

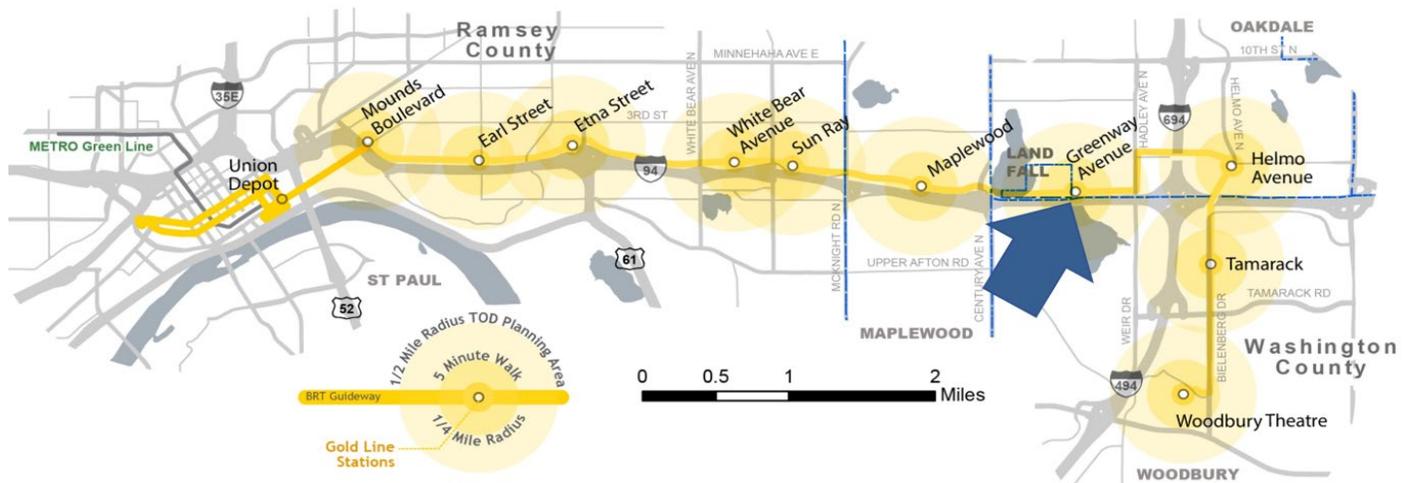
GOLD LINE PARTNERS

Greenway Station: Phase 4 Results

Introduction

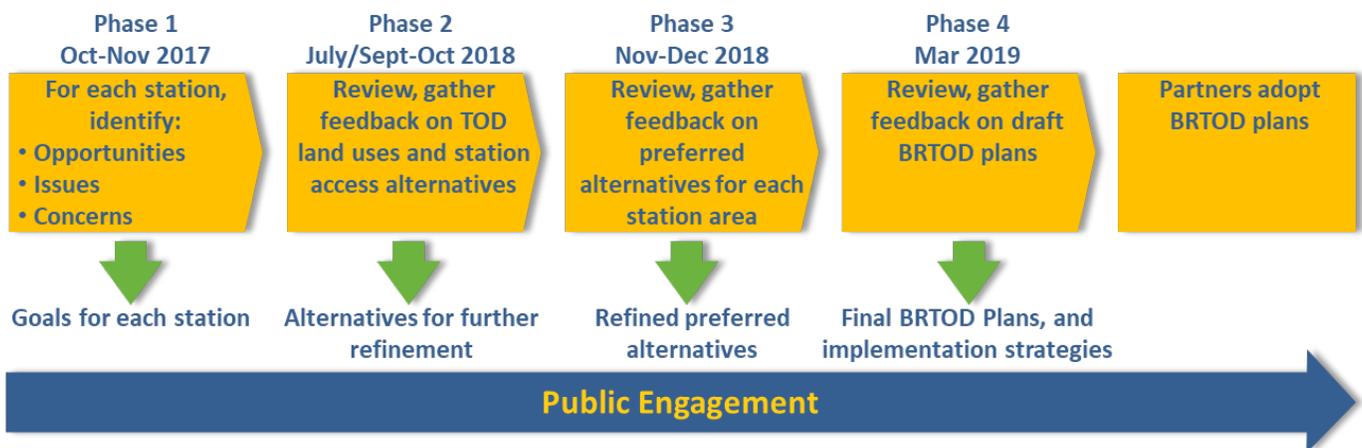
Purpose

The purpose of Phase 4 was to gather stakeholder feedback on the draft BRTOD Plan. This report includes the information provided to stakeholders in person and online, along with comments from the March 21, 2019 in-person session; participants at that session did not complete Response Sheets, nor were there any online responses by the time the survey closed on April 1, 2019.



