



Green Line North

Station Area Workshop: 64 Avenue, 72 Avenue & Beddington
Boulevard
July 6, 2016

Overall Summary

Date: April 12, 2016

Location: Huntington Hills Community Association

Topic: Station Area Workshop for 64 Avenue, 72 Avenue and Beddington Boulevard stations

Attendees: 120

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 table discussions, participants engaged in great conversations on a variety of topics but leaned heavily toward general comments and station specific issues and opportunities. There was also a discussion about whether or not a station at 72 Avenue would be beneficial to the overall efficiency and functionality of the Green Line. Adjustments were made to the location of both the 64 Avenue and Beddington Boulevard stations after prior public engagement in February. The station locations were shifted to better serve the communities and integrate with existing facilities, which placed the 72 Avenue station within walking distance of either. This raised the question of whether or not the station was worth keeping from a travel time, reliability and cost perspective.

Summary of feedback

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

General Comments

At this workshop participants tended to make station-specific comments on what they liked and saw as potential issues around each station, but some general comments were made including:

- The importance of pedestrian safety and connectivity to the Green Line, especially considering the different demographics in the area including large numbers of children and seniors.
- Requests for safer crosswalks, wider sidewalks and an enhanced public realm with more trees and better lighting were made.



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- Walking and biking to local amenities is important to this community so emphasis was put on ensuring there would be multi-modal linkages to the stations.

64 Avenue station

Area residents who participated in the workshop were supportive of the decision to move the station location closer to local amenities including the Thornhill Aquatic and Recreation Centre, the Judith Umbach Library, day care facility and health centre at 68 Avenue, but there were some suggestion for improvement in the area including:

- Better connectivity for pedestrians and cyclists using the station. There are gaps in the sidewalk network along Centre Street in this area that need to be filled.
- Improved pedestrian connections and bike paths between the station and the playing fields near 4 Street N.W. were specifically mentioned.
- Safer crosswalks at Centre Street and 64 Avenue and 68 Avenue.
- Residential permit parking and measures to mitigate motorists from cutting through the neighbourhoods on local roads were requested.
- Requests for new development at the empty lot on the northeast corner of 64 Avenue and Centre Street.
- Park & ride requested for this station to avoid transit users from using the parking lots of the local amenities.

72 Avenue Station

Participants discussed positives and negatives associated with removing the station.

- There was mixed support for the removal of this station.
- Some thought it was too close to the new location for the 64 Avenue station to warrant the need for a station while others thought the station's proximity to the nearby Superstore was ideal.
- The intersections of Centre Street and 72 Avenue and 78 Avenue as well as 4 Street and 72 Avenue N were identified as busy and difficult for pedestrians to navigate. Improvements to these intersections were requested.

Beddington Boulevard Station

Residents near this station discussed station location and how the station could be best used by their community.

- Participants were supportive of the station location for Beddington Boulevard being at the crest of the hill on Centre Street and being in between two shopping centres.
- Most residents expressed concern with the staggered crosswalk between Beddington Town Centre and Co-op. It was suggested that a signalized intersection be put in here to make it safer for pedestrians and improve functionality for motorists.



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- Speeding on Centre Street and Beddington Boulevard were brought up as issues, as a result most people were supportive of keeping the nearby bus trap to continue to manage traffic flow in the area.
- Improvements to multi-use pathways and sidewalks in the area were suggested, specifically in relation to the steep grades west of the future station and a lack of direct routes from the communities to Centre Street.
- Residents want to keep the green spaces in the area but improve them with better lighting to make them feel safer and more inviting.
- Participants were supportive of redeveloping both shopping centres on either side of the station and wanted to see more mixed-use spaces with opportunities for retail and residential in the same space.
- It was noted that the intersection where this station will be located is particularly windy so shelter from the wind and other elements at the station would be appreciated.