Planning Commission Agenda
March 21, 2022 | 7:00 p.m.
City Hall, Council Chambers

Please note: The March 21, 2022 Planning Commission meeting is taking place virtually due to COVID-19 and at City Hall. Members of the public may join the meeting using a PC, Mac, iPad, iPhone, or Android device. Members of the public can access the meeting online at Members of the public can access the meeting online at [woodburymn.gov/643/virtual-meetings](http://woodburymn.gov/643/virtual-meetings).

Public comments will be accepted during the meeting by using the link to the virtual meeting to join the meeting and then submit your question via the online Q&A feature within the meeting.

Questions regarding this meeting will be taken between the hours of 8:00 a.m. to 4:30 p.m. via email [planning@woodburymn.gov](mailto:planning@woodburymn.gov) or by calling 651-714-3533 and leaving a voicemail message.

1. Call to Order
2. Public Input Sign-up Sheet
3. Roll Call
4. Discussion Items
   A: Gold Line Station Area Master Plan: 08-2020-00388

The City of Woodbury has prepared the Gold Line Station Area Master Plan Report. The intent of the report is to document existing conditions, summarize public feedback, provide guidance on land use, corridor design elements, future policy work, and the like.

6. Approval of Minutes – February 28th, 2022
7. Adjourn

The City of Woodbury is subject to Title II of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability by public entities. The City is committed to full implementation of the Act to our services, programs and activities. Information regarding the provisions of the Americans with Disabilities Act is available from the City Administrator’s office at 651-714-3523. Auxiliary aids for disabled persons are available upon request at least 72 hours in advance of an event. Please call the ADA Coordinator at 651-714-3523 (TDD 651-714-3568) to make arrangements.
The Planning Commission Meetings will be held in person at City Hall in the Council Chambers. We do request that all Commissioners for the Planning Commission attend in person. If there is something that requires virtual attendance please let me know as soon as possible and we will do our best to accommodate.

Thank you,

Jamie Thoen  
Administrative Assistant  
Community Development  
651-714-3533  
Jamie.Thoen@woodburymn.gov
PROPOSAL

The City of Woodbury has prepared the Gold Line Station Area Master Plan Report. The intent of the report is to document existing conditions, summarize public feedback, provide guidance on land use, corridor design elements, future policy work, and the like. The attached report and appendix provides additional information on the master plan.

BACKGROUND

The METRO Gold Line is a planned ten-mile Bus Rapid Transit (BRT) dedicated guideway that will connect Woodbury to Saint Paul and other eastern suburbs which is planned to open in 2025. In Woodbury, the Gold Line would run north-south following Bielenberg Drive then turning onto Guider Drive, where the corridor ends. The graphic below identifies the route.
Gold Line Stations are planned in Woodbury and the city is created a master plan for each station area. The purpose of the City’s master plan is to determine the appropriate land uses around each of the three stations, optimize existing development, prepare for potential redevelopment, create a unique sense of place with landscaping and lighting fixtures, and enhance connectivity within the area. The three stations are located on Bielenberg Drive, north of at Tamarack Road; near the Woodbury Theater on the corner of Queens Drive and Guider Drive; and at the corner of Guider Drive and Woodlane Drive where a park and ride is proposed.
Public Engagement – Over the course of the project a number of meetings have been held to give plan direction, provide feedback on draft plan concepts, engage with stakeholders, and provide more information about the Gold Line BRT project. These meetings included:

- 4 public open houses, duplicated in virtual format for a total of 8
- 3 online engagement opportunities (social pinpoint, community survey, draft report review)
- 20+ targeted stakeholder meetings - property and business owners within the study area
- 3 City Council workshops
- 5 Planning Commission workshops

• As part of the initial stakeholder meetings, residents from Nature Court reached out to staff and the Gold Line Project Office (GPO) for solutions related to privacy and screening for their rear yards. Staff held three onsite meetings with the residents in the summer of 2020 to determine potential solutions for their concerns. Concurrently, the GPO requested the City to provide full landscaping plan details for the corridor in order to install the Master Plan landscaping, identified within the attached report, with the initial project and have the City fund the improvements. During this collaborative process, the following improvements were identified to address the Nature Court concerns:
  - Move the existing 10 foot trail, 10 feet closer to Bielenberg Drive.
  - Create a 12 foot wide screening area between residential property lines and the trail.
  - Create an eight (8) foot wide boulevard adjacent to Bielenberg Drive. In collaboration with Parks Maintenance, this was identified to be acceptable as the snow would have to be blown out of this entire area.
Next, City staff and the master plan consultant (HKGi) created three options for Council to review on the screening. These options were presented at the Council workshop on February 17, 2021 with Council selecting the option that will installing a fence along the residential property lines and providing landscaping to soften the impact. This option was also recommended by both staff and the Nature Court residents. Finally, in order to ensure this fence could be installed with the project, a fence specifications and design plan was created that is now incorporated into the 100 percent Gold Line design plans. The location of the fence was walked by staff and the residents to ensure the length of the fence addresses their screening and privacy concerns, as shown below:

The City will own and maintain the landscaping and fence in this location.

- During the larger open house meetings, a stakeholder group from within the Falcon Ridge neighborhood, directly east of the Tamarack Hill development, was identified. Staff has held three small group meetings with four property owners in this area that will be most impacted by the development, potential future trail construction, and the Tamarack Station itself. One of these meetings included walking each property’s backyard and
viewing from their decks the views they are most concerned about. Based on the feedback received, staff has added the following performance standards under the Tamarack Station- East Bielenberg:

- Develop high density residential adjacent to the station platform area and extending along Bielenberg Drive – roughly a 4.2 acre site.
- Evaluate the opportunity to use density transfers to move higher density projects closer to Bielenberg Drive and consolidate the building footprint into one or two larger buildings, while maintaining a natural area adjacent to the existing residential properties.
- Priority shall be placed on maintaining a minimum setback of 150 feet to existing adjacent residential property lines to the south and east. This buffer area shall feature preservation of existing tree canopy and additional screening to separate uses.
- Provide primary access to high density residential use from the north with new access drive/ street connecting up to the new signal north of the station (at the existing access to the Medtronic data center and 500 Bielenberg property).
- Develop medium density residential uses on the eastern portion of the parcel.
- Orient high density residential buildings toward Bielenberg Drive and the northern access drive.
- Create an area for stormwater treatment in the southwestern portion of the parcel to accommodate the bulk of stormwater treatment on the site.
- Utilize underground stormwater treatment measures to control stormwater for the remaining portions of the development to ensure strong pedestrian connections and similar character/form of development on the west side of Bielenberg Drive.
- Provide an enhanced landscape buffer along trail corridors to provide screening for the existing single-family residential neighborhood.
- Preserve the existing vegetation, especially along the east edge of the site, in an effort to maintain a contiguous stand of mature trees.
- Provide additional screening, landscaping, berms and fencing along north side of access drive between new development and existing Medtronic facility.

It is important to note, the resident’s preference is for the land use on the east side of Bielenberg Drive (Medtronic site) to remain the same as today, Places to Work. They have raised significant concerns about adding additional people and multi-family housing to this site. While staff is still supportive of Medium Density and High Density at this location, staff is committed to working with the residents on all future development applications to mitigate as many of their concerns as possible.

More details on the feedback received, schedule, ideas, concerns, and the like can be found within Chapter 3 of the report and the appendix.

RECOMMENDATION

Staff recommends approval of the Gold Line Station Area Master Plan Report and Appendix, project number 08-2020-00388.

ATTACHMENTS

1. Draft Gold Line Station Area Master Plan Report
2. Draft Gold Line Station Area Master Plan Appendix
3. Summary of comments and questions from draft engagement
4. Emails on draft report
GOLD LINE STATION AREA MASTER PLAN

MARCH 2022 DRAFT
ACKNOWLEDGEMENTS:
PROJECT MANAGEMENT TEAM
» Gina McCormack (Gore), City of Woodbury, Associate Planner
» Eric Searles, City of Woodbury, Assistant Community Development Director / City Planner
» Tony Kutzke, City of Woodbury, Assistant Engineering Director / City Engineer
» Janelle Schmitz, City of Woodbury, Community Development Director
» Warren Tracy, City of Woodbury, Senior Engineering Project Coordinator
» Michelle Okada, City of Woodbury, Parks and Recreation Director
» Kristin Seaman, City of Woodbury, Environmental Resources Specialist
» Liz Jones, Gold Line Project Office, Community Outreach and Engagement

CONSULTANT TEAM
» HKGi: Landscape Architecture / Urban Design / Planning
» SEH: Engineering
» Marquette Advisors: Market Analysis
01 INTRODUCTION .................................................. 1-1
  PROJECT OVERVIEW ............................................. 1-1
  STUDY AREA .......................................................... 1-2
  METRO GOLD LINE FAQ ......................................... 1-4
  RELATED PLANS AND STUDIES .............................. 1-5
  PROJECT PROCESS ................................................ 1-6

02 EXISTING CONDITIONS ........................................ 2-1
  WHERE ARE WE TODAY? ......................................... 2-1
  POPULATION AND GROWTH .................................... 2-1
  LAND USE ............................................................. 2-2
  EXISTING BIKE AND PEDESTRIAN FACILITIES .......... 2-4
  PUBLIC TRANSPORTATION NETWORK ..................... 2-6
  RIDERSHED ANALYSIS ........................................... 2-8
  UTILITIES + INFRASTRUCTURE ............................... 2-10
  MARKET ANALYSIS SUMMARY .............................. 2-12

03 ISSUES + OPPORTUNITIES .................................... 3-1
  COMMUNITY SURVEY RESULTS ............................... 3-1
  SOCIAL PINPOINT RESULTS ................................. 3-4
  STAKEHOLDER FEEDBACK SESSIONS ..................... 3-6
  ISSUES + OPPORTUNITIES ..................................... 3-8

04 STATION AREA PLANS .......................................... 4-1
  POTENTIAL DEVELOPMENT SITES .......................... 4-1
  CORRIDOR LANDSCAPE DESIGN ........................... 4-18

05 IMPLEMENTATION ............................................. 5-1
  ROLES / RESPONSIBILITIES ..................................... 5-1
  ANTICIPATED FUNDING SOURCES ......................... 5-2
  POLICY DIRECTION ............................................... 5-2
  DENSITY .............................................................. 5-3

06 APPENDIX .................................................. A-1
  A-1: PHASE 1 ENGAGEMENT SUMMARY ............... A-1
  A-2: PHASE 2 ENGAGEMENT MEMO ....................... A-2
  A-3: CONCEPTUAL SITE PLANS ............................ A-3
  A-4: GOLD LINE STATION DESIGNS ..................... A-12
01. INTRODUCTION

PROJECT OVERVIEW

Slated to begin service in 2025, the METRO Gold Line Bus Rapid Transit (BRT) route will begin connecting people from Downtown St. Paul to Woodbury along a route parallel to I-94. The planned 10-mile dedicated BRT line will link Downtown St. Paul to Maplewood, Landfall, Oakdale, and Woodbury. Within the City of Woodbury, there are three planned stations: Tamarack Station along Bielenberg Drive, Woodbury Theatre Station along Guider Drive at Queens Drive, and the terminus station at the 494 Park & Ride lot. The Gold Line BRT will provide frequent, all-day service in both directions along the route. BRT stations will be designed with upgraded user amenities, such as real-time arrival and departure information, pre-boarding fare payment, heated shelters, lighting and security features, as well as enhanced accessibility features for bus loading and unloading.

See the Appendix for guideway design and station platform designs for the Gold Line, current to March 2022.

For more information about the Gold Line and detailed design of the station platforms, visit: https://www.metrotransit.org/gold-line-project

Figure 1.1 METRO Gold Line BRT planned route
Planning of the Gold Line BRT route involved collaboration between Washington and Ramsey Counties, including Metro Transit and each municipality along the route, to serve the growing transit needs along the corridor.

In 2020, the City of Woodbury initiated a station area master plan process. The purpose of this plan is to study the areas surrounding each of the planned Gold Line BRT stations, and to provide a guide for future policy decisions, development, and public investments in these areas. The study identified near- and long-term improvements along the Gold Line BRT corridor with a focus on improving transit ridership and user experience, as well as exploring the future development potential to complement the station areas and to meet the growing and changing needs of the city. An evaluation of existing infrastructure, transit, pedestrian and bicycle environments, and market conditions was conducted as part of the initial phases of the study. This information created the framework for recommendations and future urban design elements within the corridor.

**STUDY AREA**

The study area for the Gold Line Station Area Master Plan includes the areas within walking distance of the planned stations and the Bielenberg Drive and Guider Drive corridors which connect the stations. The primary focus areas are located within a half-mile radius of each station, which is generally identified as a 10-minute walk area for many transit users.

Prior to the start of the master plan study, the Tamarack Station was identified as likely to focus primarily on future employment opportunities, while the Woodbury 494 Park & Ride Station and Woodbury Theatre Station were to focus primarily on commercial opportunities. Today, the immediate area around the planned Tamarack Station includes a hotel, a few corporate office buildings, and multi-tenant commercial spaces (Tamarack Hills). There is an established single family neighborhood within the 1/4 mile radius. The 494 Park & Ride Station and the Woodbury Theatre Station are currently surrounded by a multi-plex theater, multi-family residential, and a shopping center (Woodbury Village) with current tenants such as Target, Kohls, and Lunds & Byerly’s. Beyond this to the east and north is an open space, wetland area, and an established single family residential neighborhood that lies within the half-mile radius.
Figure 1.2 Gold Line Station Study Area

Legend
- Gold Line
- Gold Line Station
- 1/4 Mi Station Buffer
- 1/2 Mi Station Buffer
- Building

INTRODUCTION
METRO GOLD LINE FREQUENTLY ASKED QUESTIONS
Throughout the engagement process, a number of questions surrounding the METRO Gold Line BRT were commonly asked. In response, Woodbury staff created a Frequently Asked Questions (FAQ) site, accessible through the City of Woodbury’s website. Below is a sample of questions and answers provided by the City of Woodbury. For full answers, please visit https://www.woodburymn.gov/Faq.aspx?TID=34.

Q: Why does the City support the Gold Line?
» A: The city’s support for the Gold Line is firmly connected to its commitment to providing an effective transportation system that serves community stakeholders and better connects the city with the rest of the region. The Gold Line will provide additional transit access and reliability between the eastern suburbs and the growing regional transit system.

Q: What is the City’s role?
» Transit is considered a regional system, and as such, the Gold Line is under the purview of the Metropolitan Council, the region’s metropolitan planning organization. It is the lead agency responsible for design, engineering, environmental review and community outreach, as well as for building and maintaining the line. The Gold Line project team includes staff from Metropolitan Council, Ramsey County, Washington County and MnDOT. Metro Transit, which is the primary public transportation operator in the Minneapolis St. Paul area, will operate the Gold Line.

Q: What are the Gold Line ridership projections?
» The Gold Line ridership has been evaluated with a number of different ridership models over the past several years. According to Gold Line Project Director Christine Beckwith, “The federal "STOPS" model projects between 6,000 and 6,500 rides per day. When Gold Line begins operating, it is projected to be one of the region's top ten busiest bus routes.”

Q: What about the safety of the Gold Line?
» The Gold Line will have enhanced security at the stations including cameras and emergency phones, fare enforcement by Transit Police and improved lighting along the corridor. Woodbury Public Safety will work corroboratively with Metro Transit Police to enhance public safety and to assist Metro Transit Police with any issues that arise. Additional information about safety can be found at: https://www.metrotransit.org/police.

Q: How has information been shared with the public regarding the Gold Line Project?
» A: Planning for the Gold Line began in 2007, with the I-94 Corridor Transit and Transportation Study. As the project has evolved over time, the City Council has discussed this item at many council workshops and meetings. As of March 8, 2022 there have been numerous public meetings about the Gold Line, all of which were noticed and open to the public:
- 23 City Council Meetings
- 16 City Council Workshops
- 3 Economic Development Authority Meetings

Master Plan Meetings:
- 4 Public Open Houses
- 3 Online Engagement Opportunities
- 20+ Targeted Stakeholder Meetings
- 3 City Council Workshops
- 5 Planning Commission Workshops

» Information about the Gold Line was also shared through the City Update newsletter, which is mailed to every address in Woodbury. Since 2011, there have been 14 articles related to the Gold Line. The city has also used various social media posts to update the public on the project.

» In addition to city-led meetings and outreach, the Gold Line Project Office has held a robust public engagement process, which involved open house events, ‘pop-up’ meetings at various locations and community events, booths at the Woodbury Community Expo and Woodbury Days, etc. A full account of the Gold Line Project Office engagement efforts can be found at: https://www.metrotransit.org/gold-line-public-engagement.
RELATED PLANS AND STUDIES

METRO GOLD LINE BRT
Concurrent with the Woodbury Gold Line Station Area Master Plan, the MetroTransit Gold Line Project Office continued to advance design and engineering for the Gold Line BRT guideway and station platforms. Design and engineering for the entire line began in 2018 and continued through 2021.

Corridor improvements, as recommended and planned through the Woodbury Gold Line Station Area Master Plan, were coordinated between the City of Woodbury and the Gold Line Project Office. Construction of the station platforms and corridor improvements along Bielenberg Drive and Guider Drive are anticipated to begin in 2022/2023. For more information about the Gold Line and detailed design of the station platforms, visit: https://www.metrotransit.org/gold-line-project

WOODBURY 2040 COMPREHENSIVE PLAN
The Woodbury 2040 Comprehensive Plan was adopted in August of 2019, just prior to the start of the Gold Line Station Area Master Plan study. During the 2040 Comprehensive planning process, goals and policies were identified throughout that served to guide the Gold Line Master Plan.

The full list of goals and policies can be found within the 2040 Comprehensive Plan. Visit https://www.woodburymn.gov/departments/planning/draft_2040_comprehensive_plan.php to view the entire plan. Below are a few of the goals/vision elements from the 2040 Comprehensive Plan that were used to guide the Gold Line Station Area Master Planning effort:

» Define and implement Woodbury’s vision for a vibrant, transit-supportive station area that meets Woodbury’s community and architectural standards.

» Support alternative modes of travel, including transit, pedestrian and bicycle travel, to help Woodbury residents access jobs outside the city, non-residents access jobs and services within Woodbury, and local trips within the City and surrounding area.

» Maximize the economic development opportunities around BRT stations by helping the city compete regionally and nationally to attract new business investment while helping existing companies recruit and retain employees.

