



August 14, 2018

# STATION AREA PLANNING

MARINA TRIANGLE & CEDAR AVENUE STATIONS  
WORKING GROUP - MEETING #3



# Meeting Agenda

- |  |                   |
|--|-------------------|
| <b>1. Welcome &amp; Introductions</b>  | <b>5 minutes</b>  |
| <b>2. Project Overview</b>   | <b>10 minutes</b> |
| <b>2. Downtown White Bear Lake Station</b> <ul style="list-style-type: none"><li>▪ Presentation recap</li></ul>  | <b>5 minutes</b>  |
| <b>3. Marina Triangle Station</b> <ul style="list-style-type: none"><li>▪ Station area planning presentation (10 min.)</li><li>▪ Breakout discussion (20 min.)</li></ul> | <b>30 minutes</b> |
| <b>4. Cedar Avenue Station</b> <ul style="list-style-type: none"><li>▪ Station area planning presentation (10 min.)</li><li>▪ Breakout discussion (20 min.)</li></ul>    | <b>30 minutes</b> |
| <b>5. Table Summaries &amp; Next Steps</b>   | <b>10 minutes</b> |



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# Project Overview

# Locally Preferred Alternative



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- Dedicated guideway BRT.
- Phalen Boulevard and Robert Street into downtown Saint Paul.
- Ramsey County Regional Railroad right-of-way (shared with Bruce Vento Trail).
- Highway 61 north of I-694 into White Bear Lake.
- Explore future connections to the north and other system improvements.



## Environmental Analysis Phase

- Early 2018 to early 2020.
- 4 key tasks.
  - Environmental analysis.
  - Preliminary engineering.
  - Station area planning.
  - Public engagement.



# Rush Line Development Process



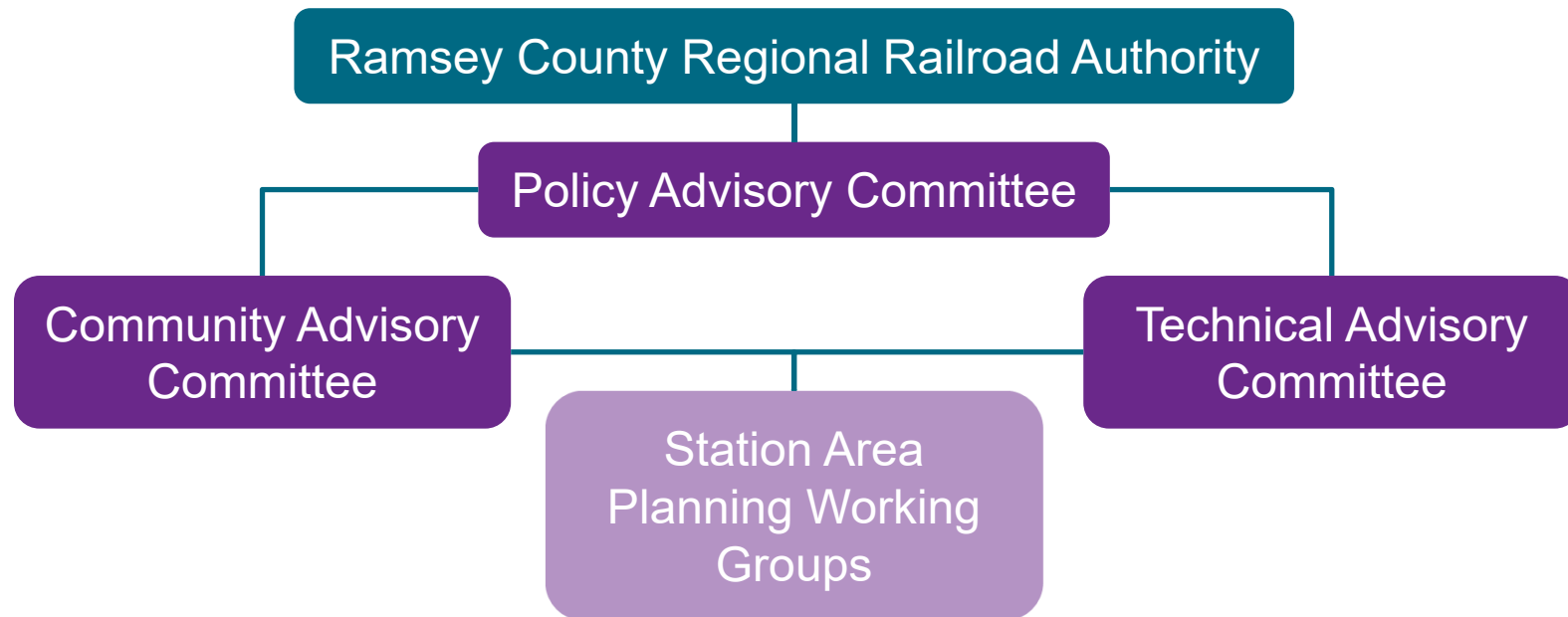
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# Environmental Analysis Phase Advisory Committees



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## Locally Preferred Alternative

- Run seven days a week from early in the morning to late at night.
- Arrive every 10 minutes during rush hours and every 15 minutes other times.
- Travel time of approximately 30 minutes from Saint Paul Central Business District to Maplewood Mall, 14 minutes from Maplewood Mall to downtown White Bear Lake.
- Serves 14 healthcare institutions.
- Connect to 106,000 jobs within a 10-minute walk of the 20 planned stations.
- Transfer to/from the METRO Green Line at Regions/Green Line station.







# Why Dedicated BRT



- High quality service
  - Operates in own lane.
  - Frequent and reliable.
  - Upgraded stations and vehicles.
- Right-sized solution.
  - BRT vehicles can handle peak ridership demand.
  - Less costly to build and operate than light rail transit.



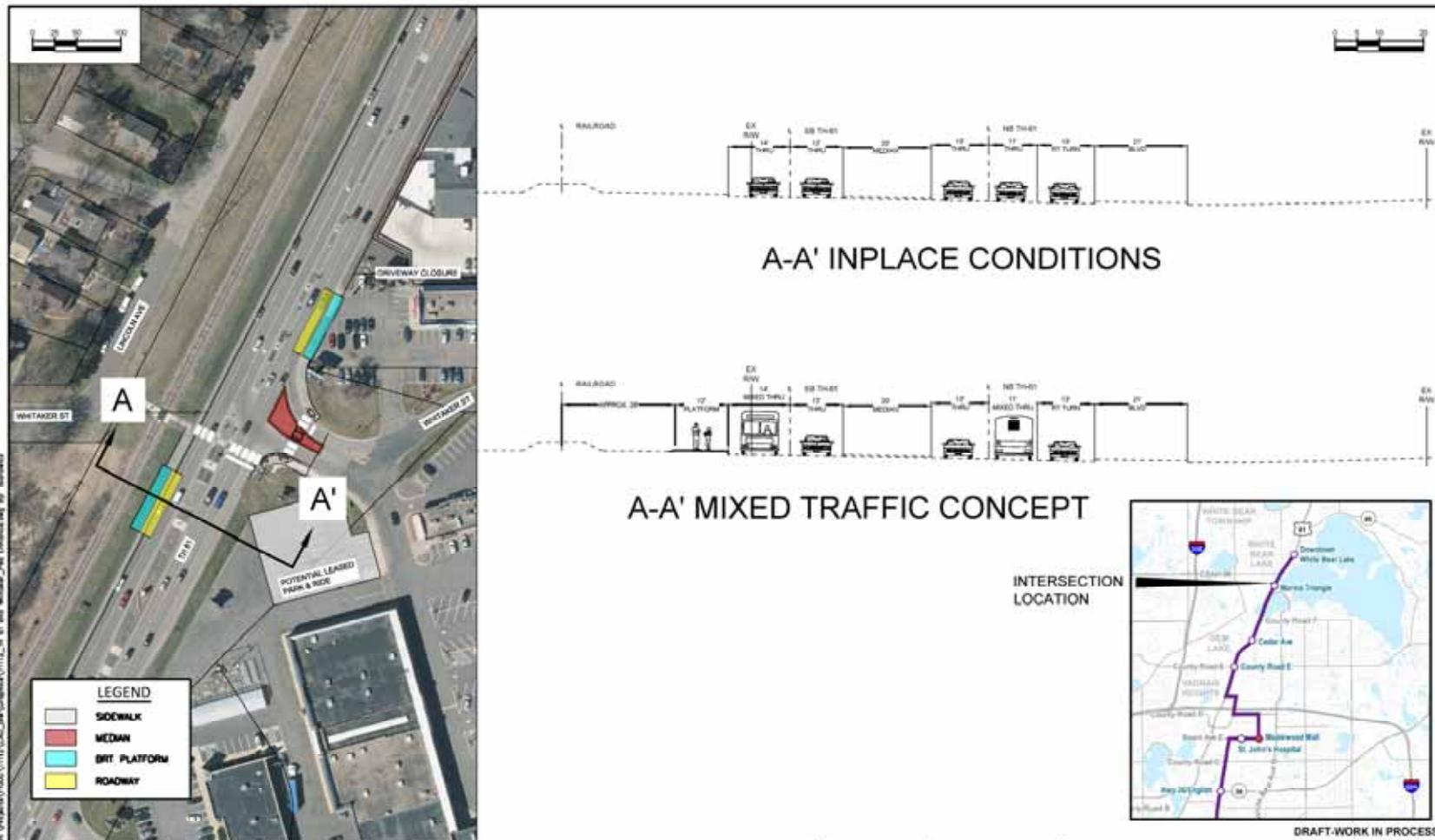
## Project Purpose and Need

- **Purpose:**
  - Provide transit service that satisfies the long-term regional mobility needs for businesses and the traveling public and supports sustainable development within the study area.
- **Needs:**
  -  Planning for sustainable growth and development.
  -  Limited sustainable travel options.
  -  Serving the needs of people who rely on transit.
  -  Increasing demand for reliable, high-frequency transit.

# Marina Triangle



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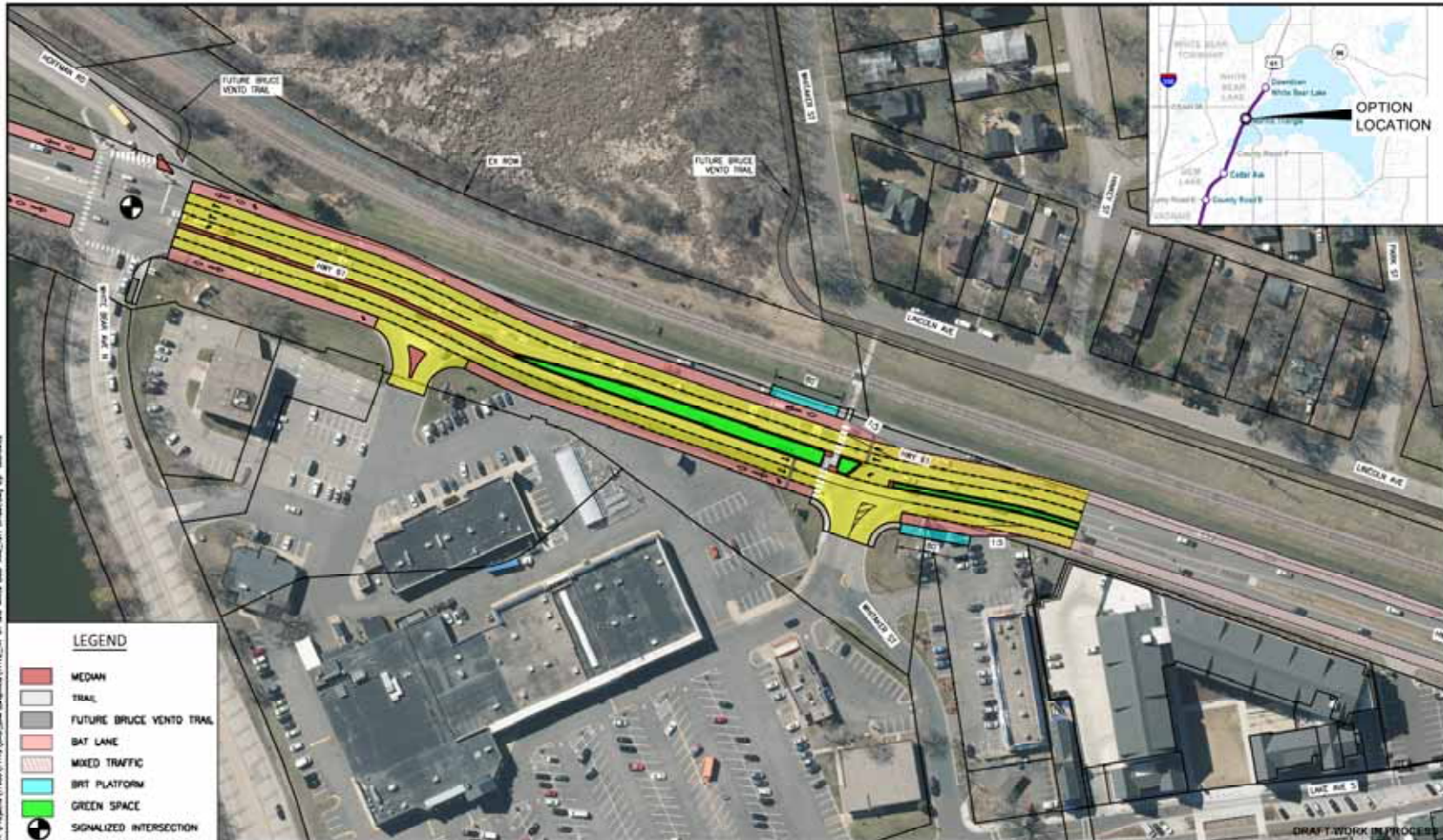
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	<p><b>RUSH LINE</b> MARINA TRIANGLE STATION POTENTIAL PEDESTRIAN IMPROVEMENTS - OPTION 1</p>	<p>REV 0 06/18/2018</p>			
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# Marina Triangle



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**RUSH LINE**  
MARINA TRIANGLE STATION  
BNSF AVOIDANCE OPTION - BAT LANE

