

AGENDA

THE EIGHTH MEETING OF THE MUNICIPAL HERITAGE COMMITTEE

ROOM 304 & ZOOM

5:00 P.M.

September 9, 2026

DISCLOSURES OF INTEREST

MINUTES

Confirmation of the minutes of the meeting held on August 12th, 2026.

NEW BUSINESS

Welcome Nick Ewanick

UNFINISHED BUSINESS

Railway Lands Area Master Plan Study Presentation Pages 2-22

Housing Accelerator Fund Coordinator to provide update & presentation with Q&A/discussion.

Unfinished Business Tracking

Unfinished Business Tracking																					
ITEM	MEETING DATE	Referred to	Origin																		
St.Thomas Cemetery Company - tabled until Spring 2027																					
Home Insurance - creating package for distribution includes letter from a local insurance provider -tabled until Planning Servicees retuns with CIP updates																					
Ontario Provincial Plaque Program - The Pinafore Park Swan Boat Disaster, The Murder of Constable Colin McGregor, Bob Emslie & The Railway intersection																					
<table><tr><th colspan="3">St. Thomas MHC - Ontario Provincial Plaque Shortlist</th></tr><tr><th>Historical Event/Person/Place</th><th>Plaque Location</th><th>Notes</th></tr><tr><td>1 Pinafore Park Swan Boat Disaster</td><td>Pinafore Lake</td><td></td></tr><tr><td>2 Constable Colin McGregor Murder</td><td>17 Queen Street</td><td></td></tr><tr><td>3 Bob Emslie</td><td>Emslie Field</td><td></td></tr><tr><td>4 Railway Intersection Collision of 1887</td><td>Centre & Moore Street</td><td></td></tr></table>				St. Thomas MHC - Ontario Provincial Plaque Shortlist			Historical Event/Person/Place	Plaque Location	Notes	1 Pinafore Park Swan Boat Disaster	Pinafore Lake		2 Constable Colin McGregor Murder	17 Queen Street		3 Bob Emslie	Emslie Field		4 Railway Intersection Collision of 1887	Centre & Moore Street	
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4 Railway Intersection Collision of 1887	Centre & Moore Street																				

