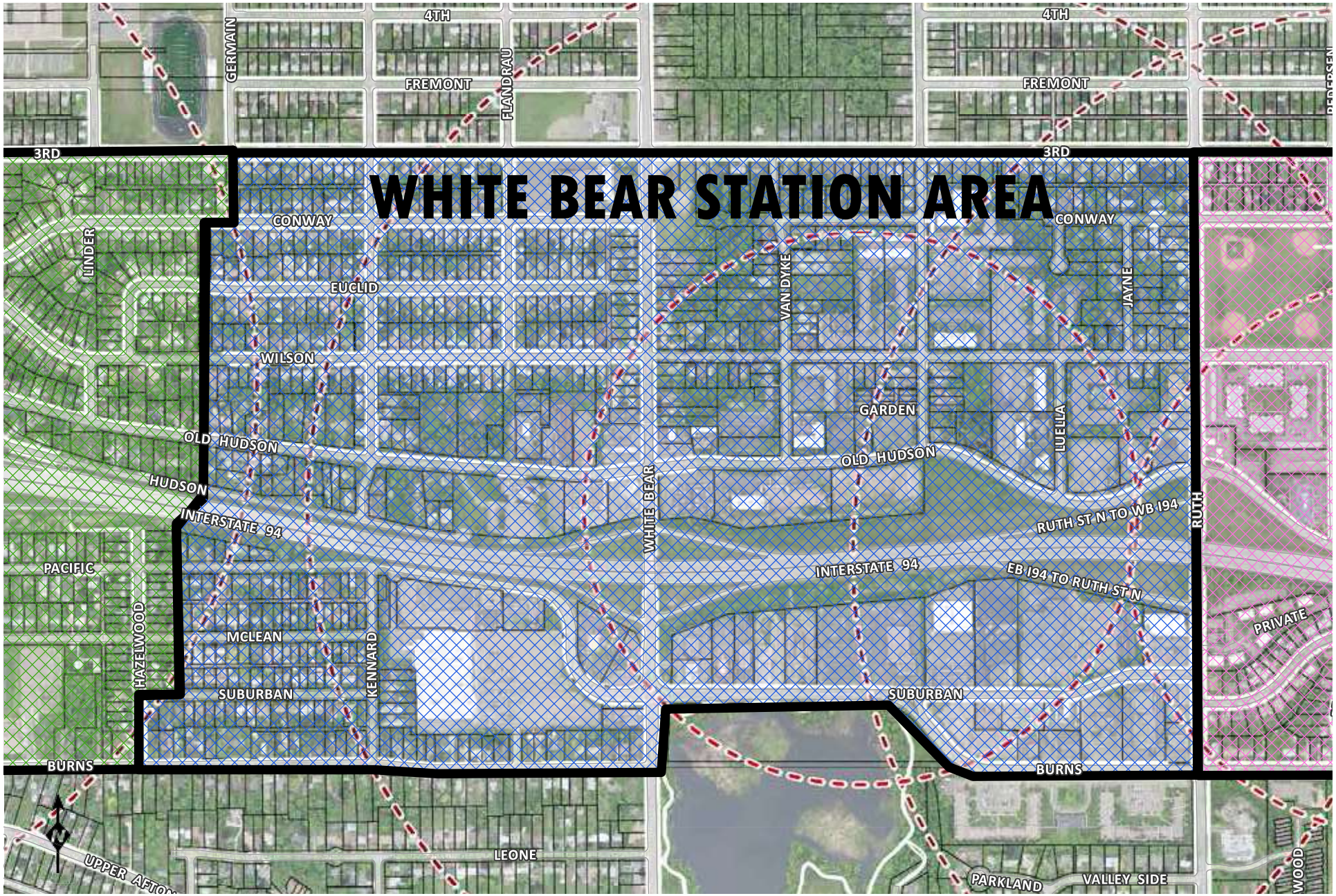

WHITE BEAR STATION AREA
GERMAIN
4TH
FREMONT
FLANDRAU
3RD
CONWAY
LINDER
EUCLID
WILSON
OLD HUDSON
HUDSON
INTERSTATE 94
PACIFIC
HAZELWOOD
MCLEAN
KENNARD
SUBURBAN
BURNS
LEONE
UPPER AFTON
VAN DYKE
WHITE BEAR
GARDEN
JAYNE
LUELLA
RUTH ST N TO WB I94
EB I94 TO RUTH ST N
RUTH
PRIVATE
PARKLAND
VALLEY SIDE

