

Theme	Comment
Transportation Connections (inter- and intra-municipal)	There should be sufficient connections by municipal transit, walking, and cycling between the downtown and the GO Station.
	Want to preserve and enhance the walkability of neighbourhood.
	Municipal transit systems must connect to the GO Station.
	Municipal transit services and GO Buses accessing the GO Station should not travel through existing residential neighbourhoods on local roads. Access for buses should be closed off along Ambrose Street and Permillia Street.
	Municipal transit services and GO Buses accessing the GO Station should enter and exit from Ridley Road and/or Louth Street.
	New development and employment in the west end of St. Catharines should be connected to the GO Station. Explore the potential of using an electric tram that runs along Old Ridley Road West.
	The plan seems to represent roads similar to that found in downtown Niagara on the Lake. With this in mind, a concern is the ability for municipal transit services to navigate the narrow streets and curbs.
	Niagara needs strong transit connections to cities beyond the GTA, such as Waterloo, Kitchener, and Guelph.
	St. Catharines needs municipal transit services which connect residents from across the city to the GO Station, as well as to other destinations within the region, such as Thorold, Welland, and Port Colborne.
Metrolinx (Service Delivery and Station Design)	The St. Catharines GO Station should be designed like Gare Cornavin station. The Geneva station is a great example of mixed, integrated systems with the presence of police, shopping, groceries, and bars. It also features eco-friendly environmental water absorbing pavement, bike lockers, car share, and integrated transit with city transit.
	The GO Station must have sufficient parking for those further out who are arriving by vehicle. St. Catharines is still very “automobile-centric”, further, the station will be a catchment for southern municipalities such as Welland, Thorold, and Port Colborne.
	GO Station parking should accommodate all mobility vehicles. Additionally, GO Train rail cars should have the capability to load, store, and deliver mobility vehicles.
	The GO Station should be senior-friendly and provide senior-designated spaces. It is important to ensure easy access to the GO Station for all users.
	Consider all noise factors regarding trains arriving at and departing from St. Catharines. Existing rail operations for freight and passenger trains already use excessive warning horns.
	Protect and incorporate the existing heritage train station into the new station structure and design. It is important to retain the character of both the station and the surrounding community.

	Mitigate the potential negative impacts that GO Station and its associated parking will have on the existing neighbourhood in relation to light pollution, vibration, and emissions.
	The GO Station should be fitted with public showers for those accessing the station through modes of active transportation.
	GO Station elements should include secured bicycle parking/storage, car share / carpool lot; bike share; and vehicle charging stations.
	Consider locating the station next to the hospital. The proposed site is small and is adjacent to a residential area.
	Update the environmental study report for the represented Station Area to confirm environmental features on the site.
	Bus access from Louth Street to the GO Station is needed. The GO Bus which currently travels down Ambrose Street is hitting street poles.
	Electrification of the GO rail corridor should be considered.
Traffic and Infrastructure	Local contractors should be hired to complete the construction work. Lowest bidder is not the best approach for quality work.
	An alternate on ramp to Highway 406 must be constructed to improve access to the station and alleviate traffic along Fourth Avenue and Martindale Road.
	Municipal snow removal must be prioritized given the anticipated increase in traffic volumes for the area.
	On-street parking for residents within existing neighbourhoods must be retained, protected, and enforced.
	Concerned about the anticipated increase in traffic around station and safety with speeds and infiltration into existing neighbourhoods.
	Concern with traffic speed along St. Paul Street West. Although the speed limit is posted for 50km/h, vehicles travel much quicker.
	Overflow parking in neighbourhood is a concern. Do not want to see Ambrose Street as cut-through. It is desired that the Permilla Street and Ambrose Street be blocked as an option to access the GO Station.
	Improve the Dexter Street at Permilla Street intersection by adding a four-way stop. Current configuration is very unsafe.
	Consider where detour routes guide traffic during the reconstruction of the St. Paul Street West Bridge and other future road improvements. It is critical that traffic is directed away from local roads in existing neighbourhoods.
	Traffic lights should be placed at the Louth Street at Crestcombe Road intersection. It is already difficult to turn left from Crestcombe onto Louth and will only be more difficult with the anticipated increase in traffic volume.
	Re-configure following intersections to reduce traffic and transit cutting through residential neighbourhoods: Pelham Road at Monck Street; Pelham Road at St. Paul Street Crescent; Pelham Road at St. Paul Street West. North bound traffic on Pelham Road must have the ability to turn left onto St. Paul Street West.
	Intersection improvements should be considered for Pelham Road and St. Paul Street West. These improvements should include the ability for

