

March 2019

# WOODBURY STATIONS BRTOD PLAN

Tamarack Station . Woodbury Theatre Station .

Woodbury I-494 Park & Ride Station

**GOLD LINE**  
PARTNERS



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# INTRODUCTION

The Gold Line Partners (the Partners) brings together local elected officials from the five cities and two counties along the corridor, including business and community leaders, to support the METRO Gold Line Bus Rapid Transit (Gold Line BRT) project. As part of the support for the Gold Line, the Partners commissioned the Metro Gold Line BRTOD Plan project (BRTOD Planning Project) on behalf of the Metropolitan Council and is funded by a grant from the Federal Transit Administration's Pilot Program for Transit-Oriented Development Planning with match from Ramsey and Washington Counties. Washington County Regional Railroad Authority (WCRRA) is the fiscal agent and administrative coordinator for the BRTOD Planning Project and collaborates directly with the cities along the corridor.

Over the coming years, WCRRA will periodically review the BRTOD plans developed for the Gold Line stations with each of the cities to evaluate plan effectiveness, coordinate improvements outside each city's jurisdiction, and partner with Ramsey County and the Metropolitan Council on projects of significant regional benefit. Washington County and Ramsey will partner with the cities to administer housing and economic development programs that support affordable housing and employment opportunities and investment in the station areas. The WCRRA will monitor and identify transit ridership increases resulting from implementation of the projects.

Prior to the initiation of the BRTOD Planning Project, the City of Saint Paul completed station area plans for all of the city's stations. For stations in Saint Paul, the BRTOD Planning Project builds upon the adopted City of Saint Paul Gold Line Station Area Plans (Station Area Plans) report. BRTOD Plans for stations in the cities of Maplewood, Landfall, and Oakdale include full development and circulation plans, which capitalize on all available opportunities to improve transit access and transit-oriented development while creating conditions that ensure that transit-dependent residents will remain in the area.



**The Gold Line will connect people across the region to job centers, neighborhoods, shopping, recreation, and other key destinations in the Interstate 94 corridor.**

**The METRO Gold Line Bus Rapid Transit (Gold Line BRT) project is a separate project dedicated to design and engineering of the Gold Line BRT alignment, guideway, stations, and some access improvements.**

**The Metro Gold Line BRTOD Plan project (BRTOD Planning Project) plans for transit-oriented development around the Gold Line stations.**

**BRTOD combines BRT with traditional TOD strategies to create walkable and bikeable communities with housing, shopping, and employment uses concentrated within a half mile of a BRT station.**

**The BRTOD Planning Project  
includes ten stations in  
five cities and two counties.**

## THE WOODBURY STATIONS BRTOD PLAN

The Woodbury Stations BRTOD Plan is advisory only. At the start of the BRTOD planning process, two stations were identified in Woodbury, with the end-of-line station being located at the Woodbury Theatre site. The City of Woodbury requested that a third station be added, with the end-of-line station being moved to a location adjacent to I-494 to facilitate the eventual consolidation of park and ride lots for both BRT and express bus service. As part of the BRTOD Plan, this new station location was evaluated, and the I-494 Station was officially added to the LPA.

The City of Woodbury utilized the 2040 Comprehensive Plan process to identify the goals and policies that the City will ultimately use to generate master plans that are intended to deliver BRTOD to capitalize on the proposed transit investments made for the Gold Line. The City has made a strategic decision to delay station area plans until closer to implementation of the line to ensure the proposed uses and patterns reflect the times.

## THE GOLD LINE CORRIDOR

The Gold Line corridor is the mile-wide transit-shed centered along the Gold Line BRT route, generally following Interstate 94 (I-94). The existing potential for creating BRTOD varies in each station area. Planning for a successful Gold Line corridor requires increasing the potential ridership base of the entire corridor while enabling each station area to achieve its transit-oriented, market-driven development potential.

Along the corridor, older areas are concentrated to the west—toward Saint Paul, Maplewood, Landfall and portions of Oakdale—where early 20<sup>th</sup> century development patterns include a fine-grain street grid with predominantly single-family residences mixed with multi-family housing and commercial uses. These areas are largely fully built-out with few opportunities for new development. Residents come from highly diverse ethnicities, are typically less affluent, and are more transit dependent than in other areas of the corridor.

To the east, in Oakdale and Woodbury, the corridor transitions into newer communities characterized by auto-oriented commercial centers and undeveloped land. These areas present both greater opportunity and greater need for transit-oriented development and walking and biking infrastructure improvements. Residents in these areas tend to be less ethnically diverse, more affluent, and exposure to existing transit is limited.

When planned together these stations assemble into a unified, diverse, and complementary corridor in which transit ridership is maximized, desirable development infrastructure and improvements are built, and vibrant and active station areas are realized.

Together, the BRTOD Plans describe a corridor-wide vision that:

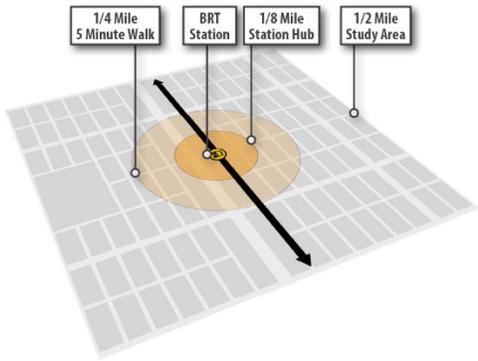
- **Establishes a multi-modal transportation corridor** by linking stations with a continuous biking and walking trail parallel to the BRT guideway.
- **Increases potential ridership** by providing direct access to transit-oriented uses along the corridor through strategic biking and walking improvements along existing, planned, or newly identified routes.
- **Enables station areas to achieve their development potential** by identifying substantial new transit-oriented infill or redevelopment opportunities for people to live and businesses to thrive near transit.

**Each Gold Line BRTOD station is located within a distinct and unique context that presents both opportunities and constraints for achieving BRTOD.**

Figure 1. The Gold Line BRTOD Planning Project Stations



**While no single station will result in complete BRTOD, each of the eleven stations plays a role in maximizing transit ridership and achieving the corridor's BRTOD potential.**



**Land use patterns and intensities should support the day-to-day needs of BRTOD residents. Intensities and diversities are greatest near the station, gradually decreasing away from the station.**

## WHY PLAN FOR BRTOD?

BRTOD links a mix of trip-generating destinations with multi-modal transportation choices to increase transit ridership, provide economic benefits, support active & healthy lifestyles, and significantly reduce greenhouse gas emissions. A BRTOD Plan establishes an ambitious but realistic vision for transforming the area around the station based on the specific existing character and features of each station.

BRTOD locates trip-generating uses at the station, allowing surrounding residents, employees, and visitors to shorten or eliminate auto-based trips and providing a platform for local entrepreneurship and small business development. Walkable and bikeable station areas offer residents a variety of services and job opportunities and a diversity of housing and transportation choices.

## Development Plans

In typical urban BRTOD, the area within an eighth-mile of the station is home to the highest intensity of trip-generating retail and employment uses and dense residential types, such as multi-family apartments, condos, or townhomes.

Within the Gold Line BRTOD Planning Project corridor, the areas within a quarter-mile of the station include the greatest development and redevelopment opportunity for commerce and employment uses as well as housing, which may include a mix of rental and ownership properties to support a mix of income levels.

In developing BRTOD, existing stable and desirable uses should be preserved and strengthened, with new development and redevelopment targeted to vacant and underutilized sites and to sites with long-term redevelopment potential. Targeted development and redevelopment will allow for land uses and density appropriate to address market demand, meet gaps in housing, employment, or commercial uses and support an equitable and vital station area.

## Circulation Plans

The area within a quarter-mile of the station is typically accessible within a five-minute walk. A five-minute bike ride can typically access the station from the area within one mile of the station. These five-minute areas are the 'rider-shed', the source of 80% of the station's transit riders.

