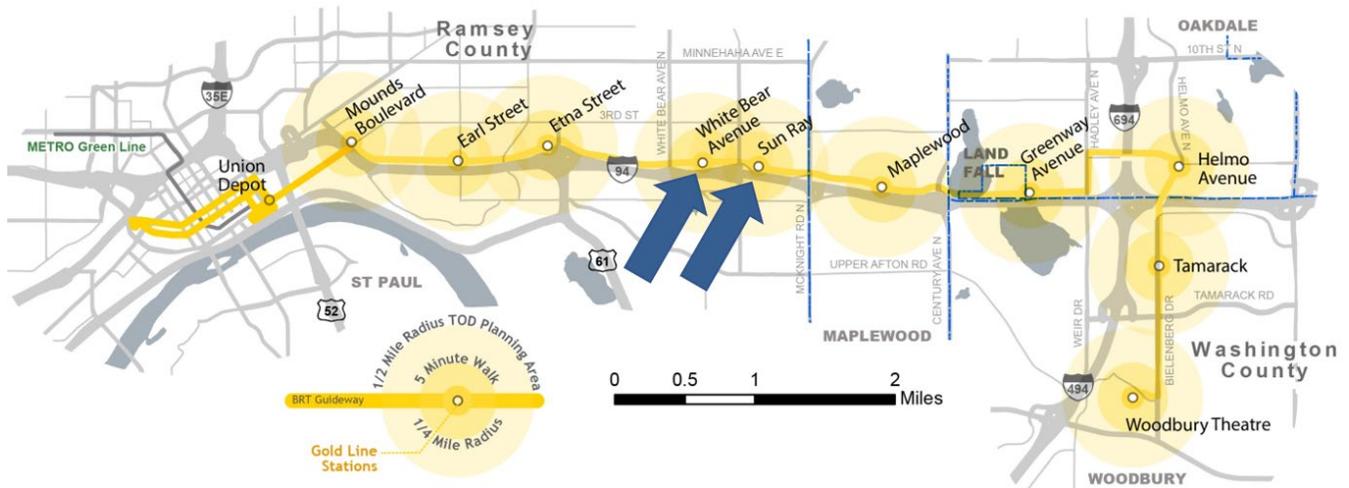


GOLD LINE PARTNERS

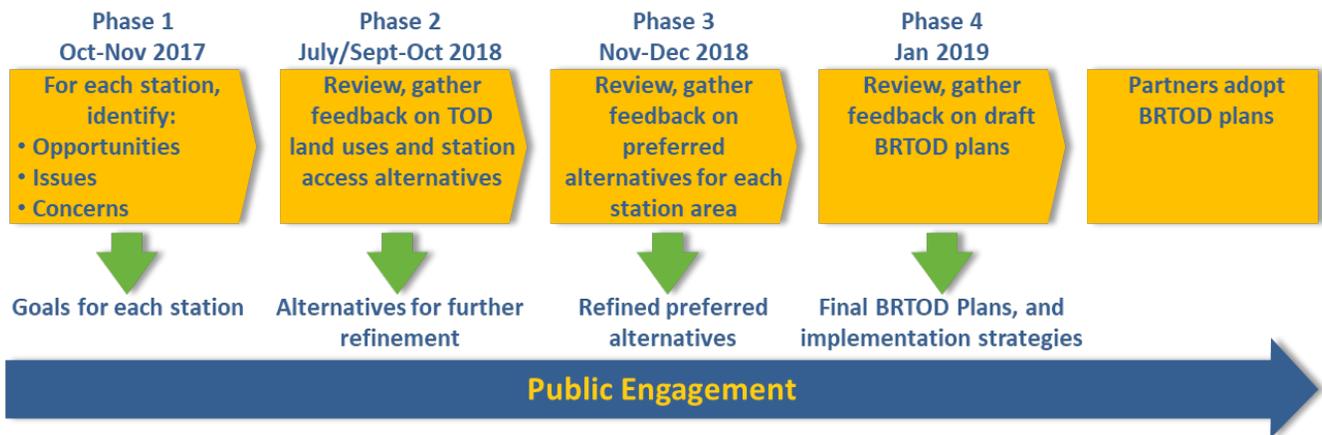
Introduction

For Phase 3, information and presentations included both the White Bear and Sun Ray station areas in St. Paul, so this compilation and summary analysis of Phase 3 feedback is combined accordingly. The purpose of Phase 3 was to gather stakeholder feedback on the draft circulation and development plans. Results will be used to help shape the final BRTOD plans.



Gold Line BRTOD Phases and Timeline

See the phases and timeline below for this station area.



Station Area Objectives

From community input in fall 2017, the following objectives were identified for the two station areas.

Sun Ray

- Create a safe station environment
- Promote compatible development
- Ensure safe walking and biking within the station area
- Manage traffic speed on Old Hudson Road
- Consider improved north/south bus services to Sun Ray transit center
- Consider additional crossings of I-94 to the station

White Bear

- Create a safe station environment
- Consider a safe and direct extension of Hazel Street south to Suburban Avenue (I-94 undercrossing)
- Ensure safe walking and biking within the station area
- Maintain affordable housing
- Promote additional housing and development opportunities

Engagement Process and Participants

In this phase, information was provided on the White Bear and Sun Ray station areas together, and stakeholders provided feedback on the draft circulation and development plans. There was an in-person with the District 1 Community Council Land Use Committee on November 5, 2018 ([presentation](#)).

The online survey was open through November 19, 2018; participants worked from Overview documents for [White Bear](#) and [Sun Ray](#).

Results

The results below combine detailed notes from the in-person meeting with the District 1 Community Council Land Use Committee with the small number of responses from the online survey (presented verbatim). They are organized by station area and then topic.

White Bear

Land use/development

- Questions/comments: Clarification that development around the White Bear station is proposed to be mixed use; suggestion that this multi-family housing also be mixed income
- Positives: density; green space; love this
