

Theme	Comment
Transportation Connections (inter- and intra-municipal)	Municipal transit systems must be connected and coordinated with the station to provide seamless connectivity for those arriving at and departing from the GO Station.
	Existing municipal transit systems must become more reliable, functional, and affordable to enhance the trust of its users.
	Residents from municipalities in north and south Niagara should feel comfortable using multi-modal transportation options as a means of accessing Niagara's GO Stations.
	Residents from across the city should be provided with municipal transit routes which connect to Niagara's GO Stations and post-secondary institutions (such as Brock University and Niagara College) in a reliable, convenient, and timely manner.
	Municipal transit systems must connect the Niagara's GO Stations to Niagara's bus terminals (specifically the Downtown St. Catharines terminal).
	The GO Station should accommodate and be integrated multi-modal transportation facilities.
	Multi-modal transportation users from across the city should be able to access the GO Station through a variety of safe and convenient connections.
	Multi-modal and active transportation access to the station should be made a priority.
	Residents should be able to use non-vehicular forms of transportation to commute to the GTA.
	Bicycle and pedestrian connections to the GO Station should be prioritized by the City and Region.
	Ensure that municipal transit services also connect to existing and future GO Bus pick-up and drop-off areas, as well as carpool lots.
	Express bus routes should be offered from the GO Station to high demand destinations (e.g. shopping outlets, health service facilities, and tourism areas).
	Transportation connections must be well-identified with proper signage and wayfinding for those who arrive and depart from the GO Station.
	Transportation connections must be convenient, safe, and simple for all users to enable an efficient and enjoyable experience.
	Active transportation facilities must be included during the construction of new roads and road improvements. Active transportation facilities could include: dedicated bicycle lanes, widened sidewalks, and resting stations.
	Transportation connections for any user trying to access the station, including those using private automobile, must be accommodated appropriately. Access to the station must be easy.
	Seamless and coordinated connections between municipal transit services and GO Transit is critical for seniors and those who do not have access to private automobile and have appointments in the GTA or Toronto.
	Reduce wait times and increase frequency of both municipal transit systems and GO Transit. Waiting for the bus should be comfortable – provide shelter.

	Create an integrated transit network which enhances the ability for residents to travel between Niagara's municipalities and neighbouring municipalities (such as Hamilton, Toronto, and the broader GTA) without the need of a private vehicle.
	Consider providing shuttle services to and from the GO Station to the Downtown.
	Connections to major highways is important (Highway 406 and QEW).
	The GO Station should be a major node within Niagara's cycling network.
	Improve the bi-national connection between Canada and the U.S.A. by rail.
	All transportation systems and improvements must accommodate all users. Elements must be designed in a manner to be wheelchair- and stroller-friendly.
	Transportation connections cater to a range of users, including both commuter needs (live in Niagara, work in Toronto, vice versa), and tourism needs (weekend travel, special events).
	There must be a seamless fare integration system for users to pay across the various transit platforms. Niagara's transit systems should adopt the PRESTO fare system.
	Offer a ticket packages to a range of users to ensure affordability for all. Current systems are expensive and some are unable to afford to use them.
	Niagara's transit systems should have the ability allow users to prepay for travel, as well as the ability to print tickets from home.
	Pedestrian access needs to be improved across the City of St. Catharines. The GO Station must be easily accessible by those travelling by foot from the Downtown.
	The GO Station should be easily accessible for walkers, cyclists, and for those being picked-up and dropped-off. A parking structure connected to the GO Station should also be considered.
Metrolinx (Service Delivery and Station Design)	Parking for those that commute to the station, put priority needs to be given to those that walk, cycle or use public transit when earing the station of people when a train arrives or departs.
	Parking should be restricted in favour of integrated public and private transit systems, as well as pedestrian use. Public awareness should be considered to help people adjust from an auto-centric lifestyle to understand how to use public transit and private transit (taxis / Uber).
	Ample station parking for current and future users must be a priority. While the station is close to the Downtown, users travelling by vehicle to use GO Transit will be significant.
	Adequate (and free) parking must be provided on the GO Station site in order to avoid use of nearby residential streets as overflow parking.
	GO Station parking should be free. Paying for parking will increase the cost for travellers and dissuade people from using facility.
	Don't make the GO Station park lot giant. Preferred if a parking garage is built to reduce consumption of land.
	The GO Station parking area should be well-lit and safe 24 hours a day.

