

## Email and Letter Correspondence Table

Comment by	Comment	Project Team Response
Frank Racioppo (June 4, 2016)	<p>Hello Phill, Is the Region giving strong consideration for a GO stop at Taylor Rd (by Royal Niagara Golf Club)? If so, where would / could it be located? North side or south side of the tracks? West side or east side of Taylor Rd?</p> <p>Note, I act for Royal Niagara GC (Kaneff Group) and we could assist with our land holdings to facilitate this possibility. Call to discuss at your convenience. Thank you,</p>	<p style="text-align: center;">----- (Response 1 of 2) -----</p> <p>Hi Frank</p> <p>We are at the early stages of the GO Mobility Station and Hub study. We appreciate your interest in this. Via this email, I have copied Diana Morreale, Project Manager for this Go Mobility Hub and Station Study.</p> <p>The potential of a GO hub/station in the Glendale Area/East St. Catharines is a longer term plan at this time.</p> <p>Thanks again Phill Lambert</p> <p style="text-align: center;">----- (Response 2 of 2) -----</p> <p>Hi Frank,</p> <p>The Go Hub and Transit Station Study is currently in the process of undertaking a visioning exercise for four transit station areas, including the area surrounding the Via Station in Downtown St. Catharines. This site was identified as the preferred site in the 2011 Environmental Study Report (ESR) completed by GO. While a future layover area was also identified in the area of the intersection of Glendale Avenue and the tracks, the Region is not actively planning this site as part of the Go Hub and Transit Stations Study.</p> <p>There is a Public Meeting scheduled for the study at the St. Catharines Market Square on June 29 (details attached). Please</p>

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		<p>contact Denise Landry (copied on this email) if you have any further questions.</p> <p>Thank you, Diana Morreale</p>
<p>Leonard Pennachetti (September 3, 2016)</p>	<p>Rino, Further to our discussion held in your office last week regarding the above referenced matter, I have summarized below my understanding of the items that were discussed along with a summary of items for follow-up.</p> <p><u>St. Catharines GO Station</u> Our discussion began with confirmation from both the City and the Region that the existing (Great Western) railway station east of Louth St. is the preferred site for the new GO Station that is proposed for St. Catharines. We discussed the relative merits of that site vs. the Whitty site between First St. Louth and Vansickle Road (see plan attached). It was made clear by both the Region and the City that none of the sites under consideration is ideal, especially from a vehicular access perspective. However, the Great Western site was favoured over the Whitty site primarily because the Whitty site is adjacent to the urban area boundary and locating the GO Station there would introduce the further complication of addressing a possible expansion of the urban area boundary, which planning staff feel should be avoided.</p> <p>It was also noted that Bruce Bellows has already sent an email dated July 25, 2016 to Diana Morreale, Patrick Kennedy and Denise Landry requesting two things:</p>	<p>Hey Len, nice seeing you again at the Mayors' function.</p> <p>As I said, we have not forgotten about your ideas for west SC – just waiting for this to progress a little further at our end.</p> <p>I would like to discuss options within the context of our GO Hub/Station study and the MCR.</p> <p>I will get Nicole to set a date and time. Thanks, chat soon. Rino Mostacci</p>

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	<ol style="list-style-type: none"> <li>1. That Len Pennachetti be added to the Stakeholders Advisory Committee for the Niagara Go Hub &amp; Transit Station Study; and,</li> <li>2. That all of the lands bounded on the north by the CN Rail, on the south by St. Paul Street West, on the east by Vansickle Road and on the west by First St. Louth be included in the Phase 2 Study Area boundaries.</li> </ol> <p><u>Greenfield Site Bounded by CNR/Vansickle Rd./St. Paul St. W./First St.</u></p> <p>The primary purpose of the meeting was to discuss this quadrant, which is the last piece of greenfield left inside the urban area of West St. Catharines. As landowners, our main interest is to advance the date at which development of these lands can occur. We also made the point that the introduction of a significant transportation hub like the proposed GO Station is a “game-changer” for the entire neighbourhood and that planning staff should now be looking at our greenfield site from an entirely new perspective now that it is clear that the GO Station will be located in this area. It is our view that the current zoning (Employment Lands) is inappropriate and that serious consideration should be given to re-zoning these lands to mixed-use including mid-to-high-density residential as a complement to the arrival of a major transportation hub in the vicinity.</p> <p>With respect to this issue of re-zoning, Regional planning staff advised that a Municipal Comprehensive Review (MCR) of the Regional Policy Plan is currently underway and that all of the policy issues that need to be addressed in</p>	

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	<p>order to consider a re-zoning of this nature can be included within the scope of the MCR. In other words, work that would normally be required of an applicant for re-zoning will as a matter of course be undertaken by Regional planning staff as part of the MCR process. Hence your advice is to engage with City and Regional planning staff to consider the re-zoning proposal as part of the MCR process.</p> <p>On the specific issue of the change from employment lands to mixed-use/residential, Regional planning staff advised of a similar accommodation that was recently made in Thorold, where a re-zoning was supported on the basis that there would be no net loss of employment as a result of the zoning change. The suggestion was made that a similar argument could be made for re-zoning the subject lands as part of the MCR process and we as landowners were advised to engage in the MCR process to that end.</p> <p>In terms of timing for all of this, we were advised that the MCR process would likely require two years before it is accepted and approved; and that a re-zoning application for the the subject site would have to wait until the MCR process is complete.</p> <p><u>Westgate Business Park</u></p> <p>A discussion was also held concerning the potential for re-zoning the 3.5 acre site immediately east of the Pathstone building currently under construction at the corner of Third Street Louth and Fourth Avenue. As I explained at the meeting, we are in discussions with a large U.S. based developer that would like to locate an assisted living/seniors residential development on that site. Here</p>	

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	<p>again we were advised by planning staff of both the City and the Region that a re-zoning from the current use (Employment) to the one proposed could potentially be supported on the basis that the new use would result in no net loss of employment. To support such a re-zoning application, we were advised by planning staff to quantify the number of jobs that would result from the proposed development and contrast that with the amount of employment that would be generated by, e.g., warehousing, which is a permitted use under the current zoning (Employment). Assuming that a credible case could be made along these lines and the decision-makers (both staff and councillors) were convinced accordingly, we were advised that the process (zoning amendment + OPA) could be completed within six months from the date of application.</p> <p><u>Next Steps</u> Regional planning staff undertook to:</p> <ul style="list-style-type: none"> <li>· Have Len Pennachetti added to the Stakeholders Advisory Committee for the Niagara Go Hub &amp; Transit Station Study;</li> <li>· Ensure that the lands bounded on the north by the CN Rail, on the south by St. Paul Street West, on the east by Vansickle Road and on the west by First St. Louth will be included in the Phase 2 Study Area boundaries;</li> <li>· Arrange for a digital copy of the Niagara Go Hub &amp; Transit Station Study to be sent to Len Pennachetti and Doug Whitty;</li> </ul>	

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	<p>· Keep our landowner group apprised of developments in the MCR process as they occur and request input from us as necessary.</p> <p>I trust that the above adequately summarizes our discussion. Feel free to contact me if I've missed anything or there is a need for further clarification. Thank you very much for this very informative and candid discussion. We look forward to working with you and your team in the same spirit in the coming months.</p> <p>Leonard Pennachetti</p>	
<p>Peter Inman (March 17, 2017)</p>	<p>Hello Denise</p> <p>Thank you for this information. What is the current status of this project? Has it progressed to Phase 2 - Vision for Hub and Transit Stations?</p> <p>I have additional input and would like to know the current status and schedule.</p> <p>Best Regards</p>	<p>Hi Peter,</p> <p>Phase 2 of the project which established a preliminary vision for the station areas and looked at the opportunities and constraints of the four station areas wrapped up this past fall.</p> <p>We are currently on Phase 3 of the project where we are developing draft secondary plans for the four station areas (Grimsby, St. Catharines, Beamsville and Niagara Falls) in consultation with the Town of Grimsby, City of St. Catharines, Town of Lincoln and City of Niagara Falls. A public open house is anticipated to be held later in April to receive input on the draft plans. I can add you to the contact list to be notified of the open house events if you would like.</p> <p>Feedback on the project is always welcomed and can be sent to myself or Diana Morreale (diana.morreale@niagararegion.ca). If you have any other questions or would like to discuss the status of the project please do not hesitate to contact me.</p> <p>Thank you,</p>

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<p>Peter Inman (March 31, 2017)</p>	<p>This memo provides input for the Niagara GO Hub and Transit Stations Study, and for the Niagara Transportation Master Plan. To be successful, GO Train stations must be transportation hubs that efficiently collect and distribute daily commuters from highway, Intermunicipal transit and local collection points.</p> <p>The 2011 Niagara GO Transit Rail Service Expansion Report by Burnside Associates revealed that there are about 20,000 daily person trips, mostly by car, between Hamilton and Niagara Region. However, the same report projected that only 960 commuters per day (about 4% of the total) will use GO Rail Service using the existing VIA Rail stations. (Please see the attachment that summarizes data from this report.) This volume is not sufficient to support GO Train service. The fact that VIA Rail commuter service was discontinued due to low ridership supports the report's prediction. The reason for the low commuter uptake is that the existing VIA Rail Stations at St Catharines and Niagara Falls are remote from major highways and will not attract most daily commuters.</p> <p>The current St Catharines VIA station is in an out-of-the way part of the city, not well served with access roads, and is more than 2 km away from the nearest Hwy 406 interchanges at Westchester or Fourth Avenue. The Burgoyne Bridge on St Paul Street is single lane each way and cannot be widened to accommodate increased traffic flow. These urban roads are already heavily congested and additional traffic will exacerbate local traffic conditions and</p>	<p>Denise Landry</p> <p>Dear Mr, Inman,</p> <p>My apologies for the delayed response.</p> <p>Thank you for your interest in the Niagara GO Hub and Transit Station project. We will consider your thoughtful comments as we proceed through the project. Please note that the station locations received an approval through an Environmental Assessment process in 2011. Our main purpose is to plan the land use and transportation around the station areas (based on the EA) and to work collaboratively with Metrolinx on the station design. Our consulting team also concluded that the station locations identified in the EA are suitable locations for GO rail stations for a wide range of reasons. We are in the process of scheduling a series of open house events to present and discuss land use and transportation improvements for the lands around the station areas. We will send along the dates/locations once they are confirmed and look forward to speaking with you.</p> <p>If you would like to discuss the above response in more detail please do not hesitate to contact me or Diana Morreale (ext. 3367).</p> <p>Regards, Denise Landry</p>

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	<p>discourage potential GO Transit riders from connecting in St Catharines.</p> <p>It is essential that a new St Catharines GO Transit Station be constructed close to the Highway 406/Glendale Avenue exit – perhaps one block East of Highway 406, North of Glendale Avenue. This location is readily accessible to existing major highways, travel routes, and cycle trails and will enable Niagara residents and post secondary students to utilize GO Transit services.</p> <p>It is further recommended that this site (St Catharines-Glendale/406 GO Station) be established as a transportation node for Intermunicipal Transit Service with schedules synchronized to GO Bus/Train schedules. This will enable Intermunicipal Transit to collect and distribute commuters from GO Transit to routes going to/from St Catharines, Welland, Pelham, Niagara Falls and Port Colborne, as well as students from Brock University and Niagara College campuses. This approach will enable seamless integration for daily commuters travelling across Niagara Region and to Hamilton/GTA.</p> <p>It is also recommended that a commuter parking lot be constructed at the St Catharines-Glendale GO Train Station site - initially as a Park &amp; Ride lot, then as a parking lot for the future GO Transit station when constructed.</p> <p>It is further recommended to establish GO Bus service from this St Catharines GO Station to Burlington until such time as GO Train Service arrives in Niagara. This service would connect to, or run parallel to the Route 12 GO Bus service</p>	



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	<p>currently in operation. This will provide GO Transit service at an earlier time than waiting for rail and increased ridership will build a strong business case for GO Train expansion within 5 years.</p> <p>The Niagara Falls VIA station is located remote from the commuters driving daily on the QEW from Fort Erie and Niagara Falls. From a strategic perspective, there is some merit to building a new Niagara Falls GO Train Station near where the CN Rail line crosses the QEW, perhaps at the QEW / Mountain Road East exit. This would intercept QEW commuters from Niagara Falls, Fort Erie, East St Catharines and NOTL. The existing Niagara Falls VIA station would remain as a final stop.</p> <p>The proposed GO Station at Beamsville is located in the heart of Niagara's productive farmland and micro-climate that produces grapes and tender fruit that supply Niagara's world class wineries. Constructing a GO Train station at this location would put undue pressure for urban sprawl that would destroy this productive farmland and cause economic harm to the winery and associated hospitality industries that continue to grow in importance in the Region. This area should remain protected by the Green Belt and supported by Niagara Region Planning policies. Thank you for the opportunity to comment. Feel free to contact me at: xxxxxxxxxxxxxx@gmail.com should you wish further input or clarification.</p> <p>I would appreciate being kept informed as the process unfolds. Sincerely</p>	

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Peter Inman (April 11, 2017)	<p>Hello Denise Thank you for your reply.</p> <p>The 2011 Niagara GO Transit Rail Service Expansion study did not endorse these specific sites, only that the existing VIA rail sites could be used as GO Train stations. They did provide estimates of travel demand for both sites that show less than 1000 person trips per day - not even enough to half-fill one GO Train that has 2000 person capacity. (see attached data extracted from this report).</p> <p>This initiative should be viewed primarily as a transportation project that will not be successful unless there is sufficient daily ridership to justify GO Train service. The location of the station(s) is critical to divert daily drivers and attract students from Brock/Niagara College to take the proposed GO Train. The 2016 land use study identified other sites that could meet land use criteria, but would dramatically be more effective from a transportation perspective.</p> <p>Niagara GO Transit expansion is to Niagara Region, and will require support and ridership from all municipalities to be successful. Thus far, only 4 municipalities were consulted in public open houses. It is hoped that future open houses will engage residents from Niagara South municipalities, as these communities have many daily commuters that could support proposed GO Train service.</p> <p>Thank you for listening. Best Regards</p>	

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Fred vander Velde (May 30, 2017)	<p>Good Afternoon Rino, I would like to get your feedback on a proposal I have with respect to the GO station location. I understand that for the time being the old VIA station is under consideration. I would like to challenge that location as to being the best one. I Have attached some information with respect to my thoughts. Could I get your feedback? If there is someone else who is handling this, could you put me in contact with them? Thanks and have a great weekend!</p> <p>NOTES: NEW LOCATION:</p> <ol style="list-style-type: none"> <li>1. Lands available are zoned E2 (employment lands)</li> <li>2. All lands are for sale and on the market.</li> <li>3. Inside city urban boundary</li> <li>4. All lands are vacant</li> <li>5. Excellent road frontages</li> <li>6. Good East/West and North/South traffic patterns</li> <li>7. Total land area 67,604 M2 or 16.7 acres (does not include Ex Via Station)</li> </ol> <p>OLD VIA RAIL STATION:</p> <ol style="list-style-type: none"> <li>1. Limited space for parking</li> <li>2. Abutting lands zoned residential</li> <li>3. Excellent site for high density residential node</li> <li>4. Poor access</li> </ol>	<p>Hi Fred, Darrell Neufeld has redirected your enquiry (sent on May 30, 2017) over to myself and the Niagara GO Hub and Transit Stations Study project team. I wish provide a response to your enquiry.</p> <p>In 2011, GO Transit completed an Environmental Assessment (EA) for the extension of GO rail service from Hamilton to Niagara Falls. Please note that all completed reports and information associated to the project can be found here on the Region's website.</p> <p>In 2015, the Niagara GO Hub and Transit Stations Study was initiated and used the recommendations of the EA to analyze and select GO station areas. In regards to St. Catharines, the EA had recommended that the preferred station area be located at the existing VIA station. This location was re-confirmed during Phase 1 of the study, which produced a report that outlined the existing VIA station as the preferred site based upon opportunities for transportation connectivity, planning and land use, ridership operations and technical and financial feasibility.</p> <p>Our project team looks forward to seeing you at the St. Catharines public information centre on June 19th.</p> <p>All the best, Alexander Morrison</p>

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	<p>5. Total land available approx. 3.5 acres not counting vacant land owned by Ridley College</p>	
<p>Fred vander Velde (June 20, 2017)</p>	<p>Good Morning, I attended the public meeting last night at Ridley. I left with the distinct impression that the proposed location of the GO station is not well received by the local residents. While we may laud the aim of reducing car traffic and turning to other modes of travel, the reality is that this is still a ways into the future. For the time being, cars are the preferred mode and will clog this area and have a significant impact on the residents that live there.</p> <p>I have sent the attached package to a number of my contacts at the Region, City of St Catharines, and Metrolinx. It seems by their reaction the location of the station has already been determined. I, along with others, believe it is in the wrong location. It has a sense of being shoehorned into an area that will be difficult to integrate into the locale which is primarily residential.</p> <p>I have a client who has almost 8 acres of vacant land between Louth and Vansickle, south of the tracks and just north of the new four pad arenas. Along with other available parcels, total land area is over 12 acres on the south side and there is more land available on the north, fronting on Benfield.</p> <p>I do believe the residents would very much appreciate if these lands could be given due consideration.</p>	