'First- and last-mile trips' are the trips that transit users must take between their starting or ending destination and a BRT station. When transit users have difficulty making the first- or last-mile connection due to distance, unsafe conditions, or other barriers, BRT use may be less practical.

Great station area streets are interesting, livable, and safe places. An interconnected network of streets and trails ensures that all trips to or from a transit station are as short as possible.

## Station Environment

Conditions in the area directly adjacent to the station play an essential role in establishing BRTOD. The station environment is an opportunity to define the neighborhood character through the creation of a sense of arrival and departure. A focus on establishing a sense of place means that the station environment is inviting for commuters and promotes transit use.

- **Safe** stations are highly visible—eyes on the station ensure that transit riders are seen from the street and surrounding buildings, reducing the potential for crime.
- **Comfortable** stations are accessible for people young and old, ensuring a pleasant experience at the station.
- **Active** stations are vibrant throughout 18 hours of the day, creating a special place of arrival and departure for transit users.

BRTOD plans provide implementable design strategies for future station or street-oriented development and redevelopment as well as, station access improvements that will result in safer and more vibrant stations. In turn, this will result in more BRT riders and reduce the potential for crime during all times of day and year.

**First- and last-mile trip connections are particularly important in the Gold Line Corridor where many jobs and residences are along unsafe routes or are outside of a comfortable walking distance from a station.**

**The Gold Line Corridor BRTOD Plans emphasize the creation of safe, comfortable, and active station environments.**







# GOLD LINE CORRIDOR

To ensure that the BRTOD Plans for each station are integrated and complementary, corridor-wide approaches to development and access have been applied. In Woodbury the station areas do not necessarily have all the station typologies or station access routes hierarchy.

## Station Typologies

Station typologies provide a common vocabulary for describing the development vision for each station area and the relationships between stations along the corridor.



## Station Access Route Hierarchy

A hierarchy of walking and biking routes connect stations along the corridor and provide direct access between the station and destinations within each station area.



# STATION TYPOLOGIES

Each of the BRTOD Planning Project stations were assigned a typology:

**Neighborhood,  
Mixed-Use Neighborhood,  
Employment, or  
Commerce.**

Station typologies reflect the complementary roles of the stations along the corridor and inform the type and intensity of transit-oriented development that is emphasized in each station's development plan.

Station typologies respond to station-specific community desires and adopted policies and plans while being consistent with best practices for transit-oriented development. Site conditions, market conditions, potential development opportunities and demographics were considered in assigning typologies to each station.

Figure 2. Station Typologies



## NEIGHBORHOOD STATIONS

In Neighborhood Station areas, strategic improvements to key multi-modal transportation routes are emphasized in order to provide safe, direct, and convenient BRT access for current residents. Where development opportunities are present, affordable and market-rate neighborhood-compatible, moderate-density apartment, condominium, and townhome development is appropriate. Policies, programs and strategies that discourage displacement of current residents and businesses ensure that transit-dependent residents receive the benefits of the Gold Line service.

The Neighborhood Stations are Mounds Boulevard Station, Earl Street Station, White Bear Avenue Station, and Greenway Avenue Station.

**Neighborhood Stations are predominantly residential areas with few opportunities for transit-oriented infill or redevelopment.**



## MIXED-USE NEIGHBORHOOD STATIONS

Mixed-Use Neighborhood Station areas most closely resemble ideal transit-oriented development. Higher-density affordable and market-rate apartment, condominium, and townhome development is achievable. Street-oriented retail shops, commercial uses, and neighborhood-scaled employment is fostered to create a complete and balanced station area. Neighborhood-scaled employment includes professional offices and services, which may occupy standalone buildings or the floors above ground-floor retail. These station areas should include a rich mix of urban parks, a connected street grid, and safe, direct and convenient walking and biking connections to the station.

The Mixed-Use Neighborhood Stations are Helmo Avenue Station and Sun Ray Station.

**Mixed-Use Neighborhood Stations provide the most opportunity for transit-oriented development.**



**Employment Stations draw transit riders from within and outside the corridor.**



## EMPLOYMENT STATIONS

In Employment Station areas, land use policies and plans should maintain and promote existing and new uses that provide employment opportunities for Gold Line corridor residents and for commuters from outside of the corridor study area. Businesses with a high number of jobs per acre, such as medical, financial, technology, and corporate headquarters, should be fostered. These types of businesses require high levels of visibility to succeed and are most successful when located on prominent high-traffic streets, adjacent to other employment uses, and where medium to large parcels are available to accommodate buildings with larger floor areas. Development of new low-intensity uses such as manufacturing, warehousing, or other similar industrial uses should be discouraged. While these station areas have an emphasis on employment uses, residential and employee-serving commercial uses are also appropriate.

The Employment Stations are Etna Street Station, Maplewood Station, and Tamarack Road Station.

**Commerce Stations include BRT-trip-generating destinations used on a daily or weekly basis.**



## COMMERCE STATIONS

Commerce Station areas include substantial employment, entertainment, retail, and dining uses. This station type is an opportunity to establish or strengthen an activity center that serves daily and weekly shopping needs of residents along the corridor. While these station areas have an emphasis on commercial uses, high density residential uses may also be appropriate. Amenities may include a plaza or other urban gathering place. Locating park-and-ride ramps in this station area is also appropriate, though they should be sited and designed for shared use if possible. While this station type may initially have greater auto orientation, long-term planning should identify a framework for biking and walking connections to the station and park-and-ride.

The Commerce Station is Woodbury Theatre Station.

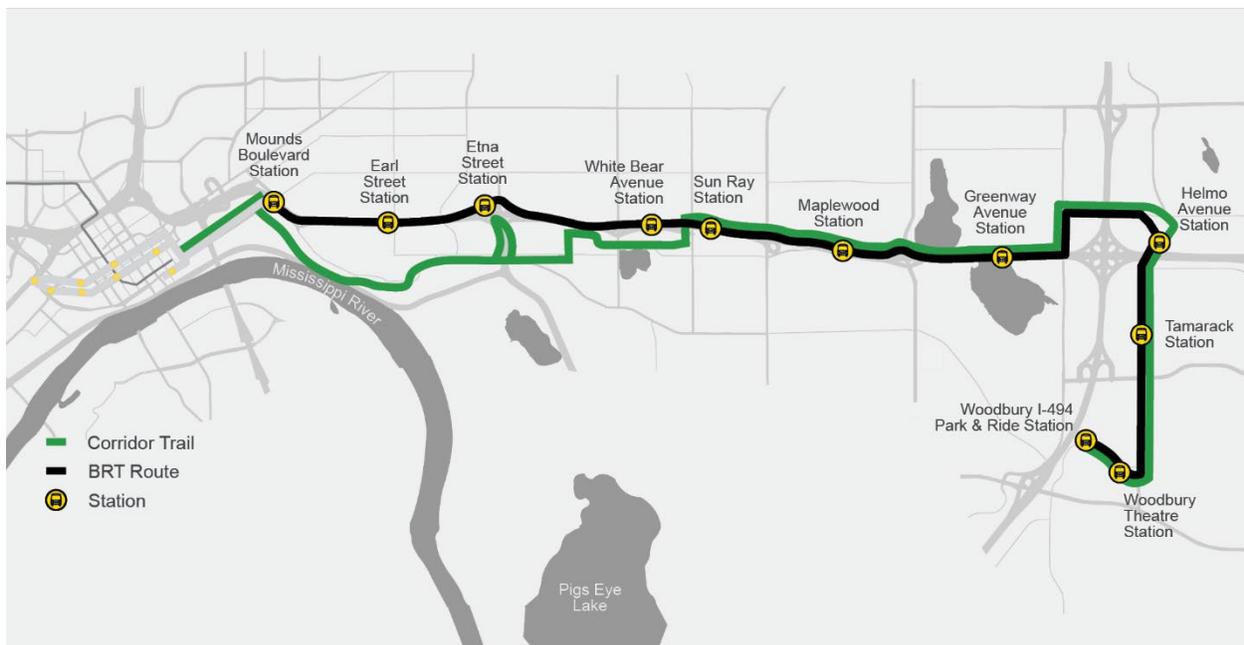
# STATION ACCESS HIERARCHY

A hierarchy of complementary access route types address the need for connections between stations and within each station area. This complete and connected network serves walkers and bicyclists, along with other users who arrive on wheels—whether by wheelchair or by an emerging transportation option such as electric scooters.