	The GO Station must be well-planned and fully accessible (preferably exceeding AODA requirements) and designed with proper consultation with those who are handicapped. The GO Station should have ground-level entry for those using wheelchairs.
	The GO Station should have an automated ticket booth so people can purchase tickets before getting on the bus. With the current system, any people pay cash and it can take several minutes and put the bus behind schedule.
	The existing VIA Station is a federally designated heritage building. The new GO Station should maintain the station's design and enhance the character.
	The GO Station should include green-design and energy efficient elements, such as the use of solar power.
	The GO Station should function and be designed similar to European train stations. European stations act as an extension of the community through offering amenities, while simultaneously serving its role as a mobility hub, symbiotically.
	The GO Station should have free wifi; security presence; clear signage and wayfinding; ample parking; park and ride capability; sheltered platforms / weather protection; easy access for users with luggage; safe access for all users (specifically handicapped, children, and seniors); proper seating; good lighting; and, public washrooms.
	Ensure that the GO Station has bike lockers; public washrooms (there should be a male, female, gender neutral, and handicapped bathroom) / showers; grocery / convenience shopping; meeting areas / rooms; police services / enforcement; restaurants; and a court yard for gathering / sitting.
	The GO Station should include amenities such as local art features; small businesses which offer snacks, coffee, and water; and station ticket agents / employees on-site.
	The GO Station should have a new entrance and exit, as the existing Great Western Street access is unsafe due to the St. Paul Street West Bridge.
	The GO Train must be frequent and provide schedule flexibility a range of users (commuters, tourists, and students).
	GO Rail Service should operate throughout each day, 7 days a week.
	GO Train must have service times that cater to specific events. This includes travelling to, and then departing from the event to get home.
	GO Train service should offer connections to Hamilton, the GTA (Burlington, Oakville), and Toronto. An express train directly from St. Catharines / Niagara Falls to Toronto should be provided and should be comparable to that of a trip taken by vehicle.
	Minimize the impacts (such as light pollution, noise, emissions) caused by the GO Station and GO Train on the existing neighbourhoods. Improve the condition of the rail tracks, as it significantly influences train speeds.
	Ensure strong communication between Metrolinx and the St. Lawrence Seaway Management Corporation to avoid delays due to shipping traffic and conflicting bridge schedules.
	The GO Station should be both functional and beautiful, not just utilitarian. Station design should inspire a "Garden City" feeling.

	The City of St. Catharines must be involved in the design and construction of the GO Station.
	Plan to have several satellite GO Stations in St. Catharines, not just one.
	Niagara's GO Train Service must move people efficiently from point 'A' to point 'B'. Service should be provided for upcoming major events occurring in Niagara, such as the 2021 Canada Games.
	Clear direction, signage, and wayfinding (both physically and cognitively) with regard to safety is paramount in moving people around the station.
	Get the GO Train service to St. Catharines as soon as possible!
	St. Catharines is large enough to warrant two GO Stations. The current VIA Station is difficult to access. Consider a GO Station along Fourth Avenue near new hospital.
	New GO station should be functional and an enhancement to the surrounding neighbour. Making travel easy for those using the service without detracting from existing neighbourhoods. There must be adequate parking; inclusion of secure bicycle parking; and multiple entrances / exits to minimize traffic congestion.
	The GO Station should promote and offer connections to Niagara's tourism destinations, such as local wineries, cycling routes, Niagara Falls, and Downtown Niagara on the Lake.
Traffic and Infrastructure	Undertake parking studies to ensure the objectives of the secondary plan are not obscured by traffic.
	Concern with how all modes of transportation enter and exit the station. Current access from St. Paul Street West (along Great Western Street) is unsafe.
	Keep increased traffic flows away from existing housing areas, and discourage the use of local roads as a "throughway" for vehicles trying to access the GO Station.
	Implement a new set of stoplights at Merigold Street at St. Paul Street West, as well as at Ridley Road at Louth Street.
	There should be a two-lane bridge over the tracks along Louth Street.
	Bus access to station must not use local roads (e.g. a GO bus travels along Permilla Street / Dexter Street to access St. Paul Street West). Buses on these roads pose a safety concern for residents, especially children and seniors.
	St. Paul Street West needs streetscape improvements, specifically bulb-outs for pedestrian crossings and street trees.
	We need effective transit systems to alleviate volume on the QEW.
	Ensure that there is sufficient traffic flow in the area when accessing the station by vehicle.
	Consideration towards how the train crossing Louth Street effect traffic.
	Improve neighbourhood infrastructure to ensure smooth traffic flow.
	Consider station accesses to Louth Street, Ridley Road, and St. Paul Street West.
	Concern with the already intense traffic volume at Fourth Avenue, Martindale Road. It is already an issue – especially during rush hour.
	Improve the access to Highway 406.
	Reduce vehicular traffic and promote cycling and walking.

