

Workshop Summary

The future Sun Ray bus rapid transit (BRT) station is a great opportunity for more transit options and new investment in this community. This workshop helped set the vision for the area and provided concrete ideas for how it could look and feel after BRT arrives.

Workshop Process

The workshop was held at the Sun Ray Library in the afternoon of Thursday, February 5, 2015. The workshop began with an overview of the area surrounding the Sun Ray shopping center. District Council 1 shared their hopes for the area in relation to the recently adopted Transportation Chapter of their neighborhood plan, and representatives from various agencies provided information about BRT, transit-oriented development, and stormwater management practices.

Participants took a walking tour of the site to observe existing conditions. Following the tour, people shared their observations based on their experience of the site. Comments from community members were particularly helpful in revealing longstanding issues, especially regarding pedestrian access to the shopping center.

Based on the overview, tour and observations, three collaborative teams of community members and agency staff developed conceptual sketches with three primary goals: to determine the placement of the BRT platform and a park-and-ride facility for 360 vehicles, to identify phase I infrastructure, and to identify phase I development opportunities. In addition, each group identified potential long-term redevelopment goals based anticipated infrastructure and land use needs.

After the work session, each team presented their scheme to the group, and participants discussed what they liked and disliked about each concept, and then informally voted on which of the three they preferred.



Workshop participants walking the site



Scheme 1

- A. BRT station between Hudson Road and I-94
- B. Mixed use park & ride at corner of Pedersen Street & Hudson Road, setting up pedestrian-oriented development along Pedersen
- C. Tree-lined pedestrian mall along front of Sun Ray shopping center
- D. Apartment building north of Cub Foods creates visual surveillance at back of shopping center
- E. Potential streets identified to create block structure (long term)

Scheme 2

- A. BRT station along Hudson Road with additional development
- B. Park & ride near west end of current parking lot with liner shops
- C. Formalized pedestrian paths located at back of shopping center
- D. Water tower area developed as park space
- E. Green by station
- F. Market space east of station
- G. Fifteen potential blocks identified for future development (long term)

Scheme 3

- A. BRT station on Hudson Road adjacent to courtyard
- B. Park & Ride at corner of Pedersen Street & Hudson Road or on east end of shopping center
- C. Small scale development around central courtyard/green
- D. Green pedestrian walkway from library into shopping center area
- E. Parking lot contains smaller parcels for future development (long term)



Presentation of concepts

Likes and Dislikes (Number of supporters)

Scheme 1 (3 votes)

- ✓ Seeing BRT from library
- ✓ East new apartment & street connection
- ✓ Park & ride at access + street front
- ✓ Sidewalk on Hudson
- ✓ Active west street along Sun Ray
- ✗ BRT conflict for peds
- ✗ BRT location across Hudson

Scheme 2 (11 votes)

- ✓ Activity center around BRT
- ✓ Location of BRT station
- ✓ View from Water tower park
- ✓ Connection south of library
- ✓ Programming of parking areas
- ✗ Noise?

Scheme 3 (3 votes)

- ✓ Park & ride location on east end of Sun Ray takes advantage of hill & freeway
- ✓ Courtyard
- ✓ Bringing street through? Trail?
- ✗ Removing building in phase 1
- ✗ No treatment for peds SE access
- ✗ Park & ride too far from BRT
- ✗ Park & ride Cuts off freight loop
- ✗ Front/Back building?

Next Steps

1. Informed by this workshop and subsequent public input, the City's citizen Task Force recommends a station area plan to the Planning Commission in Spring 2015.
2. Planning Commission holds a public hearing, at which time the District 1 Community Council and general public comment on the plan.

Saint Paul Station Area Planning
The Gateway Corridor
Sun Ray Station Area
February 2015

Participants
Paige Ahlborg - RWMWD
Michelle Beaulieu - PED
Nathan Campeau - RWMWD
Sam Carlsen - Saint Paul Design Center
Micah Dates - Community member
Liz De La Torre - Community member

Bill Dermody - PED
Brian Fewell - Saint Paul Design Center
Mark Finken - Public Works
Kris Gjerde - Community member
Tim Griffin - Saint Paul Design Center
Anton Jerve - PED

Matt Johnson - Brixmor
Tracey Kinney - Saint Paul Design Center
Betsy Leach - District 1 Executive Director
Lyssa Leitner - Washington County RRA
Bryan Murphy - Parks & Recreation
Chris Melendez - District 1 Youth Organizer

