

Phase 1 Helmo Station

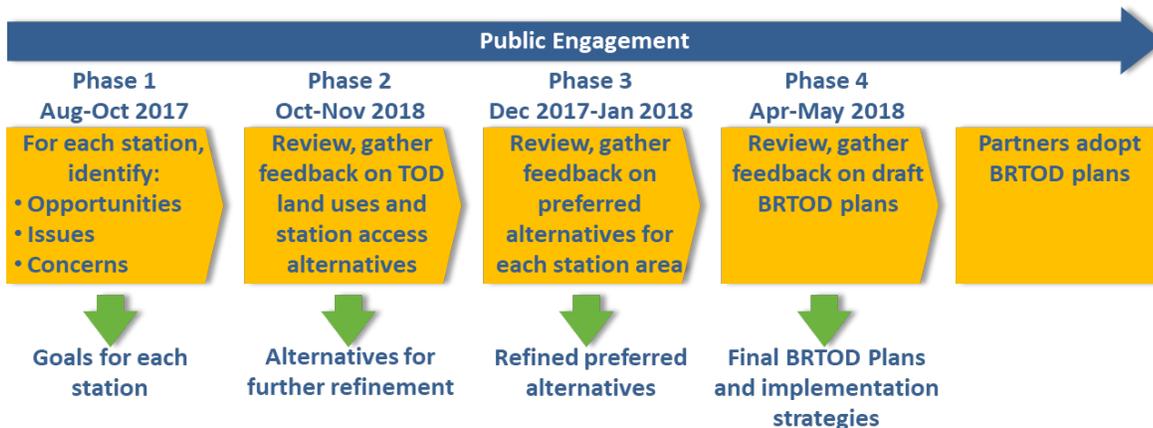
Constraints and Opportunities Summary

The following is a summary of Phase 1 community engagement activities for the Helmo Station planning area. The purpose of Phase 1 is to gather stakeholder feedback on draft station area-specific constraints and opportunities to guide the Phase 2 alternatives to address them.

Process

Gold Line BRTOD Phases and Timeline

See the phases and timeline below for the Helmo station area. The process for the Helmo station is moving faster than for other station areas because in June 2017 the City of Oakdale approved a one-year development moratorium for the area shown on the map. This allows the City to study and review land use and zoning regulations near the proposed Helmo station to ensure that development is consistent with the City’s vision and goals for the station area.



Engagement

The consultant team conducted in-person meetings with the City Council, moratorium property owners, and community residents within the station area, and online engagement via the Gateway Corridor Gold Line BRT website (<http://thegatewaycorridor.com/station-development/>).

In-Person

The purpose of these meetings was to:

- Inform key stakeholders about the planning process, project objectives, and consultant-identified constraints and opportunities for the station area (1/2 mile radius of the station)
- Gather feedback on station area constraints and opportunities, and key issues or opportunities that need to be addressed

- Review next steps and how the information gathered will be used to inform station area alternatives and BRTOD concepts in Phase 2

Each meeting began with the consultant’s [presentation](#) of the BRTOD Plans overview, project phases, and a draft analysis of the constraints and opportunities for the station area, along with a [handout](#). Participants then provided feedback on constraints and opportunities on a Response Sheet that included a graphic description and the following questions:

Questions related to station area **constraints**:

- What other constraints do you think are missing?
- What prevents you or your family from getting to transit or neighborhood destinations by walking or biking?
- Within walking or biking distance of your home, what types of uses are missing that would benefit you or your family?

Questions related to station area **opportunities**:

- What other opportunities do you think are missing?
- What kinds of improvements would encourage or support you to walk or bike to the BRT station and places in your neighborhood?
- At this station area or within walking or biking distance of your home, what types of uses would be most useful and convenient for you and your family?