Gold Line BRTOD Phases and Timeline

See the phases and timeline below for this station area.



Engagement Process and Participants

In this final phase stakeholders were provided with information about the draft BRTOD Plan and offered feedback. There was an in-person community meeting with information presented in English and Spanish for Oakdale and Landfall residents at the Landfall Community Center on March 21, 2019 ([presentation](#)) and an online survey open through April 1, 2019.

Background

Station Area Objectives

From community input in fall 2017, the following objectives were identified for this station area.

- **Connectivity (from Hwy 120 to Hwy 694):** Provide safe and direct walk and bike station access along Hudson Boulevard/Hadley Avenue, Dellwood Lane and Greenway Avenue
- **Safe and active station:** Safe crossings and potential future station-oriented commercial development
- **Development:** Potential redevelopment of underutilized sites with future neighborhood-serving commercial uses and multi-family housing

Greenway Avenue “Neighborhood” Station

Station “typologies” reflect the complementary role between stations along the corridor and inform the type and intensity of transit-oriented development that should be emphasized in each station’s development plan.

Station typologies respond to station-specific conditions, community desires, and adopted policies and plans while being consistent with

best practices for transit-oriented development. Assigning a station typology to each station area considers site conditions, market conditions, and demographics.



Based on these factors, the 10 stations along the corridor were assigned one of four types:

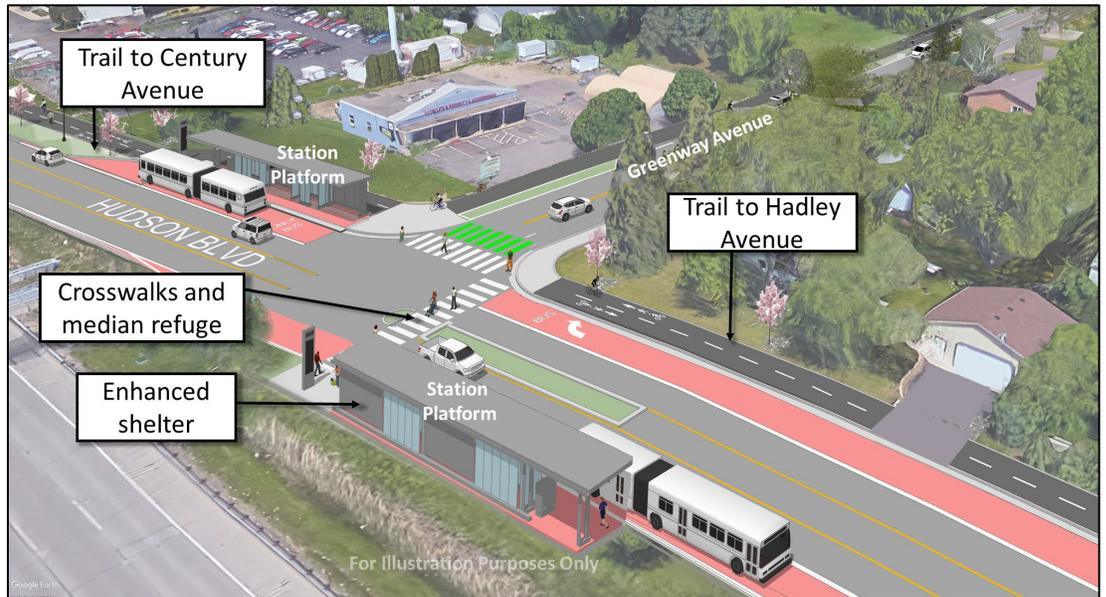
- **Neighborhood:** Established residential areas with fewer opportunities for transit-oriented infill or development
- **Mixed-use neighborhood:** Established residential areas with fewer opportunities for transit-oriented infill or development
- **Employment:** Established employment centers that provide family-wage jobs and high transit ridership opportunities
- **Commerce:** Established commercial centers that serve both the corridor and region