WHITE BEAR STATION AREA PLAN

STATION AREA

The station area is includes the last full-access freeway interchange before Downtown Saint Paul on westbound I-94: White Bear Avenue. As such, it is dominated by commercial uses on both sides of I-94, including several fast-food restaurants whose high vehicle turnover and individual driveway accesses present hazardous conditions for pedestrians and bikes. The area also has prominent vacant lots sandwiched among the commercial uses, a major agglomeration of 2- to 3-story multi-family residential buildings north of Old Hudson Road, and single-family housing farther from the interchange. On the north side of I-94 there are significant topography changes, with the intersection of Hazel Street and Hudson Road located 30 feet and 70 feet (respectively) below the adjacent bridges at White Bear Avenue and Ruth Street. I-94 itself presents a major barrier that divides the community in half.

Figure 32: Indivicual driveway accesses and drive-throughs characterize Suburban Avenue

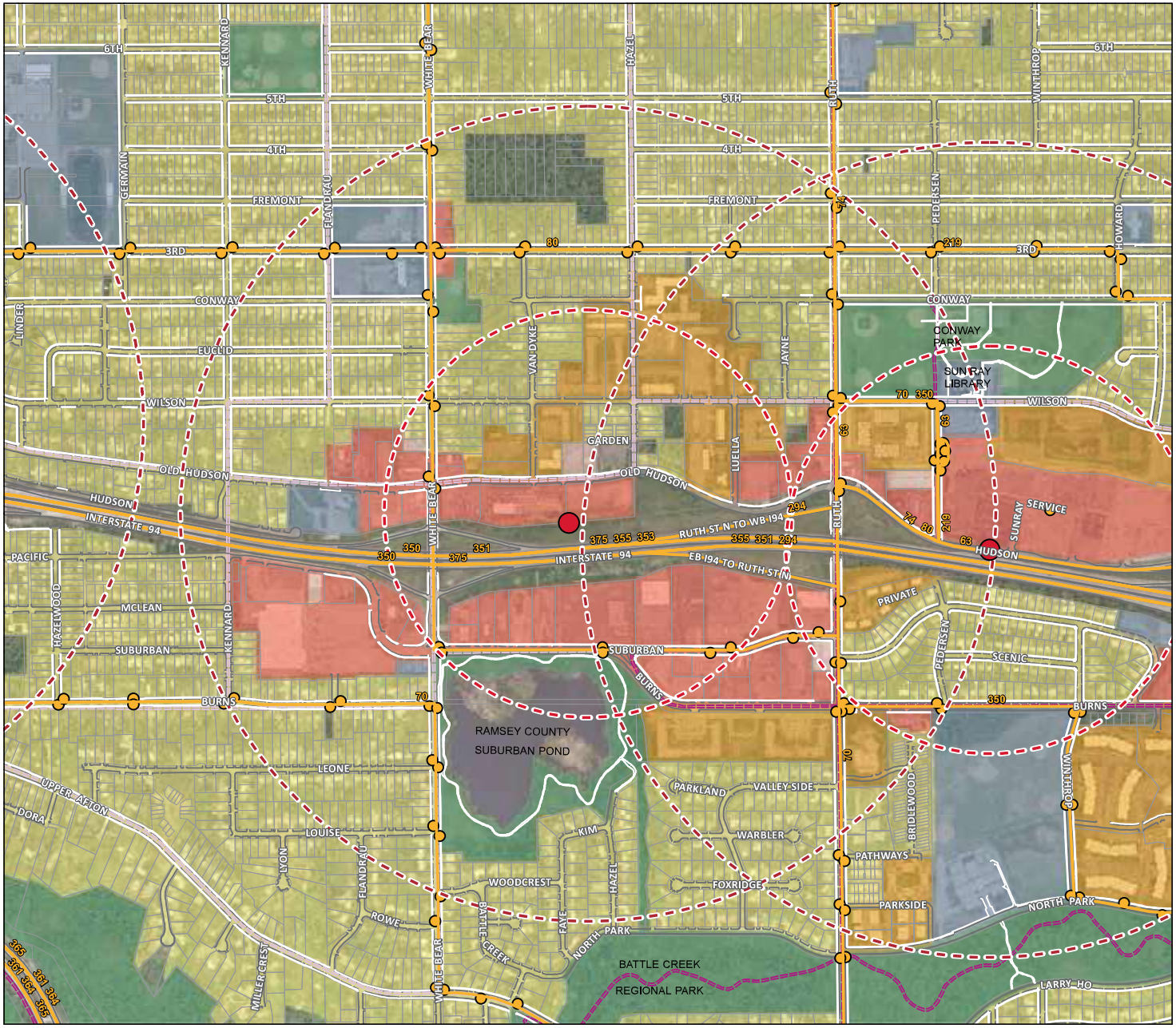
BRT ALIGNMENT & STATION LOCATION

The BRT alignment should be near the northern edge of Minnesota Department of Transportation (MnDOT) property, rather than close to I-94, in order to improve station visibility and access. The station should be located near the apartment and businesses east of Van Dyke Street and should have pedestrian- and bicycle-friendly access. With near-term development uncertain, the apartments and businesses east of Van Dyke Street provide the area's most effective "eyes on the street" for users' perception of safety.

- Locate the station south of the existing driveway approximately 170 feet east of Van Dyke Street (see Figure 37 on page 51).
- Provide quality pedestrian and bike access to the station from Old Hudson Road, potentially including a new street on the existing driveway's alignment lined with landscaping.
- Locate the BRT alignment near the northern edge of MnDOT property.
- Avoid property impacts, particularly to affordable housing and historic buildings.