NEXT MEETING

October 14, 2026

ADJOURNMENT

Railway Lands Area Master Plan

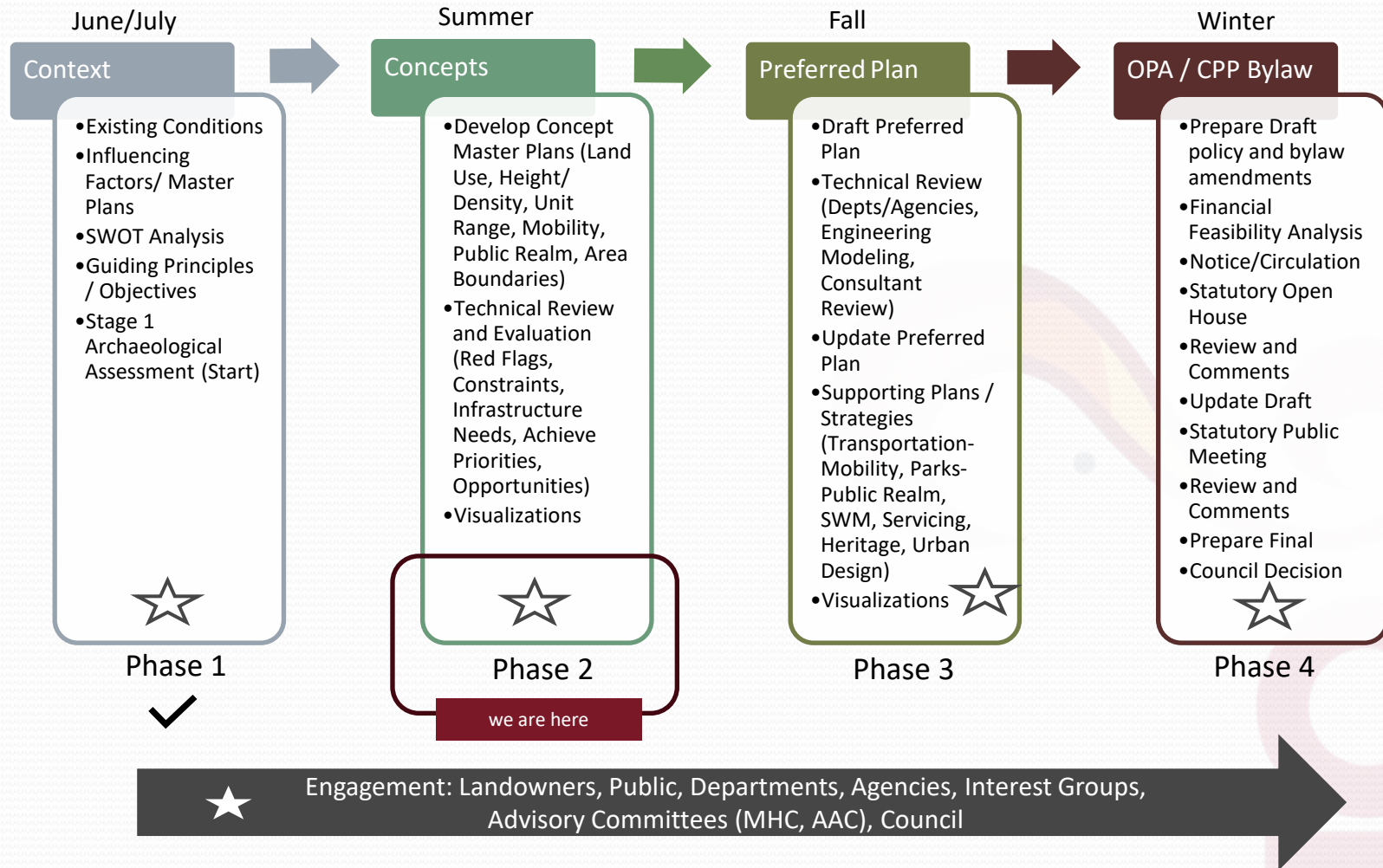
Municipal Heritage Committee

September 9, 2026

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)



Phase I: Context

DRAFT Principles and Goals



Welcoming Neighbourhoods



Community Character and Heritage



Responsible Growth



More Choices for Daily Life



Better Public Spaces and Connections

DRAFT Guiding Principles & Goals

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.



DRAFT Guiding Principles & Goals

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.



DRAFT Guiding Principles & Goals

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 flooding risks, and support a healthier environment.



DRAFT Guiding Principles & Goals



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.

DRAFT Guiding Principles & Goals



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

11 Land Use Types



- 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

PRELIMINARY EVALUATION FRAMEWORK CRITERIA



STRATEGIC DIRECTION

Alignment with long-term vision, goals and policies at the municipal and provincial levels.



PLANNING & DEVELOPMENT

The ability to create complete, well-designed communities that are feasible and compatible with the surrounding area.



HARD INFRASTRUCTURE

The ability to efficiently accommodate development with reliable and sustainable infrastructure systems.



COMMUNITY INFRASTRUCTURE

The ability to support healthy, inclusive communities through access to essential services and facilities.



ECONOMIC

The ability to strengthen the local economy, attract investment and create jobs.