Greenway Avenue is a “neighborhood” station, and provides the following:

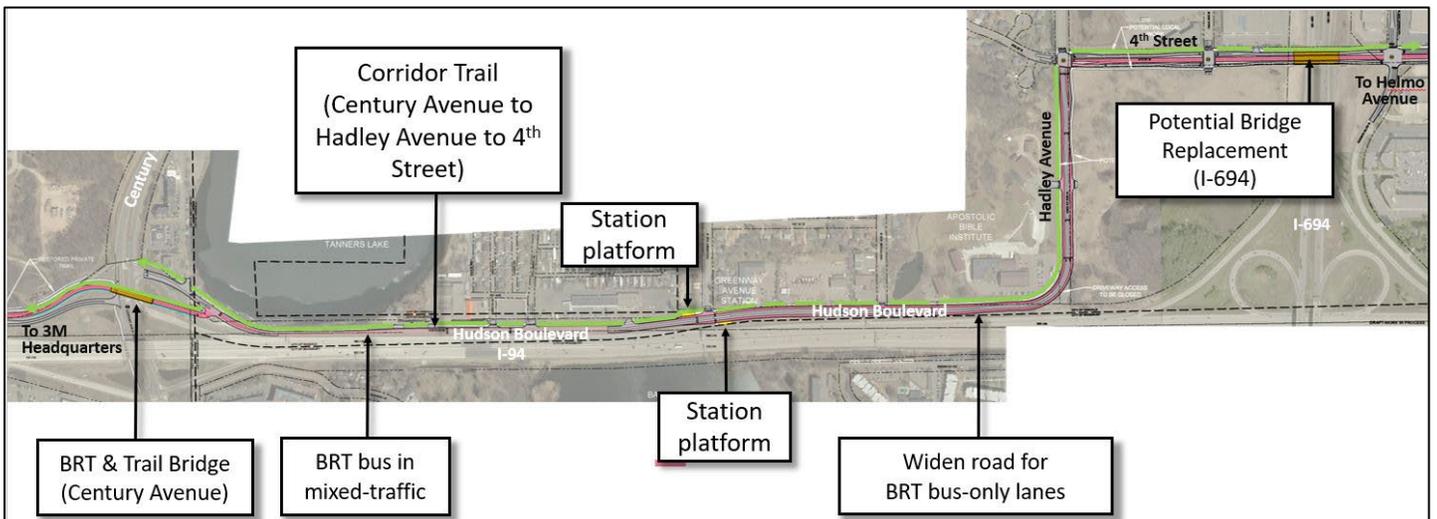
- Serves the economic and demographically diverse community of Landfall and the adjacent Oakdale single-family residential neighborhood.
- Where development opportunities exist, envisions station-activating commercial uses and affordable and market-rate multi-family housing.
- Strategic enhancements and improvements to key multi-modal transportation routes are intended to provide residents with safe, direct, and convenient BRT access and links to future transit-oriented development sites.

Station Location and Guideway Design Refinements (September 2018)

At the Greenway Avenue Station the proposed BRT route is to be located along Hudson Boulevard, Hadley Avenue, and 4th Street. A BRT and walk-bike trail bridge will be constructed over Century Avenue. A potential 4th Street bridge replacement may add dedicated BRT bus-only lanes and a walk-bike trail.



The BRT station platforms are located on either side of Greenway Avenue along Hudson Boulevard.