» Be supportive of and complementary to Metro Transit’s existing Express Bus services. (See Chapter 2 for an update to the Express Bus services to the Woodbury Gold Line area.)

» Improve walkability and multi-modal accessibility along the Gold Line Corridor.
ROADWAY CORRIDOR DESIGN PRINCIPLES
The City of Woodbury’s adopted Roadway Corridor Design Principles (2009 with an amendment completed in 2016) address transportation needs throughout the City while limiting local impacts to livability. One of the key aspects of this document is the accommodation of bicyclists and pedestrians within the roadway corridor. The Roadway Corridor Design Principles provided a foundation for corridor design and improvements throughout the study area.

WOODBURY BICYCLE AND PEDESTRIAN PLAN
The City of Woodbury developed a draft Bicycle and Pedestrian Plan concurrent with the Gold Line Station Area Master Plan effort. Both plans were started around the same time (late 2019, early 2020) and initial phases of community engagement for both planning efforts were coordinated for efficiency. A draft of the Woodbury Bicycle and Pedestrian Plan was completed in the summer of 2021 and is anticipated to be adopted by the City of Woodbury by the end of 2022.

The purpose of the Woodbury Bicycle and Pedestrian Plan is to help advance the vision set forth in the 2040 Comprehensive Plan for pedestrians and cyclists. This plan establishes policy recommendations for the City’s trail and sidewalk network, identifies specific improvements for pedestrian and bicycle facilities, and defines best practices for future implementation of policies.

PROJECT PROCESS
COVID-19 AND PUBLIC ENGAGEMENT
The Gold Line Station Area Master Plan project was kicked off in January of 2020, and much of the earlier planned engagement opportunities were sidelined as City staff responded to the evolving public health crisis related to COVID-19.

Early community engagement efforts were modified to occur as web-based and online options were made available through the use of web-conference meetings, online survey tools, and the production of an informational video.

As conditions changed throughout the course of the project, meetings held outdoors within the project area and in-person open houses were hosted. In order to best serve the entire Woodbury community, all in-person events and were duplicated with a virtual or web-based option to accommodate individual needs.
COMMUNITY ENGAGEMENT PLAN

A Community Engagement Plan was developed at the beginning of the Master Plan process, which guided engagement with the public throughout the project. City staff and the consultant team worked together, along with project partners such as the Gold Line Project Office, to gather information and inform stakeholders at specific points throughout the project.

Engagement activities conducted in the earlier stages of the Master Plan process were coordinated alongside the Woodbury Bicycle and Pedestrian Plan effort. Chapter 3: Issues + Opportunities summarizes feedback collected through engagement efforts, and additional summary documentation can be found in the Appendix.

BROAD PUBLIC ENGAGEMENT

Stakeholders that will be impacted by the outcomes of the Master Plan come from a broad geography throughout the Twin Cities: riders of public transit, employees and proprietors, shoppers, and people seeking public services all travel to the study area to work and shop. Nearby residents within the immediate study area and residents throughout all of Woodbury also visit the study area for a wide variety of purposes. For these reasons, there was a robust engagement effort, to reach a broad range of people early on to understand issues and opportunities within the Station Areas.

- A project website was established within the City’s primary web platform, with information, project updates, and links to online engagement tools.
- A community-wide online survey was launched in May of 2020 (in coordination with the Woodbury Bicycle and Pedestrian Plan).
- An interactive mapping survey (Social Pinpoint) was also launched in May of 2020, which collected public comments within the study area.
- A video clip was produced and distributed through the City’s social media channels. The video explained the project, the role of the City, and shared information about how to get involved.

Link to video: https://www.youtube.com/watch?v=-9ljYk0KHbU&t=14s

Screen capture from the City’s project website

Still image from the Woodbury Gold Line / Bicycle and Pedestrian Plan Video

Screenshot of Social Pinpoint interactive map
TARGETED STAKEHOLDERS

Over the Summer and Fall of 2020, the project team conducted a series of web-based Feedback Sessions. The Feedback Sessions were intended to gather people from similar stakeholder perspectives to discuss concerns and ideas for the future Gold Line corridor area.

Twelve Feedback Sessions were conducted with the following stakeholder group involvement:

- Large property owners and representatives
- Transit and Transit-Oriented Development (TOD) advocates
- City of Woodbury Parks
- Multi-family housing advocates
- Large nearby employers (3M, EcoLab, Target, etc.)
- St. Paul Chamber of Commerce representatives
- Tenants of Tamarack and Woodbury Village
- Residents of nearby single-family neighborhoods
- Multi-modal and disability rights advocates

Later on in the project, City staff engaged with the adjacent business community, commercial property owners and residents within the corridor to develop and refine specific design strategies and development land uses. A series of one-on-one and small group meetings occurred over the course of this task.

Additionally, the following scheduled events were advertised via mailers and e-mails, and hosted over the summer of 2021:

- 6/8/21: Virtual Open House, geared towards the Business Community (6 attendees)
- 6/9/21: In-person Open House at City Hall, geared towards the Business Community (7 attendees)
- 6/14/21: In-person Open House at City Hall, geared towards Residential Stakeholders (30-40 attendees)
- 6/17/21: Virtual Meeting, geared towards Residential Stakeholders (12 attendees)

PROJECT MANAGEMENT AND CONSULTING TEAM

The Project Management Team was tasked with providing guidance, coordination and structure throughout the planning process. This team included City staff and the Gold Line Project Office staff who worked with the consultant team to complete the project:

Project Management Team

- Gina McCormack (Gore), City of Woodbury, Associate Planner
- Eric Searles, City of Woodbury, Assistant Community Development Director, City Planner
- Tony Kutzke, City of Woodbury, Assistant Engineering Director, City Engineer
- Janelle Schmitz, City of Woodbury, Community Development Director
- Warren Tracy, City of Woodbury, Senior Engineering Project Coordinator
- Michelle Okada, City of Woodbury, Parks and Recreation Director
- Kristin Seaman, City of Woodbury, Environmental Resources Specialist
- Liz Jones, Gold Line Project Office, Community Outreach and Engagement

Consultant Team

- HKGi: Landscape Architecture / Urban Design / Planning
- SEH: Engineering
- Marquette Advisors: Market Analysis
WHERE ARE WE TODAY?

The following chapter describes the existing conditions of the station areas within the local context of demographics, land use, bicycle and pedestrian facilities, public transportation and ridersheds, utilities and infrastructure, and market analysis.

POPULATION AND GROWTH

Demographic data and economic trends for Woodbury and the 7-county Twin Cities Metro Area were studied as part of the market analysis completed in 2020. The information gathered facilitated a determination of demand for additional housing and commercial development in the area. Below are a few take-aways of the existing and projected demographic study as they relate to potential development in the Gold Line corridor. Historical data is from the US Census, while 2019 estimates and 2024 forecast data are from ESRI Business Information Solutions, a nationally-recognized econometric forecasting firm. Longer term (2020-2030) forecast data from the Twin Cities Metropolitan Council was also referenced.

WOODBURY IS GROWING

The estimated 2019 Woodbury population was 72,126, which is 1.8% more than the 2010 population. This growth rate is nearly double the Twin Cities Metro growth (1.0%) and the State of Minnesota (0.9%). Woodbury grew by an average of 373 households per year between 2010 and 2019, accounting for 3.4% of the Metro household growth, exceeding the local and statewide growth rates.

COVID-19 AND EXISTING CONDITIONS

The existing conditions and analysis portions of this Master Plan study were completed in the spring and summer of 2020. Some of the information presented does not reflect the changing conditions related to the market, demographics, or use of the corridor or commercial areas as a result of the evolving nature of the public health crisis.
WOODBURY JOB GROWTH RATE OUTPACES METRO AREA

Total employment in Woodbury increased by 25% from 2012-2019, adding 5,049 jobs, compared to a 12% increase for the Metro Area as a whole. Much of the job growth in Woodbury has been in education and health services, accounting for nearly 37% of this increase, likely due to a considerable expansion of medical office and clinic spaces in Woodbury. Retail employment also increased by about 33%. Gains in leisure and hospitality have also been noted, with the opening of a few new restaurants and the construction of three new hotels in recent years.

AFFLUENT LOCAL RESIDENT BASE

The median household income for Woodbury residents in 2019 was estimated at $111,616, considerably higher than the median income for the Metro Area at $79,195. This relates partly to the differences in housing stock and household composition, which is comprised of many households aged 45-64 who are advanced in their careers.

CONSUMER SPENDING AND RETAIL SALES:

Consumer spending by Woodbury residents on retail goods has been strong in recent years, with an estimated $1.26 billion spent in 2019. Similarly, retail and restaurant sales at Woodbury establishments was estimated at $1.06 billion. Strong resident spending has attracted a wide variety of retail stores and restaurants over the years, and has complemented the spending by “imported” customers who travel to the City from other areas of the Metro.

LAND USE

The Land Use Plan adopted with the 2040 Comprehensive Plan seeks to organize the community in a manner that promotes alternative mobility options, to respect the natural environment, and to result in enduring development patterns. The Gold Line Station Area is primarily guided for a mix of the following land uses closest (1/4 mile) to the stations:

» Places to Shop
» High Density Residential
» Open Space
» Gateway
» Places to Work
» Low Density Residential
» Medium Density Residential

Areas of Low Density Residential, Medium Density Residential, Mixed Use and Public / Semi Public uses are also guided for areas within a half-mile of the stations.
Figure 2.1 Land Use Plan, 2040 Comprehensive Plan
EXISTING BICYCLE AND PEDESTRIAN FACILITIES

Today, the existing network for bicyclists and pedestrians consists of paved (bituminous) shared use trails, sidewalks (concrete) and private walks, (primarily to connect between businesses within a larger commercial development). Figure 2.2 shows existing and planned trail routes consistent with the 2040 Comprehensive Plan and the draft Woodbury Bicycle and Pedestrian Plan.

An existing shared use trail along the east side of Bielenberg Drive connects to the trail network that is built around the perimeter of the Tamarack wetland area, and there is a trail connection to the Gold Line Corridor across Tamarack Road. With the construction of the Gold Line BRT, additional trail connections will be built along Bielenberg Drive, to connect up to Hudson Road on the east side, and to connect along the west side of Bielenberg Drive to the Tamarack Station.

GAPS AND BARRIERS

« A gap in pedestrian and bicycle connectivity exists around the Woodbury 494 Park & Ride Station and throughout the retail/commercial area.
» I-494, Valley Creek Road, Bielenberg Drive, and Tamarack Road are all high volume roadways with higher speed limits that pose as barriers to pedestrian and bicycle movement throughout the area.

EXPECTED BIKE AND PEDESTRIAN IMPROVEMENTS RELATED TO GOLD LINE BRT AND REDEVELOPMENT SITES

» Per the 2040 Comprehensive Plan, a number of planned trail connections in the area will provide needed links to the Gold Line Stations, such as a future trail along Woodlane Drive, and a future trail connection between Bielenberg Drive and Landau Drive at the Tamarack Station.
» A new trail connection along the west side of Bielenberg Drive from Stephens Way to the Tamarack Station, complemented by an existing privately owned trail on the 500 Bielenberg Drive property.
» A new trail connection along the east side of Bielenberg Drive from Nature Path to the Helmo Ave Station (outside of the study area).
» Signalized pedestrian crossings of Bielenberg Drive at each of the six new traffic signals.
» Time-of-day restrictions considered for right turns on red utilizing dynamic signing at all intersections adjacent to stations, or at intersections with the greatest amount of crossing activity.
» Lighting is planned at intersections for people walking and biking, as well as along the primary trail routes along Bielenberg Drive and Guider Drive.
» New sidewalk and trail connections within new site developments.
» Secure bike parking for employees and visitors.

ADDITIONAL CONSIDERATIONS FOR NON-MOTORIZED USERS

In order of priority:
» Consider creating ADA Transition Plans for routes, crossings and signals that provide access to the station that may not be within the Gold Line BRT project limits or directly impacted by site development.
» Leading pedestrian signal intervals at major crossings.
» Eliminate / mitigate any ADA barriers due to topography.
» Encourage existing property owners to provide internal sidewalk or trail connections within their sites for non-motorized users to access the public trail system and transit station facilities.
Figure 2.2 Existing Bicycle and Pedestrian Facilities
PUBLIC TRANSPORTATION NETWORK

The Metropolitan Council utilizes Simplified Trips-On-Project Software (STOPS), a platform developed by the Federal Transit Administration (FTA), to forecast transit ridership for future stations. According to data provided by the Gold Line Project Office:

» 18% of the households along the Gold Line route are without a personal vehicle.
» There are 3,910 jobs adjacent to the Tamarack Station and 4,282 jobs adjacent to the Woodbury Theatre and the 494 Park & Ride Stations.

Today, the future Gold Line area is the only quadrant that is serviced by transit routes operated by Metro Transit. Located in the northwest corner of the city, there is an existing gap in fixed-schedule public transit offerings to and from other parts of the city. The Gold Line BRT will connect riders with limited transportation access to employment and services within Woodbury.

TRANSIT LINK + METRO MOBILITY

Transit Link is a shared-ride service that must be reserved prior to the trip (the same day or up to 5 days in advance). Transit Link provides a flexible, personalized transit option to the general public, with service hours between Monday-Friday 6am - 7pm.

Metro Mobility is a shared public transportation service for certified riders to use regular fixed-route buses due to a disability or a health condition. Metro Mobility has a service area that covers the entirety of the City of Woodbury.

LOCAL ROUTE 323 (DEMONSTRATION ROUTE)

Route 323 was added as a Local Route to provide daily service between Woodbury and the East Side of St. Paul in June of 2021. This route is being used to evaluate demand for all-day service to Woodbury over the next 18-24 months. The route operates daily, every 30-60 minutes, connecting the Woodbury Theatre Park and Ride Station to the Sun Ray Transit Center. The intent is to provide improved access to jobs, services, housing and retail.

Ridership throughout the transit system is still recovering from the impacts of the pandemic, and there may be some new travel patterns and needs that emerge long-term. In the meantime, ridership on weekdays and weekends for Route 323 has grown since implementation in June of 2021.

NON-STOP EXPRESS ROUTE 353

Over the course of this planning process, Metro Transit express bus services in Woodbury have been modified. Prior to the COVID-19 pandemic, there were three non-stop express routes serving Woodbury. Routes 351 and 355 were initially suspended in March 2020 due to the COVID pandemic and the associated rise in working or learning from home. Route 353 service was subsequently expanded in March 2020, offering four trips in each direction to accommodate the suspension of non-stop express service and for efficiencies (the ability to serve both downtowns with one route as ridership sharply fell).

Metro Transit has since been evaluating travel patterns to determine the right amount of express service to provide while the market recovers from the effects of the COVID pandemic. As a result, the non-stop express bus service offered on Routes 351 and 355 was restored in August of 2021, in anticipation of some workers returning offices and of the University of Minnesota returning to in-person classes. The express bus market from the Woodbury Theatre has historically been one of their stronger markets.

Since many express bus riders continue to work from home, demand for express bus service has not rebounded; ridership levels have dropped roughly 90% from pre-pandemic levels (2019). Reduced ridership, combined with unprecedented driver shortages, has resulted in cancelled trips that inconvenience transit customers. These issues have led to Metro Transit’s decision to suspend service again of Routes 351 and 355 in December 2021. Route 353 has been improved to serve as a replacement for Routes 351 and 355 and provides service to both downtown Minneapolis and St. Paul. Route 353 is shown in Figure 2.3.

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>AVERAGE WEEKDAY RIDERSHIP</th>
<th>AVERAGE WEEKDAY RIDERSHIP</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FALL 2019</td>
<td>FALL 2020</td>
</tr>
<tr>
<td>351</td>
<td>311</td>
<td>--</td>
</tr>
<tr>
<td>353</td>
<td>22</td>
<td>63</td>
</tr>
<tr>
<td>355</td>
<td>1038</td>
<td>--</td>
</tr>
</tbody>
</table>

Table 2.1 Average weekday route ridership with Fall 2019 as baseline comparison (MetroTransit)
Figure 2.3 Existing Public Transit

Legend

Gold Line
Gold Line Station

Existing Transit Routes Servicing Woodbury

- Local Route 323
- Express Route 353

Other Routes
- Other Express Routes
- Other Local Routes

EXISTING CONDITIONS
RIDERSHED ANALYSIS

Station ridershed analysis combines a walkshed analysis with the proposed Gold Line Station locations to determine which stations users will gravitate towards, depending on where they are walking to or from. This analysis helps to show which station will serve the largest area geographically, and the figure grounds (building footprints) give an idea of what types of destinations these users will be seeking out or originating from. The analysis assumes that riders using the Gold Line BRT will likely be pedestrians who will travel no more than 1/2 mile to or from the station.

The Tamarack Station has a fairly wide ridershed area, which covers the commercial area of Tamarack Hills, Gateway Corporate Center, Medtronic site, and the 500 Bielenberg property, as well as reaches into the residential neighborhoods accessed by Tamarack Road and Landau Drive. A trail connection between Bielenberg Drive and Landau Drive east of the Tamarack Station would enhance connectivity. Some of the Tamarack Station ridershed is shared with the future Helmo Avenue Station on the north side of I-94.

The Woodbury Theatre and 494 Park & Ride Stations have ridersheds that overlap significantly, especially to or from the retail destinations along Woodlane Drive (Lunds & Byerly’s, Kohls, etc.). The residential area west of 494, along Upper Afton Road, is within the half-mile walkshed of the 494 Park & Ride Station. However it is unlikely that a significant number of residents would use the station, due to the barrier posed by crossing the interstate. However, the proposed parking structure at the future 494 Park & Ride Station, will potentially draw commuters to this area to use future transit services.

The ridershed analysis for the Woodbury Theatre Station and the 494 Park & Ride Station also show a significant number of residents south of Valley Creek Road in the Royal Oaks neighborhood who also are within a half mile of the stations. Valley Creek Road poses a barrier. Pedestrians are required to cross up to eight lanes of traffic at both Queens Drive and Woodlane Drive, and seven lanes of traffic at Bielenberg Drive. There are free right turns at all three intersections.
Figure 2.4 Ridershed Analysis
UTILITIES + INFRASTRUCTURE

SANITARY SEWER
» The City’s sanitary sewer system serves properties along Bielenberg Drive and ultimately discharges flows to an existing Metropolitan Council Environmental Services (MCES) trunk gravity sewer located on the southwest corner of 500 Bielenberg Drive.
» The City’s existing sanitary sewer system is in good condition, and has adequate capacity to serve existing land uses.
» Expected impacts of the Gold Line BRT Project will include relocation or adjustment during construction of the BRT and any future expansion of development in the Bielenberg Drive/Hudson Road area.

