

CITY OF OAKDALE
ORDINANCE NO. ____

AN ORDINANCE AMENDING THE CODE OF ORDINANCES FOR THE CITY
OF OAKDALE, CHAPTER 25 – ZONING, BY AMENDING CHAPTER 25, ARTICLE 16,
TO ADD SECTION 25-120 ADOPTING THE GREENWAY STATION PLANNED UNIT DEVELOPMENT
DISTRICT (GS-PUD)

The City Council of the City of Oakdale ordains:

Section 1. The Oakdale Code of Ordinances, Chapter 25 – Zoning, Article 16, is amended to add the following Section:

Sec. 25-120 Greenway Station Planned Unit Development District .

(a) **Purpose.** The purpose of the Greenway Station Planned Unit Development (GS-PUD) is to:

1. Provide the background regarding the planning process that resulted in the Greenway Station Area Plan and GS-PUD; and
2. Specify the regulations for Land Use that shall apply to all property zoned GS-PUD.

(b) **Regulations.** The Greenway Station Planned Unit Development District (GS-PUD) regulations are set forth in the Greenway Station Planned Unit Development, a copy of which is included as Appendix D of this Chapter 25 “Oakdale Zoning Ordinance.” All submittals for platting, subdivision, and site development shall be in substantial conformance, as determined by the City Council, with those regulations.

Section 2. This Ordinance shall take effect and be in full force from and after its adoption and publication, as provided by law.

Paul Reinke, Mayor

AYES:

NAYS:

Passed by the City Council of the City of Oakdale this 28th day of September 2021.

Attest:

Susan Barry, City Clerk

Published:

Text with ~~strikeout~~ is proposed for deletion.
Text with underline is proposed for insertion.

City of Oakdale Chapter 25 of the Zoning Code

APPENDIX D.

GREENWAY STATION PLANNED UNIT DEVELOPMENT (GS-PUD)

Greenway Station Planned Unit Development

1. PURPOSE

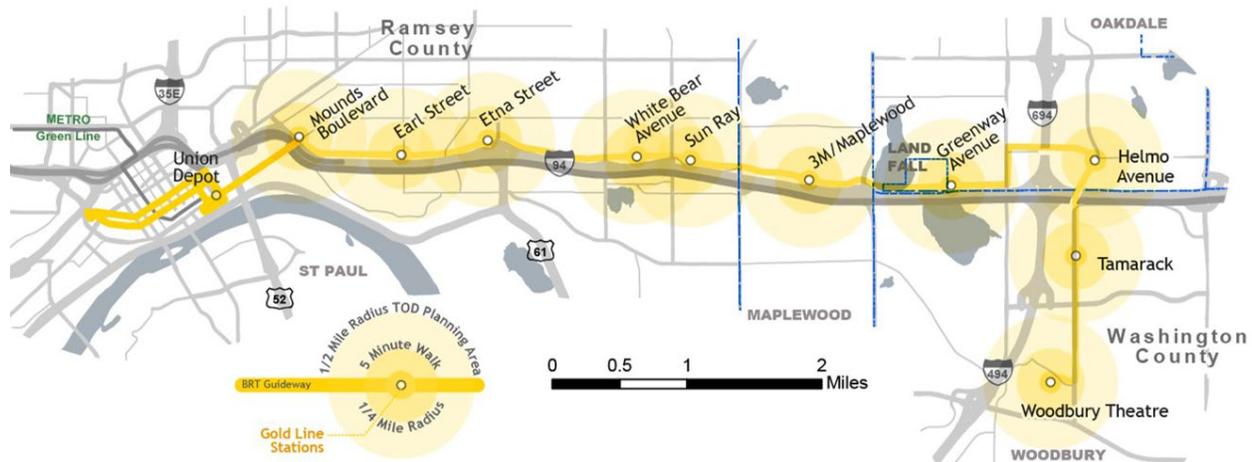
- A. The purpose of the Greenway Station Planned Unit Development (GS-PUD) is to:
 - 1. Provide the background regarding the planning process that resulted in the Greenway Station Small Area Plan and PUD; and
 - 2. Specify the regulations for Land Use that shall apply to property zoned Greenway Station Planned Unit Development (GS-PUD).
- B. All submittals for platting, subdivision, and site development shall be in substantial conformance, as determined by the City Council, with the regulations in the Greenway Station Planned Unit Development ordinance.

