

GREENWAY ON THE HODIAMONT TRACKS

APPENDICES

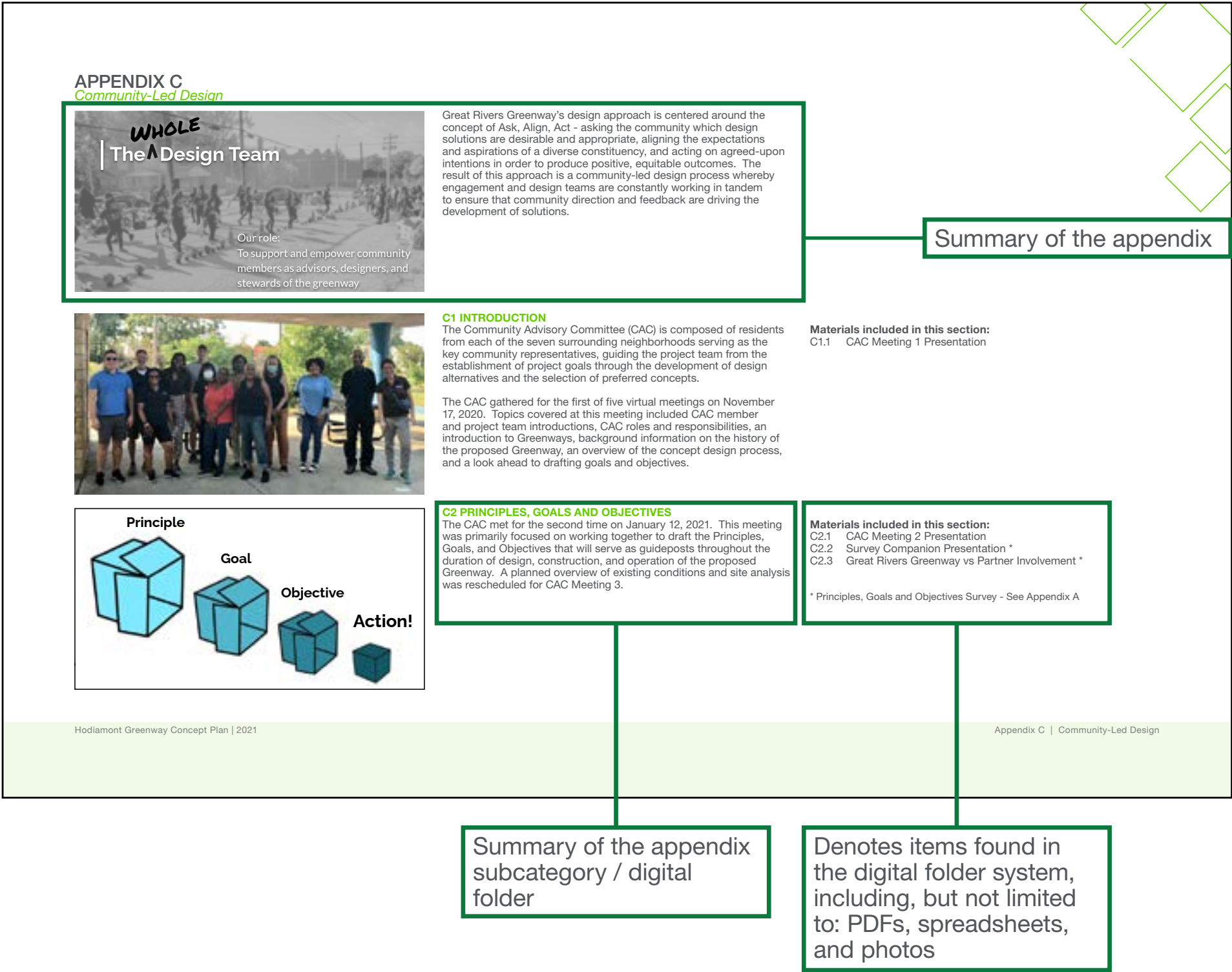
October 2021



APPENDICES
How to Use this Companion

The Appendices are a comprehensive record of the Concept Planning process. This collection of materials is meant as a companion to the Concept Plan document, and can be accessed as digital files arranged in a system of folders as summarized on the following pages.

- APPENDICES
A Engagement Summary
B Existing Conditions and Analysis
C Community-Led Design
D Reference



APPENDIX A
Engagement Summary



The conceptual design for the Greenway on the Hodiamont Tracks was community-led. The 2018 Community Engagement Report documented community support for the idea of building a Greenway along the Tracks. The conceptual design process advanced the project to the next phase. The following pages document the role community played in creating the conceptual design for how the Greenway should look, feel, and function.

A1 KICKOFF

To begin this phase of designing a Greenway for the Hodiamont Tracks, representatives from the design team and Great Rivers Greenway met with elected officials and neighborhood leaders from each of the seven project area neighborhoods (West End, Visitation Park, Academy, Fountain Park, Lewis Place, Vandeventer, and Covenant Blu Grand Center). Due to limitations caused by the COVID-19 pandemic, these Stakeholder Listening Sessions were held virtually via Zoom. A total of six initial listening sessions were held with 15 stakeholders. Throughout each meeting, stakeholders affirmed that continuous and widespread community engagement is vital, improvements and amenities are desired, a rich history flows along the Greenway route and should be memorialized, and safety should be a key consideration.

Aligning with input from the Stakeholder Listening Sessions, the project team conducted four virtual public educational meetings for residents, business owners, city officials and elected officials. The purpose of these meetings was to introduce the design team, educate attendees on what a Greenway is, explain what will occur during the conceptual design phase, and to answer questions. Notice of these meetings was disseminated via e-blasts, yard signs, direct mail postcards and via social media. The first meeting occurred the afternoon of August 14, 2020, with repeat educational sessions held the evening of August 18, 2020, the evening of October 22, 2020 and the afternoon of October 23, 2020. The different dates and times provided various opportunities for people to participate. A total of 118 community members attended the educational meetings.

- Materials included in this section:**
- A1.1 Stakeholder Listening Sessions Presentation
 - A1.2 Stakeholder Interview Responses Folder
 - A1.3 Master Stakeholder List
 - A1.4 Public Kick-Off Outreach Materials
 - > Door Hanger
 - > Facebook Event Page
 - > Flyer
 - > Post Card
 - > Yard Sign
 - A1.5 Public Educational Kick-Off Meeting Presentation
 - A1.6 Public Educational Kick-Off Meeting Participant Questions

A2 POP-UP OFFICE HOURS

Great Rivers Greenway planned to have a semi-permanent storefront office within the project area. This office would have allowed residents, groups and school classes to visit, learn about the project and engage directly with the design team. However due to limitations from the COVID-19 pandemic, Great Rivers Greenway decided not to establish a storefront office. Instead, Pop-Up Office Hours were held along and adjacent to the Greenway route.

The community was notified of the Pop-Up Office Hours through e-blasts, flyers and door hangers, which were distributed two blocks east and west from the Hodiamont Tracks. At the Pop-Up Offices, visitors were informed about Great Rivers Greenway, the Greenway project and invited to apply for the project’s Community Advisory Committee (CAC). A map of the Greenway alignment that

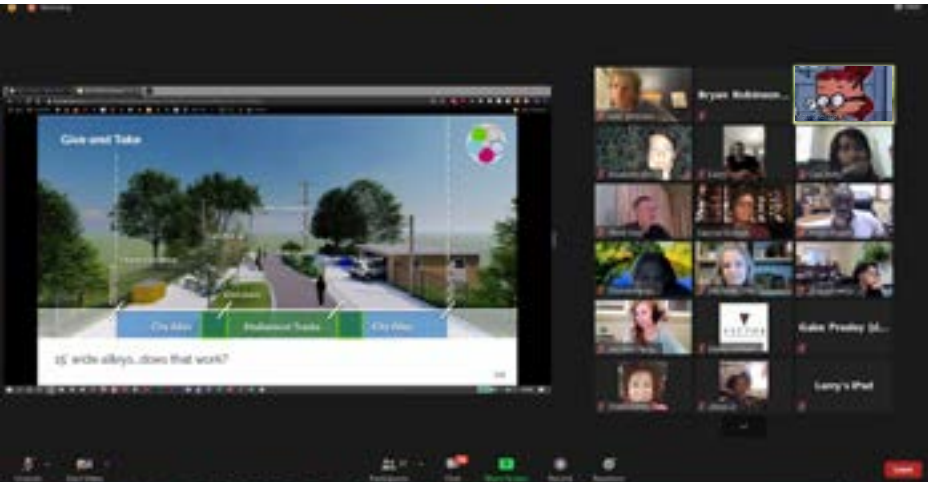
included neighborhood amenities and businesses was available for community members to provide commentary regarding concerns and/or suggestions. Additionally, four questions were posed to visitors regarding universal appeal, safety, activation of vacant spaces and connections. Verbatim questions and comments can be found in within this Appendix. During September and October 2020, eight Pop-Up Office sessions were held.

- Materials included in this section:**
- A2.1 Hamilton - Goodfellow Folder
 - > Photos Folder
 - > Pop-up Office Hours Feedback Notes
 - A2.2 Union - Kingshighway Folder
 - > Photos Folder
 - > Pop-up Office Hours Feedback Notes

- A2.3 Taylor Folder
 - > Photos Folder
 - > Pop-up Office Hours Feedback Notes
- A2.4 Deaconess Foundation Folder
 - > Photos Folder
 - > Pop-up Office Hours Feedback Notes
- A2.5 Sarah - Euclid Folder
 - > Photos Folder
 - > Pop-up Office Hours Feedback Notes
- A2.6 Other Materials
 - > Analysis Map and Questions
 - >Analysis Map Legend
 - > GRG Media Release Form
 - > Office Hours Hodiamont Fact Sheet
 - > Pop-up Information Hand-Out

APPENDIX A

Engagement Summary



A3 COMMUNITY ADVISORY COMMITTEE

A Community Advisory Committee (CAC) was formed to help provide input to the design team at major milestones during the conceptual design process. To recruit members, an application was created and disseminated for interested people to complete. The application asked for demographic information, as well as “why are you interested in this Greenway and why would you like to serve on the CAC?” Another question asked applicants about their community involvement. The goal was to have a cross section of members in terms of their neighborhood, age, race, gender, and degree of community involvement. More than 60 applications were submitted and 21 people were selected to serve on the CAC.

The CAC met five times, and each meeting was held virtually and recorded. A final thank you event was held at Turner Park, July 6, 2021.

Materials included in this section:

- A3.1 Community Advisory Committee Application *
- A3.2 Happy Hour - Thank You CAC Event Photos Folder

* Community Advisory Committee Meeting Presentations - See Appendix C

A4 SURVEY

Three surveys were administered during the conceptual design phase. They were used as another method for gathering public input. During January 2021, 58 community members shared their priorities for the goals and principles of the Greenway on the Hodiamont Tracks. These goals and principles helped guide the planning and design process. Survey respondents identified more than 300 potential partner organizations that could help to achieve the goals.

In March 2021 a second survey was administered that asked community members to provide feedback on design tools for Greenway corridors and street crossings. Survey respondents identified the Greenway/street intersections where they have the greatest safety concerns and helped to prioritize design tools that could improve the safety of people on the Greenway at these

intersections. Additionally, survey respondents reviewed various trail concepts and provided feedback on how well they could achieve the previously identified Greenway goals.

A third and final survey was conducted from May-July 2021. This survey focused on the potential features of the Greenway and adjacent vacant model sites, locations that were chosen to demonstrate what amenities could be placed on them to enhance the area. A total of 224 respondents provided input including features for outdoor recreation, active transportation, play, and community gathering. They also shared feedback on plans for the trail, adjacent model sites, and street intersections.

Materials included in this section:

- A4.1 Principles Goals and Objectives CAC Survey Response Summary
- A4.2 Principles Goals and Objectives Public Survey Response Summary
- A4.3 Design Tools Survey Response Summary
- A4.4 Greenway Features Public Survey Response Summary

* Survey Companion Presentations - See Appendix C

A5 YOUTH ENGAGEMENT

With an intention of the Greenway being practical for current and future generations, engagement of area youth was important. The project team coordinated with Tim Mulhall, teacher of Grand Center Arts Academy’s Makerspace class, to meet with students who live, work and play within the project area. Various members of the project team met virtually with students during October and November 2020 to educate them about Greenways and the various roles different professions play in the design process. Meeting topics included landscape architecture and urban design, community engagement, transportation planning and civil engineering, and storytelling through videography.

After participating in the Makerspace class, some students wanted to create their own design proposals for the Greenway. The project team assisted in connecting students with residents. The students then conducted interviews with residents to aid in creating their proposal.

Materials included in this section:

- A5.1 Careers in Greenways - Landscape Architecture
- A5.2 Careers in Greenways - Public Engagement
- A5.3 Careers in Greenways - Planning & Engineering
- A5.4 Resident Call Interview Questions
- A5.5 Resident Call Interview Answers
- A5.6 GCAA Hodiamont Trail Student Projects

APPENDIX A
Engagement Summary

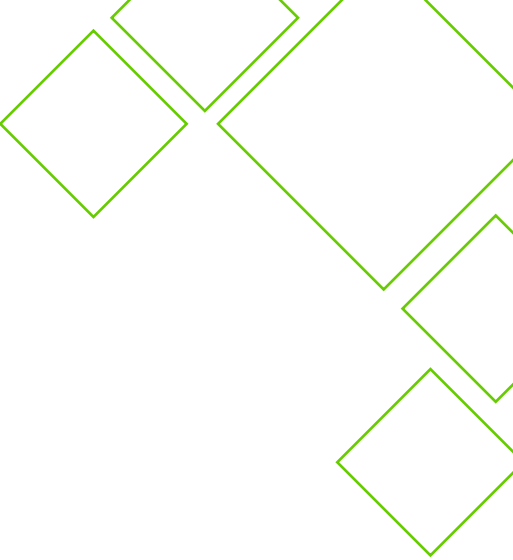


A6 OTHER EVENTS

Engagement with neighbors along the Hodiament Tracks and residents in the seven neighborhoods was and will remain ongoing as the project moves to the next phases. In addition to what was highlighted earlier such as stakeholder listening sessions, public meetings, office hours and surveys, the project team made an effort to connect with the community using other methods. These methods included historical listening tours, trash clean-ups, virtual informational happy hours, and tabling at community events, such as the North Central Plan public meetings, and gatherings.

Materials included in this section:

- A6.1 Trash Bash Folder
 - > Trash Bash Flyer
 - > Photos Folder
- A6.2 Listening Tours Folder
 - > Listening Tours Notes
 - > Listening Tours Photos
- A6.3 Concept Plan Banner



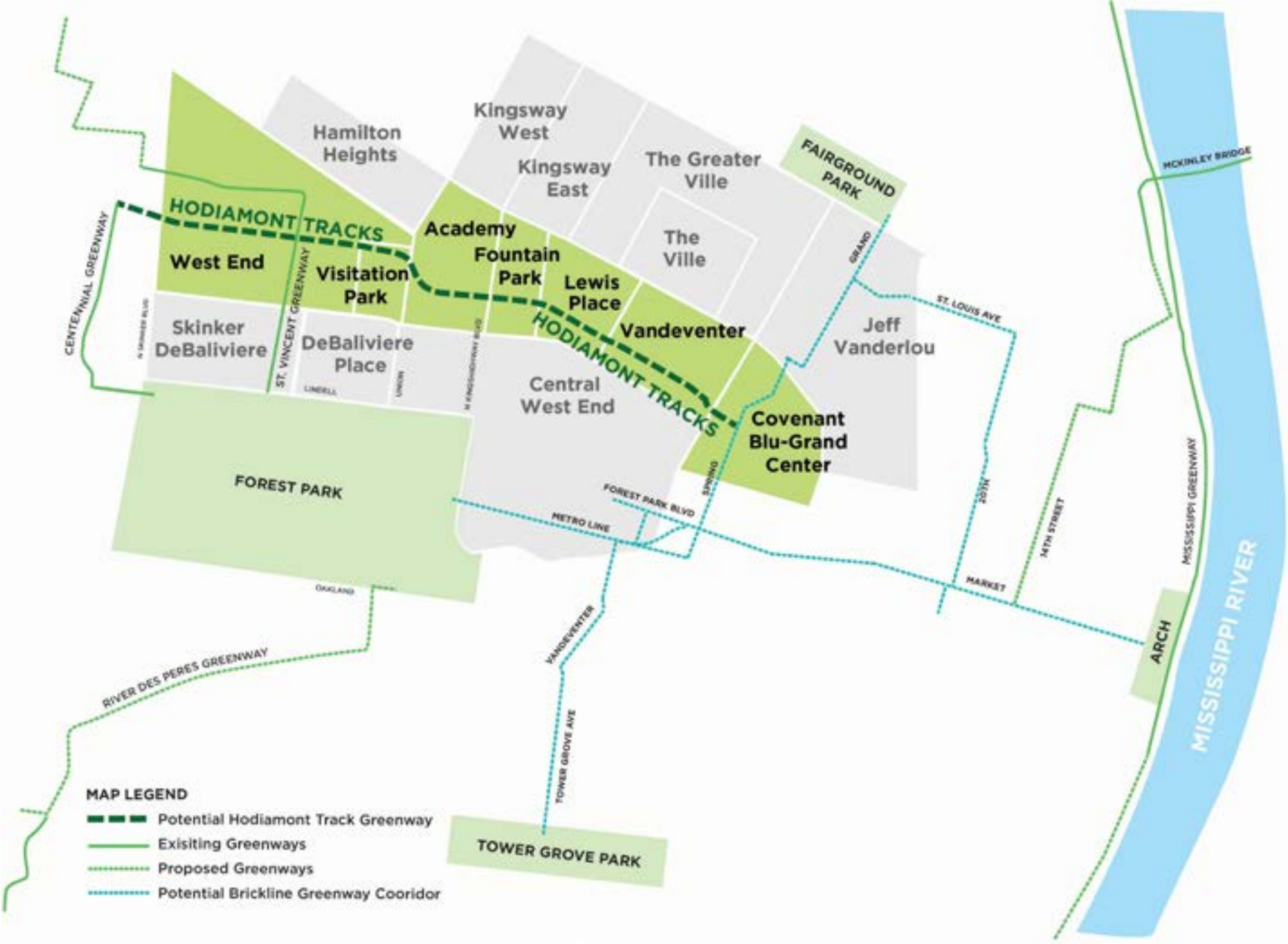
APPENDIX B

Existing Conditions and Analysis

The inventory and analysis information presented on the following pages is focused on the existing conditions of the Hodiamont Suburban Tracks. This unique space is a 3.5 mile corridor which stretches west to east between Gwen B. Giles park and Enright Avenue near Vandeventer Avenue. Along the way, the track transverses six neighborhoods, the St. Vincent Greenway, parks, and numerous city streets as shown in the image to the right.

This document will explore the existing conditions of the Hodiamont Tracks as they are today. In order to do so, the following pages are organized starting with historic context, then topics by scale from regional to city, and the corridor as shown below:

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4	Early St. Louis
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HISTORIC CONTEXT

People have been shaping the area of the Hodiamont Tracks for centuries. Precolonial indigenous people once used fire and other methods to manage a prairie landscape that supported their lifestyle. French settlers initiated a system of land division oriented toward our region's waterways, accounting for the shifts and odd angles in St. Louis's street grid. In the 1870's a railroad was constructed between St. Louis and Florissant, establishing the Hodiamont Tracks as a transportation corridor. The railroad became an electrified streetcar line which operated for over 70 years. The Hodiamont line was the last St. Louis streetcar line in service, when it gave way to buses in the late 1960's. By 2009, the buses had gone too, making way for this transportation corridor to be re-imagined.

HISTORIC CONTEXT

Precolonial

Many cultures existed in our region in the time preceding colonial French settlement in 1764. Modern St. Louisans are mostly likely familiar with the Mississippian Culture, due to the extensive settlement throughout the region, focused on the ancient City of Cahokia which peaked in the 11th and 12th centuries. Mounds from this period were found in Forest Park, at the crest and base of Art Hill, but were destroyed in construction of the 1904 World’s Fair.

Subsequent cultures flourished after the Mississippians, with the Osage tribe being the most recent. Throughout this long history, the people of this area relied on fire to maintain an open grassy landscape. Native grass communities are adapted to fire with deep fibrous root systems. Trees do not share this adaption, and as a result, fire was an effective way to maintain a landscape better suited for production and hunting of large herbivores.

The term prairie is how we describe this plant community, though the term originated with the French Colonials. As indigenous people moved or were relocated in the years following 1764, the frequency of fire was equally diminished. The prairie landscape of St. Louis is almost all gone now, with fragments remaining, but the effect that it had on our early history is outlined on the following page.



Example of the tallgrass prairie which dominated the early landscape



Presettlement prairie distribution in Missouri, *ResearchGate*



A mound in what would become Forest Park, pre-1904, *D. I. Bushnell, HathiTrust*



HISTORIC CONTEXT

Early St. Louis

The diagrams and photos on page 8 and 9 illustrate the important transitions that the Hodiamont Tracks has undergone in its 150 year history since colonial French settlement. The primary motivation in studying this history was to determine why the tracks are located where they are, where the name originated, and how these two insights may assist us in determining a direction forward.

The French were the first colonial settlers of Saint Louis and neighboring cities like Florissant. These cities were both founded in close proximity to major rivers and open, farm-ready prairie landscape. The prairie was divided into common fields used for agriculture. These were further subdivided for individual use, with each lot being a long, narrow rectangle running the full length of common field and oriented to the river. As the river bends, the private land within the common fields shifts to face it. This relationship between the prairie and the river is the reason for the alignment of St. Louis’ street grid and the tracks twists and turns, mostly notably the bend near Taylor Ave.

Emmanuel DeHodiamont completed his stone farm house in 1830 and later sold the property to real estate developers in 1871. Their plan was to improve transportation between St. Louis and Florissant by constructing a small-gauge railroad. The railroad was located along the southern boundary of the 57-acre DeHodiamont Property. The land around the original farmhouse was subdivided into “Maryville”. The streets within this new suburban tract were named for popular street trees; the original farmhouse now faces Maple Street.

The train was in operation by 1875 and demand grew quickly. By 1892 it was electrified and ran between St. Louis and Florissant. As St. Louisans became increasingly mobile, the Tracks changed from streetcars to buses in the 1960s. The last bus ran on the Tracks in 2009 and since that time the corridor has operated mostly as an alley to service adjacent residential properties.

History is reflected in the place name and shifted street grid of St. Louis along the Hodiamont Tracks. A lot has changed since the City’s founding, but the connection from St. Louis to Florissant maintains its allure. The 2004 Great Rivers Greenway River Ring Plan identifies numerous planned routes along waterways. An exception is the Hodiamont Tracks with no water in sight. It may seem unusual for the next iteration of the tracks to become a Greenway, but in studying the history it is clear that while the modes of transportation may change, the Hodiamont Tracks will continue to be a prominent thoroughfare for mobility in St. Louis.

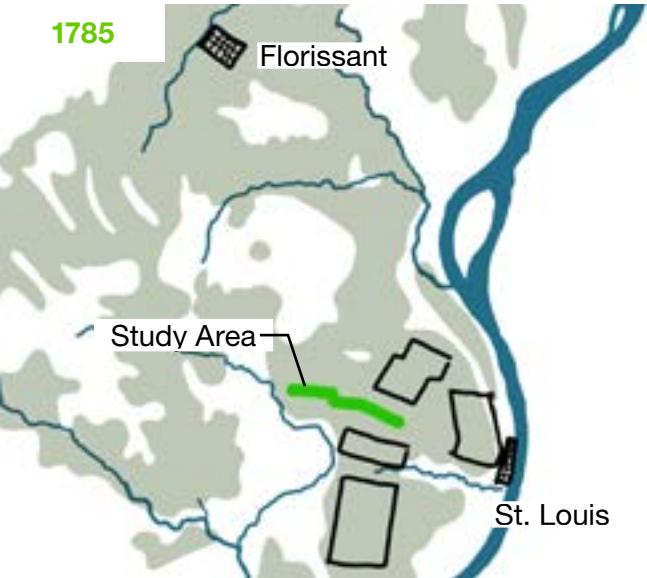


1875 Pictorial with the original narrow gauge railroad in it’s first year of service (highlighted), *Compton and Dry*

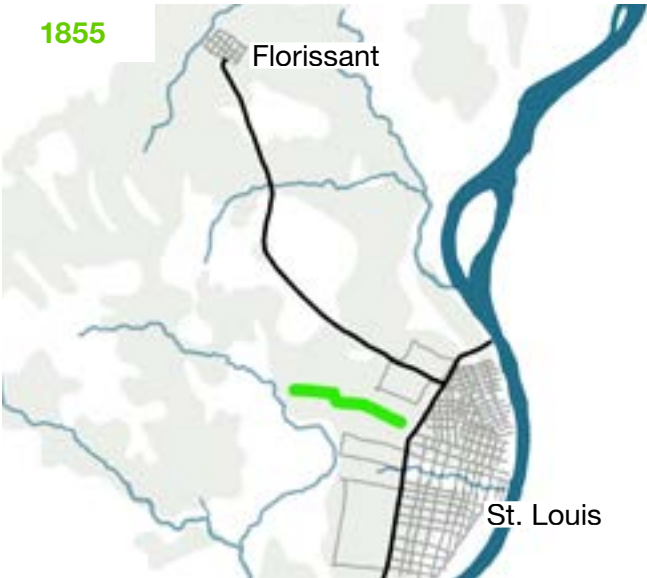


The DeHodiamont Emmanuel House, b.1830, *Wikipedia*

HISTORIC CONTEXT
Early St. Louis



Original prairie extents (shaded) and waterways. The open prairie influenced settlement patterns and was ideal for colonial French agriculture.