(on facing page) Figure 33: Base Map of White Bear Station Area

WHITE BEAR STATION AREA PLAN



- Proposed Stations
- 1/2 Mile Area
- 1/4 Mile Area
- Existing Transit Routes
- Existing Transit Stops
- Sidewalks
- Curbs

Bikeways

- Proposed
- Existing

2010 Land Use

- Single Family
- Multifamily
- Retail and Other Commercial
- Office
- Mixed Use Residential
- Industrial and Utility
- Institutional
- Park, Recreational or Preserve
- Other/Undeveloped

0 200 400 800 1,200 1,600 2,000 Ft.

FUTURE CHARACTER

The station area will provide High-Intensity TOD in its development and redevelopment on both sides of I-94. Such development and redevelopment will be multiple stories, designed with a pedestrian orientation, and allow for a mix of uses.

LAND USE CHANGE

The White Bear Station Area presents major opportunities for transit-oriented development and redevelopment that can take advantage of the BRT investment and encourage other neighborhood improvements. With its larger vacant lots and underutilized parking lots, this station area presents some of the East Side's best contiguous opportunities for a new development form at an intensity that supports businesses and the transit service itself. Established residential areas will maintain their existing character, though minor intensity increases such as infill townhomes should be accommodated. Vacant land owned by MnDOT to the south of Hudson Road and east of Hazel Street could provide additional developable land. Though short- to medium-term development is expected to occur north of I-94, the land south of I-94 presents some of the best long-term opportunities to accommodate TOD.

- Zoning and design standards within the Primary TOD Zone, as defined in Figure #, should support High-Intensity TOD.
- Buildings with historic character should be preserved.
- Established residential areas outside the Primary TOD Zone should maintain their character.
    - Infill multi-family units of a lower density, such as townhomes, should be permitted outside the Primary TOD Zone. Accessory dwelling units should be considered.