In-person sessions included the following:

- City Council work session, August 22, 2017, 5:30-6:30 pm, Hadley Room, Oakdale City Hall
- Moratorium property owners, August 15, 2017, 2:30-9:30 pm, and August 16, 2017, 11:00 am-noon, Hadley Room, Oakdale City Hall
- Community Meeting: October 3, 2017, 6:00-8:00 pm, City Council Chambers, Oakdale City Hall

Online

Online feedback was taken September 22-October 10, 2017 via a link on the Gateway Corridor Gold Line BRT website. Participants were provided with basic project information followed by exactly the same graphics and questions described above for in-person engagement

Station Area Objectives

In-person and on-line engagement provided feedback on draft station area constraints and opportunities to help shape specific station area objectives to guide Phase 2 station area land use and access alternatives. Key objectives identified for this station area include the following:

- | | |
|---|--|
| • Maintain and enhance open space and trails | • Create a safe station environment |
| • Preserve existing neighborhoods and quality of life | • Ensure safe walking and biking |
| • Reduce parking impacts to residents | • Promote compatible development |
| • Manage traffic and congestion | • Minimize vehicle noise and pollution impacts |

- This station needs to be as far south on Helmo as possible to prevent parking on neighborhood streets
- Increased traffic on the road and cars getting to the park-and-ride
- The traffic on 4th east of Helmo is already heavy and fast traffic

2. What prevents you or your family from getting to transit or neighborhood destinations by walking or biking?

- Hundreds of speeders on 4th Street; incredibly unsafe ALL DAY!
- I don't use transit
- I walk a couple miles per day but don't plan on walking to transit as it doesn't go where I'm going
- Poor to no options for my reverse commute
- Hundreds of motorcyclists on 4th Street on Sundays -- all speeding!
- I don't bike
- I like to use the walking path but it looks like it will be removed to the other side of the street
- Unsafe pedestrian/bike options from bus

3. Within walking or biking distance of your home, what types of uses are missing that would benefit you or your family?

- I have a walking path in my backyard. I would not have purchased if I thought it would be connected to other trails and a busy park -- will I be safe?
- None -- shopping at 10th and Hadley, around Guardian Angels, and Radio Drive has lots of shopping

4. Additional comments, questions, or concerns about constraints in this station area?

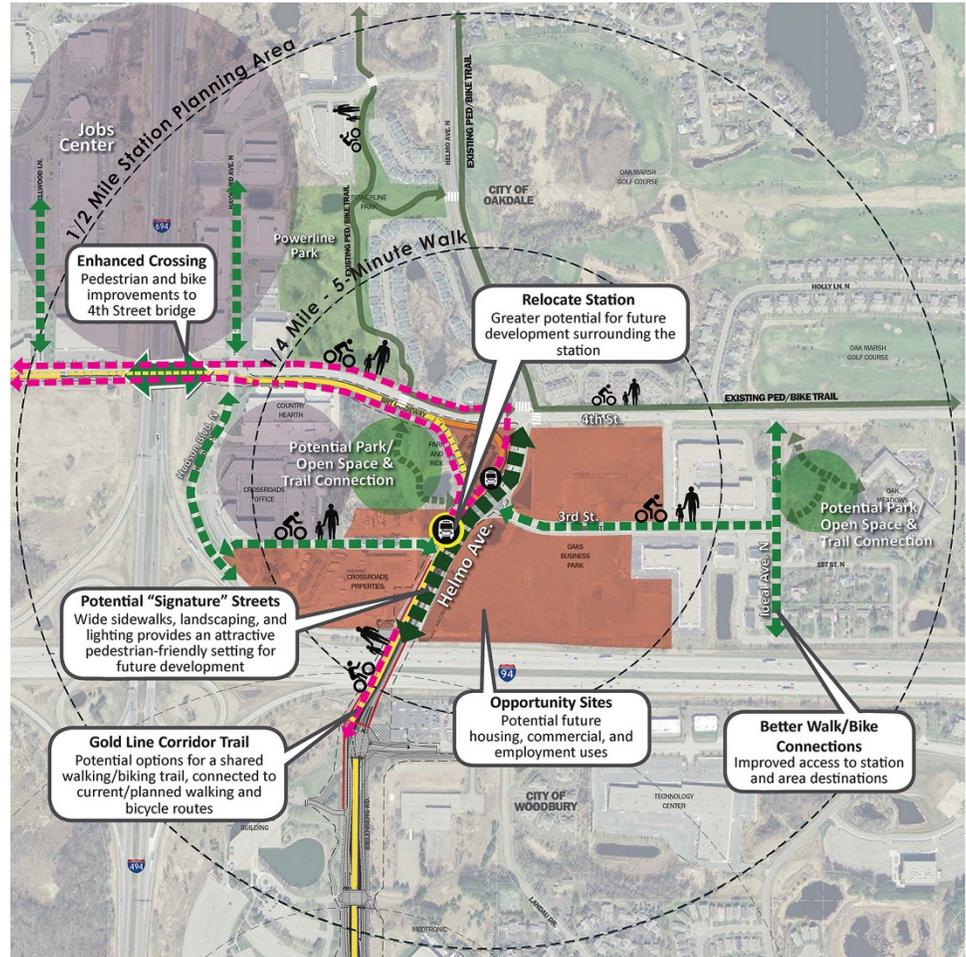
- What will be done to protect homes in area from crime, people using BRT to look for opportunities to rob/steal from homes near 4th Street?
- Will current homeowners be able to safely and easily exit from their home onto 4th Street or Helmo?
- Is 4th Street bridge really structurally made for heavy duty use on a daily basis?
- Station location C (farthest south) seems best