Information Presented and Results

Greenway Avenue Station BRTOD Plan

The BRTOD Plan will serve as a policy guide for the City of Landfall and the City of Oakdale and is based on:

- Consideration of each City's adopted policies
- Market studies of the station area and the corridor
- Market gap assessment
- Best practices and fundamentals for bus rapid transit-oriented development

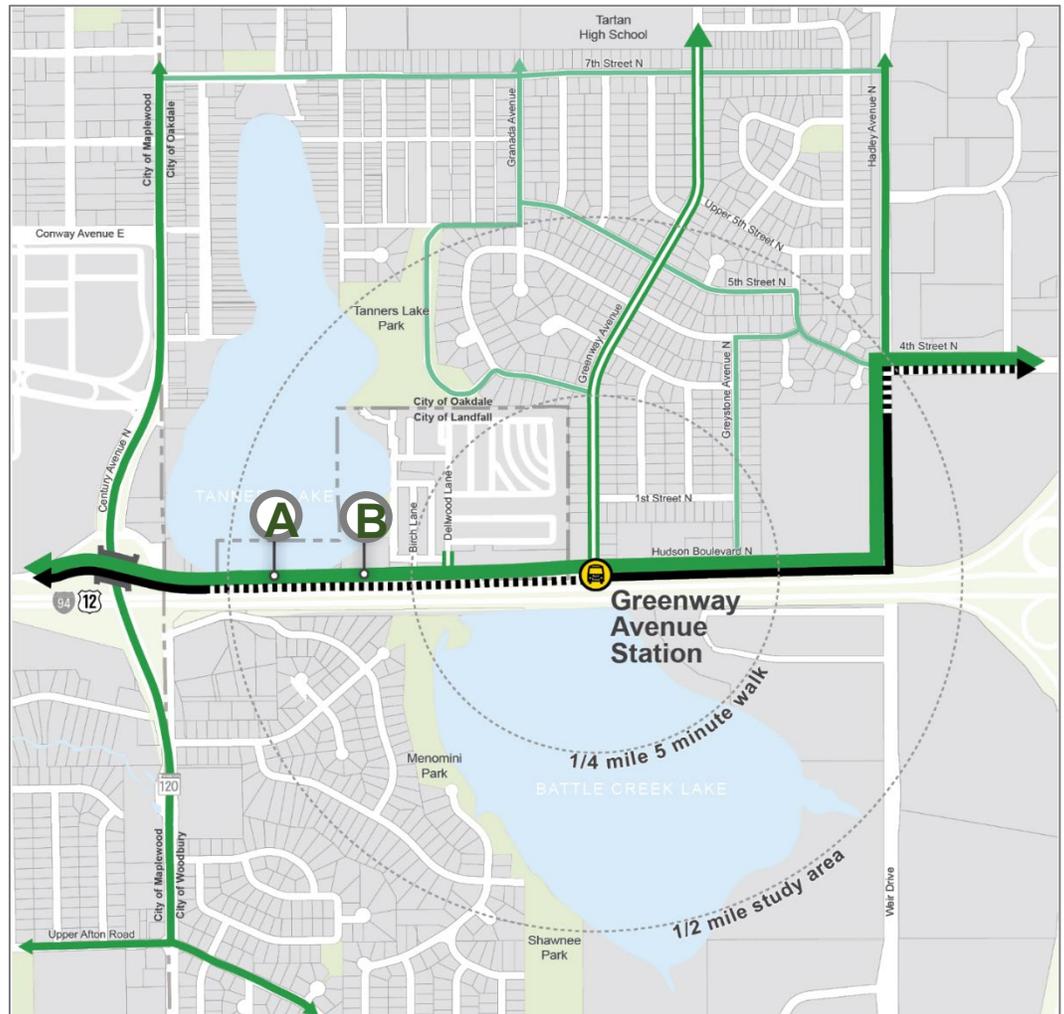
Phase 4 Circulation Plan

Circulation Plan Information Presented

The circulation plan includes the following:

- Within 1/4 mile of the station, walk and bike improvements ensure safe and direct access between the station and neighborhoods and commercial uses
- Within 1/2 mile of the station and beyond, walk and bike improvements connect the station to Tartan High School, Tanner's Lake Park, and existing trails, and provide safe access across Century Avenue and I-694