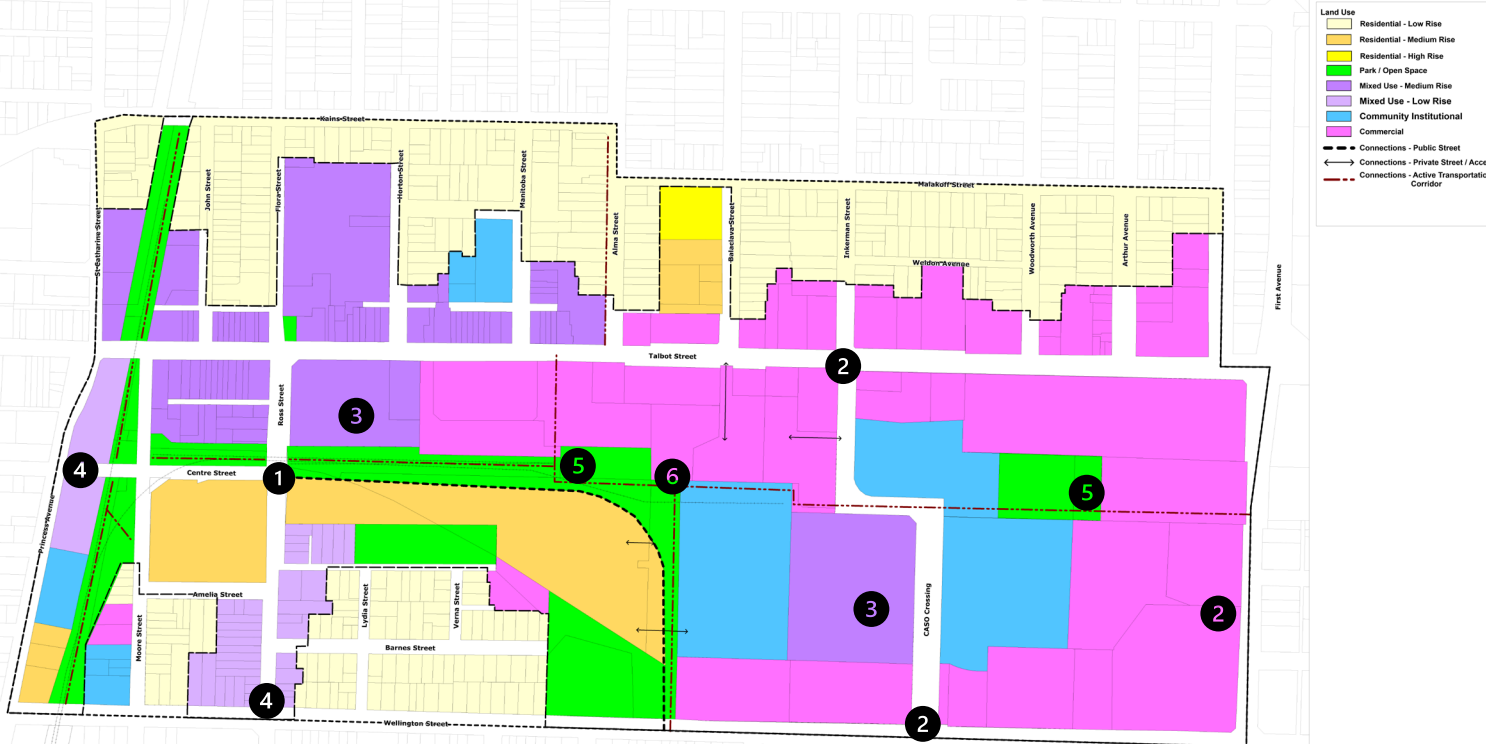
ENVIRONMENTAL / SUSTAINABLE DEVELOPMENT

The ability to protect the natural environment and promote a low-carbon, climate-resilient future.



Master Plan Concept #1

Concept 1



Status Quo with Moderate Intensification Scenario

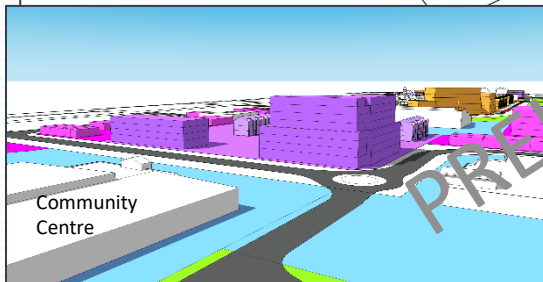
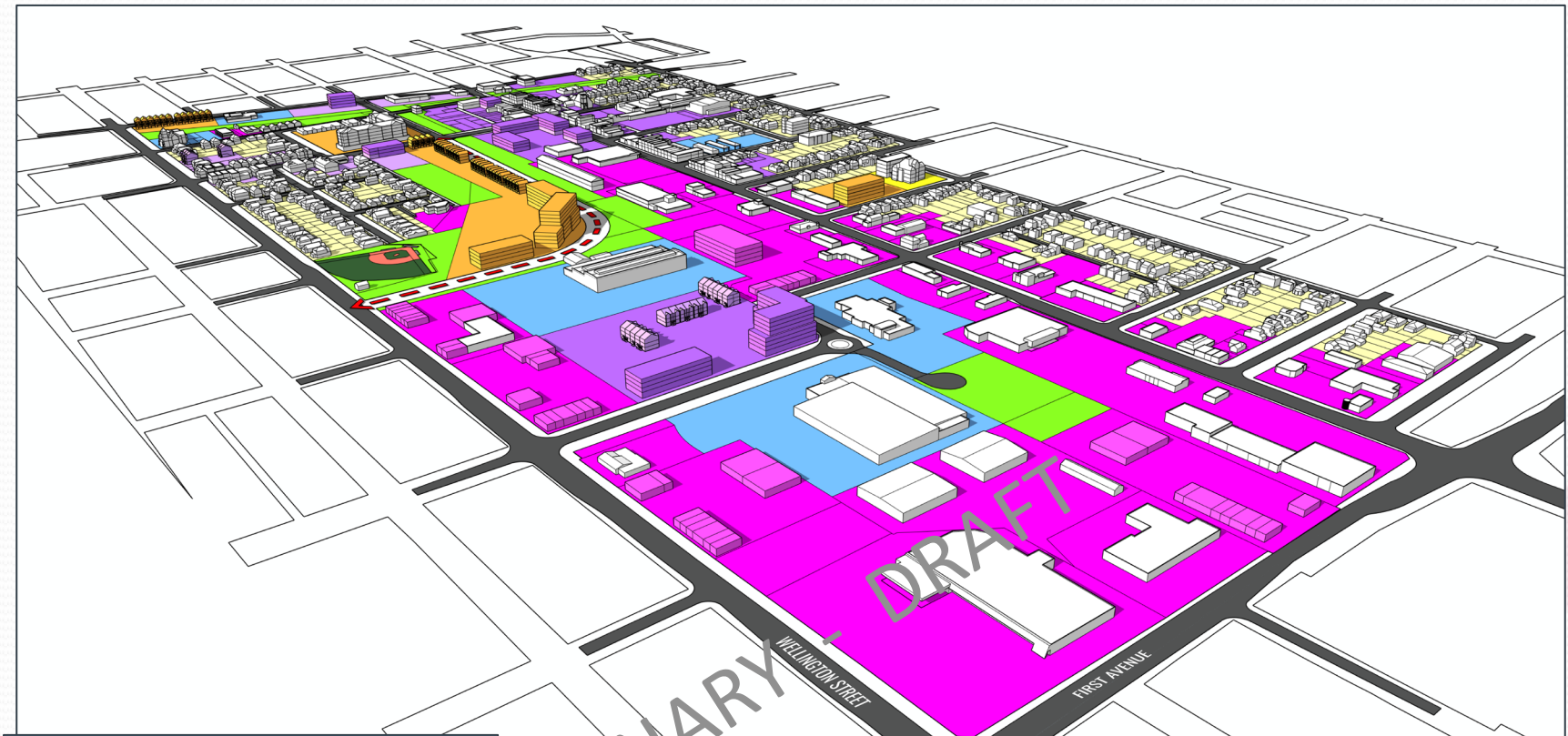
- Potential for 475 to 1325 new housing units
- Growth of 800-2300 population
- Potential for additional +25,000m2 of commercial/non-residential floor space
- Approximately 1.5 Ha of new park/open space