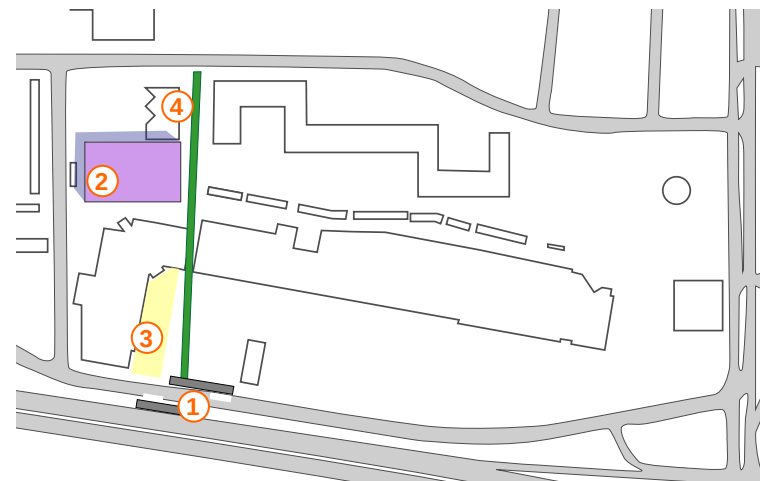
Garneth Peterson - Community member
Kevin Roggenbuck - Ramsey County RRA
Wes Saunders-Pearce - DSI
Hally Turner - Washington County RRA
Gordon Westerberg - Community member
Andrew - Community member

The Saint Paul Design Center is a partnership between the City of Saint Paul and the Saint Paul Riverfront Corporation.

The two station area options built off of previous community input and the characteristics the three workshop schemes. Both options include:

- A new north-south street from the library to Hudson Road
- Improved pedestrian infrastructure
- A plan to phase in new streets as redevelopment becomes feasible

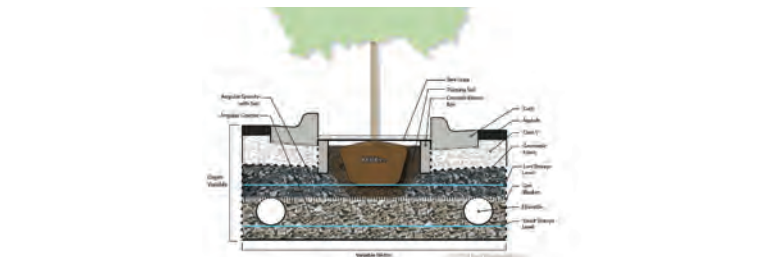
1. BRT on north side of Hudson Road
2. Park & ride
3. New anchor space
4. Wider parkway-like street



1. BRT split along Hudson Road
2. Park & ride
3. Market Square
4. Street



1. In-line BRT platforms for both east- and west-bound buses
2. Park & ride facility along new street
3. New anchor store at northwest corner of shopping center
4. New parkway-like street with median provides direct connection between library and BRT station
5. Improved pedestrian realm with new trees, lighting, and crosswalks

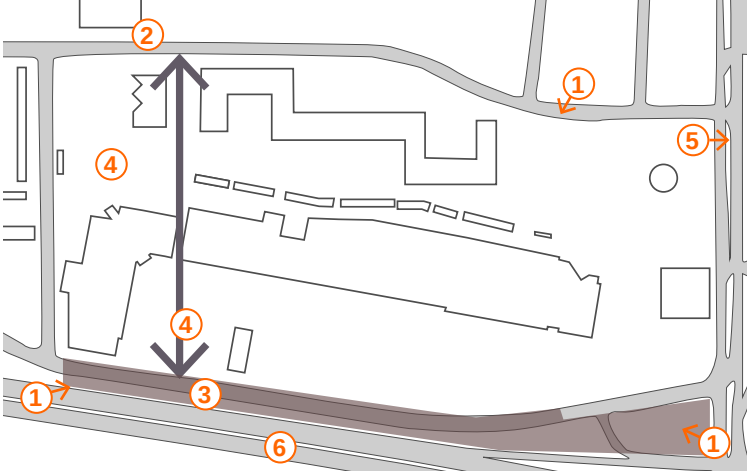
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7. Ramp at east end of Sun Ray property to improve accessibility
8. Formalized pedestrian path connecting Tower Street to Hudson Road and providing access to green space around water tower
9. Development opportunity at corner of Pedersen and Wilson
10. Future connections to the southeast and southwest to improve pedestrian access to shopping center