St. Louis' first expansion. Early roads began connecting to satellite cities and their alignment respected the geometries established by the common fields. They were inefficient means of transportation.



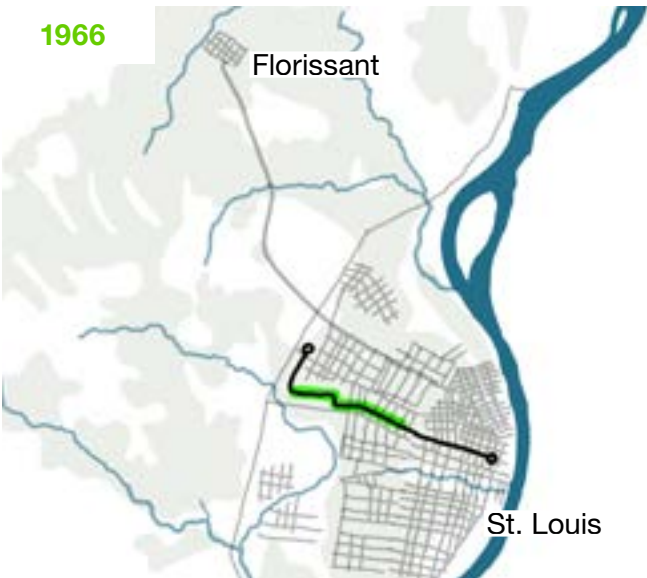
St. Louis expanded to its current boundaries. Real estate developers, including Erastus Wells, purchased 57 acres from De Hodiament with intent to create rural estates accessible by a new rail line.



The new narrow-gauge railroad ran between Grand Center and the Normandy Post Office encouraging early suburban development through fast and reliable transportation.



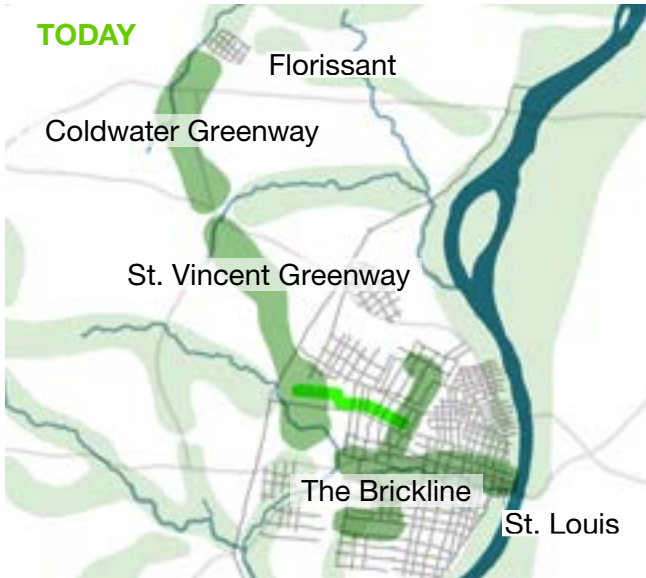
The line was extended and electrified, running between downtown St. Louis to the Depot in Florissant, the longest line in the world at the time.



By 1966, the Hodiament Line was the last streetcar line in operation and ran between downtown St. Louis and Wellston.



Even while automobile networks liek the interstate highway system continued to decrease ridership, the Hodiament Tracks remained a bus route until 2009.



The River Ring Plan identifies Greenways as the latest iteration of transportation connections between St. Louis and Florissant, giving new life to the Hodiament Tracks Right of Way.

HISTORIC CONTEXT
Track Iterations



Early electric car and passenger (1930s-1940s)



Later streetcar (1950s-1960s), *Wikipedia*



Buses ran the route until 2009, *NextSTL*



Tracks today serve as a residential alley

HISTORIC CONTEXT
Historic Districts and Landmarks



MAP LEGEND

- CITY LANDMARK HISTORIC DISTRICT
- LOCAL HISTORIC DISTRICT
- NATIONAL HISTORIC DISTRICT
- # CITY LANDMARK

HISTORIC LANDMARKS

- | | | | |
|----|--|----|---|
| 1 | DeHodiamont House | 21 | First Church of Christ Scientist |
| 2 | Hamilton Hotel | 22 | Racquet Club |
| 3 | Cabanne Court Apartment Building | 23 | Second Presbyterian Church |
| 4 | Robert’s Chevrolet | 24 | T.S. Eliot House |
| 5 | Principia Page-Park YMCA | 25 | Kate Chopin House |
| 6 | Ralph Waldo Emerson School | 26 | Forty-Eleven Delmar |
| 7 | Blind Girls Home | 27 | Prince Hall Grand Lodge #2 |
| 8 | Apartments at Chamberlain | 28 | St. Alphonsus Liguori “The Rock Church” |
| 9 | Winston Churchill Apartments | 29 | Pendennis Club Apartments |
| 10 | Historic Visitation / Ivory Perry Park | 30 | Fred Newton Judson House |
| 11 | Smith Academy and Manual Training School | 31 | Lionberger House |
| 12 | Pilgrim Congregational Church | 32 | Sheldon Memorial |
| 13 | St. Luke’s Plaza Apartments | 33 | The Fabulous Fox Theater |
| 14 | Edward N. and Anne G. Von Harten Residence | 34 | Moolah Temple / Theater |
| 15 | Von Harten House | 35 | The William Cuthbert Jones House |
| 16 | Union Avenue Christian Church | 36 | Masonic Temple |
| 17 | Westminster Presbyterian Church | 37 | Woolsworth Building |
| 18 | St. John’s Methodist Church | | |
| 19 | Second Baptist Church | | |
| 20 | Tuscan Temple | | |

HISTORIC CONTEXT

Historic Districts and Landmarks

A Sense of Place for Seven Neighborhoods North of Delmar

Seven neighborhoods are currently linked together by the Hodiament Tracks, an abandoned 3.5-mile former public transit route of streetcars and buses. Also, the neighborhoods are located just north of Delmar Boulevard and consist of Covenant Blu-Grand Center, Vandeventer, Lewis Place, Fountain Park, Academy-Sherman Park, Visitation, and the West End. Historical characteristics paint these neighborhoods as a shared “sense of place.” First, this area was inhabited by Native Americans. Secondly, white settlers pushed the Native Americans out and moved into the area to escape overcrowding and pollution. The city expanded its limits in 1876 to include the seven locations. Then, streets were laid out in a grid pattern and single-family housing was built. Businesses emerged.

The seven neighborhoods show a “sense of place” for exquisite revivals of Greek, Gothic, Romanesque, Victorian-Italianate and other embellished kinds of architectural styles. Many of these types of buildings are on the National or Local Registry of Historic Places. World-class designers such as Hall, Helfensteller, Hirsch, Watson and Ittner built these structures to last for centuries. These neighborhoods have a collection of grand brick or stone single-family residences, and a scattering of small brick multi-family flats. Three-story apartment buildings were built later for workers of the 1904 World’s Fair. As the city financially flourished, the population began to swell and historical war events became a focus.

Many male residents became soldiers in World War I (1914-1918). Many factories were set up for wartime use. African Americans were recruited from southern farms to cities like St. Louis to work. Between 1916 and later, thousands of African Americans moved to St. Louis (also known as the Great Migration), to fill jobs that soldiers had left behind. Returning soldiers found no jobs available. Factories were closed. St. Louis was in a Depression (1920-1933) until the start of World War II. This time, white and African American males fought in the war, but only white veterans were able to benefit from the Federal Government created G.I Bill (1944). This legislation, along with the mass use of automobiles and New Deal highway systems encouraged white veterans to flee from the city to suburban areas.

Subsequently, the seven neighborhoods developed a “sense of place” defined mainly by racial policies and practices. City zoning ordinances kept the African American population out of the neighborhoods. Racially restrictive covenants were attached to parcels of land, individual homes, and subdivisions. These prevented the sale, transfer, or rental of property to African Americans and other racial and ethnic groups until 1948 with the landmark U.S. Supreme Court case of Shelley v Kraemer. The decision made racially restrictive covenants



Hamilton Hotel, *National Register of Historic Places*



Ralph Waldo Emerson School, *National Register of Historic Places*



Winston Churchill Apartments, *National Register of Historic Places*



Ivory Perry Park, *City of St. Louis*

unenforceable. However, the neighborhoods were also victims of redlining practices - African Americans were denied access to capital to improve housing or businesses conditions because of their north of Delmar location. Urban renewal efforts demolished sections of the city where African Americans lived – pushing many westwards to the seven neighborhoods along the Hodiamont Tracks.

Successively, African Americans continued a “sense of place,” New residents were professionals: doctors, faith-leaders, lawyers, entertainers, educators, politicians, entrepreneurs, authors, professional athletes, and the like. They were community contributors with a legacy that should be preserved as landmarks and highlighted spaces. Many were the “firsts” in their fields. As histories of the seven neighborhoods continue to emerge, a collection of archival both written and oral stories should be maintained in a central location. The seven neighborhoods now have a renewed “sense of place,” as experienced by unprecedented amounts of diverse residents moving there and new development efforts taking place. Resident leaders from seven neighborhood organizations are all working together to make a positive impact on the community.

The map on Page 7 of this Appendix depicts current local and national landmarks in and around the seven neighborhoods along the Hodiamont Tracks.

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Washington University in St. Louis, et al. The Art of Life @ Grand Center St. Louis, Spring 2016 Graduate Architecture Studio: Urban Analysis and Design, 2018.



4011 Delmar, *National Register of Historic Places*



T.S. Eliot House, *City of St. Louis*



St. Alphonsus Liguori “The Rock Church”, *City of St. Louis*



PLANNING CONTEXT

The future Greenway on the Hodiamont Tracks will be part of a regional network, envisioned by Great Rivers Greenway to include over 600 miles of paved Greenways, linking parks and open spaces throughout St. Louis City, St. Louis County, and St. Charles County. It will connect directly to the existing St. Vincent Greenway and the planned Brickline Greenway, with the potential to also reach the Centennial Greenway, west of Skinker Boulevard. The idea of establishing a Greenway on the Hodiamont Tracks has been under consideration for several years, starting with a feasibility study and continuing with ongoing feedback and direction from the community.

PLANNING CONTEXT

GRG River Ring and Additional Planning Efforts

The River Ring Plan

When the residents of St. Louis voted to create Great Rivers Greenway in 2000, they agreed to develop a widespread network of Greenways across the region. Most of these Greenways are focused on, and named after, riparian corridors and major rivers. Within the City of St. Louis, however, most of the streams and creeks were buried long ago. Here, the St. Vincent Greenway is substantially built and the Brickline (Chouteau) Greenway is being designed. The Hodiamont Tracks are positioned as a key connector between the two.

The Regional Plan for GRG is being revisited in 2021, and once complete, should be revisited as additional phases of the Greenway on the Hodiamont Tracks proceed.

St. Vincent Greenway

The St. Vincent Greenway is planned to connect Forest Park to the University of Missouri, St. Louis (UMSL). Currently a segment of this trail between Forest Park and Trojan Park intersects the Hodiamont Tracks mid-block between Goodfellow and Belt Avenues. Additional planning is underway to extend west from Trojan Park to the former Eskridge High School in Wellston. See: <https://greatriversgreenway.org/st-vincent-greenway-master-plan/>

Brickline Greenway

The Brickline Greenway (Chouteau Greenway) was initially conceived as a connection between the Gateway Arch and Forest Park. However, perpendicular north-south segments will connect to Fairground Park and Tower Grove Park. The Hodiamont Track eastern terminus at Vandeventer is very close to the Brickline’s northern segment along North Spring Street. See: www.bricklinegreenway.org

Bike St. Louis

The three-phase Bike St. Louis plan constructed over 135 miles of bicycling routes onto City streets including cycle tracks, bike lanes, boulevards and others. This includes the bike facilities found on Union Boulevard and Euclid Avenue within the study area.

Additional Planning Efforts

Planning in proximity to the Greenway on the Hodiamont Tracks has not been limited to what has been described thus far in this document. A variety of entities and agencies have collaborated on the following documents which are listed here for reference in future work:

- SLDC Framework Plan: <https://www.stlouis-mo.gov/sldc/framework/>
- North Central Plan 2020: <http://northcentralstlplan.com/>
- Grand Center Great Streets Initiative: <https://www.ewgateway.org/transportation-planning/great-streets-initiative/gs-grand-center/>
- EPA West End (In progress)



River Ring Plan (2004)

PLANNING CONTEXT

2015 Midtown Loop

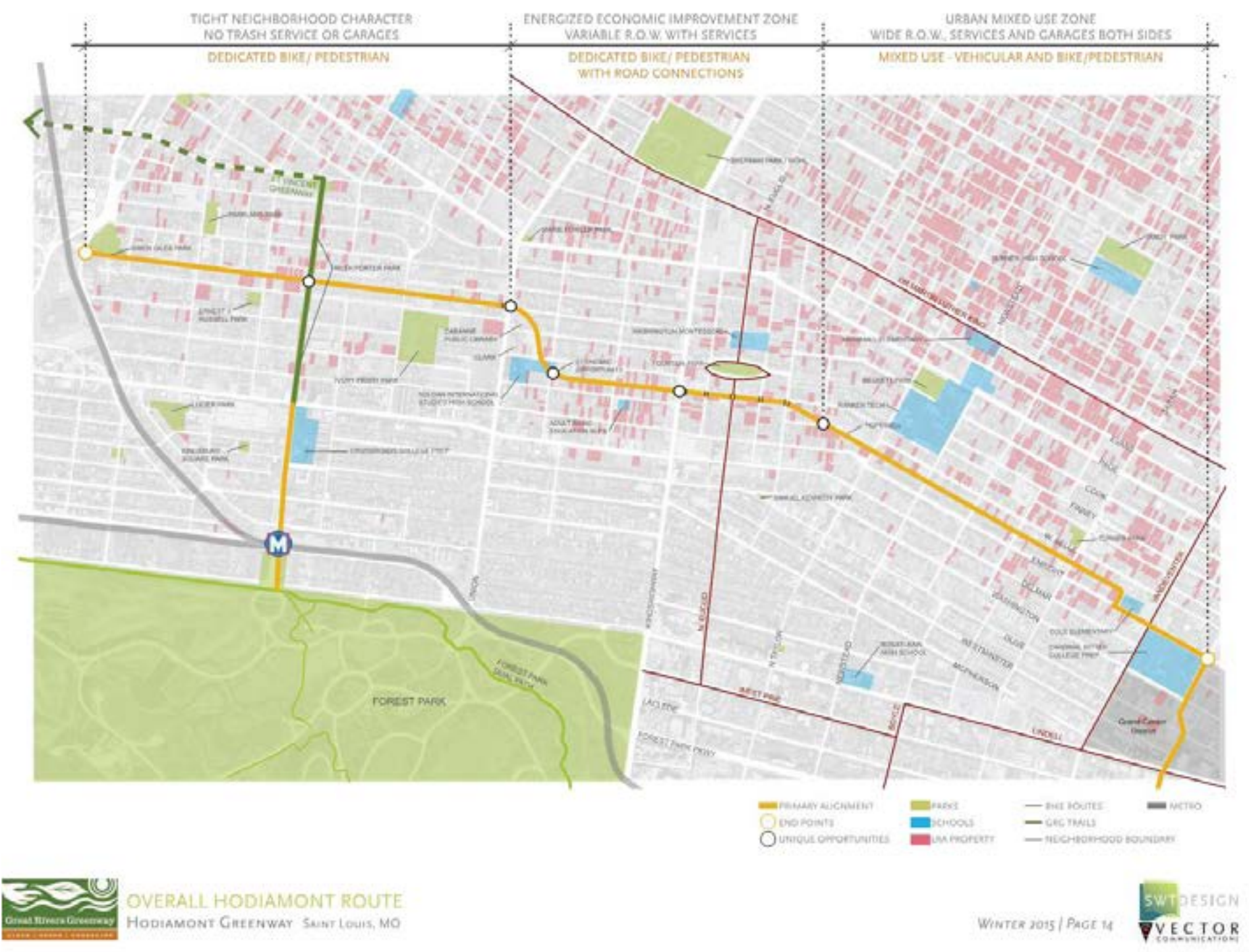
The Greenway on the Hodiamont Tracks Concept Plan, which is underway in 2020 and 2021, is not the first planning effort to take place regarding a Greenway on the Hodiamont Tracks. Below is a timeline of relevant past projects:

- 2015 - Midtown Loop Alignment Study
- 2018 - Community Engagement: Great Rivers Greenway listens to the community members' ideas for the tracks. See following page for a summary.
- 2019 - Spring and summer cleanup events with neighborhood volunteers
- 2019 - Technical survey of existing conditions
- 2020 - Greenway Concept Plan begins

The Midtown Loop Project was focused on developing a fully connected loop from the Hodiamont Tracks south through the central corridor and back from Forest Park.

Two insights from that study are particularly relevant to this concept plan:

1. The tracks can be defined in character segments (shown to the right). These character segments are based on the adjacent land uses, potential for development, and existing access and service. Three corridor types are detailed:
 - Hodiamont Avenue to Union: "Tight Neighborhood Character"
 - Union Boulevard to Marcus Street: "Energized Economic Improvement Zone"
 - Marcus Street to Spring Avenue: "Urban Mixed Use Zone"
2. There are many relevant projects which can serve as a precedent for the Greenway's development (seen on following pages)



PLANNING CONTEXT
2015 Midtown Loop



Example of a central pedestrian space with alleys on each side



Example of a green alley with pervious pavers



Small seating areas near intersections to support commercial investment



Meandering path of travel for traffic calming purposes



Pervious pavement along the edge of the trail for stormwater management



Narrow green infrastructure for urban spaces



HODIAMONT TRACKS GREENWAY STUDY

2018 COMMUNITY ENGAGEMENT SUMMARY

Great Rivers Greenway, the public agency connecting the region with greenways, conducted a community engagement process called the Hodiamont Tracks Greenway Study in 2018. Community members discussed whether the alley in North St. Louis City known as the Hodiamont/Suburban Tracks that was a former streetcar and bus route should be converted into a greenway.

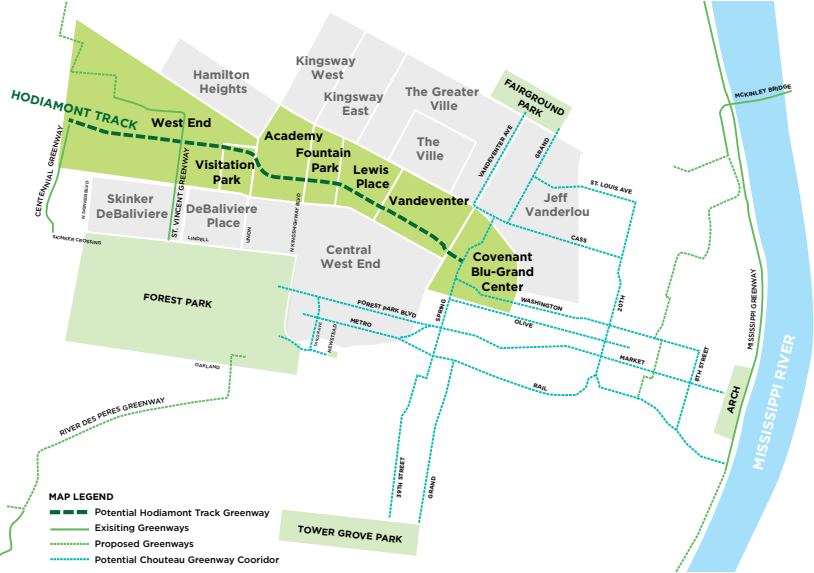


LOCATION OVERVIEW



The Hodiamont Tracks travel through the following neighborhoods:

- Academy/Sherman Park
- Covenant Blu-Grand Center
- Fountain Park
- Lewis Place
- Vandeventer
- Visitation Park
- West End



STAKEHOLDER & COMMUNITY ENGAGEMENT

Listening sessions were held with 66 community leaders, elected officials and business owners.

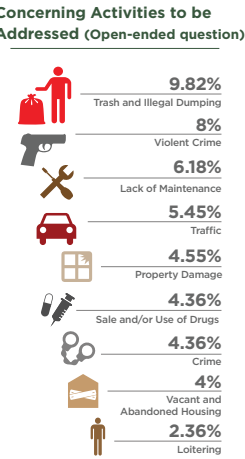
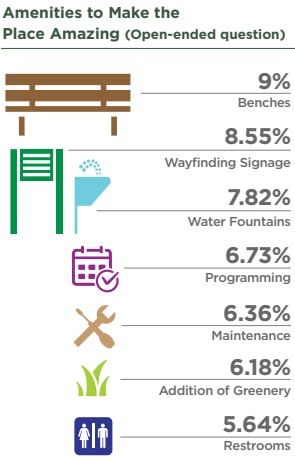
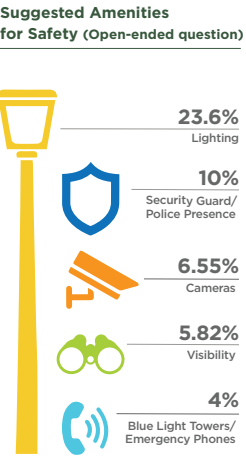
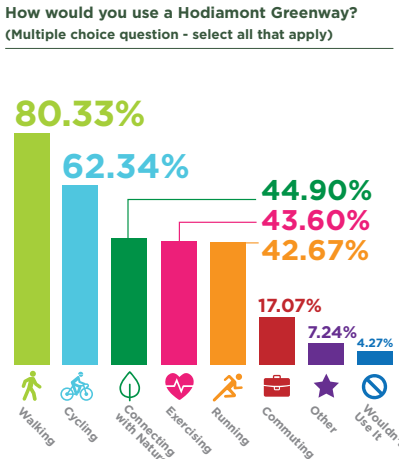
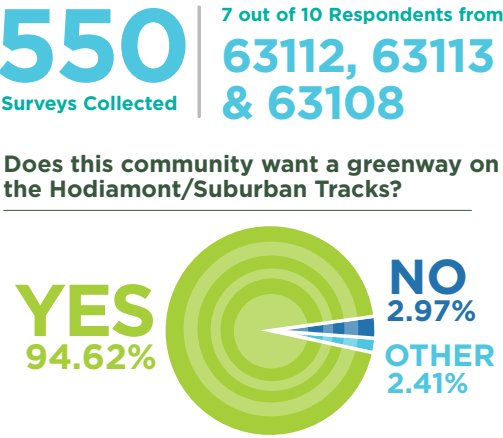
The study team heard from community members at 24 gatherings, community meetings, events and festivals.

Of the 350 adjacent homes and apartments that were visited, 65 neighbors (19%) provided feedback.

“A greenway would make the neighborhood a lot better and limit the drug activity.”
-Neighbor Next to the Tracks

“Issues like maintenance, illegal dumping, crime, and drug use must be addressed in order to create a greenway that residents will support and use.”
-Community Stakeholder

ENGAGEMENT SURVEY & SURVEY RESULTS



Greenways are outdoor spaces connecting people and places.

Each greenway in the St. Louis region is unique, reflecting the character of the communities it connects. Greenways can include trails, conservation projects such as rain gardens and restored prairies, amenities like restrooms and drinking fountains, and connections to businesses, neighborhoods, parks, schools, waterways and transit.

To read the full Community Engagement Report visit greatriversgreenway.org/hodiamont



CITY CONTEXT

The future Greenway would connect three city wards and seven neighborhoods, providing transportation and recreation opportunities to a portion of the City's near north side, which has been underserved for decades. The Hodiament Tracks crosses numerous economic overlay districts and links numerous planned developments, which could help to establish partnerships for the long term stewardship of the Greenway.

The area near the Hodiament Tracks is home to existing open space amenities like parks, playgrounds, and community gardens. Neighborhood assets like schools, service providers, and cultural centers are also present throughout. A Greenway along the tracks would improve access to these existing resources; it also has the potential to supplement them with new amenities and program opportunities. City-owned vacant land adjacent to the proposed Greenway presents a particularly attractive opportunity to introduce such amenities.