Walking and biking improvements to existing public rights-of-way close gaps in existing routes and provide new routes to complete networks identified in the pedestrian and bicycle planning documents of local jurisdictions.

The Corridor Trail links all of the stations along the Gold Line BRTOD Planning Project Corridor and is supported by a network of access routes within each station area.

Figure 3. Corridor Trail Concept



**The Corridor Trail is a continuous walking and biking link between the ten BRTOD Planning Project stations.**



**Collector Trails provide access into station areas from neighborhoods and destinations outside the mile-wide study area corridor.**



## CORRIDOR TRAIL

The Corridor Trail serves as the primary station access route within each station area and:

- Links stations via a car-free safe, direct, and convenient walking and biking route.
- Links numerous existing destinations and proposed new transit-oriented development sites.
- Serves as both a transportation facility and a recreation amenity, connecting existing parks and civic uses to the stations.

The Corridor Trail is an asphalt or concrete walking and biking facility. The trail includes both existing and new trails and runs generally parallel to the BRT guideway from the Woodbury I-494 Station to Ruth Avenue and then adjacent to existing streets south of I-94 to the Mounds Boulevard Station.

## COLLECTOR TRAILS

Collector Trails include existing and planned local, regional, and Minnesota Department of Transportation (MnDOT) facilities that feed into and through each station area. The Collector Trails:

- Are typically separated from auto traffic to provide a safe car-free walking and biking pathway.
- Link existing destinations and new transit-oriented development sites.
- Serve as a recreation amenity, connecting existing parks and civic uses to the stations.

Collector Trails are designed to meet regional and local jurisdiction design standards and are typically a 10- to 12-foot wide asphalt surface that is separated from the street. Collector Trails generally run perpendicular to the BRT guideway and Corridor Trail. Existing Collector Trails are located on Swede Hollow, Century Avenue, McKnight Avenue, Valley Creek Road and Hadley Avenue. Planned Collector Trails include the Johnson Parkway Trail.

## STATION ACCESS ROUTES

Station Access Routes are the primary walking and biking connections between stations and station area neighborhoods. These routes are typically sidewalk, trails and bike lane improvements that take advantage of limited space.

- Link existing destinations and new transit-oriented development sites.
- Incorporate designated bike lane routes identified in the bicycle plans of local jurisdictions.
- Incorporate existing bike lanes or are upgraded shared-shoulder routes.
- Incorporate existing sidewalks and trails

The design of Station Access Routes is dependent on local right-of-way-conditions.

## NEIGHBORHOOD ACCESS ROUTES

Neighborhood Access Routes provide low-stress connections to station area neighborhoods. In many instances, these routes are preferred by inexperienced riders who are not comfortable riding on busy collector or arterial streets.

Neighborhood Access Routes feed into the station area along streets with existing sidewalks and designated bike routes identified in the pedestrian and bicycle plans of local jurisdictions. These routes are typically located on low traffic streets and link existing lower density residential areas to the stations.

Where Neighborhood Access Routes intersect busy streets, diverters, barriers, or other traffic-control devices may be necessary to provide safe crossings or to discourage through auto traffic. Wayfinding signs or other unifying elements, such as ornamental streetlighting, will help walkers and bikers navigate these routes.

**Station Access Routes provide linkages between the Corridor Trail and stations.**



**Neighborhood Access Routes complete the station area network by providing connections between Station Access, Collector Trail, and Corridor Trail routes.**







# WOODBURY STATION AREAS

Three Gold Line BRTOD Planning Project stations are located within the City of Woodbury.

## Tamarack Station

The Tamarack Station is located at the intersection of Bielenberg Drive and the northernmost entry drives to the Tamarack Hills I and II developments. The Tamarack Station includes a center-running BRT guideway from I-94 to just south of Nature Path. A Corridor Trail is located along the east side of Bielenberg Drive from I-94 to Valley Creek Road.

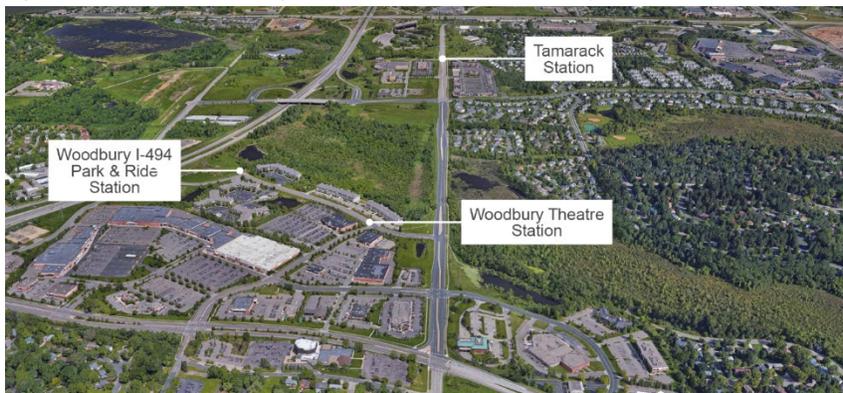
## Woodbury Theatre Station

The Woodbury Theatre Station is located behind the Woodbury 10 Theatre on Guider Drive at the intersection with Queens Drive. The Woodbury Theatre Station includes BRT in mixed traffic on Bielenberg Road south of Nature Path to the intersection at Guider Drive and continuing along Guider Drive to the station platform west of Queens Drive.

## Woodbury I-494 Park and Ride Station

The Woodbury I-494 Park and Ride Station was added as a result of the BRTOD planning process. It is located at the intersection of Woodlane Drive and Guider Drive and would include a surface park and ride that can accommodate 200 cars. The BRT would run in mixed traffic on Guider Drive from the Woodbury Theatre Station to the Woodbury I-494 Park and Ride Station. As an end-of-line station, driver facilities would be located at this station. Ultimately the Woodbury I-494 Park and Ride Station is envisioned to be converted to a parking structure that would allow for the consolidation of the existing express bus park and rides with the BRT park and ride. This ultimate plan is not currently funded and is not part of the Gold Line project.

Figure 4. Tamarack, Woodbury I-494 Park & Ride and Woodbury Theatre Stations



## TAMARACK STATION AREA

Figure 5. Tamarack Hills I



The Tamarack Station area consists of commercial properties, such as office, medical office, retail, and hotels, mostly developed within the past 10 years. Older single-family and townhome developments exist to the east of the station.

Tamarack Hills I, a center built in 2006, is located immediately southeast of the proposed station. Businesses include healthcare, finance and real estate as well as some retail and restaurants. Southwest of the station is Tamarack Hills II, which includes several office buildings, Sheraton and La Quinta hotels, and a restaurant.