1. In-line BRT platforms on opposite sides of Hudson Road with high visibility pedestrian crossing
2. Park & ride facility built on existing parking area north of shopping center
3. "Market Square" - a small green space in front of TJ Maxx
4. Narrower auto-oriented street connecting library and BRT station

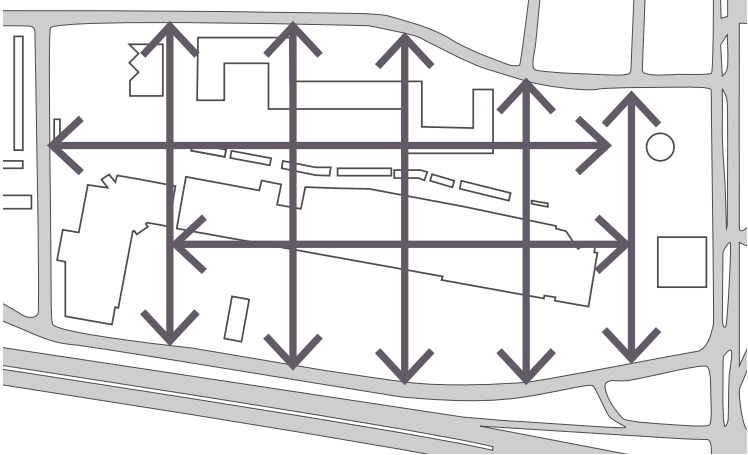
Phasing

Key Factors



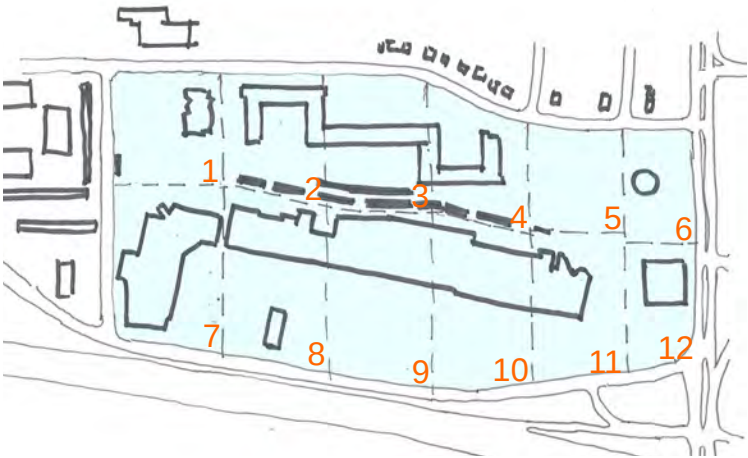
1. Connect community to future transit hub, 2. Connect library, 3. Possible BRT station location, 4. Possible park & ride locations, 5. 3M headquarters just east of site, 6. Interstate 94