2. INTRODUCTION

A. Gold Line Bus Rapid Transit

The Gold Line Bus Rapid Transit facility is an eleven-mile dedicated guideway that will run from downtown St. Paul to Woodbury (Figure 1). The corridor alignment in Oakdale will follow Hudson Boulevard North, turn onto Hadley Avenue North, follow 4th Street North across Interstate Highway 694, and then turn on Helmo Avenue North to cross a new bridge over Interstate Highway 94 to Bielenberg Drive in Woodbury. There will be two transit stations serving Oakdale: one at Greenway Avenue North and one at Helmo Avenue North.

FIGURE 1. METRO GOLD LINE BRT SYSTEM AND PLANNING AREA

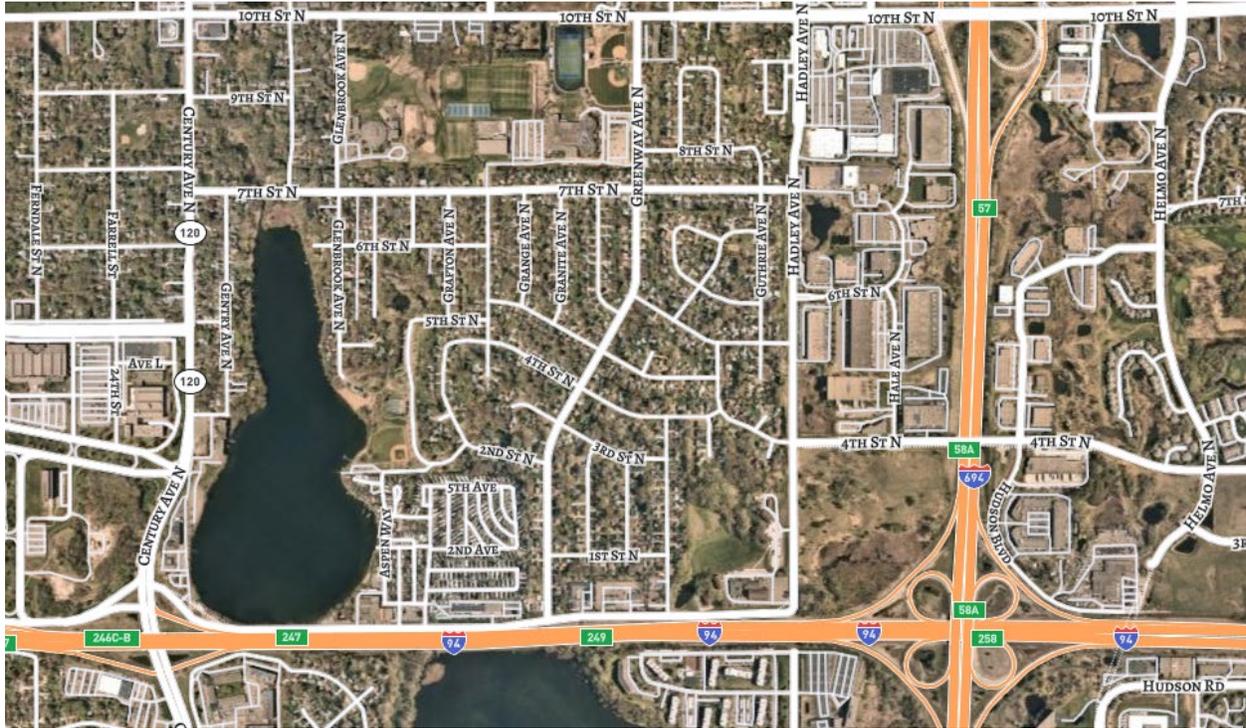


B. Station Area Context

The Greenway station area includes an established Oakdale neighborhood with a neighborhood park along Tanners Lake, single- and two-family homes, an 88-unit assisted living facility, commercial businesses, and the Apostolic Bible Institute campus. Additional commercial and lodging uses are located west of Tanners Lake along Century Avenue North. Tartan High School is just north of 7th Street North, outside the study area (Figure 2).

Greenway Avenue North, Oakdale's primary access to the station, has several bus stops within the station area. Greystone Avenue North is a secondary station access route. There are no pedestrian or bicycle improvements in the neighborhood, other than a trail segment along Century Avenue North and a narrow trail along Hudson Boulevard North from Greenway Avenue North to Hadley Avenue North.

FIGURE 2. STATION AREA CONTEXT



C. Small Area Planning Process

In 2017, Washington County received a grant to fund station area planning along the eleven-mile Gold Line BRT corridor. In June 2017, the City Council initiated Oakdale’s participation in a four-phase planning process.

The planning process for the Greenway Avenue Station Bus Rapid Transit Oriented Development (BRTOD) Plan occurred over nineteen months, beginning in October 2017 and ending in April 2019.