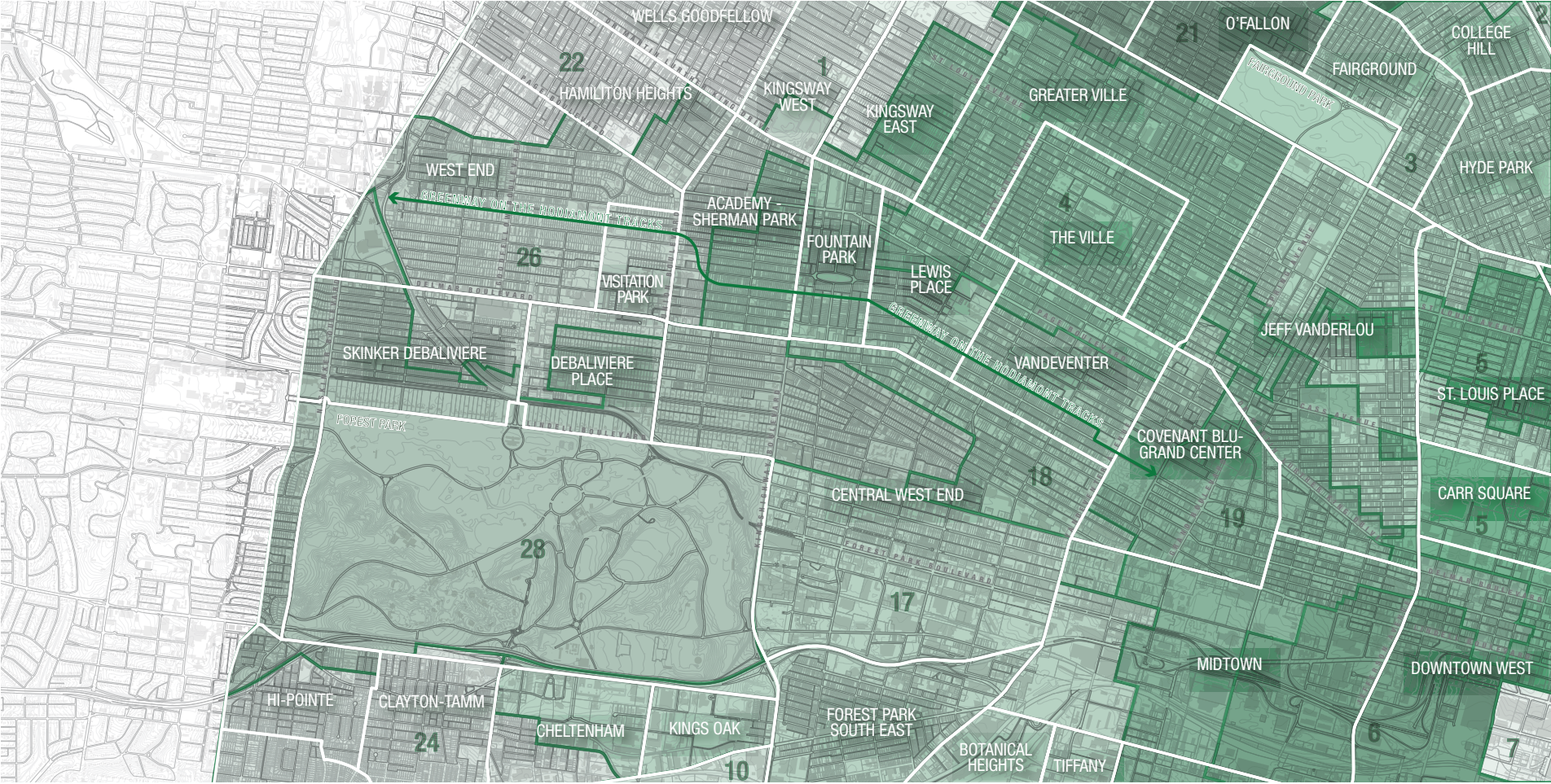
As important as the Greenway itself, are the connections to and from the surrounding neighborhoods. The network of streets and sidewalks have the potential to both link people to Greenway and present barriers to access. Establishing safe linkages and crossings is crucial to the success of the proposed Greenway.

CITY CONTEXT


Neighborhoods and Districts


The planned Greenway will traverse seven city neighborhoods, from west to east; West End, Visitation Park, Academy-Sherman Park, Fountain Park, Lewis Place, Vandeventer and Covenant Blu-Grand Center.

- The corridor also crosses three wards represented by alderpersons:
- Ward 18: Jesse Todd
 - Ward 19: Marlene Davis
 - Ward 26: Shameem Clark Hubbard



MAP LEGEND

 NEIGHBORHOOD BOUNDARY

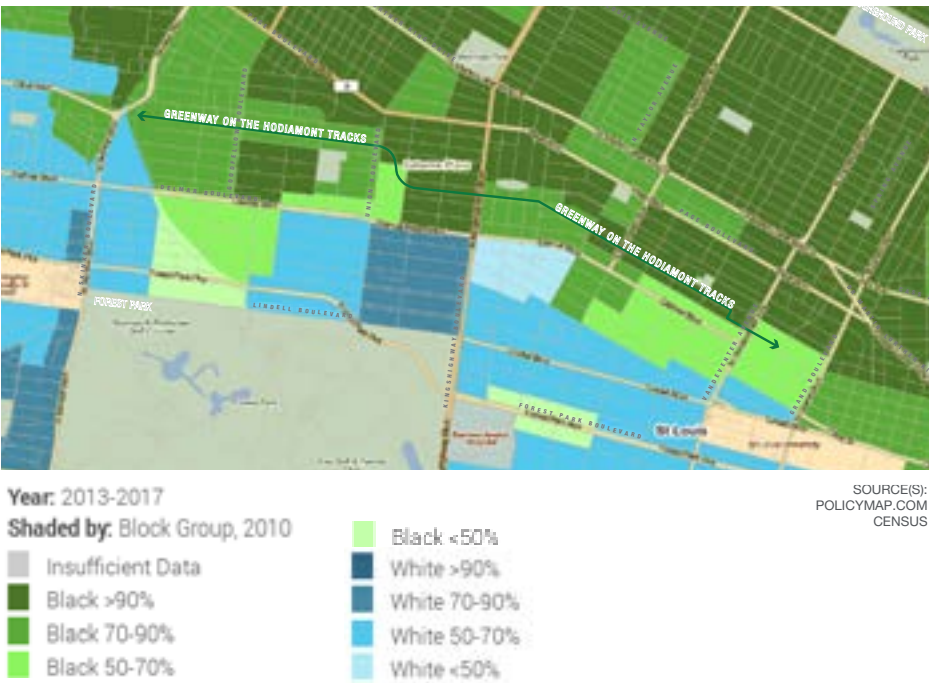
 WARD BOUNDARY

CITY CONTEXT
Demographics

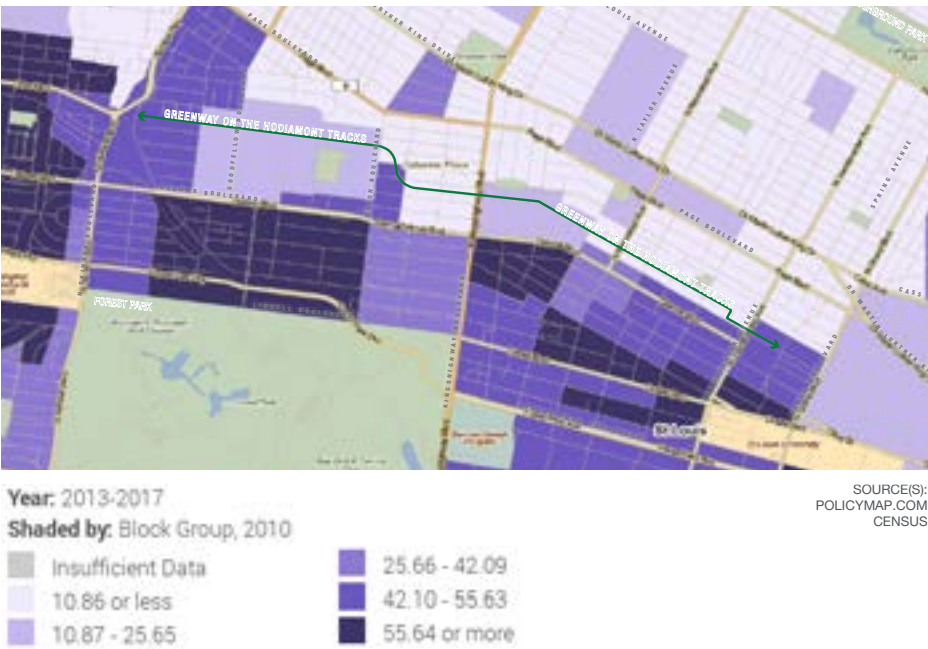
The demographic maps illustrated on this and the following two pages originated from Policymap.com and were generated using census data. The maps to the right include:

- Predominant Race or Ethnic Group: The percentage of the predominant race or ethnic group shown between 2013 and 2017.
- Diversity Index: The probability that two individuals chosen at random would be of different races or ethnicities between 2013 and 2017.
- Poverty: Estimated percent of all people that are living in poverty as of 2014 and 2018
- Persistent Poverty: Concentrated, persistent poverty as of 2014.

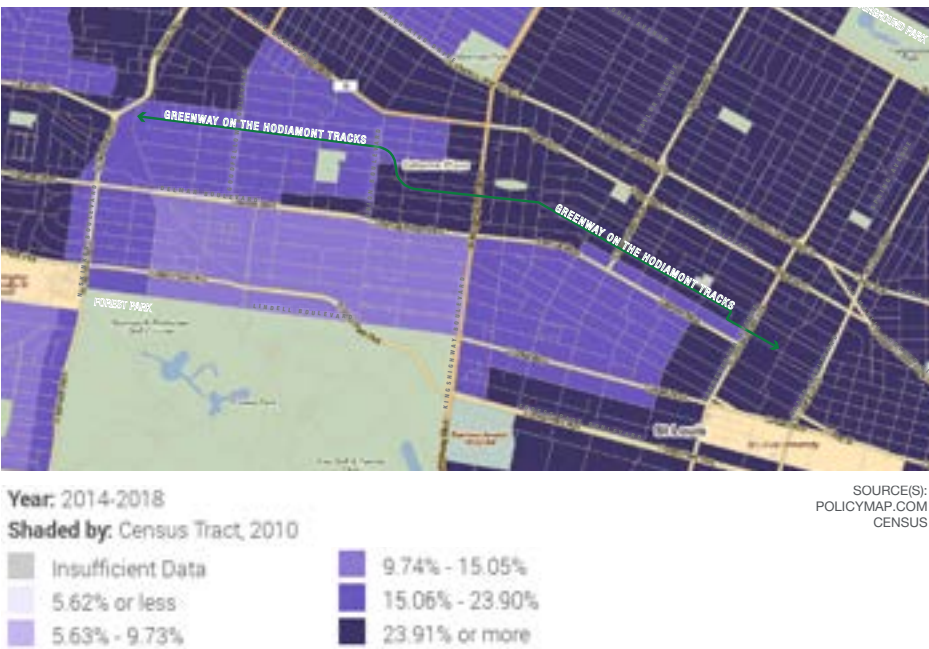
PREDOMINANT RACE OR ETHNIC GROUP



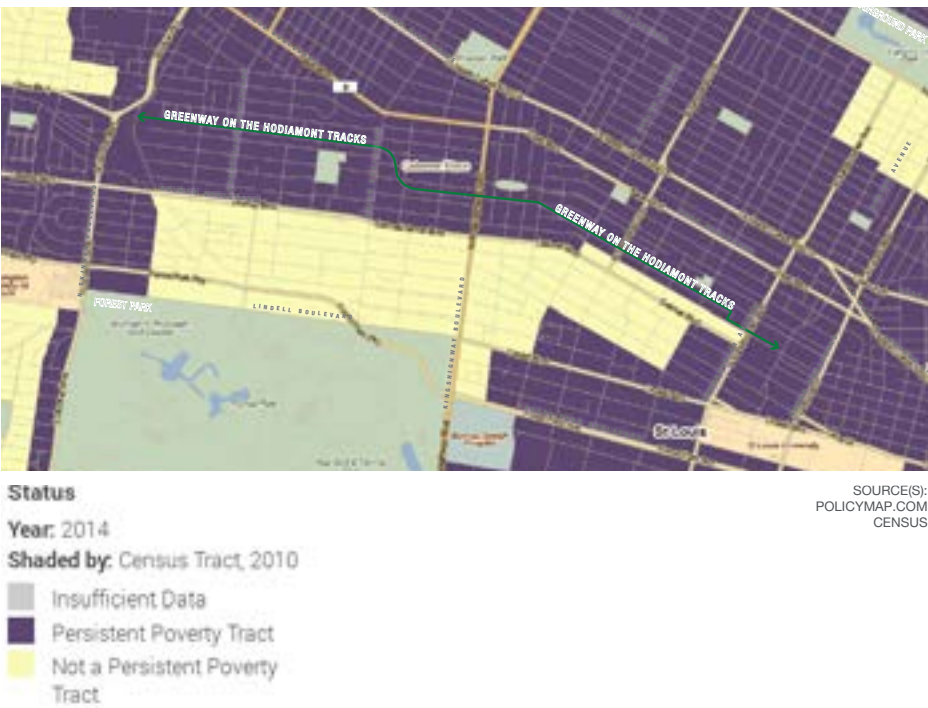
DIVERSITY INDEX



POVERTY



PERSISTENT POVERTY



CITY CONTEXT

Demographics

The demographic maps illustrated on this and the following page originated from Policymap.com and were generated using census data. The maps to the right include:

- Income Per Capita: Estimated per capita income, between 2014 and 2018
- Age (Median): Estimated median age of all people, between 2014 and 2018
- Age (65 or Older): Estimated percent of all people 65 or older, between 2014 and 2018
- Age (Under 18): Estimated percent of all people under 18, between 2014 and 2018

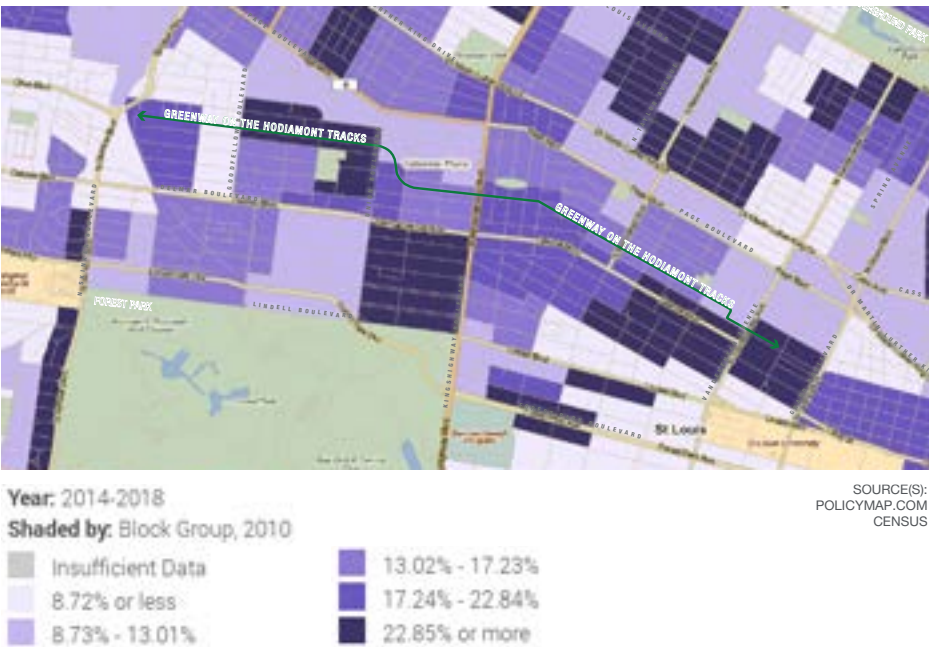
INCOME PER CAPITA



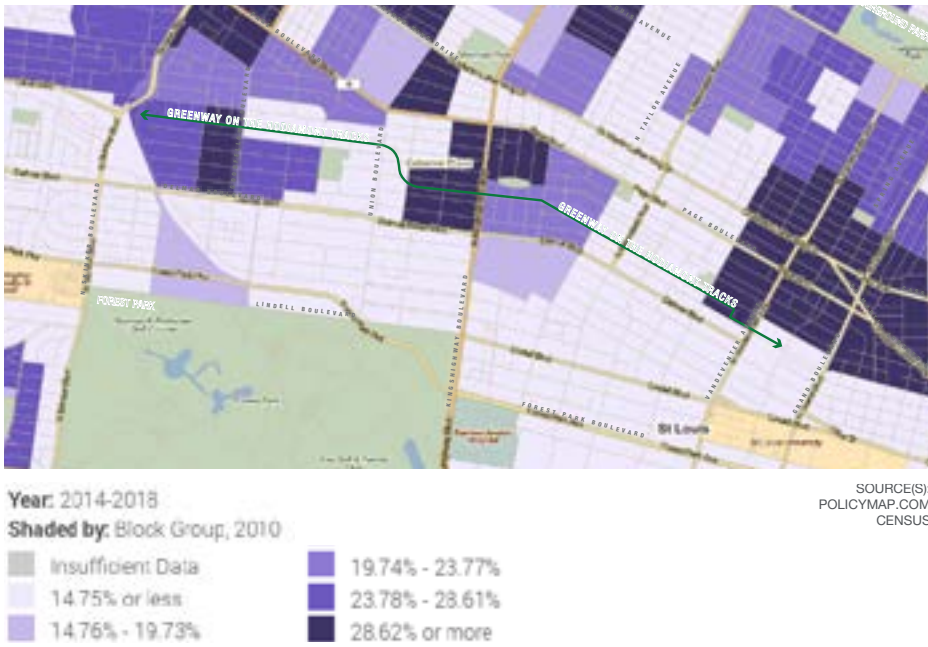
AGE (MEDIAN)



AGE (65 OR OLDER)



AGE (UNDER 18)



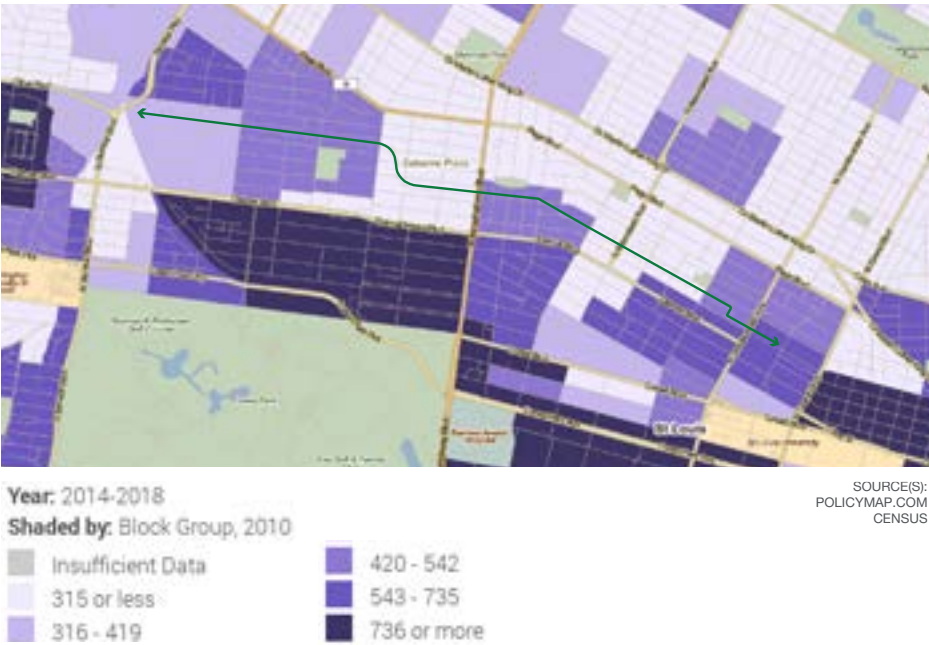
CITY CONTEXT

Demographics

The demographic maps illustrated on this page originated from Policymap.com and were generated using census data. The maps to the right include:

- Density (Households): Estimated number of housing units, between 2014 and 2018
- Housing Median Value: Estimated median value of an owner-occupied home, between 2014 and 2018
- Home Ownership: Estimated percent of all household that own a home, between 2014 and 2018
- Percent Single Family: Estimated percent of housing units that are single family homes, between 2014 and 2018

DENSITY (HOUSEHOLDS)



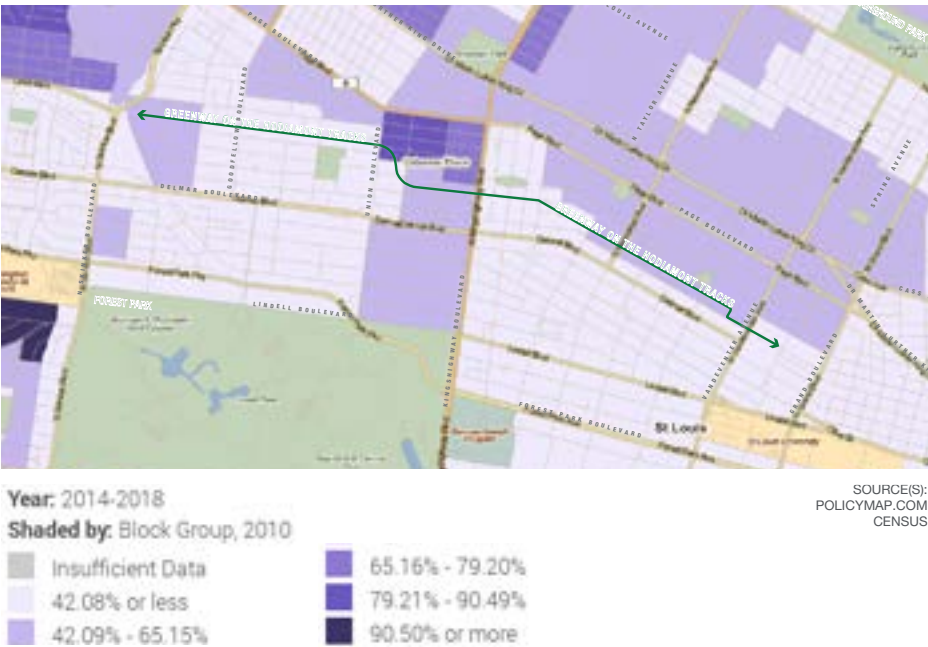
HOUSING MEDIAN VALUE



HOME OWNERSHIP



PERCENT SINGLE FAMILY



CITY CONTEXT

Economic Overlays

The City of St. Louis and the State of Missouri have many existing and new economic development tools available to foster development projects, grow jobs, and focus investment in the neighborhoods and communities across the City. Oversight for these tools is primarily administered and managed through the St. Louis Development Corporation (SLDC); though, some of the tools – for example, CIDs or TDDs – are handled at the state level or only subject to their own laws for reporting and transparency. These tools are generally more valuable to economic development and community revitalization when used at the district-scale; however, many tools – such as TIF or LCRA – are implemented at the scale of a single-parcel of property.

Each district is subject to its own state or local enabling legislation, and is capable of providing specific services or improvements established through those laws. CIDs, for example, can provide for infrastructure improvements within the public Right of Way or fund a local security effort. While on the other hand, a TDD is dedicated to a specific transportation or infrastructure project – the Loop Trolley, as an example – and NRSAs identify areas where Community Development Corporations can receive fewer restrictions on funding through the Community Development Block Grant Program. Each program is unique, and in the City of St. Louis these tools are often utilized together and overlapping to best serve the specific needs of the local community.

Economic Development tools include:

- Land Clearance for Redevelopment Authority (LCRA/CH99)
- Tax Increment Financing Districts (TIFs)
- Opportunity Zones (OZs)
- Land Reutilization Authority (LRA) Properties
- Neighborhood Revitalization Strategy Areas (NRSAs)
- Community Improvement Districts (CIDs)
- Transportation Development Districts (TDDs)
- Special Business Districts (SBDs)

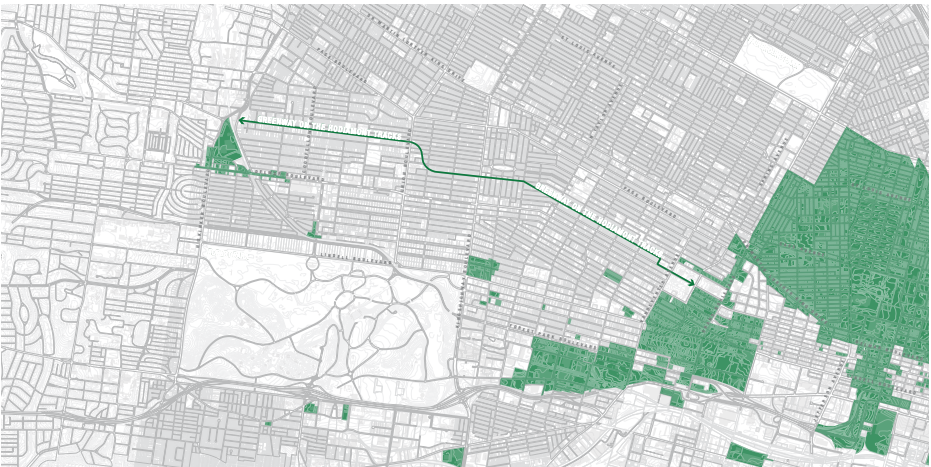


LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY (LCRA / CH99) One of the most fundamental tools available to the City of St. Louis is real estate tax abatement. Chapter 99 of the MO State Statutes is utilized to freeze property taxes in place at pre-development values for a period of 5, 10, or 15 years – depending upon the nature and scale of the project and how many jobs or other benefits are anticipated. Once the abatement period is over, the property will be re-assessed according to the standard 2-year cycle and the increased taxes will be back on the tax rolls.

LAND REUTILIZATION AUTHORITY (LRA) The LRA is the “land bank” for the City of St. Louis. LRA receives title to all tax delinquent properties not sold at the Sheriff’s sale and properties through donations. The LRA also owns and manages vacant land and buildings in the City for purchase, lease, or community projects and operations programs like “mow-to-own”. The SLDC Real Estate Department maintains, markets, and sells these properties and performs land assemblage for future development or use in combination with other programs shown here.