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	<p>Sincerely, Fred vander Velde</p>	
<p>Rick Connors (June 20, 2017)</p>	<p>Diana, I attended the presentation last night at Ridley College. I have a few comments, even though this is only a draft plan.</p> <p>1/. I sense the majority people in the room don't want another Port Dalhousie disaster, nor do they want another project that will drag on and go way over budget as did the Burgoyne bridge.</p> <p>Most of the people in attendance, have lived in this area for generations. My family has lived in this neighborhood for over 75 years. Major changes are not looked on favorably. The long term proposal of a 20 floor apartment building directly behind Ambrose St. is a case in point. I was told that the shadow from such a structure would not fall on any houses, and all would remain the same, studies have been done I was told. Well, unless the sun has made a major change in the sky, this statement isn't true. The same was said for the port tower, but the study they showed us, was for the month of March, and not the summer months.</p> <p>2/. Traffic concerns are always a sticky item. Quite frankly, I think a whole can of worms will open up when the old St.Paul St west bridge will be replaced. Maybe take a look a what they did with old railroad bridge on Queenston St.</p> <p>If you have ever driven on 4th Ave late in the afternoon, you will experience delays and traffic congestion now. I think one of the problems here is poor signage. I have had</p>	

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	<p>friends from out of town drive this area, and can't figure out what lane to be in, or even what street they are on. The traffic lights are not synchronized and they should be to clear traffic. Thanks to the brilliant planners at Smart Centers, 4th ave now looks any other big box area. Brampton, Burlington, Mississauga, Oakville, and now Niagara all look the same. I fear the traffic problem will get worse.</p> <p>3/. Buildings in the area (St. Mary's Church,1913, Edith Cavell School 1919, Christ Anglican Church 1913, the old fire hall from the 1800's to name a few), are all historical, I would hope the new GO would station would take up with this character. Look at Ridley and Rodman Hall.</p> <p>4/. At the moment there seems to be a "political fog" over Niagara. One just has read the local paper to know what this about. There seems to be a bit of mistrust from anything new that is proposed</p> <p>5/. Expansion west along St.Paul St, will be met with huge resistance. This is one of the last agricultural areas around (ever hear of the Wine Route ??)</p> <p>I think, that, too much information about the future plans for the area was presented. People were grumbling about all the condos and apartment buildings and the high density zoning.</p>	

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	<p>I believe what they want at this point in time, is a "Whistle Stop" station, and not the "Grand Central Station"</p> <p>Sorry to drag on here, I just wanted to vent a bit ! All and All, it was a very good presentation, keep up the good work ! If you need any help in future presentations, or would like to contact me directly, please feel free to do so,</p> <p>Kindest Regards</p> <p>Rick Connors</p>	
<p>Alexis Crain (July 9, 2017)</p>	<p>Dear Ms. Morreale,</p> <p>My name is Alexis Crain, I live on Ambose St. my backyard backs onto the St, Catharines train depot. I was one of the people from our street that spoke with you at the recent meeting at Ridley Collage pertaining to the go transit at or train terminal. One of the major concerns was the traffic plus the go buses using our street. We were informed at that time and on previous occasions that the go bus would not use our street at a thru way to the terminal. As I type this letter your 5:50 go bus has just gone up our street. This has been taking place every night at 5:50 since the go train started it weekend schedule. My question to you is are any of you at Metrolinx aware of the route your drivers take when reaching the station. Do the drivers have any idea of the route they are suppose to take or is our road just their short cut because they are concerned of time. We hope this matter can be settled asap. Also could you advise us when the next meeting to discuss the next phase of this proposed project will be held so we may attend.</p> <p>Yours truly,</p> <p>ADCrain</p>	<p>Good Morning Alexis,</p> <p>I am so sorry about my delayed response. Thanks for bringing this to my attention.</p> <p>I was unaware of the GO Bus Route using Ambrose St. I will be reaching out to Metrolinx to understand what is their summer route service and why they are using this route.</p> <p>Once I find out more information I will get back to you with an update. In the meantime if you have any additional concerns or questions. Please email me or contact me at 905-685-1571 ext 3367.</p> <p>I have included my team member Alex Morrison in this email as well in case you are unable to get a hold of me. His extension is 3378.</p> <p>Thank you for your patience and again sorry for my delayed response.</p>

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		Take Care, Diana Morreale
Active Transportation Review Team (July 14, 2017)	<p>Preliminary Comments on Study of Proposed Niagara Go Hub Stations and Associated Secondary Plans:</p> <p>At the June 28, 2017 meeting of the ATSC, a review team was formed to provide preliminary comments from an active transportation perspective on proposals to establish four Go Hub stations and associated secondary plans in Grimsby, Beamsville, St. Catharines and Niagara Falls. The review team comprised Councillor Brian Baty, Gerry McIlhorne, Curtis Thompson, Tom Whitelaw and Ken Forgeron. The following comments are offered as input to the development of plans for these stations and surrounding locations.</p> <p>1. Grimsby:</p> <ul style="list-style-type: none"> <li>• The proposed GO Train station at Casablanca Blvd. and the South Service Road is located adjacent to the existing carpool lot and the GO bus stop. The GO Train service should be able to take advantage of the commuter patterns established by these existing facilities.</li> <li>• The area north of the QEW and west of Casablanca Blvd. is being developed for high density residential projects. Given the density of development and its proximity to the proposed station, a significant proportion of potential users from this area should be</li> </ul>	



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	<p>expected to walk or bicycle to the train station rather than drive.</p> <ul style="list-style-type: none"> <li>• The residential areas south of the CNR tracks and east of Casablanca Blvd. are at much lower densities and are located further from the station. A greater proportion of commuters from this area will probably drive although facilities for pedestrians and cyclists should be provided.</li> <li>• Casablanca Blvd. will be the main access route to the train station. An upgrading of Casablanca Blvd. will probably be required: additional vehicle lanes, bicycle lanes or preferably cycle tracks and wider sidewalks. The crossing of the railway tracks needs to be carefully considered.</li> <li>• The crossing of the QEW will be a major issue for cyclists and pedestrians. The Casablanca Blvd. overpass should be redesigned to improve safety for cyclists and pedestrians. There is an overpass at Oakes Road to the west (just outside the Secondary Plan Area) which could serve as a crossing if the bridge can be upgraded.</li> <li>• The intersection at Casablanca Blvd. and Livingston Ave. may need to be upgraded (traffic lights?).</li> <li>• The South Service Road west of Casablanca has been recently repaved and it appears that the new pavement is wide enough to accommodate bike lanes. However, the Service Road east of Casablanca does not have bike lanes. Bike lanes should be provided to at least Roberts Road which connect to Livingston Ave. The extension of sidewalks to the supermarket would also be an asset.</li> <li>• The existing carpool lot presumably will provide some parking for the train station (overflow parking?). A</li> </ul>	

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	<p>clearly marked pedestrian crossing of the South Service Road to the train station will be required.</p> <ul style="list-style-type: none"> <li>• The station design should provide for bus drop-off and pick-up, both for GO bus service and for local transit buses.</li> <li>• To encourage cycling to the train station, safe secure covered bicycle parking must be provided at the station. <input type="checkbox"/> The To</li> </ul> <p>developing the formal Waterfront Trail as close to the Lake Ontario shoreline as possible to facilitate walking and cycling that would link to north-south connectors to the Go Hub Station.</p> <p>2. Beamsville:</p> <ul style="list-style-type: none"> <li>• The proposed train station is located in an industrial area west of Ontario Street and north of the CNR. The Beamsville residential area, the main source of potential ridership, is located south of the CNR. The greatest number of commuters cycling or walking to the station should come from the area north of King Street, given the distances involved.</li> <li>• Ontario Street will be the main access route to the train station. Bicycle lanes should be provided along Ontario Street from King Street to the North Service Road, the Waterfront Trail. Wider sidewalks and a sidewalk on the east side of Ontario Street north of Greenlane would be desirable.</li> <li>• Greenlane will be an important secondary access route, especially for the local area. Bicycle lanes and sidewalks should be provided.</li> </ul>	

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	<ul style="list-style-type: none"> <li>The valley of the Konkle Creek on the west side of the Beamsville Urban Area contains a trail system. If possible, the trail should be extended to provide access to the station.</li> </ul> <p>3. St. Catharines:</p> <ul style="list-style-type: none"> <li>This station and secondary plan area is well connected to various roadways located on the Niagara Region Bicycle Network. It includes Louth St., Fourth Ave., Pelham Rd., RR. 81 (St. Paul West), and First St. Louth. RR. 81 is part of the scenic Greenbelt Route stretching from Queenston to Northumberland County</li> <li>The current VIA Rail station here is a major stop for the annual Toronto to Niagara Bike Train service currently running from June to September. Presumably it will continue to run in the future once more frequent GO Train service is provided to Niagara. This station is a major jumping off point for touring cyclist exploring St. Catharines/Thorold as well as the western and southern portions of Niagara. It also serves as a gateway for the Greater Niagara Circle Route.</li> <li>Due to limited roadway access, it may be prudent to consider off-site vehicular parking with transit and/or shuttle service in from the west along Ridley Road or Louth St. Also, the current hump-back bridge on St. Paul Street West over the railway will be rehabilitated. Sight lines are very poor from this location making</li> </ul>	

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	<p>turns into the station area quite dangerous. Here are some related suggestions:</p> <ul style="list-style-type: none"> <li>○ Except for pedestrians and cyclists, vehicular access to the station may need to be restricted unless a new access can be established to the south from RR81 across the THK lands west of the bridge.</li> <li>○ If full access cannot be provided off of St. Paul Street West, left turns could be prohibited (via a small median) for east-bound vehicles on St. Paul Street West.</li> <li>○ Regarding egress of Great Western Street, full access movements should be strived for, particularly those vehicles looking to turn left heading Downtown.</li> <li>○ Access to Permilla Street should not be restricted to vehicles because a fully connected street grid helps to disperse traffic, provide alternate emergency access and avoid choke points. At the least, a pedestrian pathway should be maintained.</li> </ul> <ul style="list-style-type: none"> <li>● As for all stations, safe, secure, covered, bicycle parking (both short term and long term) must be available to those using the GO service. It should be located right next to the station for security purposes.</li> <li>● More and safer active transportation infrastructure will be needed in the secondary plan area to better facilitate access to the station from all directions. The priority locations include: <ul style="list-style-type: none"> <li>○ The Fourth Ave. corridor is one of two major routes from the downtown, is extremely busy, but has</li> </ul> </li> </ul>	

Comment by	Comment	Project Team Response
	<p>limited suitable cycling facilities. The Hwy 406 crossing is a major obstacle for both cyclists and pedestrians. The entire corridor running from the new hospital east to Ontario St. should be a protected bike facility (particularly the Hwy 406 overpass) with bicycle traffic lights at major intersections for safety reasons. This can be accomplished by pavement marking reconfigurations and lane width narrowing.</p> <ul style="list-style-type: none"> <li>○ St. Paul Street West (RR 81) from the Downtown westerly is being improved in stages, slowly, including bike lanes and wide sidewalks on the new Burgoyne Bridge, as well as new bike lanes west of Louth St. There are gaps that need to be filled however, between the downtown and First St. Louth along RR 81. From a safety perspective, it would not be desirable to widen stretches of this roadway to four lanes, as this would encourage higher vehicular speeds, putting cyclists and pedestrians at greater risk.</li> <li>○ Burgoyne Bridge should have protected bike lanes, the installation of small curbs, bollards, or even flex posts would go a long way in calming traffic speeds and improving pedestrian / cyclist comfort.</li> <li>○ Better and more formal connections should be made from the extensive off-road trail system along 12 Mile Creek up to RR 81 beside the new Burgoyne Bridge to facilitate better access to the new GO Station.</li> <li>○ Louth St. between Fourth Ave. and Pelham Rd. is a major north-south corridor that has fairly good sidewalk facilities but spotty and inadequate</li> </ul>	

Comment by	Comment	Project Team Response
	<p>cycling facilities. Bike facilities should be constructed along its full length, which probably should include the removal of on-road street parking between Pelham Rd. and Rykert St. Currently, limited use of vehicular parking occurs there now, except when there are a couple of yearly regional track and field events held on the sports field to the east.</p> <ul style="list-style-type: none"> <li>○ Given the existence of a few at-grade level rail crossings, bicycle facilities should be designed to be at right angles with tracks to help prevent falls.</li> </ul> <p>4. Niagara Falls:</p> <ul style="list-style-type: none"> <li>• Protected bike lanes along the entire Bridge Street corridor via lane diets.</li> <li>• Protected bike lanes along Victoria Avenue, particularly the railway overpass heading north to River Road.</li> <li>• Victoria Ave south of Bridge St should have separated bike lanes by floating the existing on-street parking spaces off of the curb and positing the bike lanes next to the sidewalk instead of traffic.</li> <li>• Wider sidewalks and/or street trees along Bridge St and Victoria Ave, where feasible.</li> <li>• Victoria Ave should remain a 2-lane mid-block cross section</li> <li>• 3-way stop for Bridge St/Erie Ave intersection to allow for zebra striped crosswalks and sidewalk bulb-outs.</li> <li>• The engineered design speed of the future Thorold Stone Rd extension to Bridge/Victoria Ave should be reduced from 60km/h to 40-50km/h resulting in a more</li> </ul>	

Comment by	Comment	Project Team Response
	<p>compact intersection/round-a-bout with smaller corner radii, less private property acquisitions and calmer traffic speeds.</p> <p>We hope that the comments above are helpful in the development of future phases to this study. We are happy to provide additional detail if requested. We look forward to participating again as this work unfolds.</p> <p>- ATSC Review Team Members</p>	
Tyler Pelletier (October 16, 2017)	We need improved bike lanes to and from stations vending machines for food and Wi-Fi at station's to check the go apps twitter or Facebook to share pictures of issues.	
Tyler Pelletier (November 2, 2017)	I've lived in the area my entire life while growing up around 2002 2 collegiate Institute students were killed crossing the fourth avenue bridge near Ontario street. Most cyclists stick to the sidewalk in fact on my way to Walmart before the go hub meeting I saw an ebike waiting to cross on the sidewalk at the 406 off ramp big motorized scooter operator so afraid to ride with traffic on that stretch of road. The lack of sidewalks on one half is the other issue.	
Leiliani Vanderveen (November 2, 2017)	I Go Bus/Train to Toronto.It takes me 5 hours with Regional Transit from Welland to St.Catharines, St.Catharines Transit to Fairview Mall, then the Go Bus from Fairview to Burlington, then a go train to Toronto.I miss catching the Via out of St.Catharines to Toronto.If I had some dollars I would invest with Trillium Railways for some coach cars.I see they made a parking pad behind Walmart here in Welland, to help us eventually get connected to the Go in Welland.The only means of transport out of Welland on a Sunday is Mega Bus/Coach Canada.If you do not leave	

Comment by	Comment	Project Team Response
	Toronto on the 5:15 pm bus on any day of the week,you are stranded.	
Anonymous (November 2, 2017)	<p>Proposed site location for a St. Catharines GO Transit Station:</p> <p>The site that I would like to propose for a Go Train/Bus Station (see Figures 1 &amp; 2 below) is currently zoned and used as vacant/recreational lands that lie north of the adjacent C.N.R. rail line and on the west side of Hwy 406, just north of Glendale Ave. Burgoyne Woods, a popular recreation area, lies to the west of this site and a privately operated golf course lies to the north. This primary site area covers just over 21 acres, but additional acreage could be acquired without infringing on the Burgoyne Woods recreation area. The proposed site could be compared to that currently used for the south portion of the Burlington Go Train/Bus Station (see Figure 3 for comparison). Access lanes from Hwy. 406 could be built for both north and southbound traffic into this location. Since Highway 406 runs through the heart of the Region, it forms a major link to all other municipalities in Niagara as well as for the city of St. Catharines. All commuter trip origins would be directed to this highway and away from local roadways thus reducing high volumes of traffic on local streets.</p> <p><i>Some of the favourable features of this site are as follows:</i></p> <ul style="list-style-type: none"> <li>• Central location within the city to take advantage of all types of commuter traffic, and adjacent to an existing rail line favoured for GO Train use;</li> <li>• The site is not used by the public other than an offshoot of trails leading out of Burgoyne Woods which is a recreational site to the west;</li> </ul>	



Comment by	Comment	Project Team Response
	<ul style="list-style-type: none"> <li>• The proposed site development should not pose a significant problem to the existing recreational land uses;</li> <li>• The proposed site use could easily be adopted into the existing and proposed Official land Use Plans for the city;</li> <li>• Traffic flow into and out of the site could be achieved with access/exit ramps at grade level for southbound travelers, and below grade level ramps into/out of the site for northbound travelers;</li> <li>• The site is in close proximity to Brock University for those students travelling to the Brock Hamilton campus; direct local bus service could be provided from Brock to the GO site as needed;</li> <li>• The proposed site would be ideal for accommodating all GO train and bus services (peak and off peak hours), and thereby eliminate the need of a GO bus terminal at the Fairview site which is not a realistic or long-term location due to conflicting land uses and limited parking; it is more practical to have both GO train and bus services located at the same site;</li> <li>• GO Buses would not be required to use local streets to access major routes into/out of the city since all arrivals and departures would be from Hwy. 406; these buses could easily provide the needed travel connections to all other municipalities in the region;</li> <li>• The proposed site also eliminates both environmental and traffic/parking pressures that would be created at the existing Via Rail station if GO trains and connecting buses were to make frequent stops here; intensifying the use of the VIA rail station would create</li> </ul>	