The Greenway Avenue Station BRTOD planning consisted of four phases:

- Identification of station area opportunities, issues and concerns to establish station area goals. Stakeholders reviewed project information, provided feedback on station specific issues, and discussed opportunities and constraints.
- Development and review of preliminary BRTOD concepts for transit-oriented development and station access. Stakeholders reviewed and provided feedback on draft alternatives.
- Refinement and review of preferred development plan and circulation plan. Stakeholders provided feedback on refined development scenarios and development and circulation plans.
- Review of the BRTOD Plan document. Stakeholders provided feedback on the draft BRTOD Plan, including implementation strategies.

The process included several community open houses, online community engagement, and regular City Council work sessions at each phase of the process.

D. Greenway Station Area Vision and Goals:

The Greenway Station area plan has been developed to achieve specific goals identified during the planning process. The following goals have been established for the Greenway Station BRTOD:

- Create a safe station environment
- Reduce parking impacts to residents
- Preserve parking and auto access for Hudson Boulevard businesses
- Ensure safe walking and biking
- Consider 1-94 pedestrian and bicycle crossing
- Manage traffic speed and congestion
- Provide bike parking at the station
- Promote compatible development

These goals are embodied in the Greenway Station vision through the following key elements of the BRTOD plan (Figure 3):

Safe and Active Station Environment

A street-oriented commercial development adjacent to the station should provide an active use, with eyes on the station and an opportunity not presently available to meet residents' daily commercial needs within the station area.

Transit-Oriented Infill

Infill buildings should be oriented to Hudson Boulevard North, providing an opportunity for new development that fosters transit use and serves the community.

Long Term Transit-Oriented Opportunity Sites

Underutilized properties along Hudson Boulevard North and Hadley Avenue North provide opportunities for additional multi-family development and employment within a half mile of the station. New housing development should include options for a range of incomes and ages.

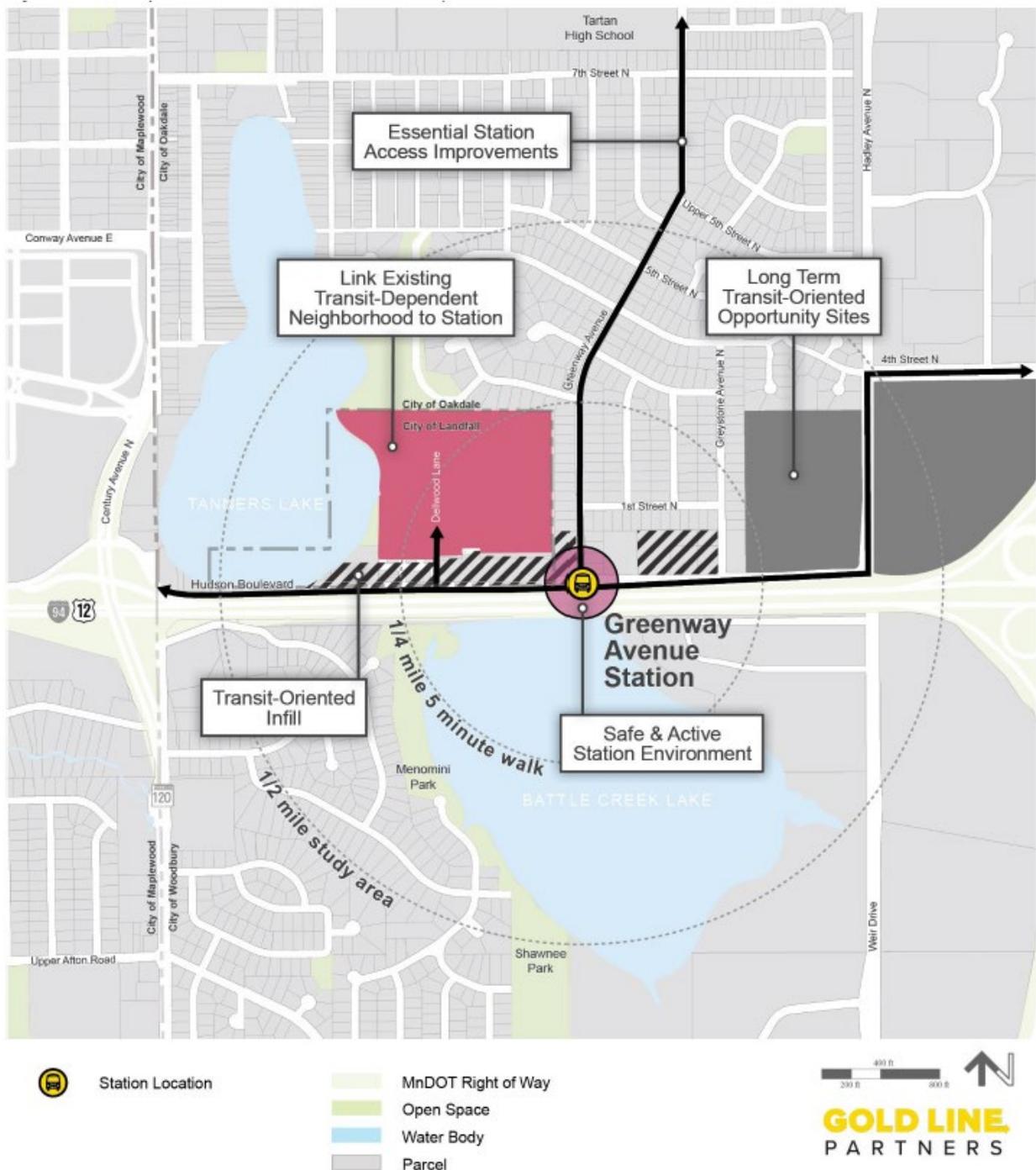
Link Transit-Dependent Neighborhood to Station