STORM SEWER AND PONDS
» The study area lies within the Ramsey-Washington Metro Watershed District, and is within the sub-watershed for the Battle Creek Lake that has specific City water quality goals (Battle Creek Lake is listed on the State’s Impaired Water List).
» The existing storm sewer and ponding system has adequate capacity to serve existing conditions.
» Potential future development will need to consider that the existing storm sewer systems may have been designed prior to Atlas 14 rainfall intensity guidelines and other changes in storm water regulations. Areas of redevelopment or increased impervious surfaces may require revision of existing BMPs to satisfy current regulations.

WATER SUPPLY SYSTEM
» The existing water supply system is in fair condition and has adequate capacity to serve existing land uses.
» Expected impacts of the Gold Line BRT Project will include water main relocation along Bielenberg Drive from Nature Path to Hudson Road to accommodate the proposed Gold Line alignment.
» Water main relocation presents the opportunity to up-size the main if necessary to accommodate development and land use changes.
» Water service locations to future development sites should be identified and extended prior to Gold Line improvements to eliminate the need to excavate in roadways for future service connections.
Figure 2.5 Existing Utility Infrastructure
MARKET ANALYSIS SUMMARY

A full market study was conducted as part of the existing conditions analysis. The market study provided a review of the Gold Line corridor and the three station areas in Woodbury, within the context of the broader regional markets. Each station area has been evaluated for potential development / redevelopment, considering the pre-study typologies identified for each station (Tamarack Station = employment, Woodbury Theatre and I-494 Park & Ride Stations = commerce), along with market viability and the amount of development that can be supported in each area. The marketability of the following property types has been evaluated for each station area:

- High-density multi-family residential
- Hotel
- Office
- Retail
- Light Industrial

ANTICIPATED NEAR-TERM DEVELOPMENT

Washington County Service Center and parking Structure - The 494 Park & Ride Station area will potentially incorporate a new county service center building and parking ramp. At the time of the market analysis study, the facility was planned to span both sides of Woodlane Drive, with a realignment of the roadway. However, recent designs show the road alignment to remain as-is and the service center to be located south of the 494 Park & Ride station.

- Because the new service center and BRT station improvements will occupy most (or all) of the developable land in this area, additional infill development is not expected adjacent to the planned station.

ADDITIONAL LONG-TERM DEVELOPMENT / REDEVELOPMENT POTENTIAL

Woodbury Village Shopping Center - Retailers throughout the metro area and nationally have been economically impacted by COVID-19. The situation adds to struggles many retailers and shopping centers have had due to changes in consumer behavior and online retailing, among other factors. Although the Woodbury Village Shopping Center is presently well-occupied, the 30-year old center is positioned for future redevelopment as the site continues to be supported by both strong vehicle traffic and future transit connections. Future redevelopment could incorporate multi-family and commercial uses, along with entertainment and public amenity spaces.

Woodlane Drive Redevelopment Potential - There is long-term potential for redevelopment of older commercial properties located to the south of the station on the west side of Woodlane Drive. Redevelopment here is likely to be commercial in nature, given the site sizes, depth, surrounding land use environment and proximity to I-494.
In coordination with the Woodbury Bicycle and Pedestrian Plan, an online community survey was provided to the public, with the intention of understanding more about how people currently use multi-modal transportation options (biking, walking, driving, public transportation), how people use the Gold Line Station area today, and how they envision using the area after the Gold Line BRT is constructed.

The community survey was launched in May of 2020, and was held open throughout the rest of the year. A majority of responses were gathered over the summer of 2020. In total, 407 people responded to the survey.

The following pages highlight some of the biggest take-aways from community input gathered, which was used to influence the direction of both the Gold Line Station Area Master Plan and the Woodbury Bicycle and Pedestrian Plan.
SURVEY RESULTS: CONCERNS

Question: What are some concerns you have about this area in the future?

SAFETY + CRIME
» Increased speeds and volumes of traffic
» Drivers in the suburbs and Woodbury don’t pay attention to bicyclists
» Lack of lighting
» People will take transit from urban areas with the intent committing crime in Woodbury
» Black, Indigenous, and People of Color will be more visible to the white population of Woodbury and will be vulnerable to harassment by the police
» People loitering near stations; increased visibility of homelessness
» Added bus services will cause crime to increase in Woodbury

OPERATIONS OF THE GOLD LINE
» Concern that home values will be lowered
» People in Woodbury already have cars, so buses aren’t needed
» Need for more paths and roads in Woodbury
» Not that many people live within walking distance of the stations, so they will only generate more vehicle traffic
» Concern that the project will be underdeveloped and fail to provide a good transportation option
» Concern that the Gold Line doesn’t reach far enough into Woodbury to capture ridership
» Concern that the Gold Line is redundant to the current Express Bus Routes, Park and Ride network
» Would rather see more transit options within other parts of Woodbury
» Overall concern with cost of the Gold Line

LAND USE + DESTINATIONS
» Lack of opportunities for small businesses in the area
» Lack of destinations in the area; mattress stores and chain fast food are not reasons to take transit here
» Workers coming into Woodbury need a better way to get to jobs
» Concern that retail will not return post-COVID

SURVEY RESULTS: FUTURE AMENITIES

Question: What types of amenities would you like to see in the Station Area that will make walking, biking, or taking transit a more viable choice for you? (Choose all that apply)

- Add outdoor spaces, such as parks, plazas, and common areas (45%)
- Increase safety measures at crossings (signals, markings) (41%)
- Install wider paths (sidewalks or trails) (40%)
- Add more places to park and lock a bicycle (38%)
- Install more shade trees (29%)
- Slow vehicle traffic (25%)
- Grade-separated crossings or other upgrades at crossings (25%)
- Add wi-fi hotspots (24%)
- Add more shelters or screening from vehicles (23%)
- Install more places to sit (22%)
- Other (20%)
- Add bicycle lockers (19%)
- Add more landscaped areas (19%)
- Add signs or wayfinding to navigate (18%)
- Shorten distances between destinations (18%)
- Add public art (18%)
- Add bicycle fix-it stations (16%)
- Add electric outlets or USB charging stations (15%)
- Add vehicle drop-off and pick-up zones (15%)

Other identified amenities include:
» Increased police presence
» Crosswalk buttons for bicyclists
» Trash and recycling receptacles
» Restrooms
» Dedicated bicycle trail along BRT route
» Transit connections to other areas in Woodbury
**SURVEY RESULTS: BARRIERS WITHIN THE STATION AREA**

**Question:** What are some reasons you may not feel comfortable walking or biking throughout the Station Area, once you’ve arrived? (Choose all that apply)

<table>
<thead>
<tr>
<th>Reason</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>I don’t have any reason to walk or bike between destinations</td>
<td>39%</td>
</tr>
<tr>
<td>My destinations are too far apart</td>
<td>32%</td>
</tr>
<tr>
<td>There’s no clear path between my destinations</td>
<td>27%</td>
</tr>
<tr>
<td>There’s no place to store my bike safely</td>
<td>27%</td>
</tr>
<tr>
<td>Snow and ice prohibit me from using trails or sidewalks</td>
<td>26%</td>
</tr>
<tr>
<td>I’m concerned about my personal safety</td>
<td>17%</td>
</tr>
<tr>
<td>There’s not enough lighting</td>
<td>12%</td>
</tr>
<tr>
<td>I don’t feel safe walking through parking lots</td>
<td>12%</td>
</tr>
<tr>
<td>There’s not enough shade</td>
<td>8%</td>
</tr>
<tr>
<td>There’s not enough seating or places to rest</td>
<td>7%</td>
</tr>
<tr>
<td>I have a disability that makes it difficult for me to walk or bike comfortably</td>
<td>2%</td>
</tr>
<tr>
<td>Other</td>
<td>12%</td>
</tr>
</tbody>
</table>

**Other identified barriers include:**
- Storing and carrying groceries/shopping bags makes biking and walking difficult
- Discomfort biking around so many vehicles and congestion
- Don’t consider walking or biking for purposes beyond recreation

**SURVEY RESULTS: IDEAS**

**Question:** What are some ideas you have about this area in the future?

**URBAN DESIGN/STREETSCAPE/AMENITIES**
- Make parking areas smaller
- Scale down buildings in pedestrian areas, give it more of a ‘main street’ design
- Wayfinding to city destinations
- Separate vehicles from bikes
- Public Art
- Nature-based
- Local artists
- Attractive seating
- Attractive bike parking
- Attractive lighting throughout area
- Water fountain/bottle refill station

**LAND USE**
- Provide more night/entertainment destinations
- Restaurants (local/small/not chain)
- Greenspace with shaded areas
- Parklets
- Coffee shop/small restaurants
- Bars/cafés
- Ice cream shop
- Outdoor seating
- Library branch

**TRANSIT**
- Transit connection from other areas of Woodbury to the Gold Line area
- Shuttle/circulator routes throughout Woodbury
- Better bike/ped connections from other areas of Woodbury
- Sidewalk on north side of Tamarack
- Bike share / scooter share
- Dedicated bike lanes or trails in commercial area

**SAFETY**
- Police sub-station at Gold Line platforms
- Install cameras, panic buttons at stations
SOCIAL PINPOINT RESULTS

Along with the online community survey, a Social Pinpoint map was launched and shared throughout the Woodbury community. This online tool allowed visitors to the website to view a map of the area, provide comments specific to locations on the map, and ‘like’ or ‘dislike’ comments posted by previous participants.

In 2019, Washington County used Social Pinpoint to gather feedback for the MOVE Washington County Bicycle and Pedestrian Plan. During that process, many comments were received that were pertinent to the Gold Line Station Area. These comments were combined with comments gathered for the Gold Line Station Area Master Plan and the Woodbury Bicycle and Pedestrian Plan to provide a fuller snapshot of the ideas and concerns that people have about this area.

The map to the right is keyed to the common themes listed below as a summary of what was shared through Social Pinpoint.

Over the course of the project, 630 unique visitors participated in the Social Pinpoint site, and a total of 71 comments were posted in the Gold Line Station Area.

COMMON THEMES HEARD THROUGH SOCIAL PINPOINT:

1. Desired connection from Station Areas to Battle Creek Park
2. Screening / safety concerns raised by nearby residents at future station
3. Pedestrian safety concerns along Tamarack Road
   Suggestion for trail/sidewalk on north side
4. Suggestion to lower speed limits along Bielenberg Drive
5. Pedestrian safety concerns at Guider/Bielenberg Drive
6. Trail needed along Woodlane Drive
7. More bike racks needed throughout commercial area
8. Bike Commuter Route along Valley Creek Road
9. Pedestrian safety concerns at intersections along Valley Creek Road

71 comments provided in Gold Line Station Area
Figure 3.1 Social Pinpoint Map Diagram Summary
STAKEHOLDER FEEDBACK SESSIONS

In the late summer and fall of 2020, twelve virtual feedback sessions were hosted to gather feedback from specific stakeholder groups. Each session involved a short presentation by City staff and the project team and then a series of open-ended questions intended to spur discussion. The diagrams below and on page 3-7 outline a summary of information that was gathered through these sessions.

HOW DO YOU ENVISION FUTURE RIDERSHIP/USE OF AREA WITH THE GOLD LINE BRT?

- Anticipated increased use of area and transit by seniors, people with disabilities, hourly employees at retail and commercial locations
- Future transit connections to other locations in Woodbury (circulator or shuttle routes)
- Larger office tenants/employers (in the area and along the Gold Line Route) don’t anticipate increased use of transit or visits to station areas with Gold Line completion

WHAT POTENTIAL SUPPORTIVE USES COULD IMPROVE THIS AREA?

- Continued presence of functional retail and commercial destinations such as grocery stores, pharmacies, medical and fitness centers
- Small, local fast-casual restaurants
- Infill development at Woodbury Village
- Pick-up and drop-off locations for ride share options
- Multi-family housing, affordable housing, and Senior housing
STAKEHOLDER FEEDBACK GROUPS
Stakeholder feedback sessions involved people from the following:

» Large property owners and representatives
» Transit and TOD advocates
» City of Woodbury Parks and Recreation staff
» Multi-family housing advocates
» Large nearby employers (3M, EcoLab, Target, etc.)
» St. Paul Chamber of Commerce representatives
» Tenants of Tamarack and Woodbury Village
» Residents of nearby single-family neighborhoods
» Multi-modal and disability rights advocates

WHAT AMENITIES WOULD YOU LIKE TO SEE IN THIS AREA?

- Continuous, accessible trails and sidewalks throughout the area
- Pedestrian lighting
- Bike share and bike storage options
- Focus on pedestrian crossing improvements at intersections
- Visibility/sight lines at stations
- Multi-functional parking areas and common event spaces
By combining analysis of existing conditions, market studies, and input gathered through community engagement efforts, the following issues and opportunities have been identified for the Gold Line Station Area (listed below and diagramed in Figure 3-2):

**DEVELOPMENT OPPORTUNITIES**

» Development/Redevelopment Sites Identified (see Figure 3.2)

» Development and redevelopment sites align with the City’s 2040 Comprehensive Plan Vision and Goals

» Corridor and public realm improvements along Bielenberg and Guider Drive to promote a sense of place and identify, as well as align with Woodbury's Roadway Corridor Design Principles

**TRANSIT RIDERSHED OPPORTUNITIES**

» Opportunity to cater specific development or redevelopment opportunities to riders heading to or from each station

» Existing walking and biking facilities, shortest paths and barrier crossings identify future opportunities

» Areas with overlapping ridersheds have a potential for higher pedestrian traffic

**WAYFINDING/INTERSECTION OPPORTUNITIES**

» High visibility crosswalk markings

» Pedestrian/trail crossing signage

» Curb extensions (bump-outs) to shorten crossing distances

» Widened curb ramps

» Pedestrian signals

» Signal timing adjustments

» Consistent wayfinding throughout the area

**BIKING AND WALKING ISSUES**

» Winter maintenance (snow and ice removal at transit shelters and trails)

» Commercial/employment development is not pedestrian oriented or built at a ‘human scale’ today

- Large parking lots pose a barrier or challenge for connecting across large sites

- Commercial development in the area is designed with limited pedestrian connection today

» Potential trail safety/comfort at night on trails that aren’t parallel to roadways

» For trails located along major roadways:

- Full sun exposure during the summer on trails without tree canopy

- Exposure to vehicular traffic/emissions

- Little variation in scenery

» Some neighborhoods are not connected directly to the station areas (there are a few instances where people need to travel the opposite direction first to reach their destination)

» Crossing of major roadways is a barrier due to high volume of traffic:

- Valley Creek Road

- Tamarack Road

- Bielenberg Drive

» Natural features such as steep slopes and large wetland complexes may limit the directness of trails
Figure 3.2 Issues and Opportunities

- Limited Connectivity and Walkability in Commercial Area
- Large Building Mass Restricting Movement
- Valley Creek Road a Barrier for Southern Areas
- Ped/Bike Bridge to Expand Ridershed
- Viable Access to Area Only with Ped/Bike Bridge
- Site Under Development
- Site Under Development
- Potential Redevelopment Site
- Potential Redevelopment Site
- Potential Redevelopment Site
- Potential Redevelopment Site
- Potential Redevelopment Site
This page is intentionally left blank
Potential development sites were identified through the planning process. These sites demonstrate an opportunity in the near and mid-term to develop alongside the future Gold Line BRT route, either due to imminent changes spurred by existing property owners or due to possible market scenarios as understood through the market analysis. This chapter explores these possible scenarios. The City does not require any site to develop or redevelop. Rather, these concepts and standards are intended to serve as guidance for development and enhance connectivity.

Further details related to future bicycle, pedestrian, and transit connections can be found in the Woodbury Bicycle and Pedestrian Plan, (currently in draft format, with anticipated final approval in 2022):

» Ch 3: Future Network Plan provides detailed guidance for roadway and facility design throughout the City.

Today, the HOM Furniture site is a 5.2 acre property with a large commercial / retail showroom building (approximately 40,000 SF footprint) with a surface parking lot (around 240 stalls) and a loading dock area.

The construction of the Gold Line BRT Guideway will include the addition of a bridge over I-94 with connection to the Helmo Station in Oakdale. The bridge construction will result in approximately 20% reduction in land area for the site, along with loss of some of the existing parking.

**DESIGN GUIDELINES**

» Maintain Places to Shop land use designation. Guide end users in this area to office/showroom or other similar retail destination with large open floor space needs.

» Recognize the reduction in overall site parking capacity (loss of up to 50 stalls), due to the Gold Line Project, will influence the overall development intensity on the site and end user potential.

» Reconfigure parking on the western end of the property to accommodate necessary stormwater treatment for the reuse of the HOM Furniture site.

» Provide pedestrian connections along the north side of Hudson Road to the front door of the proposed reuse, to the new trail network along Bielenberg Drive, and to the new bridge over I-94.
Figure 4.2 HOM Furniture Site Proposed Land Use Plan

Large showroom building on existing site
2 TAMARACK STATION SITES

The properties on both the east and west sides of Bielenberg Drive, adjacent to the future Tamarack Station for the Gold Line BRT, have been identified as future development sites due to proximity to the station and future corridor improvements. Both sites have additional development potential.

The site to the west of Bielenberg Drive is part of the 55-acre 500 Bielenberg Property, currently home to a multi-tenant office building. An area of approximately 15 acres on the south end has been identified for future development to support the Gold Line Station Area. This property has some significant elevation changes and will be connected to a future trail along Bielenberg Drive. The proposed land use plan for this site only includes the change of the approximate 15 acres on the southern end of the property to mixed-use.

The site to the east of Bielenberg Drive is part of the 20-acre Medtronic Property, of which approximately half is currently used for data center/office. An area of approximately 10.4 acres is currently undeveloped and also has some elevation change in relation to surroundings. A future trail connection is planned along Bielenberg Drive. A potential trail connection to Landau Drive has also been contemplated in the City’s Comprehensive Plan; this connection will be evaluated as development within this site occurs. Unless the property owner is interested in development, this connection may not be feasible for decades without significant property acquisition by the City of Woodbury.