Highlights:

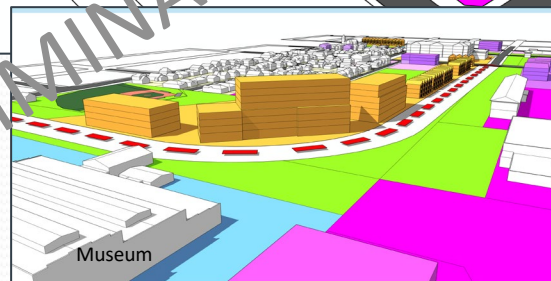
1. New Centre St road extension connecting south to Wellington St. as a public street with access to adjacent lands
2. Continue with primarily Commercial land use on Talbot (East)/First Ave/Wellington
3. Integrate new Medium Rise Residential and Medium Rise Mixed Use for vacant and some redevelopment 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



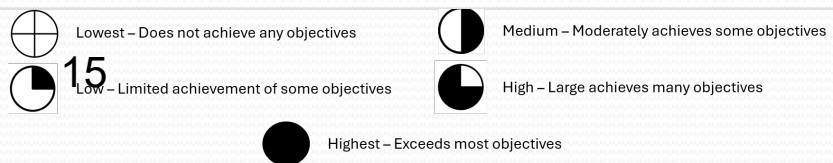
View east – new road / railway lands



View west from Ross St – new road

Preliminary Evaluation Framework - Master Plan Concepts

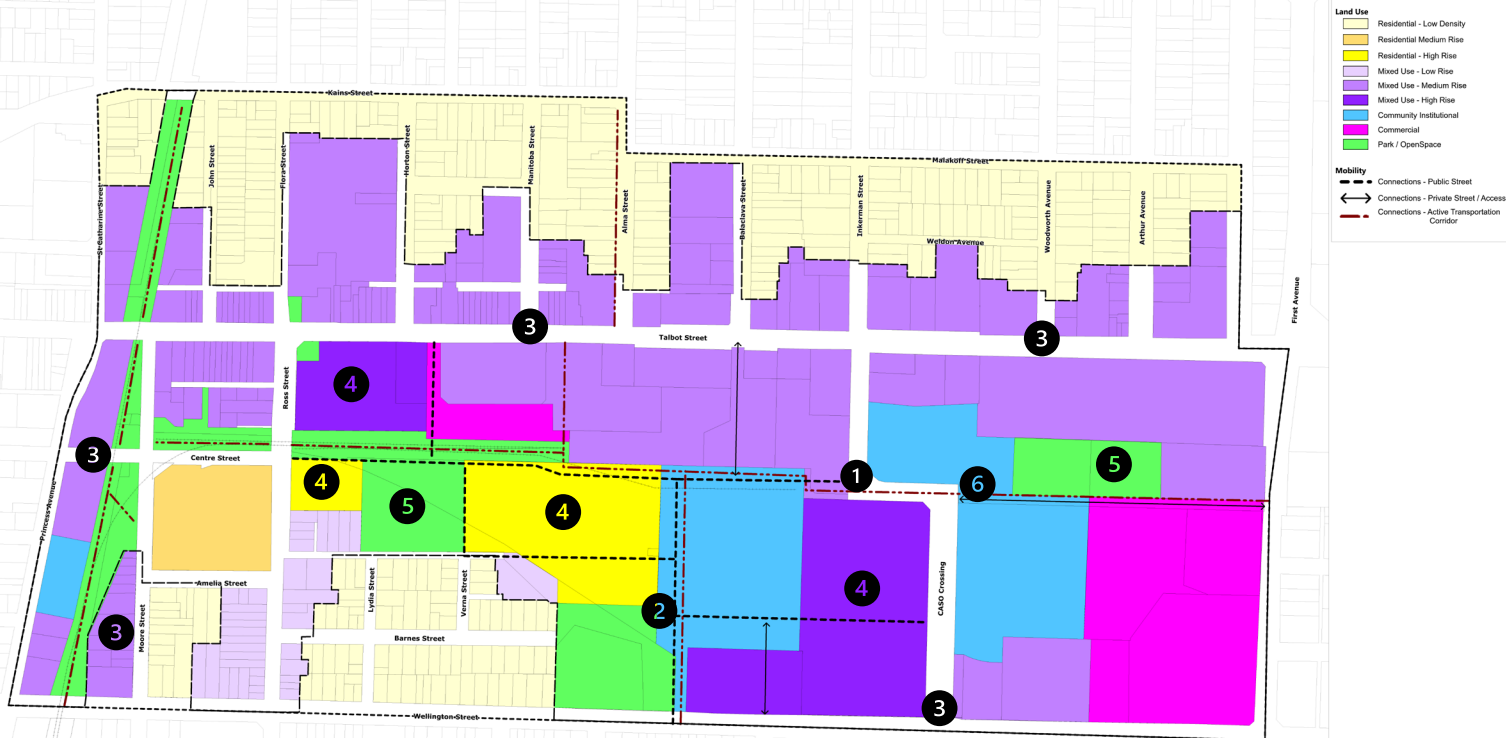
A high-level review of potential benefits, opportunities, issues, implications or constraints for each Concept Plan in accordance with various project considerations. Not intended to be a rigid quantitative measurement (although numerical metrics may be considered).