REV 0  
07/19/2018



# Cedar Avenue

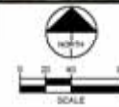


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**RUSH LINE**  
TH 61 & CEDAR AVENUE - FAR SIDE-NEAR SIDE OPTION

REV 0  
07/19/2018





*Rush  
Line*

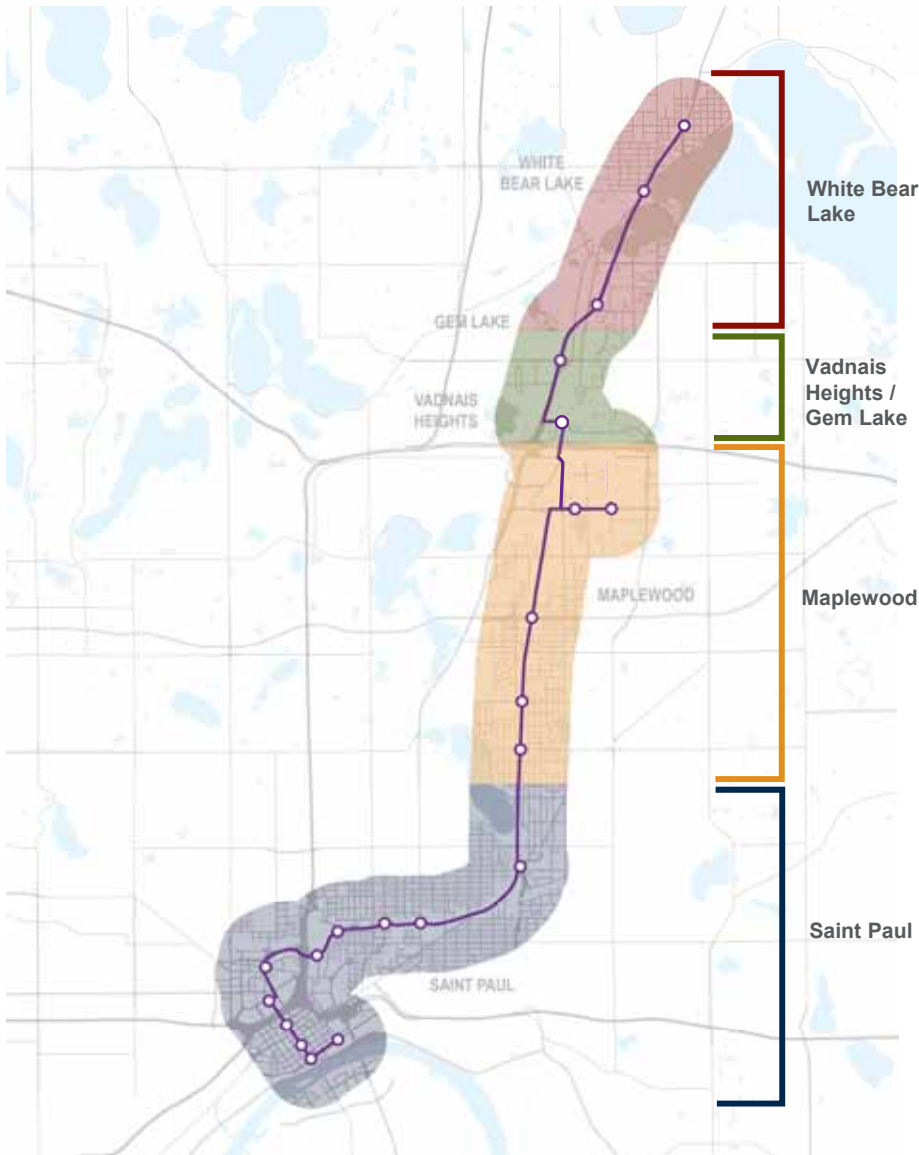
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## Station Area Planning

# The Corridor



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Downtown White Bear Lake station  
**Marina Triangle station**  
**Cedar Avenue station**

County Road E station  
Potential Buerkle Road station

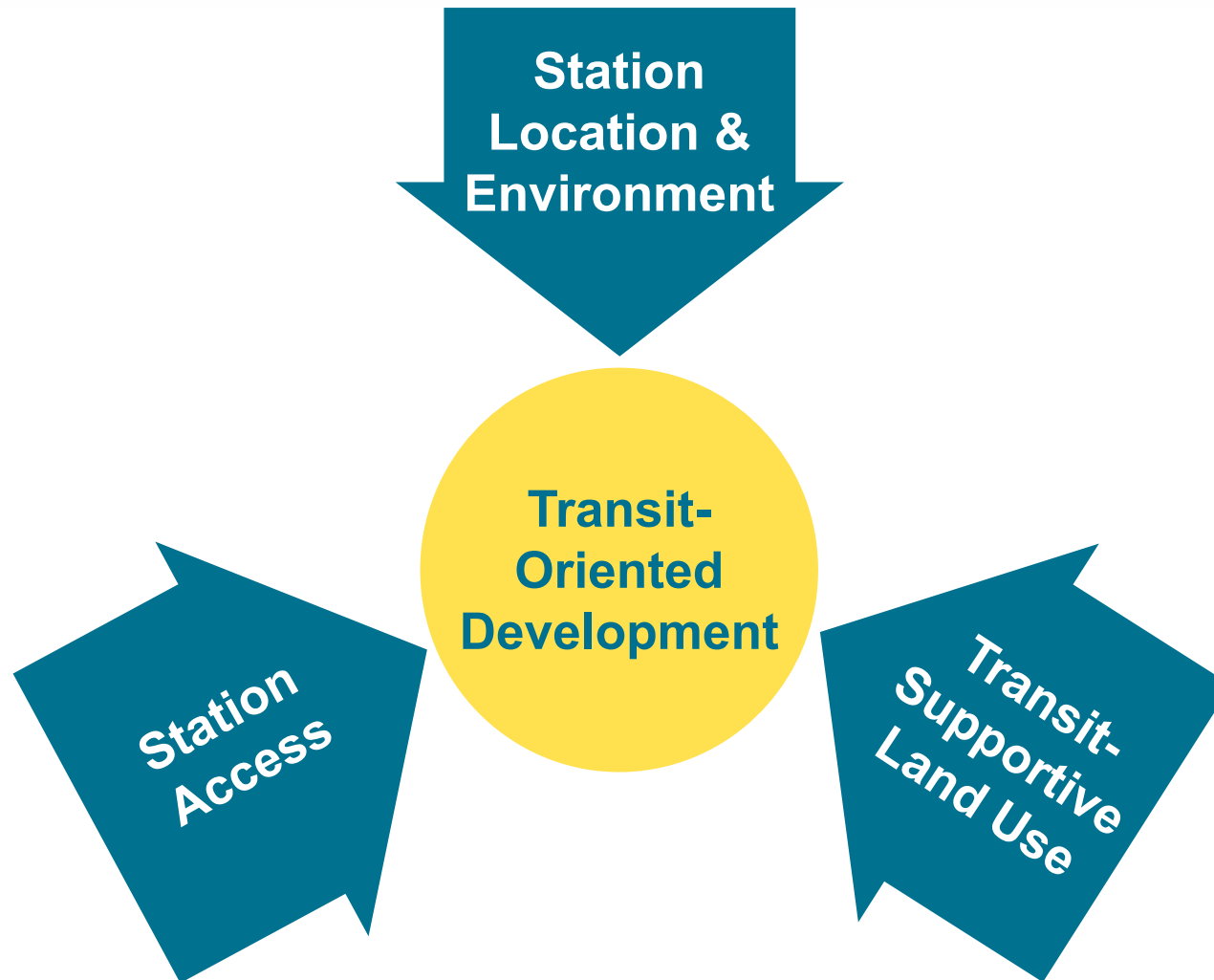
Maplewood Mall station  
St. John's Hospital station  
Highway 36 / English station  
Frost Avenue station  
Larpenteur Avenue station

Phalen Village station  
Arcade station  
Payne station  
Cayuga Street station  
Olive station  
Mt. Airy station  
Regions / Green Line  
9<sup>th</sup> / 10<sup>th</sup> Street  
5<sup>th</sup> / 6<sup>th</sup> Street  
Kellogg Boulevard  
Union Station

# Station Area Planning Tasks



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# Downtown White Bear Lake Station Meeting #2 Recap

# Station Location and Park-and-Ride Options



# Meeting #2 Recap



## **Option 1: US Bank Site (2<sup>nd</sup> and Clark Ave)**

- Serves the downtown well with limited bus impacts and has potential opportunity for redevelopment, additional parking, place-making and convenient pedestrian and bike access to the heart of downtown.
- Concerns about new development (building heights) impacting adjacent homes.

## **Option 2: Post Office Site (4<sup>th</sup> and Banning Ave)**

- More centrally located to serve walk-up riders and potential opportunity for some transit-supportive development, and additional parking.
- Concerns about bus routing through downtown streets impacting traffic, downtown character and pedestrian comfort.

## **Option 3: White Bear Bar Site (4<sup>th</sup> and Bloom Ave)**

- Station and potential sites may provide a catalyst for redevelopment (west of HWY 61).
- Major concern with traffic congestion worsened at the intersection of 4<sup>th</sup> Street and Highway 61.

## **Northern Option: Arts Center Site (8<sup>th</sup> and Long Ave)**

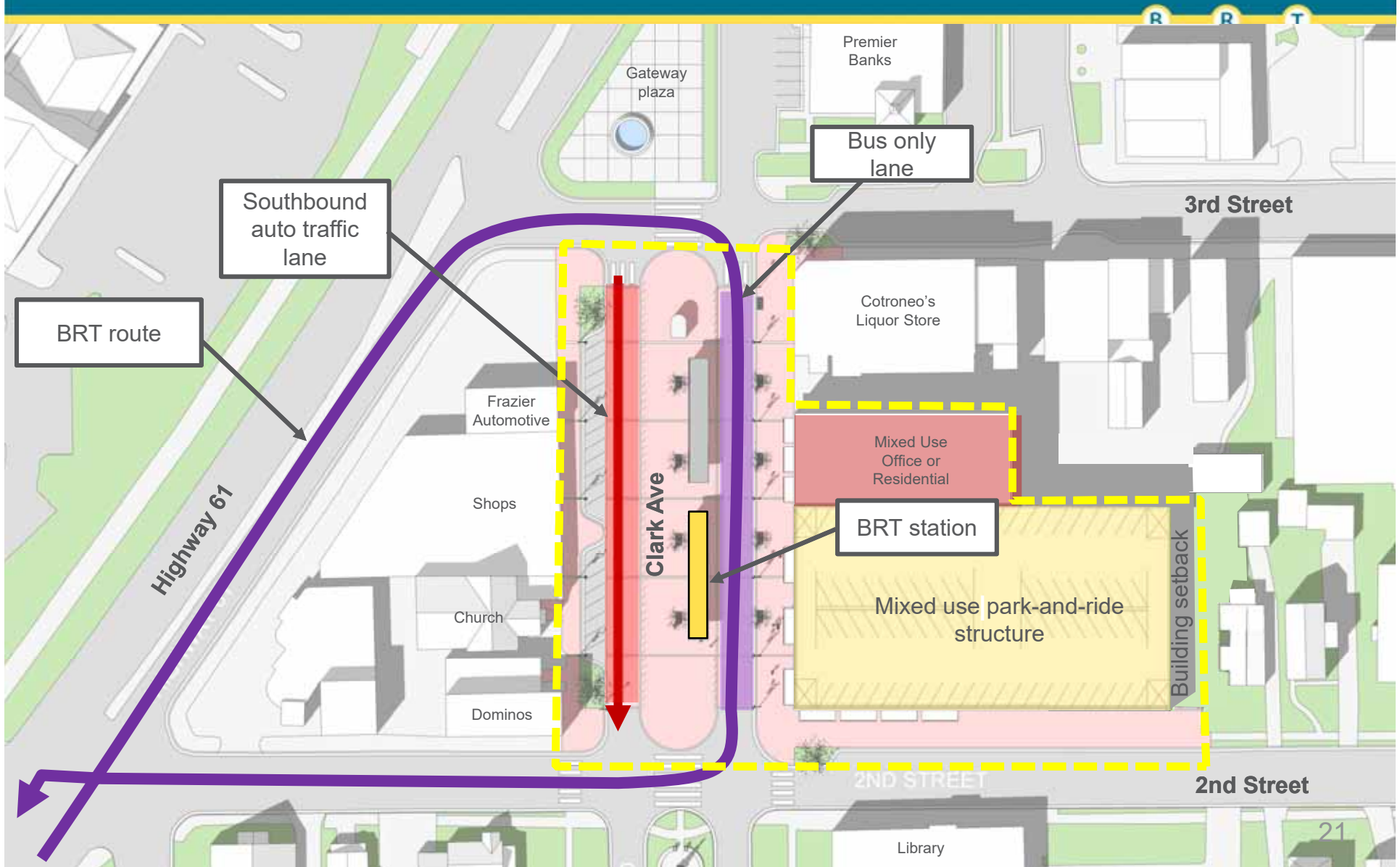
- Requires significant investment in streets and sidewalks to access the station, located on the edge of town with limited walk-up riders, and too far to be considered a downtown serving station.