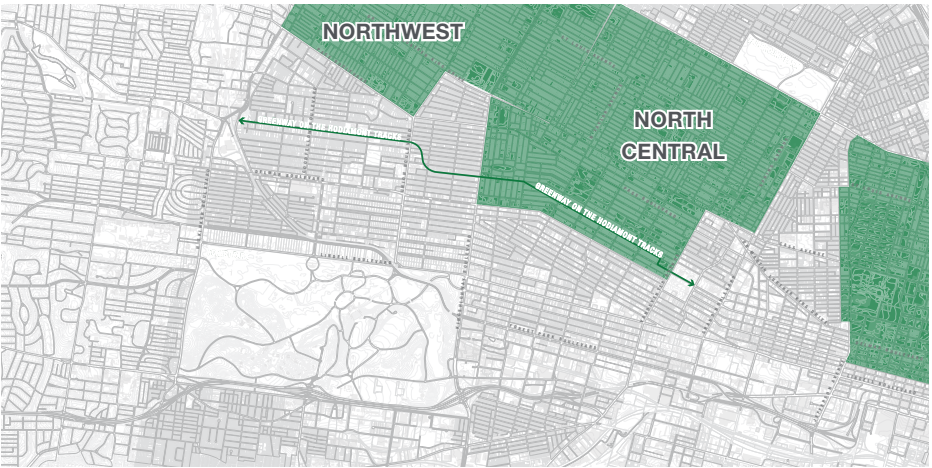


OPPORTUNITY ZONES (OZs) The City of St. Louis Opportunity Zone program was created as part of the Tax Cuts and Jobs Act of 2017 and identified economically-distressed areas where new investment may be eligible for preferential tax treatment, including access to a new development incentive that allows investors to temporarily defer capital gains taxes on the investment. The investment decisions are made completely by the investors and tend to focus on new income-generating real estate projects that include multi-family residential or commercial projects.



TAX INCREMENT FINANCING DISTRICTS (TIFs) A TIF is a real estate tax incentive tool which allows developers to use the future increases – or incremental value – in property taxes and 50% of the new economic activity taxes (i.e. sales and use taxes, payroll taxes, etc.) associated with a new development project as a project financing tool for the 23-year duration of the TIF district. The developer continues to pay the pre-development taxes on the properties, while making Payments in Lieu of Taxes (PILOTs) into a special allocation fund that is committed to reimbursing the developer for any eligible project cost. TIFs should be used to fund streetscapes, infrastructure, and other community-related assets like parks and public spaces.

CITY CONTEXT
Economic Overlays (cont.)



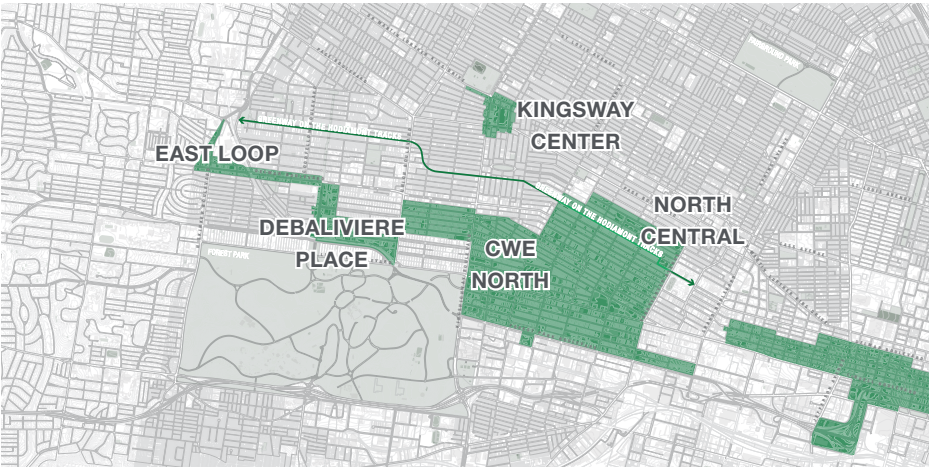
NEIGHBORHOOD REVITALIZATION STRATEGY AREAS (NRSAs) NRSAs are Community Development Block Grant (CDBG) grantee-designated areas targeted for revitalization which have been reviewed and approved by the U.S. Department of Housing and Urban Development (HUD). The Community Development Administration (CDA) for the City of St. Louis is afforded enhanced flexibility in undertaking economic development, housing and public service activities with their CDBG funds in these areas.



TRANSPORTATION DEVELOPMENT DISTRICTS (TDDs) A TDD is a special taxing district – similar to a CID – that can collect revenues within a specified boundary for the promotion, design, construction, improvement, or operations of a specified project agreed upon by the local and state transportation authorities and City. TDDs are funded through add-on sales or property tax and/or special assessments, as well as imposition of certain tolls with approval of qualified voters within its boundary. Districts are political subdivisions and subject to the State of Missouri auditing and oversight.



COMMUNITY IMPROVEMENT DISTRICTS (CIDs) A CID is a special taxing district that can collect revenues within a specified boundary for the provision of services and improvements such as street cleaning, security, beautification, maintenance, events, and other services determined during the establishment process. A CID is established through the petition process and legislated through local ordinance to allow for collection of special assessments, property taxes, business licenses, and rents on district property, for example. Other powers, such as collection of sales and use taxes are enabled through local ballot initiative. Districts are political subdivisions and subject to the State of Missouri auditing and oversight.



SPECIAL BUSINESS DISTRICTS (SBDs) An SBD is a special taxing district with limited authority to levy an additional property tax within a specified boundary for the provision of services and improvements. SBD's are approved by qualified voters within the district and typically add an 85¢ per \$100 of assessed value for every eligible property within the boundary. Tax rates are typically recalibrated yearly with the Assessor's Office and rates reduced to ensure that the overall tax levy remains the same, as SBD are subject to the MO State Hancock Amendment which requires voters to approve any additional tax levy beyond what is established in the original legislation.

CITY CONTEXT

Current Developments

The following pages include a series of development update maps produced by Washington University Medical Center (WUMC) for the following areas along the Hodiamont Tracks:

- West End / Visitation Park (Page 26)
- Skinker DeBaliviere / DeBaliviere Place (Page 27)
- Academy (Page 28)
- Fountain Park / Lewis Place / Vandeventer (Page 29)
- Delmar Corridor (Page 30)

1 Delmar DiviNe
Status: Under Construction
Expected Completion: Fall 2021
Development: Redevelop shuttered St. Luke's Hospital into a mixed-use building that would include 160 apartments, as well as office space for various non-profits. The project would include low rents and shared services to cater to the targeted tenants. The Missouri Development Finance Board approved over \$2 million in tax credits for the project in October 2018. Reports indicate about 20 organizations intend to occupy space in the completed project.
Investment: \$100 million (est)

2 Cabanne Courtyard
Status: Under Construction
Expected Completion: Unknown
Development: Rehab of a vacant residential building into 36 residential units. The project includes a mix of affordable and market-rate units.
Investment: \$2 million (est.)

3 West End South CID
Status: Proposed
Expected Completion: Unknown
Development: A new community improvement district (CID) is being considered for the southern portion of the West End neighborhood.
Investment: Unknown

4 5897 Delmar
Status: Complete
Expected Completion: 2020
Development: Design Alliance is rehabbing the former home of Pete's Shur Sav for commercial use.
Investment: Unknown

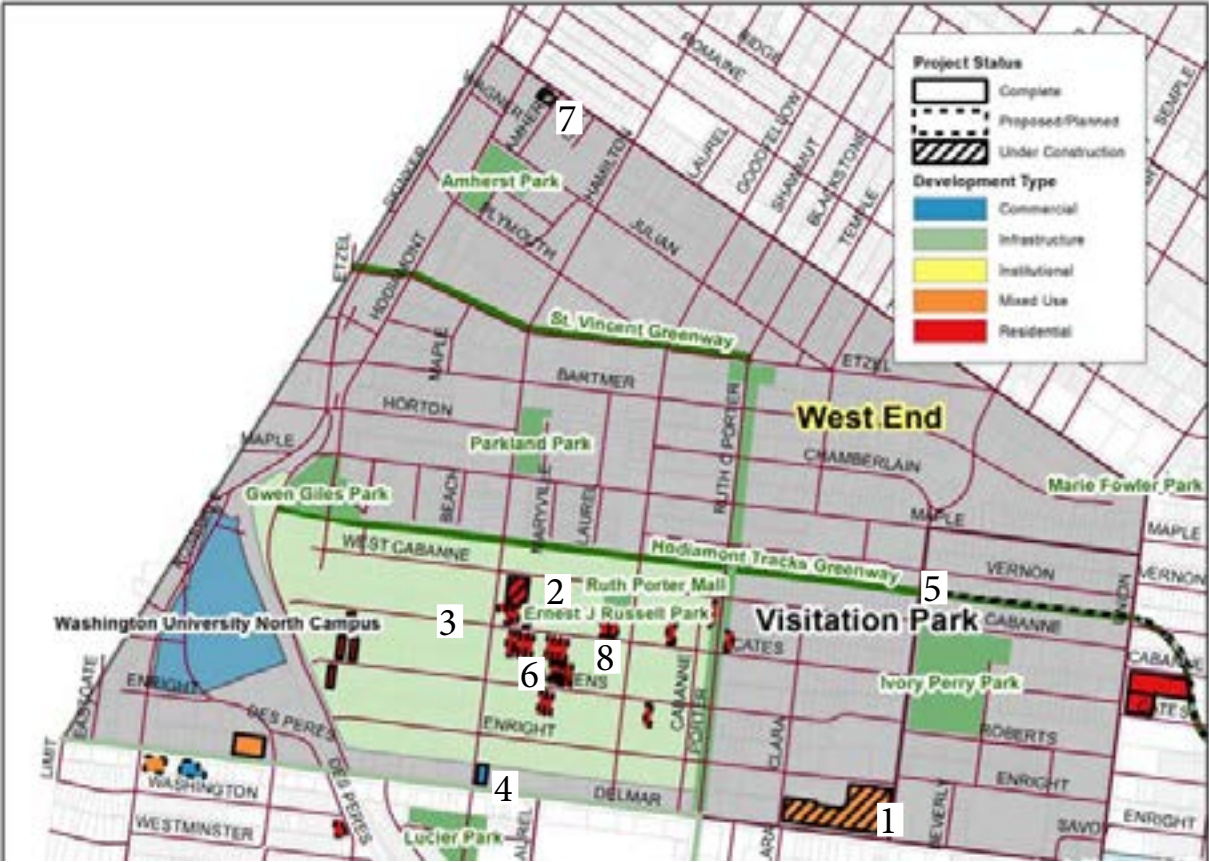
5 Midtown Loop Trail
Status: Proposed
Expected Completion: Unknown
Development: Great Rivers Greenway proposes linking the St. Vincent Greenway with the Midtown neighborhood and the proposed Chouteau Greenway through implementation of the Midtown Loop Trail. The trail would chiefly be built along Hodiamont ROW, a former rail line.
Investment: Unknown

6 West End Estates
Status: Planned
Expected Completion: Unknown
Development: Phase II of new construction single-family home infill project. \$450k building permit issued for rehab of 6-family flat at 5890 Cates.
Investment: Unknown

7 Good Shepherd Early Learning Center
Status: Under Construction
Expected Completion: 2020
Development: The Good Shepherd Early Learning Center is constructing a new, 12,000 sq ft facility next to its current one.
Investment: Unknown

8 5815 Cates
Status: Planned
Expected Completion: Unknown
Development: An \$800k permit application has been submitted for the rehab of a 24-unit apartment building at 5815 Cates.
Investment: Unknown

West End/Visitation Park | DECEMBER 2020



CITY CONTEXT
Current Developments (cont.)

Skinker DeBaliviere/DeBaliviere Place | DECEMBER 2020



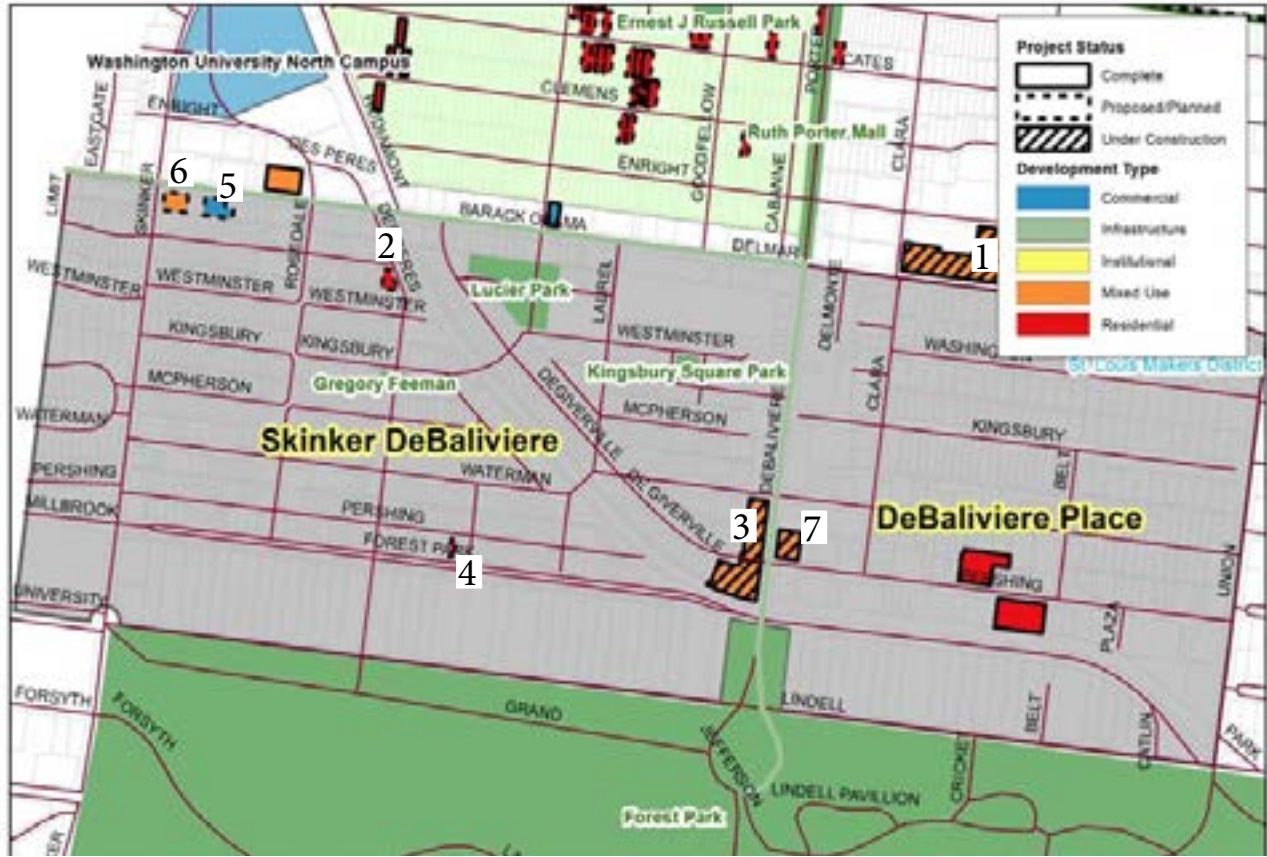
1 Delmar DiviNe
Status: Under Construction
Expected Completion: Fall 2021
Development: Redevelop shuttered St. Luke's Hospital into a mixed-use building that would include 160 apartments, as well as office space for various non-profits. The project would include low rents and shared services to cater to the targeted tenants. The Missouri Development Finance Board approved over \$2 million in tax credits for the project in October 2018. Reports indicate about 20 organizations intend to occupy space in the completed project.
Investment: \$100 million (est)

2 Walker TownHomes
Status: Planned
Expected Completion: 2021
Development: Four townhomes to be built on a vacant lot. Fulfills part of the Skinker DeBaliviere Neighborhood Plan for infill in this area. Each townhome will be ~2,200 sf and feature 3 bds, 4 bths, and an attached garage. Prices range from \$450k to \$485k.
Investment: Unknown

3 Expo at Forest Park
Status: Under Construction
Expected Completion: Q4 2020
Development: 285 apartments and 30,000 sf of ground floor retail has been proposed on what is currently a park-and-ride lot and strip mall serving the Forest Park-DeBaliviere MetroLink Station. The project has recently been named Expo at Forest Park. The strip mall has been demolished and construction is underway.
Investment: \$91.5million

4 5912 Pershing
Status: Proposed
Expected Completion: Unknown
Development: An \$80k building permit has been submitted for rehab of the home at 5912 Pershing.
Investment: Unknown

5 Swade Medical Marijuana Dispensary
Status: Planned
Expected Completion: Unknown
Development: The property that was proposed to be Magic Mini Golf, a Joe Edwards-developed entertainment complex, now has a building permit for a medical marijuana dispensary.
Investment: ~\$1.5 million



6 residences @ delmar.loop
Status: Proposed
Expected Completion: Unknown
Development: A five or six story mixed-use building with ground floor retail and covered parking. A 120-foot diameter Ferris wheel was proposed on this same site, but was canceled.
Investment: Unknown

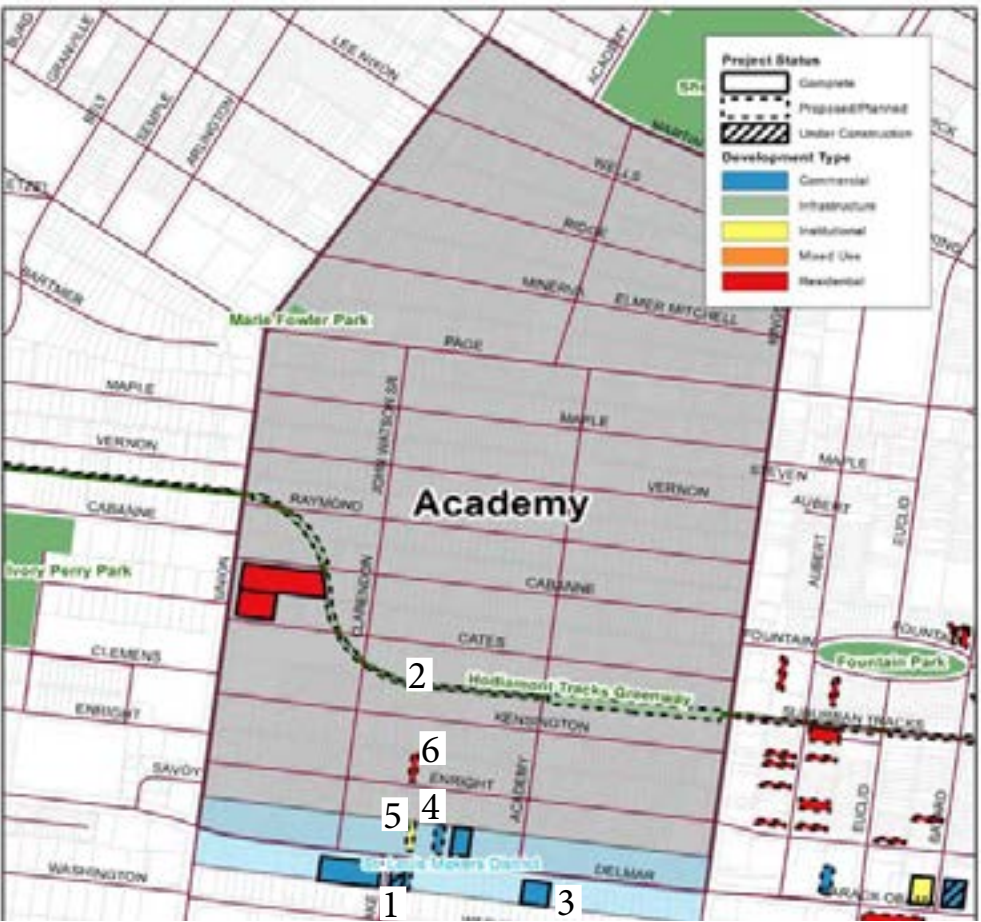
7 310 DeBaliviere Mixed Use
Status: Under Construction
Expected Completion: Unknown
Development: New, six story, apartment building with ground floor retail on site of former Italian restaurant. There will be 150 apartments and two levels of garage parking.
Investment: Unknown





Academy | DECEMBER 2020

1 Third Degree Annex Status: Complete Expected Completion: Unknown Development: Third Degree Glass Factory is investing in additional maker space with a new facility across Lake Street from their glass factory. This will be private studio space. Investment: Unknown
2 Midtown Loop Trail Status: Proposed Expected Completion: Unknown Development: Great Rivers Greenway proposes linking the St. Vincent Greenway with the Midtown neighborhood and the proposed Chouteau Greenway through implementation of the Midtown Loop Trail. The trail would chiefly be built along Hodiamont ROW, a former rail line. Investment: Unknown
3 Delmar Maker District Status: In Progress Expected Completion: N/A Development: A live-make-sell district founded by Jim McKelvey and Doug Auer. It is located along Delmar Boulevard between Union Boulevard and Kingshighway Boulevard. Several developments, including MADE St. Louis, the Magic House, and the Third Degree Glass Factory are part of this district. Additional developments are currently underway or planned. Investment: Unknown
4 Commercial Space Status: Proposed/Planned Expected Completion: Unknown Development: A building next door to MADE will be repurposed, rehabilitated and leased for commercial use. Investment: Unknown
5 Academy/Sherman Park Neighborhood Association HQ Status: Proposed/Planned Expected Completion: The Academy/Sherman Park Neighborhood Association will use this former church as their headquarters. Development: Investment: Unknown



6 5163 Enright
Status: Proposed/Planned
Expected Completion: Unknown
Development: A \$200k permit has been issued for a new home at 5163 Enright. The original home was lost in a fire.
Investment: Unknown

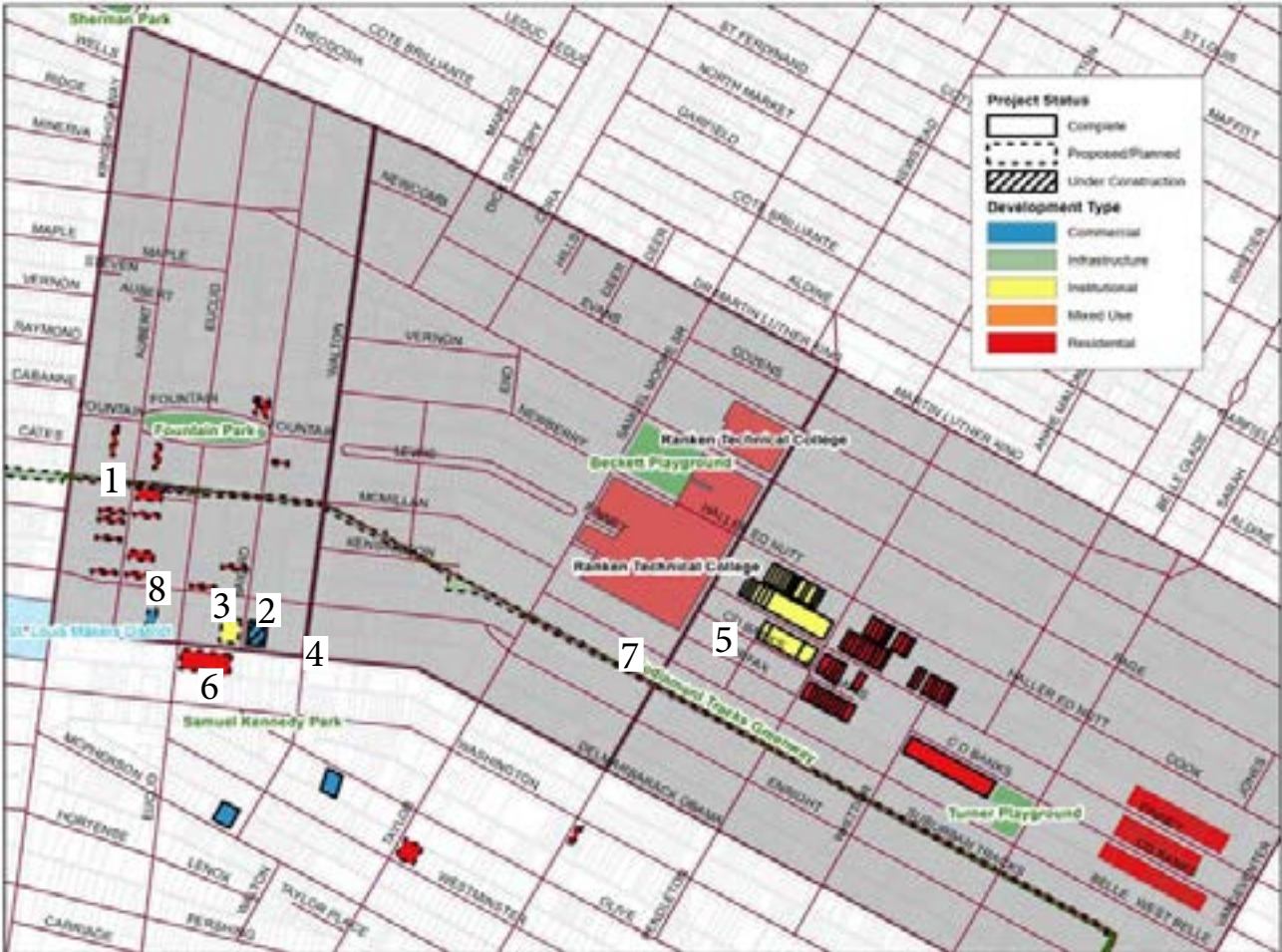


CITY CONTEXT
Current Developments (cont.)