Criteria / Considerations	Concept #1 : Status Quo with Moderate Intensification Scenario	Evaluation
<u>Strategic Direction</u> - 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	
<u>Planning & Development</u> - 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	
<u>Implications for Hard Infrastructure</u> - 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.	
<u>Implications for Community Infrastructure</u> - 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	
<u>Economic</u> - 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 significant 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	
<u>Environmental / Sustainable Development</u> - 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	
<u>Overall Evaluation</u>	<u>Additional Notes / Other Considerations / Requirements:</u> -Would require completion of cultural heritage assessment, preliminary servicing feasibility, SWM strategy, transportation assessment	

Master Plan Concept #2

Concept 2



High Mixed Use and Connectivity Scenario

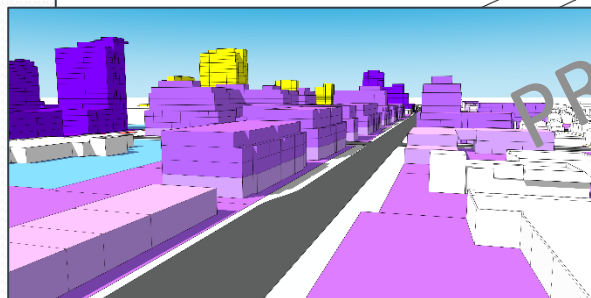
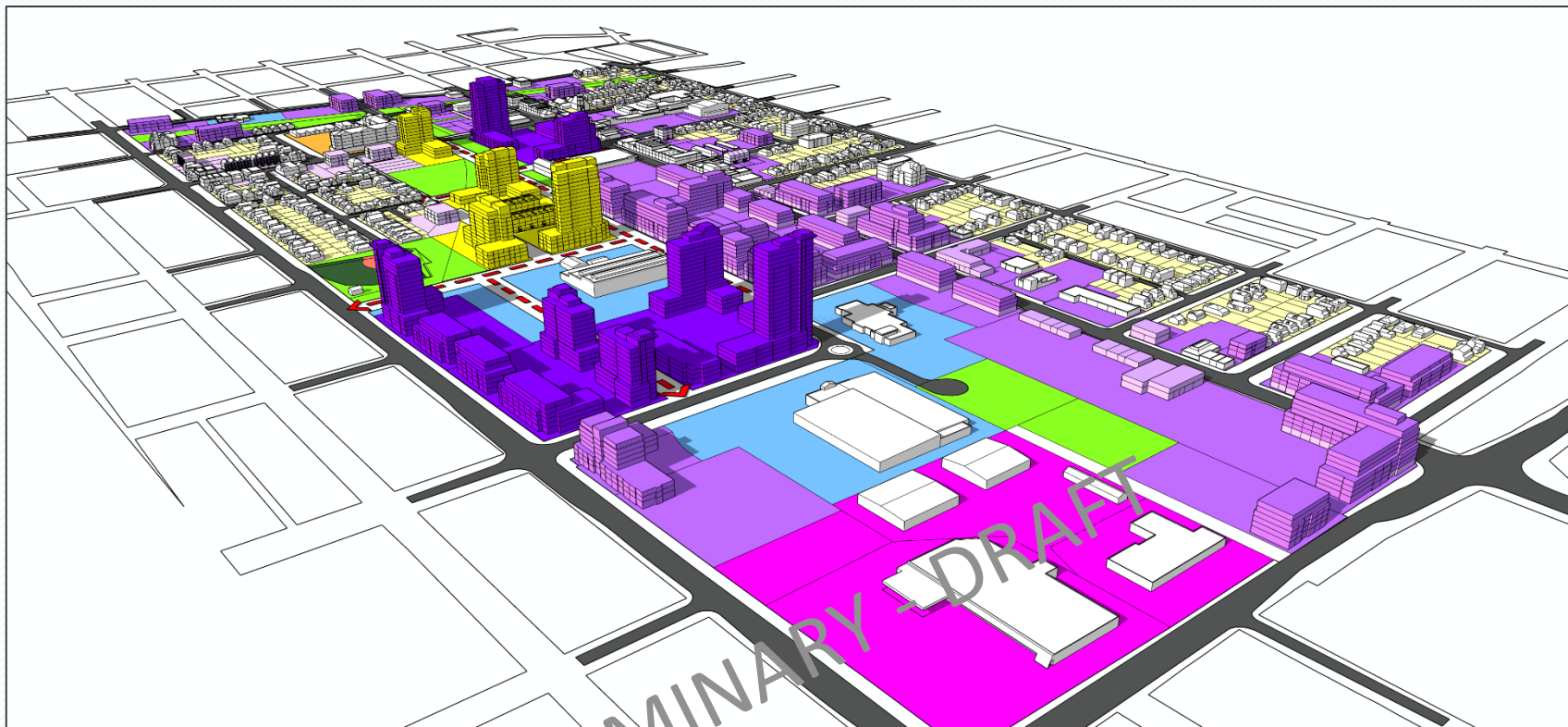
- Potential for 2300 to 3550 new housing units
- Growth of 3800-6000 population
- Potential for additional +15,000m2 of commercial/non-residential floor space
- Approximately 1.3 Ha of new park/open space