Figure 6. Tamarack Road Barrier



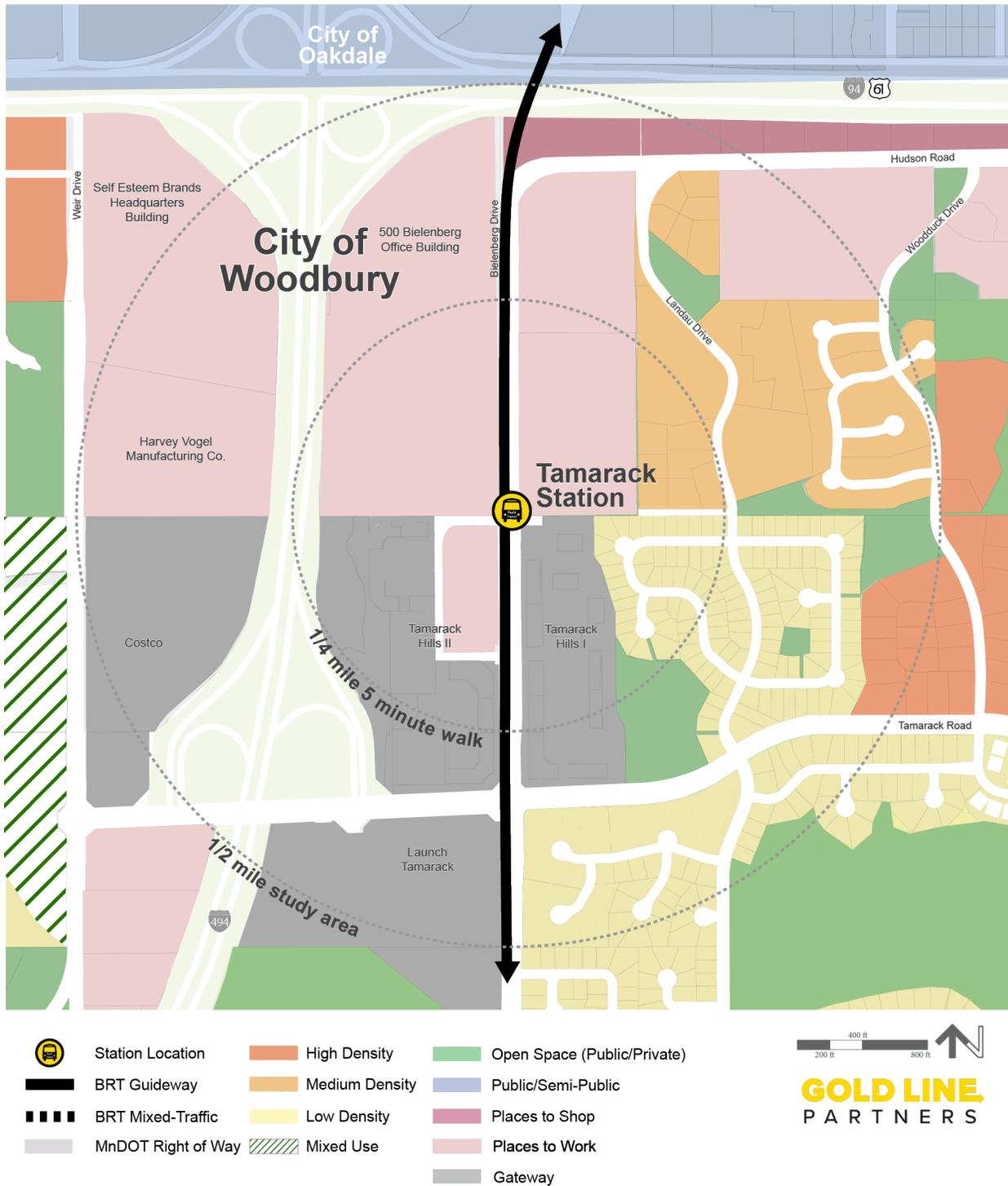
There are two larger undeveloped parcels located to the northeast and northwest of the Tamarack Station. These parcels offer good visibility and easy access to I-494 and being located next to a BRT station will strengthen the City's ability to attract future employment uses to the sites.

Barriers to station access include I-94 to the north and I-494 to the west. I-494 is a barrier to walking and biking access between the station and several major employers (Costco, Harvey Vogel Manufacturing and Self Esteem Brands corporate headquarters). The busy Tamarack Road is a barrier to walking and biking access between the station and neighborhoods to the south.

Figure 7. 500 Bielenberg Office Building



Figure 8. Tamarack Station Area



## WOODBURY THEATRE AND WOODBURY, I-494 PARK AND RIDE STATION AREA

Figure 9. Woodbury Village Target



The Woodbury Theatre and Woodbury I-494 Park and Ride Station area includes a mix of retail, apartments and open space. Immediately adjacent to the station are a 550-space Metro Transit Park-and-Ride lot, the Woodbury 10 Theatre, Woodbury Village Shopping Center, and two large apartment complexes totaling 408 units.

The Woodbury 10 Theatre site is owned by Metro Transit and provides a unique opportunity to support redevelopment opportunities in the station area using BRTOD principles while balancing the traditional retail strengths of the site. The Woodbury Theatre station location near Woodbury Village, a regional shopping destination, provides future opportunities to improve pedestrian connections. Access to transit will also position the center for future enhancements and upgrades to respond to changes in the retail market over time.

Figure 10. Metro Transit Park-and-Ride



The outer edges of the planning area consist of single-family neighborhoods east and south of the station and retail and commercial uses to the south and southwest at the intersection of Valley Creek road and I-494.

Neighborhood access to the station is limited to a few high-traffic roadways and intersections: I-494 to the west, Valley Creek Road to the south, Tamarack Road to the north, and Bielenberg Drive to the east; and some lower traffic roads that lead to the station: Woodlane Drive, Guider Drive, and Currell Boulevard.

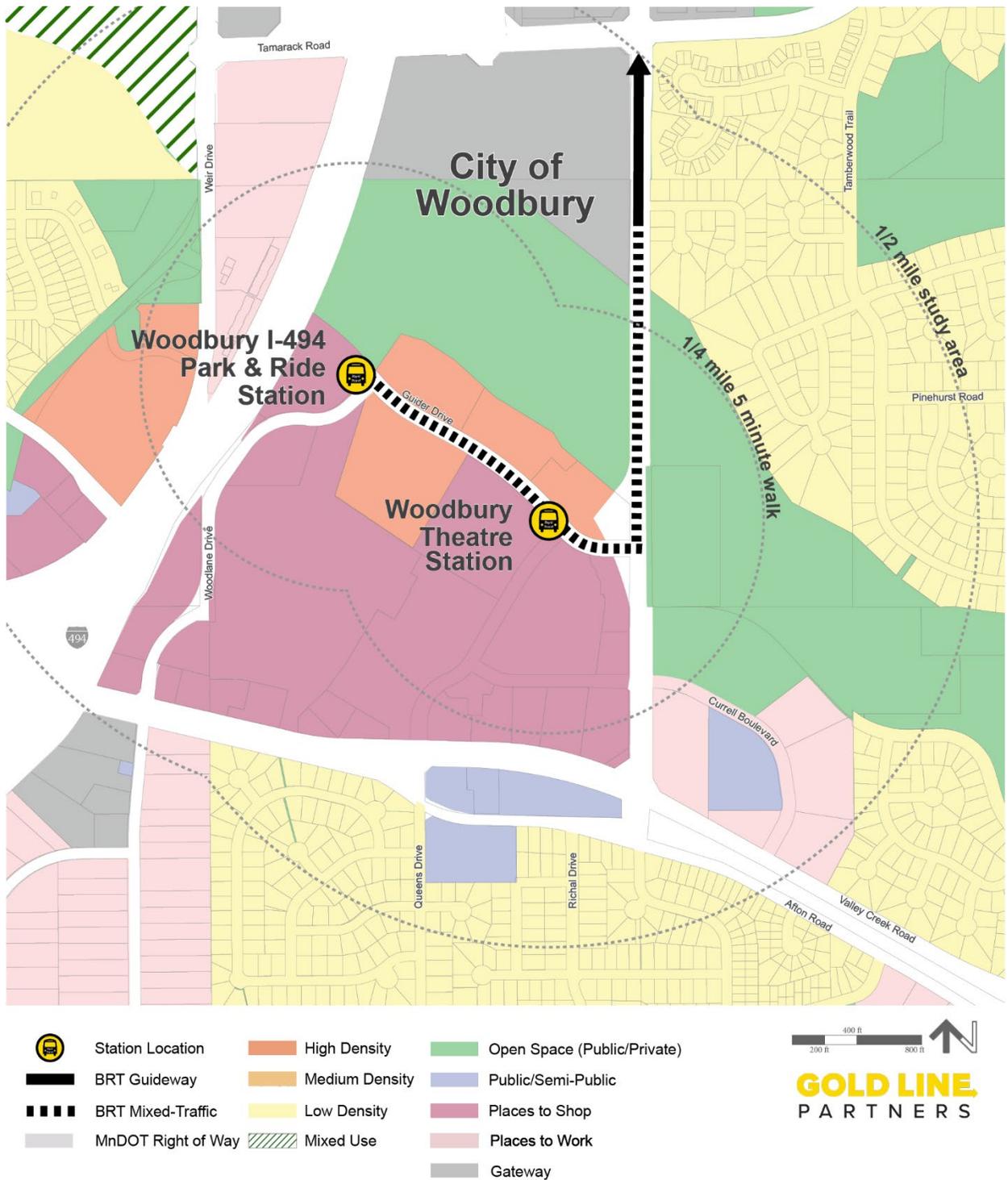
Figure 11. Bielenberg and Valley Creek Roads