	They create connections between the station and local infrastructure without making significant alterations.
	An improved bridge crossing the tracks at St. Paul Street West is needed. Design and reconstruction must be inclusive to active transportation users.
	Community safety and protection from the expected increase in traffic volumes should be a priority.
	Walkways should be constructed along each surrounding street, including walkway over the tracks to the GO Station from St. Paul Street West.
	The GO Station must be easy to use and easy to access, without compromising the appeal of the surrounding neighbourhoods.
	Road infrastructure from Pelham Road to beyond the St. Paul Street West Bridge is required.
	Upgrades to Ridley Road and Louth Street are necessary to ensure smooth vehicle access to the GO Station.
	Plan for and improve surrounding infrastructure such as the St. Paul Street West Bridge.
	Limit and control traffic along local roads within the existing neighbourhood east of the GO Station (Permillia Street, Ambrose Street).
	Pedestrian access to mass transit infrastructure is more efficient and supports a better standard of living for all residents.
	Capability of expanding to accommodate more GO traffic. Ensure that road traffic flow is not impeded.
	Commuter traffic is causing congestion on the highway, GO train would give another means of transportation, at least alternative options for students and others etc.
	Need adequate traffic flow to preserve neighbourhood. Do not allow GO Station traffic to travel along Ambrose Street or Permillia Street.
	Consider the car and pedestrian traffic around station.
	Want to make sure it's easy to get to other areas of town. Want to make sure existing neighbourhoods aren't negatively impacted.
	Do not let Walkinshaw Park area become a travel corridor for taxis to access the station or park. Concerned for safety of children and seniors.
	Consider the speed of vehicles on local roads around GO Station.
	We need police and city by-law enforcement to protect children, seniors, and residents.
	Allowing customers to park else where if need be and walking to the station would also reduce traffic issues in that area.
	Creating a car pool hub, pedestrian friendly and commuter friendly environment is essential. We have a high percentage of Niagara region people commuting to Toronto everyday. It would be great to finally be connected!
	Consider traffic light timing and ample parking.
	A roundabout (traffic circle) should be put into the intersection of Louth Street and Ridley Road. It can be a beautiful showcase roundabout that is a welcoming gate to the city of St. Catharines. It will help that intersection which already struggles with smooth transition and long wait times to merge from Ridley onto Louth. It will see increased traffic with the station so a roundabout will help with pedestrian safety and traffic flow.

Land Use	New development and redevelopment in the area would help to increase the densities needed for sustainable ridership.
	Long-term growth and intensification in the area should be considered. We need growth in Western Hill.
	Protect existing neighbourhoods and create affordable and sustainable developments. Concern with apartment buildings looking into backyards.
	Density and functionality of surrounding area will determine success of using GO to leverage growth in St. Catharines.
	This could be the beginning of a revitalization of Western Hill. Free up land use to permit more residential as this can allow St. Catharines to grow into a bedroom community like the eastern suburbs of Toronto and no longer into the senior citizen capital of the country.
	The area needs to be kept as it is now and not become a concrete jungle like Toronto. Agricultural protection is important.
	St. Catharines needs better transit, not a sea of condos around the train station. It would be detrimental to most communities in St. Catharines to have a heavy influx of mid rise condos.
	Important to have good standard of housing around the station. Gigantic 3,500 square foot homes would not be appreciated.
	We need more mid-rise residential units so that we can ensure that we don't continue to 'build out'. Instead, infill with mid-rise units that don't tower over established neighbourhoods.
	Not interested in gentrification close-by neighbourhoods. Important for the station to be accessible for everyone. Folks should not be pushed to the margins of surrounding neighbourhoods. Protecting the communities that already live and are stable close-by is important to me and my community.
	Great concern about what a GO Station will do to the cost of housing, and that there will be further pressure on an already incredibly stressed affordable housing market.
	Support for vulnerable neighborhoods, improved access to affordable housing and rental units.
	The city needs redevelopment, growth and progress, not just more investment in eating into the land expanding the foot print. Time to grow up, with class.
	The station should contribute to the continued sustainable development of downtown St. Catharines to allow commuters the opportunity to support businesses and services located in the downtown core.
	Need more people living and working near station to make it viable.
	Plan for increased development in the west end and be able to live shop and work in the west end.
	Walkability, mixed use work and living spaces, having transit well integrated into the natural environment are valuable factors for strong neighbourhood building.
	Makes sense to have both residential and employment opportunities near a well designed transportation link for commuters and other travellers.

