



Gold Line BRTOD: Helmo Station Oakdale City Council Feedback on Phase 4 Draft BRTOD Plan

27 March 2018, in-person meeting at Oakdale City Hall

Participants

- Oakdale City Council and Mayor
- Oakdale staff
- Washington County staff and County commissioner
- Gold Line project office staff
- Crandall Arambula team members Don Arambula, Jason Graf, and Anne Carroll
- Audience included additional community members, a developer, and others

Information

- [Presentation](#)
- Washington County/MnDOT [handout](#)
- Helmo Phase 4 BRTOD Plan summary [handout](#)
- Reference: [Draft BRTOD Plan](#)

Discussion Notes

Following an update from Washington County and Gold Line project office staff (Mark Briese, Design and Construction Lead), the consulting team's presentation highlighted the Phase 4 draft BRTOD Plan and changes based on community feedback and Council and staff guidance.

Community development director Bob Steetar explained detailed next steps:

- April 5: Draft BRTOD Plan goes to the Planning Commission for review
- April 24: Plan comes from the Planning Commission to the Council to finalize Plan and amendments to the Comprehensive Plan, along with proposed planned unit development ordinance
- Metropolitan Council has 60 days to review the Comprehensive Plan amendments
- Final Comprehensive Plan amendments and associated ordinances return to the Planning Commission and then to the City Council for final action prior to the moratorium expiration at the end of June 2018

Council/Mayor:

- Question about how to handle potential future developer-proposed uses that are different from what's planned; staff and consulting team explained standard process and options; clarified that

BRT is *catalyzing* future development, but that development must stand on its own; plan is based on trends toward walkable and more dense environments

- Appreciate the changes made to the plan (setbacks, heights) as well as the various community concerns; makes this plan work much better
- Questions about when decisions need to be made about whether to add extra right turn lanes; staff and consulting team explained that some of those decisions can wait until development demand requires it, but anything close to the station and by the bridge should be decided very soon to guide development decisions

Community members

- Skannell Properties representative (one of the landowners) noted that they have had some interest in med-tech uses, so want to be sure there is sufficient flexibility to accommodate great opportunities as they arise; staff noted that there have been numerous and varied expressions of interest over many decades, but those haven't yet resulted in any development
- The driving force for this is the new bridge over I-94 that provides access to shopping in Woodbury; getting the BRT and bridge built will be important development stimuli – like the way this is going
- Wondered whether the parking might need to be multi-level to accommodate more spaces; WCRRA noted the parking studies suggested the maximum requirement would be 100 by 2040

Council/Mayor

- Each member stated they are very comfortable continuing forward with this BRTOD Plan
- The new bridge is important and positive element
- This project and the resulting BRTOD Plan has been well thought out and reflects input, feedback, and guidance from a wide variety of stakeholders – everyone has been listening and we appreciate that