# Downtown Option 1: US Bank Site





# Downtown Option 1: Station Platform



# Downtown Option 1: Park-and-Ride





# Marina Triangle Station

# Marina Triangle Station Area



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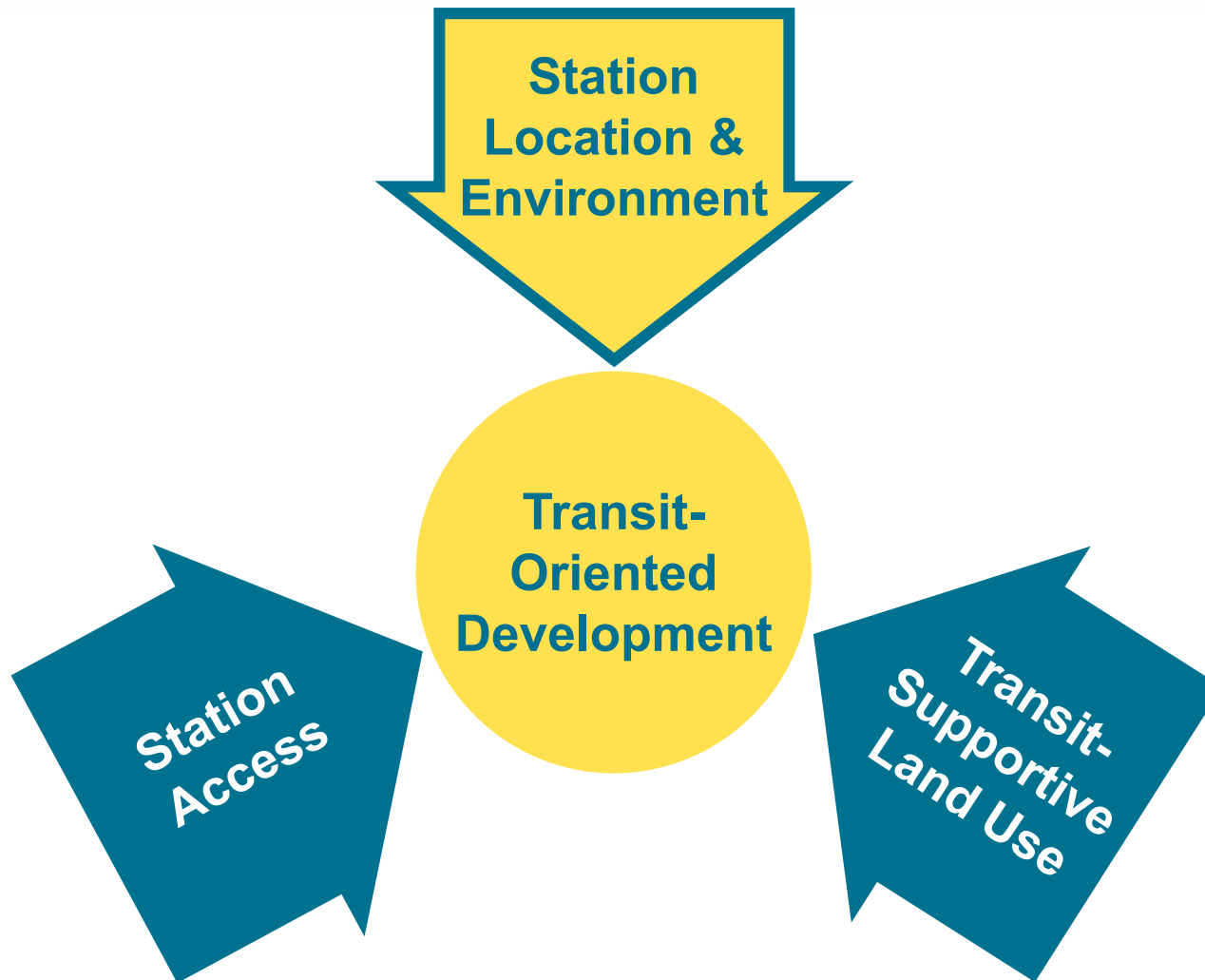




# Meeting #1 Recap

- Provide a safe and direct Highway 61 crossing to the station and consider extending Whitaker Street to a new intersection with Highway 61.
- Improve overall access and circulation for walking, biking and driving.
- Identify opportunities for additional development intensity, uses that support transit and are compatible with the Boatworks.
- Ensure park and ride does not reduce parking supply for existing uses.

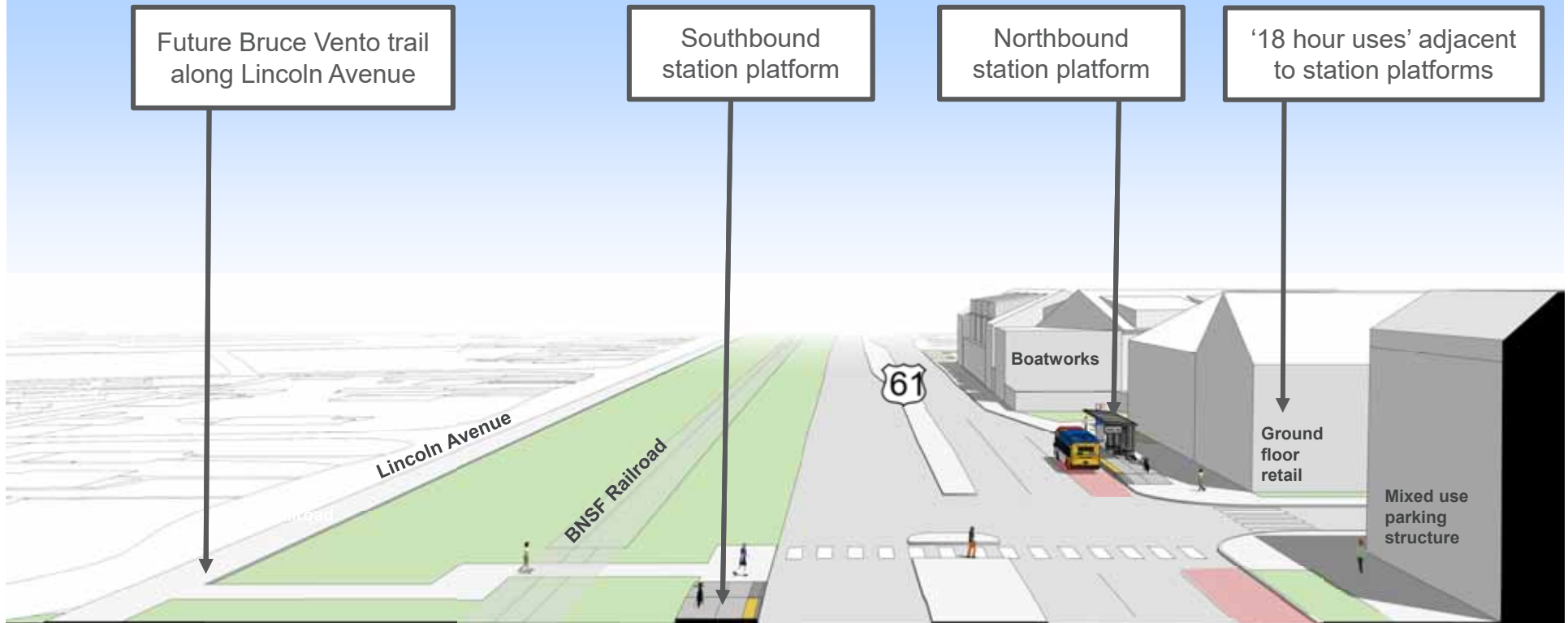
# Station Area Planning Tasks



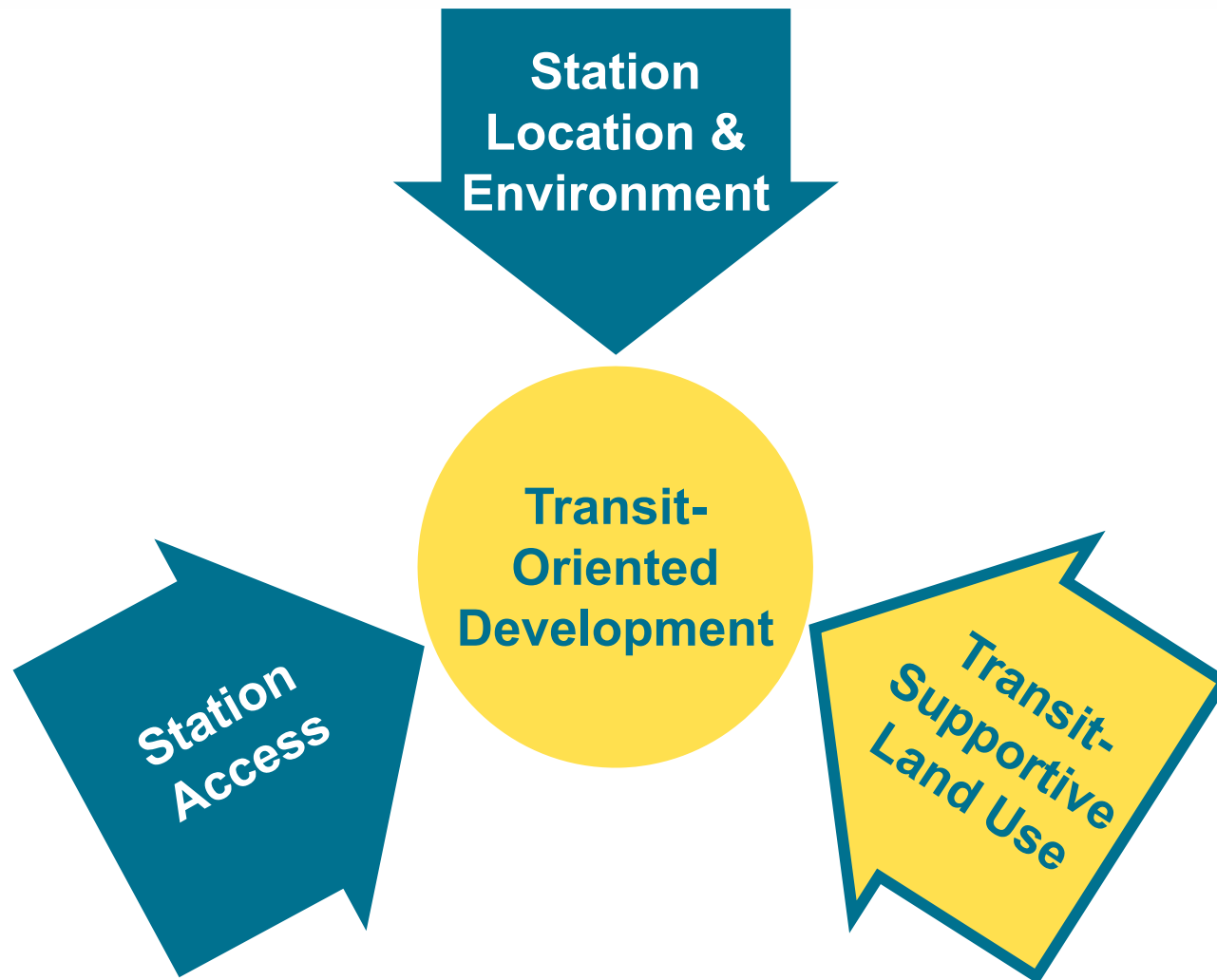
# Marina Triangle Station Area



# Station Location and Environment



# Station Area Planning Tasks



# Comprehensive Plan



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### White Bear Lake 2030 Plan

#### Legend

- Very Low Density Residential (75.1 ac.)
- Low Density Residential (2023.6 ac.)
- Medium Density Residential (317.8 ac.)
- High Density Residential (169.3 ac.)
- Commercial (179.8 ac.)
- Downtown (70.6 ac.)
- Lake Village (13.0 ac.)
- Business Park (238.0 ac.)
- Industrial (67.2 ac.)
- Public/Semi-Public (419.6 ac.)
- Park, Recreation & Open Space (797.5 ac.)
- Rail/ROW (66.1 ac.)

Gem Lake

White Bear Lake

# Marina Triangle Master Plan - 2002



# Marina Triangle Station



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Marina Triangle Station – pedestrian & bicycle crossing improvements

Whitaker Street

Lincoln Avenue

61

Potential Interim City Parking Lot  
100 spaces

Hoffman Road

Future Bruce Vento Trail Extension

Kowalski's

Lake Avenue

White Bear Avenue

61



# Marina Triangle Station



# Transit-Supportive Land Use Concept



Proposed Multi-family

Proposed Mixed-Use Multi-family

Multi-family

Commercial Mixed Use

Commercial

Mixed use Parking structure

Grocery Store

Grocery Parking Lot

Existing Bank

Existing Office

Service Drive, Retail, Stoops

Multi-family Mixed Use

Multi-family

Multi-family Mixed Use

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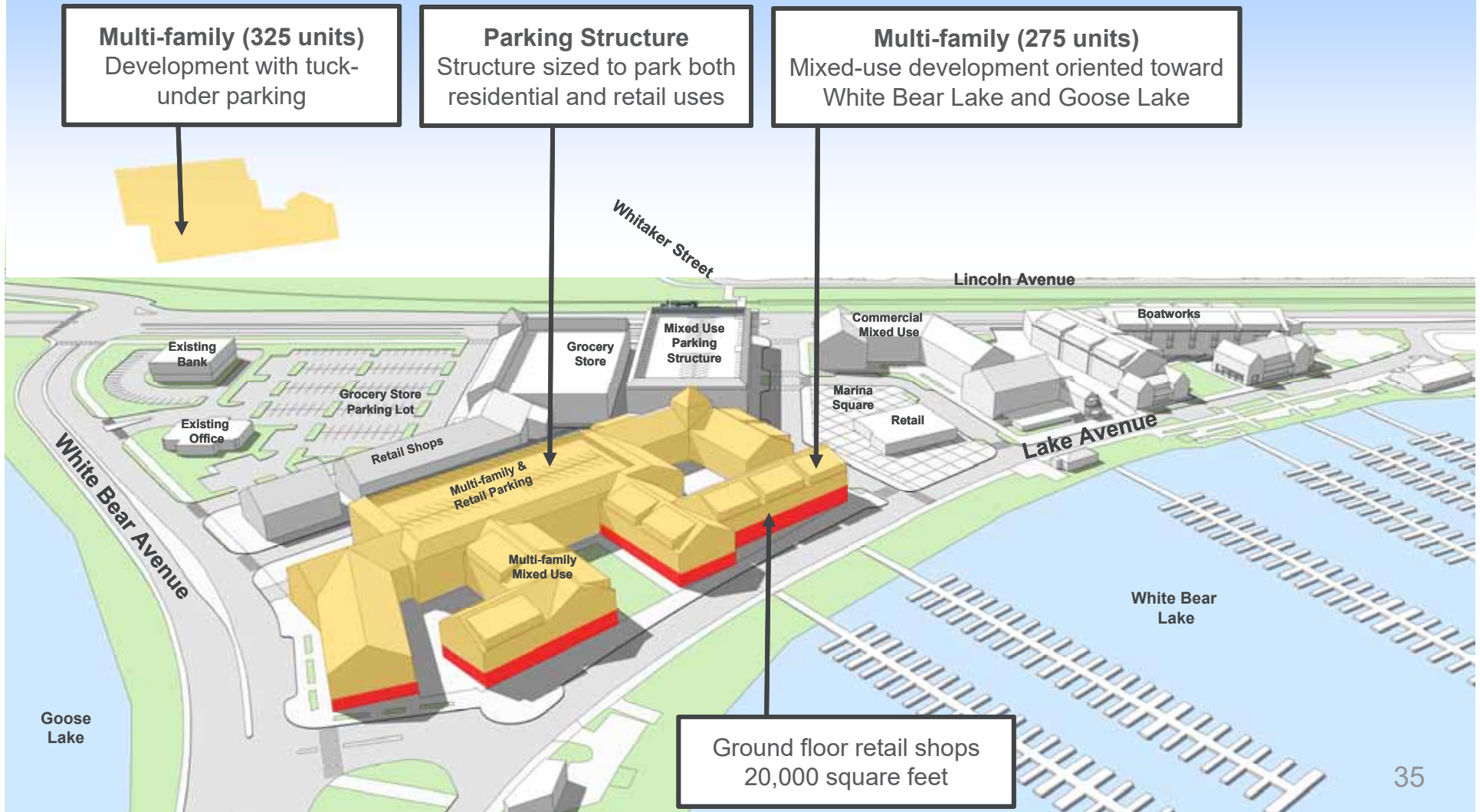
Multi-family