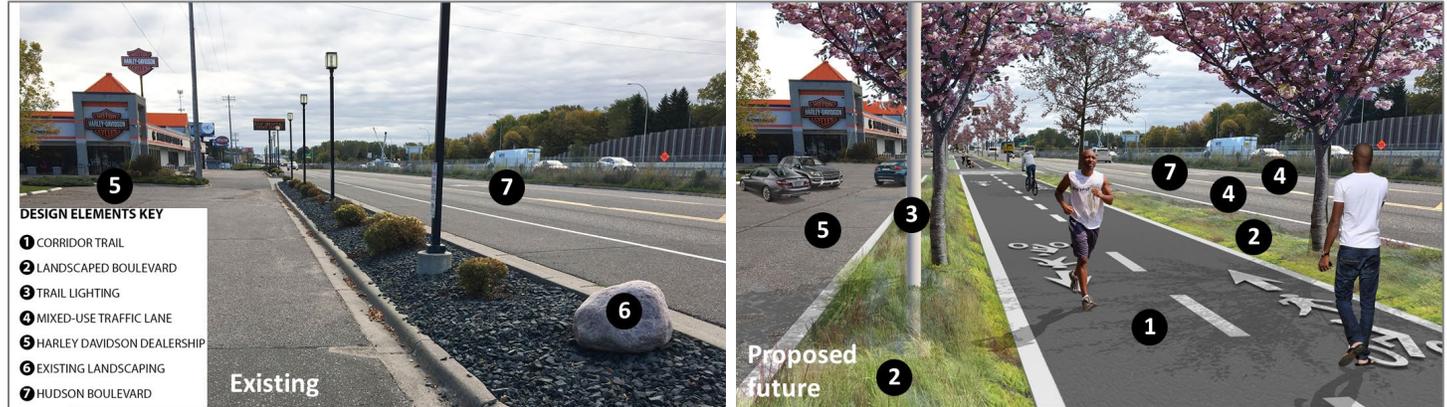
-  Station Location
-  BRT Guideway
-  BRT Mixed-Traffic
-  Corridor Trail
-  Station Access Route
-  Collector Trail
-  Neighborhood Access Route
-  Bridge
-  Special Condition- Corridor Trail Improvement



Corridor Trail Special Condition – Hudson Boulevard at Tanner’s Lake (A on the map on page 4): A 10-foot Corridor trail will link the Greenway Avenue Station west to the Maplewood Station and the 3M Headquarters Building, and east of I-694 to the Helmo Avenue Station. At Tanner’s Lake the shoulder and guard rail will be replaced with a 10-foot raised trail with a curb and protective fence barrier between the trail and the lake.



Corridor Trail Special Condition – Hudson Boulevard at Harley Davidson (B on the map on page 4): In front of Harley Davidson the shoulder and landscaped rock/boulder boulevard will be replaced with a 10-foot trail and new landscaped boulevards to improve walking and biking safety and comfort. These planned improvements maintain off-street parking and access to the existing property.



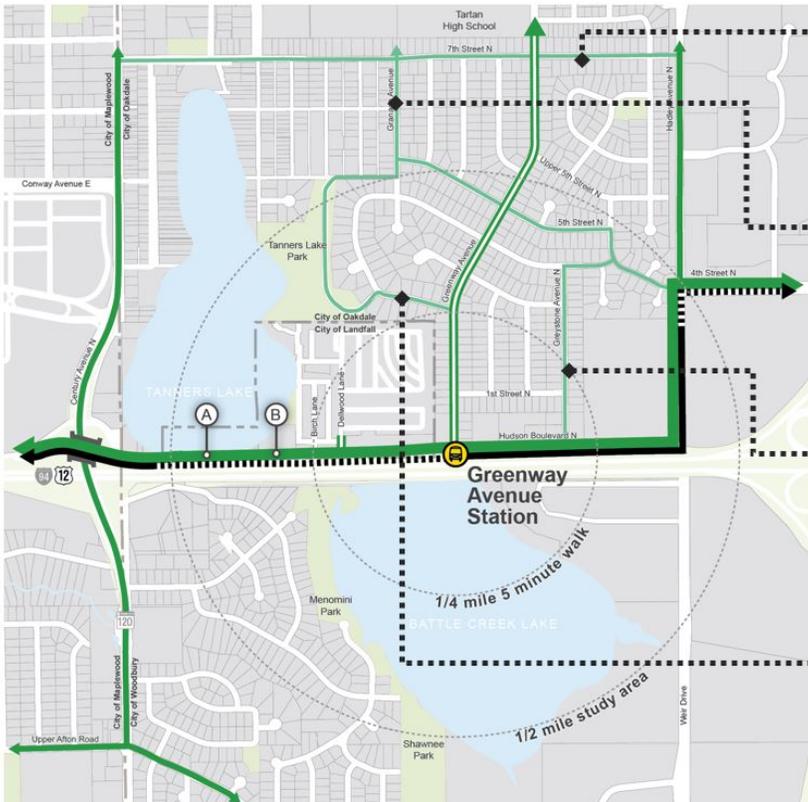
Station Access Route – Dellwood Lane: Potential City enhancements maintain and enhance the functional elements of the street while providing 12-foot wide sidewalks, a parking lane, and turn lane/median providing the opportunity to create an inviting sense of arrival to the community.



