



Green Line North

Station Area Workshop: 28 Avenue & 40 Avenue
July 4, 2016

Event Summary

Date: March 16, 2016
Location: James Fowler High School
Topic: Station Area Workshop for 28 Avenue and 40 Avenue stations
Attendees: 71

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 considered station access, community development and how to integrate the stations with the surrounding neighbourhoods. Residents near 28 Avenue also had the opportunity to discuss the area between 20 Avenue and 24 Avenue where the train is expected to resurface to street level after crossing under 16 Avenue.

Summary of feedback

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

Pedestrian safety

In order to maintain the continuity of the communities around 28 Avenue and 40 Avenue stations residents stated that safe, accessible crosswalks were necessary as part of the design and construction of the Green Line. Other suggestions around pedestrian safety were:

- Controlled intersections at every second block, especially near the 28 Avenue station
- Allow for easy access to local businesses by pedestrians

Traffic and parking

With the introduction of the Green Line, Centre Street will become one lane in each direction in the areas of the 28 and 40 Avenue stations. As a result traffic and parking issues are a concern for nearby residents. Many participants at the workshop had conversations on ways to improve and maintain traffic flow after the Green Line including:



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- The use of bus lay-bys along Centre Street to help traffic flow at bus stops
- Improvements on both Edmonton Trail and 4 Street N.W. to encourage motorists to use alternate routes.
- Requests for traffic calming to keep motorists from trying to avoid Centre Street by using community roads to cut through neighbourhoods along the Green Line.
- Requests for residential and pay parking areas to maintain parking for both residents and business owners.

Urban development/neighbourhood development

Participants at this workshop were generally supportive of redevelopment near the stations. Some community characteristics desired included:

- Four to six storey mixed-use developments directly along the alignment with three story residential developments on the avenues
- Amendments to the Area Redevelopment Plan and zoning in the area.
- Better, safer and more welcoming urban places, including more designated space for pedestrians and cyclists.

Stations and infrastructure

During the workshop residents discussed what they wanted to see at the stations along the Green Line and what they wanted provided as part of the stations. Some features the groups agreed on include:

- Design that promoted safety.
- Protection from the wind, rain, snow and other elements.
- Low-profile, integrated station design with amenities close to the stations to provide easy access and a more vibrant urban environment.
- The tunnel portal where the train surfaces after passing under 16 Avenue is a concern for some area residents.
- Participants wanted to ensure that the portal will not block local businesses along Centre Street or create a divide in the community between the west and east sides of Centre Street.
- It was recommended that the portal be moved closer to the station and be integrated into its design.
- It was also suggested that the portal would be a good opportunity for public art.