### Woodbury Village Shopping Center

The Woodbury Theatre station is identified as a commerce station, primarily due to its proximity to Woodbury Village, a regional shopping destination. Located north of Valley Creek Road, between I-494 and Bielenberg Drive, the center includes retail, service, and restaurant uses and is anchored by Lunds & Byerlys, Target, Marshalls, and Kohls, serving the daily and weekly shopping needs of residents along the corridor.

Figure 12. Woodbury Theatre and Woodbury I-494 Park and Ride Station Area



# STAKEHOLDER INVOLVEMENT

Public outreach and engagement consisted of work sessions with City staff, WCRRA, and the BRTOD Plans consultant, a stakeholder meeting, and an open house to garner direction for BRTOD Planning in Woodbury.

The stakeholder involvement included in-person meetings and online outreach:

- **City of Woodbury staff work sessions** held at the Woodbury City Hall.
- **Stakeholder meeting** with a local developer and consultant team facilitated by the City of Woodbury.
- **Transit-oriented joint development opportunities meeting** between the Metro Transit TOD office, WCRRA, and Woodbury city staff.
- **A corridor-wide open house** for the BRTOD Planning Project and the Gold Line BRT project held at Guardian Angels Catholic Church in Oakdale. Circulation concepts were presented with surveys to gather feedback.
- **Online project information** through the Gold Line Partners website included an overview of the BRTOD Plans project and links to the City of Woodbury Community Development Department.
- **The 2040 Comprehensive Plan Task Force** reviewed the Gold Line station areas and BRTOD principles, identifying goals and policies that the City will ultimately use to guide and inform future master planning efforts.
- **Future public outreach** will be robust as part of the master planning process for these station areas.

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# STATION AREA ASSESSMENTS

Existing policies, plans, traffic data, and physical conditions relevant to the Tamarack Road, Woodbury Theatre and I-494 Park and Ride stations were reviewed. Assessments of the reviewed materials inform the station area visions, development and circulation plans.

## CIRCULATION AUDIT ASSESSMENT

The pedestrian, bicycle, transit, and street network audit included a field survey and mapping of existing conditions and planned walk, bike, and roadway improvements affecting universal accessibility and safe access to and from the stations. The audit also identified bus routes and stops, average daily (auto) traffic counts, high crash areas, roadway segments with traffic speeds greater than 25 miles per hour, and locations of traffic control devices such as traffic signals and stops signs.

### Key Findings

Significant impediments to access at the Tamarack Station, the Woodbury Theatre and I-494 Park and Ride Station include:

- I-94 and I-494 are major barriers to walking and biking between potential transit destinations and the station, limiting ridership.
- Multi-lane high-speed roadways with few crossing opportunities create walking and biking safety concerns at intersections on Tamarack Road and Bielenberg Drive in the Tamarack Road Station area and on Valley Creek Road and Bielenberg Drive in the Woodbury Theatre Station area.
- Incomplete or missing sidewalks and bicycle lanes within nearby neighborhoods and commercial centers reduce access between these transit-supportive uses and the stations.
- Route 351 Express Bus provides daily peak-hour service between Woodbury and Saint Paul, with stops along Bielenberg Drive and Guider Drive in both station areas.

**The Circulation Audit identified transportation conditions that impact safe and direct walking and biking access the station.**

Figure 13. I-494 Station Access Barrier



Figure 14. Tamarack Station Access Barrier



**At the Tamarack Station, demand exists for retail and office uses.**

Figure 15. Prestige Management Building



## MARKET AND DEMOGRAPHIC ASSESSMENT

Real estate market conditions and demographics affecting development both for the corridor and within a half-mile radius around each station were identified.

The Tamarack Station area includes:

- 108-room La Quinta Inn and Suites; 150-room Sheraton Hotel.
- Approximately 600,000 square feet of Class A and B offices, including medical, financial, real estate and banking.
- Dining.
- 284 single-family and townhome residences east and south of the station. There are no apartments in the station area.
- Vacant and future development land is present northwest and northeast of the station.

The Woodbury I-494 Park & Ride and Woodbury Theatre Station area includes:

- 450,000-square-foot Woodbury Village shopping center anchored by Lunds & Byerlys, Target, Marshall's and Kohls.
- 120,000 square feet of commercial and retail at the Shoppes and Village Green shopping center.
- 30,000-square-foot, ten-screen Woodbury Theatre.
- Approximately 60,000 square feet of Class B and Class C offices.
- Approximately 400 apartments units at the Barrington and Crown Villa Apartments.

Figure 16. Woodduck Drive Townhomes



## Findings

### Tamarack Station Area

- Auto access from I-494 and high traffic counts on Tamarack Road create visibility and expand the market area for existing and future development.

### Woodbury Theatre Station/ I-494 Park and Ride Station Area

- Long-term demand for affordable and market-rate multi-family residential units exists, especially as the Woodbury Theatre site redevelops in the future.
- Demand for retail could be met as part of Woodbury Village redevelopment or new mixed-use development.
- Auto access from I-494 and high traffic counts on adjacent arterial roads create visibility and expand the market area for existing and future commercial development.

## GAP ASSESSMENT

The Housing, Education, and Employment Gap Assessment addresses the redevelopment potential of the stations. It identifies missing development types and strengths and weaknesses for housing and commercial development within one-half-mile of the stations.

The gap assessment identified ten-year demand for transit-oriented uses based on station area demographic needs and site strengths and challenges.

### Demand

Tamarack Road Station area development potential includes:

- 20,000 square feet of retail.
- 350,000 square feet of office and commercial.

Woodbury Theatre Station area development potential includes:

- 150 multi-family residential market-rate apartments.
- 50,000 square feet of retail.
- 120 hotel rooms.

Figure 17. Woodbury Village Shopping Center



Figure 18. Guider Drive Apartments



**At the Woodbury Theatre Station, demand exists for retail, multi-family housing, and hotel uses.**

## INFRASTRUCTURE INVENTORY

The infrastructure inventory identified the type, location, and condition of utilities serving the station area. It serves as a baseline for an infrastructure strategy that supports the potential transit-oriented development.

The existing potable water distribution system—including the source, location and availability of the water supply; existing stormwater management including above ground swales and subsurface storm sewers; and sanitary sewer service to existing uses—was mapped. No electrical, communication, or other municipal infrastructure was assessed.

## GOLD LINE HEALTH IMPACT ASSESSMENT

The 2016 *Gateway Gold Line Bus Rapid Transit: A Closer Look at Health and Land Use Technical Report* identified connectivity, housing, jobs, and safety as the key built-environment factors important to health and influenced by land use decisions.

### Key Findings

- Woodbury's auto-oriented development pattern impacts walking and biking access.
- The City's current roadway standards foster walking and biking and promote a separation of these facilities from the roadway. However, there are several areas where existing walking and biking networks are incomplete and lack connections to the Gold Line BRT stations.

## POLICY AND REGULATORY PLANS ASSESSMENT

The policy and regulatory plans assessment identifies key policies, regulations, and implementation tools regarding planning of BRTOD.