Walking and biking improvements are crucial to improving station access for existing residents. These improvements will ensure that Oakdale residents benefit from access to corridor-wide job and educational opportunities, health services, and shopping opportunities provided by the Gold Line BRT.

Essential Station Access Improvements

The Gold Line BRT project will provide a continuous bike and walk trail connecting the Greenway Avenue Station to the Maplewood station at 3M and the Helmo Avenue station. A new trail along Greenway Avenue North provides Oakdale residents with safe and direct access to the station and Tartan High School.

FIGURE 3. STATION AREA VISION DIAGRAM



E. Consistency with the Comprehensive Plan

The City's 2040 Comprehensive Plan was amended on October 12, 2021 guiding the future land use of the project area toward a mixed-use, transit-supportive development that includes multi-family high density residential housing and commercial/retail uses along Hudson Boulevard North within 1/4 mile of the Greenway Station.

The Greenway Station BRTOD plan achieves a number of Comprehensive Plan goals:

Land Use Goal 1: The City shall facilitate the redevelopment and development of certain property.

Policy 5. Implement the Greenway Station Bus Rapid Transit (BRT) Small Area Plan.

Land Use Goal 3: The City's visual appearance shall incorporate streetscaping and public art.

Policy 1. Identify and prioritize areas to enhance streetscaping at major intersections and along key corridors.

Policy 2. Develop streetscape design standards for landscaping, lighting, street furniture, sidewalks, and public art in priority areas.

Transportation Goal 4: Sidewalks, trails, and bikeways shall be connected within the city and between adjacent cities.

Policy 3. Support the construction of new sidewalk and trail connections identified in the Gold Line Station Area Plans.

Policy 6. Support the rehabilitation and reconstruction of complete streets that enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Policy 7. Support the rebuilding of the 4th Street Bridge over I-694 to include space for a dedicated pedestrian walkway and bus rapid transit guideway.

Policy 8. Support the addition of a pedestrian walkway adjacent to the 4th Street Bridge over I-694 to improve access to the Helmo transit station from the west side of I-694.

Transportation Goal 5: Transit service shall improve mobility options for residents, workers, businesses and transit dependent persons.

Policy 1. Collaborate with Metro Transit to assess current transit service and improve transit service for residents, workers, businesses and transit dependent residents.

Policy 2. Collaborate with Metro Transit to assess and improve transit facilities and sidewalk and trail connections to and from transit facilities.

Policy 3. Collaborate with Metro Transit to develop bus connections between employment and residential areas in the City and the Gold Line bus rapid transit station areas.

Housing Goal 1: All people, regardless of age, income, family status, ability, race or ethnicity, shall have realizable choices and access to a safe, stable, and affordable home.

Housing Choice Policies

Policy 1. Guide and zone land to facilitate and promote the construction of a full range of housing choices to include single-family detached homes, townhomes, duplexes-fourplexes, and multifamily buildings.

Policy 2. Promote the development of a variety of housing types within close proximity and safe pedestrian access to shopping and services, including transit, and schools, parks, trails, and open space.

F. Consistency with Livable Communities Act

The Greenway Station BRTOD project is consistent with the following Livable Communities Act goals established by the Metropolitan Council:

- Interrelating development or redevelopment and transit;

- Interrelating affordable housing and employment growth areas;
- Intensifying land use that leads to more compact development or redevelopment;
- Involving development or redeveloping that mixes incomes of residents in housing, including introducing or reintroducing higher value housing in lower income areas to achieve a mix of housing opportunities; and/or
- Encouraging public infrastructure investments which connect urban neighborhoods and suburban communities, attract private sector development investment in commercial and residential properties adjacent to the public improvement, and provide project area residents with expanded opportunities for private sector employment.