Station Access Route – Greenway Avenue: A new trail and landscaped boulevard are added along the west side of the street from the station at Hudson Boulevard to 10th Street near Tartan High School.



Neighborhood Access Routes: Neighborhood access routes connect the neighborhood to the station access routes, collector trails, and the corridor trail. Walking and biking improvements needed on these streets include the following:



7th Street: A sidewalk exists on the north side of the street; a trail should be studied for the south side of the street.



Granada Avenue & Upper 5th Street: This connection should be studied further for an off-street trail.



Greystone Ave and 4th St: A walking/ biking route through the neighborhood may be provided via Greystone Ave N and 4th St N, connecting to Hadley Avenue North.



Tanners Lake Park Loop: Walking, biking connections may be provided on Park Rd N, 2nd St N, and 5th St N. Trails should be studied for 2nd St N and 5th St N.

Circulation Plan Stakeholder Questions and Responses

1. What do you find attractive or appealing about the Greenway Avenue station area **circulation** plan?
 - o No responses

2. What questions, comments, or suggestions about the Greenway Avenue station area **circulation** plan do you have?
 - o Greenway Avenue: Relatively steep hill, kids going down the hill in skates, drivers going fast, too dangerous because of folks pulling out of their driveways
 - o At Greenway and Hudson Blvd, says 75 ft of pavement, wondering where the space for landscaping comes from?
 - o Aren't you afraid to be so close to the freeway?
 - o Along Hadley, won't drivers coming out of their driveways have to be in the walk/bike path before they can see around the trees to make sure they don't hit people? What's the solution? Tree removal?
 - o I really don't see people walking down Greenway to get to Hudson Blvd
 - o With people coming into the area and for people using the bus, will there be a specified place for people to park? Or will people just be on the street and parking around the area?

Phase 4 Development Plan

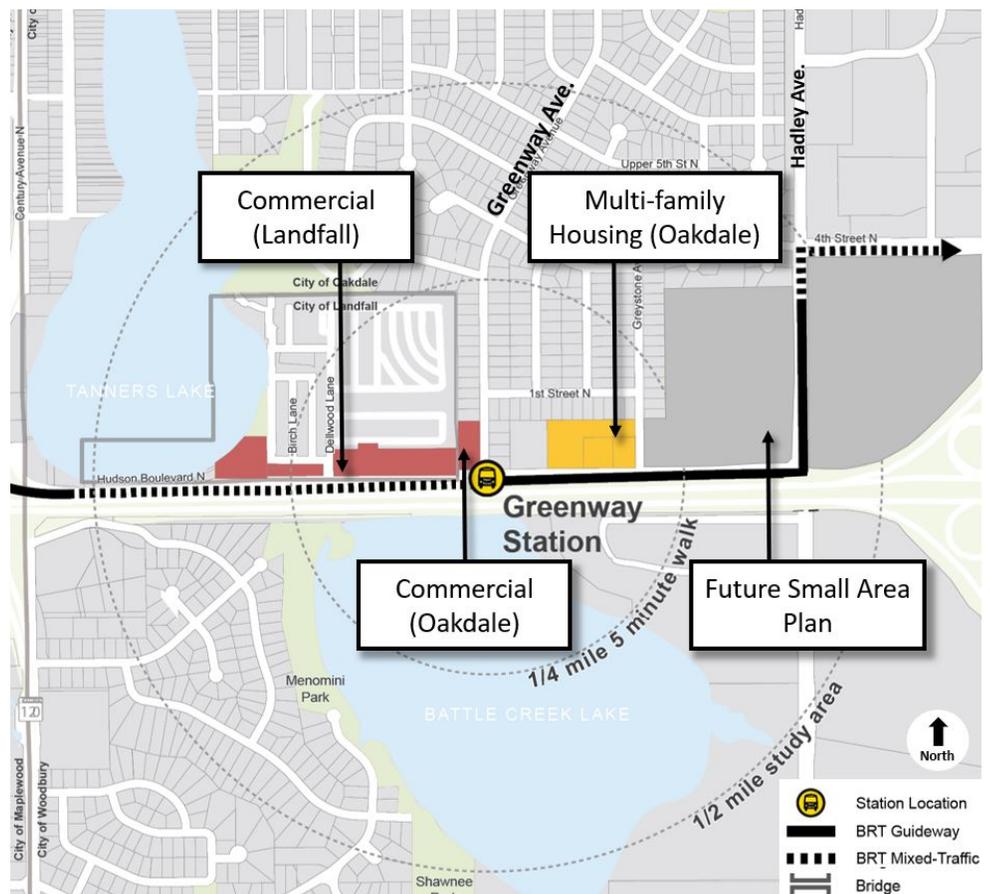
The Development Plan identifies the type and location of future land uses that support the community and transit ridership. The Development Plan should serve as the template to guide new BRTOD policies and regulations.