	Important for design and to bring jobs into an area with highest unemployment rate in Ontario. Want to see prosperity for St. Catharines and the Niagara Region.
	The city needs to grow economically and currently lacks well-paying, permanent, full time positions. Expanding our business options and creating a well-designed transit station can help to achieve greater economic success for the citizens of the Region.
	We need more employers and more employment coming to the area as we are in a perfect spot for industry, international relations, have several post-secondary institutions here.
	Plan for employment and allowing for high density to be developed, not just midrise. The city needs strengthened development and economy.
	Employing young people and creating decent paying jobs is important.
	Attract newcomers to the area provide the infrastructure necessary to encourage employers to locate in Niagara.
	Support tourism uses and attractions. Promote the Niagara Wine Route, Rodman Hall Art Centre, and St. Catharines as a destination for visitors.
	We must have good services without infringing on existing neighbourhoods. Social harmony is important.
	Plan for businesses to be in close proximity to the GO Station.
	Access to the station is key and feeling safe there would be improved by more residential development in the area.
	Important to make St. Catharines a viable destination for attracting businesses to the area while maintaining the integrity of the city.
	Access to food stores, restaurants, coffee shops, making the transit hub the old style general store where people could get together. Employment should be considered with everything that is done in the city.
	Other development regarding restaurants and cultural development, hotels/motels/B&B's to accommodate tourists coming to the area so they can "stay in St. Catharines" and not have to bus or travel across the city for accommodations. Arrive in downtown, eat in downtown, and stay in downtown.
	Include social service amenities in the area such as schools and childcare.
	A good train link to Toronto is key, but it's not desirable to change the area around the station significantly. The existing station is historic, serviceable and sufficient for the traffic it has to accommodate.
Urban Design, Public Realm, Parks and Open Space	The station is located in an old established area with one of the most iconic colleges in Canada. It's important to preserve and enhance what we have.
	PUBLIC ART! Public art both within and around the station to make the area more inviting.
	Public art, new development, redevelopment must use quality construction materials that withstand weathering.
	Maintain the old community but progress the transit capabilities. We have great history and we don't want to lose it and become "just another commuter stop".

	Consider displaying St. Catharine's train history through art pieces both within and outside of the GO Station.
	Enhance iconic presence of Rodman Hall, a class 'A' museum destination.
	Incorporate environmentally-friendly design elements, such as solar lights into parks, road improvements and public spaces.
	It is important to revitalize the existing community, specifically the stretch along St. Paul Street West. Ensure St. Paul Street West gets some sort of facade grant to entice investment as this area will be the first impression of the city for many travellers.
	Pedestrian safety, visual impact and use on our city are all very important for an attractive and user friendly city centre. We want transit users to be attracted to the city, not taking transit to leave the city!
	Plan for and protect parks, green space, open space, and the environment.
	Green space must be included. Bring a little Garden City to the plan.
	Healthy communities need to feel like home. Visual appeal does not have to cost more money! St. Catharines needs CREATIVE designers, planners and thinkers.
	Improvements to the area must consider the environment, as well as cause as little burden as possible on neighbouring residents.
	The area should have plenty of nice gardens. We are the Garden City!
	Balance practicality and preservation of nature and cultural landmarks. Improve connectivity while emphasizing local landmarks.
	Showcase the aspects of our city which offer history, interest and beauty.
	Find ways to implement environmentally advanced eco-strategies into future projects.
	Protect the character of the existing neighbourhoods. Ensure that the feel of the neighbourhood is not destroyed through new development.
	Change is sometimes needed, but if you can retain the history and charm of the surrounding area, it would go quite a bit further in bringing in the clientele that is expected.
	Maintain the scope, size, and nature of new development to reflect the existing neighbourhood.
	This area of St. Catharines should be a beautiful gateway to the city. Not an area where you feel unsafe at night.
	Improve the living experience within the area. Provide a gateway to Twelve Mile Creek, Rodman Hall, and local gardens.
	Improve the streetscapes in Western Hill.
	Make the area visually attractive and people will come visit.
	Green energy and net zero initiatives, architecture that reduces the need for energy use.