### Key Policy Findings

#### City of Woodbury 2040 Comprehensive Plan

- Designates station master plan boundaries of a half mile around each station as areas for future study of the appropriate combination of land uses for BRTOD based on each area's unique development opportunities, market conditions, and ridership potential.
- The City is committed to planning for and providing housing options that are affordable to low-and moderate-income households in a manner that is consistent with the Metropolitan's Council's 2040 Housing Policy Plan.
- New residential development and/or redevelopment within the station areas will be guided at a minimum of 15 units per net developable acre.
- The City's Roadway Design Principles requires that improvements to existing or new major (collector and above) roads provide off-street multi-use trails.

#### City of Woodbury Zoning Regulations

- Following adoption of the 2040 Comprehensive Plan, which will cement the goals and policies of BRTOD for the community, the City will complete the master planning for each station area that will address and facilitate implementation of zoning and policy changes which may be necessary to deliver BRTOD.

#### City of Woodbury Capital Improvement Plan

The following Capital Improvement Projects according to the proposed 2020-2024 CIP include improvements to station access routes at the Tamarack Road Station:

- Pavement Rehabilitation (2022): Addresses deteriorated pavement conditions along with repairs to curb, trails and utilities on the Tamarack Road trail between Weir Drive and Radio Drive.
- Bielenberg Drive (2023): Gold Line Bridge over I-94 will address the local traffic and pedestrian movement along the bus rapid transit way.

**Woodbury utilized the 2040 Comprehensive Plan process to identify goals and polices that the City will use to generate BRTOD master plans.**





# VISION

The City of Woodbury's adopted 2040 Comprehensive Plan envisions the station areas as "places to work" and as "places to shop". The Tamarack Station area should foster high-quality professional "places to work" development and include opportunities for office-supporting retail and service uses. At the Woodbury Theatre Station, attractive, high-quality and convenient retail shopping and commercial uses provide residents, employees and visitors with "places to shop". Access improvements to existing and future roadways will foster walking and biking. Trails will be designed along all major roadways to increase walking and biking mobility and safety.

## Tamarack Station

The Tamarack Station provides opportunities for transit-supportive employment uses along Bielenberg Drive. Improvements to walking and biking routes strengthen connections between the station and existing residential neighborhoods and provide linkages to transit-supportive uses such as the 500 Bielenberg Office Building, and the Tamarack Hills I and II commercial centers.

## Woodbury Theatre Station

The Woodbury Theatre Station provides an opportunity to strengthen the existing Woodbury Village Shopping Center, a regional commerce destination. Improvements to walking and biking routes strengthen connections between the station, neighborhoods south of Valley Creek Road, and transit-supportive uses such as the Target and Lunds & Byerly grocery store.

## Woodbury I-494 Park and Ride Station

The Woodbury I-494 Park and Ride Station provides an opportunity to strengthen the existing Woodbury Village Shopping Center. Metro Transit is exploring the possibility of consolidating their current express bus park and ride facilities with the BRT park and ride, strengthening both ridership models. It's location adjacent to I-494 provides a unique opportunity in the future to provide the express buses with direct access to I-494 via a slip ramp, further enhancing this popular transit service.

**The BRTOD Plans support the City's vision for the Woodbury stations by providing additional detail for land use and for station access routes and types.**

**The Tamarack Station is envisioned as an Employment Station.**

**The Woodbury Theatre Station is envisioned as a Commerce Station.**

**The Woodbury I-494 Park and Ride Station is envisioned as a Commerce Station.**





# CIRCULATION PLAN

The Circulation Plan identifies walking and biking access routes to the Tamarack, Woodbury I-494 Park & Ride, and Woodbury Theatre Stations. The Plan also builds upon the walking and biking improvements provided by the Gold Line BRT project and incorporates the existing and planned trails identified in the City's 2040 Comprehensive Plan.

## KEY CIRCULATION PLAN ELEMENTS

### Corridor Trail

The Gold Line BRT project will construct the Corridor Trail parallel to the BRT guideway along the east side of Bielenberg Drive, providing direct access to the Tamarack Station. Connection to the Woodbury Theatre and Woodbury I-494 Park & Ride Stations is provided by a Corridor Trail along Guider Drive.

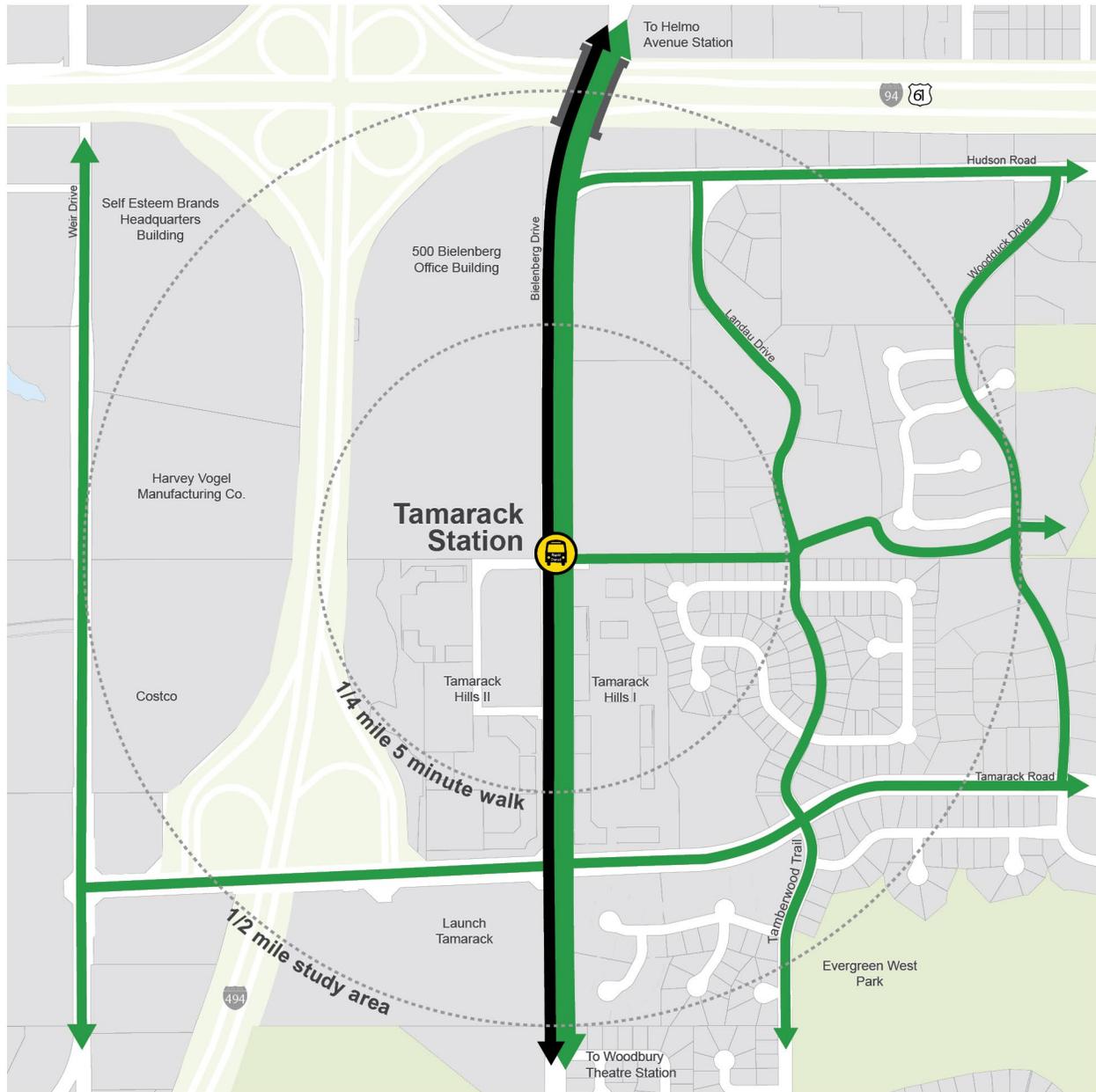
### Collector Trail Routes

Collector Trail Routes include existing and planned City of Woodbury trail connections within the half mile study area.