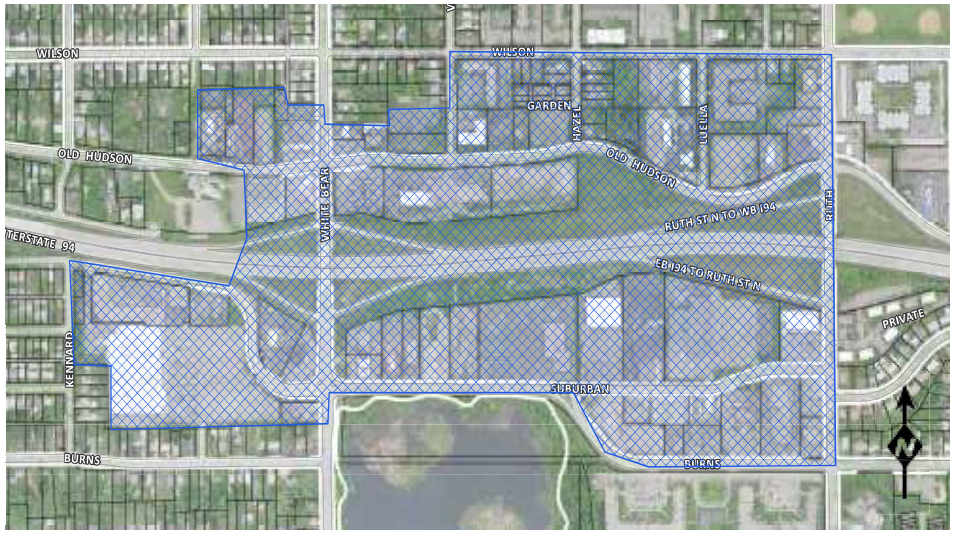


Figure 34: White Bear Primary TOD Zone

Figure 35: Example of High-Intensity TOD

PUBLIC REALM & CONNECTIVITY

OPEN SPACE

The station area has adequate parks and open space provision, including Conway Park & Recreation Center to the northeast. Battle Creek Regional Park is also located to the south outside the station area. Small public spaces closer to the station could help create a strong public identity for the station.

- Explore privately owned public spaces (POPS), such as pedestrian plazas or seating areas, as part of any development adjacent to the station.

CONNECTIVITY & ACCESSIBILITY

The proposed BRT station lacks good connectivity to Hudson Road and across I-94. The station needs to have strong pedestrian and bike connections to existing residents and the bridges over I-94 in order to make BRT successful and positively impact the surrounding neighborhoods and businesses.

BIKE/WALK CONNECTIONS

Bicyclists and pedestrians in this area can cross I-94 via White Bear Avenue and via Ruth Street. Since White Bear Avenue is a full interchange that will always carry large amounts of vehicular traffic and present pedestrian and bike safety issues at the crossings near the bridge, a new pedestrian/bike bridge should be provided to provide a safe connection between activity centers. This new bridge will also replace some of the function of the Barclay Street pedestrian/bike bridge that is recommended for removal in the Etna Station chapter of this plan. The preferred station location will have strong pedestrian and bike connections to the surrounding neighborhoods. Safety has been a consistent public concern regardless of station placement, and so adequate lighting must be provided in order to create a safe environment.

- Provide a pedestrian/bike bridge at the Kennard Street alignment. The new bridge should have an enhanced design similar to the newer pedestrian bridges over I-94 west of Downtown Saint Paul.
- Provide improved pedestrian and bike facilities on the White Bear Avenue and Ruth Street bridges over I-94. This should include a dedicated bikeway and wide sidewalks.
- Provide wayfinding signage that directs BRT users to local institutions and attractions.
- Create a new street connection from the station north to Old Hudson Road, including attractive pedestrian and bike facilities. This street connection should be provided before the opening of BRT service. (See Figure 37 on page 51.)
- Extend Hazel Street south of Old Hudson Road and connect the extension to the new street that connects the station directly to Old Hudson Road. The locations of these new streets should be coordinated with the site's development.

- Provide a direct pedestrian connection between the station and White Bear Avenue along the BRT guideway.
- Provide sidewalks on both sides of streets within ½ mile of the anticipated station location.
- Repair uneven sidewalks within ½ mile of the anticipated station location.
- Provide a bikeway connection to Hazel Street and the broader bikeway network.
- Provide pedestrian-scale lighting in the following areas:
    - Along any new streets and sidewalks created south of Old Hudson Road.
    - Hudson Road from Kennard Street to Ruth Street.
    - Van Dyke Street, Hazel Street, and Luella Street between Hudson Road and Wilson Avenue.
    - Wilson Avenue east of Van Dyke Street.
    - White Bear Avenue between Old Hudson Road and Suburban Avenue.
    - Ruth Street between Wilson Avenue and North Park Drive.

Figure 36: Pedestrian-scale Lighting Priorities

VEHICLE ACCESS

The vacant area south of Hudson Road east of Van Dyke Street presents a prime development opportunity because of the amount of contiguous vacant land and its adjacency to the proposed BRT station. Any development in this area should create a finer-grained street system, rather than mega-blocks, in order to present a quality transit-oriented and pedestrian-oriented development pattern that encourages an active streetscape and more intense uses that take full advantage of the transit-adjacent location.

- Provide a new street connection from the station north to Hudson Road, including attractive pedestrian and bike facilities. This street connection should be provided before the opening of BRT service.
- Extend Hazel Street south of Hudson Road and connect the extension to the new street that connects the station directly to Hudson Road. The locations of these new streets should be coordinated with the site's development.
- If "hide and ride" behavior becomes a problem in the neighborhood, consider permit parking or other means of discouraging the behavior.

TRANSIT CONNECTIONS

- MetroTransit should explore bus connections to this BRT station through its Service Improvement Plan (SIP).

Figure 37: Preferred station location and recommended improvements