Opportunities

Stakeholder Content

Participants provided feedback via a written Response Sheet that contained the graphic, description, and questions shown below.

For the future Helmo station area, there are a number of potential ways to improve walking and bicycling to the station and neighborhood destinations such as area parks, open space, and trails. Potential development along Helmo Avenue N and 4th Street could provide additional housing, more green space, and nearby goods and services to meet the daily needs of current and future residents.



- What other Opportunities do you think are missing?
- What kinds of improvements would encourage or support you to walk or bike to the BRT station and places in your neighborhood?
- At this station area or within walking or biking distance of your home, what types of uses would be most useful and convenient for you and your family?
- Additional comments, questions, or concerns about opportunities in this station area?

Feedback

1. What other opportunities do you think are missing?

- Assisted living home should be considered
- Existing housing and offices become more valuable
- Green space -- place to walk where it's quiet
- Move station south of 4th and Helmo and parking
- None -- lots of building for a small population around the station
- Why couldn't the BRT be routed diagonally, from about Hudson/Hayward to new BRT station?
- Additional green space around area of 4th and Helmo
- Residential/townhomes

2. What kinds of improvements would encourage or support you to walk or bike to the BRT station and places in your neighborhood?

- Indoor shopping with some residential
- Lighted stop signs at 4th and Hudson and 4th and Helmo
- None -- waste of land
- Put a signal at Helmo and 4th -- but don't want that to encourage motorcyclists to rev up their engines while they're waiting (note that my husband and I are motorcyclists ourselves)
- We need to make changes like a center turn lane at Holly lane and traffic signal at Ideal to slow traffic
- A larger bridge over 694 on 4th Street
- Helmo may need to add lanes
- A wall at 94 to block the traffic noise

3. At this station area or within walking or biking distance of your home, what types of uses would be most useful and convenient for you and your family?

- A new foot bridge on the walking path is needed on the north side of 4th Street
- As part of new development, senior housing would be valuable
- None - don't want to have this amount of traffic
- Small grocery; I would stop on my walk for fresh fruit!
- Need 4th Street bridge to be widened -- at minimum, add a pedestrian and bikeway
- Aging-in-place housing (family visiting) (nursing opportunity)
- Coffee shop to socialize
- There has been discussion of housing in the area
- Opportunities for multi-family on the north half of the site and flex office or employment to the south along I-94
- Opportunities for light manufacturing and flex office uses

4. Additional comments, questions, or concerns about opportunities in this station area?

- Consider combining the park-and-ride with development
- Excited about BRT as a stimulus
- Suggest relocating Hudson Boulevard to the north side of the 8.5-acre site to connect with Helmo Avenue to create an expanded development site
- Development plans must consider that a large pipeline exists through the open space area west of Helmo Avenue
- Concerned about who are target users – the local community? TOD will not go over well in Oakdale
- Moving the station more to the centroid of where future development will occur makes the most sense
- I like the opportunity to relocate the station; the location at 4th Street has been an issue from the beginning
- I have seen the effects of transit improvements on a community (13th & Nicollet in Burnsville) – a bus exchange was built and a lot of commercial development came around that station.
- From a neighborhood perspective density is not consistent with the surrounding neighborhood; are we looking at uses that we don't need in this area? What density is appropriate for multi-family? 4-story apartments may be too dense. Row housing would be nice, but it isn't available today.
- Consider the open space west of Helmo Avenue as some type of park or amenity for development; there is a babbling brook that runs continuously – a slice of heaven with oak trees
- One issue is how to create an 18-hour environment in the station area