1 Residences in Fountain Park Status: Under Construction Expected Completion: Unknown Development: 65 rehabbed and 30 new homes throughout Fountain Park along Aubert, Fountain, Euclid, and Bayard Avenues. Investment: \$16 million (est.)
2 Elevation Space Status: Under Construction Expected Completion: Spring 2021 Development: Space for multiple, independent businesses across two, neighboring, rehabbed commercial/office buildings. Will include kitchen space, event space, and a retail center. A total of 30,000 sf will be available. Kingshighway Development won a \$6 million New Markets allocation and a recommendation from a city board for \$6.2 million in tax increment financing to assist the project. Investment: \$2.9 million (est.)
3 LaunchCode Mentor Center Expansion Status: Proposed Expected Completion: Unknown Development: LaunchCode will receive \$4 million New Markets allocation to help finance the expansion and rehab of its facility at 4811 Delmar Blvd. The group hopes to train about 200 more people a year following the expansion, up from about 600 students that currently graduate a year. Investment: \$5 million
4 Kingshighway TIF Status: Planned Expected Completion: Unknown Development: Kingshighway Development has planned \$4.3 million in streetscape improvements to calm traffic and beautify Delmar Boulevard between Kingshighway and Taylor. The streetscape improvements include adding bike lanes, bus shelters, pedestrian bump-outs, and lighting to make the area pedestrian-friendly. Kingshighway Development received a recommendation from a city board for \$6.2 million in tax increment financing to assist the project. Investment: \$4.3 million (est.)
5 Delmar Village Phase II Status: Complete Expected Completion: 2020 Development: An addition to the Delmar Village residential complex, an affordable housing development. Investment: Unknown
6 Kingsway Development Project Status: Planned Expected Completion: Unknown Development: Kingsway Development has the parcel under contract and plans a new development here. Investment: Unknown

Fountain Park/Lewis Place/Vandeventer | DECEMBER 2020

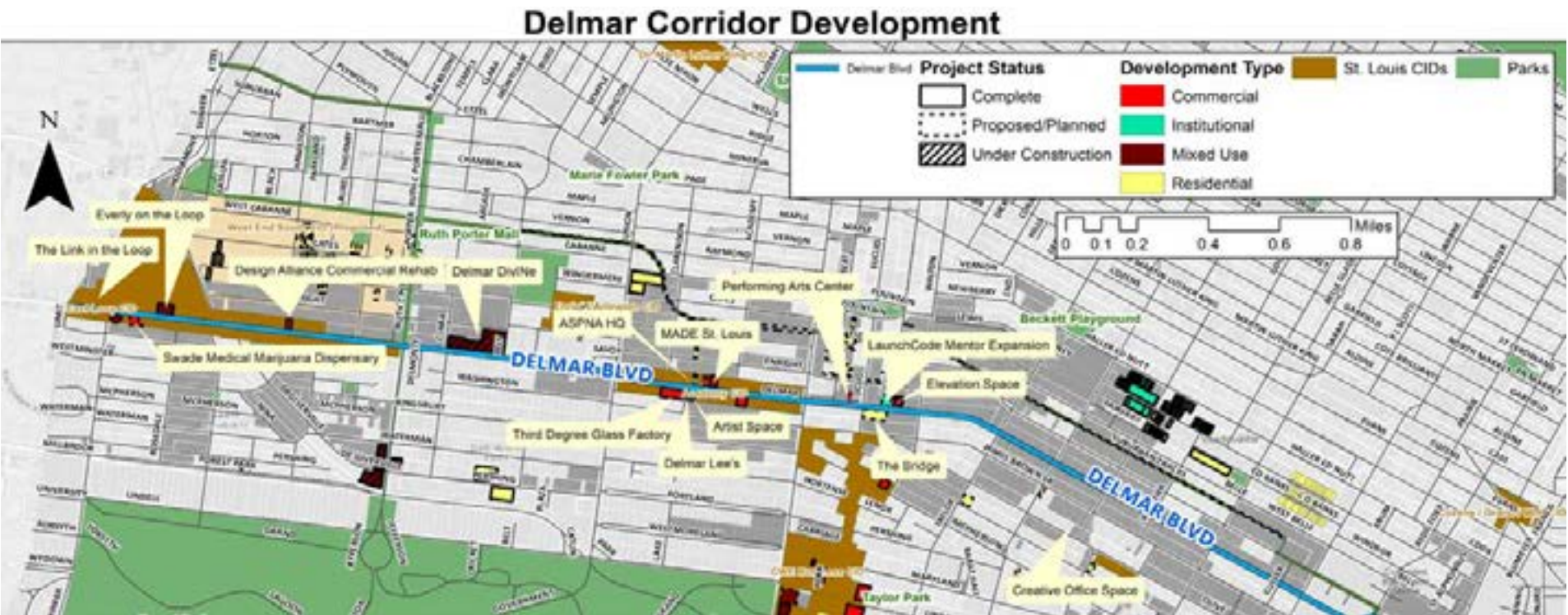


7 Midtown Loop Trail (Hodiamont Track Greenway) Status: Proposed Expected Completion: Unknown Development: Great Rivers Greenway proposes linking the St. Vincent Greenway with the Midtown neighborhood and the proposed Chouteau Greenway with the Midtown Loop Trail. The trail would mainly be built along Hodiamont ROW, a former rail line. Investment: Unknown
--

8 Performing Arts Center Status: Proposed Expected Completion: Unknown Development: Kingsway Development plans to develop this property, formerly The Vault, into a performing arts center. \$6.2 million in tax subsidies are being sought for this as well as four other projects Kingsway Development is planning. Investment: Unknown
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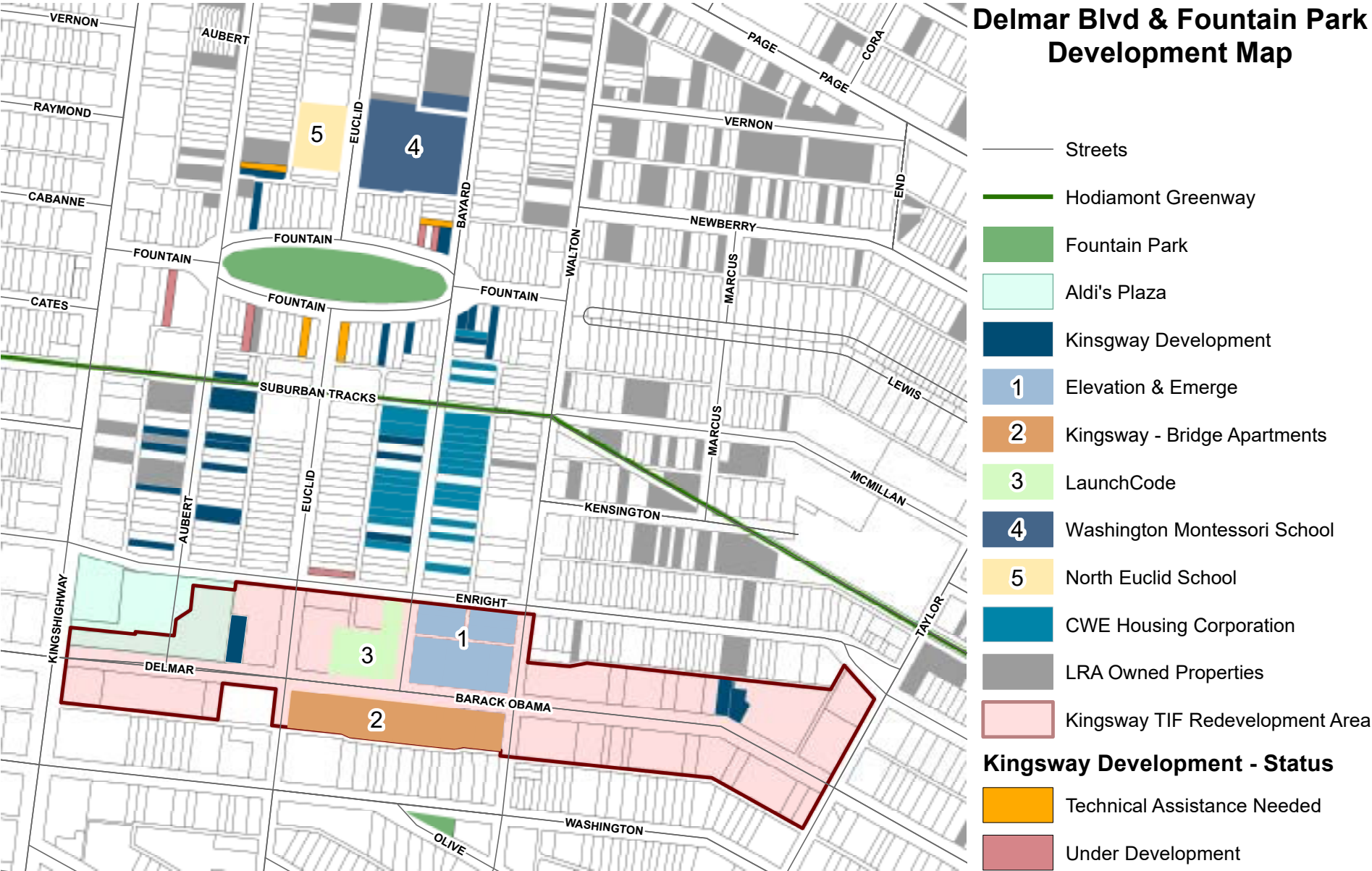
CITY CONTEXT
Current Developments (cont.)



The Link in the Loop Status: Complete Expected Completion: 2020 Investment: \$30 million (est.)	Design Alliance Commercial Rehab Status: Complete Expected Completion: 2020 Investment: \$90 million (est.)	Third Degree Glass Factory Expansion Status: Complete Expected Completion: 2020 Investment: \$730,000 (est.)	Artist Space Status: Proposed/Planned Expected Completion: Unknown Investment: Unknown	LaunchCode Mentor Expansion Status: Proposed Expected Completion: Unknown Investment: Unknown
Everly on the Loop Status: Complete Expected Completion: 2018 Investment: \$66 million	Delmar DiviNe Status: Under Construction Expected Completion: 2021 Investment: \$90 million (est.)	MADE St. Louis Status: Complete Expected Completion: 2018 Investment: Unknown	Performing Arts Center Status: Proposed Expected Completion: Unknown Investment: Unknown	Elevation.Space Status: Under Construction Expected Completion: Unknown Investment: Unknown
Swade Medical Marijuana Dispensary Status: Planned Expected Completion: Unknown Investment: Unknown	ASPNA Headquarters Status: Proposed Expected Completion: Unknown Investment: Unknown	Delmar Lee's Status: Under Construction Expected Completion: Unknown Investment: Unknown	The Bridge Status: Proposed Expected Completion: Unknown Investment: Unknown	Creative Office Space Status: Complete Expected Completion: 2020 Investment: Unknown

CITY CONTEXT
Current Developments (cont.)

The graphic to the right is a detail of the development efforts underway in the Fountain Park neighborhood and along Delmar Boulevard.



CITY CONTEXT
Open Space Amenities

The diagrams on the following four pages are an inventory of existing amenities and assets within a 1/2 mile radius from the Tracks. Each of these amenities and assets are represented by a single dot. The first two pages focus on open space amenities, such as community gardens, dog parks, and basketball courts. The last two pages are related to neighborhood assets such as childcare, places of worship, and schools.

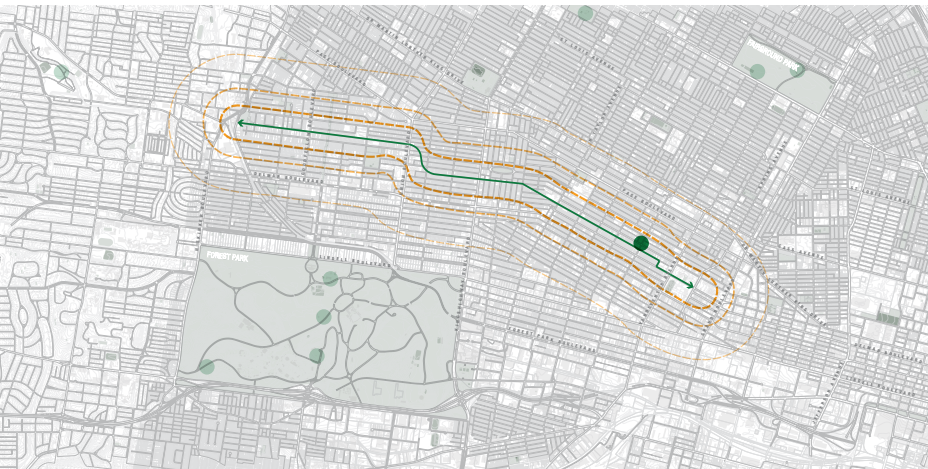
The intent of these diagrams is to highlight overall distribution of each element in order to identify gaps or low levels of service. This data will be helpful in determining future program needs for open space and vacant property re-use along the Tracks.



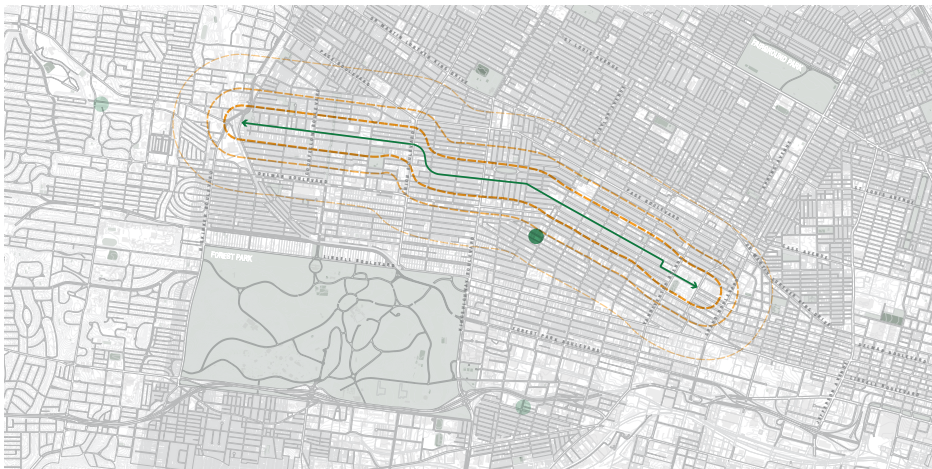
PARKS - PAVILION



PARKS - SPLASH PAD



PARKS - RESTROOM



PARKS - DOG PARK



PARKS - BASEBALL

MAP(S) LEGEND

1/8 mile, 1/4 mile, and 1/2 mile radius shown

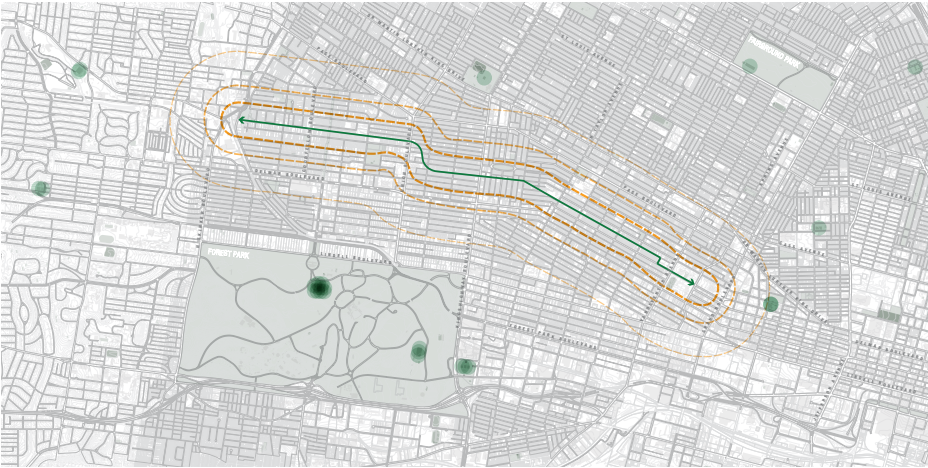
CITY CONTEXT
Open Space Amenities



PARKS - FIELD SPORTS



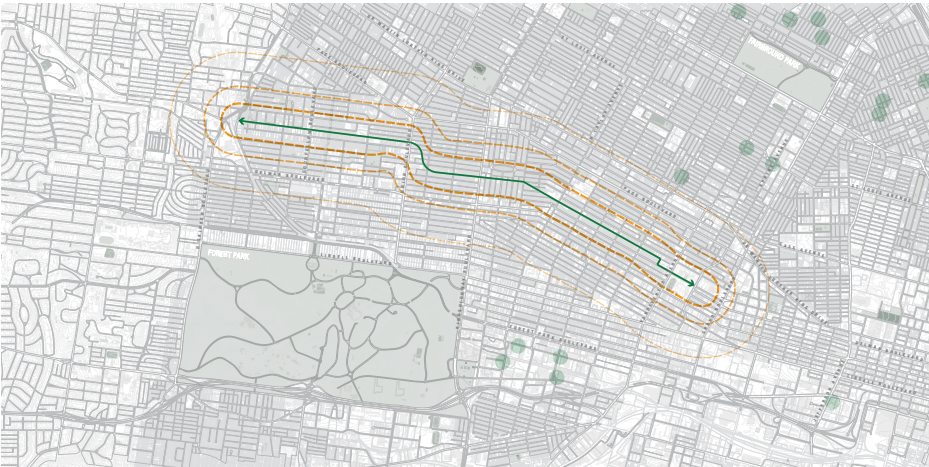
PARKS - BASKETBALL



PARKS - TENNIS



COMMUNITY GARDENS



RAIN GARDENS



PARKS - PLAYGROUND

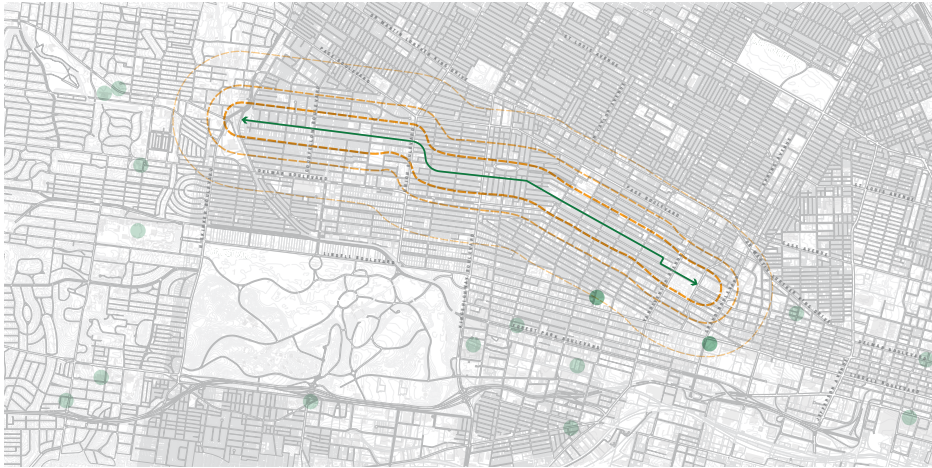
MAP(S) LEGEND

— — — — — 1/8 mile, 1/4 mile, and 1/2 mile radius shown

CITY CONTEXT
Neighborhood Assets



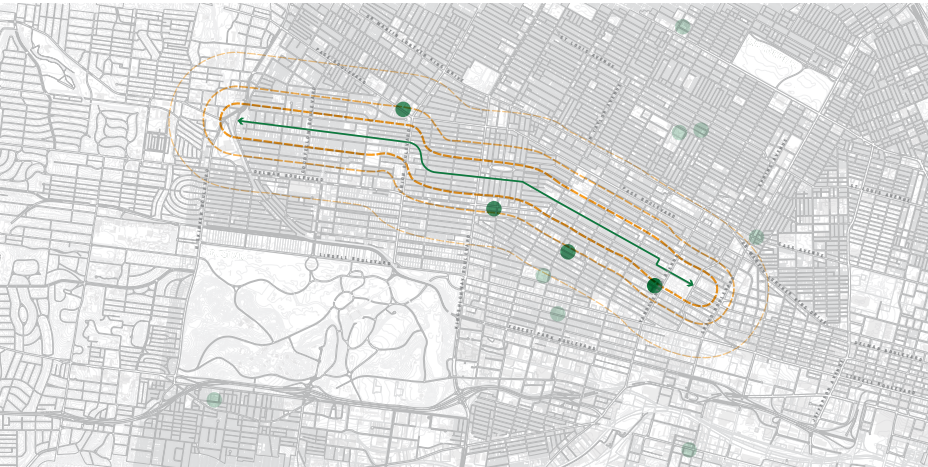
COMMUNITY CENTER



MAJOR EMPLOYER



NON-PROFITS



SENIOR CARE



CHILD CARE



WORSHIP

MAP(S) LEGEND
1/8 mile, 1/4 mile, and 1/2 mile radius shown

CITY CONTEXT
Neighborhood Assets



SCHOOLS



CONVENIENCE STORES / GROCERY



HEALTH CARE SERVICES



OUTDOOR EVENT VENUES

MAP(S) LEGEND

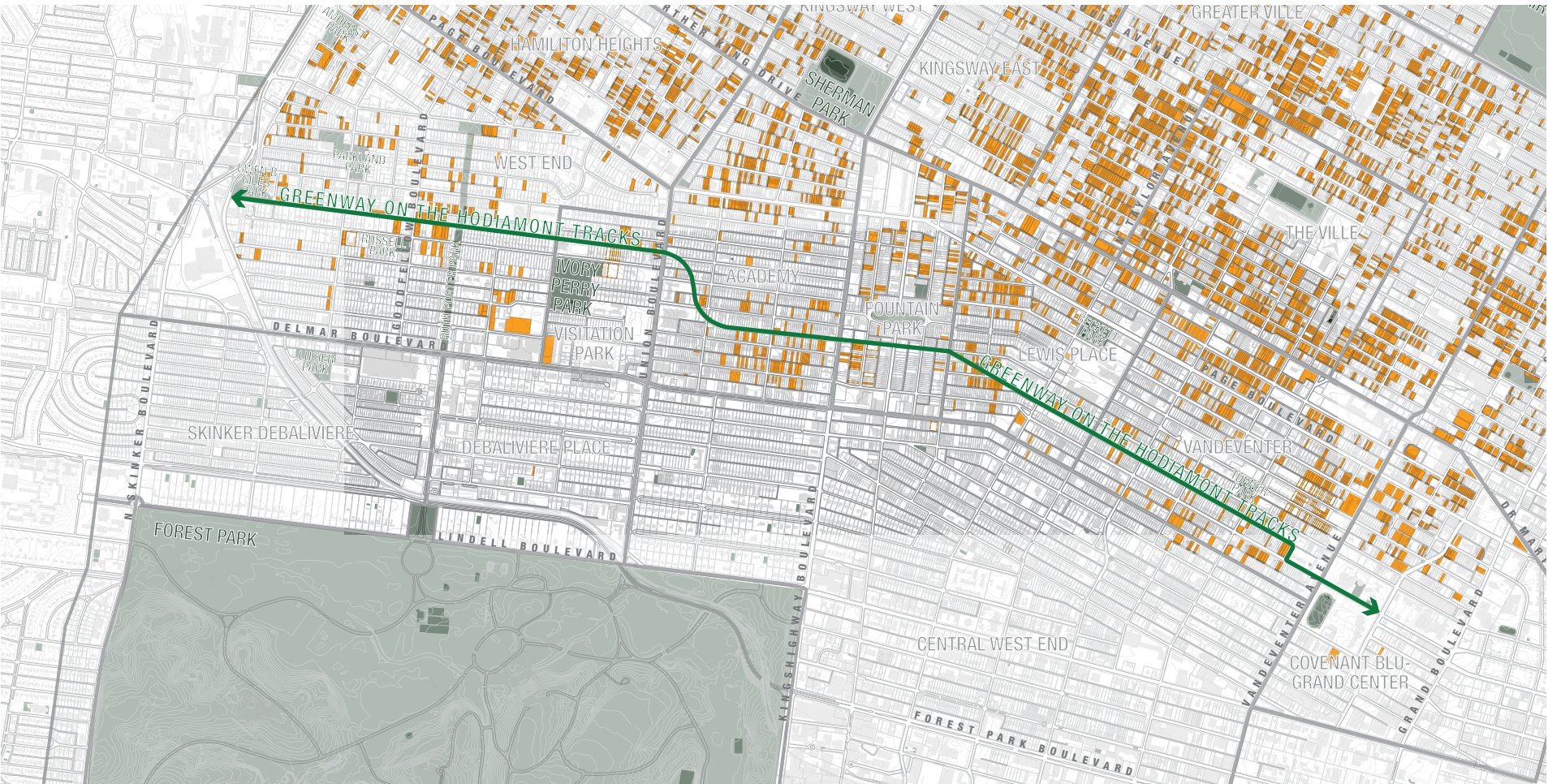
1/8 mile, 1/4 mile, and 1/2 mile radius shown



CITY CONTEXT

Public Ownership

The greatest density of City-Owned vacant parcels within the Concept Plan area lies to the north and east of the Hodiamont Tracks, with a regular frequency along the Tracks themselves. Vacant parcels will play a key role in fulfilling the community vision for assets along the corridor. The parcels shown do not represent all vacant lots and structures in the area, but give an indication of overall vacancy patterns. In addition, only city-owned parcels were inventoried because those can be influenced directly as an outcome of this project in partnership between GRG and Saint Louis City.