The Greenway Station PUD transitions auto-oriented uses and effectively intensifies the land use near the station into a more compact, efficient development pattern. The new mixed use neighborhood will allow a density of development that supports a range of housing types and price points, as well as opportunities for employment and commerce. The project area infrastructure provides a multimodal corridor supporting the BRT line, walking, biking, and auto traffic. The Greenway Station BRTOD area will connect suburban residents to employment opportunities and additional transit connections in downtown St. Paul via the new Gold Line BRT and connect residents along the Gold Line to employment opportunities in Oakdale.

3. LAND USE

The Greenway Station PUD District and the following land uses will apply to the properties shown in Table 1 below.

TABLE 1: PROPERTIES WITHIN THE GS-PUD DISTRICT

Address	PID	Legal Description
6592 Hudson Blvd N	3102921430071	Lot A, Tanners Lake Heights Plat No. 1
No address assigned	3102921430080	OLT B EXC W 390FT AS MEAS AT RT ANG TO W LN SD OLT & EXC E 348.07FT OF S 210FT & EXC E 150FT & EXC TO HWY LOT B SUBDIVISIONCD 58475 SUBDIVISIONNAME TANNERS LAKE HEIGHTS PLAT NO.1
6740 Hudson Blvd N	3102921430073	PT OF OUTLOT B BEING THE W 198.07FT OF E 348.07FT OF S 210FT OF SD OUTLOT B EXC THAT PART TAKEN FOR HWY I-94 AS PER BOOK 311 OF DEEDS PAGE 336 DOC #287668 TANNERS LAKE HEIGHTS PLAT #1 OAKDALE SUBDIVISIONNAME TANNERS LAKE HEIGHTS PLAT NO.1
6780 Hudson Blvd N	3102921440026	PART OF OUTLOT B BEING E150FT OF S 210FT EXC S 10FT FOR INT HWY 94 TANNERS LAKE HEIGHTS PLAT NO.1
50 Greystone Ave N	3102921440028	E 150FT OF OLT B EXC S 210FT THEREOF LOT B SUBDIVISIONCD 58475 SUBDIVISIONNAME TANNERS LAKE HEIGHTS PLAT NO.1

A. Land Use Goals

1. Promote development that fosters transit use, provides for the needs of the community, and is compatible with adjacent land uses.
2. Create a safe station environment with buildings oriented to the street.

B. Development Standards

The Development Plan supports the fundamentals of transit-oriented development and where redevelopment or infill occur, the following characteristics shall be implemented:

1. Commercial or mixed-use commercial and multi-family buildings shall front Greenway Avenue North or Hudson Boulevard North, be built to the sidewalk, and directly accessible from either the Corridor or Greenway Avenue trails.
2. For commercial uses on Greenway Avenue, convenient curbside parking shall be located on Greenway Avenue North that can also serve as pick-up and drop-off for transit.
3. Multi-family buildings shall be set back at least 10-feet from the front property line to provide a buffer from Hudson Boulevard North, Greenway Avenue North and I-94.
4. Commercial or multi-family building windows and doors shall be oriented to Hudson Boulevard North and the Greenway Avenue Station to create an urban street edge and support a pedestrian- and bike-friendly public realm.
5. Off-street parking shall be located behind, to the side of, or within buildings and properly screened from sidewalks.

TABLE 2. DEVELOPMENT SUMMARY, PERMITTED USES, AND PARKING STANDARDS

COMMERCIAL USES	
At or near the station, convenient commercial uses, provide adjacent neighborhoods with convenient access to goods and services in close proximity to residents and an active station environment.	
DENSITY	PARKING
2.0 FAR (MIN.)	2.5 spaces per 1,000 sf
MULTI-FAMILY	
Market-rate and workforce rental apartments within walking distance of the station expand housing opportunities in the station area.	
DENSITY	PARKING
20-50 DU/AC	1.5 spaces/ unit (maximum)
MIXED USE COMMERCIAL & MULTI-FAMILY	
A vertical mix of street level commercial uses with residences helps to promote 18-hour a day activity and support a safe station area environment	
COMMERCIAL DENSITY	PARKING
2.0 FAR (MIN.)	2.5 spaces per 1,000 sf
MULTI-FAMILY DENSITY	PARKING
20-50 DU/AC	1.5 spaces/ unit (maximum)

C. Residential Development Performance Standards

a. Setbacks

1) Minimum 10-foot Building Setback

A minimum 10-foot ground-floor building setback is required where residential front doors and windows are oriented to the corridor trail and/or public right-of-way. The limited setback from the sidewalk or public areas allows for landscaping, stoops, patios or other semi-public areas that support a safe and inviting public realm and a degree of separation.