Comment by	Comment	Project Team Response
	<p>unfavourable conditions with existing residential neighbourhoods;</p> <ul style="list-style-type: none"> <li>• The proposed site has sufficient land area to provide both train and bus service as well as adequate parking/ kiss and ride facilities for present and future commuter uses; for example, the Burlington station (south portion only) could fit into this site and be used as a design for the St. Catharines site (see Fig. 2 &amp; 3);</li> <li>• The primary land parcel in question for this site is owned by the city (roll# 1001400600), with a small portion of additional city owned lands to the west (roll #2001611400) to be accessed as needed</li> <li>• The site could accommodate approximately 800-1000 vehicles</li> <li>• The proposed site could also be studied for a layover location to accommodate one train with maintenance facilities.</li> </ul> <p><i>Some of the negative factors or issues to be addressed are as follows:</i></p> <ul style="list-style-type: none"> <li>• Possible conflict with the private golf course located to the north of the site;</li> <li>• Safety features required for commuter and bus access and departures in relation to Hwy. 406;</li> <li>• Sufficient land for constructing the access/exit ramps to/from Hwy. 406 (northbound only) as this will require land from the east side of the highway;</li> <li>• Traffic delays on Hwy. 406 during construction of access ramps into and out of site;</li> <li>• Possible noise issues with the trains in relation to residential housing on the south side of the tracks;</li> </ul>	

Comment by	Comment	Project Team Response
	<ul style="list-style-type: none"> <li>Scheduling existing train traffic to accommodate GO trains at the proposed site;</li> <li>Change of use to this site will require revision to the existing and proposed Official Plan.</li> </ul> <p>It is also recommended that the Province provide the city of St. Catharines with funding to acquire additional local transit buses that would be used to shuttle commuters to/from the GO station. These buses would be used for commuters from Brock University, and to shuttle commuters to/from key points in the north and west sections of the city such as the current Fairview Shopping Center location and possibly the bus stop location at the Fourth Avenue shopping mall (adjacent to the Canadian Tire store). This would provide alternative kiss and ride drop off points for commuters and help alleviate some of the personal vehicle travel to the GO station, thus making the commute that much more convenient.</p>	
Randy Morrison (November 3, 2017)	<p>When will St. Paul Street West be widened? My biggest concern is St. Paul Street West bridge replacement time line, start date, design?</p> <p>Very concerned about St. Paul Street West road reconstruction start dates, as well as St. Paul West Bridge replacement starting dates, and time line. Already suffered HUGE business loss with the other bridge replacement, NOW THIS NEXT ONE IS AT OUR DOOR STEP!!</p>	<p>Dear Randy Morrison,</p> <p>Thank you for making us aware of your concern.</p> <p>We wish to advise you that in the event of street closure during construction, accesses to residences and businesses are typically maintained. This is done through temporary detour routes along adjacent streets to assist with traffic navigation to local residents and businesses. During construction, public notices are provided regarding any street closures and potential barriers to access.</p> <p>Improvements to the St. Paul Street West Bridge structure is identified as a short-term priority within the St. Catharines Secondary Plan area for this study, and widening of St. Paul</p>

Comment by	Comment	Project Team Response
		<p>Street in the longer term. Niagara Region intends to initiate Environmental Assessments (EAs) starting this year for the reconstruction works related to these improvements. The EAs will identify the preferred design, the construction timelines, and mitigation measures related to any environmental, and/or access issues.</p> <p>As part of the EA there will be opportunity for stakeholder and public input/ feedback regarding their concerns for consideration during the design. Typically adjacent residents and business are included as stakeholders. That said, your concerns have been noted and your contact information will be added to the stakeholder list.</p> <p>Hope this helps address you concern. Should you have any additional question or concern please do not hesitate to contact Jack Thompson, Project Manager for the above noted EA's, cc'd on this email.</p> <p>With reference to your comments about business loss, please be advised that all claims are handled through claims submitted to Niagara Region at the time of the loss. If you have a claim based on a previous bridge construction you are invited to submit a claim form which can be found at Niagara Region's website through the following link:</p> <p><a href="https://www.niagararegion.ca/government/departments/corp-services/procedure.aspx">https://www.niagararegion.ca/government/departments/corp-services/procedure.aspx</a></p> <p>Regards, Kumar Ranjan</p>
Karen Warren	----- (Response 1 of 2) -----	Hi Karen,

Comment by	Comment	Project Team Response
<p>(November 8, 2017)</p>	<p>Last week you held an open house at Rodman Hall.</p> <p>The venue you picked was too small for the residents that wanted to attend. The room was past its allowed capacity. Many did not come in or left quickly due to the crowded room.</p> <p>It did not help that a large group of Brock students arrived on a field assignment. They did crowd out many others as they gathered around the flip boards, chatting. We were only able to get close to one. I do realize that it was open to everyone, but it should have been held in a much larger venue with adequate parking.</p> <p>The employee we did manage to talk to was not very familiar with the district and could not answer my questions.</p> <p>Are you going to have another Open House in the near future to make up for this? With staff that know the area?</p> <p>Please let us know.</p> <p>Karen Warren</p> <p>----- (Response 2 of 2) -----</p> <p>The original message was sent to the wrong email address. I now have an email from Metrolinx. Will your subjects be covered at their Open House? Will you have staff there?</p>	<p>Thank you for your email. I am sorry I was not able to connect with you at our Open House on November 2<sup>nd</sup>. If you are willing I would like to meet with you to discuss any questions or concerns you may have. Below is a response to the questions you identified in your emails.</p> <p>Question: Will your subjects be covered at their Open House (Metrolinx)? Will you have staff there?</p> <p>Response: On Wednesday November 22<sup>nd</sup>, 2017 Metrolinx will be hosting an open house. The focus of the Open Houses will be to provide an overview of the station design process and service delivery associated with the GO Rail expansion into Niagara.</p> <p>Regional staff and St. Catharine's staff will be in attendance in case any questions related to the secondary plan are asked.</p> <p>Question: Are you going to have another Open House in the near future to make up for this? With staff that know the area?</p> <p>Response: At this time there are no plans for another Open House. I am sorry you were not provided with the information you were looking for. I would be happy to meet with you at your convenience to discuss the information that was shown at the Open House on November 2, 2017. If this is something you are interested in please contact me at 905-980-6000 ext 3367.</p> <p>Alternatively, you can access the display panel information we presented on our website</p>

Comment by	Comment	Project Team Response
		<p data-bbox="1121 293 1780 354"><a href="https://www.niagararegion.ca/projects/go-hub-transit-stations/transit-hubs.aspx#open-houses">https://www.niagararegion.ca/projects/go-hub-transit-stations/transit-hubs.aspx#open-houses</a></p> <p data-bbox="1121 399 1892 639">The next step of our project is to host a statutory Public Meeting at St. Catharines Planning Committee in the new year. A notice of this meeting will be distributed by the City of St. Catharines to you through use of this email list. You still have time to comment on the draft secondary plan and if you first would like to meet to discuss please let me know what dates and times work well for you.</p> <p data-bbox="1121 716 1745 743">Thank you for your continued interest in the project.</p> <p data-bbox="1121 789 1304 813">Diana Morreale</p>
<p data-bbox="142 824 310 922">Scott Walker (November 8, 2017)</p>	<p data-bbox="382 824 617 852">Dear Ms. Morreale,</p> <p data-bbox="382 898 1079 1062">It was a pleasure to receive and review the draft St, Catharines GO Transit Station Secondary Plan. It is exciting to see the planning process proceeding, and the arrival of GO train service to St. Catharines becoming closer to fruition.</p> <p data-bbox="382 1107 1073 1414">The 49 Ridley Road property which makes up the majority of the land identified as the Transit Station Area was purchased by Ridley College in 2003. Since the land purchase, Ridley College has been actively planning potential development options for the property including uses supportive of the academic mission of the College as well as other strategic opportunities. As one of Niagara's oldest and most internationally recognized educational institutions and an immediate neighbour to the proposed</p>	

Comment by	Comment	Project Team Response
	<p>development with significant ongoing operations, we ask that the concerns noted below are given due regard prior to moving forward with the remainder of the planning process.</p> <ul style="list-style-type: none"> <li>• The lands were originally purchased by Ridley College to increase the land area of our holdings with the intention that they would positively contribute to the campus. Ridley is opposed to the 49 Ridley Rd. property being entirely dedicated to the Transit Station Area.</li> <li>• In addition to the large extent of the Transit Station Area, Ridley College does not support this location being dedicated to a large surface parking lot. The amount of surface parking for the GO station must be minimized and no surface parking lots or stand-alone parking structures should be permitted on the corner of Ridley Rd. and Louth St.</li> <li>• The road to access the GO Station must not detract from the potential for development to occur on the remaining lands and the corner of Ridley Rd. and Louth St., and must be located in a manner that maximizes development opportunity of the lands by being located at a mid-point along Ridley Road.</li> <li>• The final configuration and size of proposed Transit Station Area has the potential to negatively affect the development potential and value of the Ridley-owned property. The western portion of 49 Ridley Road is the most valuable feature of the property, given its corner location on the intersection.</li> </ul>	

Comment by	Comment	Project Team Response
	<p>Ridley College has been a leading educational institution in St. Catharines since its founding in 1889. As one of the Niagara region's largest economic generators, Ridley provides employment to over 275 people and education to 700 students from over 50 countries, including 389 boarding students. Ridley College supports the growth of the St. Catharines economy but needs assurance that this growth will be balanced with the need to provide the best environment for the Ridley community.</p> <p>The College has retained T. Johns Consulting Group to represent the College's interests during the planning process and the development of the Secondary Plan. In addition to our comments, please also find their submission dated November 15, 2017 for detailed comments in relation to the Draft St. Catharines GO Transit Secondary Plan.</p> <p>Yours truly,  Scott D. Walker, BES, March, OAA, MRAIC  Director of Facilities</p>	
Terri Johns (November 15, 2017)	<p>Dear Ms. Morreale,</p> <p>T. Johns Consulting Group Ltd. (TJCG) has been retained by the landowners of the above referenced lands to submit a formal response with regards to St. Catharines GO Transit Station Draft Secondary Plan. We respectfully request that consideration to the following items is given when revising the DRAFT St. Catharines Go Transit Station Secondary Plan.</p> <p>1. Proposed Land Use Designation</p>	



Comment by	Comment	Project Team Response
	<p>The Draft Secondary Plan proposes to designate the subject lands Mixed Use 2 (Mid-High Scale Intensity). The subject lands are within the Transit Station Area boundary. TJCG is satisfied with the proposed designation. However, per Section 4.2.7, it states that “the redevelopment of the corner site at Louth and Ridley Road shall require ground floor commercial uses on the Transit Station site.” It is requested that more flexibility is given to land use in this area and a stand-alone residential building shall be permitted. TJCG is requesting that stronger language is used to ensure a built-environment and animated streetscape will line the street edge of Louth Street and Ridley Road (i.e. parking lots will not be permitted fronting the western corner).</p> <p>Per Section 4.2.11, a 15 metre landscaped buffer is to be provided between new development, including surface parking lots, and the adjacent Low Density Residential to the east. There is concern with the proposed 15 metre landscape buffer a maximum of 7.5 metres is requested as this is more consistent with the need to intensify the site but still provides an adequate space to accommodate a pedestrian connection. 7.5 metres can accommodate a 3 metre pedestrian trail and 4.5 metre landscape area, providing transition from a possible 6-storey development to the existing neighbourhood.</p> <p>2. Maximum Building Heights Per Schedule 3, there are 3 heights proposed on the subject lands. The most western area is proposed to have a maximum height of 16 storeys followed to the east by a maximum of 10 storeys. The remaining lands are proposed</p>	

Comment by	Comment	Project Team Response
	<p>to have a maximum height of 6 storeys. TJCG is satisfied with the proposed permitted heights. However, TJCG does request that the wording within the DRAFT Secondary Plan permit flexibility in height limits throughout the subject lands as the current areas for heights may be restrictive to the comprehensive development of the area and compatibility can be achieved through policies that require appropriate transition in heights. A policy could be included that stipulates that any building adjacent to the low density residential should generally be a maximum of 6 storeys. This will allow flexibility in building locations and heights on the remainder of the site.</p> <p>3. Improvements and Enhancements to Transportation Network &amp; Public Realm Improvements</p> <p>TJCG requests that the realignment of Louth Street and Ridley Road be of top priority and implemented within the first phase of road improvements. Secondly, TJCG requests that all of Ridley Road's Public Realm Improvements to urbanize Ridley Road across the entire frontage are completed in the first phase of improvement. It is requested that the Open Space/Parks overlay is removed from the eastern boundary of the subject lands and instead address a required buffer with a permitted maximum 7.5 metre landscaped buffer that may include a residential backyard, pedestrian trail and landscaping. Lastly, the demonstration plan shows the subject lands with a large surface parking lot to accommodate parking for the transit station area. TJCG would like to propose limited surface public parking be permitted on the subject lands especially with a view to ensuring built form at the realigned intersection of Louth and Ridley Roads.</p>	

Comment by	Comment	Project Team Response
	<p>4. Summary  T. Johns Consulting Group on behalf of Ridley College requests the following:</p> <ul style="list-style-type: none"> <li>a. More flexibility of land use in the west corner to allow residential to occur without commercial;</li> <li>b. Guarantee of built environment along street edge with no parking fronting Louth Street and Ridley Road (in other words, ensuring Metrolinx will not be permitted to use the corner of Ridley and Louth for parking);</li> <li>c. Reduce the 15 metre buffer between new development and the existing Low Density neighbourhood to a maximum of 7.5 metres;</li> <li>d. Ensure realignment of Louth Street and Ridley Road and Ridley Road public realm enhancements are within the first phase of road improvements</li> <li>e. Remove Open Space/Parks overlay within Public Realm Improvements;</li> <li>f. Minimize surface public parking.</li> </ul> <p>Respectfully,  T. Johns Consulting Group  Terri Johns, MCIP, RPP  President</p>	
Jonathan Rodger (November 15, 2017)	<p>Attention: Ms. Diana Morreale, Manager of Community Planning</p> <p>Dear Ms. Morreale:</p> <p>Re: St. Catharines GO Transit Station Secondary Plan (Draft October 2017)  Preliminary Comments on Behalf of  Mountainview Belmont Ridley Heights Inc.</p>	<p style="text-align: center;">----- (Response 1 of 2) -----</p> <p>Dear Mr. Rodger,</p> <p>Further to the pre-consultation meeting held on December 12, 2017, below is a summary of the comments given from various City departments and circulated bodies with an attached appendix of detailed comments.</p>

Comment by	Comment	Project Team Response
	<p>10 Benfield Drive St. Catharines, Ontario Our File: BEP/STC/15-01</p> <p>We are the planning consultants for Mountainview Belmont Ridley Heights Inc. ("Mountainview"), which is the owner of the vacant lands known municipally as 10 Benfield Drive, St. Catharines, Ontario (the subject lands).</p> <p>We have been monitoring the St. Catharines GO Transit Station Secondary Plan process. On October 25, 2017, Mountainview was made aware of the St. Catharines GO Transit Station Secondary Plan (Draft October 2017) prepared for the November 2, 2017 Public Open House. On behalf of Mountainview, we have reviewed the Draft Secondary Plan in the context of the subject lands and we have preliminary comments as outlined below, and we will continue to review the Draft Secondary Plan in more detail and may provide further comments as required.</p> <p>Based upon our review of the Draft Secondary Plan, according to Schedule 2: Land Use Plan, the subject lands are proposed to be designated Mixed Use 2 (Mid-High Scale Intensity), with no minimum building height and a maximum building height of 10 storeys according to Schedule 3: Maximum Building Heights.</p> <p>At this time our preliminary comments are as follows:</p>	<p>This letter is intended to outline requirements and comments related to applications for Official Plan Amendment, Zoning By-law Amendment and Site Plan Agreement to facilitate the proposed development of apartment buildings. Given that the subject lands are within a proposed Secondary Plan currently being planned by the Niagara Region and City of St. Catharines, and the timing of City-initiated Official Plan and Zoning By-law Amendments will affect the nature of your client's applications, this letter separates the submission requirements for each scenario.</p> <p><b>The Garden City Plan</b> The subject property is designated 'Commercial' on Schedule D1 of the City's Official Plan and further as 'Major Commercial' on the West District Plan. The Major Commercial designation is intended to provide for major concentrations of commercial facilities to support shopping opportunities to serve and attract a city wide and broader regional population base and market. The Major Commercial designation permits residential apartment dwelling units in conjunction with commercial uses. An Official Plan Amendment is required to develop apartment buildings as proposed.</p> <p><b>GO Hub and Transit Station Secondary Plan (October 2017 Draft)</b> The subject property is proposed to be designated 'Mixed Use' on Schedule D1 of the City's Official Plan and 'Mixed Use 2' on the West District Plan. The Mixed Use 2 designation is a reflection of the Mixed Use 2 policy set of the Proposed Secondary Plan, which would permit stand-alone low- and mid-rise apartment buildings, requiring a minimum density of 150 people and jobs per hectare. The proposed development appears to meet the use and density policies of the draft</p>

