allow for one row of parking between the building and the public road, and provide frontage there.	All of the proposed buildings for this development have been designed to have primary entrances internal to the subject lands, which is a consistent feature found in surrounding commercial developments, including Phase 1 of the Timken Lands directly to the north. This is also to provide convenient access for patrons from the surface parking areas internal to the site. Additional glazing and visual features have been provided on elevations that front onto public streets. Landscaping is also provided in front of street-facing elevations to assist in enhancing building designs along First Avenue.
2. Excessive signage and illumination are discouraged.	An appropriate amount of signage and illumination is proposed for this development, consistent with the surrounding commercial area.
3. New development should provide appropriate transitions in height and massing to adjacent lower rise-built form where a change in building use occurs.	The 1-2-storey building heights of the proposed buildings is consistent with the existing commercial buildings in the surrounding area. Although there is a large transition in height between the proposed development and the 14-storey apartment abutting to the south, sufficient setbacks and landscaping have been utilized to minimize potential visual impacts onto the site.
4. Maximum building length of commercial buildings should not exceed 75 metres where buildings are located within 15 metres of the front or exterior side lot lines, to encourage pedestrian scale buildings and to reduce shadowing impacts.	Outside of Building 'A' on the site plan, all of the proposed buildings are less than 75m in length. Although Building 'A' is longer than 75m, the built form is consistent with the surrounding commercial buildings (a commercial building in similar size/scale is located directly to the north) and provides a form that can still maintain a pedestrian scale and minimize shadowing impacts.
5. A minimum building height of 2-storeys is encouraged to provide definition to streets and open space.	None of the proposed buildings for this development exceed 2-storeys in height.

6. Creation of false upper building floors is discouraged but may be supported where the design/engineering for the building allows the upper floors to be inserted in the future.	No false upper floor buildings are proposed for this development.
7. Building(s) at corners and entrances should be articulated for visual interest such as with increased height, use of architectural projections, variations in the roofing, or changes in materials such as increased glazing to also help activate the public realm.	Architectural features such as projections, roofing variations, and increased glazing have been utilized for Buildings 'C' and 'D' which are located at the main entrances of the development.
8. Vertical divisions of the façade should be included to provide visual interest and definition if multiple units are in a single building.	Vertical divisions have been utilized for Buildings 'A' and 'B' to provide visual interest and define the extents of each commercial unit located in these buildings.
9. Entrances, primary street frontage/façade and other highly visible areas should be a higher quality material and architectural style.	Higher levels of architectural features are provided along the front elevations of the proposed buildings, which face interior to the site and away from the primary street frontage along First Avenue. These elevations provided higher levels of detail to highlight the main building entrances.
10. Canopies and overhangs should be provided, where possible, to provide optimal pedestrian environment comfort.	As shown on the building elevations, canopies and sunshades have been provided on the front and side elevations of the proposed buildings to provide shading and optimize pedestrian environment comfort.
11. Building flankage is to be treated similarly to the building frontage.	Where applicable, building flankage has been treated as building frontage to provide for additional visual interest for portions of buildings fronting onto the front or exterior yards.

As outlined in the above table, the proposed development is generally consistent with the City of St. Thomas Commercial Site Design Guidelines.

7.0 CONCLUSION

The proposed development consists of four (4) commercial buildings including two (2) multi-unit commercial buildings, and two (2) standalone commercial buildings. The proposed buildings are a compatible form of development, located on a vacant and underutilized parcel fronting onto an arterial road; with convenient access to public transit; and active transportation opportunities promoted for pedestrians. The designs of the buildings show a modern, contemporary style common in many newer commercial developments.