2) Building Setback from Single-Family Residential Properties

Where multi-family properties directly abut single-family properties, the building shall be set back from the property line 30 feet or the height of the building, whichever is greater. Balconies are permitted to extend into the setback area.

b. Active Edges

1) Primary entrances shall be oriented toward the street. Quasi-public terraces, stoops or porches are encouraged.

2) Windows shall be provided along all facades.

c. Building Height

1) Multi-family High Density buildings are limited to four residential stories.

d. Building Materials and Architectural Standards

1) Exterior surface materials of residential buildings shall be comprised of at least 50 percent Class I materials as defined in Sec. 25-175(c).

2) All buildings shall include a minimum of four (4) from the following:

i. Architectural detailing, such as cornice, awning, parapet, or columns.

ii. A visually pleasing primary front entrance that, in addition to doors, shall be accented a minimum of one hundred fifty (150) square feet around the door entrance for single occupancy buildings and a minimum of three hundred (300) square feet for the front of multi-tenant buildings. Entrances shall be clearly articulated and obvious from the street or sidewalk.

- iii. Contrasting, yet complementary material colors.
 - iv. A combination of horizontal and vertical design features.
 - v. Irregular building shapes.
 - vi. Horizontal offsets of at least 4 feet in depth.
 - vii. Vertical offsets in the roofline of at least four feet.
 - viii. Fenestration at the first floor level which is recessed horizontally at least 1 foot into the façade.
 - ix. Varying roof lines and roof accents.
 - x. Other similar architectural features in the overall architectural concept.
- 3) Multi-story buildings shall have the ground floor distinguished from the upper floors by having one or more of the following:
- i. Awning
 - ii. Trellis
 - iii. Arcade
 - iv. Window lintels
 - v. Intermediate cornice line
 - vi. Brick detailing such as quoins or corbels
- D. Commercial and Mixed-use Commercial & Multi-family Development Performance Standards. A limited amount of commercial (sale of goods and services) near the Greenway Station serves existing area residents, new multi-family and employment uses.
- 1. Buildings shall front Greenway Avenue North or Hudson Boulevard North to create an urban street edge that defines a pedestrian friendly public space. Primary building access shall be oriented to the street, rather than to the parking lot.
 - 2. Parking shall be located behind or within buildings, or in structures. Design techniques that minimize parked-car visual impacts from streets and the disruption of the pedestrian environment shall be utilized.
 - 3. Commercial shall be pedestrian-oriented. Curbside parking is permitted on the east side of Greenway Avenue North.
- E. Permitted Uses:
- 1. Animal hospitals, excluding establishments with outside runs.
 - 2. Antique shops.
 - 3. Art galleries.
 - 4. Bakeries.
 - 5. Banks and financial institutions, excluding drive-in tellers.
 - 6. Barber shops.
 - 7. Beauty parlors.
 - 8. Book and stationary stores.
 - 9. Business machine sales and service shops.
 - 10. Camera and photographic supply stores.
 - 11. Catering establishments.
 - 12. Candy and ice cream stores.
 - 13. Clothes pressing and tailoring shop.
 - 14. Clothing and costume rental.
 - 15. Convenience stores.
 - 16. Day Care Centers.
 - 17. Drug stores.
 - 18. Dry cleaning and laundering business of less than 5,000 square feet of floor area.
 - 19. Electrical and household appliance stores, including radio and television sales and service.

20. Employment agencies.
21. Exercise spas or clubs.
22. Fabric stores.
23. Florist shop.
24. Furniture stores, including upholstering when conducted as an incidental part of the principal use.
25. Garden supply, tool, and seed stores.
26. Grocery stores.
27. Hardware stores.
28. Household furnishings, fixtures, appliances, and accessory stores.
29. Interior decorating stores and shops.
30. Jewelry stores.
31. Launderettes and dry cleaning establishments which provide automatic, self-service facilities.
32. Liquor stores, off sale.
33. Locksmith shops.
34. Musical instrument stores and repair shops.
35. Optical stores.
36. Paint and wallpaper stores.
37. Pet shops.
38. Phonograph record and sheet music stores.
39. Photography studios.
40. Picture framing and picture stores.
41. Repair stores and "fix-it" shops which provide services for the repair of home, garden, yard and personal use appliances.
42. Restaurants, including convenience food types and brew pubs.
43. Second hand stores.
44. Sporting and camping goods stores, excluding on-site sales of recreational vehicles and trailers.
45. Tailor shops.
46. Tattoo parlor.
47. Taverns.
48. Toy shops.
49. Travel bureaus and transportation ticket offices.
50. Similar uses as approved by City Council