Comment by	Comment	Project Team Response
	<ul style="list-style-type: none"> <li>For Section 1.4 Organization, it is stated that the Secondary Plan is divided into six main sections, including Section 4, which "includes the policies of the Secondary Plan" and Section 5 that "provides urban design guidelines". Under Section 5.0, it is stated that "the following section provides the urban design policies and guidelines for the Secondary Plan Area. The purpose of these policies is to provide guidance for enhancing the character of the area, including both the private and public realm. The policies are intended to provide a degree of flexibility, allowing for a range of design styles and expressions which will contribute to creating a unique sense of place." We request that clarity be provided that the Urban Design Guidelines are "guidelines" and that there is flexibility to address site specific context and operational needs and that the word "policies" is deleted or replaced with the word "guidelines" as the case may be;</li> <li>For Section 4.2. 7 and the Mixed Use 2 policies, the designation provides "opportunities for residential and mixed use intensification and infill" where "uses can be mixed across a parcel or mixed within a building" and "the designation allows flexibility to accommodate a mix of uses within a single building or within multiple buildings on one property". We request that it clearly states that there is no requirement for "mixed-use" for individual properties. We note that there is a Density and Scale policy that "The redevelopment of the corner site at Louth and Ridley Road shall require ground floor commercial uses on the Transit Station site", and we want to ensure that this requirement does not apply to the subject lands. Further, we request</li> </ul>	<p>Secondary Plan document. Detailed planning comments relating to the Secondary Plan are contained in Appendix 1.</p> <p>Zoning By-law 2013-283 The subject property is located in the Major Commercial (C4) Zone. Apartment buildings are only permitted in the C4 Zone when on the same lot as commercial uses, to a maximum of 15% lot coverage. A Zoning By-law Amendment is required to develop apartment buildings as the sole use, as proposed. Following the adoption of the proposed Secondary Plan, Planning Staff anticipates the site to be changed to a Mixed Use Zone, allowing stand-alone residential buildings.</p> <p>Required Plans and Reports To summarize the detailed comments found in Appendix 1, for convenience purposes, the following items are required to be submitted as part of complete planning applications.</p> <p>Combined Official Plan Amendment and Zoning By-law Amendment</p> <ol style="list-style-type: none"> <li>1. Planning Justification Report</li> <li>2. Draft Official Plan Amendment</li> <li>3. Draft Zoning By-law Amendment</li> <li>4. Functional Servicing Report</li> <li>5. Stormwater Management Report</li> <li>6. Geotechnical Report (hydrogeotechnical component if reliance on infiltration techniques)</li> <li>7. Transportation Impact Study</li> <li>8. Noise Study (potentially Air/Odour Study depending on nature of adjacent use)</li> <li>9. Concept site plan</li> <li>10. Concept building elevations</li> </ol>

Comment by	Comment	Project Team Response
	<p>that "in the circumstances where retail and service commercial uses are desirable and viable" be added to the end of the last sentence of the "Planned Function" paragraph;</p> <ul style="list-style-type: none"> <li>• For Section 4.2. 7 and the Mixed Use 2 policy "Parking requirements may be minimized and shared parking and access is encouraged in order to reduce street front parking areas and support transit friendly development", we request that the policy clearly state that surface parking alone is permitted for uses in the development of the subject lands and that structured parking under Section 5.3.1.3 is not a requirement;</li> <li>• For Section 4.3.1 0 Transportation Demand Management, in our submission a Plan should not be required for every development application; rather, the City should do a city-wide Plan and develop a framework with flexibility for developments to follow;</li> <li>• Under the Infrastructure policies (Section 4.4.2), "as part of the implementation of this Secondary Plan, the City will undertake an analysis of local infrastructure to ensure that adequate servicing is in place to accommodate the planned growth for the area" and the "City will update its municipal master servicing strategy as required". It is our understanding that sufficient capacity exists for the development of the subject lands and we request confirmation of such;</li> <li>• According to Schedule 7, there is a Minor Gateway on Louth Street adjacent to the subject lands at Crestcombe</li> </ul>	<p>Zoning By-law Amendment Only</p> <ol style="list-style-type: none"> <li>1. Planning Justification Report</li> <li>2. Draft Zoning By-law Amendment</li> <li>3. Functional Servicing Report</li> <li>4. Stormwater Management Report</li> <li>5. Geotechnical Report (hydrogeotechnical component if reliance on infiltration techniques)</li> <li>6. Transportation Impact Study</li> <li>7. Noise Study (potentially Air/Odour Study depending on nature of adjacent use)</li> <li>8. Concept site plan</li> <li>9. Concept building elevations</li> </ol> <p>Site Plan Agreement</p> <ol style="list-style-type: none"> <li>1. Site Plan</li> <li>2. Landscape Plan</li> <li>3. Building Elevations</li> <li>4. Urban Design Brief</li> <li>5. Cost Estimates (may be submitted towards end of process) <ol style="list-style-type: none"> <li>a. On-site Services</li> <li>b. Off-site Services</li> <li>c. Landscaping</li> </ol> </li> <li>6. Functional Servicing Report</li> <li>7. Stormwater Management Report</li> <li>8. Geotechnical Report (hydrogeotechnical component if reliance on infiltration techniques)</li> <li>9. Transportation Impact Study</li> <li>10. Servicing Plans</li> <li>11. Grading Plan</li> <li>12. Survey</li> <li>13. Lighting &amp; Photometric Plans</li> </ol>

Comment by	Comment	Project Team Response														
	<p>Road and there are Major Streetscape Improvement shown along Louth Street south of the subject lands. We request clarification as to the Minor Gateway location as it does not match up with the "Louth Street at Vintage Crescent/Benfield Drive" description under Section 5.1.1. In addition, we note that based on previous traffic study work prepared for the subject lands and pre-consultation comments from City of St. Catharines engineering staff, access to the subject lands will not be possible across from Crestcombe Road, whereby consideration should be given to a Louth Street / Vintage Crescent Minor Gateway location;</p> <ul style="list-style-type: none"><li>• The Potential New Public Spaces and Public Space Improvements guidelines (Section 5.1.3), include: "where new major mixed use development or redevelopment is planned, new public spaces should be provided to enhance the pedestrian environment and provide amenities for residents, employees and visitors". While there is no "Potential New Public Space" shown for the subject lands on Schedule 7 (and no description relevant to the subject lands under Section 5.2.1.7 "New Public Open Spaces"), Section 5.1.1 states "new public spaces should be considered in these minor gateway improvement areas" and Figure 5. 7 Secondary Plan Area Demonstration Plan (Full Built Out Concept) - For Illustrative Purposes Only shows "Open Space" within the interior of the subject lands. We request that clarity be provided that "new public spaces" will not be required as part of the development of the subject lands;</li></ul>	<p>14.Fire Route Plan 15.Building data matrix</p> <p>A digital submission of all of the above plans and three hardcopies along with the application form and applicable fees must be submitted for a complete application.</p> <table><tr><th>Fees Application</th><th>City</th><th>Region</th><th>NPCA</th></tr><tr><td>Official Plan Amendment</td><td>\$9,537.85</td><td>\$5,000.00</td><td rowspan="3">\$585 SWM review fee</td></tr><tr><td>Zoning By-law Amendment</td><td>\$7,948.20</td><td>\$1,250.00</td></tr><tr><td>Site Plan Agreement</td><td>\$7,061.65</td><td>\$1,250.00</td></tr></table> <p><i>Please subtract fees paid for pre-consultation from the above-noted City fees</i> <i>Please make cheques payable to City of St. Catharines and Region of Niagara</i></p> <p>Should you have any questions or require clarification, please contact me at extension 1752 or by email at <a href="mailto:abutler@stcatharines.ca">abutler@stcatharines.ca</a>.</p> <p>Regards,</p> <p>Aaron Butler, MCIP, RPP Planner I</p> <p>cc: Jon Whyte, Mountainview Homes Richard Kennedy, Belmont Equity</p>	Fees Application	City	Region	NPCA	Official Plan Amendment	\$9,537.85	\$5,000.00	\$585 SWM review fee	Zoning By-law Amendment	\$7,948.20	\$1,250.00	Site Plan Agreement	\$7,061.65	\$1,250.00
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Official Plan Amendment	\$9,537.85	\$5,000.00	\$585 SWM review fee													
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Site Plan Agreement	\$7,061.65	\$1,250.00														

Comment by	Comment	Project Team Response
	<ul style="list-style-type: none"> <li>• For the public art guidelines (Section 5.2.1.6), we request that public art will not be required within the Minor Gateways, including the one shown adjacent to the subject lands;</li> <li>• For Section 5.2.1.3 Louth Street and the right of way (ROW) width of 26 m as shown in Figure 5.4 Cross Section - Louth Street, we request confirmation that the existing ROW width is 26 m, whereby no land dedications will be required from the subject lands;</li> <li>• For Section 5.2.1.1 0 Low-Impact Development, with the inclusion of the wording "where possible" and "as appropriate", we request confirmation that the "general guidelines" will not be interpreted as requirements;</li> <li>• For the Site Design Guidelines for Gateway Features (Section 5.3.1.1 ), we request confirmation that these guidelines are not applicable for Minor Gateways, including the one shown adjacent to the subject lands;</li> <li>• Under Section 5.3.2.1 Mid Rise Building Design guidelines include: buildings should "focus residential mixed-use density, consistent with the Secondary Plan, to support the feasible integration of ground floor retail and amenity spaces surrounding the Station Area"; "generally be located at the front property line to create a continuous streetwall"; "main building entrances should be directly accessible from the public sidewalk"; and "60 percent of the building frontage on the ground floor and at building base levels should be glazed" with clear glass preferred. We</li> </ul>	<p>David Kemper, Belmont Equity</p> <p><b>Appendix 1</b> Detailed Information</p> <p>Planning, Zoning &amp; Urban Design</p> <ul style="list-style-type: none"> <li>• Planning Justification Report required with Official Plan and Zoning By-law Amendment applications</li> <li>• No concern with introduction of medium/high density residential development on this site or the general arrangement of the proposed buildings.</li> <li>• Recommend that the owner consider the inclusion of underground parking to facilitate more efficient use of the lands.</li> <li>• The apartment buildings should each include principle entrances that face or are clearly visible from Louth Street and connected to the Louth Street sidewalks by a direct pedestrian connection. Theses entrances are encouraged to be covered.</li> <li>• Significant detailing and facade articulation will be required for the street-facing building elevations, including the end walls of the townhouse blocks.</li> <li>• The provision of outdoor amenity space for the apartment building is encouraged, but it is recommended that this space be shifted somewhat away from the Louth Street frontage and better framed to make it more comfortable and likely to be used by the future residents.</li> <li>• Pedestrian connectivity internal to the site generally looks good on the concept plan but there are some gaps that will need to be addressed.</li> <li>• Construction of a new transit shelter will likely be warranted.</li> <li>• The applicant is encouraged to provide secure indoor bike storage for residents of the apartment buildings, as well as some outdoor racks for visitors/short term use.</li> </ul>



Comment by	Comment	Project Team Response
	<p>request confirmation that these will not be interpreted as requirements;</p> <ul style="list-style-type: none"> <li>• For Section 5.3.2.2 Building Podiums and Stepbacks, in our submission the guidelines should reference (and be applicable to) buildings over 5 storeys in order to be consistent with Section 5.3.2.1;</li> <li>• The Facade Design guidelines (Section 5.3.2.6) include that "facades facing streets should be composed of large areas of glazing" and "provide weather protection". We request confirmation that these will not be interpreted as requirements;</li> <li>• The Sustainability guidelines include "new development within the Plan Area should be massed to maximize opportunities for access to natural light and heating, cooling, security and views" (Section 5.3.3.1) and "buildings should consume energy at a rate that is at least 10 percent lower than specified by the" CBIP (Section 5.3.3.2). We request confirmation that these will not be interpreted as requirements;</li> <li>• Section 5.4.1.3 Microclimate and Shadows states: "the design of buildings within the Plan Area will be informed by shade and micro-climatic studies that examine wind mitigation, solar access and shadow impacts on adjacent streets, open spaces, buildings and associated properties"; "where existing and future open spaces are adjacent to development sites, the scale of development will be restricted as determined through wind and shadow studies"; and "Shadow studies for blocks and individual</li> </ul>	<ul style="list-style-type: none"> <li>• Landscape islands will need to be provided at the end of the parking rows adjacent to the main drive aisle.</li> <li>• Parallel parking spaces located between two trees should be removed.</li> <li>• The applicant is encouraged to consider alternative layouts/forms for the townhouse component, such as stacked townhouses or the provision of rear laneway access in order to generate additional density and to help allow for an improved design condition along the main drive aisle by removing the private driveways.</li> <li>• The main drive aisle should present as a tree-lined street. The private street can also be named for townhouse addressing.</li> <li>• The submission of building elevation plans will be required for all building. Elevation plans for the apartment building will need to show any rooftop mechanic equipment and associated screening.</li> <li>• Submission of an urban design brief will be required, outlining how the proposal implements the urban design policies of the official plan and any relevant urban design guidelines. The urban design brief should also demonstrate conformity with the urban design section of the new Secondary Plan.</li> <li>• Submission of a lighting plan will be required. Lighting will need to be kept low scale (max. 6m) and include vertical cut-offs. A photometric spread will also need to be included.</li> <li>• If the applicant is planning to phase the project, the site plan should identify the anticipated phasing strategy.</li> <li>• The development is located adjacent to a Minor Gateway (Crestcombe &amp; Louth) as identified on Schedule 7 of the Secondary Plan. Please consider how the development achieves Policy, 5.1.5 which states that where development is located adjacent to a Gateway, the development should be designed in a</li> </ul>

Comment by	Comment	Project Team Response
	<p>buildings should be undertaken on the equinoxes and solstices". In our submission, shade and micro-climatic studies are to be only required for buildings greater than 6 storeys;</p> <ul style="list-style-type: none"> <li>• Under Section 5.4.1.3 Microclimate and Shadows, "building and site design will provide semi-weather protected spaces that blend indoor and outdoor uses including deep canopies, overhangs, sheltered terraces, roof terraces, courtyards, forecourts and gardens that optimize active use throughout the year". In our submission the use of the word "will" does not allow for flexibility and should be changed to "should", while "/or" should be added after "forecourts and" to allow for a range of design solutions;</li> <li>• For Section 5.3.1.3 Surface Parking, that states "surface parking lots should be divided into smaller 'parking courts.' Large areas of uninterrupted surface parking should be avoided", we request confirmation that the guideline is not to be interpreted as a requirement;</li> <li>• For Section 5.5 Demonstration Plans and Figure 5.6 Secondary Plan Area Demonstration Plan (2041 Concept) - For Illustrative Purposes Only and Figure 5. 7 Secondary Plan Area Demonstration Plan (Full Built Out Concept) – For Illustrative Purposes Only, we request that the "grass" label be removed as it is misleading given that surface parking is necessary on the subject lands and that the "Open Space" areas on the subject lands from Figure 5. 7 Full Built Out Concept be removed;</li> </ul>	<p>manner which enhances the Gateway through:</p> <ul style="list-style-type: none"> <li>o Complementary building orientation and massing</li> <li>o Enhanced architectural detailing</li> <li>o Linked private and public pedestrian connectivity</li> <li>o Enhanced private realm landscaping</li> <li>o Other elements as appropriate</li> <li>• No accessible parking spaces are shown on the plan</li> <li>• The Zoning By-law stipulates that a minimum landscaped open space equal to 10% of the parking area shall be required within all parking areas with 100 or more parking spaces</li> </ul> <p>Region of Niagara</p> <ul style="list-style-type: none"> <li>• Transportation and Stationary Source Detailed Noise Study required o 2016 Average Annual Daily Traffic count was 14,900 <ul style="list-style-type: none"> <li>o Adjacent industrial, commercial and railway</li> <li>o May need to designate the area Class 4 , depending on the results of the Noise report</li> </ul> </li> <li>• The Region requests more information about the adjacent industry to the south (Decora Powder Coatings) o Air/Odour Study may be required depending on nature of <ul style="list-style-type: none"> <li>o May be able to use warning clauses in lieu of studies</li> </ul> </li> <li>• D-Series Guidelines recommend a minimum 70m separation between the Class II uses and sensitive land uses. o Please demonstrate how the proposed developer meets the guidelines <ul style="list-style-type: none"> <li>o Section 4.10 (Redevelopment, infilling &amp; mixed use areas) also applies</li> </ul> </li> <li>• Property has frontage along Louth Street which is Regional Road 72. Road meets designated right-of-way. No widening at this time</li> <li>• A Traffic Impact Study is required and the developer should submit a terms of reference for the TIS prior to completing the</li> </ul>