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# Station Area Land Use and Access Concept

## Multi-family mixed-use – Looking West



# Transit-Supportive Land Use Concept



# Transit-Supportive Land Use Concept

## Retail – Looking East

**Grocery Store**  
30,000 square feet

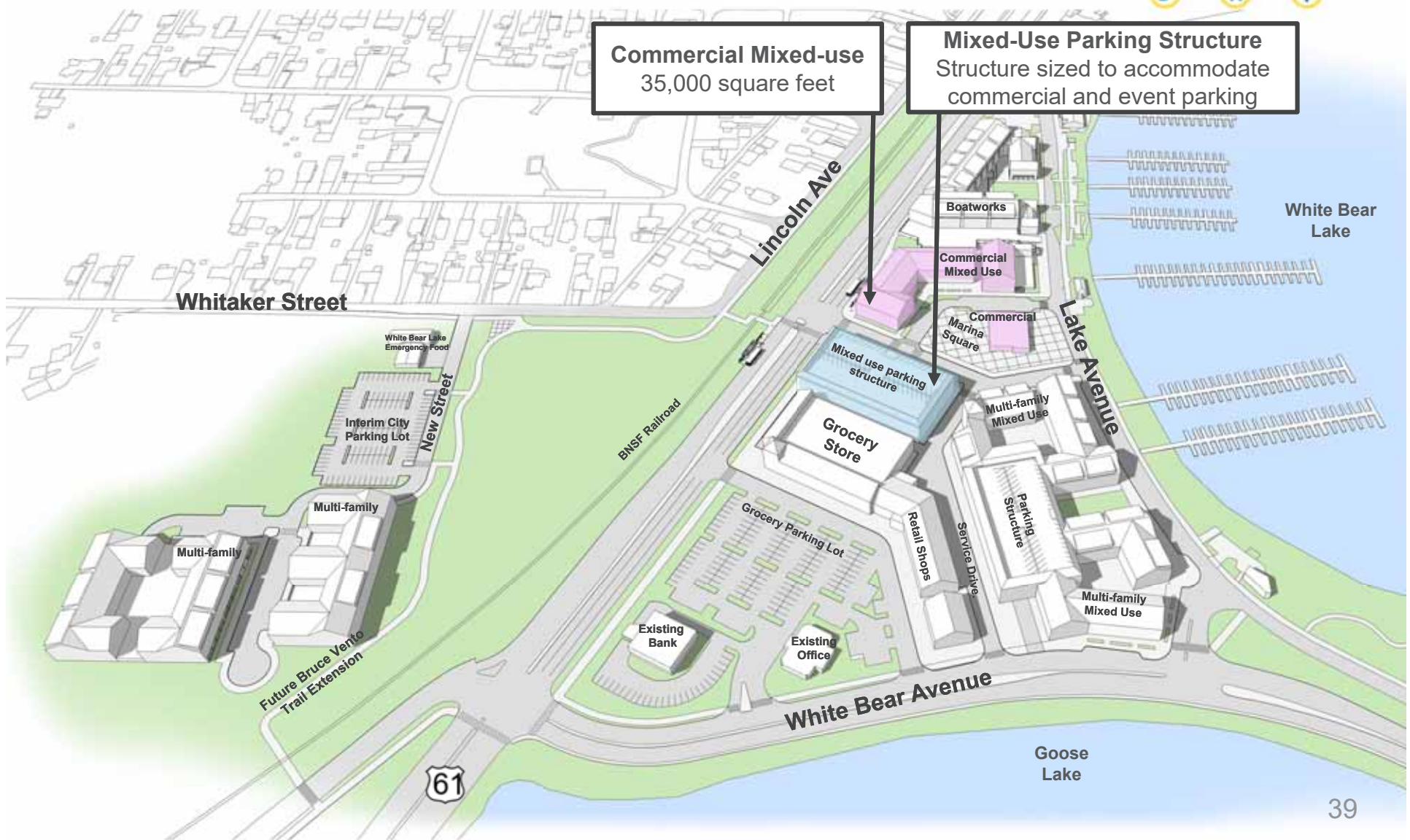
**Retail**  
15,000 square feet



# Transit-Supportive Land Use Concept



# Transit-Supportive Land Use



# Transit-Supportive Land Use Concept





# Transit-Supportive Land Use Concept

## BRTOD Concept – West of Highway 61

Housing	325 units
City Parking Lot	100 spaces

## BRTOD Concept – East of Highway 61

Grocery	30,000 SF
Retail	45,000 SF
Mixed-Use Commercial	35,000 SF
Housing	275 units
Parking Structure	240 spaces



# Marina Triangle Station



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Marina Triangle Station – pedestrian & bicycle crossing improvements

Whitaker Street

Lincoln Avenue

61

Lake Avenue

White Bear Avenue

Kowalski's

Potential Interim City Parking Lot  
100 spaces

Hoffman Road

61

Future Bruce Vento Trail Extension

# White Bear Shopping Center Phasing



# White Bear Shopping Center Phasing

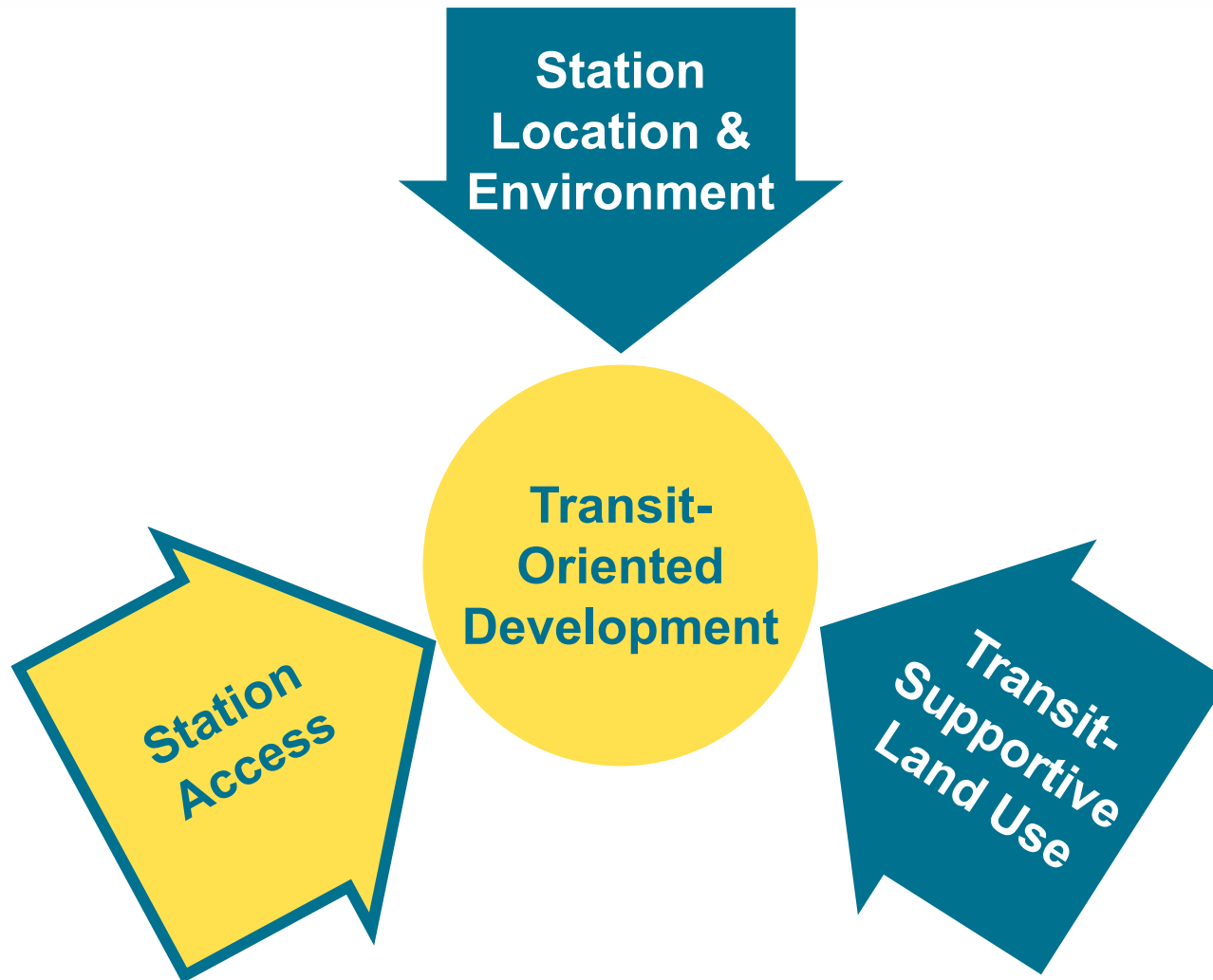


# White Bear Shopping Center Phasing

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# Station Area Planning Tasks