F. Prohibited Uses:

1. Any use which emits an obnoxious odor, fumes, noise, or sound which can be heard or smelled outside of any building.
2. Any operation primarily used as a warehouse operation, manufacturing, distilling, refining, smelting, agricultural, industrial, or mining operation; provided however, the foregoing distilling restriction shall not prohibit the brewing of beer or other brewed malt beverages in connection with a brewpub.
3. Pawn shop, precious metal dealer, flea market, salvage store, or auction house.
4. Manufactured home park, trailer court, labor camp, junkyard or stockyard.
5. Mortuary or funeral home.
6. Adult use establishments as defined and regulated in City Code Chapter 25, Article 21.
7. Any unlawful or illegal purpose.
8. Any use that is a public or private nuisance.

9. Any use that has its primary business an auto service and repair or body shop repair operation.
 10. Any fire sale, bankruptcy sale (unless pursuant to a court order) or auction house operation.
 11. Automobile and other vehicle sales including used vehicle sales.
 12. Drive-through lanes (serving permitted uses).
 13. Motor fuel sales.
 14. Motor fuel station car washes.
 15. Vending machines.
 16. Game rooms.
 17. Self-storage.
 18. Kennels.
 19. Car washes.
 20. Kiosk sales
- G. Commercial Performance Standards
- a. Setbacks
 - 1) Ground floor build-to lines
 - i. Zero-foot Building Setback
 1. Ground-floor building facades must be built directly to the property line and abut the edge of the sidewalk, trail or public use area.
 2. Exceptions to the build-to line criteria are as follows:
 - a. Ground-floor entrances to buildings may be recessed up to five feet behind the build-to line.
 - b. Windows and walls may be recessed up to 18 inches from the build-to line to accommodate columns or other architectural elements that engage the build-to line.
 - c. Interruptions to the build-to line created by passageways to courtyards, parking or other private spaces are permitted.
 - d. Entrance lobbies to residential uses or residential uses that occupy the ground-floor are required to have a minimum 10-foot ground-floor building setback where residential front doors and/or windows are oriented to the corridor trail and/or public right-of-way. The limited setback from the sidewalk or public areas allows for landscaping, stoops, patios or other semi-public areas that support a safe and inviting public realm and a degree of separation.
 - b. Active Edges

Active edges are characterized as building frontages with direct entries from the sidewalk and a high degree of transparency. Active edges increase visual and physical interaction between people inside and outside of the buildings, creating a safe and vibrant pedestrian environment. Access to service/loading bays and parking lot/garage entrances are prohibited along designated active edge frontages.

 - i. A minimum of 70 percent transparent glass or screens is required along ground-floor facades, measured from datum line five feet from the ground extending from building edge to building edge; frosted, tinted, reflective glass or other types of glass that diminish transparency are prohibited.
 - ii. Primary entrances to all ground-floor uses shall be oriented to the public right-of-way.

- c. Building Materials and Architectural Standards
 - 1) Exterior surface materials shall be subject to the standards for Office and Commercial buildings in Sec. 25-175(c).
 - 2) All building fronts shall include a minimum of four (4) from the following:
 - i. Architectural detailing, such as cornice, awning, parapet, or columns.
 - ii. A visually pleasing primary front entrance that, in addition to doors, shall be accented a minimum of one hundred fifty (150) square feet around the door entrance for single occupancy buildings and a minimum of three hundred (300) square feet for the front of multi-tenant buildings. Entrances shall be clearly articulated and obvious from the street or sidewalk.
 - iii. Contrasting, yet complementary material colors.
 - iv. A combination of horizontal and vertical design features.
 - v. Irregular building shapes.
 - vi. Horizontal offsets of at least 4 feet in depth.
 - vii. Vertical offsets in the roofline of at least four feet.
 - viii. Fenestration at the first floor level which is recessed horizontally at least 1 foot into the façade.
 - ix. Varying roof lines and roof accents.
 - x. Other similar architectural features in the overall architectural concept.
 - 3) Multi-story buildings shall have the ground floor distinguished from the upper floors by having one or more of the following:
 - i. Awning
 - ii. Trellis
 - iii. Arcade
 - iv. Window lintels
 - v. Intermediate cornice line
 - vi. Brick detailing such as quoins or corbels

H. Performance Standards for all Uses

1. Screening of Utilities

- a. All mechanical equipment located on the roof or around the perimeter shall be screened from ground level view with materials that are comparable and compatible with that of the exterior building materials. Mechanical equipment located on the roof shall be screened at a distance of 2.5 times the height of the building.
 - 1) A raised parapet or other architectural feature that is an integral part of the building is encouraged as a method of screening for rooftop mechanical equipment or to soften the rooftop view.
 - 2) Screening for rooftop mechanical equipment shall incorporate similar architectural features of the building and/or be constructed of a material and color compatible with other elements of the building.
- b. All ground mechanical equipment shall be one hundred percent (100%) screened from view by opaque landscaping or a screen wall shall be provided to be compatible with the architectural treatment of the principle building.

