Legislation Text

File #: RES PH 19-35, **Version:** 1

Adopting amendments to the Gold Line Station Area Plans.

WHEREAS, the Saint Paul City Council, via Resolution PH 15-291 on October 7, 2015, passed the Gold Line Station Area Plans as an addendum to the Saint Paul Comprehensive Plan in order to establish policy around the Gold Line Bus Rapid Transit (BRT) Corridor's five (5) planned BRT stations on Saint Paul's east side and their surrounding walksheds in the vicinity of Mounds Boulevard, Earl Street, Etna Street, White Bear Avenue, and Sun Ray shopping center; and

WHEREAS, the adopted Gold Line Station Area Plans contain specific direction for the preferred White Bear Avenue station location to be "approximately 170 feet east of Van Dyke Street," in large part due to personal safety perceptions and this location being closest to "eyes on the street" in existence at the time of adoption; and

WHEREAS, a new apartment complex has recently been constructed at 1880 Old Hudson Road that changes the "eyes on the street" situation and personal safety perceptions in this area; and

WHEREAS, Metro Transit led substantial public outreach in July-September 2018 on the question of preferred station location near White Bear Avenue, with a clear majority of neighbors preferring that the station be approximately aligned with Hazel Street farther to the east; and

WHEREAS, in October 2018, the District 1 Land Use Committee voted to support changing the preferred White Bear station location to be approximately aligned with Hazel Street, and as an associated pedestrian safety measure to advocate for creation of a 3-way stop for vehicles at the Hazel/Old Hudson intersection; and

WHEREAS, draft amendments to the Gold Line Station Area Plans were put forward to change the station location and add safety measures in accordance with District 1's recommendation, as well as to clean up associated plan language; and

WHEREAS, the Planning Commission held a public hearing on the draft amendments to the Gold Line Station Area Plans document on December 14, 2018, and received no public testimony; and

WHEREAS, the Planning Commission recommended approval of the draft amendments to the Gold Line Station Area Plans on January 25, 2019.

NOW, THEREFORE, BE IT RESOLVED, that the following amendments to the Gold Line Station Area Plans be adopted, which have the effect of changing the preferred White Bear station location to be approximately aligned with Hazel Street and to add pedestrian safety and comfort measures in the area, contingent upon review as required by the Metropolitan Council:

1. Amend "BRT Alignment & Station Location" section on p46 as follows:
"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 Hazel Street alignment ~~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~~

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~~"eyes on the street" for users' perception of safety.~~

- Locate the station south of the Hazel Street alignment and where it is visible from Old Hudson Road. ~~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 streets ~~on the existing driveway's alignment~~ lined with landscaping and a plaza north of the station.
- Locate the BRT alignment near the northern edge of MnDOT property.
- Avoid property impacts, particularly to affordable housing and historic buildings."

2. Amend "Bike/Walk Connections" on pp49-50 to delete the bullets stating "~~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.)~~" and "~~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.~~" Amend the following bullet: "Provide a direct, comfortable pedestrian connection between the station and Old Hudson Road, potentially including a plaza ~~White Bear Avenue along the BRT guideway~~." Add a bullet stating "Improve pedestrian crossing safety at the intersection of Hazel Street and Old Hudson Road by installing a 3-way stop and/or other measures."

3. Amend "Vehicle Access" on p50 to delete the bullets stating "~~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.~~" and "~~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.~~" Add a bullet stating "Ensure that vehicular access supports a finer-grained street system for pedestrian and bicycle access to the station and the properties south of Old Hudson Road."

4. Delete the graphic on p51.

5. Clean up any misspellings or other non-substantive housekeeping items.

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