CITY CONTEXT
Sidewalk Condition

A visual survey of sidewalks within one-half mile of the Hodiamont Tracks was conducted to determine where pedestrian connectivity is missing or inadequate. Aerial imagery was referenced to find places where the sidewalk was missing or in poor condition. Aerial imagery doesn’t allow for nuanced assessment of cracks or lifted sections, but the encroachment of lawn or other weeds is a clear indication that the pavement is not maintained, as shown in the examples below:



Aerial image indicating poor conditions



Aerial image indicating a gap

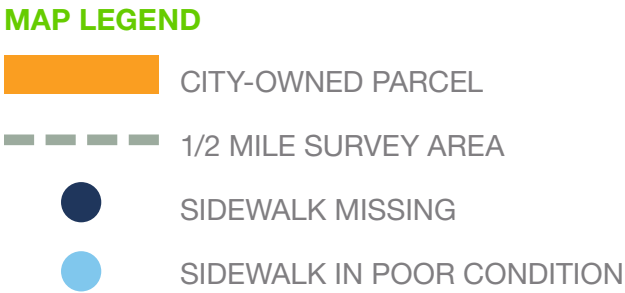
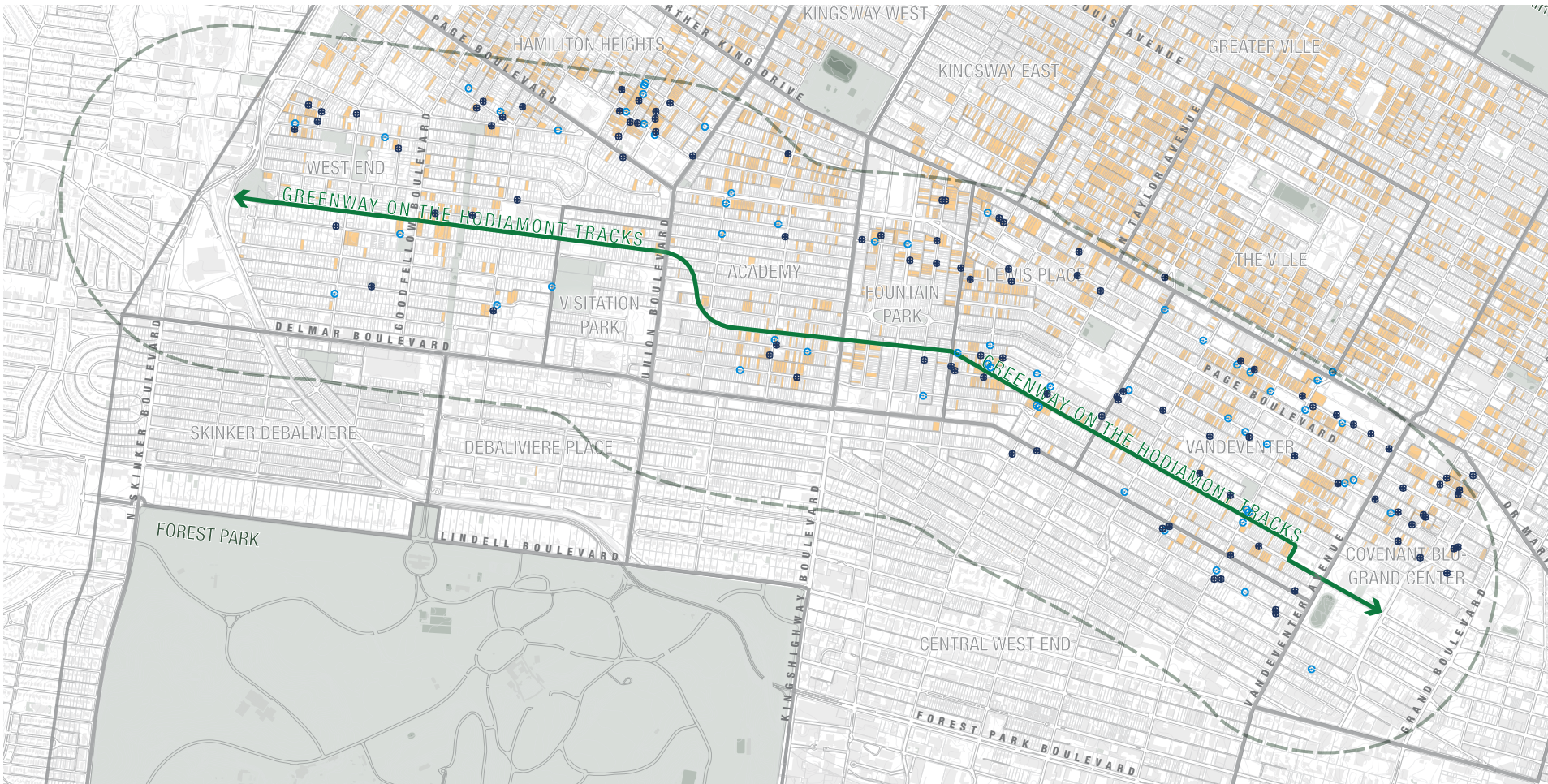


Street view image of area identified as poor conditions

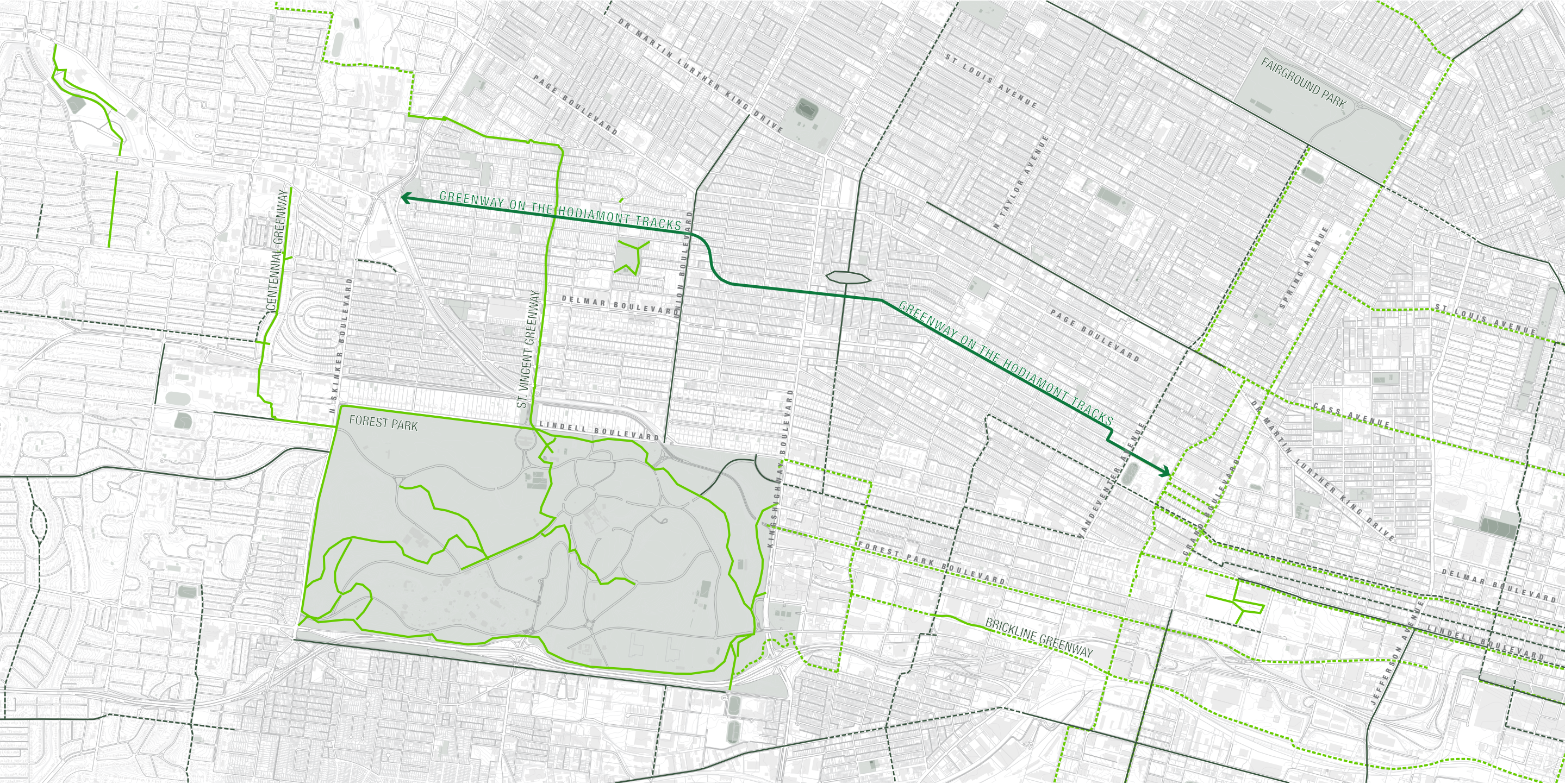


Street view image of area identified to have a gap

A clear pattern emerged from this exercise with two main takeaways. First, there are many more instances of poor or missing sidewalks around and north of the tracks. Secondly, many of the areas we’ve identified were adjacent to vacant parcels. The assumption is that the sidewalks were damaged during the demolition of the previous structures on site, and the lack of a new development has allowed them to go into disrepair. The map to the right overlays the vacant parcels with places of inadequate pedestrian accommodations.



CITY CONTEXT
Bicycle Infrastructure



MAP LEGEND

- HODIAMONT TRACKS
- SHARED-USE PATH / GREENWAY
- BIKE LANE (ON-STREET)
- SHARED LANE (ON-STREET)
- PLANNED CONNECTIONS

CITY CONTEXT
Mobility Networks



Transit
The Greenway on the Hodiamont Tracks parallels the regional light rail system, MetroLink. Much of the Greenway is within a mile of six MetroLink stations, with the Delmar station being the closest to the western end. Connections to the stations are generally along arterials and collector streets which are typically equipped with sidewalks of varying condition, as explored further on the following pages.

There are nine bus stops at or just north and south of the Hodiamont Tracks. Most of the bus stops are offset from the Hodiamont Tracks by a block and lack decent sidewalks and bicycle connections between stops and the Tracks. The bus stops lack shelter from the sun or weather and are just signs posted in the ground.

Routes 16 and 90 and 95 operate on 10-20 minute headways and experience more riders. These routes connect to regional transit hubs and job districts. During pre-COVID times these routes experienced higher ridership volumes.

Routes 13 and 18 and 42 operate at longer headways, sometimes 30-60 minutes between buses. These routes do not experience as many riders, however are used for local movements and connections to other service lines in many areas.

The study area bike network has key connections with the transit bus routes 90 and 18, however no other routes have designated bike connections for users.

Crosswalks
The study area and Hodiamont Tracks lack crosswalks at most intersections, with zero crossings being visible at the Tracks themselves. Most bus stops lack pedestrian crosswalks at the street.

The Graphic Above
The graphic above highlights where bicycle facilities connect with bus routes and where bus stops and pedestrian crossings are located in relation to Hodiamont Tracks. Currently there are no pedestrian crosswalks present at Hodiamont Tracks to cross the city streets.



Typical bus stop along Hodiamont Tracks

CITY CONTEXT
Mobility Networks



Streets

The Federal Highway Administration (FHWA) classifies urban and rural roadways by street function into four categories - interstates, arterials, collectors and local streets. The classification of a street is an important attribute indicating the function within the greater transportation network and indicates the type and amount of traffic that it serves. The classification also indicates whether mobility or access is prioritized. The classification of a street is important to consider when determining the types of improvements that are feasible and if they will be eligible for federal funding. For the streets that cross the Hodiamont Tracks, only the arterials and collectors will be eligible for possible federal funding while local streets will not be eligible.

The Greenway on the Hodiamont Tracks is within one to three miles from any of four regional interstates: 64, 170, 70, and 44. The Greenway is connected to the street network by five arterials; Skinker Parkway, Goodfellow Boulevard, Union Boulevard, Kingshighway Boulevard, and Vandeventer Avenue. These arterials connect the Greenway to major destinations like Forest Park, transit, job centers, regional destinations, and the interstates. The Greenway crosses six collectors; Hodiamont Avenue, Hamilton Avenue, Taylor Avenue, Newstead Avenue, Sarah Avenue, and Boyle Avenue. There are a number of local streets and driveways/alleys that cross the Greenway that are used for access to homes and businesses in the area.

All the streets in the study area are owned and maintained by the City of St. Louis Streets Department. The Streets Department maintains the pavement, striping, signing and traffic control on these streets and is responsible for capital improvements. The Streets Department also provides snow plowing on select streets.

Knowing the locations of snow plowing priority routes is important when considering traffic calming and other street improvements for people walking and biking. The City of St. Louis Streets Department maintains general guidelines for allowable improvements on snow routes. Generally, vertical deflections (i.e., raised crosswalks, speed bumps, etc.) are not allowed on primary and secondary snow routes. When looking at the Greenway on the Hodiamont Tracks, this means that Skinker Boulevard, Goodfellow Boulevard, Union Boulevard, Kingshighway Boulevard, and Vandeventer Boulevard will not receive approvals for vertical deflections of any kind for traffic calming. Vertical deflections on secondary routes may be granted approval by the Streets Department but are decided on a case-by-case basis. All other local routes that are not labeled as snow routes can be considered with limited issues.

The Graphic Above

The graphic above highlights the street classification of arterials, collectors, and local streets in the study area. The snow routes in the City of St. Louis include primary and secondary routes, indicating hierarchy of plowing.

CITY CONTEXT
Mobility Networks



The Greenway on the Hodiamont Tracks crosses many different types of streets with different uses, traffic volumes, and vehicle speeds. These streets have different cross-sections, number of lanes and pavement width based on these uses and needs. As the number of lanes increase, the capacity of the roadway increases to serve higher volumes of vehicle traffic. However, this adversely affects the ability to cross these streets on foot or bicycle safely. Additionally, if a street has excess capacity and excess pavement it can lead to speeding issues which also creates challenges for safely crossing on foot or bicycle.

While speed limits are relatively low on a majority of streets that cross the Hodiamont Tracks, there have been observed speeding issues on many. Speeding can be partially attributed by the characteristics of a street including excess capacity, limited traffic control and lack of traffic calming elements. By comparing traffic volumes and vehicle speeds with the available capacity of each street, it provides an indication where traffic calming and more restrictive traffic control is needed to provide safe crossings. Vehicle speeding can directly affect and discourage other modes of travel. Higher vehicle speeds (>20mph) present a high likelihood of a pedestrian involved crash resulting in serious or even fatal injury.

Generally, streets with higher classification serve more traffic volume than lower classification streets. However, the traffic volume on a street fluctuates over time depending on population shifts, nearby developments and use of other modes. When volumes drop over time a street may be left with excess capacity. In these cases, it may be appropriate to reduce capacity to better serve other modes and to better fit current needs.

The Graphic Above
The graphic above highlights the components that add to street design and limit what can be done for other modes according to city guidelines. Traffic volumes are low at cross-streets, with the exception of Skinker Boulevard and Kingshighway Boulevard, showing the additional capacity at the other crossings for traffic calming needs.

CITY CONTEXT
Street Types



The inventory was used to develop a group of typologies that represent the typical characteristics of streets that intersect with the Hodiamont Tracks. The typologies were developed by comparing similar streets and exploring the regional and local connections they provide, the types of users, amount of traffic volume, vehicle speeds and street widths, and thinking how people move along these streets whether driving, walking, biking, or taking transit. The five typologies identified are representative of all the Greenway crossings in the study area and can be used to identify tools and elements to enhance safety and awareness for Greenway users in the design phase.

Regional Corridors

Regional corridors provide connections to employment centers, interstate connections and services by vehicle and bus routes. In the study area, these streets are classified as major arterials and serve 10,000-24,000 vehicle per day (vpd) with three lanes in each direction. The number of lanes creates a wider cross-section that is more difficult and less safe to cross on foot or on bike. These streets have fewer access points and major intersections and pedestrian crossings are controlled with traffic signals. These streets are eligible for federal funding. Since these streets are primary snow routes some traffic calming elements are not allowed.

Urban Thoroughfares

Urban thoroughfares provide connections to commercial districts, schools, interstates and services by vehicle, bus and bicycle. In the study area, these streets are classified as minor arterials and serve 4,000-10,000 vpd with 1-2 lanes in each direction. Major intersections and pedestrian crossings are typically controlled by traffic signals. While providing more local connections these streets are still difficult to cross on foot or bicycle. These streets are eligible for federal funding. Since these streets are primary snow routes some traffic calming elements are not allowed.

Neighborhood Connectors

Neighborhood connectors provide connections from local streets to urban thoroughfares and regional corridors by vehicle, bus, bicycle and on foot. In the study area these streets are classified as collectors and serve 1,500-7,500 vpd with 1-2 lanes in each direction. These streets are the same width as urban thoroughfares but major intersections are typically controlled by stop signs and pedestrian crossings are not controlled by traffic signals. These streets are eligible for federal funding. They are maintained as secondary snow routes and some traffic calming elements may require special exemptions.

Residential Streets

Residential streets provide connections from housing and parking to other residential streets and neighborhood connectors by vehicle, bicycle and on foot. In the study area these streets are classified as local roads and serve 1,000 to 4,500 vph with 1 lane in each direction. Intersections are controlled by 2-way and 4-way stop signs and speeds are typically lower than other typologies. These streets are not eligible for federal funding. They are not maintained as snow routes which increases the types of traffic calming elements that can be installed.

Service Alleys

Service alleys provide connections to essential services, utilities and property access. In the study area, the service alleys are typically 15-20 feet wide and serve fewer than 500 vpd.

CITY CONTEXT
Intersections and Sidewalks



Existing street intersections along the Tracks are not currently designed for pedestrian and bicycle safety. The intersections, and one block north and south of the Hodiamont Tracks, were inventoried to note where there are crosswalks, sidewalks and their ratings, posted speed limits, traffic lights and stop signs, and where there were bus stops at the crossing - essentially all the components of safety considerations and perceptions for someone walking along the Greenway. As the crossings and intersections stand today, all are dangerous for users on Hodiamont Tracks, with traffic lights only observed at Union and Kingshighway Boulevards, though they did not seem to be working all the time. No visible crosswalks were observed at the intersections.

Sidewalks were inventoried and rated to denote whether the sidewalks would need major or minor upgrades/repairs at the Hodiamont Tracks or if a connection was needed all together. This inventory and conceptual analysis was not a comprehensive sidewalk analysis but did note that ADA improvements would be needed at all the intersections. Even the intersections with decent sidewalks had debris on them, didn't have crosswalks, and lacked other walkability and safety and security measures.

While the study area lacks many protected and separated bicycle facilities, cyclists were seen on street in mixed traffic during field observations. While many of the streets connecting with the Hodiamont Tracks have low traffic volumes and plenty of space and capacity for bikers, the streets are not safe to bike on in most cases, scoring in the Bicycle Level of Traffic Stress (BLTS) 2 and 3 and 4

categories. BLTS is a qualitative, data-driven approach to evaluate streets and bikeways by matching up roadway design, traffic volumes, and motor vehicle speeds to individual perceptions of cycling comfort and willingness to travel with someone's level of comfort. The BLTS assigns a rating based on the amount of stress a bicyclists incurs due to nearby vehicle traffic. Level 1 indicates there is separation between bicyclists and vehicle traffic while level 4 indicates bicyclists are fully mixed with vehicle traffic using the same facility.

The Graphic Above
The graphic above highlights the qualitative and quantitative measures for evaluating the stress and safety for people walking and biking on roadways. These ratings give key indications to where improvements are needed to improve safety and connections. Sidewalk connections are also shown, highlighting where repairs and facilities are needed, encompassing the majority of crossings along the Hodiamont Tracks.

Bike Score and Walk Score
Walk Score is a private company that provides walkability services and scores in a search tool by address. Its public access walkability index assigns a numerical walkability score to give indication to walking as compared to other areas. These scores were pulled for all the crossings at the Hodiamont Tracks to see how it scored compared to the sidewalk inventory. The Walk Score algorithm awards points based on the distance to the closest amenity in each category. If the closest amenity in a category is within .25 miles (or .4 km), we assign the maximum number of points. The number of points declines as the distance approaches 1 mile (or 1.6 km)—no points are awarded for amenities farther than 1 mile. Each category is weighted equally and the points are summed and normalized to yield a score from 0–100. The number of nearby amenities is the leading predictor of whether people walk.

Bike and Walk Score doesn't calculate whether there are sidewalks or bike lanes, how many lanes of traffic one must cross, how much crime occurs in the area, or what the weather is typically like. It also doesn't differentiate between types of amenities, for example a supermarket grocery store versus a small food mart selling mostly chips and liquor.

www.walkscore.com

CITY CONTEXT
Intersections and Sidewalks

These pictures highlight different typical intersections and sidewalks as they cross the Greenway on the Hodiamont Tracks. As can be seen in the pictures, the crossings at the intersections lack pedestrian crosswalks, traffic control (signal, stop signs), traffic calming, and any notification to drivers that there is a crossing.



Goodfellow Boulevard looking east



Raymond Avenue looking east



Hodiamont Avenue looking west



Belt Avenue looking east



Cabanne Avenue looking south



Hamilton Avenue looking east



Union Boulevard looking west



Cates Avenue looking south

CITY CONTEXT
Intersections and Sidewalks



Clarendon Avenue looking east



Aubert Avenue looking east



Walton Avenue looking east



Academy Avenue looking west



Euclid Avenue looking east



Marcus Avenue looking east



Kingshighway Boulevard looking east



Bayard Avenue looking east



Kensington Place looking east

CITY CONTEXT
Intersections and Sidewalks



Taylor Avenue looking east



Pendleton Avenue looking east



Sarah Street looking east



Newstead Avenue looking east



Whittier Avenue looking east



Vandeventer Avenue



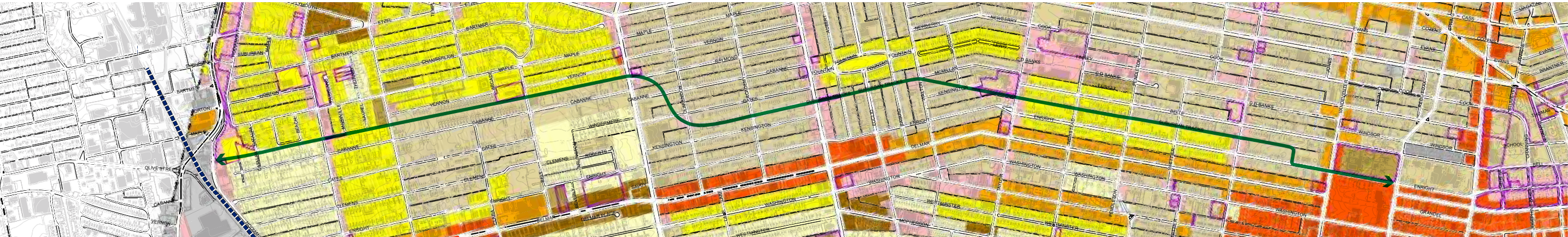
THE CORRIDOR

The Hodiamont corridor is residential, with homes dating to the turn of the 20th century and a handful of designated historic districts. The residential fabric is punctuated by commercial clusters and houses of worship at prominent intersections.

The Hodiamont Tracks' legacy as a transportation corridor presents both opportunities and challenges with respect to its conversion to a Greenway. On the one hand, this underutilized Right of Way seems ripe for new uses: people walking, jogging, rolling, and riding in a designated space. However, long stretches of the corridor also function as an alley, providing garage access, refuse removal, utility corridor, and even parking. This functionality must be accommodated by the Greenway's design.

Multiple street intersections underscore the need for a well-planned approach to enhancing safety at crossings, through traffic calming and other means. As the Tracks have become disused, with overgrown vegetation at its edges, this unseen space has attracted unwanted activities ranging from violent crime to illegal dumping. The design of the Greenway must prioritize its role in improving safety and security for visitors and residents alike.

THE CORRIDOR
Zoning



The Hodiamont corridor is overwhelmingly residential, as shown above in yellow and brown shaded parcels from the City’s official zoning map. The corridor itself is located in the middle of the block and the predominant view is of the rear facade of century-old homes, privacy fences, garages and gates. Intersections between the corridor and north-south streets are punctuated by a change in land use, typically that of a commercial building or church as shown above shaded in pink.

MAP LEGEND

Zoning Districts

- A Single-Family Dwelling District
- B Two-Family Dwelling District
- C Multiple-Family Dwelling District
- D Multiple-Family Dwelling District
- E Multiple-Family Dwelling District
- F Neighborhood Commercial District
- G Local Commercial and Office District
- H Area Commercial District
- I Central Business District
- J Industrial District
- K Unrestricted District
- L Jefferson Memorial District

Designated as Multi-Zoned Parcels

Overlay Zoning Districts

CUP- Community Unit Plan

Ordinance	Community Unit Plans (CUP) since 2000
67878	Washington University in St. Louis – Danforth Campus Amended and Restated CUP - 2007
67939 & 68863	Washington University Medical Center CUP - 2007 Revised 2010

SUD- Special Use District

Ordinance	Special Use Districts (SUD)
67390	North Broadway Vicinity Commercial Area SUD-2006
68619	Greater Ville Commercial Area SUD-2009
69644	Marine Winnebago Kosciuszko Warehouse Area SUD-2013
70557*	The Lighthouse Area SUD-2017
70967	The Lafayette Square Area SUD-2019

* Minor text amendments made. For more information, please contact the Zoning Section.