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 Plan¹⁷ Concept #2

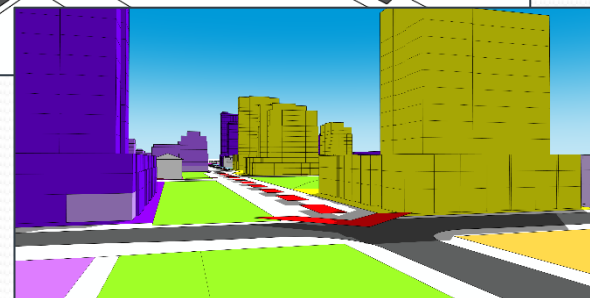
Preliminary Massing Model & Potential Development



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



18

Low – Limited achievement of some objectives



Medium – Moderately achieves some objectives



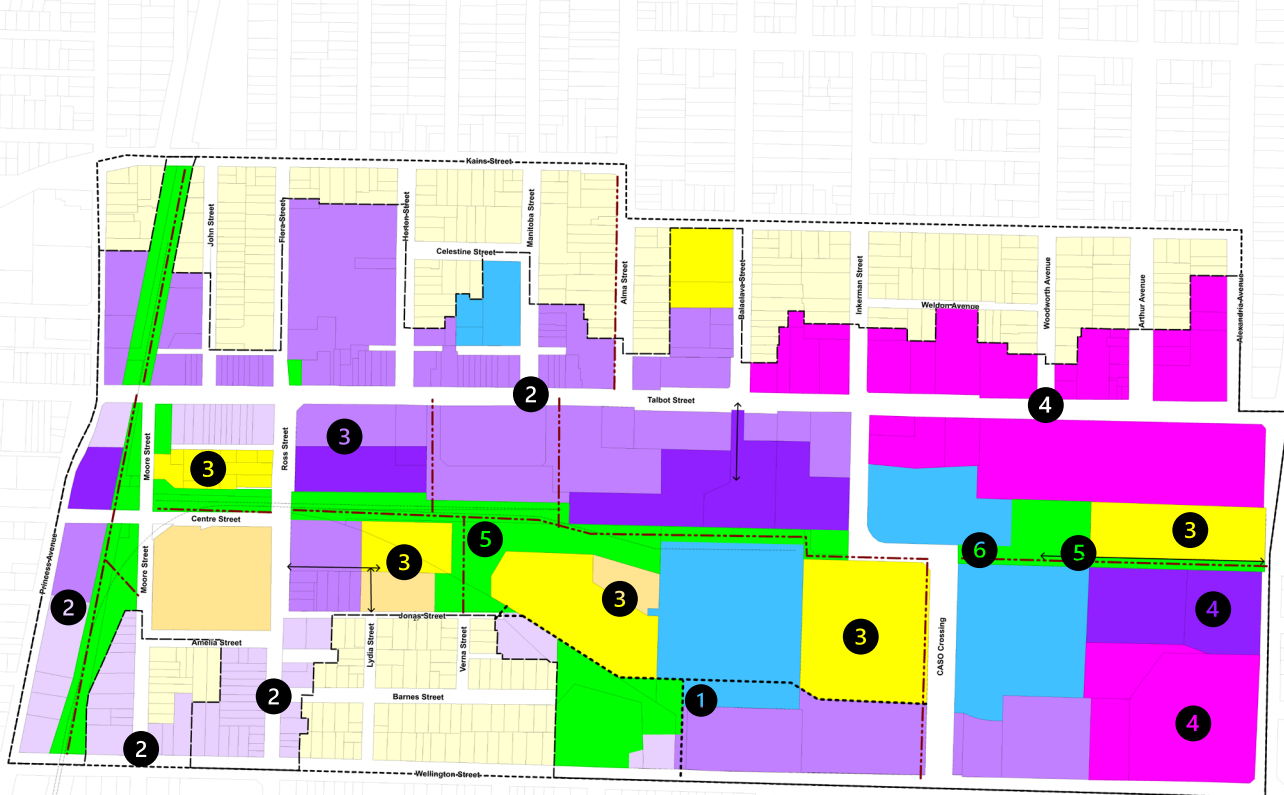
High – Large achieves many objectives



Highest – Exceeds most objectives

Criteria / Considerations			Concept #2: High Mixed-Use and Connectivity Scenario	Evaluation
<u>Strategic Direction</u> - 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	
<u>Planning & Development</u> - 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	
<u>Implications for Hard Infrastructure</u> - 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.	
<u>Implications for Community Infrastructure</u> - 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	
<u>Economic</u> - 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 m² 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	