# Ramsey County Bicycle & Pedestrian Plan

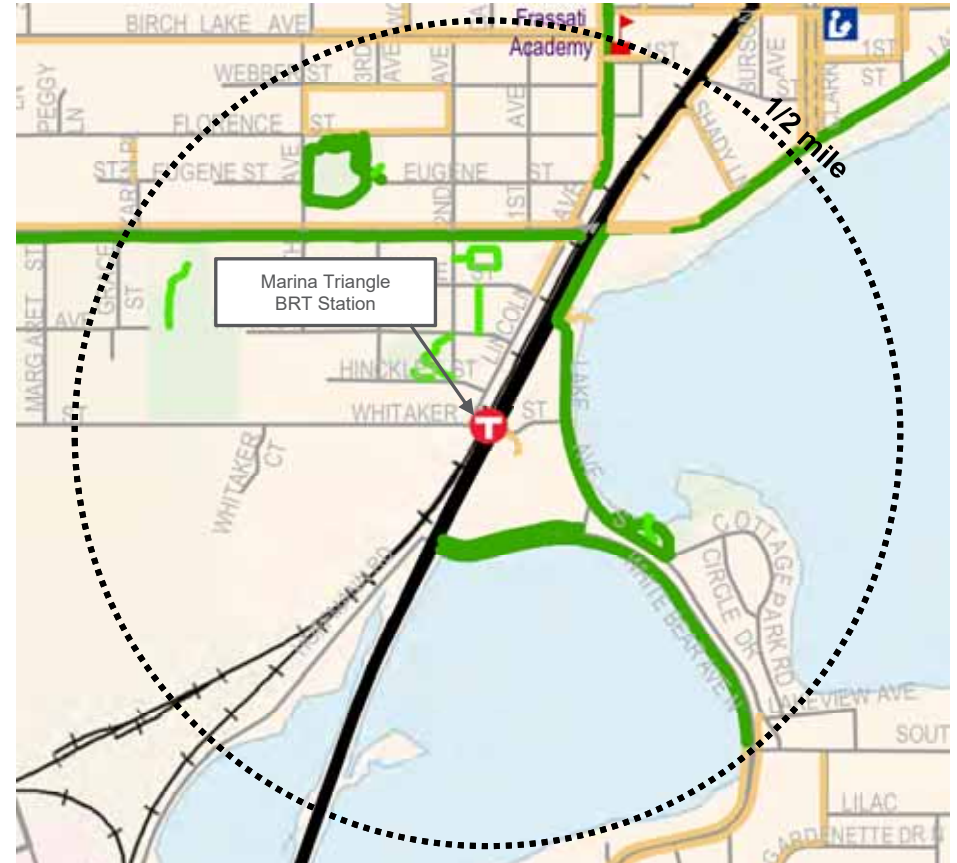


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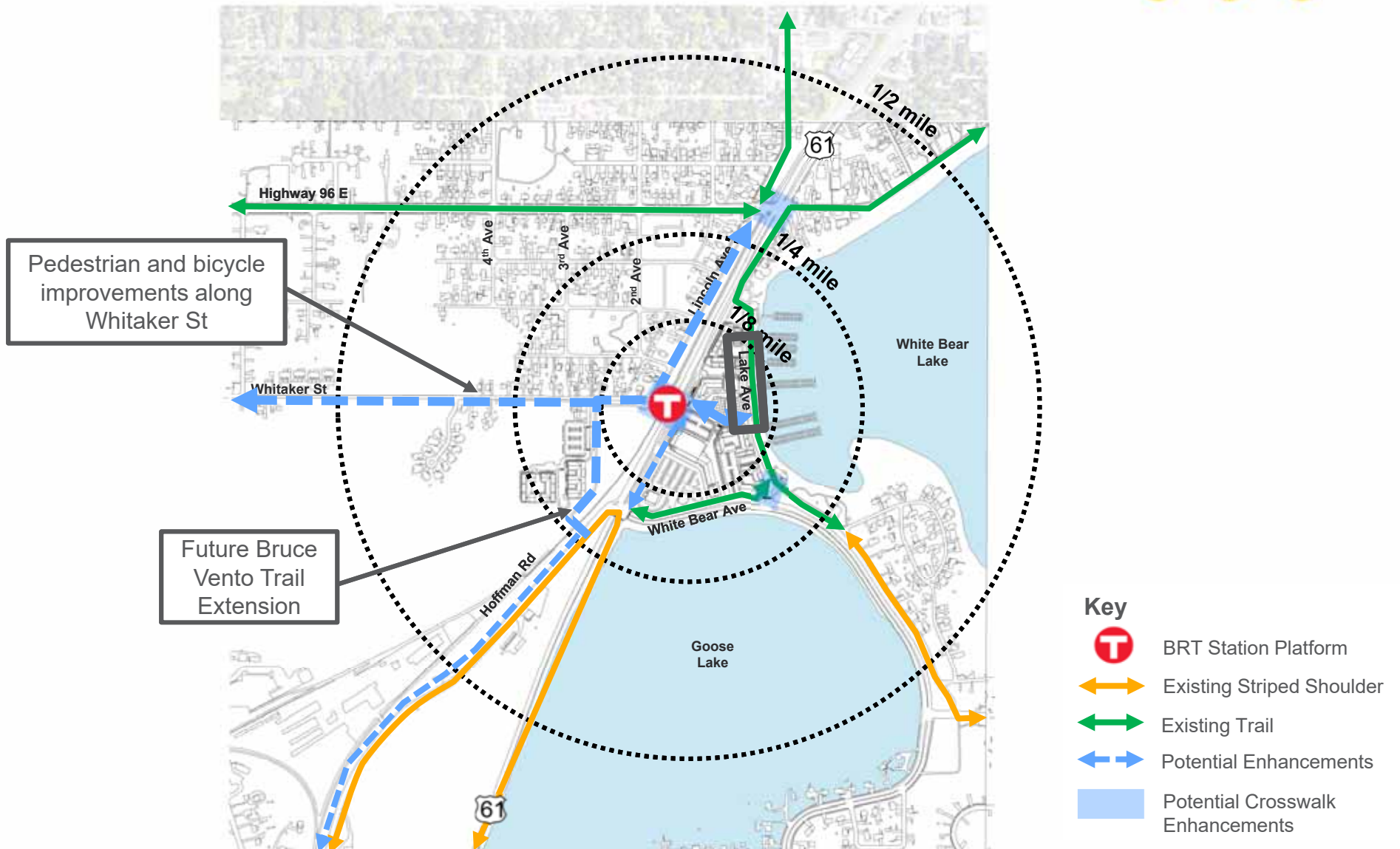
## Bicycle



## Pedestrian



# Bike and Pedestrian Access Concept





# Breakout Table Discussion (30 minutes)



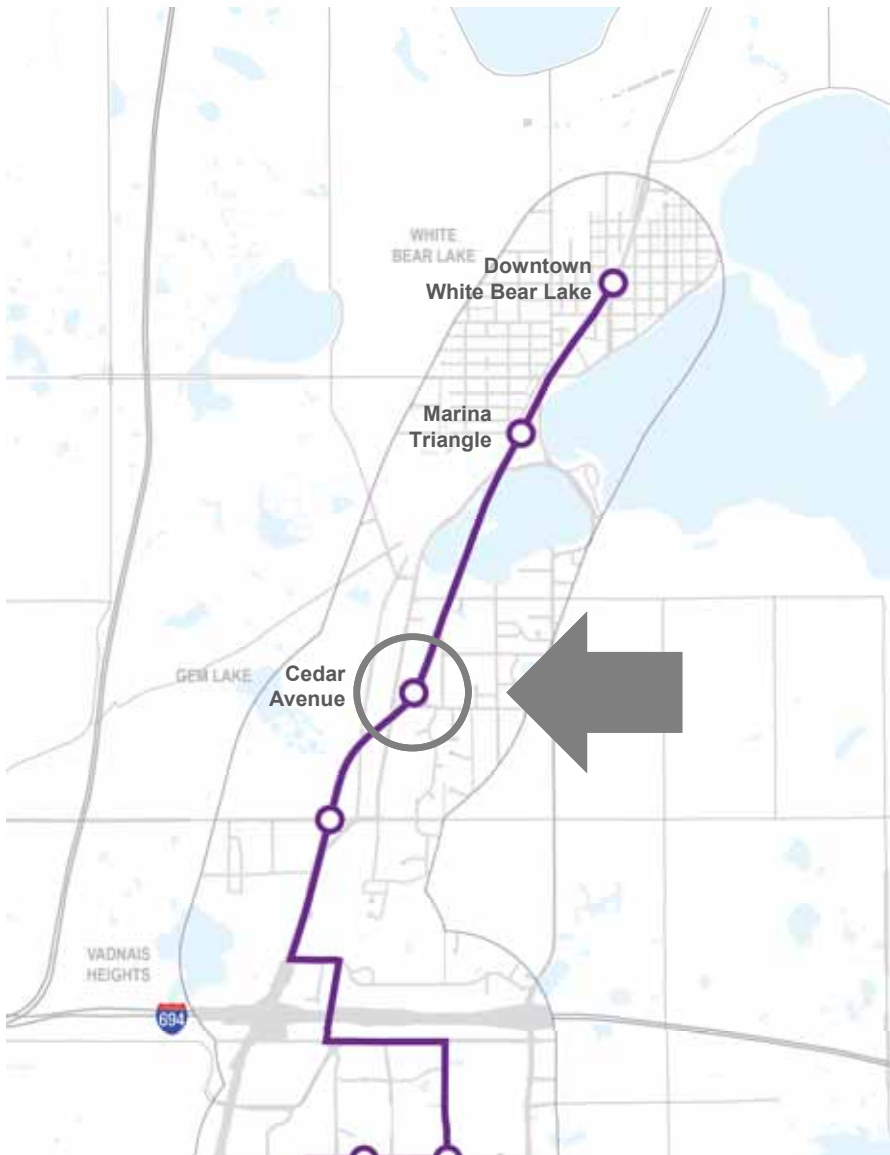
## Discuss the following:

1. What are the station location **benefits** for the Marina Triangle station?
2. What are the station location **challenges** for the Marina Triangle station?
3. What are the pedestrian and bicycle access **benefits** for the Marina Triangle station?
4. What are the pedestrian and bicycle access **challenges** for the Marina Triangle station?
5. What are **potential transit-oriented uses** (residential, office, retail, etc.) that could serve the Marina Triangle station and surrounding neighborhood?



# Cedar Avenue Station

# Initial Thoughts



## Transit-Supportive Land Use

- Explore long-term opportunities for redevelopment of the auto dealership.
- Explore long-term opportunities for redevelopment of the apartment building parking lot, rental yard, and auto-repair shop west of Highway 61.

## Station Access

- Explore opportunities for walking and biking improvements along Cedar Avenue.
- Explore opportunities for direct walking and biking access across the railroad right-of-way to residential areas to the west.
- Examine a range of opportunities, at the station, for walking and biking crossings of Highway 61.

## Station Location & Environment

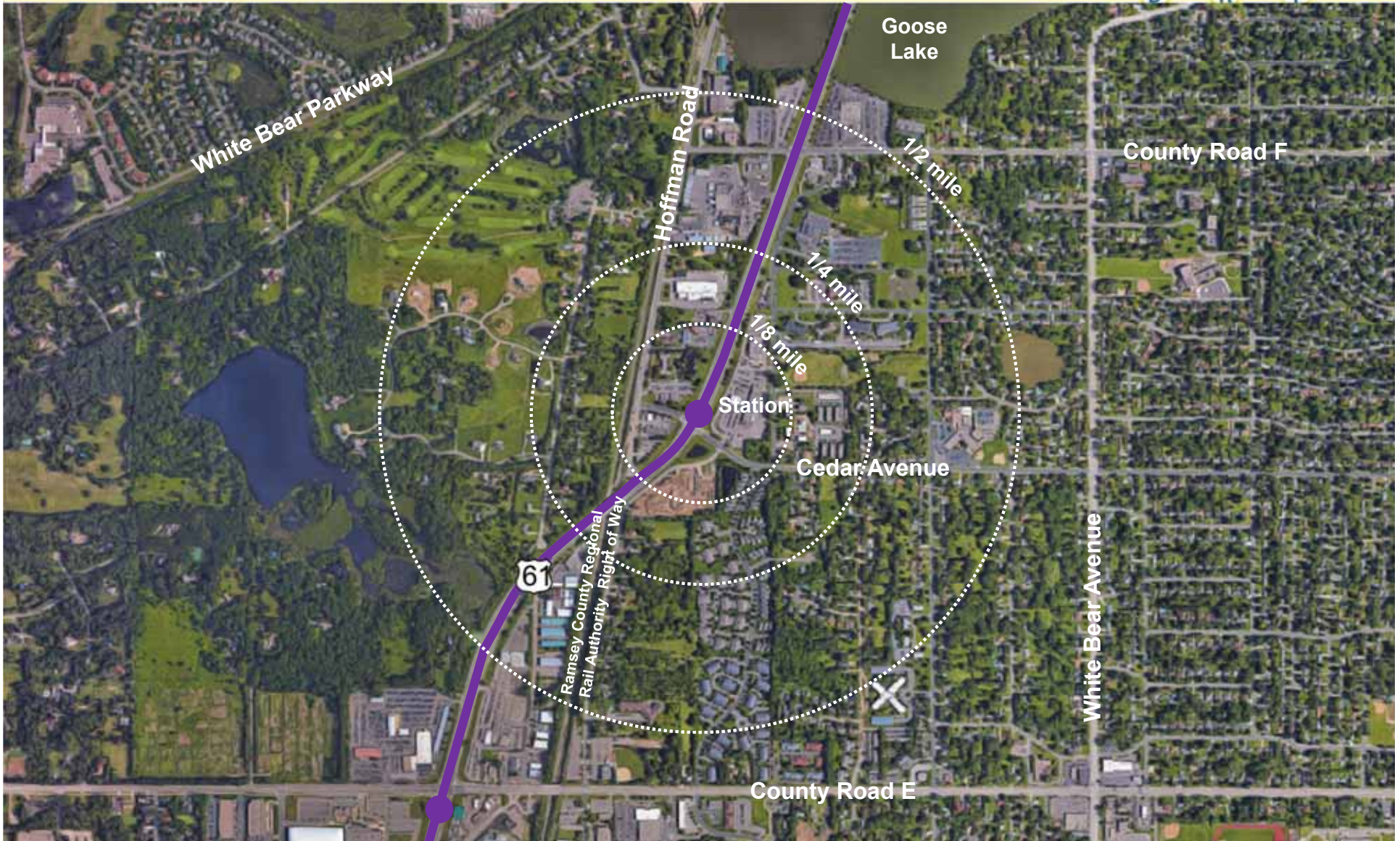
- Examine station concepts to maximize platform comfort and ease of access across Highway 61.
- Discuss opportunities for reduced speed limit at station access points.

Cedar Avenue Station



# Cedar Avenue Station Area

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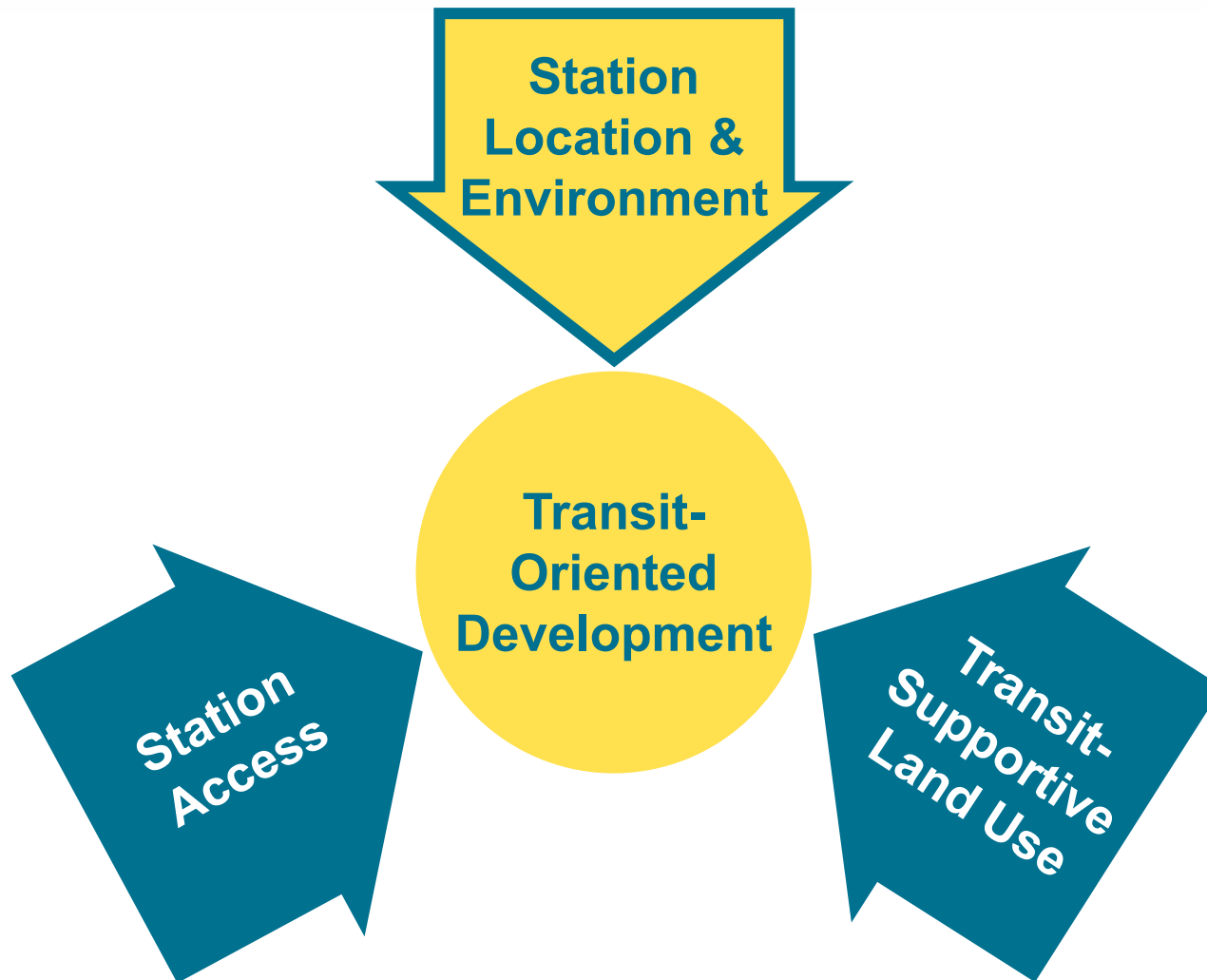