Comment by	Comment	Project Team Response
	<ul style="list-style-type: none"> <li>• Under Section 6.5.1, "the City will update its zoning by-law to ensure that the land use and design policies for this Secondary Plan are reflected in the City's zoning by-law". We request clarification as to the extent that the Urban Design Guidelines / policies will be proposed to be reflected in the Zoning as regulations (requirements); and</li> <li>• For Section 6.7 Community Improvement Plan and the "competitive suite of financial incentives to promote intensification and redevelopment, such as but not limited to incentives for greyfield and brownfield redevelopment, lot consolidation / assembly, residential infilling and/or mixed use intensification, etc.", we request that the incentives include to "compensate for structured parking costs, whether above or below grade".</li> </ul> <p>We request the opportunity to meet with Staff to discuss the Draft Secondary Plan.</p> <p>Please accept this correspondence as our request for notification of any decision(s) by the Committee and/or City Council regarding this matter.</p> <p>Yours very truly,</p> <p>ZELINKA PRIAMO LTD. Jonathan Rodger, MScPI, RPP, MCIP Senior Associate cc. Mountainview Belmont Ridley Heights Inc. (via email)</p>	<p>study to address the volume of traffic. o Sight line study to be included for the TIS for all entrances onto Louth Street</p> <ul style="list-style-type: none"> <li>o If the new access is permitted, note that the developer will be required to make application to the Region to remove the one-foot reserve at this location only.</li> <li>• ESA 1 was done previously, no remediation required.</li> <li>• Local watermain, sanitary and storm sewer on Benfield and storm and water along south side of property</li> <li>• Stormwater report required; note, no connection to the Regional sewer on Louth Street and that post = pre development flows with only the 100-year storm event from any overland flows accepted to the road</li> <li>• Louth Street is part of the Master Bicycle Route; currently bike lane and signage on a portion of Louth Street</li> <li>• Waste Collection – current review shows no garbage area for apartments. Enhanced front-end collection may be possible (note condo units must use front-end as well; no curbside) if appropriate design for a waste collection area is made according to Regional Policy and if the municipality approves.</li> </ul> <p>The following urban design comments are provided by the Niagara Region:</p> <ul style="list-style-type: none"> <li>• Overall building placement is good with the larger buildings along the periphery and towns in behind.</li> <li>• Considering the proximity to the future GO Station, the site can accommodate greater density, height, and mixed uses. The site can accommodate taller buildings, underground parking, and mixed uses.</li> <li>• Can the 42 units of Building C be absorbed into Building A, B and D, via larger footprints or additional storeys?</li> <li>• The pedestrian connections through the parking lot between buildings should be continuous, safe, barrier free and unbroken.</li> </ul>

Comment by	Comment	Project Team Response
		<ul style="list-style-type: none"> <li>• Parallel parking spaces at the south ends of the parking rows should be eliminated. There is a design opportunity here to provide the townhouses with a significant landscape buffer so that they are not fronting a large surface parking lot.</li> <li>• The overall design of the parking lot can be improved by breaking up with more islands. The introduction of walkways in between the parking rows would provide a safe walking space for pedestrians.</li> <li>• Is there an opportunity to incorporate a rear lane into the townhouse area? Perhaps additional density could be achieved through a stacked townhouse product where the ground unit benefits from a small yard and the upper unit benefits from a rooftop terrace.</li> <li>• If this proposal does not aim to integrate commercial at grade, then the design and treatment of the at-grade residential (in particular where they face Louth Street) will be of particular interest. At-grade units will require ample landscaping, low walls, and other treatments to create adequate privacy. Alternatively, the design should consider incorporation of the townhouses as the podium with walkout type terraces along Louth Street.</li> <li>• The outdoor spaces of the corners and elsewhere will feel empty if there are no units facing these spaces, particularly along a busy street. Without some mixed uses, these spaces tend not to be used. There is an opportunity to re-arrange the buildings clustered to create more interiorized spaces like commons that could benefit from eyes on these spaces.</li> </ul> <p>Niagara Peninsula Conservation Authority</p> <ul style="list-style-type: none"> <li>• A Stormwater Management Report is required showing the following: <ul style="list-style-type: none"> <li>o No SWM quantity control required.</li> <li>o SWM quality control required to a normal standard</li> </ul> </li> </ul>

Comment by	Comment	Project Team Response
		<p>Parks, Recreation and Culture Services</p> <ul style="list-style-type: none"> <li>• A landscape plan, details, schedule and cost estimate, prepared by an OALA will be required. Refer to the Urban Design Guidelines for Townhouses on a Private Street, including front yard tree requirements.</li> <li>• Landscape islands shall be a minimum of 3.0m wide to support plant material.</li> <li>• Parkland Dedication will be collected in the form of cash.</li> <li>• Boulevard trees will be required along Benfield Drive. These should be shown on the Landscape Plan but will be taken in the form of a cash deposit.</li> </ul> <p>Development Engineering</p> <ul style="list-style-type: none"> <li>• Comments included under separate cover.</li> </ul> <p>Fire Department</p> <ul style="list-style-type: none"> <li>• Comments included under separate cover.</li> </ul> <p>Traffic (City)</p> <ul style="list-style-type: none"> <li>• Parking incorporated into landscaped islands should be eliminated</li> </ul> <p style="text-align: center;"><b>----- (Response 2 of 2) -----</b></p> <p>Dear Mr. Rodger,</p> <p>This letter is in response to your letter dated November 15, 2017 and our follow-up meeting held on December 19, 2017. The City's response to each of your preliminary comments is given below each excerpt of your comment.</p>

Comment by	Comment	Project Team Response
		<ul style="list-style-type: none"> <li>• <i>For Section 1.4 Organization, it is stated...</i>  - It is not anticipated that Section 5 of the Secondary Plan document, in its entirety, will form part of the Official Plan. There will be reference to this section of the Secondary Plan (i.e., the urban design guidelines) within the Official Plan text, similar to existing references in the Official Plan to other urban design guidelines. For example, Section 11.d.i) of the Official Plan references urban design guidelines for the Downtown land use designation, which is a stand-alone document not forming part of the Official Plan.</li> <li>• <i>For Section 4.2.7 and the Mixed Use 2 policies, the designation provides...</i>  - Thank you for your notes. We believe it is clear that mixed use is not a requirement, since the list of permitted uses includes residential uses on its own. This may become clearer in the next revision of the draft Official Plan Amendment.</li> <li>• <i>For Section 4.2.7 and the Mixed Use 2 policy...</i>  - Thank you for your notes. We believe your suggested addition is not necessary as there is no reference to structured parking being a requirement in the guidelines of Section 5.3.1.3.</li> <li>• <i>For Section 4.3.10 Transportation Demand Management...</i>  - Thank you and agreed that a Plan will not be required for every development application.</li> <li>• <i>Under the Infrastructure policies (Section 4.4.2)...</i>  - This has been addressed in our pre-consultation letter for the subject lands dated January 17, 2018.</li> </ul>

Comment by	Comment	Project Team Response
		<ul style="list-style-type: none"> <li>• <i>According to Schedule 7, there is a Minor Gateway on Louth Street...</i>  - Thank you for noting this discrepancy. Staff can confirm that the Minor Gateway on Louth Street is intended to be located at Crestcombe Road.</li> <li>• <i>The Potential New Public Spaces and Public Space Improvements...</i>  - This has been addressed in our pre-consultation letter for the subject lands dated January 17, 2018. A new public space has not been noted as being required on the subject lands.</li> <li>• <i>For the public art guidelines (Section 5.2.1.6) we request...</i>  - This has been addressed in our pre-consultation letter for the subject lands dated January 17, 2018. Public art has not been noted as being required on the subject lands.</li> <li>• <i>For Section 5.2.1.3 Louth Street...</i>  - This has been addressed in our pre-consultation letter for the subject lands dated January 17, 2018.</li> <li>• <i>For Section 5.2.1.10 Low-Impact Development...</i>  - Section 5.2.1.10 is contained within the Guidelines section of the document and would be treated as such.</li> <li>• <i>For the Site Design Guidelines for Gateway Features (Section 5.3.1.1)...</i>  - While Section 5.3.1.1 does not specifically apply to Minor Gateways, Section 5.1.5 does speak to design of development adjacent to a Gateway. This has been noted in our pre-consultation letter for the subject lands dated January 17, 2018.</li> </ul>

Comment by	Comment	Project Team Response
		<ul style="list-style-type: none"> <li>• <i>Under Section 5.2.2.1 Mid Rise Building Design guidelines...</i> - Section 5.2.2.1 is contained within the Guidelines section of the document and would be treated as such.</li>   <li>• <i>Under Section 5.3.2.2 Building Podiums and Stepbacks...</i> - Thank you and agreed.</li>   <li>• <i>The Façade Design Guidelines (Section 5.3.2.6) include...</i> - Section 5.3.2.6 is contained within the Guidelines section of the document and would be treated as such.</li>   <li>• <i>The Sustainability guidelines include...</i> - Section 5.3.3.1 and 5.3.3.2 are contained within the Guidelines section of the document and would be treated as such.</li>   <li>• <i>Section 5.4.1.3 Microclimate and Shadows states “the design...</i> - Thank you and agreed.</li>   <li>• <i>Under Section 5.4.1.3 Microclimate and Shadows, “the building...</i> - Thank you and agreed.</li>   <li>• <i>For Section 5.3.1.3 Surface Parking, that states “surface parking lots...</i> - Section 5.3.1.3 is contained within the Guidelines section of the document and would be treated as such.</li>   <li>• <i>For Section 5.5 Demonstration Plans and Figure 5.6 Secondary Plan Area...</i> - The Secondary Plan Area Demonstration Plans will not form part of the Official Plan Amendment and are provided for illustrative purposes only.</li> </ul>



Comment by	Comment	Project Team Response
		<ul style="list-style-type: none"> <li>• <i>Under Section 6.5.1, "the City will update its zoning...</i> - In accordance with Section 7.3 of the City's Official Plan, the City's Urban Design Guidelines may be implemented through zoning regulation, site plan control, or as conditions to other development approvals. Council's decision to implement the Urban Design Guidelines contained in this Secondary Plan document would occur through a separate Zoning By-law Amendment process, for which we welcome your comments.</li> <li>• <i>For Section 6.7 Community Improvement Plan...</i> - Thank you for this suggestion. It will considered by Staff in our next revision to the draft.</li> </ul> <p>A Statutory Public Meeting date for the Official Plan Amendment implementing the Secondary Plan has been tentatively set for April 9, 2017. The draft Official Plan Amendment will be available for public viewing at least 20 days prior to the Public Meeting date. If more specific refined policy language is available ahead of the release for public viewing, that can be shared with you for comment.</p> <p>Should you have any questions or should you wish to arrange a meeting with City and Regional staff to discuss the contents of this letter, please contact me at extension 1752 or by email at <a href="mailto:abutler@stcatharines.ca">abutler@stcatharines.ca</a>.</p> <p>Regards, Aaron Butler, MCIP, RPP Planner I</p> <p>cc (by email only): J. Pihach, City of St. Catharines</p>

Comment by	Comment	Project Team Response
		B. Bellows, City of St. Catharines D. Morreale, Niagara Region A. Morrison, Niagara Region P. Kennedy, Dillon Consulting
Andrew Vahrmeyer (December 27, 2017)	<p>Hi Diana and Paddy,</p> <p>Hope you are well and enjoying the holidays. We just wanted to follow up on the Go train service information meeting held in St. Catharines at Rodman Hall in November. We had expressed concern that land which we own at 15 and 17 Hainer Street in St. Catharines was disclosed as having R2 zoning as indicated on the information boards used in the presentation. Currently, our property is zoned R3 and we do not want the zoning to be downgraded on our site. At a minimum, we would want to maintain the R3 zoning and all that the R3 zoning allows. Please confirm that the boards have been corrected to reflect the R3 zoning and that the R3 will be maintained going forward with respect to our property and its current zoning.</p> <p>Thank you for your attention to this matter.</p> <p>Regards,  Andrew (and Ron) Vahrmeyer</p>	
Jonathan Rodger (January 9, 2018)	<p>Dear Ms. Morreale:</p> <p>We are the planning consultants for CP REIT Ontario Properties Limited ("CP REIT") and Loblaw Companies Limited ("Loblaw"), owners and tenant, respectively, of lands known municipally as 411 Louth Street in the City of St. Catharines (the "subject lands"), which are developed</p>	

Comment by	Comment	Project Team Response
	<p>for a Real Canadian Superstore, as well as associated parking.</p> <p>We have been monitoring the St. Catharines GO Transit Station Secondary Plan process. On December 21, 2017, CP REIT and Loblaw were made aware of the St. Catharines GO Transit Station Secondary Plan (Draft October 2017) prepared for the November 2, 2017 Public Open House. On behalf of CP REIT and Loblaw, we have reviewed the Draft Secondary Plan in the context of the subject lands and we have preliminary comments as outlined below, and we will continue to review the Draft Secondary Plan in more detail and may provide further comments as required.</p> <p>Based upon our review of the Draft Secondary Plan, according to Schedule 2: Land Use Plan, the subject lands are proposed to be designated Mixed Use 2 (Mid-High Scale Intensity), with no minimum building height and a maximum building height of 16 stories for the northern portion of the subject lands and 10 storeys for the southern portion of the subject lands according to Schedule 3: Maximum Building Heights.</p> <p>At this time our preliminary comments are as follows:</p> <ul style="list-style-type: none"> <li>• In general, CP REIT have no plans as this time for the redevelopment of the subject lands and the existing supermarket, however there may be short and medium term opportunities for intensification with smaller infill commercial buildings as well as for additions and expansions to existing commercial buildings. Accordingly, we suggest that there should be a transitional policy to distinguish between infill development and redevelopment</li> </ul>	

Comment by	Comment	Project Team Response
	<p>to ensure that commercial intensification can be achieved in conformity with the Secondary Plan policies. We support flexible wording that recognizes that policies will be implemented and transitioned over the long term as intensification and redevelopment comes to fruition;</p> <ul style="list-style-type: none"> <li>• For Section 1.4 Organization, it is stated that the Secondary Plan is divided into six main sections, including Section 4, which "includes the policies of the Secondary Plan" and Section 5 that "provides urban design guidelines", while "in the future, any alterations to the policies in Section 3 to 6 require an Official Plan Amendment (unless otherwise stated in the Plan)." Under Section 5.0, it is stated that "the following section provides the urban design policies and guidelines for the Secondary Plan Area. The purpose of these policies is to provide guidance for enhancing the character of the area, including both the private and public realm. The policies are intended to provide a degree of flexibility, allowing for a range of design styles and expressions which will contribute to creating a unique sense of place." We request that clarity be provided that the Urban Design Guidelines are "guidelines" and that there is flexibility to address site specific context and operational needs and that the word "policies" is deleted or replaced with the word "guidelines";</li> <li>• For Section 4.2. 7 and the Mixed Use 2 policies, the Planned Function is "to establish an appropriate range of transit supportive medium and high density housing opportunities in the immediate vicinity of the transit station with a mix of commercial, institutional and</li> </ul>	

Comment by	Comment	Project Team Response
	<p>recreational uses. Lands in and around the transit station, St. Paul Street West and Louth Street and Fourth Ave and Louth Street have been identified as Mixed Use 2 to provide opportunities for residential and mixed use intensification and infill", while "Retail and service commercial uses shall be located on the ground floor of buildings close to the front property line to help frame and animate the street." In our submission, the planned function should recognize the existing commercial development, which may be expected to redevelop over the long term, as well as the possibility for commercial intensification of existing properties with infill buildings and additions and expansions to existing buildings over the short and medium terms;</p> <ul style="list-style-type: none"> <li>• For Section 4.2.7 and the Mixed Use 2 policies, the Permitted Uses under (c) include "retail, service commercial, office, institutional, indoor recreation and community and cultural facilities", however under (e) "Commercial, institutional and recreational buildings generally in excess of 930 square metres of gross floor area shall only be permitted in combination with residential units. Commercial, institutional and recreational buildings shall not exceed 1860 square meters in gross floor area. "In addition, there is a policy that "Mixed Use 2 size restrictions are not currently applicable to the large retail and commercial establishments found at Louth Street/Martindale Road and Fourth Avenue." In our submission, the policies should clarify that existing commercial uses greater than 930 sq. m are permitted with no maximum gross floor area and not in combination with residential uses in order to avoid rendering the existing</li> </ul>	

Comment by	Comment	Project Team Response
	<p>commercial uses non-conforming, while there should be accommodation for the possibility for intensification of existing properties with infill buildings greater than 1,860 sq. m for commercial, institutional and recreational uses not in combination with residential uses (clarity should be provided as to whether the intention is to limit the size of buildings or uses). Lastly, in our submission there should be consideration for larger commercial uses as part of any redevelopment to ensure that larger retail uses (including supermarkets), can be accommodated without the need for an Official Plan Amendment;</p> <ul style="list-style-type: none"> <li>• For Section 4.3.9 and the policies to Secure Bike Parking Facilities, whereby "the implementing Zoning By-law should require the provision of secure bicycle parking facilities in a conspicuous location, long-term bike parking areas within buildings and onsite shower facilities and lockers for employees who bike to work". In our submission the possibility of requiring long-term bike parking areas within buildings and on-site shower facilities and lockers for employees who bike to work, should take into consideration the scale and type of buildings and uses, since such facilities may be difficult to incorporate into retail stores and restaurants;</li> <li>• For Section 4.3.1 0 that "Council shall require that development applications include a Transportation Demand Management (TOM) Plan, prepared to the satisfaction of the City", in our submission the language should be revised to "may require", since such a plan may not be warranted for smaller expansions and/or additions to existing buildings or infill commercial buildings;</li> </ul>	

