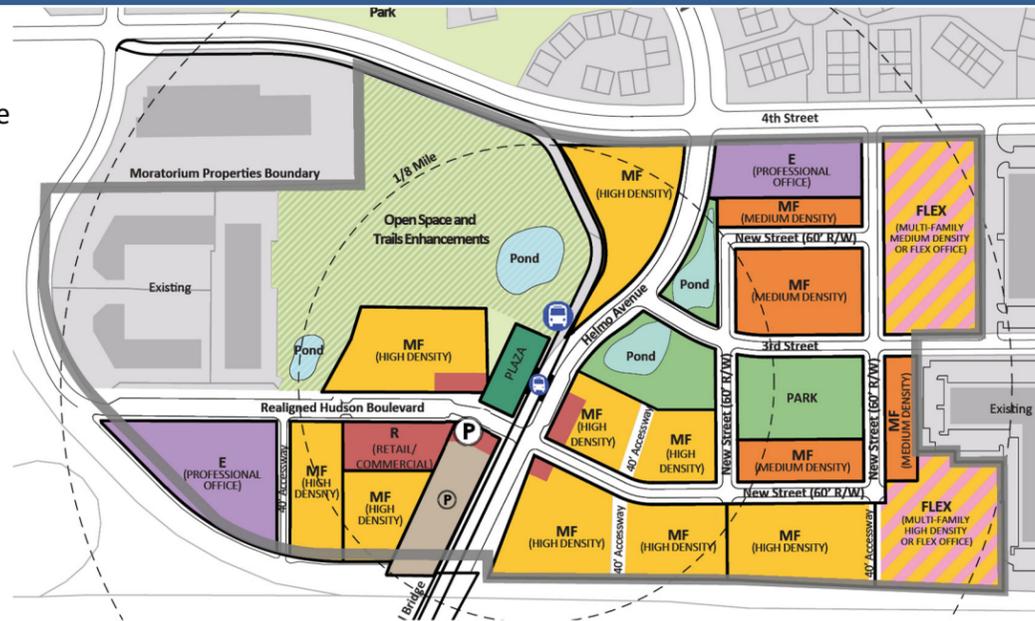


Land Use

The land use diagram illustrates potential new development patterns and the types of station area uses.

- Multi-family Residential:** There is opportunity for a significant amount of multi-family development with direct access to BRT. A range of housing types, including apartments and townhomes, is identified with the highest intensity at the station and lower intensity next to neighborhoods.
- Parks and Open Space:** New parks and open spaces are centrally located to serve as an amenity for multi-family housing development and for existing neighborhoods.
- Retail/Commercial:** A limited amount of retail concentrated at the Helmo Station provides daily activity and is supported by existing area residents, new multi-family and employment uses, and direct, convenient auto access from Helmo Avenue and the future Helmo Avenue/BRT bridge.
- Employment:** Employment uses consist of traditional professional office and flex office, such as office/research and development/ light manufacturing, on sites visible from 1-94 and adjacent to existing office uses with direct access and visibility from 4th Street.
- Park-and-Ride:** A limited number of commuter parking spaces is needed to serve the Helmo Station and is anticipated to be located south of the station, adjacent to Helmo Avenue/BRT bridge.



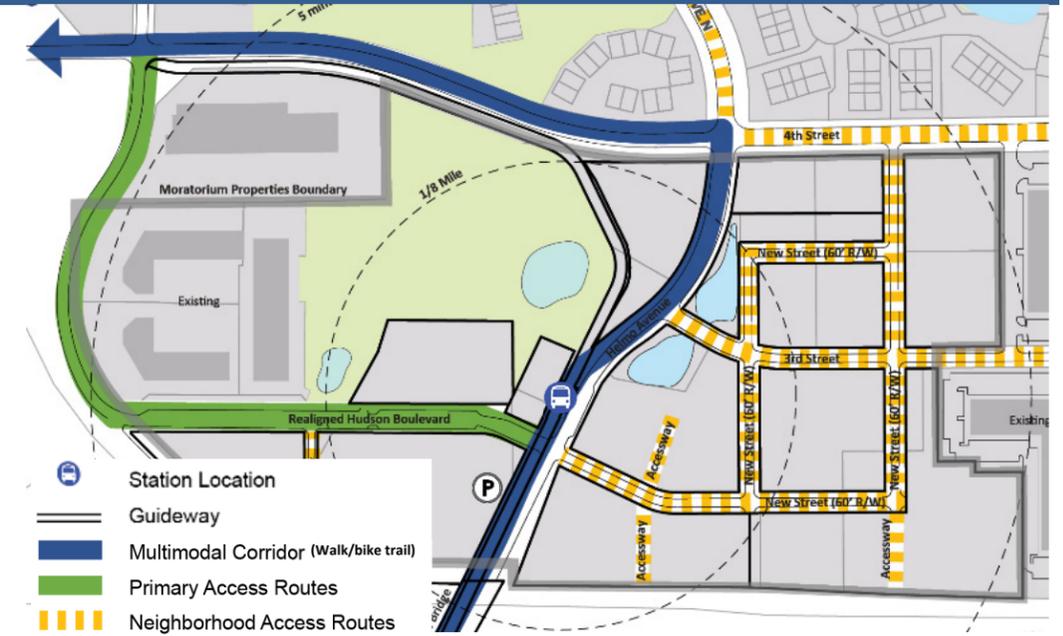
Streets and Trails

The proposed circulation framework reinforces the Helmo station area as a hub for transit-oriented development, with an interconnected street grid serving autos, trucks, transit, pedestrians, and bicycles. The grid disperses traffic within the station area; improves access to development parcels; and reduces the need for excess travel lanes and capacity on Helmo Avenue and 4th Street.

The intent is to provide for adequate auto traffic capacity serving existing and future development while maintaining Helmo Avenue as a three-lane roadway and 4th Street as a two-lane roadway with additional turn lanes where necessary at key intersections.

There three primary circulation components that emphasize safe and direct access to the station and connections to and from destinations outside the half-mile and beyond along the Gold Line BRT alignment:

- Multi-Modal Corridor:** A shared walking and biking trail along 4th Street and Helmo Avenue
- Primary Access Routes:** Pedestrian and bicycle emphasis streets that provide direct station access and a destination for transit-oriented development.
- Neighborhood Access Routes:** A fine-grained street grid supporting pedestrian, bike, and auto access between the station, transit-oriented development sites, and destinations within a half mile.



Your comments on Land Use

► **Help us understand who's participating by listing your Zip Code:** _____

1. What do you find attractive or appealing about the refined mix of land uses?
2. What are your questions or concerns about the refined mix of land uses?

Your comments on Streets and Trails

3. What do you find attractive about the proposed improvements to existing streets, and the potential new streets and trails?
4. What are your concerns or questions about the proposed improvements to existing streets, and the potential new streets and trails?