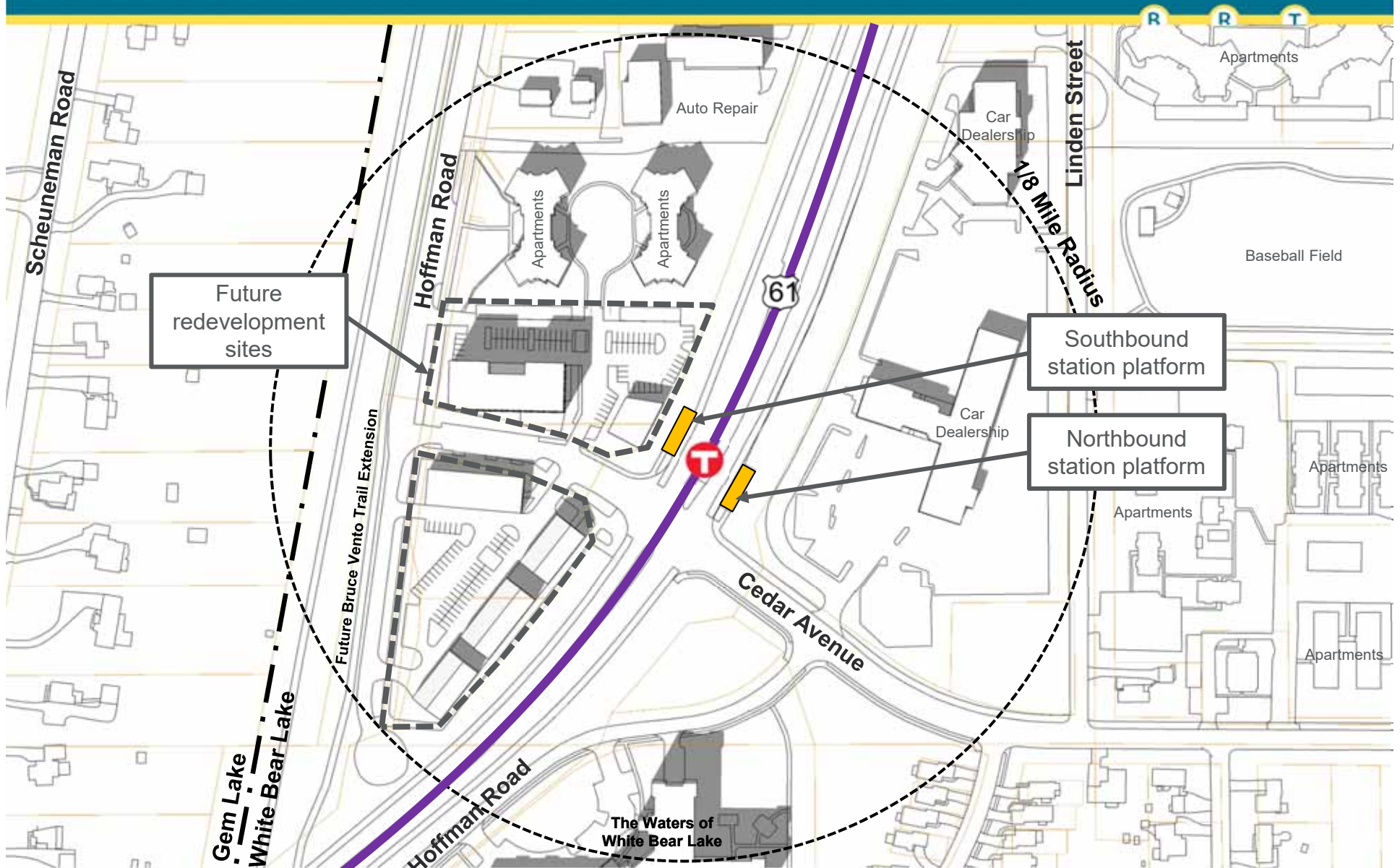
# Meeting #1 Recap

- Provide a safe and direct Highway 61 crossing to the station.
- Consider a station north of Cedar Avenue closer to existing employment and potential redevelopment sites.
- Identify potential redevelopment opportunities at Cedar Avenue, Birch Street and sites east of Linden Street.
- Improve bike access east/west along Cedar Avenue and north/south along Linden Avenue.

# Station Area Planning Tasks

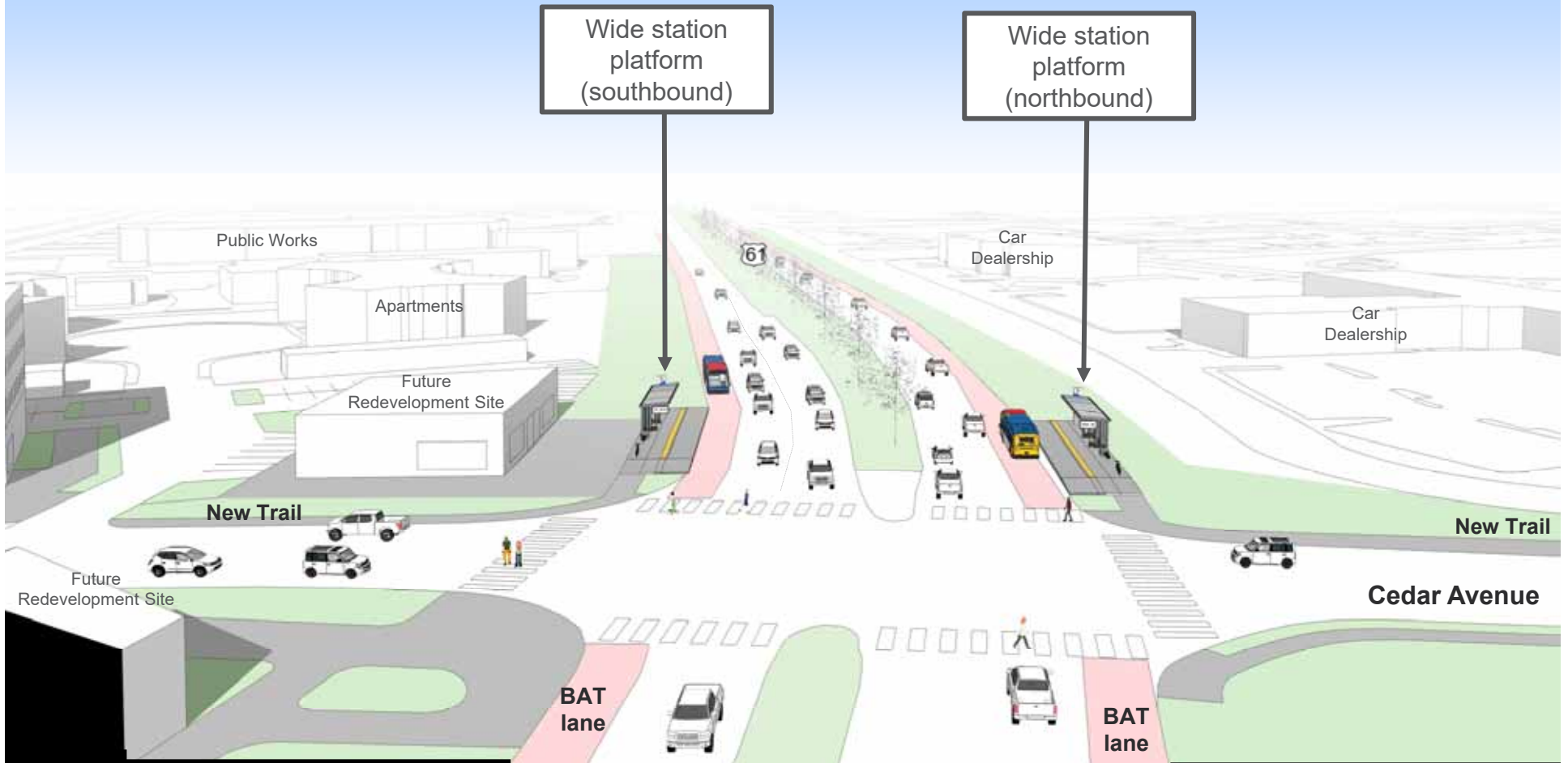


# Station Location and Environment



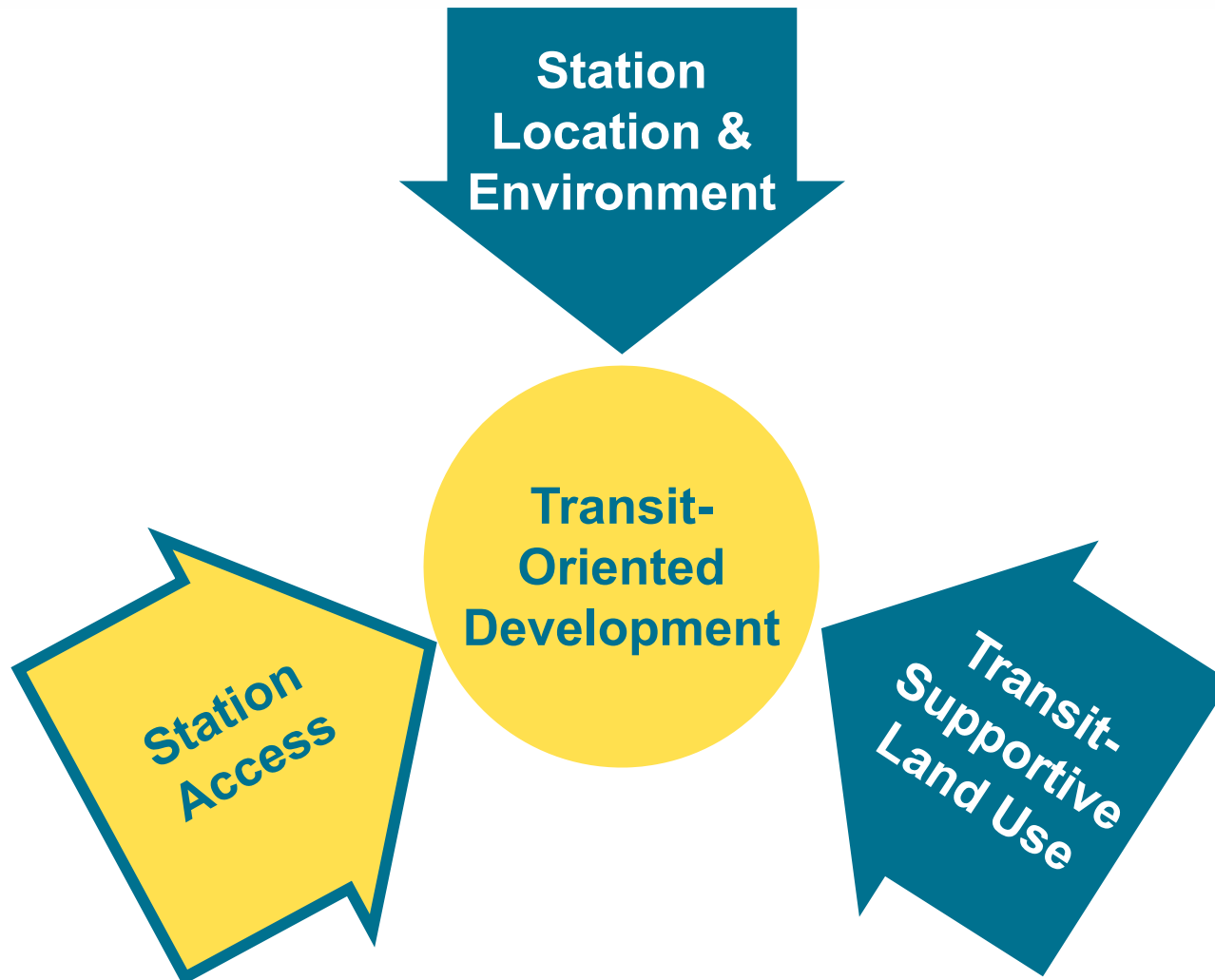
# Station Location Concept – Highway 61

Looking North





# Station Area Planning Tasks



# Ramsey County Bicycle & Pedestrian Plan

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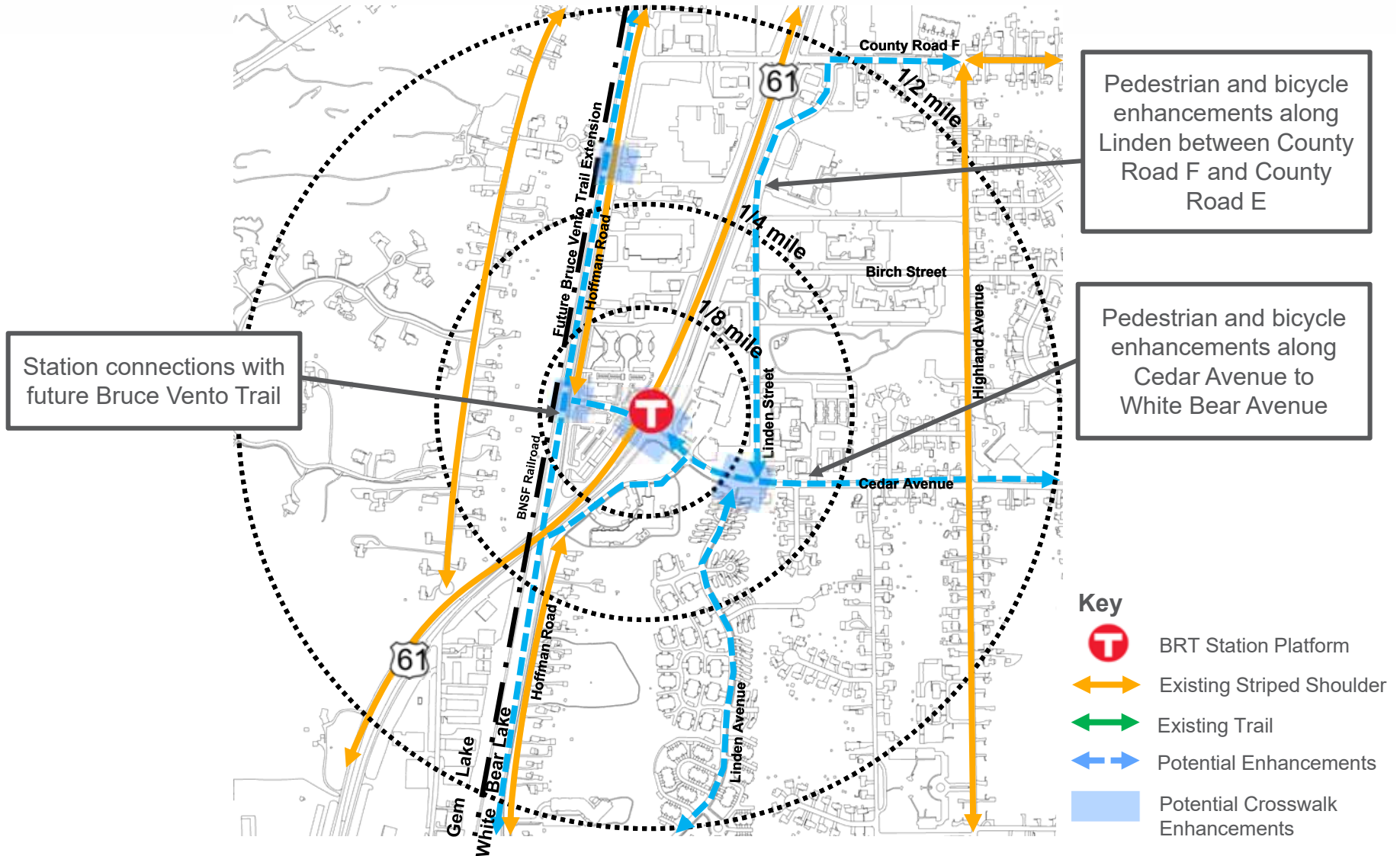
Bicycle