- Suggestions: community garden; sound barrier maybe

Circulation

- Positives: access for bicycles; density
- Suggestions: more housing

Other

- Would like White Bear to be called the Hazel Street station
- Train would be nice too but bus is better than nothing

Sun Ray

Land use/development

- Questions, comments:
 - For Sun Ray phasing, questions about the cost of the multi-modal Transit Center to support the varied uses and needs
 - Confirmation that Sun Ray development ideas are permitted under current plans and zoning
 - There's a tendency to latch onto initial ideas, so trying to stay open
- Positives:
 - Sun Ray buildout seems huge, a bit uncomfortable, and very exciting – like the increased density
 - Very encouraged by these refined plans
 - This reflects our desire to see incremental development to reflect market realities and owner interest
 - We can finesse this going forward, understanding that developers have priorities and needs, and we need to ensure the community needs are met
 - These ideas are a great starting point
 - Like having the parking closest to the buses, and that it is multi-modal – not just car parking
- Concerns, suggestions:
 - Seems like a lot of big buildings and missing that important “middle” housing
 - Cub seems to have shrunk significantly in this drawing
 - For a future parking structure, consider placement that creates a pathway to parking that encourages people go to the adjacent retail

General

- When working on the Green Line, the cities had a vision for affordable housing, and working with the developers we got three big, affordable housing structures; for the Gold Line, we understand the purpose is to drive transit and we have to keep focused on our priorities – such as working early to get the necessary public funds for high-density affordable housing, Transit Center, and green space
- Vibrant and equitable development is essential; over time as we think about development options, we need to reach out to more of our communities and to people living in naturally occurring affordable housing and ensure those voices are heard
- (From online survey, additional comments section): This line is a horrible idea. Stop it now.

Corridor trail

- Bike-walk corridor trail will be great for all users