Comment by	Comment	Project Team Response
	<ul style="list-style-type: none"> <li>• According to Schedule 7, there is a "Potential New Public Space" and a "Potential Street Grid Refinement" shown to the west of the subject lands. Under Section 5.1.3, "where new major mixed use development or redevelopment is planned, new public spaces should be provided to enhance the pedestrian environment and provide amenities for residents, employees and visitors ... and the need, location and design of public spaces shall occur through the site plan application process" and under Section 5.1.2 "A fine grained street network supports connectivity, accessibility and a compact built form and should be promoted as part of development opportunities within the Secondary Plan Area ... This area has been identified as an area with redevelopment potential, and any redevelopment should provide for a finer grained street network." The Secondary Plan Area Demonstration Plan (2041 Concept) - For Illustrative Purposes Only shows an open space park over a considerable portion of the subject lands and streets through the subject lands. We request clarification as to the intention for new public space and street grid refinement in the context of the subject lands as well as to how Staff expect to coordinate new public space and streets between properties under separate ownership when and if they redevelop. In addition, we request confirmation as to the right-of-way width of new local streets in the context of Section 5.3.3 Planned Road Hierarchy;</li> <li>• For Section 5.2.1 and Boulevard Design, we request clarification as to the improvements contemplated within the public right-of-way as there are no property lines</li> </ul>	

Comment by	Comment	Project Team Response
	<p>shown on Figure 5.1 "Boulevard and street elements" (property lines are shown on Figure 5.2 "Example of typical street and boulevard elements within general right-of-way", including for the "Patio and Marketing Zone") and whether possible encroachments into the public right-of-way are intended. Note that under Figure 5.3 "Cross Section - Ridley Road" the "Setback/Marketing Zone" is shown on private property, outside of the public right-of-way. We note that Section 5.2.1.3 Louth Street, states "Excluding the patio and marketing zone, the design of Louth Street is to be accommodated within a 26 metre right-of-way as illustrated on Figure 5.4", however the cross section is for adjacent employment area lands whereby there is a lack of clarity as to the intention for the Louth Street frontage of the subject lands. Lastly, we note that under Section 5.3.1.5 Front Property Setbacks, there is a guideline to "provide additional setbacks in areas with retail at grade to accommodate a minimum 3.0 metre boulevard width for outdoor display areas, seating and landscaping";</p> <ul style="list-style-type: none"> <li>• For Section 5.2.1.3 Louth Street, we request confirmation as to the existing right-of-way width and the need for any land dedications from the subject lands;</li> <li>• For Section 5.3.2.5 Commercial Plaza, guidelines include: "Buildings should be and organized to define and frame abutting streets, internal drive aisles, sidewalks, parking and amenity spaces. Buildings thus require multiple active facades and entrances"; 'The large format 'super block' should be broken into functionally and visually smaller units by internal drive aisles, a network of connected walkways,</li> </ul>	



Comment by	Comment	Project Team Response
	<p>and landscaping"; and "infill development may be mixed use and should be at least 2 storeys to enable, for example, office space or residential units above street related commercial uses". We request confirmation that the Commercial Plaza guidelines would be applicable for any commercial infill development on subject lands. In our submission, there is a lack of clarity as to the need for multiple entrances and active facades for individual retail uses in the context of operational needs of commercial buildings, as to the intention for the "large format 'super block' to be broken down" with the addition of an infill. building and we request clarification that a minimum building height of 2 storeys is not a requirement;</p> <ul style="list-style-type: none"> <li>• The Façade Design guidelines (Section 5.3.2.6) include that "facades facing streets should be composed of large areas of glazing" and "provide weather protection". We request confirmation that these will not be interpreted as requirements;</li> <li>• The Sustainability guidelines include "new development within the Plan Area should be massed to maximize opportunities for access to natural light and heating, cooling, security and views" (Section 5.3.3.1) and "buildings should consume energy at a rate that is at least 10 percent lower than specified by the" CBIP (Section 5.3.3.2). We request confirmation that these will not be interpreted as requirements;</li> <li>• Section 5.4.1.3 Microclimate and Shadows states: "the design of buildings within the Plan Area will be informed by shade and micro-climatic studies that examine wind</li> </ul>	

Comment by	Comment	Project Team Response
	<p>mitigation, solar access and shadow impacts on adjacent streets, open spaces, buildings and associated properties"; "where existing and future open spaces are adjacent to development sites, the scale of development will be restricted as determined through wind and shadow studies"; and "Shadow studies for blocks and individual buildings should be undertaken on the equinoxes and solstices". In our submission, shade and micro-climatic studies should only be required for buildings greater than 6 storeys, which is consistent with Section 4.2.13.c);</p> <ul style="list-style-type: none"> <li>• Under Section 5.4.1.3 Microclimate and Shadows, "building and site design will provide semi-weather protected spaces that blend indoor and outdoor uses including deep canopies, overhangs, sheltered terraces, roof terraces, courtyards, forecourts and gardens that optimize active use throughout the year". In our submission the use of the word "will" does not allow for flexibility and should be changed to "should", while "/or' should be added after "forecourts and" to allow for a range of design solutions; and,</li> <li>• Under Section 6.5.1, "the City will update its zoning by-law to ensure that the land use and design policies for this Secondary Plan are reflected in the City's zoning by-law". We request clarification as to the extent that the Urban Design Guidelines policies will be - proposed to be reflected in the Zoning as regulations (requirements).</li> </ul> <p>We-request the opportunity to meet with Staff to discuss the Draft Secondary Plan.</p>	

Comment by	Comment	Project Team Response
	<p>Please accept this correspondence as our request for notification of any decision(s) by the Committee and/or City Council regarding this matter.</p> <p>Yours very truly,  ZELINKA PRIAMO LTD.  Jonathan Rodger, MScPI , RPP, MCIP  Senior Associate</p> <p>cc: CP REIT Ontario Properties Limited (via email)  LoblawCompanies Limited (via:email)</p>	

**Memo to:** Councillor Brian Baty and Members of the Niagara Region Active Transportation Sub-Committee

**From:** ATSC Review Team

**Date:** July 14, 2017

**RE:** *Preliminary Comments on Study of Proposed Niagara Go Hub Stations and Associated Secondary Plans*

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At the June 28, 2017 meeting of the ATSC, a review team was formed to provide preliminary comments from an active transportation perspective on proposals to establish four Go Hub stations and associated secondary plans in Grimsby, Beamsville, St. Catharines and Niagara Falls. The review team comprised Councillor Brian Baty, Gerry McIlhone, Curtis Thompson, Tom Whitelaw and Ken Forgeron. The following comments are offered as input to the development of plans for these stations and surrounding locations.

**1. Grimsby:**

- The proposed GO Train station at Casablanca Blvd. and the South Service Road is located adjacent to the existing carpool lot and the GO bus stop. The GO Train service should be able to take advantage of the commuter patterns established by these existing facilities.
- The area north of the QEW and west of Casablanca Blvd. is being developed for high density residential projects. Given the density of development and its proximity to the proposed station, a significant proportion of potential users from this area should be expected to walk or bicycle to the train station rather than drive.
- The residential areas south of the CNR tracks and east of Casablanca Blvd. are at much lower densities and are located further from the station. A greater proportion of commuters from this area will probably drive although facilities for pedestrians and cyclists should be provided.
- Casablanca Blvd. will be the main access route to the train station. An upgrading of Casablanca Blvd. will probably be required: additional vehicle lanes, bicycle lanes or preferably cycle tracks and wider sidewalks. The crossing of the railway tracks needs to be carefully considered.
- The crossing of the QEW will be a major issue for cyclists and pedestrians. The Casablanca Blvd. overpass should be redesigned to improve safety for cyclists and pedestrians. There is an overpass at Oakes Road to the west (just outside the Secondary Plan Area) which could serve as a crossing if the bridge can be upgraded.
- The intersection at Casablanca Blvd. and Livingston Ave. may need to be upgraded (traffic lights?).
- The South Service Road west of Casablanca has been recently repaved and it appears that the new pavement is wide enough to accommodate bike lanes. However, the Service Road east of Casablanca does not have bike lanes. Bike lanes should be provided to at least Roberts Road which connect to Livingston Ave. The extension of sidewalks to the supermarket would also be an asset.

- The existing carpool lot presumably will provide some parking for the train station (overflow parking?). A clearly marked pedestrian crossing of the South Service Road to the train station will be required.
- The station design should provide for bus drop-off and pick-up, both for GO bus service and for local transit buses.
- To encourage cycling to the train station, safe secure covered bicycle parking must be provided at the station.
- The Town is encouraged to continue developing the formal Waterfront Trail as close to the Lake Ontario shoreline as possible to facilitate walking and cycling that would link to north-south connectors to the Go Hub Station.

## **2. Beamsville:**

- The proposed train station is located in an industrial area west of Ontario Street and north of the CNR. The Beamsville residential area, the main source of potential ridership, is located south of the CNR. The greatest number of commuters cycling or walking to the station should come from the area north of King Street, given the distances involved.
- Ontario Street will be the main access route to the train station. Bicycle lanes should be provided along Ontario Street from King Street to the North Service Road, the Waterfront Trail. Wider sidewalks and a sidewalk on the east side of Ontario Street north of Greenlane would be desirable.
- Greenlane will be an important secondary access route, especially for the local area. Bicycle lanes and sidewalks should be provided.
- The valley of the Konkle Creek on the west side of the Beamsville Urban Area contains a trail system. If possible, the trail should be extended to provide access to the station.

## **3. St. Catharines:**

- This station and secondary plan area is well connected to various roadways located on the Niagara Region Bicycle Network. It includes Louth St., Fourth Ave., Pelham Rd., RR. 81 (St. Paul West), and First St. Louth. RR. 81 is part of the scenic Greenbelt Route stretching from Queenston to Northumberland County.
- The current VIA Rail station here is a major stop for the annual Toronto to Niagara Bike Train service currently running from June to September. Presumably it will continue to run in the future once more frequent GO Train service is provided to Niagara. This station is a major jumping off point for touring cyclist exploring St. Catharines/Thorold as well as the western and southern portions of Niagara. It also serves as a gateway for the Greater Niagara Circle Route.
- Due to limited roadway access, it may be prudent to consider off-site vehicular parking with transit and/or shuttle service in from the west along Ridley Road or Louth St. Also, the current hump-back bridge on St. Paul Street West over the railway will be rehabilitated. Sight lines are very poor from this location making turns into the station area quite dangerous. Here are some related suggestions:

- Except for pedestrians and cyclists, vehicular access to the station may need to be restricted unless a new access can be established to the south from RR81 across the THK lands west of the bridge.
  - If full access cannot be provided off of St. Paul Street West, left turns could be prohibited (via a small median) for east-bound vehicles on St. Paul Street West.
  - Regarding egress of Great Western Street, full access movements should be strived for, particularly those vehicles looking to turn left heading Downtown.
  - Access to Permilla Street should not be restricted to vehicles because a fully connected street grid helps to disperse traffic, provide alternate emergency access and avoid choke points. At the least, a pedestrian pathway should be maintained.
- As for all stations, safe, secure, covered, bicycle parking (both short term and long term) must be available to those using the GO service. It should be located right next to the station for security purposes.
  - More and safer active transportation infrastructure will be needed in the secondary plan area to better facilitate access to the station from all directions. The priority locations include:
    - The Fourth Ave. corridor is one of two major routes from the downtown, is extremely busy, but has limited suitable cycling facilities. The Hwy 406 crossing is a major obstacle for both cyclists and pedestrians. The entire corridor running from the new hospital east to Ontario St. should be a protected bike facility (particularly the Hwy 406 overpass) with bicycle traffic lights at major intersections for safety reasons. This can be accomplished by pavement marking reconfigurations and lane width narrowing.
    - St. Paul Street West (RR 81) from the Downtown westerly is being improved in stages, slowly, including bike lanes and wide sidewalks on the new Burgoyne Bridge, as well as new bike lanes west of Louth St. There are gaps that need to be filled however, between the downtown and First St. Louth along RR 81. From a safety perspective, it would not be desirable to widen stretches of this roadway to four lanes, as this would encourage higher vehicular speeds, putting cyclists and pedestrians at greater risk.
    - Burgoyne Bridge should have protected bike lanes, the installation of small curbs, bollards, or even flex posts would go a long way in calming traffic speeds and improving pedestrian / cyclist comfort.
    - Better and more formal connections should be made from the extensive off-road trail system along 12 Mile Creek up to RR 81 beside the new Burgoyne Bridge to facilitate better access to the new GO Station.
    - Louth St. between Fourth Ave. and Pelham Rd. is a major north-south corridor that has fairly good sidewalk facilities but spotty and inadequate cycling facilities. Bike facilities should be constructed along its full length, which probably should include the removal of on-road street parking between Pelham Rd. and Rykert St. Currently, limited use of vehicular parking occurs

there now, except when there are a couple of yearly regional track and field events held on the sports field to the east.

- Given the existence of a few at-grade level rail crossings, bicycle facilities should be designed to be at right angles with tracks to help prevent falls.

#### **4. Niagara Falls:**

- Protected bike lanes along the entire Bridge Street corridor via lane diets.
- Protected bike lanes along Victoria Avenue, particularly the railway overpass heading north to River Road.
- Victoria Ave south of Bridge St should have separated bike lanes by floating the existing on-street parking spaces off of the curb and positing the bike lanes next to the sidewalk instead of traffic.
- Wider sidewalks and/or street trees along Bridge St and Victoria Ave, where feasible
- Victoria Ave should remain a 2-lane mid-block cross section
- 3-way stop for Bridge St/Erie Ave intersection to allow for zebra striped crosswalks and sidewalk bulb-outs.
- The engineered design speed of the future Thorold Stone Rd extension to Bridge/Victoria Ave should be reduced from 60km/h to 40-50km/h resulting in a more compact intersection/round-a-bout with smaller corner radii, less private property acquisitions and calmer traffic speeds.

We hope that the comments above are helpful in the development of future phases to this study. We are happy to provide additional detail if requested. We look forward to participating again as this work unfolds.

ATSC Review Team Members

#### **PROPOSED SITE LOCATION FOR A ST. CATHARINES GO TRAIN and BUS STATION**

The site that I would like to propose for a Go Train/Bus Station (see Figures 1 & 2 below) is currently zoned and used as vacant/recreational lands that lie north of the adjacent C.N.R. rail line and on the west side of Hwy 406, just north of Glendale Ave. Burgoyne Woods, a popular recreation area, lies to the west of this site and a privately operated golf course lies to the north. This primary site area covers just over 21 acres, but additional acreage could be acquired without infringing on the Burgoyne Woods recreation area. The proposed site could be compared to that currently used for the south portion of the Burlington Go Train/Bus Station (see Figure 3 for comparison). Access lanes from Hwy. 406 could be built for both north and southbound traffic into this location. Since Highway 406 runs through the heart of the Region, it forms a major link to all other municipalities in Niagara as well as for the city of St. Catharines. All commuter trip origins would be directed to this highway and away from local roadways thus reducing high volumes of traffic on local streets.

*Some of the favourable features of this site are as follows:*

- Central location within the city to take advantage of all types of commuter traffic, and adjacent to an existing rail line favoured for GO Train use;
- The site is not used by the public other than an offshoot of trails leading out of Burgoyne Woods which is a recreational site to the west;
- The proposed site development should not pose a significant problem to the existing recreational land uses;
- The proposed site use could easily be adopted into the existing and proposed Official Land Use Plans for the city;
- Traffic flow into and out of the site could be achieved with access/exit ramps at grade level for southbound travelers, and below grade level ramps into/out of the site for northbound travelers;
- The site is in close proximity to Brock University for those students travelling to the Brock Hamilton campus; direct local bus service could be provided from Brock to the GO site as needed;
- The proposed site would be ideal for accommodating all GO train and bus services (peak and off peak hours), and thereby eliminate the need of a GO bus terminal at the Fairview site which is not a realistic or long-term location due to conflicting land uses and limited parking; it is more practical to have both GO train and bus services located at the same site;
- GO Buses would not be required to use local streets to access major routes into/out of the city since all arrivals and departures would be from Hwy. 406; these buses could easily provide the needed travel connections to all other municipalities in the region;
- The proposed site also eliminates both environmental and traffic/parking pressures that would be created at the existing Via Rail station if GO trains and connecting buses were to make frequent stops here; intensifying the use of the VIA rail station would create unfavourable conditions with existing residential neighbourhoods;
- The proposed site has sufficient land area to provide both train and bus service as well as adequate parking/ kiss and ride facilities for present and future commuter uses; for example, the Burlington station (south portion only) could fit into this site and be used as a design for the St. Catharines site (see Fig. 2 & 3);
- The primary land parcel in question for this site is owned by the city (roll # 1001400600), with a small portion of additional city owned lands to the west (roll #2001611400) to be accessed as needed;
- The site could accommodate approximately 800-1000 vehicles
- The proposed site could also be studied for a layover location to accommodate one train with maintenance facilities.



