



## Green Line North

Station Area Workshop: McKnight Boulevard and 64 Avenue  
July 4, 2016

### Event Summary

**Date:** April 6, 2016

**Location:** Thorncliffe/Greenview Community Association

**Topic:** Station Area Workshop for McKnight Boulevard and 64 Avenue Stations

**Attendees:** 81

Working in small groups with a facilitator, participants were asked to provide information on where they lived; how they would get to the station (by walking, cycling, transit or vehicle); what were the key community destinations or features; what were community opportunities and constraints; and to mark their preferred routes to these destinations. Two maps were available for reference: a station area map, showing the location of the LRT alignment and platforms, and a community connectivity map, illustrating the station site in a larger community context. Any additional concerns that were raised outside of the scope of the exercises described were also recorded directly on the maps over the course of the session.

During the table discussions participants in the workshop considered a variety of topics, including refinements on station locations. Residents in the area of the stations were passionate about enhancing safety for pedestrians and made strong requests for multi-modal access to the Green Line.

### Summary of feedback

Throughout the session main themes were identified based on local issues and opportunities, including:

#### Traffic and parking

Safety and community connectivity were top priorities for residents in this area. Issues brought forward included:

- Motorists using local roads to cut through communities to avoid using Centre Street.
- Suggestions to make 4 Street N.W. and Northmount Drive more appealing alternative routes to motorists avoiding Centre Street.
- The community already has concerns around access to parking and requests were made to create residential permit parking and timed parking zones on roads off Centre Street.

#### Multi-modal transportation options

Residents emphasized the need to enhance pedestrian spaces and safety in the area with the introduction of the Green Line. To achieve this the following suggestions were made:



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- Improve the quality of the sidewalks on Centre Street.
- Integrate laneways into the pedestrian network in the area as they are already being used heavily by people walking the neighbourhood.
- Multi-modal connections to the Green Line from 14 Street N.W. and Nose Hill Park to Laycock Park and the Nose Creek Pathway, including multi-use pathways and enhanced feeder bus service.

#### McKnight Boulevard Station

The Green Line team is considering running trains underneath McKnight Boulevard to maintain efficient transit times and traffic flow at McKnight Boulevard and Centre Street. This consideration was discussed with workshop participants.

- There was support for the decision to move the station north of McKnight Boulevard, closer to the Thorncliffe/Greenview Community Association.
- Suggestions were made to move the portal (the area where the train will resurface after passing under McKnight Boulevard) closer to the station to allow for all turn movements at the intersection of Centre Street and Thorncrest Road.
- Residents value their current greenspace and suggested that safety upgrades, like better lighting, could be made to make them more appealing.
- Requests for good east-west cycling connections and ample bike storage at the stations were made.
- Overall participants were in favour of development in the area, especially for affordable housing and small businesses but expressed concerns about the redevelopment of the Highland Park Golf Course. A nearby child care facility was specifically requested.

#### 64 Avenue Station

After consultation with the community the 64 Avenue station location was moved closer to 68 Avenue to better integrate with nearby amenities including the Thornhill Recreation and Aquatic Centre, the Judith Umbach Library, daycare facility and health Centre. At this workshop participants discussed ways to enhance the usage of this station.

- Requested that the bus terminal be close to the station to allow for easy transfers between local buses and the Green Line.
- Concerns were expressed about losing green space currently around the area of the 64 Avenue station.
- Concerns with transit riders parking in the business parking lot and taking transit downtown were raised. A park and ride facility was suggested as a way to manage existing business parking needs.
- Pedestrian pathways connecting the station to nearby schools to the west were requested.
- Strong support for redevelopment of the vacant lot on the northeast corner of 64 Avenue and Centre Street.