The proposed land use plan for this site includes changing the southern 10.4 acres of the site to 4.2 acres of High Density Residential along Bielenberg Drive and 6.2 acres to Medium Density Residential (adjacent to existing Medium and Low Density Residential Land Uses).

DESIGN GUIDELINES (EAST AND WEST TAMARACK SITES)

» Create a strong orientation from the building entry to the station area plazas. Plaza spaces should link the trails along Bielenberg Drive, provide a visual cue or link to the immediate station area platform, provide places to sit, areas of shade, and extensive landscaping building off of the themes and materiality established by the Gold Line Station aesthetic.

» Utilize dark-sky friendly site lighting for parking areas and local access drives.
Figure 4.4 Tamarack Sites Proposed Land Use Plan

- Proposed Parcel Lines
- Redevelopment Area
- 750’ from I-494
- Existing Trail
- Future Trail (Conceptual)
- Planned Signalized Intersection
- Gold Line Station Platform

**LAND USES**
- Places to Work
- High Density Residential
- Medium Density Residential
- Gateway
- Urban Reserve
- Low Density Residential
- Open Space (Public/Private)
- Mixed Use

Example of integrated seating on pedestrian walkway
Example of small public plaza space with seating
2. TAMARACK WEST SITE (500 BIELENBERG PROPERTY)

The 500 Bielenberg Property shows potential for future light industrial and employment uses, along with high density residential along Bielenberg Drive. In order to accommodate this, approximately 15 acres are proposed to be guided for Mixed Use designation, which will provide flexibility.

DESIGN GUIDELINES (WEST SITE - 500 BIELENBERG PROPERTY)

» Develop high density residential adjacent to the station platform area.
» Mixed Use development for the Tamarack West site should consist of a ratio of 60% Places to Work and 40% Residential.
» Provide primary access to high density residential use from the north with new access drive/street connecting up to the new signal north of the station. Explore additional access to below grade parking from the existing access drive for the Tamarack Hills development.
» Orient residential building toward Bielenberg Drive and southern access drive, with surface parking located behind the building (northwest portion of the residential area).
» Allow for an additional setback from the natural gas pipeline easement and the proposed buildings to allow for trees and landscaping to soften the edge of this relationship.
» Maintain the Places to Work land use guidance for the remainder of the 500 Bielenberg Property.
» Provide a focus of light industrial/flex uses on the western portion of the Places to Work land use, with multi-family or office uses fronting on Bielenberg Drive.
» Access for employment uses will occur at new signalized intersection at the existing southern access point for the 500 Bielenberg property. Options for redevelopment should consider the existing surface parking lots and determine if a reduction in or reconfiguration of existing parking should be considered.
» Internalize loading docks so they are out of view from Interstate 494 and Bielenberg Drive.
» Provide an interconnected network of pedestrian walkways that link front doors of residential and employment uses with Bielenberg Drive, the proposed trail network, and the station platforms.
» Utilize natural topography to site stormwater treatment features.
» Seek to preserve natural vegetation on the perimeter of the site and on areas of steeper topography.
» Housing shall be required to maintain a minimum setback of 750 feet from Interstate I-494.
Figure 4.5 Tamarack West Site (500 Bielenberg) Land Use Plan

**KEY**
- Existing Parcel Lines
- Proposed Parcel Lines
- 750’ from I-494
- Existing Trail
- Future Trail (Conceptual)
- Planned Signalized Intersection
- Gold Line Station Platform

**LAND USES**
- Places to Work
- High Density Residential
- Medium Density Residential
- Gateway
- Urban Reserve
- Low Density Residential
- Open Space (Public/Private)
- Mixed Use
**TAMARACK EAST SITE (MEDTRONIC PROPERTY)**

The Medtronic Property shows potential for higher density residential along Bielenberg Drive (close to the new Gold Line Station), with stepped back density to townhomes or rowhouses towards the east side of the site. An approximately 150 foot landscape buffer (using the existing tree line) along the east property edge has been included in the site plan found in the Appendix.

A new trail connection could provide more direct access from the development area and existing neighborhood to the Tamarack Station. The final design and trail alignment will be evaluated at the time of a development application. There is an opportunity to integrate stormwater management with a public plaza area at the southwest corner of the site. This landscape feature can be designed in collaboration with an outdoor amenity (patio area) adjacent to the multi-family residential complex. Underground parking for this structure will reduce the amount of surface parking needed and also provide an amenity to future residents.

**DESIGN GUIDELINES (EAST SITE - MEDTRONIC PROPERTY)**

- Develop high density residential adjacent to the station platform area and extending along Bielenberg Drive — roughly a 4.2 acre site.
- Evaluate the opportunity to use density transfers to move higher density projects closer to Bielenberg Drive and consolidate the building footprint into one or two larger buildings, while maintaining a natural area adjacent to the existing residential properties.
- Priority shall be placed on maintaining a minimum setback of 150 feet to existing adjacent residential property lines to the south and east. This buffer area shall feature preservation of existing tree canopy and additional screening to separate uses.
- Provide primary access to high density residential use from the north with new access drive/street connecting up to the new signal north of the station (at the existing access to the Medtronic data center and 500 Bielenberg property).
- Develop medium density residential uses on the eastern portion of the parcel.
- Orient high density residential buildings toward Bielenberg Drive and the northern access drive.
- Create an area for stormwater treatment in the southwestern portion of the parcel to accommodate the bulk of stormwater treatment on the site.
- Utilize underground stormwater treatment measures to control stormwater for the remaining portions of the development to ensure strong pedestrian connections and similar character/form of development on the west side of Bielenberg Drive.
- Provide an enhanced landscape buffer along trail corridors to provide screening for the existing single-family residential neighborhood.
- Preserve the existing vegetation, especially along the east edge of the site, in an effort to maintain a contiguous stand of mature trees.
- Provide additional screening, landscaping, berms and fencing along north side of access drive between new development and existing Medtronic facility.
Figure 4.6 Tamarack East Site (Medtronic Property) Land Use Plan

KEY

- Existing Parcel Lines
- Proposed Parcel Lines
- 750' from I-494
- Existing Trail
- Future Trail (Conceptual)
- Planned Signalized Intersection
- Gold Line Station Platform

LAND USES

- Places to Work
- High Density Residential
- Medium Density Residential
- Gateway
- Urban Reserve
- Low Density Residential
- Open Space (Public/Private)
- Mixed Use
494 PARK & RIDE SITE

The 494 Park and Ride Site is the future location for the terminal station for the Gold Line BRT with public parking facilities for use as a park and ride. Future uses for this part of this 8.8 acre parcel include development of a parking structure and potential use as a Washington County service center for civic purposes. Direct ramp access to I-494 for future transit services is also planned for this site (future phase).

The 3.1 acre portion of the property immediately to the south of Woodlane Drive has also been identified for future development. Currently, this site is undeveloped, but there is potential for future government, office, medical or hospitality uses to support the adjacent residential and commercial uses to the south and east. The current land use (Places to Shop) supports these guided uses.

A future trail or sidewalk connection is planned along the west side of Woodlane Drive, connecting transit users, residents, visitors, and employees to the transit station and destinations within the area.

DESIGN GUIDELINES (494 PARK & RIDE SITE)

» Provide approximately 5.7-acres on the north side of the site for future park and ride structured parking facility with future direct ramp access to I-494 for future express bus service to downtown St. Paul.

» Utilize the approximately 3.1 acres south of Woodlane Drive for service, office, or hospitality use.

» Develop a multi-use trail along the west side of Woodlane Drive from the station area to Valley Creek Road.

» Provide pedestrian crossings on Woodlane Drive to the Woodbury Village commercial area.

» Adhere to City ordinances regarding performance standards for parking structures, architecture, height, and site design.
Figure 4.7  494 Park & Ride Site Proposed Land Use Plan

- **KEY**
  - Dotted Line: Existing Parcel Lines
  - Solid Line: Proposed Parcel Lines
  - Dash-dot-dot Line: 750’ from I-494
  - Solid Red Line: Existing Trail
  - Dash-dot-dot Line: Future Trail
  - White Circle: Planned Signalized Intersection
  - Yellow Diamond: Gold Line Station Platform

- **LAND USES**
  - Dark Purple: Public / Semi-Public
  - Light Coral: High Density Residential
  - Light Green: Open Space (Public/Private)
  - Maroon: Places to Shop

- **Areas**
  - 5.7 acres
  - 3.1 acres

- **Distance**
  - 0’ to 500’
4 THEATRE SITE (CONCEPT 1)

The Woodbury Theatre could be the site of potential redevelopment, due to the parcel being currently owned by Metro Transit. A land use concept has been created as part of this Master Plan to understand how the current building footprint and parking strategy can contribute to the adjacent Woodbury Theatre Gold Line Station. The theater will continue to be a permitted use on this property, as it is considered complementary to the nearby shopping center and to transit.

A future trail connection from Guider Drive to the stair connection behind the Woodbury Village commercial area (south of the redevelopment site) can provide an opportunity for a future linear park space with amenities tied into the stormwater treatment feature. There is also potential for green infrastructure to be integrated into an enhanced parking lot landscape, if the park and ride service here could shift to the 494 Park & Ride Station lot. Finally, enhanced landscaping and plaza or hardscape design can connect the rear of the building to Guider Drive and the new BRT station.

In this concept, the existing land use of Places to Shop would remain.

DESIGN GUIDELINES

» Provide enhanced corridor landscape at the station in coordination with Corridor Landscape Design along Guider Drive.

» Trail connection along northwest perimeter of property connecting commercial area from the south to Guider Drive and to the Gold Line Station.

» Create a pedestrian connection from Guider Drive to the commercial district along the western boundary of the property, anticipating a potential future connection to the front doors of businesses in the Woodbury Village commercial area.

» Enhanced landscaping throughout parking lot.
Figure 4.8 Theatre Site Concept 1 Proposed Land Use Plan

KEY

- Existing Parcel Lines
- Proposed Parcel Lines
- 750' from I-494
- Existing Trail
- Future Trail
- Planned Signalized Intersection
- Gold Line Station Platform

LAND USES

- Public / Semi-Public
- High Density Residential
- Open Space (Public/Private)
- Places to Shop

9.2 ac
Places to Shop (Existing Land Use)
THEATRE SITE (CONCEPT 2)

Concept 2 for the Theatre Site proposes high density residential development throughout the site, with vehicle access from Queens Drive, underground parking designed within the buildings, and a central plaza space that would potentially connect to a small pocket park space in the northwest corner of the site. A linear park edge would connect the redevelopment area to the new BRT station. A trail connection from Guider Drive would connect pedestrians to the commercial area to the south. This concept would require a change in land use to High Density Residential.

DESIGN GUIDELINES (THEATRE SITE CONCEPT 2)

» Provide a 0.9-acre park / tot lot amenity adjacent to the existing stormwater pond on the western edge of the parcel.
» Develop the remaining portion of the property with high density residential uses.
» Organize building placement to front on Guider Drive, Queens Drive, and the new public park space.
» Provide the primary access for the proposed development off of Queens Drive and create an internal street/ drive loop for circulation back out to Queens Drive.
» Provide on-street parking, boulevard trees, sidewalks along an internal drive loop to create an urban street experience for the development area.
» Provide structured or underground parking for all proposed development.
» Create a pedestrian connection from Guider Drive to the commercial district along the western boundary of the property, anticipating a potential future connection to the front doors of businesses in the Woodbury Village commercial area.
» Expand existing stormwater treatment pond west of the study area to accommodate any stormwater demand from the proposed redevelopment.
» Develop a linear park extending from the station platform, along Guider Drive to an expanded park space adjacent to the stormwater pond. Provide a mix of program areas for the park including playgrounds, open play lawns, plazas and other features.
» Provide enhanced screening of the commercial district to the south.
Figure 4.9 Theatre Site Concept 2 Proposed Land Use Plan

KEY

- - - - Existing Parcel Lines

- - Proposed Parcel Lines

- - 750’ from I-494

- - Existing Trail

- - Future Trail

+ Planned Signalized Intersection

| Gold Line Station Platform |

LAND USES

- Public / Semi-Public

- High Density Residential

- Open Space (Public/Private)

- Places to Shop

9.2 ac
High Density Residential

0’ 500’
**WELLS FARGO SITE**

The current site of a Wells Fargo bank branch has been identified for future redevelopment potential. The 5.2 acre site is south of the Gold Line Corridor, but lies within the half-mile station area of the Woodbury Theatre Station. Currently, the bank building is located in the south portion of the property. Potential redevelopment opportunities include the construction of a larger building to support future retail. A smaller commercial stand-alone building along the north side of the site could share parking. New pedestrian connections from Bielenberg Drive and Valley Creek Road from the existing pedestrian trail should inform the orientation of entry doors and exterior public spaces.

The land use for this site is proposed to be changed from Places to Work to Places to Shop. This has been considered here due to restrictive covenants within the existing shopping center, as well as to support amenities within the ridershed of the transit service area.

**DESIGN GUIDELINES**

» Transition land use from Places to Work to Places to Shop.

» Redevelop the property with a larger building footprint located to the south of the site with a surface parking field to the north. Explore the possibility of an additional development parcel on the north portion of the site along Currell Boulevard.

» Orient the building entrance to the north and loading dock area to the south, utilizing the grade change and additional landscaping to screen loading operations.

» Enhance pedestrian connections and intersection crossings near the site, including:
  - Intersection crosswalk markings at Bielenberg Drive and Currell Boulevard.
  - Addition of sidewalk along Currell Boulevard that connects through the parking lot to the primary building entrance.
  - Wayfinding signage that provides map information and distances to nearby destinations.
Figure 4.10 Wells Fargo Site Potential Land Use Plan

KEY
- Existing Parcel Lines
- Proposed Parcel Lines
- 750' from I-494
- Existing Trail
- Future Trail
- Signalized Intersection

LAND USES
- Public / Semi-Public
- High Density Residential
- Open Space (Public/Private)
- Places to Shop
- Places to Work
- Low Density Residential

View of Wells Fargo Site from Bielenberg Drive
CORRIDOR LANDSCAPE DESIGN

With feedback gathered through community engagement, and in coordination with the Gold Line Project Office, a corridor landscape design was prepared during the Master Plan process. The corridor design builds off of the Roadway Corridor Design Principles, as defined by the City of Woodbury, and is intended to provide a corridor experience for transit users, pedestrians, bicyclists, and drivers throughout the Station Area that is consistent and demonstrates community identity through design.

The corridor design improvements will be constructed in coordination with the Gold Line BRT construction, with an anticipated opening date of 2025.

In response to variation in roadway and site conditions, the Corridor Design was split into three (3) segment areas that include complementary landscape planting and surface design for trails and boulevard areas connecting to the future Gold Line Stations.

The following pages outline the design considerations for each of these three areas, as well as plant palette, and recommendations for screening and edge treatments.
Figure 4.11 Corridor Design Key Map
Bielenberg Drive serves as a gateway from surrounding areas into Woodbury, and also has the most future development potential for residential and commercial uses. The Corridor Landscape Design is focused on creating a consistent and well-lit corridor along Bielenberg Drive with plant beds along the boulevard at intervals that complement the median design. This stretch of Bielenberg Drive will have a number of medians on either side of the dedicated center BRT guideway. The medians will have a combination of linear planted beds, decorative concrete paving, and pedestrian lights. The median and boulevard landscape design is intended to decrease the scale of the roadway to feel more amenable to pedestrians and bicyclists.

**DESIGN GUIDELINES (LANDSCAPE CORRIDOR DESIGN)**

» Connect existing and future trail network to Gold Line stations, nearby destinations, and to existing sidewalk network throughout neighborhoods.

» Create distinctive corridors through landscape elements, demonstrating coordination and consistency with the landscape elements at the Gold Line Stations.

» Provide high-quality, vibrant, and durable landscape elements throughout the corridors that complement the design and materials at the Gold Line stations.

» Provide landscape elements that are durable and do not pose maintenance challenges.

» Provide landscape elements that do not interfere with existing utilities, wetland areas, or other site-related components.
Plant Groups A, B, C
Sand colored concrete alternating with exposed aggregate concrete (Scoring pattern similar to station design)

Ornamental Trees, 10’ o.c.

Low-mow turf 8’ min. boulevard

10’ Bituminous Trail

LED Ped Light (120’ on center)

BRT Guideway

Figure 4.12 Bielenberg Drive Corridor Landscape Design Plan

Figure 4.13 Bielenberg Drive Corridor Landscape Design Section

Figure 4.14 Bielenberg Drive Corridor Landscape Design Rendering
**BIELENBERG DRIVE (WETLAND AREA)**

The Bielenberg Drive corridor north of Guider Drive and south of Nature Path is adjacent to a wetland area to the east and west (Tamarack Nature Preserve). Through this stretch, the Gold Line buses will travel in the regular lanes of traffic, and there are no medians. The existing trail along the east side of the roadway will remain and no trail is planned along the west side in this section to avoid conflict with a natural gas line easement and adjacent wetland areas. Because of these site conditions, the corridor landscape design is simplified. Downward projecting bollard lighting is preferred for trail illumination along this stretch. Based on ridershed analysis, this segment will likely be the least used by pedestrians and bicyclists.
GUIDER DRIVE

The Guider Drive corridor will connect pedestrians and bicyclists to a variety of nearby commercial, transit, residential, and employment destinations. A trail is planned for both sides of the roadway, and the corridor landscape design is intended to reduce the scale of the roadway to provide a shaded and accessible connection for pedestrians throughout the area.

Figure 4.17  Guider Drive (near Woodbury Theatre Station)
CORRIDOR DESIGN PLANT PALETTE

A plant palette for the median and boulevard plant areas was created through coordination between the design team, city staff, and the Gold Line Project Office team. The species were chosen for hardiness in harsh roadway conditions, as well as for pollinator habitat value and color/blooms throughout the year. This palette is intended to also serve as guidance for future plaza or park areas as redevelopment sites are further realized.