*Some of the negative factors or issues to be addressed are as follows:*

- Possible conflict with the private golf course located to the north of the site;
- Safety features required for commuter and bus access and departures in relation to Hwy. 406;
- Sufficient land for constructing the access/exit ramps to/from Hwy. 406 (northbound only) as this will require land from the east side of the highway;
- Traffic delays on Hwy. 406 during construction of access ramps into and out of site;
- Possible noise issues with the trains in relation to residential housing on the south side of the tracks;
- Scheduling existing train traffic to accommodate GO trains at the proposed site;
- Change of use to this site will require revision to the existing and proposed Official Plan.

It is also recommended that the Province provide the city of St. Catharines with funding to acquire additional local transit buses that would be used to shuttle commuters to/from the GO station. These buses would be used for commuters from Brock University, and to shuttle commuters to/from key points in the north and west sections of the city such as the current Fairview Shopping Center location and possibly the bus stop location at the Fourth Avenue shopping mall (adjacent to the Canadian Tire store). This would provide alternative kiss and ride drop off points for commuters and help alleviate some of the personal vehicle travel to the GO station, thus making the commute that much more convenient.

**Ridley College**

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November 8, 2017

Ms. Diana Morreale, MCIP, RPP,  
Planning Lead, GO Implementation Office  
Region of Niagara  
1815 Sir Isaac Brock Way  
Thorold, ON  
L2V 4T7

**RE: DRAFT St. Catharines GO Transit Station Secondary Plan**

Dear Ms. Morreale,

It was a pleasure to receive and review the draft St. Catharines GO Transit Station Secondary Plan. It is exciting to see the planning process proceeding, and the arrival of GO train service to St. Catharines becoming closer to fruition.

The 49 Ridley Road property which makes up the majority of the land identified as the Transit Station Area was purchased by Ridley College in 2003. Since the land purchase, Ridley College has been actively planning potential development options for the property including uses supportive of the academic mission of the College as well as other strategic opportunities. As one of Niagara's oldest and most internationally recognized educational institutions and an immediate neighbour to the proposed development with significant ongoing operations, we ask that the concerns noted below are given due regard prior to moving forward with the remainder of the planning process.

- The lands were originally purchased by Ridley College to increase the land area of our holdings with the intention that they would positively contribute to the campus. Ridley is opposed to the 49 Ridley Rd. property being entirely dedicated to the Transit Station Area.
- In addition to the large extent of the Transit Station Area, Ridley College does not support this location being dedicated to a large surface parking lot. The amount of surface parking for the GO station must be minimized and no surface parking lots or stand-alone parking structures should be permitted on the corner of Ridley Rd. and Louth St.
- The road to access the GO Station must not detract from the potential for development to occur on the remaining lands and the corner of Ridley Rd. and Louth

St., and must be located in a manner that maximizes development opportunity of the lands by being located at a mid-point along Ridley Road.

- The final configuration and size of proposed Transit Station Area has the potential to negatively affect the development potential and value of the Ridley-owned property. The western portion of 49 Ridley Road is the most valuable feature of the property, given its corner location on the intersection.

Ridley College has been a leading educational institution in St. Catharines since its founding in 1889. As one of the Niagara region's largest economic generators, Ridley provides employment to over 275 people and education to 700 students from over 50 countries, including 389 boarding students. Ridley College supports the growth of the St. Catharines economy but needs assurance that this growth will be balanced with the need to provide the best environment for the Ridley community.

The College has retained T. Johns Consulting Group to represent the College's interests during the planning process and the development of the Secondary Plan. In addition to our comments, please also find their submission dated November 15, 2017 for detailed comments in relation to the Draft St. Catharines GO Transit Secondary Plan.

Yours truly,



Scott D. Walker. BES, MArch, OAA, MRAIC  
Director of Facilities

November 15, 2017

Ms. Diana Morreale, Planning Lead  
GO Implementation Office  
Region of Niagara  
1815 Sir Isaac Brock Way  
Thorold, ON L2V 4T7

**RE: St. Catharines GO Transit Station Draft Secondary Plan  
49 Ridley Road**

Dear Ms. Morreale,

T. Johns Consulting Group Ltd. (TJCG) has been retained by the landowners of the above referenced lands to submit a formal response with regards to St. Catharines GO Transit Station Draft Secondary Plan. We respectfully request that consideration to the following items is given when revising the DRAFT St. Catharines Go Transit Station Secondary Plan.

**1. Proposed Land Use Designation**

The Draft Secondary Plan proposes to designate the subject lands **Mixed Use 2 (Mid-High Scale Intensity)**. The subject lands are **within the Transit Station Area boundary**. TJCG is satisfied with the proposed designation. However, per Section 4.2.7, it states that “the redevelopment of the corner site at Louth and Ridley Road shall require ground floor commercial uses on the Transit Station site.” It is requested that more flexibility is given to land use in this area and a stand-alone residential building shall be permitted. TJCG is requesting that stronger language is used to ensure a built-environment and animated streetscape will line the street edge of Louth Street and Ridley Road (i.e. parking lots will not be permitted fronting the western corner).

Per Section 4.2.11, a 15 metre landscaped buffer is to be provided between new development, including surface parking lots, and the adjacent Low Density Residential to the east. There is concern with the proposed 15 metre landscape buffer a maximum of 7.5 metres is requested as this is more consistent with the need to intensify the site but still provides an adequate space to accommodate a pedestrian connection. 7.5 metres can accommodate a 3 metre pedestrian trail and 4.5 metre landscape area, providing transition from a possible 6-storey development to the existing neighbourhood.

## **2. Maximum Building Heights**

Per Schedule 3, there are 3 heights proposed on the subject lands. The most western area is proposed to have a maximum height of 16 storeys followed to the east by a maximum of 10 storeys. The remaining lands are proposed to have a maximum height of 6 storeys. TJCG is satisfied with the proposed permitted heights. However, TJCG does request that the wording within the DRAFT Secondary Plan permit flexibility in height limits throughout the subject lands as the current areas for heights may be restrictive to the comprehensive development of the area and compatibility can be achieved through policies that require appropriate transition in heights. A policy could be included that stipulates that any building adjacent to the low density residential should generally be a maximum of 6 storeys. This will allow flexibility in building locations and heights on the remainder of the site.

## **3. Improvements and Enhancements to Transportation Network & Public Realm Improvements**

TJCG requests that the realignment of Louth Street and Ridley Road be of top priority and implemented within the first phase of road improvements. Secondly, TJCG requests that all of Ridley Road's Public Realm Improvements to urbanize Ridley Road across the entire frontage are completed in the first phase of improvement. It is requested that the Open Space/Parks overlay is removed from the eastern boundary of the subject lands and instead address a required buffer with a permitted maximum 7.5 metre landscaped buffer that may include a residential backyard, pedestrian trail and landscaping. Lastly, the demonstration plan shows the subject lands with a large surface parking lot to accommodate parking for the transit station area. TJCG would like to propose limited surface public parking be permitted on the subject lands especially with a view to ensuring built form at the realigned intersection of Louth and Ridley Roads.

## **4. Summary**

T. Johns Consulting Group on behalf of Ridley College requests the following:

- a. More flexibility of land use in the west corner to allow residential to occur without commercial;
- b. Guarantee of built environment along street edge with no parking fronting Louth Street and Ridley Road (in other words, ensuring Metrolinx will not be permitted to use the corner of Ridley and Louth for parking);
- c. Reduce the 15 metre buffer between new development and the existing Low Density neighbourhood to a maximum of 7.5 metres;
- d. Ensure realignment of Louth Street and Ridley Road and Ridley Road public realm enhancements are within the first phase of road improvements

- e. Remove Open Space/Parks overlay within Public Realm Improvements;
- f. Minimize surface public parking.

**Respectfully,**  
T. Johns Consulting Group



Terri Johns MCIP RPP  
President





**ZELINKA PRIAMO LTD**

*A Professional Planning Practice*

**VIA EMAIL**

November 15, 2017

Community and Long Range Planning  
Region of Niagara  
1815 Sir Isaac Brock Way  
Thorold, ON  
L2V 4T7

Attention: Ms. Diana Morreale, Manager of Community Planning

Dear Ms. Morreale:

**Re: St. Catharines GO Transit Station Secondary Plan (Draft October 2017)  
Preliminary Comments on Behalf of  
Mountainview Belmont Ridley Heights Inc.  
10 Benfield Drive  
St. Catharines, Ontario  
Our File: BEP/STC/15-01**

We are the planning consultants for Mountainview Belmont Ridley Heights Inc. ("Mountainview"), which is the owner of the vacant lands known municipally as 10 Benfield Drive, St. Catharines, Ontario (the subject lands).

We have been monitoring the St. Catharines GO Transit Station Secondary Plan process. On October 25, 2017, Mountainview was made aware of the St. Catharines GO Transit Station Secondary Plan (Draft October 2017) prepared for the November 2, 2017 Public Open House. On behalf of Mountainview, we have reviewed the Draft Secondary Plan in the context of the subject lands and we have preliminary comments as outlined below, and we will continue to review the Draft Secondary Plan in more detail and may provide further comments as required.

Based upon our review of the Draft Secondary Plan, according to Schedule 2: Land Use Plan, the subject lands are proposed to be designated Mixed Use 2 (Mid-High Scale Intensity), with no minimum building height and a maximum building height of 10 storeys according to Schedule 3: Maximum Building Heights.

At this time our preliminary comments are as follows:

- For Section 1.4 Organization, it is stated that the Secondary Plan is divided into six main sections, including Section 4, which "includes the policies of the Secondary Plan" and Section 5 that "provides urban design guidelines". Under Section 5.0, it is stated that "the following section provides the urban design policies and guidelines for the Secondary Plan Area. The purpose of these policies is to provide guidance for enhancing the character of the area, including both the private and public realm. The policies are intended to provide a degree of flexibility, allowing for a range of design styles and expressions which will contribute to creating a unique sense of place." We request that clarity be provided that the

- Urban Design Guidelines are “guidelines” and that there is flexibility to address site specific context and operational needs and that the word “policies” is deleted or replaced with the word “guidelines” as the case may be;
- For Section 4.2.7 and the Mixed Use 2 policies, the designation provides “opportunities for residential and mixed use intensification and infill” where “uses can be mixed across a parcel or mixed within a building” and “the designation allows flexibility to accommodate a mix of uses within a single building or within multiple buildings on one property”. We request that it clearly states that there is no requirement for “mixed-use” for individual properties. We note that there is a Density and Scale policy that “The redevelopment of the corner site at Louth and Ridley Road shall require ground floor commercial uses on the Transit Station site”, and we want to ensure that this requirement does not apply to the subject lands. Further, we request that “in the circumstances where retail and service commercial uses are desirable and viable” be added to the end of the last sentence of the “Planned Function” paragraph;
  - For Section 4.2.7 and the Mixed Use 2 policy “Parking requirements may be minimized and shared parking and access is encouraged in order to reduce street front parking areas and support transit friendly development”, we request that the policy clearly state that surface parking alone is permitted for uses in the development of the subject lands and that structured parking under Section 5.3.1.3 is not a requirement;
  - For Section 4.3.10 Transportation Demand Management, in our submission a Plan should not be required for every development application; rather, the City should do a city-wide Plan and develop a framework with flexibility for developments to follow;
  - Under the Infrastructure policies (Section 4.4.2), “as part of the implementation of this Secondary Plan, the City will undertake an analysis of local infrastructure to ensure that adequate servicing is in place to accommodate the planned growth for the area” and the “City will update its municipal master servicing strategy as required”. It is our understanding that sufficient capacity exists for the development of the subject lands and we request confirmation of such;
  - According to Schedule 7, there is a Minor Gateway on Louth Street adjacent to the subject lands at Crestcombe Road and there are Major Streetscape Improvement shown along Louth Street south of the subject lands. We request clarification as to the Minor Gateway location as it does not match up with the “Louth Street at Vintage Crescent/Benfield Drive” description under Section 5.1.1. In addition, we note that based on previous traffic study work prepared for the subject lands and pre-consultation comments from City of St. Catharines engineering staff, access to the subject lands will not be possible across from Crestcombe Road, whereby consideration should be given to a Louth Street/Vintage Crescent Minor Gateway location;
  - The Potential New Public Spaces and Public Space Improvements guidelines (Section 5.1.3), include: “where new major mixed use development or redevelopment is planned, new public spaces should be provided to enhance the pedestrian environment and provide amenities for residents, employees and visitors”. While there is no “Potential New Public Space” shown for the subject lands on Schedule 7 (and no description relevant to the subject lands under Section 5.2.1.7 “New Public Open Spaces”), Section 5.1.1 states “new public



spaces should be considered in these minor gateway improvement areas" and Figure 5.7 Secondary Plan Area Demonstration Plan (Full Built Out Concept) – For Illustrative Purposes Only shows "Open Space" within the interior of the subject lands. We request that clarity be provided that "new public spaces" will not be required as part of the development of the subject lands;

- For the public art guidelines (Section 5.2.1.6), we request that public art will not be required within the Minor Gateways, including the one shown adjacent to the subject lands;
- For Section 5.2.1.3 Louth Street and the right of way (ROW) width of 26 m as shown in Figure 5.4 Cross Section – Louth Street, we request confirmation that the existing ROW width is 26 m, whereby no land dedications will be required from the subject lands;
- For Section 5.2.1.10 Low-Impact Development, with the inclusion of the wording "where possible" and "as appropriate", we request confirmation that the "general guidelines" will not be interpreted as requirements;
- For the Site Design Guidelines for Gateway Features (Section 5.3.1.1), we request confirmation that these guidelines are not applicable for Minor Gateways, including the one shown adjacent to the subject lands;
- Under Section 5.3.2.1 Mid Rise Building Design guidelines include: buildings should "focus residential mixed-use density, consistent with the Secondary Plan, to support the feasible integration of ground floor retail and amenity spaces surrounding the Station Area"; "generally be located at the front property line to create a continuous streetwall"; "main building entrances should be directly accessible from the public sidewalk"; and "60 percent of the building frontage on the ground floor and at building base levels should be glazed" with clear glass preferred. We request confirmation that these will not be interpreted as requirements;
- For Section 5.3.2.2 Building Podiums and Stepbacks, in our submission the guidelines should reference (and be applicable to) buildings over 5 storeys in order to be consistent with Section 5.3.2.1;
- The Façade Design guidelines (Section 5.3.2.6) include that "facades facing streets should be composed of large areas of glazing" and "provide weather protection". We request confirmation that these will not be interpreted as requirements;
- The Sustainability guidelines include "new development within the Plan Area should be massed to maximize opportunities for access to natural light and heating, cooling, security and views" (Section 5.3.3.1) and "buildings should consume energy at a rate that is at least 10 percent lower than specified by the" CBIP (Section 5.3.3.2). We request confirmation that these will not be interpreted as requirements;
- Section 5.4.1.3 Microclimate and Shadows states: "the design of buildings within the Plan Area will be informed by shade and micro-climatic studies that examine wind mitigation, solar access and shadow impacts on adjacent streets, open spaces, buildings and associated properties"; "where existing and future open spaces are adjacent to development sites, the scale of development will be restricted as determined through wind and shadow studies"; and "Shadow studies for blocks and individual buildings should be undertaken on the equinoxes and

solstices". In our submission, shade and micro-climatic studies are to be only required for buildings greater than 6 storeys;

- Under Section 5.4.1.3 Microclimate and Shadows, "building and site design will provide semi-weather protected spaces that blend indoor and outdoor uses including deep canopies, overhangs, sheltered terraces, roof terraces, courtyards, forecourts and gardens that optimize active use throughout the year". In our submission the use of the word "will" does not allow for flexibility and should be changed to "should", while "/or" should be added after "forecourts and" to allow for a range of design solutions;
- For Section 5.3.1.3 Surface Parking, that states "surface parking lots should be divided into smaller 'parking courts.' Large areas of uninterrupted surface parking should be avoided", we request confirmation that the guideline is not to be interpreted as a requirement;
- For Section 5.5 Demonstration Plans and Figure 5.6 Secondary Plan Area Demonstration Plan (2041 Concept) – For Illustrative Purposes Only and Figure 5.7 Secondary Plan Area Demonstration Plan (Full Built Out Concept) – For Illustrative Purposes Only, we request that the "grass" label be removed as it is misleading given that surface parking is necessary on the subject lands and that the "Open Space" areas on the subject lands from Figure 5.7 Full Built Out Concept be removed;
- Under Section 6.5.1, "the City will update its zoning by-law to ensure that the land use and design policies for this Secondary Plan are reflected in the City's zoning by-law". We request clarification as to the extent that the Urban Design Guidelines/ policies will be proposed to be reflected in the Zoning as regulations (requirements); and
- For Section 6.7 Community Improvement Plan and the "competitive suite of financial incentives to promote intensification and redevelopment, such as but not limited to incentives for greyfield and brownfield redevelopment, lot consolidation/assembly, residential infilling and/or mixed use intensification, etc.", we request that the incentives include to "compensate for structured parking costs, whether above or below grade".

We request the opportunity to meet with Staff to discuss the Draft Secondary Plan.