FBD- Form-Based District

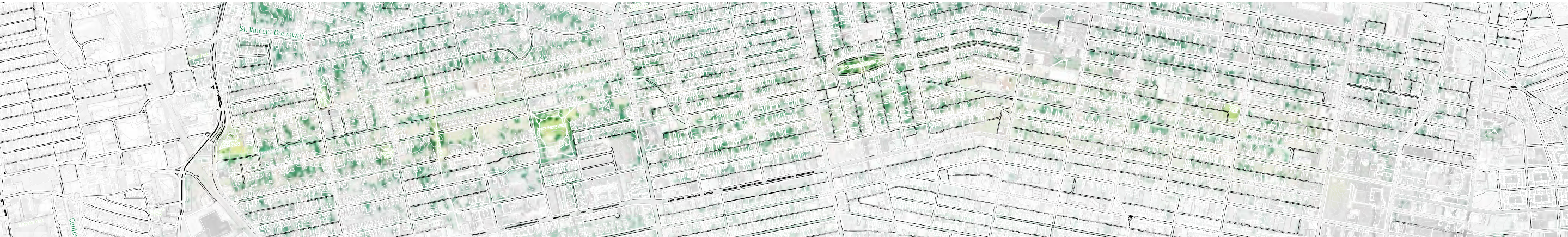
Ordinance	Form-Based Districts (FBD)
69406*	Central West End FBD-2012
70732*	Forest Park Southeast FBD-2018

* Minor text amendments made. For more information, please contact the Zoning Section. Requesting Plans (shaded maps for Form-Based Districts) can be viewed at: stlouis-mo.gov/government/departments/planning/planning/zoning-overlay-districts.cfm.

- MetroLink Stations
- MetroLink Routes
- Loop Trolley Route
- City Limits Boundary



THE CORRIDOR
Vegetation



Trees grow freely alongside and reach over much of the Tracks. This canopy is rooted firmly in adjacent private property or sometimes at the Right of Way line along the corridor. A similar observation can be made for shrubs and perennials. In each case, these plants are mostly opportunist, “weedy” species which have adapted well to the frequent disturbances of this urban setting. In a natural environment, they may be considered invasive. Trees such as tree of heaven (ailanthus) and mulberry (morus) are complemented by bush honeysuckle (lonicera), and japanese knotweed (polygonum).

In addition, some native species such as osage orange are present along the western half of the Tracks, the large fruit will become an issue for future Greenway users.

Beauty in the Eye of the Beholder

While many of the plant species along the corridor may be invasive, they do provide an effective screen and physical barrier for adjacent property. Adjacent landowners may not support removal without suitable replacement.

MAP LEGEND

- TREE CANOPY
- EXISTING PARK



- 4035-3965 Enright Avenue
- Mature canopy trees are growing within the alley space.
 - Removal to create alley access for adjacent parcels will greatly increase visibility into residential lots.



- 5250 and 5252 Raymond Avenue
- Mature canopy trees are growing within the abandoned Tracks ROW.
 - Removal will greatly increase visibility into residential lots to the north.

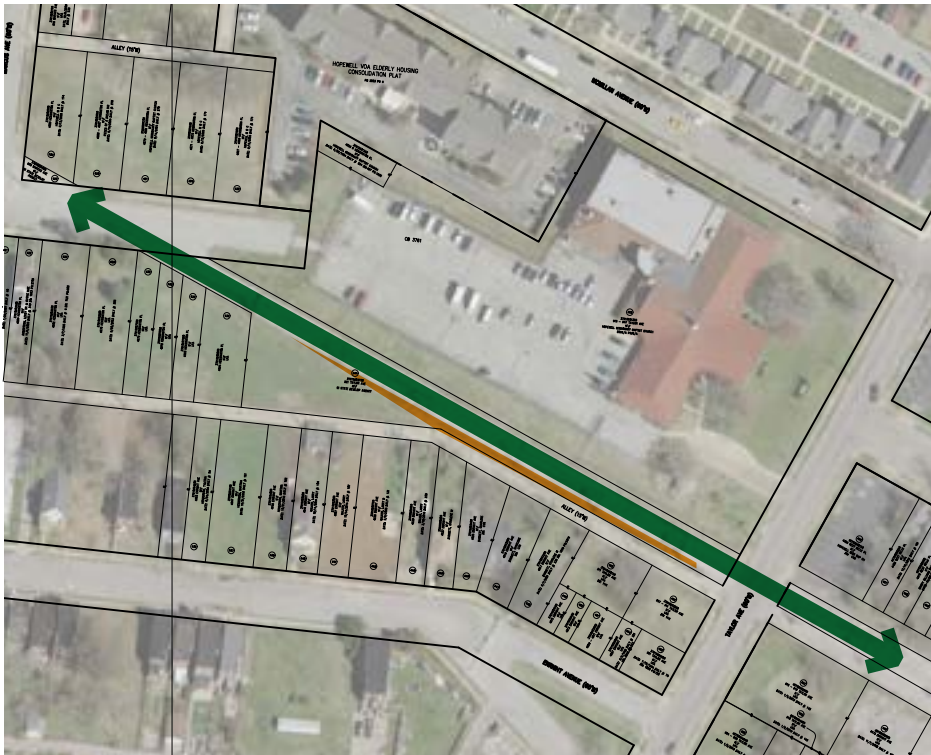
THE CORRIDOR

Topography

The Track’s early history as a narrow-gauge railroad means that the corridor is relatively flat as would be required for a locomotive engine. Adjacent property rises and falls independently and as a result, the edges of the Tracks, or adjacent alleys, are often defined by retaining walls and side-slopes.

The edge treatment is variable and must be observed on a parcel-by-parcel basis. Retaining walls, for instance, often change from brick to stone, wood, or concrete oftentimes reflecting the change in ownership at each property line. Each wall should be studied further to determine its structural condition.

Topography presents unique opportunities near the 4500 block of Enright Avenue, as shown to the right, where the exposed retaining wall and associated sloping lawn panels can be places for future art, play space, or performance space.



Wall along the track. Walls are a common occurrence and their material and condition varies on a parcel-by-parcel basis.



4035-3965 Enright Avenue

- Residential lots on Enright Avenue are higher than the Hodiamont Tracks (area highlighted in orange map above).
- The alley space to the south, between residential lots and the Tracks is inaccessible to vehicles due to grade changes. As a result, this area is overgrown and functions as a landscape screen.



4527 Enright Avenue - 911 Taylor Avenue




- Tracks are lower in elevation than adjacent property on either side.
- Concrete retaining wall (highlighted) separates the Tracks from the alley to the south

THE CORRIDOR
Access



The Track’s long history as a railroad predates most of the built environment surrounding it. As the neighborhoods grew, some blocks created alleyways paralleling both sides of the tracks (shown above in dark blue). These alleys function the same as all others in the city, primarily being vehicular and pedestrian access to the rear of adjacent properties and hosting utilities and refuse removal. The streetcar which once rolled along the Tracks has been gone for more than 50 years, and buses for 11. The absence of these transit systems means that the alleys have slowly overgrown or gone unused. The central tracks increasingly became the primary access route for those adjacent properties and now functions as the alley. In order to clear the Tracks for use of a Greenway, the alleyways on both sides will need to be restored.

MAP LEGEND

-  ALLEY ACCESS AT REAR OF ADJACENT PROPERTIES
-  ALLEY OR OTHER CROSSING
-  EXISTING VEHICULAR BARRIERS

The remainder of the Tracks do not have alleys. Due to this, the access to adjacent properties is extremely limited. There are instances where the alleys cross the Tracks and should be maintained (shown in orange above).

Three properties require direct access to the Tracks, as shown in detail on the following page. 5250 and 5252 Raymond Avenue has no access to Raymond avenue, and are only accessible via the alley and/or the Tracks. 4923 and 4925 Suburban Avenue are residential properties which front the tracks and have no access other than the side alley. Special care should be taken to maintain accessibility for all three parcels. Additional challenges are identified for a further four parcels as detailed on the following page.

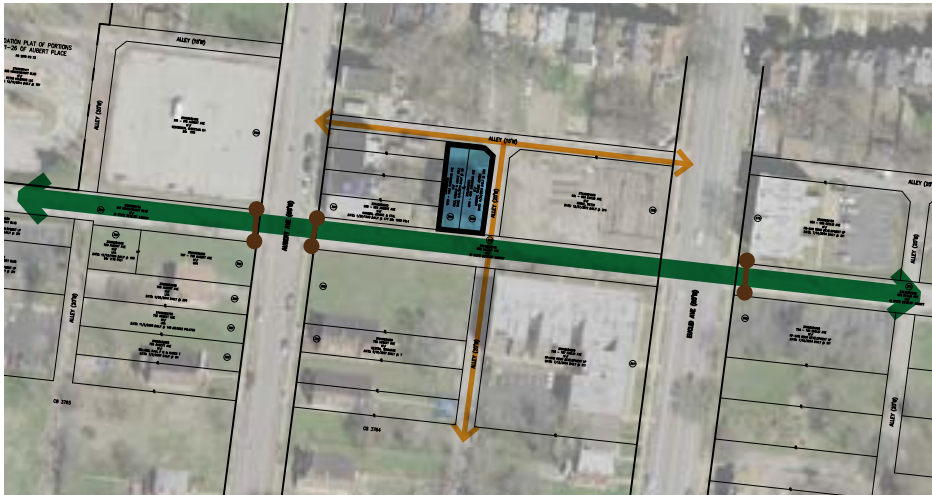


THE CORRIDOR

Access



- 5250 and 5252 Raymond Avenue
- Accessible via alleyway and Hodiarnont Tracks only
 - Frontage on Tracks
 - 5250 Parking within parcel
 - 5252 Parking on Alley



- 4923 and 4925 Suburban Avenue
- Accessible via alleyway and Hodiarnont Tracks only
 - Frontage on Tracks
 - Residents parallel park vehicles on Tracks



- 785-787 Euclid Avenue
- Units face the tracks, including front doors and sidewalk with direct access
 - Tracks used for parking personal vehicles



- 799 Aubert Avenue
- Vacant, LRA parcel
 - Accessible via alleyway and Hodiarnont Tracks only



- 4369-4371 Enright Avenue
- Lane Tabernacle Church
 - Alley utilized as parking, Tracks for access



- 4232-4230 West Belle Place and 4223 Enright Avenue
- Multi-family building and associated parking lot separated by two alleys and the Tracks
 - Residents use the adjacent alley for parking instead of surface lot

THE CORRIDOR
Safety and Security



In 2018, the community along the Hodiament Tracks agreed that safety and security along the Greenway is the top priority for the future. Neighbors noted numerous concerns with the existing space, including illegal dumping, violent crime, lack of maintenance, traffic, and drug use. Security and safety are often intertwined by association, however, looking at their subtle differences helped to analyze more specific opportunities for improvements along the Hodiament Tracks.

Safety is the condition of being protected from harm or other non-desirable outcomes, caused by non-intentional failure. Crashes and some facility design components like street widths and traffic speeding fall into the safety component.

Security is the condition of being protected from harm or other non-desirable outcomes caused by intentional human actions or behavior. Crime and other issues noted along the Greenway that occur because of bad facility design or lack of maintenance fall into the security component.

Safety Conditions noted along Hodiament Tracks:

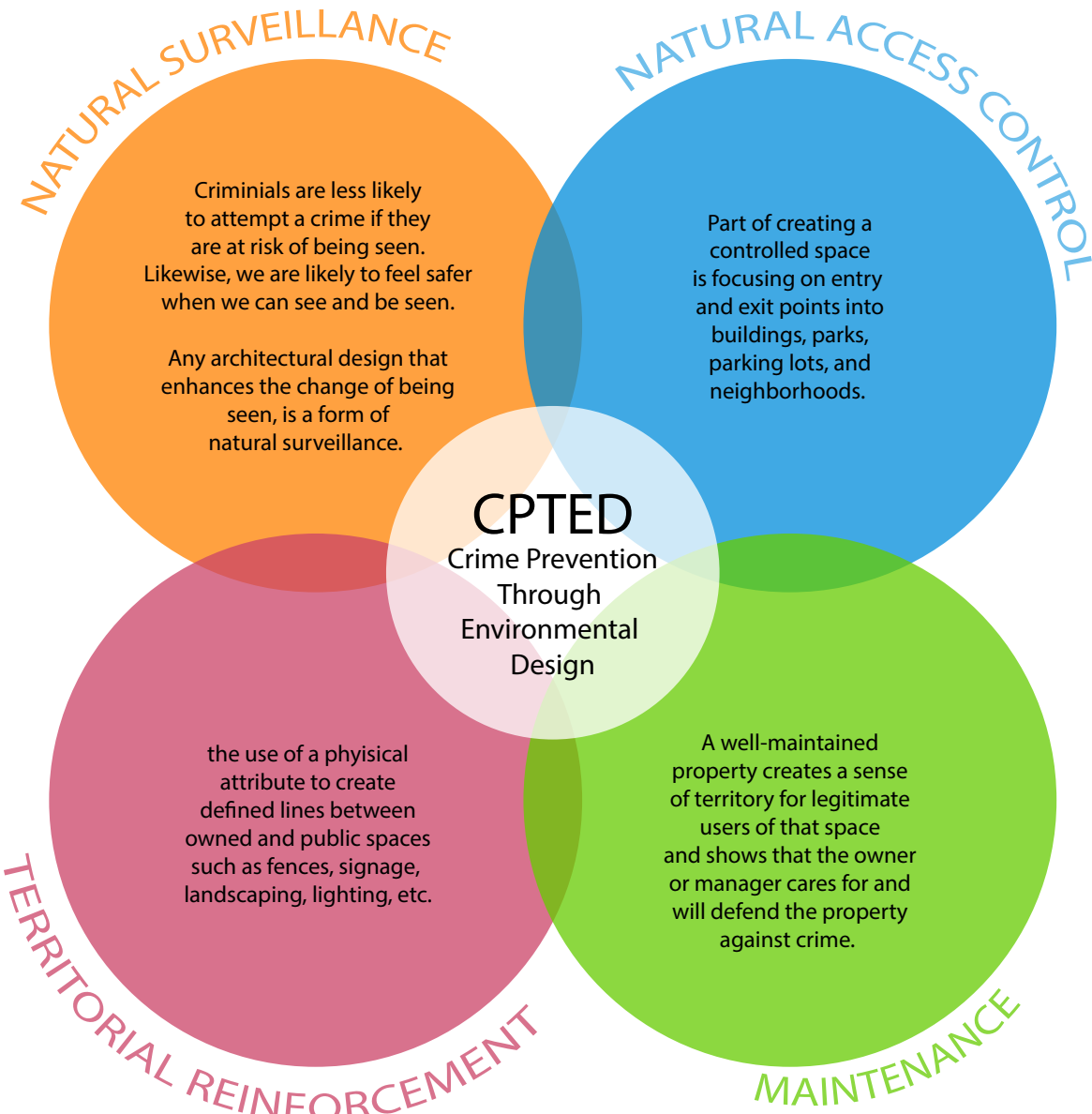
- Roadway Crossing Elements and Lighting
- The intersections have high vehicular speeds, wide crossings, excess capacity, little to no lighting, lack of awareness, and lack of pedestrian and bicycle crossings or any traffic calming elements.

Crashes and Road Speeds

Crash records were compiled using Highway Patrol data from 2014 to 2019. During this period, there were five fatalities, 17 disabling injuries and 250 minor injuries resulting from crashes in the study area (approximately one block north and south of Hodiament Tracks). Of the most serious crashes within the study area, five included bicyclists and 18 included pedestrians, including two pedestrian fatalities. The highest frequency of crashes within the study area occurred on Kingshighway Boulevard (132 crashes), which also had the most pedestrian and bicycle related crashes. No data was received from Highway Patrol on the speeds of vehicles, though speeding of vehicular traffic is frequently seen in the study area.

The Graphic Above

The graphic above highlights where pedestrians and cyclists have been recorded in an incident. This map indicates that there have been many pedestrians hit and seriously injured or killed on the streets near Hodiament Tracks. The map also includes the locations of vehicles crashes that caused serious injuries or fatalities.



Crime Prevention through Environmental Design, or CPTED (Sep-Ted), is an approach to safety and security based on the theory that proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime, as well as an improvement in the quality of life. It is a multi-disciplined approach leveraging the skills of design professionals and the knowledge base of security experts. With respect to transit and other public spaces where people are expected to interact with each other and their surroundings, whether it's window shopping on Main Street, or waiting on a train platform, CPTED focuses on strategic use of the natural and built environment to prevent crime and modify behavior, which in turn leads to safe and inviting public spaces. CPTED acknowledges that all space has a defined purpose and can either function to promote appropriate use, or in the event of bad design and poor maintenance, allow inappropriate and/or destructive behavior to prevail.

There are four principles for CPTED:

1. Natural access control - use of natural features, fencing, landscaping, etc. to help guide passengers on where to enter/exit a facility.
2. Natural Surveillance – the ability to monitor a public space; more eyes on the space, or at least a perception that one is seen. Landscaping and built features are designed in such a way that blind spots are minimized, providing clear views into and out of a public space.
3. Territorial Reinforcement – defines the ownership of a space and delineates the public and private realm as well as help define the transition between public and private. In transit facilities, it's defining the point where one is 'on the system' and where one is using public space to access the system.
4. Maintenance - demonstrates ownership and that the owner (community) cares about the space. Proper and consistent maintenance makes the facility more inviting to the types of users that use the facility as intended, while at the same time discouraging the use of the facility by those with bad intentions.
5. Using these principles, an inventory and analysis of the physical space highlights some security related findings for the Greenway on the Hodiament Tracks.

CPTED Security Components:

Sight Lines and Vegetation

Long stretches of the Hodiament Tracks (approximately 40% of total length) lack sufficient sight lines from the north/south cross-streets or homes that are adjacent to the Greenway. Lacking natural surveillance, these lengths of the corridor create entrapment and isolation for users. Dense vegetation and overgrowth add to security concerns, providing hiding places and lending to the perception of hidden dangers.

Vacant Space and Underutilized Space

There are a number of vacant and underutilized properties and spaces adjacent to the Hodiament Tracks. Some of these properties experience crime and safety concerns with lack of maintenance.

Numerous Crossings and Access

As previously noted, there are five arterials, six collectors, and 14 local streets that cross the Hodiament Tracks. These crossings are wide, lack user awareness and crosswalks, and do not have safe connections north and south of the Greenway. Some of the streets provide access to the Hodiament Tracks, adding to the safety concerns with the mix of users in underdefined spaces. Most crossings have sight distance issues and lack safe spaces for cyclists and walkers to wait for gaps in vehicular access to cross the street.

The pictures on the following page provide examples along the Hodiament Tracks highlighting various safety and security concerns, including inadequate sight lines, overgrown vegetation, underutilized property, dangerous street crossings, and undefined access points.

THE CORRIDOR
Safety and Security



Undefined access point to tracks, lack of safe crossing, overgrown trees.



Undefined spaces for different users, overgrown trees, trash pickup



Overgrown trees, safety of perimeter fencing/wall, sight distance concerns



Long linear stretches of tracks without sight lines, overgrown trees.



Overgrown trees, lack defined space, sight distance concerns



Long linear stretches with no access or exit for users



Long linear stretches of tracks without sight lines, overgrown trees



Undefined spaces for different users, overgrown trees, trash pickup



Long linear stretches of tracks without sight lines, overgrown trees.

THE CORRIDOR

Utilities

As with any public infrastructure project, the existence and locations of utility facilities must be considered. This is due to the fact that utility owners make extensive use of public Right of Way (ROW) for the placement of their facilities. The majority of utilities within the project area utilize surface street ROW. However, based on review of available information and field investigation it is clear there is a significant utility presence along the old Hodiamont Streetcar ROW. This report will provide an overview of the utilities that are present along the old streetcar ROW and along the surface street ROW where the two intersect.

As the Greenway on the Hodiamont Tracks project progresses, utility owners will be included in the process. This will serve to identify potential impacts to their facilities as soon as possible and as a result protect the project delivery schedule.



Hamilton / Goodfellow / Belt / Union Crossings

- Ameren, City Water, City Lighting, Lumen, MSD, and Spire have buried facilities within crossing streets ROW.
- Ameren, ATT Distribution, and Charter have overhead facilities within crossing streets ROW.



Raymond / Cabanne / Cates / Clarendon Alley Crossings

- Ameren, City Water, City Lighting, MSD, and Spire have buried facilities within crossing streets ROW.
- Ameren, ATT Distribution, and Charter have overhead facilities within crossing streets ROW.



Hodimaont Avenue to Union Boulevard

- Ameren has pole line along the south side of the project corridor. They share this pole line with Charter and ATT Distribution facilities.
- MSD has combined sewers running parallel to and within the project varying in size from 12” to 102”.



Union Boulevard to Clarendon Avenue

- Ameren has pole line along the south side of the project corridor. They share this pole line with Charter and ATT Distribution facilities.
- ATT Distribution has buried facilities in the project ROW.



Clarendon Avenue to Kingshighway Boulevard

- Ameren has three pole lines through the project corridor in this area. There is a main pole line along the south side of the Hodiamont ROW and two secondary pole lines. One secondary pole line runs along the north side of the north alley and the other runs along the south side of the south alley. Ameren shares the main pole line with Charter and ATT facilities along with lighting fixtures. The secondary Ameren pole line on the north side of the corridor is shared by Charter and ATT along with lighting fixtures. The secondary Ameren pole line on the south side of the corridor is shared by ATT and occasional light fixtures serving private property.
- MSD has sanitary sewers running parallel to and within the project varying in size from 12” to 21”.

THE CORRIDOR
Utilities



Academy / Kingshighway Crossings

- Ameren, City Water, City Lighting, MSD, and Spire have buried facilities within crossing streets ROW.
- Ameren, ATT Distribution, and Charter have overhead facilities within crossing streets ROW.



Aubert / Euclid / Bayard / Walton / Marcus / Kensington / Taylor Alley Crossings

- Ameren, City Water, City Lighting, MSD, and Spire have buried facilities within crossing streets ROW.
- Ameren, ATT Distribution, and Charter have overhead facilities within crossing streets ROW.



North Newstead / Pendelton / Whittier Crossings

- Ameren, City Water, City Lighting, MSD, and Spire have buried facilities within crossing streets ROW.
- Ameren, ATT Distribution, and Charter have overhead facilities within crossing streets ROW.



Kingshighway Boulevard to Taylor Avenue

- Ameren has pole line along the south side of the project corridor. They share this pole line with Charter and ATT Distribution facilities along with occasional light fixtures.



Taylor Avenue to Whittier Street

- Ameren has three pole lines through the project corridor in this area. There is a main pole line along the south side of the Hodiament ROW and two secondary pole lines. One secondary pole line runs along the north side of the north alley and the other runs along the south side of the south alley. Ameren shares the main pole line with Charter and ATT facilities along with lighting fixtures. The secondary Ameren pole line on the north side of the corridor is shared by Charter and ATT along with lighting fixtures. The secondary Ameren pole line on the south side of the corridor is shared by ATT and occasional light fixtures serving private property. The secondary pole lines also provide overhead services to properties.
- MSD has sanitary sewers running parallel to and within the project varying in size from 12” to 24”.



Whittier Street to Enright Avenue

- Ameren has two pole lines through the project corridor in this area. One pole line runs along the north side of the north alley and the other runs along the south side of the south alley. Ameren shares these pole lines with Charter and ATT facilities along with lighting fixtures.
- MSD has sanitary sewers running parallel to and within the project varying in size from 12” to 15”.
- ATT Distribution has buried facilities in the project ROW.

THE CORRIDOR

Typical Section - Single Jurisdiction

The Hodiament Tracks consist of a dedicated public Right of Way (ROW), owned by Bi-State Development Agency. In some cases this dedicated ROW exists along and in others is flanked on one or both sides by an alley. This unique arrangement has resulted in two typical ROW conditions, narrow and wide.