Street and Block Pattern



Overlay of street grid creates street and block pattern

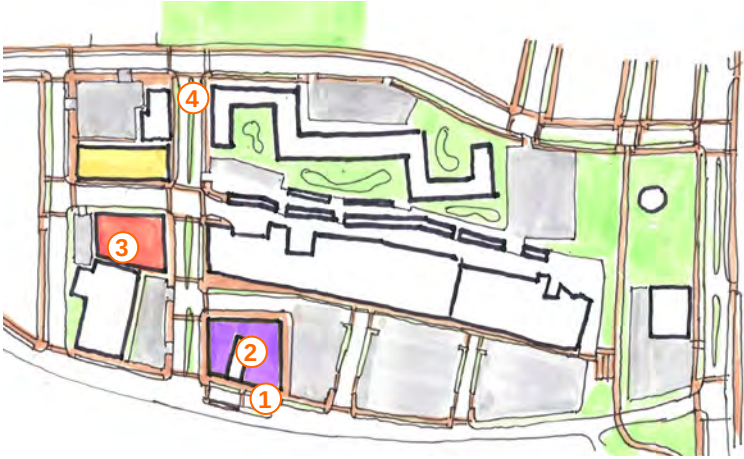
Development Parcels



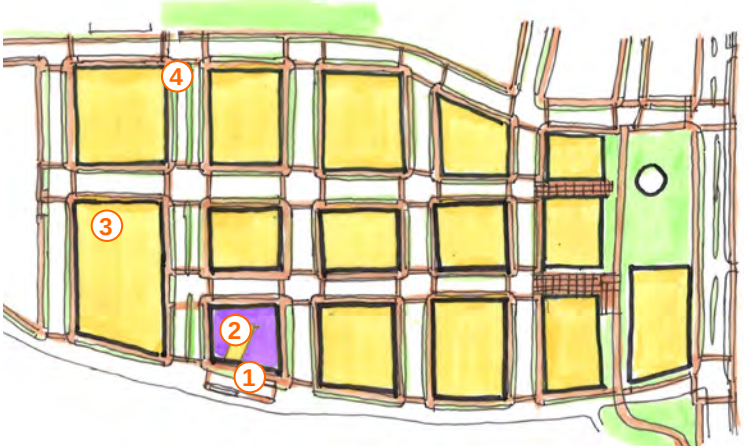
Development parcels

Option A

Short Term



Long Term

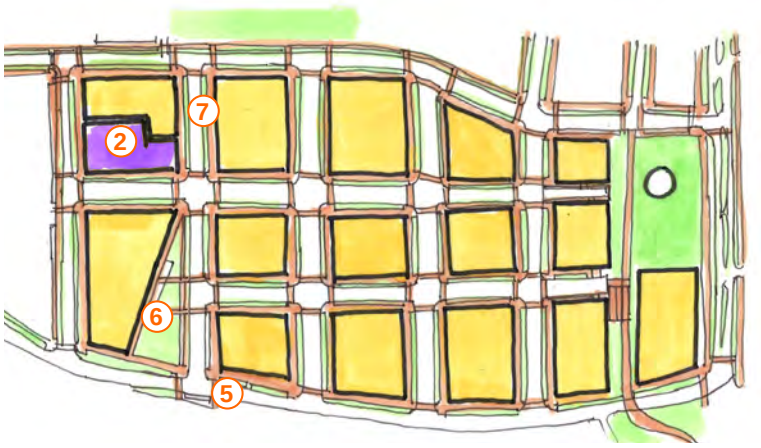
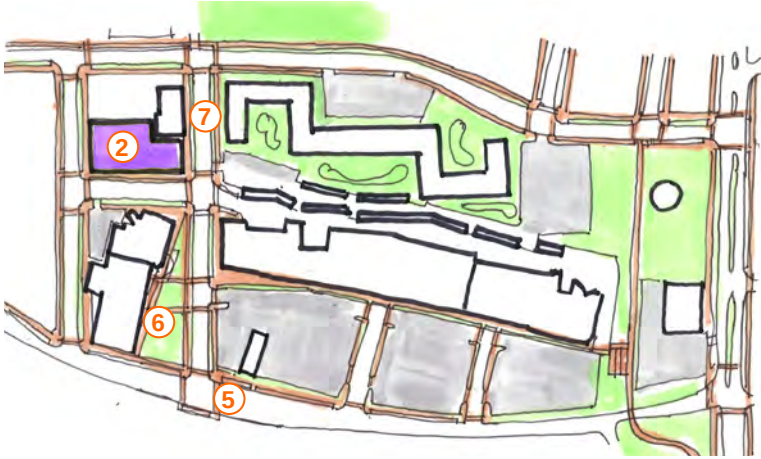


- 1. BRT on north side of Hudson Road
- 2. Park & ride
- 3. New anchor space
- 4. Wider parkway-like street

Locating the BRT and park and ride today, can help connect community north and south of Interstate 94 to the future transit hub and library in the short term. Planning for future improvements now, helps guide a more walkable neighborhood with a mix of office, housing and possibly retail in the years to come. Option A and B work to implement the long term vision in the following steps:

- 1. Create a street and block pattern
 - New street connecting library to Hudson Road
 - Howard Street and Tower Street extend down through east side of site
 - Block length of about 300 feet

Option B



- 5. BRT split along Hudson Road
- 6. Market Square
- 7. Street

- 2. Establish an open space framework & encourage intensification
 - Market Square in option B
 - Connect to Conway Playground
 - Street trees and stormwater infrastructure
- 3. Establish faces along streets
 - Parking in the buildings or behind
- 4. Continue to work toward the long-range plan
 - As the community and the market change
- 5. Capitalize on new opportunities for greater placemaking
 - Water tower area as landmark and open space
 - Incorporate public art and emphasize unique local character

Precedents

Aerial view

Street view

Clarendon, Arlington, VA



Eagan



Heart of the City, Burnsville



Midtown, Minneapolis



46th St Station, Minneapolis