**Circulation plan improvements provide universal access for all, regardless of age and physical ability.**



Figure 19. Tamarack Station Area Circulation Plan

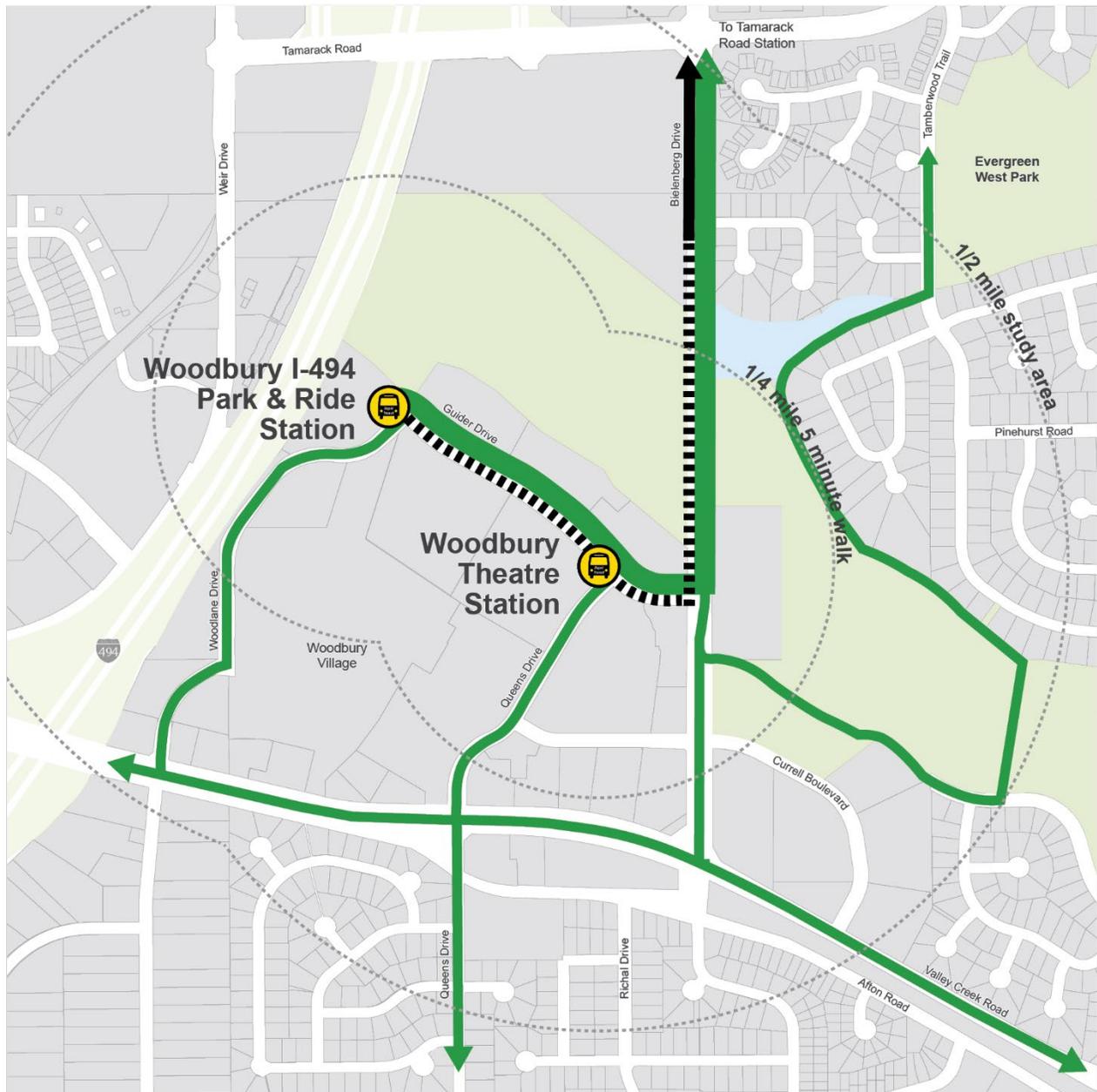


- |  |                  |  |                    |
|--|------------------|--|--------------------|
|  | Station Location |  | MnDOT Right of Way |
|  | BRT Guideway     |  | Open Space         |
|  | Corridor Trail   |  | Water Body         |
|  | Collector Trail  |  | Parcel             |
|  | Bridge           |  |                    |

400 ft  
200 ft 800 ft

**GOLD LINE.**  
PARTNERS

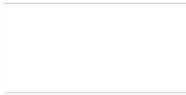
Figure 20. I-494 Park & Ride and Woodbury Theatre Station Area Circulation Plan



-  Station Location
-  BRT Guideway
-  BRT Mixed-Traffic
-  Corridor Trail
-  Collector Trail Route
-  MnDOT Right of Way
-  Open Space
-  Water Body
-  Parcel




**GOLD LINE**  
PARTNERS







# DEVELOPMENT PLAN

Planning for transit-oriented development within a half mile of the Tamarack, Woodbury Theatre, and Woodbury I-494 Park and Ride stations will be guided by future Station Area Master Plans, coordinated between the City of Woodbury, potential development partners, and property owners. The City will use this process to identify the appropriate combination of land uses based on each station area’s unique development opportunities, market conditions, and ridership potential. This will leverage the investment of the Gold Line and capitalize on the long-term goals of the City.

## Tamarack Station

The Tamarack Station Development Plan is consistent with the City’s 2040 Comprehensive Plan, which identifies the Tamarack Station as “Places to Work”. The Plan identifies the vacant parcels to the northeast and northwest of the station as suitable for transit-oriented development. The site benefits from access and visibility to the BRT station and proximity to I-494, existing office, commercial, and hotel development. The Plan identifies these vacant parcels as a major opportunity for employment growth, perhaps the largest opportunity along the Gold Line corridor to provide additional employment options. When paired with adjacent BRTOD development at the Helmo Station in Oakdale to the north and at the Woodbury Theatre station to the south, strong transit connections will be created.

## Woodbury Theatre/I-494 Park and Ride Stations

The Woodbury Theatre and I-494 Park and Ride Station Development Plans are consistent with the City’s 2040 Comprehensive Plan, which identifies both stations as “Places to Shop”. The Plan identified the Metro Transit-owned theater site as an opportunity for transit-oriented development. Future station master planning should consider transit-oriented infill and redevelopment opportunities and walking and biking improvements for the Woodbury Village Shopping Center, creating a true live, work, play environment.

**The Development Plan identifies opportunity sites for transit-oriented development and BRTOD development that should be explored as part of future station area master planning efforts.**