GROUP A: UPRIGHT

KARL FORESTER GRASS
Calamagrostis x acutiflora

HEAVY METAL BLUE SWITCH GRASS
Panicum virgatum ‘Heavy Metal’

SHENENDOAH SWITCHGRASS
Panicum virgatum ‘Shenandoah’

INDIAN GRASS
Sorgastrum nutans

LITTLE BLUESTEM
‘Schizachyrium scoparium’

BLUE GRAMMA
Bouteloua gracilis ‘Blonde Ambition’

ARCTIC FIRE DOGWOOD
Cornus sericea ‘Farrow’

PRAIRIE DROPSEED
Sporobolus heterolepis

GROUP B: LOW / SPREADING

PRAIRIE DROPSEED
Sporobolus heterolepis

GRO-LO SUMAC
Rhus aromtica ‘Gro-Low’

DWARF BUSH HONEYSUCKLE
Diervilla lonicera

CATMINT (WALKER’S LOW)*

SHOWY CALAMINT
Calamintha nepeta ‘Montrose White’
PLANT GROUP C: FLOWERING

RUSSIAN SAGE
Perovskia atriplicifolia ‘Blue Jean Baby’

DRUMSTICK ALLIUM
Allium spaerocephalon

PURPLE DOME ASTER
Symphotrichum novae-angliae ‘Purple Dome’

KOBOld BLAZING STAR
Llatris spicata ‘Kobold’

‘DEsERT EVE’ YARROW
Achilea millefolium ‘Desert Eve’

SCARLET BEE BALM
Monarda didyma ‘Achall’

BLANKET FLOWER
Gaillardia aristata

OVERSTORY TREES:

GREENSPIRE LINDEN
Tilia cordata ‘Greenspire’

PRAIRIE GOLD ASPEN
Populus tremuloides ‘Prairie Gold’

KENTUCKY COFFEE TREE
Gymnocladus dioicus

ORNAMENTAL TREES:

AUTUMN BRILLIANCE
Amalenchier ‘Autumn Brilliance’

PRAIRIE FIRE
Malus ‘Prairie Fire’

HARVEST GOLD CRABAPPLE
Malus ‘Hargozam’
PUBLIC SPACE DESIGN CONSIDERATIONS

Beyond the Corridor Landscape Design area, which is limited to the City’s right-of-way, a variety of landscape design elements can be considered as future public and private development occurs. Where pedestrians are able to enter a site, there is opportunity to integrate surface treatments, landscape design, seating, lighting elements, and site furnishings to contribute to an inviting and enjoyable experience for residents, employees, and visitors to the area. The precedent imagery presented is intended to provide guidance and inspiration that captures the spirit of the future corridor area as a place with vibrant activity at the street level and multi-use spaces for future gathering and informal events.

DESIGN ELEMENTS TO CONSIDER:
PLAZA AREAS AT THE TAMARACK STATION / BIELENBERG REDEVELOPMENT AREAS

Terracing or raised planters to denote transition from public realm to business/building entry

Low vegetation features at corners or entryways

Contrasting pavement design to denote public space, direction of pedestrian movement

Seating walls integrated into pathways and planters

Pavement/curb design to allow for vehicle access through plaza space for maintenance
DESIGN ELEMENTS TO CONSIDER:
PARK OR COMMONS AT WOODBURY THEATRE STATION AND THEATRE SITE

- Seating, shade, small gathering spaces arranged along a main walkway
- Vegetation along edges, used to direct path and soften edges of perimeter buildings and street

- Space intended as a ‘through’ space, to transition from housing to transit area

- Space set aside as open lawn or a central gathering space
- Primary central feature, such as splash pad/water feature or large fire ring
- Minimal vertical elements, with buildings serving as the ‘backdrop’ to the park space
ROLES / RESPONSIBILITIES

Implementation of the guidelines and planning concepts represented in this Master Plan will require coordinated efforts by many public and private entities. As an adopted plan, this document will serve as a framework for future improvements, development, and redevelopment within the Gold Line station areas.

City Council and the Planning Commission are the key stakeholders to engage with throughout implementation of this plan. Additionally, there are many opportunities for ongoing public participation and targeted stakeholder engagement with nearby residents, employees, business leaders, and transit users.

Washington County, Metro Transit, Minnesota Department of Transportation (MnDOT) and the Metropolitan Council, along with current property owners and developers are also key partners in future implementation of the plan.
ANTICIPATED FUNDING SOURCES

City staff have identified the I-94 Tax Abatement Fund as the funding source for these project costs during development of the proposed 2023-2027 Capital Improvement Plan. The Metropolitan Council and the City are negotiating Joint Powers and Subordinate Funding Agreements to define the cooperative construction terms and identify appropriate cost share for the City-funded infrastructure improvements. City-funded infrastructure improvements, such as the corridor design and other improvements identified in this Master Plan, will be constructed in coordination with the METRO Gold Line Bus Rapid Transit (BRT) project. Improvements along the Bielenberg Drive corridor include: water main replacement, pavement rehabilitation, new multi-use trail and enhanced landscaping and lighting projects.

POLICY DIRECTION

To facilitate the development patterns and transit-oriented design elements identified within this plan, a number of land use, zoning ordinance, and policy modifications are necessary. From a sequencing standpoint, the zoning ordinance work will occur first, which will provide design standards and requirements under which future development applications will be reviewed.

It is anticipated that the development activity outlined within the Gold Line Master Plan area will occur over several years. The intent of this plan is to provide continuity and guidance for the future of the development sites identified within this plan and within the broader station areas.
DENSITY

Woodbury has long seen density bonuses to be a valuable tool as they provide an incentive for the development of affordable housing without requiring a financial commitment from the City. With the addition of residential land uses proposed in this Master Plan, the City wishes to provide density incentives for the creation of affordable housing in areas surrounding the Gold Line stations. Allowing for a mixture of unit types and rents will provide housing options for residents who may be transit-dependent, while also promoting the vibrancy and long-term sustainability of the City's housing market.

The cost of developing affordable housing has a variety of financial barriers including the high price of land acquisition. By allowing higher densities for projects that serve households earning not more than 50 percent of the area median income, the City can help reduce that barrier. The City has long been committed to housing diversity, and a guiding principle of the 2040 Comprehensive Plan is that the City “will encourage the development of a diversity of housing to accommodate people of all ages, income levels and family status”.

As part of this Master Plan, staff is proposing that the 2040 Comprehensive Plan be amended to allow a density bonus of ten additional dwelling units per net developable acre for properties guided as High Density Residential or Mixed Use and located within the Gold Line Master Plan area. These projects could then ultimately provide up to 25 dwelling units per net developable acre, upon the condition that at least 20 percent of the units serve households earning not less than 50 percent of the area median income. All other residential projects shall be required to abide by the 2040 Comprehensive Plan’s guidance for density. Table 5.1 below shows example site sizes and the density bonus calculations.

<table>
<thead>
<tr>
<th>Sites</th>
<th>Acreage</th>
<th>15 units per acre (standard high density)</th>
<th>25 units per acre (with affordable housing density bonus)</th>
<th>Minimum number of affordable units to qualify for density bonus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Example 1</td>
<td>3</td>
<td>45</td>
<td>75</td>
<td>15</td>
</tr>
<tr>
<td>Example 2</td>
<td>5</td>
<td>75</td>
<td>125</td>
<td>25</td>
</tr>
<tr>
<td>Example 3</td>
<td>10</td>
<td>150</td>
<td>250</td>
<td>50</td>
</tr>
</tbody>
</table>

*Table 5.1 Example Density Bonus Calculations*

By tying the density bonus to the provision of affordable units, the City is committed to facilitating the development of affordable housing in the community, and this Plan hopes to see a range of new housing options built in the areas surrounding the Gold Line stations.
A-1: PHASE 1 COMMUNITY ENGAGEMENT SUMMARY

HKGI, JULY 2020
Woodbury Multi-Modal Survey

Q7: With the completion of the Woodbury Gold Line Transit Stations, do you see yourself (select all that apply):

- Taking public transit to or from this area more: 25.66%
- Biking to this area more: 22.16%
- Walking to this area more: 12.24%
- Driving to this area more (i.e., Park & Ride): 27.99%
- I don’t see myself using this area any more than I do today: 58.60%

Total Respondents: 343
Answered: 343
Skipped: 47

Multimodal use of the Station Area

Q9: Once you’ve arrived at the Woodbury Gold Line Station Area, how likely are you to frequent more than one destination or business?

- Often: 13.31%
- Sometimes: 39.35%
- Rarely: 19.23%
- Never: 28.11%

Nearly half of visitors are making more than one stop

Q10: Once you’ve arrived at the Woodbury Gold Line Station Area, how likely are you to walk or bike between businesses?

- Often: 13.31%
- Sometimes: 39.35%
- Rarely: 19.23%
- Never: 28.11%

Nearly half of visitors are walking or biking between businesses

General use of the Station Area

Q8: How many times per month do you anticipate riding the Gold Line BRT?

- 1-5x per month: 35.12%
- 6-10x per month: 3.87%
- 11-15x per month: 2.68%
- 16-20x per month: 5.36%
- Other (most specified ‘none’): 52.98%

Participants are likely anticipating riding the Gold Line for entertainment or errands

Participants anticipate coming to the area more, using a wider variety of modes

390 responses collected as of 7/22
Q11: What are some reasons you may not feel comfortable walking or biking throughout the Station Area, once you've arrived?

- My destinations are too far apart (32.17%)
- There’s no clear path between my destinations (27.39%)
- Snow and ice prohibit me from using trails or sidewalks (26.75%)
- There’s not enough lighting (16.88%)
- I don’t feel safe walking through parking lots (16.88%)
- I have a disability that makes it difficult for me to walk or bike (16.15%)
- There’s not enough seating or places to rest (16.15%)
- There’s not enough shade (15.99%)
- I don’t have any reason to walk (15.10%)
- I don’t feel safe walking through parking lots (15.10%)
- Other (please specify) (20.13%)

Other identified barriers include:
- Storing and carrying groceries/shopping bags makes biking and walking difficult
- Discomfort biking around so many vehicles and congestion
- Don’t consider walking or biking for purposes beyond recreation

Q12: What types of amenities would you like to see in the Station Area that will make walking, biking, or taking transit a more viable choice for you? (choose all that apply)

- Shorten distances between destinations (17.79%)
- Add outdoor spaces, such as parks, plazas, and common areas (44.97%)
- Install wider paths (sidewalks or trails) (39.97%)
- Install more shade trees (28.86%)
- Install more places to sit (22.48%)
- Add more shelters or screening from vehicles (22.48%)
- Add more places to park and lock a bicycle (24.83%)
- Slow vehicle traffic (24.83%)
- Add signs or wayfinding to help me navigate (23.49%)
- Increase safety measures at roadway crossings (crosswalk signals, markings) (44.97%)
- Grade-separated crossings or other upgrades at crossings (24.50%)
- Add vehicle drop-off and pick-up zones (15.10%)
- Add bicycle lockers (13.79%)
- Add bicycle fix-it stations (15.44%)
- Add more landscaped areas (15.44%)
- Add public art (17.45%)
- Add wi-fi hotspots (23.49%)
- Add electric outlets or USB charging stations (15.10%)
- Other (please specify) (20.13%)

Opportunities:
1. Propose future uses that are compatible and complement with each other
2. Cluster buildings together, locate entrances closer together
3. Design outdoor gathering and resting places in the area
4. Provide more pathways, with a focus on width and shade
5. Clear pathways year-round
6. Add bike storage or racks
7. Focus on safety for pedestrians through intersection enhancements, slowing vehicle traffic, and mode separation

Other identified amenities include:
- Increased police presence
- Crosswalk buttons for bicyclists
- Trash and recycling receptacles
- Restrooms
- Dedicated bicycle trail along BRT route
- Transit connections to other areas in Woodbury
**Other Ideas/Concerns**

**Q13 + 14:** What are some concerns and ideas you have about this area in the future?

**Urban Design/Streetscape/Amenities**
- Make parking areas smaller
- Scale down buildings in pedestrian areas, give it more of a ‘main street’ design
- Wayfinding to city destinations
- Separate vehicles from bikes
- Public Art
- Nature-based
- Local artists
- Attractive seating
- Attractive bike parking
- Attractive lighting throughout area
- Water fountain/bottle refill station

**Land Use**
- Provide more night/entertainment destinations
- Restaurants (local/small/not chain)
- Greenspace with shaded areas
- Parklets
- Coffee shop/small restaurants
- Bars/cafes
- Ice cream shop
- Outdoor seating
- Library branch

**Connectivity**
- Transit connection from other areas of Woodbury to the Gold Line area
- Shuttle/circulator routes throughout Woodbury
- Better bike/ped connections from other areas of Woodbury
- Sidewalk on north side of Tamarack
- Attractive bike parking
- Bike share / scooter share
- Dedicated bike lanes or trails in commercial area

**Safety**
- Police sub-station at Gold Line platforms
- Install cameras, panic buttons at stations

**Survey Participant Demographics**

**Q16:** What is your gender?
- Male
- Female
- No answer

**Q17:** What is your age?
- 25 - 34 years old: 9.25% (52)
- 35 - 44 years old: 28.32% (98)
- 45 - 54 years old: 20.03% (97)
- 55 - 64 years old: 18.21% (93)
- 65 - 74 years old: 10.08% (54)
- 75 years or older: 0.87% (5)

**Q18:** What is your race/ethnicity?
- White or Caucasian: 85.97% (281)
- Asian or Asian American: 3.88% (13)
- Native Hawaiian or other Pacific Islander: 0.60% (3)
- American Indian or Alaska Native: 0.60% (3)
- Other: 3.88% (13)

**Q19:** Do you live in Woodbury?
- Yes: 97.13% (319)
- No: 2.87% (10)

**Q20:** Do you own or rent your home?
- I am a homeowner: 64.28% (197)
- I am a renter: 35.72% (105)
Future ridership/use of area with Gold Line?

<table>
<thead>
<tr>
<th>Strategy Area</th>
<th>Potential supportive uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility (public)</td>
<td>BRT filling a need that Metro was previously serving (for extended schedule options for our clients because our riders are not tied to a regular work schedule)</td>
</tr>
<tr>
<td>Transit - pedestrian friendly</td>
<td>Pedestrian infrastructures are a missed opportunity for seniors, people with disabilities, and hourly employees at retail/commercial locations</td>
</tr>
<tr>
<td>Pedestrian-friendly</td>
<td>Anticipated increased use of area and transit by: seniors, people with disabilities, hourly employees at retail/commercial locations</td>
</tr>
</tbody>
</table>

Potential supportive uses?

<table>
<thead>
<tr>
<th>Strategy Area</th>
<th>Potential supportive uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility (public)</td>
<td>BRT filling a need that Metro was previously serving (for extended schedule options for our clients because our riders are not tied to a regular work schedule)</td>
</tr>
<tr>
<td>Transit - pedestrian friendly</td>
<td>Pedestrian infrastructures are a missed opportunity for seniors, people with disabilities, and hourly employees at retail/commercial locations</td>
</tr>
<tr>
<td>Pedestrian-friendly</td>
<td>Anticipated increased use of area and transit by: seniors, people with disabilities, hourly employees at retail/commercial locations</td>
</tr>
</tbody>
</table>

Site Improvements in the Station Areas?

<table>
<thead>
<tr>
<th>Strategy Area</th>
<th>Potential supportive uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility (public)</td>
<td>BRT filling a need that Metro was previously serving (for extended schedule options for our clients because our riders are not tied to a regular work schedule)</td>
</tr>
<tr>
<td>Transit - pedestrian friendly</td>
<td>Pedestrian infrastructures are a missed opportunity for seniors, people with disabilities, and hourly employees at retail/commercial locations</td>
</tr>
<tr>
<td>Pedestrian-friendly</td>
<td>Anticipated increased use of area and transit by: seniors, people with disabilities, hourly employees at retail/commercial locations</td>
</tr>
</tbody>
</table>

Summary of Feedback

Anticipated increased use of area and transit by: seniors, people with disabilities, hourly employees at retail/commercial locations

Future transit connections to other locations in Woodbury (circular or shuttle routes)

Larger office tenants/employers (in the area and along the Gold Line Route) don’t anticipate increased use of transit or visits to station areas with Gold Line completion

Multi-family housing

Affordable housing

Senior housing

Small/local fast-casual restaurants

Infill development at Woodbury Village

Continued daily/functional retail/commercial (grocery, pharmacy, medical, fitness centers)

Pick-up/drop-off locations for rideshare

Continuous, accessible trails and sidewalks throughout

Pedestrian lighting

Bike share/bike storage

Focus on pedestrian crossing improvements at intersections

Visibility/sight lines at stations

Multifunctional parking areas and common/event spaces
Social Pinpoint Feedback Summary

**Gold Line Station Area Planning**

- **Pedestrian safety concerns at intersections along Valley Creek Road**
- **More bike racks needed throughout commercial area**
- **Suggestion to lower speed limits along Bielenberg**
- **Pedestrian safety concerns at Guider Drive/Bielenberg**
- **Suggestion for trail/sidewalk on north side along Tamarack Rd**
- **Pedestrian safety concerns along Tamarack Rd**
- **Screening / safety concerns raised by nearby residents at future station**
- **Trail needed along Woodlane Dr**
- **Bike Commuter Route along Valley Creek Road**
- **Desired connection from Station Areas to Battle Creek Park**

71 comments provided in Gold Line Station Area.
A-2: PHASE 2 COMMUNITY ENGAGEMENT MEMO

CITY OF WOODBURY, JULY 2021
As part of the Gold Line Station Area Master Plan (Gold Line SAP), staff conducted a series of stakeholder (business and residential) engagement meetings. The meetings we conducted as an open house with the presentation of the concept plans generated by HKGi, which can be found attached to this memorandum. Also attending every meeting we had a variety of outside staff including representatives from the Gold Line Project Office (Liz Jones, Lyssa Leitner, & Chris Beckwith), representatives from Washington County (Sara Allen and Don Theisen) and Washington County Commissioners (Stan Karwoski & Lisa Weik). A summary of these meetings is provided below:

**Business Community Engagement**
- June 8th- Virtual Open House via Microsoft Teams with six (6) attendees.
- June 9th- In Person Open House at City Hall with seven (7) attendees.
Notices were mailed to approximately 75 business property owners and 53 emails to property and business owners adjacent to the Gold Line SAP area.

Minimal comments were received during the business community open house and included questions regarding how the master plan would impact businesses on Woodlane (no land use changes proposed), Church contracts with MetroTransit regarding Express Bus Parking (to be determined), and timing of the project. Staff has also met separately with the property owners of 500 Bielenberg, Medtronic, Woodbury 10 Theatre business owner, and the Muir Family- owner of Woodbury Village.