<u>Environmental / Sustainable Development</u> - 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	
<u>Overall Evaluation</u>			<u>Additional Notes / Other Considerations / Requirements:</u> -Would require completion of cultural heritage assessment, preliminary servicing feasibility, SWM strategy, transportation assessment	

Master Plan Concept #3



Concept 3

Land Use	
	Residential - Low Rise
	Residential - Medium Rise
	Residential - High Rise
	Mixed Use - Low Rise
	Mixed Use - Medium Rise
	Mixed Use - High Rise
	Community Institutional
	Park / OpenSpace
	Commercial
Mobility	
	Connector - Public Street
	Connector - Private Street / Access
	Connector - Active Transportation Corridor

Hybrid Intensification Scenario

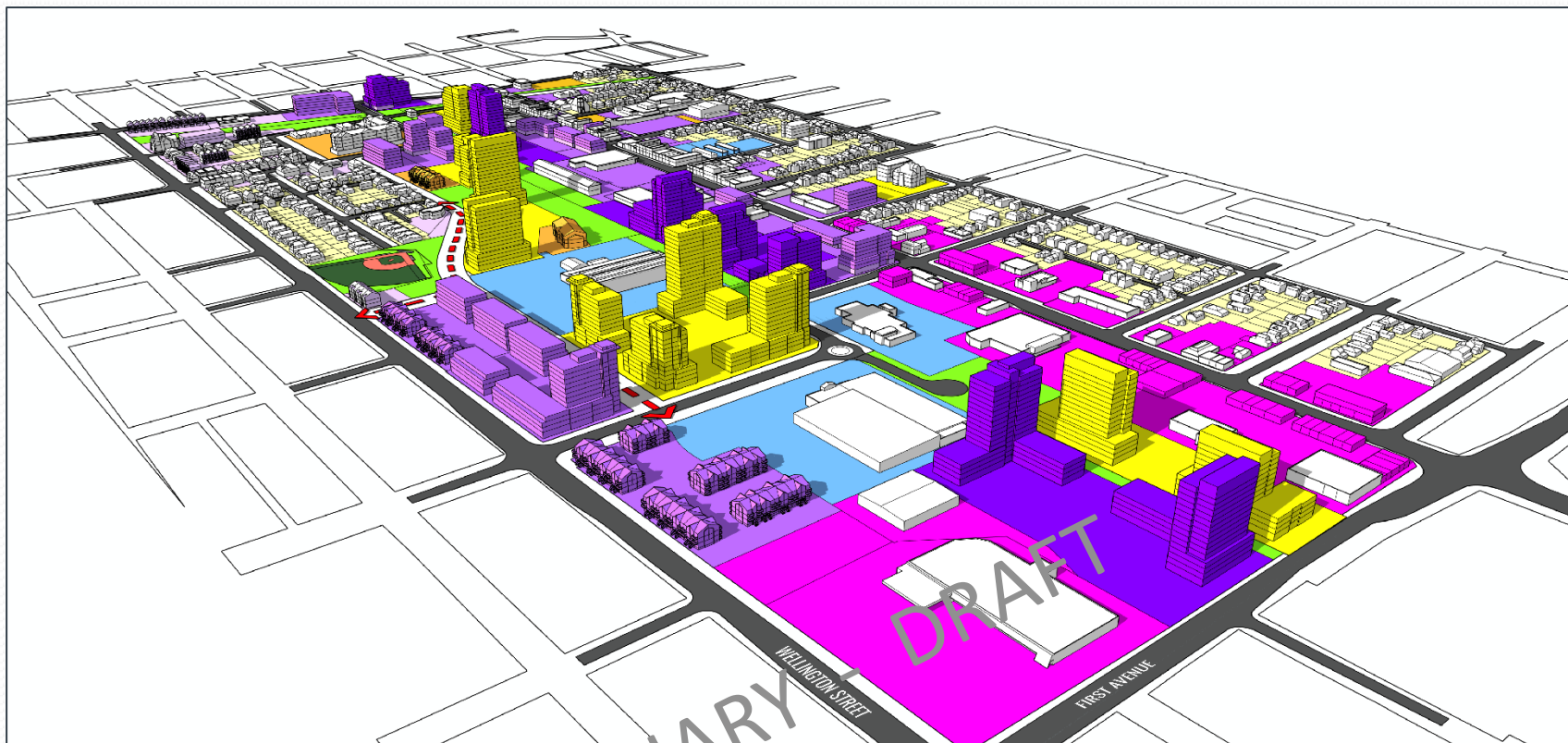
- Potential for 2500 to 3500 new housing units
- Growth of 4200-5700 population
- Potential for additional +20,000m2 of commercial/non-residential floor space
- Approximately 2.0 Ha of new park/ open space