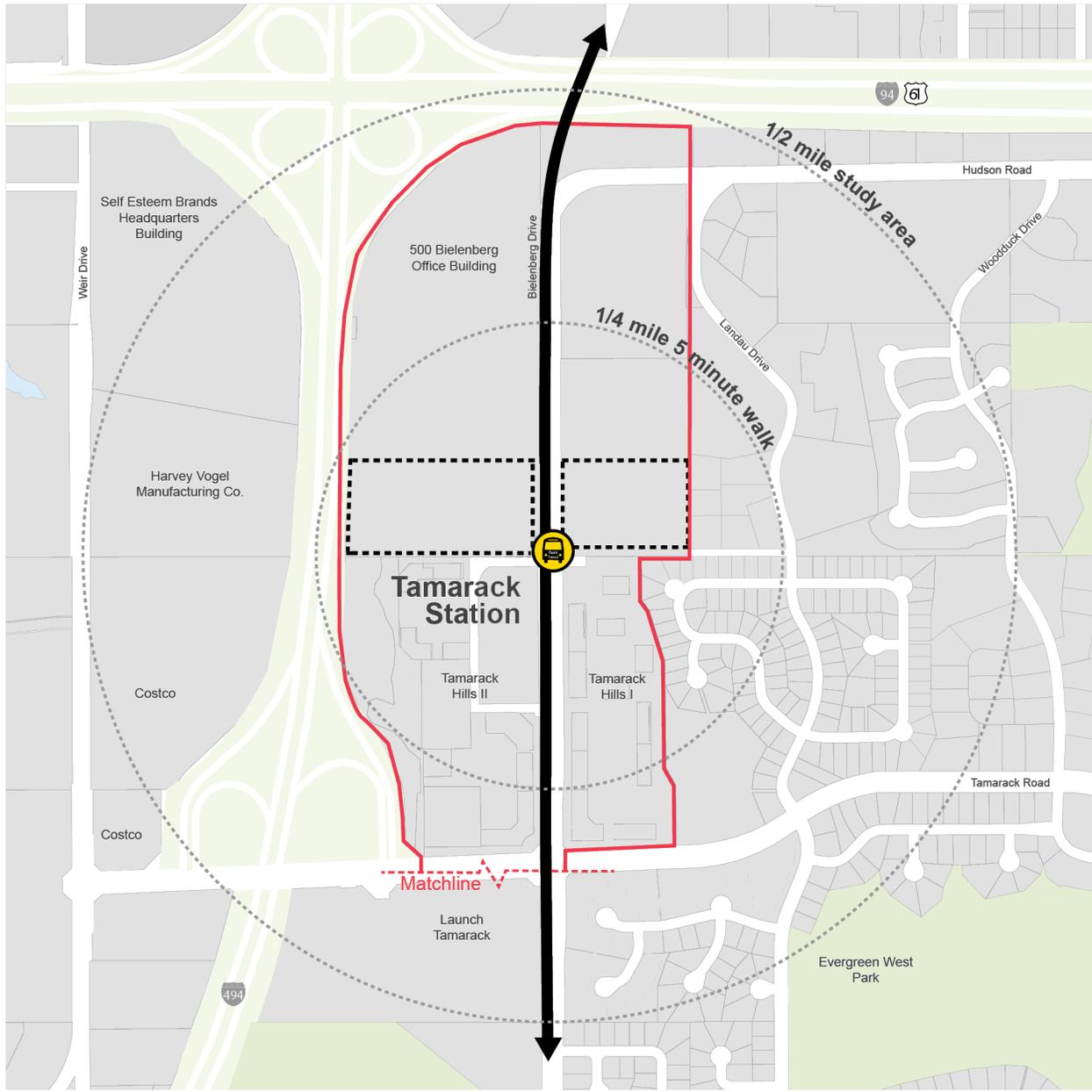
## **The Tamarack Station Gap Assessment identified demand for:**

- 20,000 square feet of retail
- 350,000 square feet of office

## **The Woodbury Theatre/I-494 Park and Ride Station Gap Assessment identified demand for:**

- 50,000 square feet of retail
- 120 hotel rooms
- 150 units of market-rate apartments

Figure 21. Tamarack Station Area Development Plan



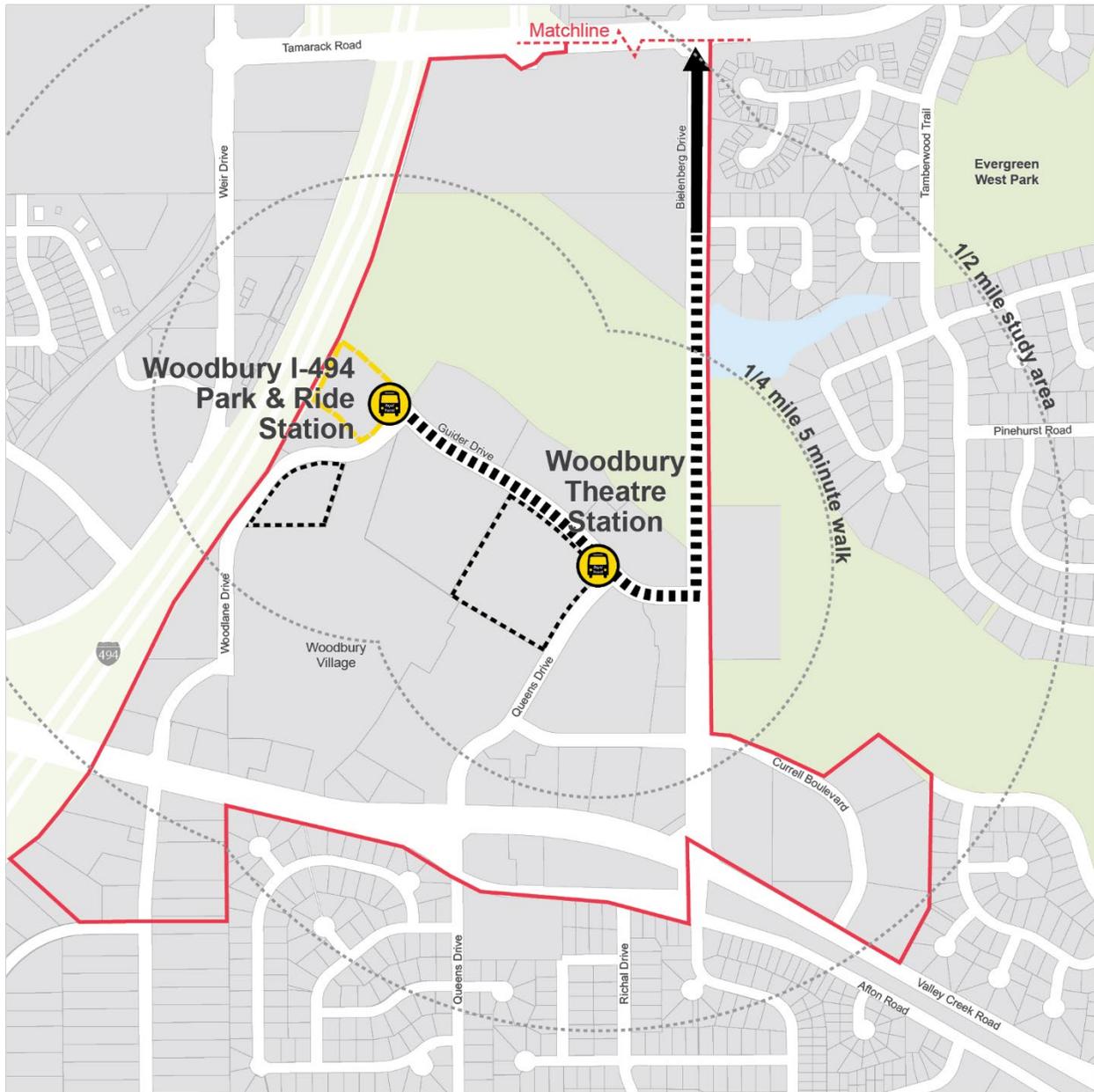
- |   |   |   |                    |
|---|---|---|--------------------|
|  | Station Location                                    |  | MnDOT Right of Way |
|  | BRT Guideway  |  | Open Space         |
|  | BRTOD Employment Opportunity Site                   |  | Water Body         |
|  | Station Master Plan Area (Woodbury Theatre Portion) |  | Parcel             |

400 ft  
200 ft 800 ft



**GOLD LINE**  
PARTNERS

Figure 22. I-494 Park & Ride and Woodbury Theatre Station Area Development Plan



- |   |   |   |                    |
|---|---|---|--------------------|
|  | Station Location                                    |  | MnDOT Right of Way |
|  | BRT Guideway  |  | Open Space         |
|  | BRT Mixed-Traffic                                   |  | Water Body         |
|  | BRTOD Commerce Opportunity Site                     |  | Parcel             |
|  | Park-and-Ride Site                                  |   |                    |
|  | Station Master Plan Area (Woodbury Theatre Portion) |   |                    |