City of Landfall

Landfall's auto-oriented commercial properties provide an opportunity for infill development on underutilized parking lots along Dellwood Lane that support new neighborhood-serving commercial uses.

City of Oakdale

Oakdale's commercial properties at the Greenway Avenue Station and along Hudson Boulevard provide opportunities for new neighborhood-serving commercial uses and multi-family housing. Farther east of the station approximately 60 acres of underutilized and vacant properties along both sides of Hadley Avenue offer longer-term transit-oriented development opportunities.



- **Commercial:** New Dellwood Lane commercial uses provide daily-needs goods and services conveniently accessible for nearby residents. At the station, convenient commercial uses such as a café support an active station environment.

- **Multi-family:** Market-rate and workforce rental apartments within walking distance of the station expand housing opportunities in the station area.
- **Future Small Area Plan:** More detailed planning is needed to determine the longer-term redevelopment and development potential on the Apostolic Bible Institute and Regan properties located between the Greenway Avenue and Helmo Avenue stations.

Development Plan Stakeholder Questions and Responses

1. What do you find attractive or appealing about the station area **development plan**?
 - No responses
2. What questions, comments, or suggestions about station-area **development** do you have?
 - Don't try to make us do what you say, we as people can stop it. Make sure to worry about the people who have the businesses
 - A lot of [business] people are worried about feeding the wolves to the sheep. People from places where they might have more money, more arts. A lot of people who aren't here are concerned about that.
 - How much land are you taking from that station? Are there going to be easements that are going to be pushed on to the property owners in that area? Are you going to be moving sewer and electrical?
 - Will have to move the powerlines
 - How come no one is talking to us about what this might look like in the future? Bringing multi-family homes, etc.? I know it's not for a while but still we should be spoken to. We made sure to knock on doors and talk to the folks before we added to our business.
 - You're saying that that corner is underutilized, so you're saying that our property isn't valuable. We do millions of dollars' worth of business, help kids use our bathroom, share information from our security cameras, etc. This could have been done in a different way.
 - With these new buildings in the picture, it looks like it's a gateway, but it's to low-income housing. In the long-term, what can we expect as the City of Landfall? With the buildings on both sides it looks like we're getting boxed in. I'm wondering how long it will be until we get pushed out. If the city doesn't rezone this, they can't do this, correct?
 - We're not feeling like we've been talked to about this, no one knocked on our door and asked us how we're feeling about it. As a property owner, we'll be affected by this.

Phase 4 Other Comments

- Are you going to up police presence? In Sun Ray people are getting banged in the head, people told not to stop off at Sun Ray. Are you going to improve the crime in that area? The Sun Ray transit stop is in the plan of this path; what about the safety of the people walking past the transit stop to the bus stop?
- Lots of people refer to the light rail as the crime trail
- Why was Landfall not considered for that stop? Population density is greater, more space available