**Residential Stakeholder Engagement**
- June 14th- In Person Open House at City Hall with approximately 30-40 attendees.
- June 17th- Virtual Meeting via Microsoft Teams with 12 attendees.
Notices were mailed to over 1,020 property owners and emailed to an additional 15 residents that staff heard from with the first round of engagement last year. Comments and questions are broken down by the five (5) locations identified with the master plan work.

1. **HOM Furniture Site**
   a. Concerns if the site would become high density housing (not proposed).
   b. Increased pedestrian access to Oakdale is a positive.
2. **Wells Fargo Site**
   a. Questions related to why the land use is changing.
   b. Timing for this project.
3. **Tamarack Station Area**
   a. Concerns over trail connecting Bielenberg Drive to Landau Drive adjacent to the rear property lines of residential properties.
b. Safety concerns regarding bus riders and pedestrians on the trail.
c. Some residents would appreciate a trail connection from Landau to Bielenberg due to trail conditions, lighting and distance to go around and utilize Tamarack Road trail.
d. Lot drainage concerns for existing property owners, how would development make this better or worse.
e. Concerns over high density housing and proximity of taller buildings to existing residential homes.
f. Multiple comments from adjacent property owners requesting the land use stay Places to Work and zoning as B-4, Office Warehouse District.
g. Multiple comments from adjacent residents which identified they would prefer to see no development, two-story warehouse or residential.
h. Comments and concerns over the viability of the Gold Line, especially in light of transit demand drop due to the pandemic.
i. Need for berm and landscaping screening buffer to soften impacts of future development.
j. Well planned, thoughtful development would make the area feel more part of the City.
k. Improvements to Tamarack Road and adjacent trail are needed. Residents would like to see landscaping in the medians in this area as well.

4. 494 Park & Ride
   a. Long term viability of the remnant parcel if only a portion of the land were to be acquired, concerns with selling the “best part”. (Muir Family).
   b. Future trail needed on at least one side of Woodlane Drive.
   c. Questions about the future of Guider Drive and Woodlane Drive intersection. Appreciated the stop is proposed as a three-way traffic.
   d. Washington County Service Center and potential police presence at this location would be a positive.
   e. Appreciated dedicated park & ride (other stations are walk up) to limit vehicle parking near other stations.
   f. Comments that the additional service times could be an asset to Express Bus Riders.

5. Theater Site
   a. Appreciate the concept that shows the theater as a transit supportive use and staying where it is.
   b. Commitment by the City to support continued Express Bus service even with this project.
   c. Need to create strong pedestrian connections for existing and future residents.

In addition to this feedback, we heard concerns about the cost, public safety impacts, usability/ridership post pandemic, connectivity of this line to the rest of the City, possibilities to extend the line further into the community and communication about the project to residents.

Should Council have questions regarding to this determination, please contact Gina Gore, Associate Planner, at 651-714-3531.

Written By: Gina Gore, Associate Planner
Approved Through: Eric Searles, City Planner
              Janelle Schmitz, Community Development Director
A-3: CONCEPTUAL SITE PLANS

The site plans to follow in this appendix item were created to assist in the review and inform the ultimate recommendations identified within Chapter 4. The plans evaluated fit, scale, density, and development yield and were valuable visual resources that were used for technical analysis and public engagement. The following illustrative site plans are not intended to represent final development patterns as further site design is needed to ensure compliance with City Ordinances on setbacks, building heights, stormwater, landscaping, roadways, access points, utilities, and the like. All projects adjacent to residential uses will be required to notify residents within 500 feet and hold a neighborhood meeting. All development applications are required to be presented to Planning Commission and City Council.
Surface parking for the HOM Furniture Site reduced by approximately 20% with new bridge over I-94. Future uses must take into consideration this overall reduction in surface parking.

Sidewalk connection to be provided with new ownership.

<table>
<thead>
<tr>
<th>DEVELOPMENT YIELD SUMMARY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HOM FURNITURE SITE</strong></td>
</tr>
<tr>
<td>A: PLACES TO SHOP</td>
</tr>
</tbody>
</table>
Two layout concepts are shown for the west side of the Tamarack Station (Figures A.3 and A.4). Both concepts have similar development yields but approach the parking, entry, and site canopy cover in different ways. Concept 1 eliminates some of the existing campus parking, while Concept 2 is designed around the existing surface parking. Both concepts integrate stormwater treatment in the southwest corner of the site, as well as utilize the existing entry from Bielenberg Drive.

**DEVELOPMENT YIELD SUMMARY**

<table>
<thead>
<tr>
<th>TAMARACK CONCEPT 1</th>
<th># STORIES</th>
<th>TOTAL SF</th>
<th># UNITS</th>
<th># PARKING SPACES</th>
<th>TARGET PARKING RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>A: LIGHT INDUSTRIAL / TECH FLEX</td>
<td>1 STORY</td>
<td>+/- 50,000 SF</td>
<td>+/- 110 SPACES</td>
<td>2.5 SPACES / 1,000 SF</td>
<td></td>
</tr>
<tr>
<td>B: LIGHT INDUSTRIAL / TECH FLEX</td>
<td>1 STORY</td>
<td>+/- 60,000 SF</td>
<td>+/- 135 SPACES</td>
<td>2.5 SPACES / 1,000 SF</td>
<td></td>
</tr>
<tr>
<td>C: OFFICE / TECH FLEX</td>
<td>2 STORIES</td>
<td>+/- 35,000 SF</td>
<td>+/- 152 SPACES</td>
<td>4 SPACES 1,000 SF</td>
<td></td>
</tr>
<tr>
<td>D: HIGH DENSITY RESIDENTIAL</td>
<td>4 STORIES</td>
<td>+/- 100</td>
<td>+/- 150 SPACES</td>
<td>1.5 SPACES / UNIT</td>
<td></td>
</tr>
<tr>
<td>E: HIGH DENSITY RESIDENTIAL</td>
<td>3 - 4 STORIES</td>
<td>+/- 100</td>
<td>+/- 150 SPACES</td>
<td>1.5 SPACES / UNIT</td>
<td></td>
</tr>
<tr>
<td>F: MEDIUM DENSITY RESIDENTIAL (TOWNHOMES)</td>
<td>2.5 STORIES</td>
<td>+/- 36</td>
<td>+/- 72 SPACES</td>
<td>2 SPACES / UNIT</td>
<td></td>
</tr>
</tbody>
</table>

---

**Figure A.3 Tamarack (West) Concept 1**

**KEY**
- Existing Parcel Lines
- Proposed Parcel Lines
- 750’ from I-494
- Existing Trail
- Future Trail
- Planned Signalized Intersection
- Gold Line Station Platform

---

**CONFIDENTIAL - DRAFT**

**GOLD LINE STATION AREA MASTER PLAN**

**CONCEPTUAL SITE PLANS**

**A-5**
**TAMARACK STATION AREA**

**Concept 2**

14.4 acres

**TA M A R A C K  H I L L S**

**LAND USES**
- Places to Work
- High Density Residential
- Medium Density Residential
- Gateway
- Urban Reserve

**DEVELOPMENT YIELD SUMMARY**

<table>
<thead>
<tr>
<th>TAMARACK CONCEPT 2</th>
<th># STORIES</th>
<th>TOTAL SF</th>
<th># UNITS</th>
<th># PARKING SPACES</th>
<th>TARGET PARKING RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>A: OFFICE / TECH FLEX</td>
<td>3 STORIES</td>
<td>60,000 SF</td>
<td>+/- 220</td>
<td>SPACES</td>
<td>3.5 SPACES / 1,000 SF</td>
</tr>
<tr>
<td>B: OFFICE / TECH FLEX</td>
<td>3 STORIES</td>
<td>60,000 SF</td>
<td>+/- 206</td>
<td>SPACES</td>
<td>3.5 SPACES / 1,000 SF</td>
</tr>
<tr>
<td>C: OFFICE / TECH FLEX</td>
<td>2 STORIES</td>
<td>+/- 35,000 SF</td>
<td>+/- 152</td>
<td>SPACES</td>
<td>4 SPACES / 1,000 SF</td>
</tr>
<tr>
<td>D: HIGH DENSITY RESIDENTIAL</td>
<td>4 STORIES</td>
<td>+/- 100</td>
<td>+/- 150</td>
<td>SPACES</td>
<td>1.5 SPACES / UNIT</td>
</tr>
<tr>
<td>E: HIGH DENSITY RESIDENTIAL</td>
<td>3 - 4 STORIES</td>
<td>+/- 100</td>
<td>+/- 150</td>
<td>SPACES</td>
<td>1.5 SPACES / UNIT</td>
</tr>
<tr>
<td>F: MEDIUM DENSITY RESIDENTIAL (TOWNHOMES)</td>
<td>2.5 STORIES</td>
<td>+/- 36</td>
<td>+/- 72</td>
<td>SPACES</td>
<td>2 SPACES / UNIT</td>
</tr>
</tbody>
</table>

**KEY**
- Existing Parcel Lines
- Proposed Parcel Lines
- 750’ from I-494
- Existing Trail
- Future Trail
- Planned Signalized Intersection
- Gold Line Station Platform

**Figure A.4 Tamarack (West) Concept 2**
**DEVELOPMENT YIELD SUMMARY (EAST CONCEPT 3: MEDTRONIC)**

<table>
<thead>
<tr>
<th>TAMARACK EAST CONCEPT 3</th>
<th># STORIES</th>
<th>TOTAL SF</th>
<th># UNITS</th>
<th># PARKING SPACES</th>
<th>TARGET PARKING RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>E: HIGH DENSITY RESIDENTIAL</td>
<td>3 - 4 STORIES</td>
<td>+/- 100</td>
<td>+/- 150 SPACES</td>
<td>1.5 SPACES / UNIT</td>
<td></td>
</tr>
<tr>
<td>F: MEDIUM DENSITY RESIDENTIAL (TOWNHOMES)</td>
<td>2.5 STORIES</td>
<td>+/- 36</td>
<td>+/- 72 SPACES</td>
<td>2 SPACES / UNIT</td>
<td></td>
</tr>
</tbody>
</table>

**Figure A.5 Tamarack (East) Concept**
Potential parking structure

Trail connection along Woodlane Drive connecting to commercial area to the south

Government use, office, medical, hospitality

Pedestrian connection to commercial area to the south

Figure A.6 494 Park & Ride Site Concept

DEVELOPMENT YIELD SUMMARY

<table>
<thead>
<tr>
<th>494 PARK &amp; RIDE SITE</th>
<th># STORIES</th>
<th>TOTAL SF</th>
<th># UNITS</th>
<th># PARKING SPACES</th>
<th>TARGET PARKING RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>A: STRUCTURED PARKING</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>B: GOV'T / OFFICE / MEDICAL / HOSPITALITY</td>
<td>2-3 STORIES</td>
<td>30,000 SF</td>
<td>+/- 135 SPACES</td>
<td>4.5 SPACES / 1,000 SF</td>
<td></td>
</tr>
</tbody>
</table>

KEY

- Existing Parcel Lines
- Proposed Parcel Lines
- 750' from I-494
- Existing Trail
- Future Trail
- Planned Signalized Intersection
- Gold Line Station Platform

LAND USES

- Public / Semi-Public
- High Density Residential
- Open Space (Public/Private)
- Places to Shop
Figure A.7 Theatre Site Concept 1

**DEVELOPMENT YIELD SUMMARY**

<table>
<thead>
<tr>
<th>THEATRE SITE CONCEPT 1</th>
<th># STORIES</th>
<th>TOTAL SF</th>
<th># UNITS</th>
<th># PARKING SPACES</th>
<th>TARGET PARKING RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>A: WOODBURY THEATRE (EXISTING)</td>
<td>1</td>
<td>32,000 SF</td>
<td>1</td>
<td>+/- 593 SPACES</td>
<td></td>
</tr>
</tbody>
</table>
Figure A.8 Theatre Site Concept 2

**LAND USES**
- Public / Semi-Public
- High Density Residential
- Open Space (Public/Private)
- Places to Shop
- Places to Work
- Low Density Residential

**DEVELOPMENT YIELD SUMMARY**

<table>
<thead>
<tr>
<th>THEATRE SITE CONCEPT 2</th>
<th># STORIES</th>
<th>TOTAL SF</th>
<th># UNITS</th>
<th># PARKING SPACES</th>
<th>TARGET PARKING RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>A: HIGH DENSITY RESIDENTIAL</td>
<td>4 STORIES</td>
<td>+/- 112</td>
<td>+/- 176 SPACES</td>
<td>1.5 SPACES / UNIT</td>
<td></td>
</tr>
<tr>
<td>B: HIGH DENSITY RESIDENTIAL</td>
<td>3 STORIES</td>
<td>+/- 84</td>
<td>+/- 120 SPACES</td>
<td>1.5 SPACES / UNIT</td>
<td></td>
</tr>
<tr>
<td>C: HIGH DENSITY RESIDENTIAL</td>
<td>4 STORIES</td>
<td>+/- 124</td>
<td>+/- 190 SPACES</td>
<td>1.5 SPACES / UNIT</td>
<td></td>
</tr>
</tbody>
</table>
Figure A.9 Wells Fargo Site Concept

LAND USES

- Public / Semi-Public
- High Density Residential
- Open Space (Public/Private)
- Places to Shop
- Places to Work
- Low Density Residential
- Existing Parcel Lines
- Proposed Parcel Lines
- 750' from I-494
- Existing Trail
- Future Trail
- Planned Signalized Intersection

DEVELOPMENT YIELD SUMMARY

<table>
<thead>
<tr>
<th>WELLS FARGO SITE</th>
<th># STORIES</th>
<th>TOTAL SF</th>
<th># UNITS</th>
<th># PARKING SPACES</th>
<th>TARGET PARKING RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>A: PLACES TO SHOP</td>
<td>1 STORY</td>
<td>35,000 SF</td>
<td>+/- 175 SPACES</td>
<td>5 SPACES / 1,000 SF</td>
<td></td>
</tr>
<tr>
<td>B: PLACES TO SHOP</td>
<td>1 STORY</td>
<td>5,000 SF</td>
<td>+/- 30 SPACES</td>
<td>5 SPACES / 1,000 SF</td>
<td></td>
</tr>
</tbody>
</table>
A-4: GOLD LINE STATION DESIGNS

METRO TRANSIT GOLD LINE PROJECT OFFICE, MARCH 2022
Shelter
Shelter Type: Type 3
Structural Framing: Black
Mullions: Black
Roof Fascia: Black
Soffit: Red Cedar

Curb
Material: Concrete
Color Finish: Buff

Railing
Material: Steel
Color Finish: Black
Style: Picket

Platform Pavement
Main Surface: Buff
Special Treatments: Regular interval sandblasted bands
Woodbury Theatre
Standard Shelter Variation
December, 2020

Front View - Night
<table>
<thead>
<tr>
<th>Page &amp; Section</th>
<th>Page #</th>
<th>PC</th>
<th>Resident Feedback</th>
<th>Comment</th>
<th>Response from Resident in Konveio (if any)</th>
<th>Change Requested</th>
<th>Final Page &amp; Update</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title Page</td>
<td>1</td>
<td>Andy Turone</td>
<td>This whole project is a solution in search of a problem and a vision that looks a decade backwards and not forward. The future is not commuting to the Big City to work 9-5. Covid accelerated a trend that was already moving steadily away from the Gold Line’s purpose. The future of working is flexible hours from flexible locations, and a fixed-route bus line can’t do that. It’s sad…any feedback I have will fall on deaf ears; no one will actually change their mind or listen to reason because everyone wants some legacy for their public service…something to point to and say “I made that happen”. The notion of serving as a steward of the taxpayers’ money isn’t something you can take a selfie by.</td>
<td></td>
<td>Page 8 (1-4) added on ridership. More information on the Gold Line can be found on the FAQ page identified.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Title Page</td>
<td>1</td>
<td>Remus Baias</td>
<td>Looking at demand ridership projections, this is a ridiculous waste of money for Woodbury with questionable benefits, but clear present and future costs. The residents are being sold a “master plan focusing on the commercial and high-density residential uses that are likely to develop or redevelop” (quote directly from the City’s FAQs). A few apartment building developers and business owners in the area will undoubtedly be happy, but most Woodbury residents will just bear the cost of this extravagance that the City Council seems intent on.</td>
<td></td>
<td>Page 8 (1-4) added on ridership. More information on the Gold Line can be found on the FAQ page identified.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Title Page</td>
<td>1</td>
<td>Andrew Solberg</td>
<td>I think this entire project is a waste of time, effort, and money. PLEASE don’t make this boondoggle.</td>
<td></td>
<td>Page 8 (1-4) added on why the City supports transit. More information on the Gold Line can be found on the FAQ page identified.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-2, Study Area</td>
<td>6</td>
<td>x</td>
<td></td>
<td>Update photos to be within master plan area/ gold line corridor</td>
<td></td>
<td>Page 6 (1-2) updated</td>
<td></td>
</tr>
<tr>
<td>1-3, Gold Line Study Area Figure</td>
<td>7</td>
<td>x</td>
<td></td>
<td>Change colors of 1/4 mile and 1/2 mile radii to contrast more.</td>
<td></td>
<td>Page 1-3 (7) updated</td>
<td></td>
</tr>
<tr>
<td>All full page figures</td>
<td>x</td>
<td></td>
<td></td>
<td>Figure labels should be moved to the top of page and increase size for readability.</td>
<td></td>
<td>Figures have been updated</td>
<td></td>
</tr>
<tr>
<td>1-5, Roadway Corridor Design Principles, Woodbury Bicycle and Pedestrian Plan</td>
<td>9</td>
<td>x</td>
<td></td>
<td>Add hot links to all available plans/documents because this will likely live on in a digital format.</td>
<td></td>
<td>Hot links have been be added to the plan-final links will be clickable when linked areas are public (Bike &amp; Ped plan is not final yet).</td>
<td></td>
</tr>
</tbody>
</table>

**Summary of Comments & Changes from Draft Report Online Engagement**
<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-7, Metro Gold Line Frequently Asked Questions</td>
<td>11</td>
<td>x</td>
</tr>
<tr>
<td>2-6, Public Transportation Network</td>
<td>18</td>
<td>x</td>
</tr>
<tr>
<td>3-2, Survey Results: Concerns</td>
<td>26</td>
<td>Deb Optiz</td>
</tr>
<tr>
<td>3-2, Survey Results: Concerns</td>
<td>26</td>
<td>J Wolff</td>
</tr>
<tr>
<td>3-9, Issues and Opportunities Figure</td>
<td>33</td>
<td>x</td>
</tr>
<tr>
<td>3-9, Issues and Opportunities Figure</td>
<td>33</td>
<td>Did not provide</td>
</tr>
</tbody>
</table>

**1-7, Metro Gold Line Frequently Asked Questions**

- Why does the City support the Gold Line?
- What is the City's role?
- What are the Gold Line ridership projections?
- What about the safety of the Gold Line?