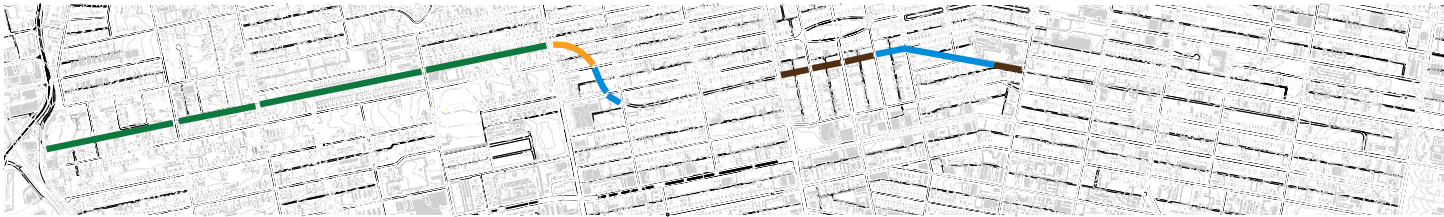
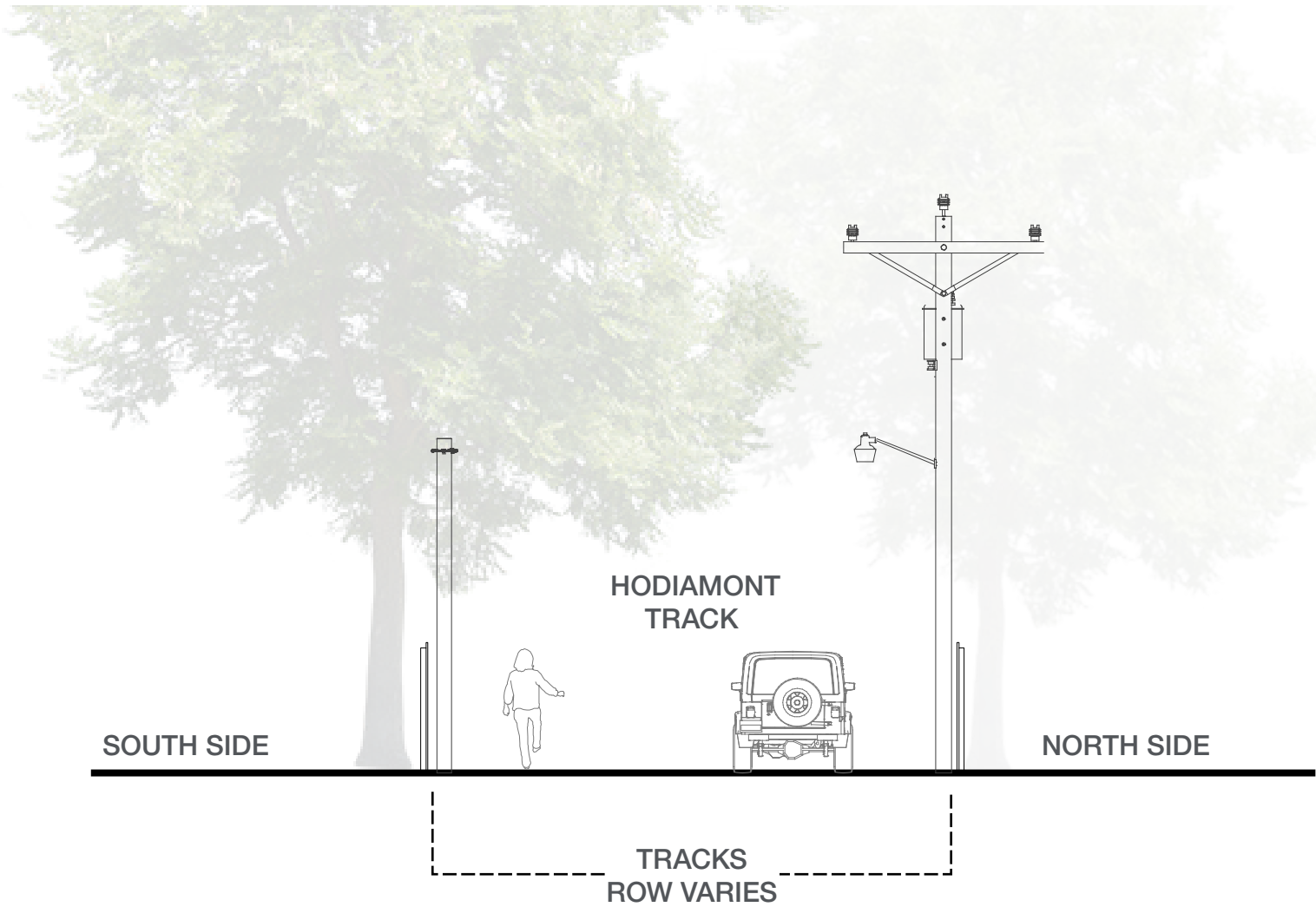
The Single Jurisdiction ROW sections are the primary characteristic of the western half of the Tracks. Here, the Tracks have no access to adjacent property through garages or pedestrian gates. This space is strictly a thoroughfare and ranges between 25' to 40' in width.

As you will see on the following page, the other half of the Tracks are flanked by alleys on both sides.

In both cases, this space is a utility corridor with multiple overhead utilities, no doubt a relic of electric street cars which once relied on overhead power to operate their engines.



Typical narrow ROW conditions without alleys or access



- 25' BI-STATE ROW
- 30' BI-STATE ROW
- 34' BI-STATE ROW
- 40' BI-STATE ROW

THE CORRIDOR

Typical Section - Dual Jurisdiction

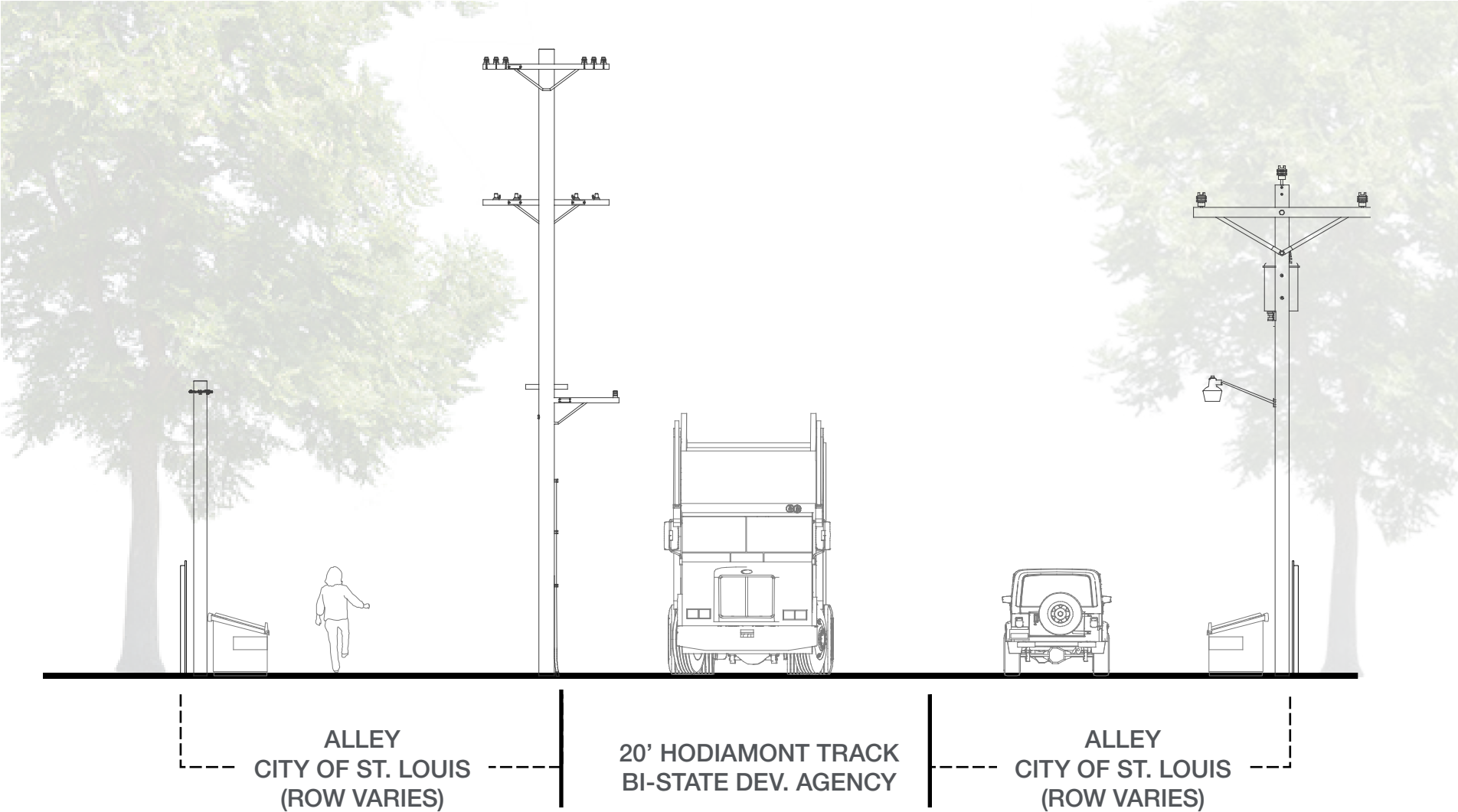
The eastern half of the tracks is typically a 20’ wide dedicated Right of Way (ROW), with one area near Taylor Avenue reaching 30’. Both sides of this row are flanked by alleys which serve their respective blocks.

Streetcars and buses no longer operate within this space, so the entire width is utilized as an alley, sometimes up to 64 feet wide.

As an alley, the space is shared with utilities including trash dumpsters and overhead power and communications. Access to nearly all parcels on both sides is provided via pedestrian gates, garages, or parking pads.



Typical wide ROW conditions with alleys flanking the central tracks



- 15' CITY ALLEY
- 20' CITY ALLEY
- 24' CITY ALLEY
- 20' TRACKS BI-STATE ROW
- 30' TRACKS BI-STATE ROW

COMPOSITE EXISTING CONDITIONS

Western Section



COMPOSITE EXISTING CONDITIONS

Central Section



COMPOSITE EXISTING CONDITIONS

Eastern Section

Legend

- Neighborhood Boundary
- MetroLink
- Bus Route
- Bus Stop - Major
- Bus Stop - Minor
- Existing Greenway
- Future Greenway
- Bike Route
- Neighborhood Asset
- City-Owned Vacant Parcel
- Historic District
- Existing Barrier
- Existing Cross-Access
- Sidewalk Gap or Poor Conditions

Open Space Amenities

- Baseball
- Basketball
- Field Sports
- Community Garden
- Pavilion
- Playground
- Restrooms
- Splashpad
- Dog Park



APPENDIX C
Community-Led Design



Great Rivers Greenway’s design approach is centered around the concept of Ask, Align, Act - asking the community which design solutions are desirable and appropriate, aligning the expectations and aspirations of a diverse constituency, and acting on agreed-upon intentions in order to produce positive, equitable outcomes. The result of this approach is a community-led design process whereby engagement and design teams are constantly working in tandem to ensure that community direction and feedback are driving the development of solutions.

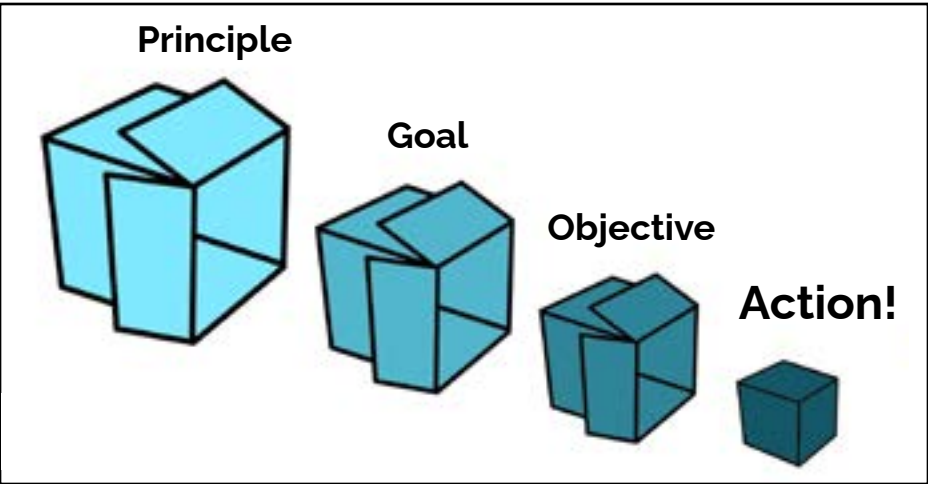


C1 INTRODUCTION

The Community Advisory Committee (CAC) is composed of residents from each of the seven surrounding neighborhoods serving as the key community representatives, guiding the project team from the establishment of project goals through the development of design alternatives and the selection of preferred concepts.

The CAC gathered for the first of five virtual meetings on November 17, 2020. Topics covered at this meeting included CAC member and project team introductions, CAC roles and responsibilities, an introduction to Greenways, background information on the history of the proposed Greenway, an overview of the concept design process, and a look ahead to drafting goals and objectives.

Materials included in this section:
C1.1 CAC Meeting 1 Presentation



C2 PRINCIPLES, GOALS AND OBJECTIVES

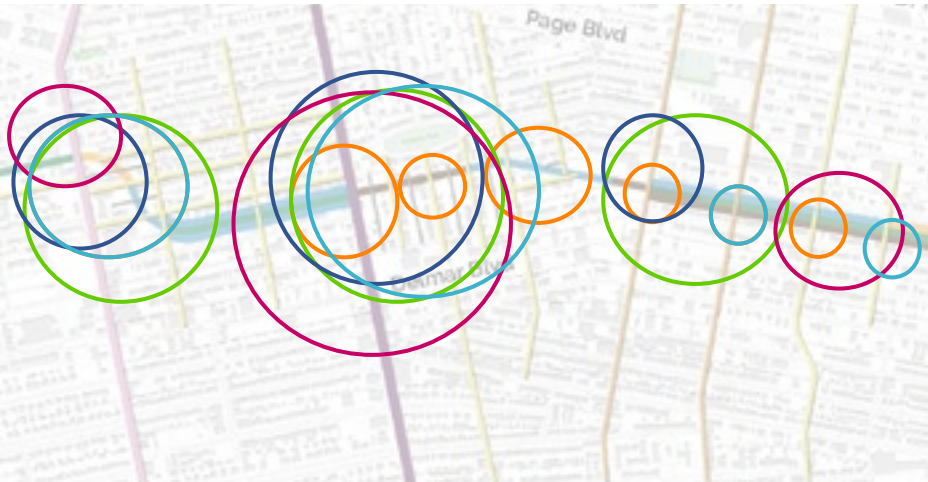
The CAC met for the second time on January 12, 2021. This meeting was primarily focused on working together to draft the Principles, Goals, and Objectives that will serve as guideposts throughout the duration of design, construction, and operation of the proposed Greenway. A planned overview of existing conditions and site analysis was rescheduled for CAC Meeting 3.

Materials included in this section:
C2.1 CAC Meeting 2 Presentation
C2.2 Survey Companion Presentation *
C2.3 Great Rivers Greenway vs Partner Involvement *

* Principles, Goals and Objectives Survey - See Appendix A

APPENDIX C

Community-Led Design



C3 DESIGN TOOL KITS

CAC Meeting 3 was held on March 9, 2021. The agenda featured the adoption of project Principals, Goals, and Objectives, break-out discussions about potential themes for the Greenway, an overview of existing conditions and site analysis, and a photo tour of the corridor. This meeting also introduced the concept of design tool kits - elements and features that can be combined in various ways to solve design challenges along the Greenway corridors and at roadway crossings. The CAC evaluated these tools and provided feedback regarding their preferred approaches.

Materials included in this section:

- C3.1 CAC Meeting 3 Presentation
- C3.2 Photo Tour of the Hodiamont Tracks
- C3.3 Site Analysis Summary
- C3.4 Design Tools Survey Companion *
- C3.5 Design Tools Survey Outline *

* Design Tools Survey - See Appendix A



C4 VACANT LAND STRATEGIES

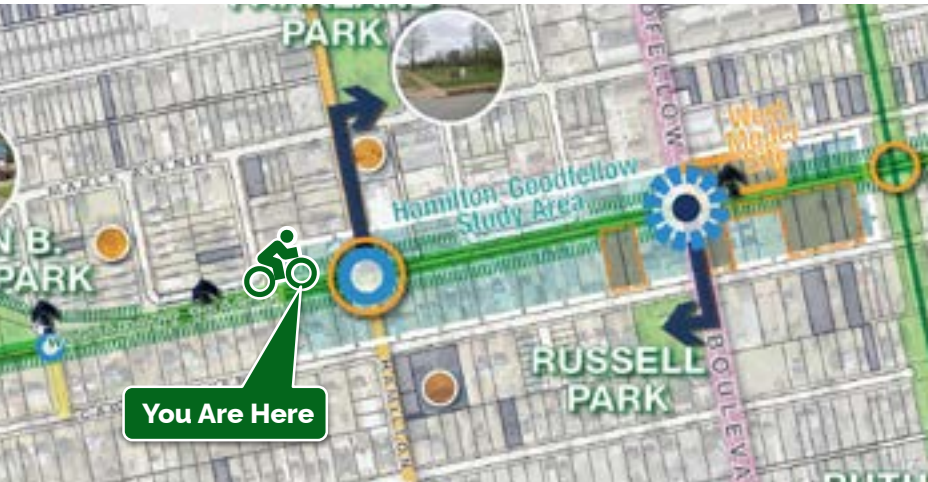
CAC Meeting 4 was held on May 11, 2021. The meeting focused on vacant land strategies near the Hodiamont Tracks, including an analysis of redevelopment opportunities within the project area. This analysis summarized current trends and identified opportunities for development districts, clusters of complementary infill, and new amenities.

While new development and infill are outside of the proposed Greenway's purview, the creation of new amenities - inclusive of and adjacent to the Greenway - is a key component of the Concept Plan. CAC Meeting 4 addressed this component with community-led design break-out sessions for three LRA-Owned vacant sites along the Hodiamont Tracks. The designs developed in these sessions formed the basis of the completed Model Site plans included in the Concept Plan.

Materials included in this section:

- C4.1 CAC Meeting 4 Presentation
- C4.2 Model Site Selection
- C4.3 Amenities and Activities - Programming List *
- C4.4 Amenities and Activities - Program Cutsheets *
- C4.5 Model Site Design - West
- C4.6 Model Site Design - Central
- C4.7 Model Site Design - East

* Greenway Amenity Features Survey - See Appendix A



C5 GREENWAY CONCEPT TOUR

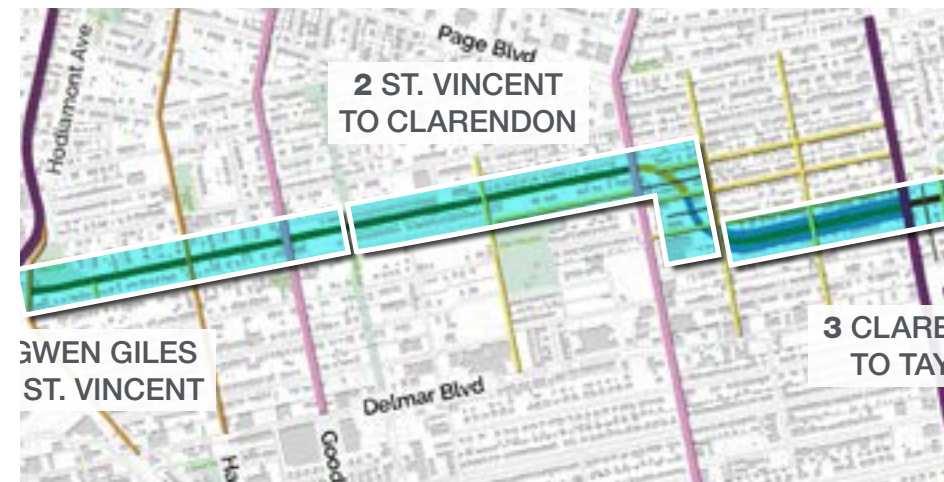
CAC Meeting 5 was the final meeting of the CAC during the Concept Plan phase, and was held on July 13, 2021. After a brief discussion about whether the proposed Greenway should bear the name Hodiamont, the focus turned to a virtual tour of the Greenway Concept Plan. Using the format of a virtual bike tour established earlier in the project, the project team and CAC reviewed photos of the existing Hodiamont Tracks side-by-side with images of the proposed conceptual design. These designs combined the three previously defined Greenway components: Corridors, Crossings, and Model Sites. The designs were applied to four Study Areas selected as representative of similar areas along the Tracks.

Materials included in this section:

- C5.1 CAC Meeting 5 Presentation
- C5.2 Additional Concept Plan Views Folder
 - > Residential Views
 - > Study Areas

APPENDIX D

Reference



This Appendix contains additional supporting documentation and working files that have been developed throughout the Concept Plan design process.

D1 GREENWAY SEGMENT EVALUATION SCORECARD

System priorities and budgets are certain to be influential factors in determining a phasing approach, to be selected by the Great Rivers Greenway Board of Directors. In order to further inform their decisions and provide recommendations with regard to prioritizing the order in which segment(s) might be implemented, the project team developed a scorecard to rate and rank the proposed Greenway segments, based upon how well each one might address the community's goals and objectives.

Materials included in this section:

D1.1 Implementation Scorecard - Greenway Segment Evaluation

		1		2		3		4		5		
		Gwen Gliles to St. Vincent 0.88 Miles Score + (0-6)		St. Vincent to Clarendon 0.88 Miles Score + (0-6)		Clarendon to Taylor 1.93 Miles Score + (0-5)		Taylor to Enright 0.91 Miles Score + (0-5)		Enright to Spring 0.93 Miles Score + (0-5)		
Other Goals	Objectives / Comments	Weight (1-4)	Value (0-6)	Score+ (0-25)	Value (0-6)	Score+ (0-25)	Value (0-5)	Score+ (0-25)	Value (0-5)	Score+ (0-25)	Value (0-5)	Score+ (0-25)
Celebrate Community and Culture												
Number of cultural community assets within .25 mi	Cultivate relationships and connections	3.55	6	1.88	6.56	12	3.75	13.13	16	5.00	17.50	
	Highlight history and culture	2.92	4	2.50	7.29	7	4.38	12.79	3	1.88	5.47	
Number of landmarks or historic districts within .25 mi	Cultivate relationships and connections / Express neighborhood and community identity / Host performance, entertainment and celebration	3.55	1	1.25	4.90	1	1.25	4.90	4	5.00	19.58	
Number of primary and secondary schools within .25 mi	Cultivate relationships and connections / Express neighborhood and community identity / Host performance, entertainment and celebration	3.55	1	1.25	4.90	1	1.25	4.90	4	5.00	19.58	
Number of community anchor organizations and neighborhood associations	Cultivate relationships and connections / Express neighborhood and community identity / Host performance, entertainment and celebration	6.42	4	4.00	17.87	5	5.00	22.08	2	2.00	8.83	
Number of neighborhoods crossed/touching	Cultivate relationships and connections / Express neighborhood and community identity / Host performance, entertainment and celebration	3.17	1	1.67	5.28	3	5.00	15.83	3	5.00	15.83	
Existing destinations within .5 mi	Highlight history and culture / Express neighborhood and community identity / Host performance, entertainment and celebration	6.42	1	2.50	11.04	2	5.00	22.08	2	5.00	22.08	
Total			13.79		62.24	24.38		95.78	15.27		68.51	
Average			2.30		8.79	4.06		16.13	3.98		14.82	
Rank			6		5	1		1	4		3	
Facilitate Socioeconomic Growth												
Household density within .25 mi	Encourage equitable housing and health-building while discouraging displacement	6.33	460	4.17	18.06	375	3.40	14.72	373	3.38	14.94	
	Partner with education and training providers	3.67	1	1.25	4.58	1	1.25	4.58	4	5.00	18.33	
Number of primary and secondary schools within .25 mi	Partner with education and training providers	3.62	0	0.00	0.00	1	2.50	8.54	2	5.00	17.08	
Number of post-secondary schools and training facilities within .25 mi	Stimulate investment, development and employment opportunities / Support local commerce	4.00	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00	
Number of senior residences within .5 mi		4.00	0	0.00	0.00	0	0.00	0.00	0	0.00	0.00	

D2 POTENTIAL PARTNERS

Throughout the Concept Plan design process, it was reiterated many times that establishing and maintaining community partnerships will be crucial for the success of the Greenway. The Potential Partners list included here was generated primarily from community recommendations received through public surveys.

Materials included in this section:

D2.1 Potential Partners

Goals						Type(s) of Partner								
Culture	Economy	Enviro.	Safety	Health	Organization	Programming	Stakeholder	Resident	Business	Political	Agency / Org.	School	Engage Outreach	Engage Event
	x				100 Black Men						1		1	1
	x				100 Black Women						1		1	1
					4100 Enright Block Unit				1					
					4300 Fairfax Block Unit				1					
					5000 Raymond Block Unit				1					
x					5K coordinators	1								
					900 Laurel Block Unit			1	1					
				x	AARP	1					1			

APPENDIX D
Reference

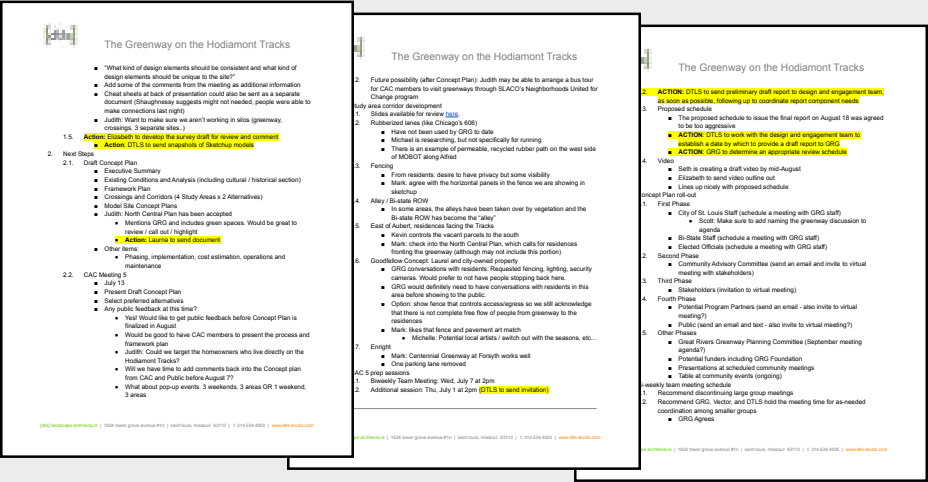


D3 UTILITIES

As the Greenway project progresses, utility owners will be included in the process in order to identify potential impacts to their facilities as soon as possible and as a result, protect the project delivery schedule.

Materials included in this section:

- D3.1 Utility Report
- D3.2 Utility Contact List



D4 PROJECT TEAM MEETINGS

Throughout the Concept Plan design process, the project team held biweekly virtual coordination meetings. The agendas and notes for these meetings are assembled here.

Materials included in this section:

- D4.1 Agendas and Notes Folder