Please accept this correspondence as our request for notification of any decision(s) by the Committee and/or City Council regarding this matter.

Yours very truly,

**ZELINKA PRIAMO LTD.**



Jonathan Rodger, MScPI, RPP, MCIP  
Senior Associate

cc. Mountainview Belmont Ridley Heights Inc. (via email)



**ZELINKA PRIAMO LTD**  
*A Professional Planning Practice*

**VIA EMAIL**

January 9, 2018

Community and Long Range Planning  
Region of Niagara  
1815 Sir Isaac Brock Way  
Thorold, ON  
L2V 4T7

Attention: Ms. Diana Morreale, Manager of Community Planning

Dear Ms. Morreale:

**Re: St. Catharines GO Transit Station Secondary Plan (Draft October 2017)  
Preliminary Comments on Behalf of CP REIT Ontario Properties Limited and  
Loblaw Companies Limited  
411 Louth Street  
St. Catharines, Ontario  
Our File: CHO/STC/17-01**

We are the planning consultants for CP REIT Ontario Properties Limited ("CP REIT") and Loblaw Companies Limited ("Loblaw"), owners and tenant, respectively, of lands known municipally as 411 Louth Street in the City of St. Catharines (the "subject lands"), which are developed for a Real Canadian Superstore, as well as associated parking.

We have been monitoring the St. Catharines GO Transit Station Secondary Plan process. On December 21, 2017, CP REIT and Loblaw were made aware of the St. Catharines GO Transit Station Secondary Plan (Draft October 2017) prepared for the November 2, 2017 Public Open House. On behalf of CP REIT and Loblaw, we have reviewed the Draft Secondary Plan in the context of the subject lands and we have preliminary comments as outlined below, and we will continue to review the Draft Secondary Plan in more detail and may provide further comments as required.

Based upon our review of the Draft Secondary Plan, according to Schedule 2: Land Use Plan, the subject lands are proposed to be designated Mixed Use 2 (Mid-High Scale Intensity), with no minimum building height and a maximum building height of 16 stories for the northern portion of the subject lands and 10 storeys for the southern portion of the subject lands according to Schedule 3: Maximum Building Heights.

At this time our preliminary comments are as follows:

- In general, CP REIT have no plans at this time for the redevelopment of the subject lands and the existing supermarket, however there may be short and medium term opportunities for intensification with smaller infill commercial buildings as well as for additions and expansions to existing commercial buildings. Accordingly, we suggest that there should be a transitional policy to distinguish between infill development and redevelopment to ensure that commercial intensification can be



achieved in conformity with the Secondary Plan policies. We support flexible wording that recognizes that policies will be implemented and transitioned over the long term as intensification and redevelopment comes to fruition;

- For Section 1.4 Organization, it is stated that the Secondary Plan is divided into six main sections, including Section 4, which "includes the policies of the Secondary Plan" and Section 5 that "provides urban design guidelines", while "in the future, any alterations to the policies in Section 3 to 6 require an Official Plan Amendment (unless otherwise stated in the Plan)." Under Section 5.0, it is stated that "the following section provides the urban design policies and guidelines for the Secondary Plan Area. The purpose of these policies is to provide guidance for enhancing the character of the area, including both the private and public realm. The policies are intended to provide a degree of flexibility, allowing for a range of design styles and expressions which will contribute to creating a unique sense of place." We request that clarity be provided that the Urban Design Guidelines are "guidelines" and that there is flexibility to address site specific context and operational needs and that the word "policies" is deleted or replaced with the word "guidelines";
- For Section 4.2.7 and the Mixed Use 2 policies, the Planned Function is "to establish an appropriate range of transit supportive medium and high density housing opportunities in the immediate vicinity of the transit station with a mix of commercial, institutional and recreational uses. Lands in and around the transit station, St. Paul Street West and Louth Street and Fourth Ave and Louth Street have been identified as Mixed Use 2 to provide opportunities for residential and mixed use intensification and infill", while "Retail and service commercial uses shall be located on the ground floor of buildings close to the front property line to help frame and animate the street." In our submission, the planned function should recognize the existing commercial development, which may be expected to redevelop over the long term, as well as the possibility for commercial intensification of existing properties with infill buildings and additions and expansions to existing buildings over the short and medium terms;
- For Section 4.2.7 and the Mixed Use 2 policies, the Permitted Uses under (c) include "retail, service commercial, office, institutional, indoor recreation and community and cultural facilities", however under (e) "Commercial, institutional and recreational buildings generally in excess of 930 square metres of gross floor area shall only be permitted in combination with residential units. Commercial, institutional and recreational buildings shall not exceed 1860 square meters in gross floor area." In addition, there is a policy that "Mixed Use 2 size restrictions are not currently applicable to the large retail and commercial establishments found at Louth Street/Martindale Road and Fourth Avenue." In our submission, the policies should clarify that existing commercial uses greater than 930 sq. m are permitted with no maximum gross floor area and not in combination with residential uses in order to avoid rendering the existing commercial uses non-conforming, while there should be accommodation for the possibility for intensification of existing properties with infill buildings greater than 1,860 sq. m for commercial, institutional and recreational uses not in combination with residential uses (clarity should be provided as to whether the intention is to limit the size of buildings or uses). Lastly, in our submission there should be consideration for larger commercial uses as part of any redevelopment to ensure that larger retail uses

- (including supermarkets), can be accommodated without the need for an Official Plan Amendment;
- For Section 4.3.9 and the policies to Secure Bike Parking Facilities, whereby “the implementing Zoning By-law should require the provision of secure bicycle parking facilities in a conspicuous location, long-term bike parking areas within buildings and onsite shower facilities and lockers for employees who bike to work”. In our submission the possibility of requiring long-term bike parking areas within buildings and on-site shower facilities and lockers for employees who bike to work, should take into consideration the scale and type of buildings and uses, since such facilities may be difficult to incorporate into retail stores and restaurants;
  - For Section 4.3.10 that “Council shall require that development applications include a Transportation Demand Management (TDM) Plan, prepared to the satisfaction of the City”, in our submission the language should be revised to “may require”, since such a plan may not be warranted for smaller expansions and/or additions to existing buildings or infill commercial buildings;
  - According to Schedule 7, there is a “Potential New Public Space” and a “Potential Street Grid Refinement” shown to the west of the subject lands. Under Section 5.1.3, “where new major mixed use development or redevelopment is planned, new public spaces should be provided to enhance the pedestrian environment and provide amenities for residents, employees and visitors ... and the need, location and design of public spaces shall occur through the site plan application process” and under Section 5.1.2 “A fine grained street network supports connectivity, accessibility and a compact built form and should be promoted as part of development opportunities within the Secondary Plan Area ... This area has been identified as an area with redevelopment potential, and any redevelopment should provide for a finer grained street network.” The Secondary Plan Area Demonstration Plan (2041 Concept) – For Illustrative Purposes Only shows an open space park over a considerable portion of the subject lands and streets through the subject lands. We request clarification as to the intention for new public space and street grid refinement in the context of the subject lands as well as to how Staff expect to coordinate new public space and streets between properties under separate ownership when and if they redevelop. In addition, we request confirmation as to the right-of-way width of new local streets in the context of Section 5.3.3 Planned Road Hierarchy;
  - For Section 5.2.1 and Boulevard Design, we request clarification as to the improvements contemplated within the public right-of-way as there are no property lines shown on Figure 5.1 “Boulevard and street elements” (property lines are shown on Figure 5.2 “Example of typical street and boulevard elements within general right-of-way”, including for the “Patio and Marketing Zone”) and whether possible encroachments into the public right-of-way are intended. Note that under Figure 5.3 “Cross Section – Ridley Road” the “Setback/Marketing Zone” is shown on private property, outside of the public right-of-way. We note that Section 5.2.1.3 Louth Street, states “Excluding the patio and marketing zone, the design of Louth Street is to be accommodated within a 26 metre right-of-way as illustrated on Figure 5.4”, however the cross section is for adjacent employment area lands whereby there is a lack of clarity as to the intention for the Louth Street frontage of the subject lands. Lastly, we note that under Section 5.3.1.5 Front Property Setbacks, there is a guideline to “provide additional setbacks in areas with retail at

grade to accommodate a minimum 3.0 metre boulevard width for outdoor display areas, seating and landscaping”;

- For Section 5.2.1.3 Louth Street, we request confirmation as to the existing right-of-way width and the need for any land dedications from the subject lands;
- For Section 5.3.2.5 Commercial Plaza, guidelines include: “Buildings should be and organized to define and frame abutting streets, internal drive aisles, sidewalks, parking and amenity spaces. Buildings thus require multiple active façades and entrances”; “The large format ‘super block’ should be broken into functionally and visually smaller units by internal drive aisles, a network of connected walkways, and landscaping”; and “Infill development may be mixed use and should be at least 2 storeys to enable, for example, office space or residential units above street related commercial uses”. We request confirmation that the Commercial Plaza guidelines would be applicable for any commercial infill development on subject lands. In our submission, there is a lack of clarity as to the need for multiple entrances and active facades for individual retail uses in the context of operational needs of commercial buildings, as to the intention for the “large format ‘super block’ to be broken down” with the addition of an infill building and we request clarification that a minimum building height of 2 storeys is not a requirement;
- The Façade Design guidelines (Section 5.3.2.6) include that “facades facing streets should be composed of large areas of glazing” and “provide weather protection”. We request confirmation that these will not be interpreted as requirements;
- The Sustainability guidelines include “new development within the Plan Area should be massed to maximize opportunities for access to natural light and heating, cooling, security and views” (Section 5.3.3.1) and “buildings should consume energy at a rate that is at least 10 percent lower than specified by the” CBIP (Section 5.3.3.2). We request confirmation that these will not be interpreted as requirements;
- Section 5.4.1.3 Microclimate and Shadows states: “the design of buildings within the Plan Area will be informed by shade and micro-climatic studies that examine wind mitigation, solar access and shadow impacts on adjacent streets, open spaces, buildings and associated properties”; “where existing and future open spaces are adjacent to development sites, the scale of development will be restricted as determined through wind and shadow studies”; and “Shadow studies for blocks and individual buildings should be undertaken on the equinoxes and solstices”. In our submission, shade and micro-climatic studies should only be required for buildings greater than 6 storeys, which is consistent with Section 4.2.13.c);
- Under Section 5.4.1.3 Microclimate and Shadows, “building and site design will provide semi-weather protected spaces that blend indoor and outdoor uses including deep canopies, overhangs, sheltered terraces, roof terraces, courtyards, forecourts and gardens that optimize active use throughout the year”. In our submission the use of the word “will” does not allow for flexibility and should be changed to “should”, while “/or” should be added after “forecourts and” to allow for a range of design solutions; and
- Under Section 6.5.1, “the City will update its zoning by-law to ensure that the land use and design policies for this Secondary Plan are reflected in the City’s zoning by-law”. We request clarification as to the extent that the Urban Design Guidelines/

policies will be proposed to be reflected in the Zoning as regulations (requirements).

We request the opportunity to meet with Staff to discuss the Draft Secondary Plan.

Please accept this correspondence as our request for notification of any decision(s) by the Committee and/or City Council regarding this matter.

Yours very truly,

**ZELINKA PRIAMO LTD.**



Jonathan Rodger, MScPI, RPP, MCIP  
Senior Associate



cc: CP REIT Ontario Properties Limited (via email)  
Loblaw Companies Limited (via email)



# 121-115 St. Paul Crescent

St. Catharines GO Hub and Transit Station Secondary Plan (January 17, 2018)

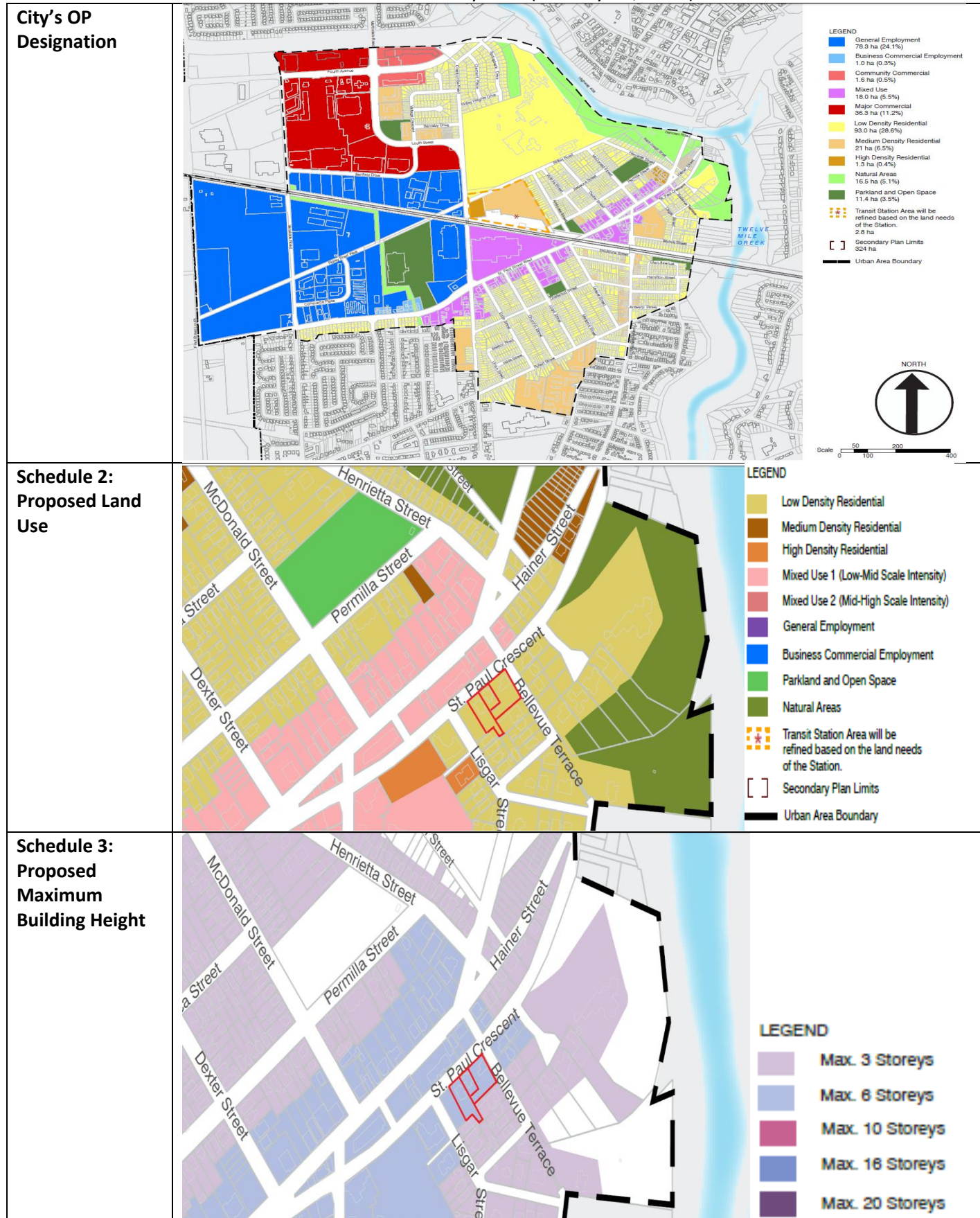
## REQUEST OVERVIEW

<b>Name</b>	Philip Serniak
<b>Phone Number</b>	[REDACTED]
<b>Properties</b>	121-115 St. Paul Crescent
<b>Request Description</b>	<p>Client noticed discrepancy for properties 121-115 St. Paul Crescent in relation to proposed land use (Schedule 2) and proposed maximum building height (Schedule 3).</p> <p>Requested clarification if whether the proposed land use (low-density residential) is correct given that the proposed maximum building heights for the properties permit 6-storeys.</p> <p>Client is in favour of permitting 6-storeys and has requested that the land use permission be changed from low-density residential to medium density residential.</p>
<b>Study Area Context</b>	<p>Schedule 1: Secondary Plan Area</p> 
<b>Property Context</b>	



# 121-115 St. Paul Crescent

St. Catharines GO Hub and Transit Station Secondary Plan (January 17, 2018)



**Butler, Aaron**

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**From:** Bellows, Bruce  
**Sent:** Thursday, February 08, 2018 1:11 PM  
**To:** Butler, Aaron  
**Subject:** FW: 189-193 Louth st

**Bruce Bellows**

Planner II

**Email:** bbellows@stcatharines.ca

**Tel:** 905.688.5601 x1706

---

**From:** Team Prantera Real Estate [REDACTED]  
**Sent:** Monday, January 22, 2018 3:05 PM  
**To:** Bellows, Bruce  
**Subject:** 189-193 Louth st

To whom it may concern,

My name is Frank Prantera and I am a Realtor with Remax Garden City. I am representing the Willard family on the properties known as 189, 191 and 193 Louth Street. This email is in reference to the Go transit secondary plan study. The three properties all have separate deeds and we will eventually want to merge them together. The subject lands are currently zoned low density. The property to the south is zoned for medium density and the property to the north is mixed use. We are hoping that the 189-193 Louth properties would be considered for a higher density in the near future. We would appreciate your consideration for this request.

Yours truly  
Frank Prantera

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