**2-6, Public Transportation Network**

- ACS Survey- anything more up to date?
- For the Ridership table- add what the numbers are referencing (rides per day?)

**3-2, Survey Results: Concerns**

Deb Optiz

- I will re-iterate that this list of concerns is not addressed, anywhere. This document already states that Woodbury is an affluent area with average household incomes way above other local municipalities. We all live in the suburbs for a reason and we mostly all have cars - and multiple cars. Most do not need to have bus service. Having the express bus services to the downtowns is sufficient in my experience. If the thought process is to provide transportation for additional workers to get to Woodbury for employment purposes - there isn’t enough thought put in to get them transported the rest of the way to the majority of the employers in the area. In my opinion, this bus line is going to just bring in the opportunity for youngsters to create chaos and crime in our suburb. Please address that.

- Just because you won’t ride the bus doesn’t mean no one will. It’s about expanding economic opportunity and encouraging development - not necessarily getting you out of your car.

**3-9, Issues and Opportunities Figure**

- Improve resolution quality of map and graphics

**Page 8 (1-4) added to provide information on the Gold Line, more information can be found on the FAQ page**

**Page 18 (2-6) updated with FTA STOPs model information.**

**Page 8 (1-4) added on why the City supports transit. More information on the Gold Line can be found on the FAQ page identified.**

**Page 8 (1-4) added on ridership. More information on the Gold Line can be found on the FAQ page identified.**

**Page 33 (3-9) updated for resolution. As a note, the printed version is a low resolution document in order to allow printing. A high resolution document will be published online upon completion.**

**Page 33 (3-9) updated.**

**This map is a little blurry**
<table>
<thead>
<tr>
<th>Page</th>
<th>4-1, Potential Development Sites</th>
<th>Katherine Highland</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td>&quot;While section 4 is called &quot;Station Area Plans&quot; it seems odd the actual renderings of the stops/stations/landscaping aren't included. Being involved and engaged for the last couple of years, there's some great designs in the 100% plans that dive deeper into the actual plan. As this is the Master Plan Document, I think those should be included here, or at least as an appendix to capture even better detail. Especially with so many mentions of bike/walker safety at intersections, homeowner safety, etc, showing the planned intersections/landscaping through the corridor would help to show the &quot;answer&quot; to many of those concerns by way of the final design.&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Station area plans are really about deciding and planning for development around the stations, but agree that simple renderings of stations would be nice.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Appendix A-4 added to show Gold Line BRT details, Station design, and station area site plans</td>
<td></td>
</tr>
</tbody>
</table>

**Overall Gold Line Feedback**

<table>
<thead>
<tr>
<th>Title Page</th>
<th>Mike Crider</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The Woodbury 10 Theatre is a huge asset to the city and surrounding community. I certainly hope every effort is made to ensure that local small businesses like Woodbury 10 Theatre are not negatively impacted by this project.</td>
</tr>
<tr>
<td></td>
<td>See page 46 (4-12) (Theater option 1)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Title Page</th>
<th>Rebecca Fuller</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>With so much of the new development, especially but not only housing, being done in the East and SE of Woodbury, is it your intent to have park and ride facilities that will accommodate all the potential ridership? What are the longer-range plans for expanding park &amp; ride to areas to the E &amp; SE to decrease car traffic from those newer parts of the city? A park &amp; ride station is planned at Woodlane Station.</td>
</tr>
<tr>
<td></td>
<td>See page 44 (4-10) (Woodlane park &amp; ride)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Title Page</th>
<th>Pam Bachowski</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>(Per phone call from resident): I have concerns with high density housing due to the stress it will put on our water supply. I also do not want the green space or areas used to recharge the aquifer along Bielenberg Drive developed.</td>
</tr>
<tr>
<td></td>
<td>Water supply and demand will continue to be studied with new development</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1-1, Project Overview</th>
<th>Paula Pogatchnik</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>It is poor planning to put the Tamarack station in a location that riders will have to cut through residential area to eventually end up at places to work. If station moved more North the riders could use existing sidewalk to walk towards places to work and along that route are places to work. Way higher cost to project to build a walkway through neighborhoods and not use existing routes.</td>
</tr>
<tr>
<td></td>
<td>The station is located in the heart of the Tamarack Hills business district. Not sure how this is &quot;poor planning.&quot;</td>
</tr>
<tr>
<td></td>
<td>Route and stations set by Gold Line BRT.</td>
</tr>
<tr>
<td>1-3, Gold Line Station Study Area</td>
<td>7</td>
</tr>
<tr>
<td>2-4, Existing Bicycle and Pedestrian Facilities</td>
<td>16</td>
</tr>
<tr>
<td>3-2, Survey Results: Concerns</td>
<td>26</td>
</tr>
<tr>
<td>3-3, Survey Results: Ideas</td>
<td>27</td>
</tr>
<tr>
<td>3-3, Survey Results: Ideas</td>
<td>27</td>
</tr>
</tbody>
</table>
| 3-9, Issues and Opportunities Figure | 33 | Did not provide | A pedestrian bridge here or at Upper Afton is absolutely necessary to improve ridership at the Woodlane P&R Station! | Identified as a barrier in Issues & Opportunities on page 32 (3-8). Outside plan area, to be addresses in the Bicycle & Pedestrian Plan.
4-8, Tamarack Station: East Site (Medtronic Property) 42 Chris Johnson

At the meeting of the residents of Falcon Ridge, We discussed a 450 ft buffer. Not 150, also at no point did we discuss 2 large multi family homes.

1. Sorry, 450’ is an absolutely insane request for a setback -- absolute non-starter for any developer.

2. Also, more housing is good and multi-family housing is the only equitable solution to Woodbury's current housing shortage.

Staff worked with Falcon Ridge in separate stakeholder meetings. The discussion of setback was in regard to guiding the property as all High Density Residential (larger setback) or keeping it as shown in the plan (medium and high density). Feedback received stated the preference was for the land use to remain Places to Work on the east side of Bielenberg. However, if it went housing the preference was a smaller high density project and mixed townhomes, even if that means a reduced setback. See staff report for additional information on Falcon Ridge.

4-11, 494 Park & Ride Site Proposed Land Use Plan 45 Did not provide

Pedestrian bridge here please! (Connecting Woodlane Drive to Weir Drive across I-494)

4-15, Theatre Site Concept 2 Proposed Land Use Plan 49 Did not provide

Excellent idea! High density housing is an equitable solution to Woodbury's low- and medium-income housing shortage.

4-17, Wells Fargo Site Potential Land Use Plan 51 Jackson McGough

I think this would be another good opportunity for mixed-use zoning.

4-20, (Corridor Landscape Design) Bielenberg Drive 54 Susan Skallman

You state that one goal is to “respect the natural environment”. I don’t see how covering the land with medium or high-density housing meets that goal. I argue that planned landscaping with trees in neat rows does not honor the environment. The plan for upper Bielenberg residential will lead to too much congestion in the area. To truly respect the natural environment, you would need to discard your plans for development, development, development anywhere, and actually leave nature intact. The increased tax base that high-density residential brings should take a distant second consideration to the reason people want to live in Woodbury: large swaths of untouched natural environment.

4-22, (Corridor Landscape Design) Bielenberg Drive Wetland Area 56 Jackson McGough

Why couldn’t this shoulder be a bus lane? It may not be necessary on this portion of the route, but transit advantages are important everywhere.

Woodbury’s portion of Gold has too much shared lanes, IMO. This segment of Bielenberg should convert current lanes or shoulders to bus lanes to deliver transit advantages and prevent impacts to the Tamarack Nature Preserve.

Lane design and alignment determined by MetroTransit

Density 65 Roger Green

Important to assure that Affordable Housing is located at the appropriate transit stops. Left entirely to the market, such stops can attract high end development. We need as a community to assure that affordable options exist.
From: Peggy Zenk
To: McCormack, Gina
Subject: Gold Line Station Area Draft Plan
Date: Monday, February 7, 2022 8:33:52 AM

CAUTION: External Message.

I understand that Woodbury is planning on putting in the light rail or should I say BRT. I think that is the most blatant waste of taxpayers money on the face of the earth. When most of the people are working from home and choose to do that why would you spend almost a billion dollars for a wasteful project. There is no really big business in the Woodbury area as it is mostly retail. We have enough crime right now in our one safe community why add more by including a light rail that will connect us to other neighborhoods. There are so many empty buildings right now in downtown St Paul because people are working from home and choose that. I know you won't listen as I've gone to one council meeting and I basically have been told it's a done deal so why even expound upon this. I am because it's my right as a citizen and very disgusted with our city council and mayor. Please stop the Gold line we don't need it nor do we want it.

Sent from Yahoo Mail on Android
Hello,

My name is Annika and I’ve lived in Woodbury the past 12 years. I am in full support of this metro line attachment and I believe that this will do a lot of work to support the lower wage residents, disabled residents, and various ages of Woodbury residents. Metro lines like the ones in the Twin Cities will be one of the biggest things that these areas can do to decrease greenhouse gas emissions and to help people who are at a disadvantage.

Thank you for your work,
Annika
--
Annika Frazer
Hi Gina,

I am writing to commend the City of Woodbury for safeguarding the Woodbury 10 Theater (and other existing businesses) when considering the development of the Metro Gold Line. The Woodbury 10 is an absolute gem and an affordable entertainment option for families in the neighborhood. It would be so upsetting to lose it, especially after the theater persevered through the pandemic to not only survive but thrive. My family went to the Woodbury 10 when I was growing up in Royal Oaks, and now that my brother and I are both grown with families of our own, we bring them to the Woodbury 10 as well. Thanks to the City of Woodbury for protecting this wonderful theater and our family traditions!

Best,

Kristin and Mike Westbrook (and Dan, Kelli, Tristan, Alayna, Maggie, and Tom Lesher)
Thanks Gina,

I added a couple comments on the document. It does seem odd to not include the images we have seen in the past of actual design plans (obviously my neighborhood being more interested in documented confirmation the fence doesn’t get dropped off without us knowing). Even just how the intersection at our street and at Grader will look once complete would be good to show. I didn’t mention it in my comment for page 3-2 directly, but even showing some of the “resolution” to survey concerns, pointing out the fence for the only neighborhood directly in contact with gold line route in Woodbury pairing with the stats on the previous slide of 22% biking and 12% walking the paths in the area, etc. Could help show how much work you and the team did to take the publics concerns into account for the final design.

Thanks,

Katherine Highland

---

From: McCormack, Gina <gina.mccormack@woodburymn.gov>
Sent: Monday, February 7, 2022 11:14 AM
To: Katherine Highland
Subject: Re: Gold Line Station Area Master Plan Draft Report

No problem, I had to play with it when I first received the link.

As an FYI- the fence is not mentioned in this document. It is still being installed by the project and funded by the City but because it is already in the 100K plans it was not included here. It sounds like once the contractor is lined up for the construction, we will have a more detailed timeline for construction. I can share that when it is available.

Thanks,

Gina McCormack (ext. 629)
Associate Planner
201 Valley View Road, Woodbury, MN 55129
(651) 744-5531 | gina.mccormack@woodburymn.gov

---

From: Katherine Highland
Sent: Monday, February 7, 2022 11:52 AM
To: McCormack, Gina <gina.mccormack@woodburymn.gov>
Subject: Re: Gold Line Station Area Master Plan Draft Report

CAUTION: External Message.

Totally missed that! OK, thanks!

---

From: McCormack, Gina <gina.mccormack@woodburymn.gov>
Sent: Monday, February 7, 2022 10:55 AM
To: Katherine Highland
Subject: Re: Gold Line Station Area Master Plan Draft Report

CAUTION: External Message.

That’s strange, try to toggle at the top or bottom or the report page. See a screenshot below
https://blip.konverto.com/gold-line-station-area-master-plan
Hi Gina!

Clarifying question. When I pull up the document it's an Appendix only. Just wondering if there's supposed to be a general document report that then references the Appendix? (Example, there's no images/examples of the actual stations in the Appendix.)

Thanks,
Katherine Highland

Good Afternoon,

You are receiving this email because you have previously provided your information or been identified as a stakeholder for the Gold Line Station Area Master Plan. Attached you will find a letter that is being mailed today to all businesses and residents within the station area for the Master Plan.

On Monday, February 7, 2022 the draft report will be available for public comment. The link to our Master Plan website is below:
https://www.woodburymn.gov/gold-line-master-plan

The link to the report will be found under a section called "Public Engagement" that will be added on Monday. If you have any questions on the report, please feel free to contact me.

Thank you in advance for your input.
I am extremely concerned for the safety of Woodbury residents with the gold line. I work in Saint Paul and see all the crimes that are committed on the trains and buses there. The Gold Line is going to be transportation for criminals to come into Woodbury and carjack vehicles and other violent crimes to hard-working Woodbury citizens. It's an extremely bad decision. Please look at police reports for the City of St Paul Police and Metro Transit Police. This project should not go through. If citizens feel the need to take mass transportation, they should look at ridesharing.

It's time the city starts taking care of its citizens and not knowingly inviting crime into our city. Our crime rates have gone up dramatically. Thank you for your time.

Regards,

Tammy Stobie

--
From: Karen Bauman
To: McCormack, Gina
Subject: Green Line
Date: Saturday, February 12, 2022 4:57:44 PM

CAUTION: External Message.

I think this project needs to be redone. I can tell you as a past bus rider of one of biggest empowers using the bus, we will not be returning to work. Offices have declared it is better to work at home.

This much bus service will not be needed.

You will be entering Woodbury into mire crime.

You had said express bus would not be changed but you already took away the park and ride at Woodbury Lutheran Church and changed the express bus.

All you need is the express bus and commuter 323 you have right now.

In years to come you will see how wrong this was, but it will be to late fir the tax payers. You good community people will move and you will have changed Woodbury to additional crime.

Please reconsider this
Hi Bob,

Our contact regarding roadway design and planning is Joe Gustafson- here is his contact:
Joe Gustafson
Traffic Engineer
651-430-4351
joe.gustafson@co.washington.mn.us

We also have a contact of Sara Allen who is the planner working on the gold line project that might be better suited to answer your questions- here is her contact:
Sara Allen | Senior Planner
Office: 651-430-4363
Sara.allen@co.washington.mn.us

Within the master plan we do discuss existing transit systems on page 18, here is the link to the master plan:
https://hkgl.konveio.com/gold-line-station-area-master-plan

The Gold Line Project Office would be better to contact regarding ridership as they actively run those counts and have been monitoring throughout the project. Liz Jones would be the best contact for more information:
Liz Jones
Gold Line Outreach & Engagement Lead | Gold Line Project Office
P. 651-602-1977
Elizabeth.jones@metrotransit.org

The master plan document that was sent out for public comment is specific to Woodbury and improvements or land use designations that could benefit the community once the Gold Line is in. The master plan is not the decision document for the line itself as that is a Metro Transit, Ramsey County and Washington County project.

Hope this helps,

Gina McCormack
Associate Planner
8301 Valley Creek Road | Woodbury, MN 55125
(651) 714-3531 | www.woodburymn.gov
Thank you for the information. Who would be the best contact at Washington County regarding proposed and future plan road and street improvements of their infrastructure?

Another question, has the COVID epidemic changed the ridership projections and planning/design criteria of the Gold Line? With more people working at home and businesses experiencing less need of office space in St. Paul and Minneapolis will this affect ridership?

Best regards,

Bob Burrell
7688 Steepleview Road

On Thu, Feb 10, 2022 at 3:44 PM McCormack, Gina <gina.mccormack@woodburymn.gov> wrote:

Hi Bob,

Right now there are no recommendations within the plan to add grade separated crossings at any of the major intersections. We do plan to continue studying traffic and safe pedestrian movements as the line is implemented to determine solutions which could include lead signal times for pedestrians, median treatments for safe stopping in the road, and the like.

Additionally, Valley Creek Road is a Washington County roadway and it could be worth inquiring with them on any of their future plans for pedestrian safety on the roadway.

I have added your question/comment to the official record to be provided to Council with their review.

Sincerely,

Gina McCormack
Associate Planner
8301 Valley Creek Road | Woodbury, MN 55125
(651) 714-3531 | www.woodburymn.gov

-----Original Message-----
From: Bob Burrell < removed >
Sent: Monday, February 7, 2022 11:24 AM
To: McCormack, Gina <gina.mccormack@woodburymn.gov>
Subject: Gold line infrastructure

CAUTION: External Message.
Ms. McCormack,

I am just outside of the half-mile radius of the proposed Woodbury Theater station and likely would use the transit service by either walking or biking to the station. However, my concern is crossing at Valley Creek Road. Would this development include an above or below ground bike / pedestrian crossing at VCR?

Regards,

Bob Burrell
7688 Steepleview Road

Sent from my iPad
CAUTION: External Message.

Loss of nature settings and increased traffic in the area as well as more housing will not make the area better.
I'm against the gold line and all the noise pollution it will bring.

Sent from my iPhone
Pursuant to due call and notice thereof, a regular meeting was held at Woodbury City Hall, 8301 Valley Creek Road on the Monday the 28th of February, 2022.

CALL TO ORDER

Chair Shannon Olsen called the meeting to order at 7:00 p.m.

ROLL CALL

Upon roll call the following members were present:, Shannon Olsen, John Jarrett, Ryan Christenson, Avin Kallenbach, Sathyamohan Gavvagi, Dave Hoelzel, Sahithi Polavarapu,.and Hunter Hakkila. Absent member: Stephanie Haacke
Council Liaison Present: Kim Wilson
Staff Present: Eric Searles, Assistant Community Development Director/ City Planner; Gina McCormack, Associate Planner and Dan Krumwiede, Planner I

OATH OF OFFICE:

Kim Wilson read the oath of office with the two new student Commission Members, Sahithi Polavarapu and Hunter Hakkila. Both were sworn in for the 2022 Planning Commission.