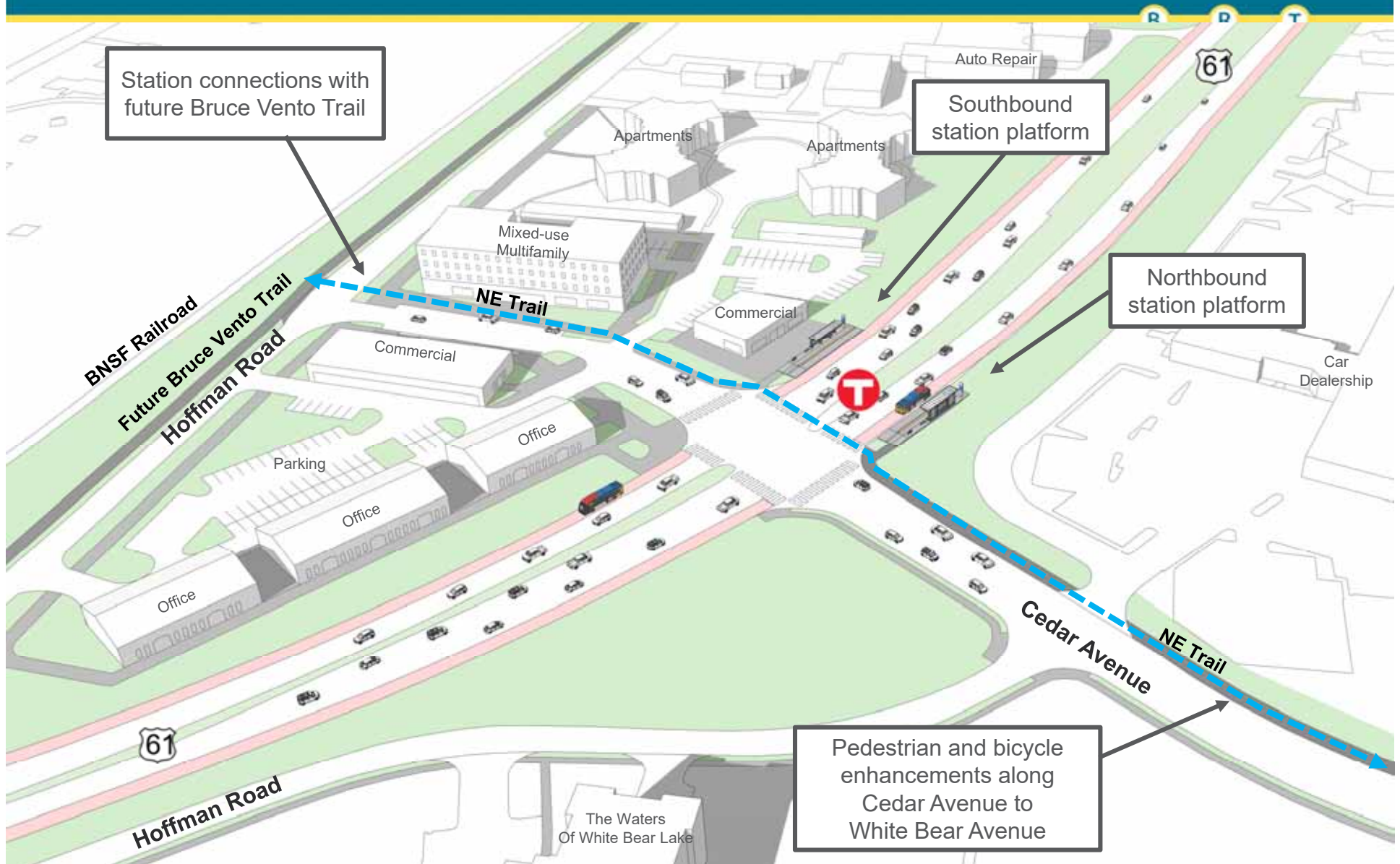
Pedestrian



# Station Access Concept

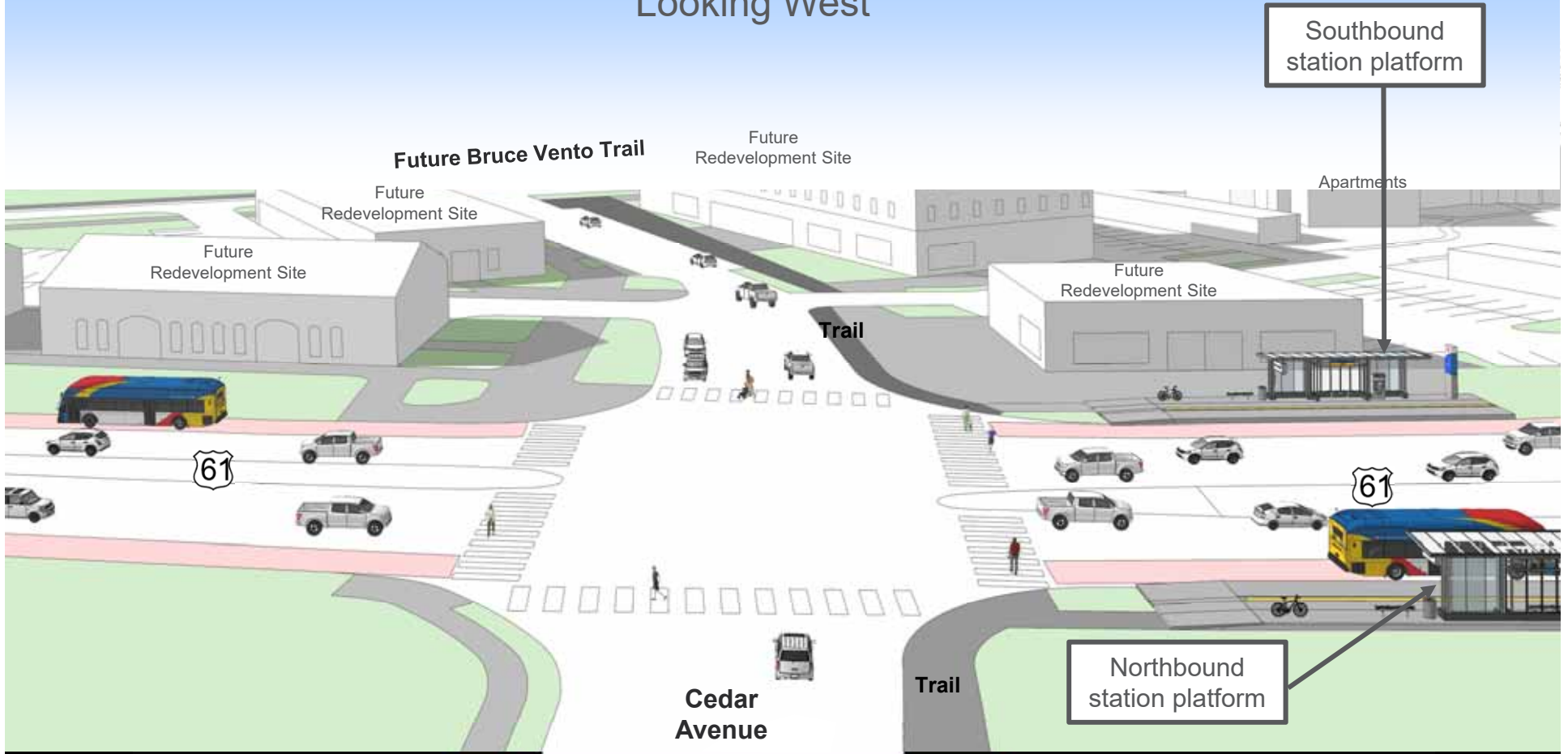


# Station Access Concept

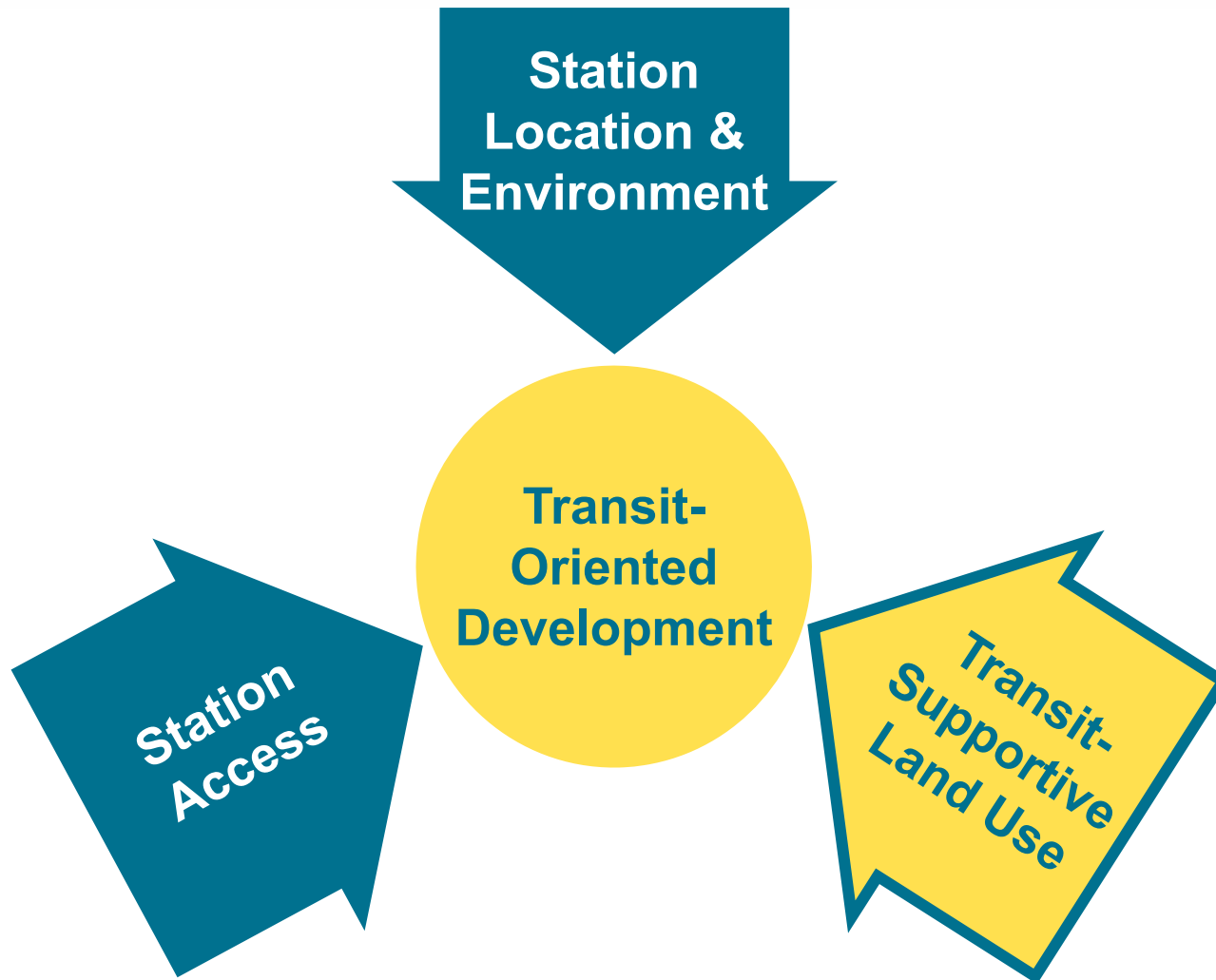


# Station Location Concept – Highway 61

Looking West



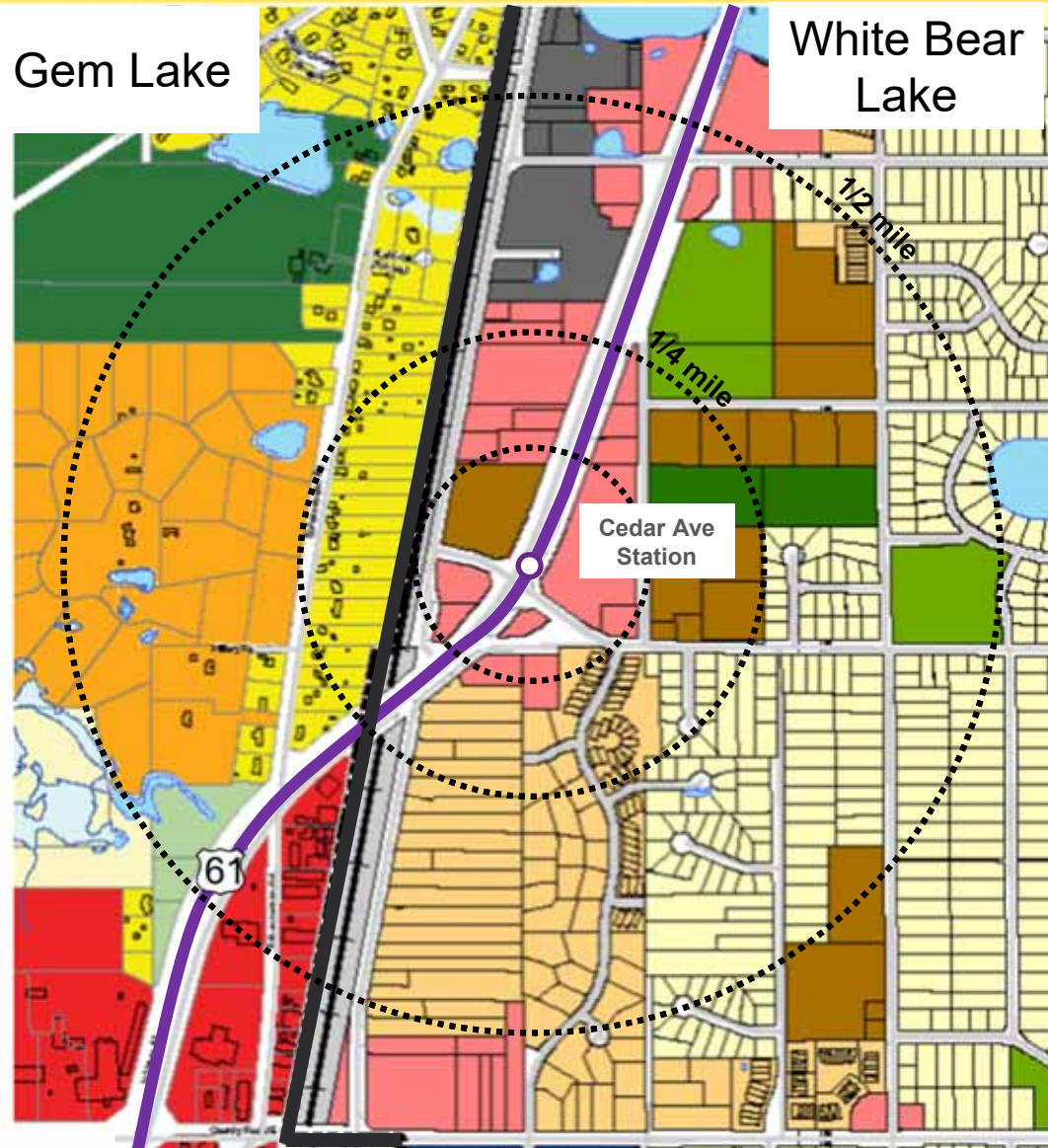
# Station Area Planning Tasks



# Comprehensive Plan



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Gem Lake  
Comp Plan 2030

- Mixed Use
- Open Space
- Public / Institutional
- Recreational Open Space
- Single Family Estate
- Single Family Executive
- Single Family Residential

White Bear Lake  
Comp Plan 2030

- Very Low Density Residential (75.1 ac.)
- Low Density Residential (2023.6 ac.)
- Medium Density Residential (317.8 ac.)
- High Density Residential (169.3 ac.)
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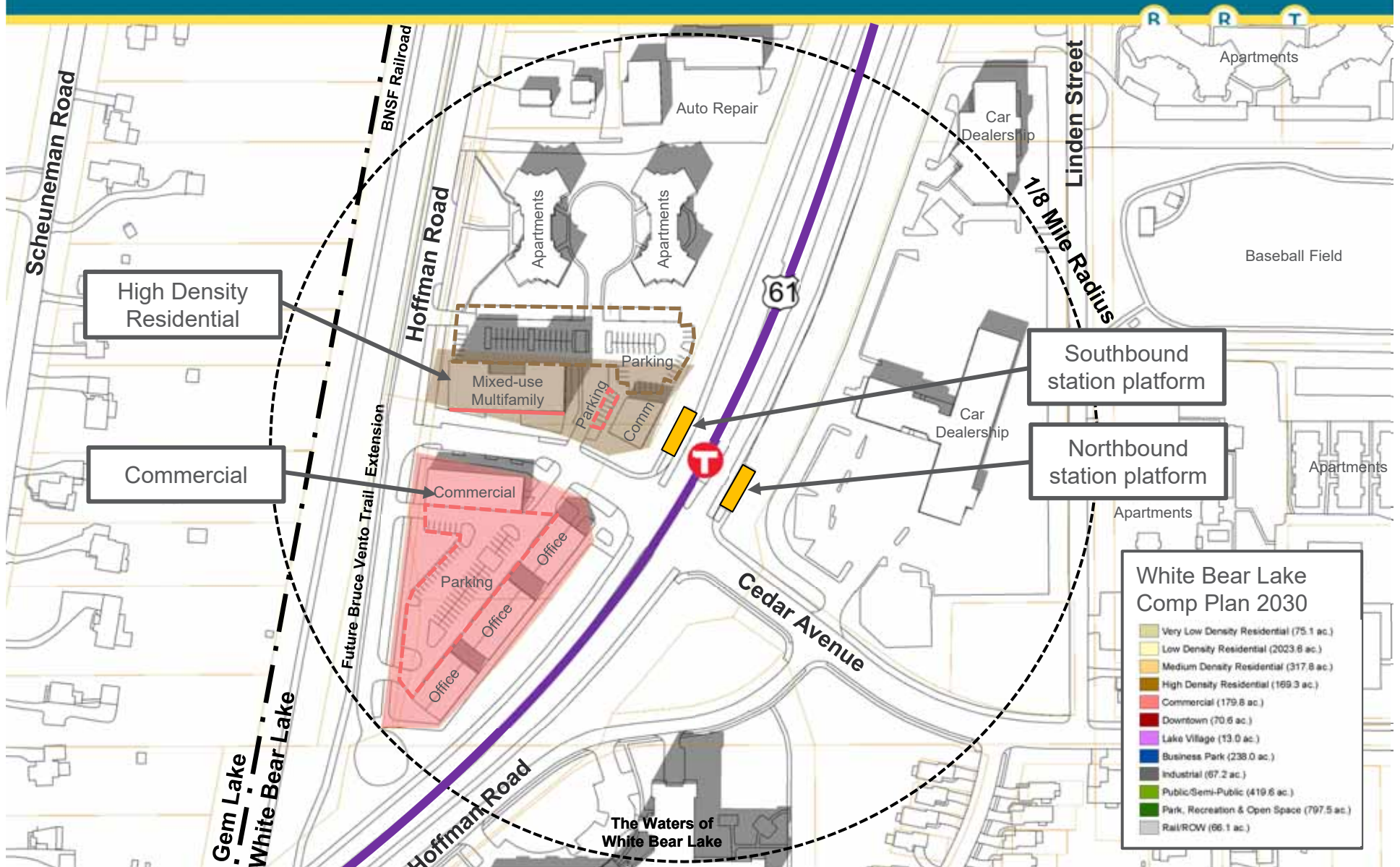
# Transit Supportive Land Use







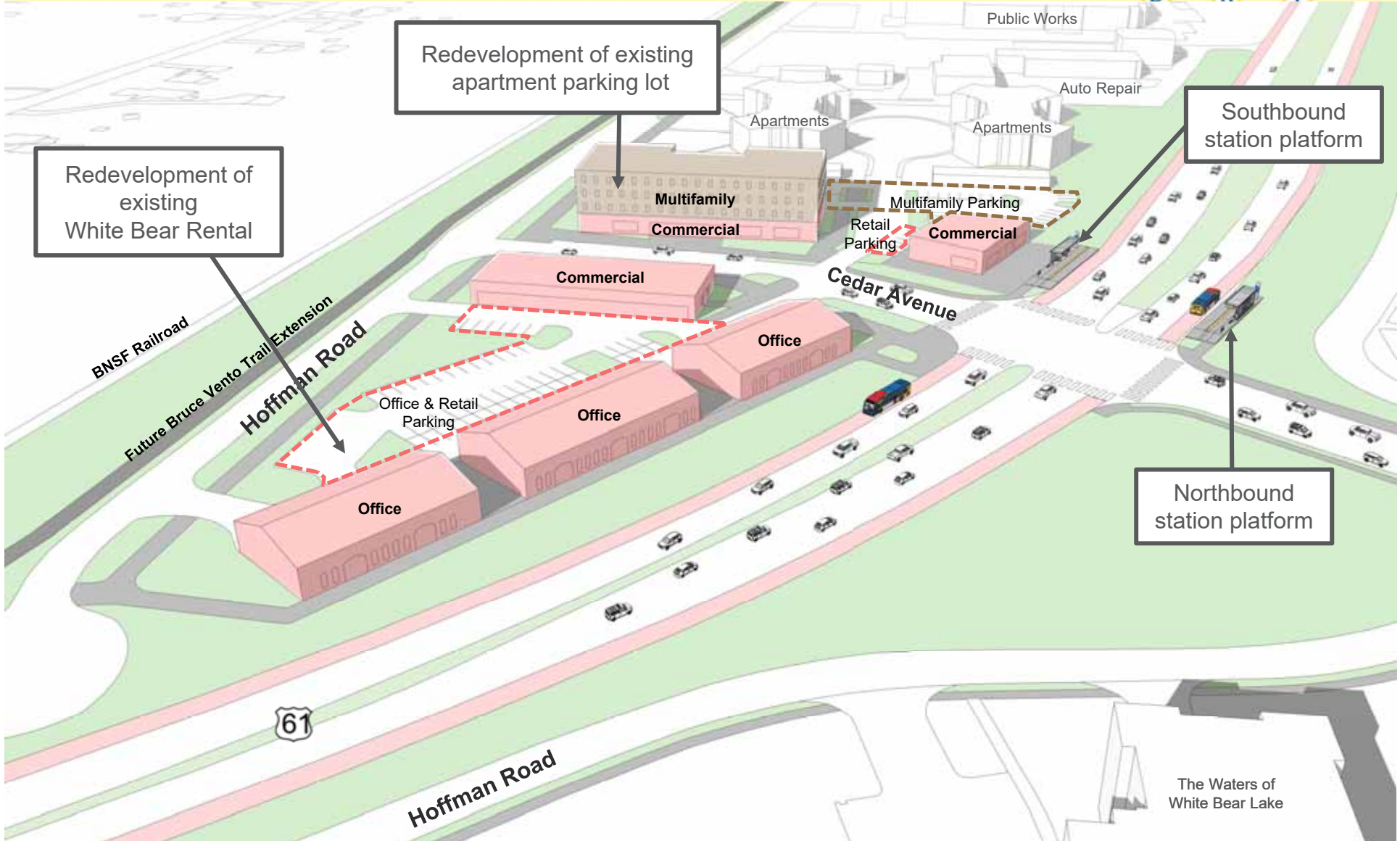