2. Trash Handling

- a. All trash, recycling and related handling equipment shall be stored within the principal structure, within an attached structure accessible from within the principal structure, or within an unattached structure. Such attached storage area shall be separated from the principal structure by a firewall. Recycling areas shall also be provided. Trash, recycling, and rubbish receptacles shall be totally screened from eye level view from

public streets and adjacent residential properties. Such structure shall be of the same material and architecturally harmonious with principal structure and shall be enclosed by a roof and readily served through a door or gate system properly designed and constructed for abusive use.

3. Loading Areas

- a. The perimeter views of all external loading and service areas and any areas of outdoor storage must be screened from residential uses and adjacent public streets and the public front and office sides of all commercial and industrial uses, except at access points. Such screening can be accomplished through:
 - 1) The placement of the building on the lot or the placement of a building on an adjacent lot.
 - 2) Through the use of berming and landscaping (80% opaque at the time of maturity). Planting screens shall consist of healthy, hardy plant materials at least 6 feet in height.
 - 3) If screen walls are proposed, the materials used shall be of similar type, quality, and appearance as that of the principal structure. Such screens shall be at least 6 feet in height and provide a minimum opaqueness of 80 percent.
 - 4) Screen walls that are in disrepair shall be repaired. Planting screens shall be maintained in a neat and healthful condition. Plantings that have died shall be promptly replaced.

4. Site Amenities

- a. All development shall incorporate at least three of the following:
 - 1) Patterned materials on walkways (on-site)
 - 2) Bicycle racks
 - 3) Trash receptacles (decorative)
 - 4) Pedestrian lighting
 - 5) Fountains, sculptures, mobiles, kiosks, or banners
 - 6) Flower boxes, or container landscaping

5. Parking Lots and Circulation

- a. All development shall conform to the standards in Chapter 25, Article 18 Sec. 25-161(b).
- b. Within private development, walkways shall be provided to separate pedestrians and vehicles, and shall link ground level uses within the site to the main building entry point, parking lot, and public sidewalks.
- c. Where pedestrian walks cross drive aisles, they shall be clearly marked with signage, special paving, landscaping or similar methods.
- d. All parking areas within the Greenway Station PUD shall be subject to the following standards for landscaping of islands, medians, and parking lot edges:
 - 1) Landscaping shall be distributed throughout the parking lot to define major vehicle and pedestrian routes, provide shade, and break-up large paved areas.
 - 2) A minimum of 1 deciduous shade tree shall be provided for each parking island.
 - 3) A landscaped area to include a mix of deciduous shade trees and understory plantings shall be provided in required parking lot setback areas.
 - 4) Landscaping shall incorporate a variety of deciduous and coniferous trees and shrubs for year-round interest, texture, shape, and seasonal color.
 - 5) Edge treatments should visually screen parked vehicles, but not completely obstruct views into and out of the parking lot. The following landscaping shall be provided:

- i. At least one row of shade trees spaced evenly at 15 to 20 foot intervals (or appropriate to the selected species) for the length of the parking lots edge. Trees can be clustered.
 - ii. Screening, consisting of continuous planting, alone or in combination with a decorative fence/wall or a landscaped berm.
- 6. Landscaping
 - a. All development shall conform to the standards for site landscaping in Chapter 25, Article 18 Sec. 25-175 (h) items (1)-(9).
- 7. Lighting
 - a. All exterior lighting shall be designed and arranged to direct illumination away from adjacent properties. All exterior lighting shall be arranged and designed to illuminate directly below or inboard of the property lines of the property such that the point source of light is not directly discernable by pedestrian or vehicular traffic in the public right of way. Site lighting shall have a maximum height of 30' to the illumination source. Lighting shall be designed such that there is a maximum 0.5 foot – candles at any property line. No offsite glare will be allowed. A photometric plan inclusive of all site lighting and specification sheets for each lighting fixture shall be submitted for review.
- 8. Signage
 - a. Signage shall conform to the standards in Chapter 25, Article 19: Signs.