	northbound vehicles travelling along Pelham Road to turn left onto St. Paul Street West.
	A traffic calming study must be undertaken and best practices implemented within the neighbourhood east of the GO Station.
	The primary GO Station access should be off of Ridley Road.
	Great Western Road should be a one-way entrance to access the station.
	Drainage improvements are needed along Louth Street and Ridley Road. There are problems with flooding and ice in the winter. Drainage ditches must be maintained to ensure flooding does not occur on Ambrose Street.
	Street improvements should include separated / dedicated bicycle lanes, as they are the safest and will encourage active transportation.
	An off-street multi-use path should be constructed along the western edge of Louth Street between Fourth Ave and St. Paul Street West.
	Cyclists should be kept on Louth Street and not on a side path. Louth Street right-of-way should not accommodate four lanes of traffic, rather accommodate both cyclists and vehicles. Therefore, Louth Street should remain at two lanes for vehicular traffic with dedicated cycling lanes on each side of the street.
	A pedestrian access should be provided at barricaded Leeper Street at St. Paul Street West intersection.
	Construct a pedestrian bridge over the tracks (north of St. Paul Street West).
	Trail systems should be opened and maintained. Consider using vacant lots along Hainer Street (beneath the Burgoyne Bridge) as a possible trail route, or opening Renown Road.
	Improve the active transportation connection across Twelve Mile Creek.
Land Use	Proposed 20-storey buildings at the Station Area along Ridley Road is too high and will not be compatible with the surrounding residential neighborhood. Maximum building heights proposed for the Station Area should be reduced in order to reflect the character of the existing neighbourhood.
	Concerned about the proposed 3 storey development in Ridley Heights Drive neighbourhood.
	Consider adding provisions which encourage opportunities for subsidized housing and seniors housing.
	Plan for a mix of uses near the GO Station encourage developments that have both residential and employment components. Ground floor uses should include cafés, restaurants, and corner stores.
	Land to the west of Vansickle Road should be designated as “residential”, not “employment”. This area could be very transit supportive with a mix of employment and residential uses.
	Connecting Ridley Road to Ridley Road West will create development opportunity to the west, reducing the need to intensify near stable residential neighbourhoods.

	Concern about whether infill will be appropriately accommodated with proposed 3-storey building height maximums.
	Keep Cameron Park as a park space. Do not redesignate this parcel for development-related uses.
	Protect the businesses and industries that already exist.
	Concerned about the impacts that daily THK operations will have on proposed residential development.
	Properties between Hainer Street and St. Paul Crescent should be represented as “medium density”.
	Parcel west of Louth Street should be changed to “mixed use”. It should not be proposed to be designated as “business commercial employment”.
Urban Design, Public Realm, Parks and Open Space	Bike lanes connection to trails along Twelve Mile Creek. Solution: Connect bike lane at east end of Ridley Road to decommissioned St. Joseph Street under new St. Paul Street Bridge exiting onto Hainer Street. This will lead to trail system along Creek at bottom of Hainer and St. Paul Street Crescent.
	Need safe and comfortable street and trail conditions for runners and cyclists.
	Please consider the importance of pollinator friendly plantings.
	Important to keep the existing natural environment intact.
	More green space should be included within the plan.
	Add a vegetative buffer between Ambrose Street and GO Station. The function of this buffer should be designed to assist with drainage.
	Delighted to see the greenspace being added where Ambrose Street is being closed off from Great Western Street.
	The plan should include a trail (with bike access) that connects Ridley Road to Renown Road and Saint Joseph Street.
	Plan for a “pedestrian centric spline” connecting Fourth Avenue to the GO Station. This spline should be lined with trees to create a comfortable, safe, and enjoyable experience which encourages active transportation.
	The Laura Secord Trail should become a green corridor.
	New development and redevelopment must respect the existing character of the area. Projects should incorporate building materials that compliment neighbouring buildings and blend with the community.
	Improve and revitalize St. Paul Street West through streetscape improvements and business façade improvements.
	Benches at municipal transit stops, the GO Station, and along placed streetscapes should provide protected from weather elements.
	Seymour Hannah Complex should be improved to include a playground and additional green space.
	A new public space should be identified for Hainer Street at St. Paul Crescent.
	The NS&T streetcar history could be incorporated in the St. Paul Street West redesigned thoroughway. Public realm elements could include a bronze plaque; old plans of the station and platform; and, incorporating themes into municipal bus servicing.