# Transit Supportive Land Use



# Transit-Supportive Land Use Concept



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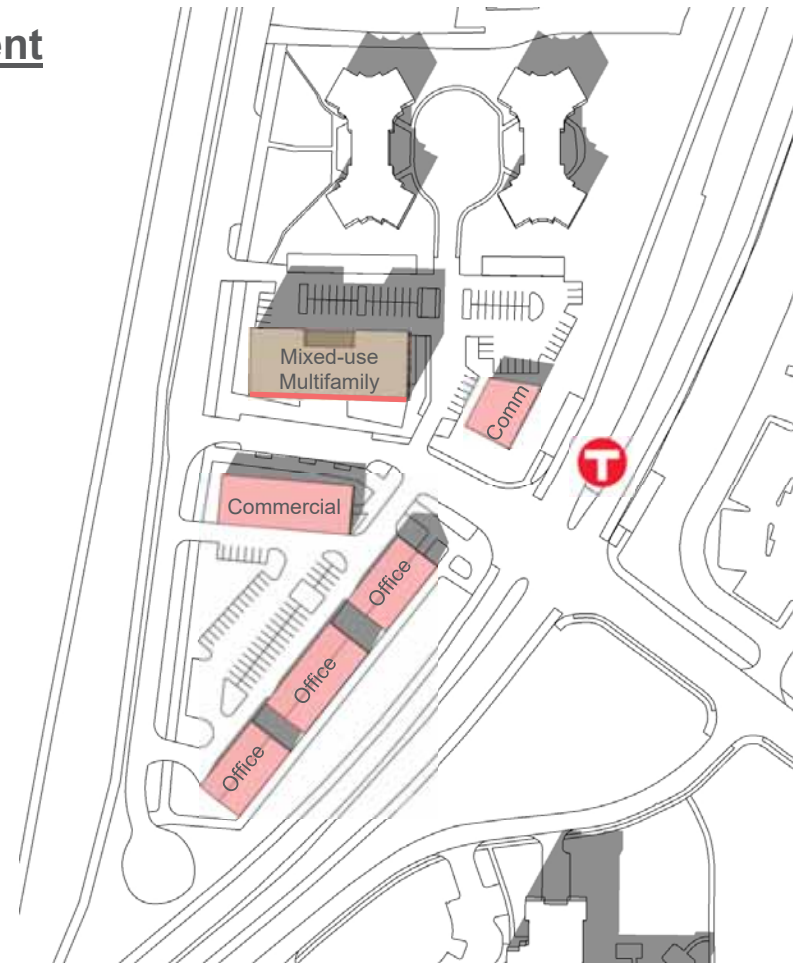


# Transit-Supportive Land Use Concept

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## BRTOD Concept – Cedar Avenue Redevelopment

Office	20,000 SF
Retail	15,000 SF
Housing Units	40
Parking Spaces	280





# Breakout Table Discussion (20 minutes)



1. What are the station location **benefits** of Cedar Avenue station?
2. What are the station location **challenges** of Cedar Avenue station?
3. What are the pedestrian and bicycle access **benefits** for Cedar Avenue station?
4. What are the pedestrian and bicycle access **challenges** for Cedar Avenue station?
5. What are **potential transit-oriented uses** (residential, office, retail, etc.) that could serve the Marina Triangle station and surrounding neighborhood?



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## Next Steps