DEVELOPMENT ITEMS

ITEM 1: Watermark City Place, Comprehensive Plan Amendment, Rezoning, Amended Planned Unit Development, Conditional Use Permit, Preliminary Plat, and Site and Building Plan, Project No. 04-2021-00468

Eric Searles, Assistant Community Development Director/ City Planner stated ISG and Watermark Residential has submitted an application for a Comprehensive Plan Amendment, Rezoning, Amended Planned Unit Development, Conditional Use Permit, Preliminary Plat and Site and Building Plan for a new residential subdivision to be called Watermark CityPlace. He said the Applicant is requesting approval of 91 multi-family residential rental townhomes located within 5 and 6 unit buildings, within the CityPlace development. He said the property is located at the north of Hudson Road and west of Spring Hill Drive. He said the property is currently zoned Gateway District and is currently guided as Places to Work on the Land Use Plan.

Mr. Searles said at the August 6, 2014 meeting the Council approved the CityPlace Planned Unit Development. He stated what was included in the approval such as the establishment of the land uses, site design, landscaping, civil engineering, and building architecture. He said the approval further established the pedestrian system and identified transportation improvements that were necessary to mitigate the impact of the redevelopment.

He said an amendment to the original PUD for CityPlace was granted on June 28, 2017 with the amendment being necessitated by the need to establish land uses and general layout following the removal of the formal corporate campus building.

He stated that since construction activities began on the project in the fall of 2014 over 540,000 square feet of commercial development has occurred at CityPlace.
He also gave details on the Amendment to the Comprehensive Plan and said the Applicant is requesting a change to the Comprehensive Plan from Places to Work to High Density Residential. He said the City has historically required one of the following findings of fact to be made to support a change to the land use of a property via a Comprehensive Plan Amendment. He stated those findings of fact are that a mistake was made in designating the property Places to Work in the Comprehensive Plan and or times and conditions have changed to warrant a change in the plan.

He said staff identifies that the times and conditions have changed to warrant a change in the plan. He said as stated prior, the original Planned Unit Development approval for CityPlace occurred in 2014 following an approximately 18-month process to evaluate development opportunities and constraints for the former State Farm corporate campus site. He said as part of the original approval process the following development goal was created: Create a vibrant environment with a mixture of complementary uses that will ultimately position the existing Corporate Campus so that it can be leased with high quality Places to Work tenant(s). He said in order to achieve the goal, it was determined that amenities needed to be added to the site in order to create a unique, almost urban environment. He said it was acknowledged at that time that zoning flexibility would be needed to deliver these complementary uses and amenities.

He stated the original PUD was amended in 2017 following the removal of the former State Farm building and the subject parcels were identified to be Places to Work land uses. Since the 2017 approval, three medical office buildings have been built and an additional building approved in the general location where the former State Farm building stood. He said with the construction and absorption of the first three buildings complete, staff has actively monitored activity throughout the CityPlace development and have evaluated the highest and best use for the remaining acreage at CityPlace. He stated that after full review of the medical office development market post the pandemic, pedestrian trip levels from the existing commercial uses, and continued goal of creating a vibrant development, staff recommends a land use change to high density residential is warranted as times and conditions have changed.

He said that there are many challenges regarding this parcel and the likelihood for future office or medical office development. He stated that the most significant is the restrictive covenants that the existing tenants have secured prior to executing a lease to ensure exclusivity of their uses within the project. Mr. Searles said restrictive covenants are not new in commercial development and have impacted development patterns in Woodbury for over 30 years. Common users of restrictive covenants are grocers, fast food, gas stations and specialty retailers. Mr. Searles said the medical office development community has utilized these covenants during private lease negotiations throughout CityPlace which has narrowed the number of medical uses and user that are not exempted out via restrictive covenants. He spoke about other challenges to include the current state of both the medical and traditional office markets which have been severely impacted by the pandemic. He stated that it is important to note staff does identify that traditional office and medical office will likely be a viable option in the future within the community but the near term development potential is low.

He also spoke about Pedestrian trip levels and that during the design phase of CityPlace careful planning was conducted to ensure pedestrian connectivity is provided throughout the development. He said the goal of this planning process was to connect the office and hotel uses with the retail in the southern portion of the site. He stated that staff has actively monitored the volume and frequency of pedestrian activity within CityPlace and have identified the office and hotel volumes do not generate a consistent flow of movement which impacts the vibrancy for the site. He stated that pedestrian activity is only occurring over the lunch hours and is limited to non-existent on the weekend. He stated that to increase pedestrian movement and sidewalk and trail utilization, residential housing is the best option to activate the existing pedestrian infrastructure that has been made at CityPlace.

He said it is anticipated that the change to a residential land use will serve as a transition zone between the existing multi-family use and the retail to the south. He said the close proximity to the retail center provides a pedestrian oriented living opportunity where future residents could walk to services and employment opportunities.
He stated that staff identifies the proposed trail improvement as a significant public benefit for both users within CityPlace but also the existing residential properties to the south of Hudson Road.

He also spoke about Rezoning, Amended Planned Unit Development, Conditional Use Permit, Preliminary Plat, Site Access, Parking, Site Amenities, Architecture, Pedestrian Access, and Stormwater Management.

He said a neighborhood meeting was held on February 17, 2022 with the Property Manager of the Aspire at City Place in attendance. He said that questions were raised regarding timing, price points, and proposed amenity package.

Mr. Searles stated that staff recommends approval of the Comprehensive Plan Amendment, Rezoning, Amended Planned Unit Development, Conditional Use Permit, Preliminary Plat and Site and Building Plan, Project No. 04-2021-00468, Watermark CityPlace, subject to the following conditions outlined in the Staff Report.

Chair Shannon Olsen asked if the applicant or anyone from the audience would like to speak on this item. The Applicant, Mr. Ross thanked the Commission and Staff. He gave history on his company and information on where they have developed in the county. Chair Shannon Olsen then asked if anyone from the audience would like to speak or have questions on this item. No one spoke so she then opened the discussion to the Commission.

Commissioner Sathyamohan Gavvagi asked who the target audience is for this facility. Mr. Ross said that they would be great for young singles and couples that want the maintenance free lifestyle and nice living arrangements, and young families with higher income who want to raise their kids in a good communities. He also said that they also are marketing to retirees who want a maintenance free lifestyle with direct entry with no one above or below them such as an apartment.

Commissioner Kallenbach asked about the extra parking spaces being 24 versus 18 and wanted to know if there is a maximum parking stalls that would be acknowledged in the city in the future and if the additional parking is necessary. Mr. Searles said the city is working on snow storage areas with the Applicant and said that there would be some snow storage in those areas that would lower the parking in the winter months. He also stated the adjacent parking lot doesn’t have additional parking so they wanted to make sure there was enough parking for the location.

Ms. Kallenbach questioned condition number seven (7) that said after six (6) months of certificate of occupancy an additional 12 evergreen trees be added to the southeast corner and wondered if there would be plans to add trees on the southwest corner. Mr. Searles said the condition number six (6) is necessary as it is a focal point and requires more attention to detail on the design as residents will be accessing the development through this area. Mr. Searles said in condition number seven (7) pertains to the full development and allows for additional evergreen trees to be planted in the development where the developers and city staff see a need.

Ms. Kallenbach asked about the signage and stated the project shows that there will be three signs and asked if all three were necessary or if they could just have two, one at each entrance. He said the signage code allows for signs per street frontage. He said the sign in the east corner would be alimented for the landscape design while the others are for giving more direction.

Ms. Kallenbach asked about the trail maintenance and it showing as a developer maintained trail. She asked what the likelihood would be for the developer to maintain the trail. Mr. Searles said the condition
of approval shows that it would be built by and funded by the developer and the city would maintain it. Ms. Kallenbach apologized and said she must have misread it.

Ms. Kallenbach asked about the architectural drawings and the air conditioning units and said she didn’t see any enclosure for the units. She asked if an enclosure was required for the townhomes. Mr. Searles said that would be included in part of the landscaping review and was usually done with fencing or materials used in landscaping.

Ms. Kallenbach said she didn’t see a location for rubbish removal and asked if that meant each household would be required to provide their own waste management company for waste removal. Mr. Searles said that she was correct that each unit would provide their own.

Commissioner John Jarrett said he thinks this is a very appropriate use with the rezoning and likes the new work live and play areas such as this one. He asked if they are considering these buildings to have two fronts the pedestrian and the back with the garage doors. Mr. Searles said they are trying to soften the garage side with architectural detailing but the focal point is found on the front elements as they are more visible to those that are not within the project. Mr. Jarrett said that the reason he was asking is because there are a couple of things that come to mind. He said there will be a need for front and back addressing for guests as well as deliveries or emergency vehicles. He also asked about inputting path lighting to the landscaping plan as it could be a hard location to navigate in the winter or evening as well as navigation for first responders etc. He also said that if all of the locations have trash enclosures, they cannot be stored in the front of the building per city code so it will be necessary to let that be known to these homes.

Mr. Jarrett said with all of the hard surface and not a lot of green space, snow removal is going to be an issue. He stated that he did appreciate that the storage of the AC units were not by the patios but thought that the AC units should be stored like many other facilities and be on the roof of the development. Mr. Jarrett also asked about the condition number seven (7) with the 12 additional trees and asked that rewording be done. Mr. Searles said the intent for the condition is to show that the amount is above the landscaping plans that are already identified and that is why it is presented that way. He said a after everything is installed a site walk is conducted to locate gaps within that plan and that is why we are identifying the maximum so the Applicant can budget them rather than having to come up with this after.

Mr. Jarrett asked how the maintenance building on the north end of the property was going to look. Mr. Searles said it will be a very small structure and will complement the building design and said it is intended to store the onsite equipment of maintaining the property not including plowing equipment. Mr. Jarrett asked if the Commission should amend or change condition number twenty one that spells out no exterior storage. Mr. Searles said that as long as the equipment is stored inside that storage unit, they would not be in violation of having exterior storage. Mr. Jarrett recommended that we change the condition to expand it to say except for the maintenance building having exterior storage, no other outside storage will be permitted.

Mr. Jarrett mentioned the fire feature as well as pads for barbeques in the middle of the development with the dog park to the north and asked if the rest of that area would be included in the landscaping plan. Mr. Searles advised that was correct.

Mr. Jarrett mentioned that the path dedication for the park is something he really liked and being able to see what the city is getting is nice that the public is able to see what they are getting from the developer and asked if the city is able to make a connection point to this path from the intersection from the north so people in this community can get to that path connection. Mr. Searles said there is significant grade that separates these areas which has good and bad news. He said the bad news is that connection forces
that further to the north unless you create stairs which presents maintenance issues. He said the good news is when you are in that area you are in a much lower area and is unique as you don’t feel like you are in 900 thousand square feet of commercial space adjacent to highway 94. He stated that the grade separation helps for an experience situation and hurts from an access situation.

Commissioner Ryan Christenson said he appreciates the thoughtfulness to the plan and thanked the Applicant. He had no further questions.

Commissioner Dave Hoelzel stated the thoughts he had on making the zoning change and how he looked at the 2040 Comprehensive Plan regarding his process in learning about this project and change. He asked if the property to the west is being developed and what it was supposed to be to ground himself. Mr. Searles said it is going to be a medical office building measuring 50,000 square feet.

Mr. Hoelzel asked what a land disturbance permit in regards to condition number one. Mr. Searles read the condition and explained what that meant and the process it takes to get approval.

Mr. Hoelzel asked about the restrictive conveyances and what those are. Mr. Searles said it is within the boundaries of the subdivision and gave common things that are included within our commercial development and are very common. He said they are the landholders’ decision not something approved by the city.

Mr. Hoelzel asked about Springhill Drive and asked if that was a private drive. Mr. Searles advised that is a private drive so that means it is maintained by the overall CityPlace development. Mr. Hoelzel asked if that posed any challenges versus a city street. Mr. Searles said not in a major commercial center such as this, it has not.

Mr. Hoelzel asked about the gradient drop between the properties would there be an option for a land bridge. Mr. Searles said that was in the initial plan of CityPlace and was found that analysis of cost and ADA requirements made it not viable to cross that ravine. He said instead there is a sidewalk connection along Hudson road and from the loop on the north side.

Mr. Hoelzel asked what Spring Hill Road width was and if it was a normal width. Mr. Searles said the road is a normal city road width.

Mr. Hoelzel asked if it was out of the Planning Commission’s jurisdiction to determine whether there is parking or not on Spring Hill Drive as it is a private road. Mr. Searles said generally that is governed by the association however as part of this application if the Commission wanted to create a condition of approval regarding parking along spring hill drive we could identify a condition where if parking was to become an issue the applicant would be responsible for installing no parking signs along spring hill drive.

Student Commissioner Hunter Hakkila asked if there are an estimated occupancy rate. Mr. Searles said he anticipates at 91 percent occupancy rate which is the pattern seen in rental patterns currently. Mr. Hakkila asked if there were estimated effects on broader city rental values. Mr. Searles said this project provides a unique service with a higher rental value because we are not seeing many three (3) to four (4) bedroom townhome developments. He said normally those are based on a per square foot cost and is why the smaller apartment complexes

Student Commissioner Sahithi Polavarapu brought up concerns regarding the traffic and walkway being heavily trafficked. She asked if there was any sort of way to keep this location as an outlet to get to City Place and get around it. Mr. Searles said some of the traffic patterns that we are seeing within the retail
area are consistent to a number of our shopping areas. Mr. Searles said one of the attractive things is it was to the north of the activity zone from a vehicle standpoint. He explained the sidewalk and separation that is being seen in the more direct commercial area.

Chair Shannon Olsen asked about the sidewalk and trails and said some on the eastside of the property are on the east up against spring hill drive it is a quite large distance for advising friends or family to cut through and said she would advise more sidewalks especially for the central units. She asked if we could recommend sidewalks there or if there was a reason they were left out of those locations. Mr. Searles said there was not a reason for leaving them out but said landscaping plan and if we were trading landscaping for sidewalk and said there is room and it does make sense to add at least one sidewalk to that area. Chair Olsen said street parking would be something that residents at this location should be aware of and specific parking on the street or a safe way for Spring Hill Drive parking with painted spots to work for parking. Mr. Searles gave details on pros and cons to street parking and knowledge he has from other complexes in Woodbury but will have to wait to see the patterns when this occurs.

Chair Olsen asked if there has been any cross parking discussions or is there any issues with that. Mr. Searles said there will be as much landscaping as possible to provide as a barrier to prevent parking to cross over from the parking space into those units. Chair Olsen asked if there was an opportunity to have less landscaping to allow for that. He said there is not a timeline for the construction of the medical office building and the city could have a conversation as even if there is enough landscaping that some guest parking would occur there. Chair Olsen said if there could be an agreement for snow removal or additional parking. Mr. Searles gave information on the snow storage to be pushed to the north.

Chair Olsen asked if there would be a number of spots to stay available during the snow removal plan. Mr. Searles said 18 units was the minimum number that would have to be available.

Chair Olsen said the patios that are facing the central patio with the fire pits and thought that wouldn’t be something favorable to her. Mr. Searles said in developments such as this the fuel source has been more of a propane fuel other than wood burning. She asked if there was a potential to put in a requirement for no wood burning fire pits. The Applicant said he doesn’t know the requirements on that but would be happy to circle back but thought it would be a propane fire pit.

Chair Olsen asked if we have thought of the long term viability from switching this to residential and does it give a long term benefit to the city. Mr. Searles said there has not been impacts or vacancy in office or medical office but the city is monitoring this. He gave details on the monitoring of this as well as new and reinvest in spaces.

Chair Olsen asked about walkability at these areas and asked if there has been a study done regarding the right sidewalks and proper crossings. He said there has been site visits completed at the facility and this location has the highest number of comfort than any other site in Woodbury because it is built to the north of that retail area.

Chair Olsen asked about the traffic flow and the traffic study conducted for City Place and asked if that included having two areas of high density in both areas or was that before either of those zoning changes. Mr. Searles said the original study was done before but since there have been updates from transitioning from an office use to a residential use and residential uses are less intense from a traffic standpoint.

Chair Olsen asked if leaving from the site from the north and are not leaving Woodbury what access point would be utilized. Mr. Searles said that access point B may be more of an entrance rather than an exit.
Commissioner Sathyamohan Gavvagi asked if there was a ratio that recommends how many households can live. Mr. Searles said that is within the high density residential request on the Comprehensive plan the city regulates the maximum number of units. That threshold is 15 units per acre for this area which is high density for this piece.

Mr. Gavvagi asked if there was property support located onsite. The Applicant said there is a leasing office and a model unit but wouldn’t have onsite property management but would be managed by staff regularly.

Commissioner Dave Hoelzel asked if Spring Hill Drive has speed limits being it is a private road. He asked what the setbacks are in the front. Mr. Searles said there is a setback from somewhere between 12 and 15 feet based on a quick glance at the plans. Mr. Hoelzel asked what the posted speed limit is. Mr. Searles said the speed limit is 30 miles per hour.

Commissioner Hunter Hakkila asked if marked parking on Spring Hill Drive would lessen the parking within the development. Mr. Searles said the parking along spring hill would not have a significant impact on the number of proposed guest parking spaces internal to the site.

MOTION: Avin Kallenbach moved to approve Watermark City Place. Comprehensive Plan Amendment, Rezoning, Amended Planned Unit Development, Conditional Use Permit, Preliminary Plat, and Site and Building Plan, Project No. 04-2021-00468 subject to conditions as outlined in the Staff Report with added conditions that prior to the issuance of the land disturbance permit the Applicant will submit a wayfinding plan which identifies access for pedestrians and emergency personnel. Such findings should include lighting along internal sidewalks. Also, amending condition of approval number 21 no exterior storage shall be permitted except for the permitted accessory structure. Another added condition is if parking along spring hill drive becomes an issue the Applicant shall install no parking signs and the Applicant shall add additional sidewalks between units with locations to be approved by city staff.

SECOND: John Jarrett

Against: None
Absent: Stephanie Haacke

COUNCIL REPORT

Councilmember Kim Wilson provided an update of Council activities and meeting which was held on February 9th, 2022. For further information about the Council meeting, refer to the minutes.

APPROVAL OF MINUTES

MOTION: Dave Hoelzel moved to approve the minutes of the Planning Commission held on February 7th, 2022 meeting as submitted with spelling correction to Commissioner Sathyamohan Gavvagi’s name.

SECOND: Avin Kallenbach

Against: None
Absent: Stephanie Haacke

ADJOURNMENT

The meeting adjourned at 8:48 p.m.