Highlights:

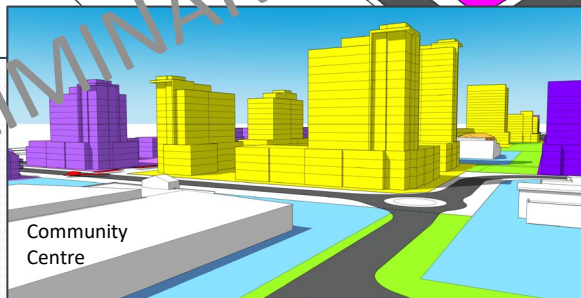
1. No Centre St road extension, instead new public street from CASO Crossing to widened Jonas St and connecting to Wellington St
2. Allow for Mixed Use along all of Talbot St mostly to Balaclava St./CASO Crossing, on Wellington St, Princess Ave, Moore St, Ross St
3. Utilize vacant, larger parcels with 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

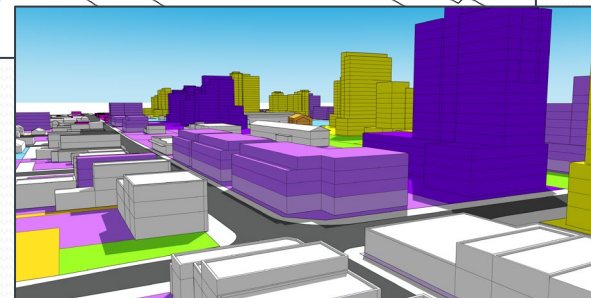
Preliminary Massing Model & Potential Development



View from Wellington NW to CASO Crossing



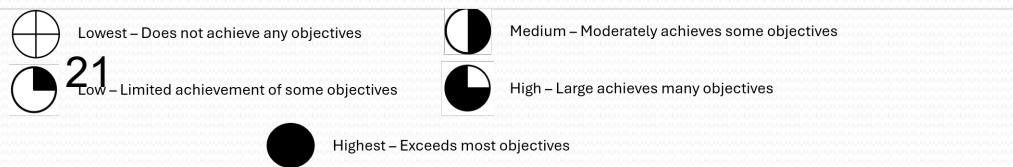
View east to CASO Crossing



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).



Criteria / Considerations	Concept #3: Hybrid Intensification Scenario	Evaluation
<u>Strategic Direction</u> - 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	
<u>Planning & Development</u> - 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	
<u>Implications for Hard Infrastructure</u> - 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.	
<u>Implications for Community Infrastructure</u> - 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	
<u>Economic</u> - 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 m² 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	
<u>Environmental / Sustainable Development</u> - 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	
<u>Overall Evaluation</u>	<u>Additional Notes / Other Considerations / Requirements:</u> - Requires completion of cultural heritage assessment, preliminary servicing feasibility, SWM strategy, transportation assessment	

Comments? Feedback?

Assistance with Preliminary Evaluation
Framework: Planning & Development Criteria –
Cultural Heritage Implications