

# Phase 3 Helmo Station

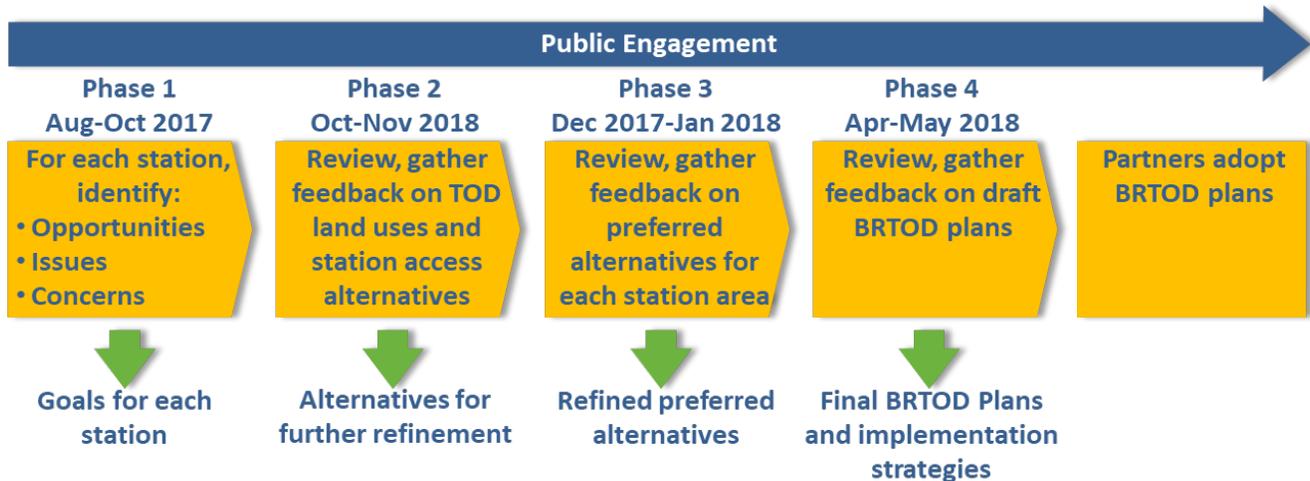
## BRTOD Concept Refinement: Engagement Results

The following is a summary of Phase 3 community engagement results for the Helmo Station planning area. The purpose of Phase 3 was to gather stakeholder feedback on draft refinements for land use, streets and trails, and neighborhood BRTOD concept. Results will be used to guide the Phase 4 BRTOD plans and implementation strategies.

### 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 at right. 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 an in-person session with the City Council, scheduled a session for community residents that had to be cancelled because of a snowstorm, and hosted online engagement via the Gateway Corridor Gold Line BRT website (<http://thegatewaycorridor.com/station-development/>).

#### In-Person

The purpose of these sessions was to:

- Inform key stakeholders about the planning process, project objectives, and draft refinements for land use, streets and trails, and neighborhood BRTOD concept for the station area (1/2 mile radius of the station)
- Gather feedback on draft refinements for land use, streets and trails, and neighborhood BRTOD concept
- Review next steps and how the information gathered will be used to inform Phase 4 draft station area plans and implementation strategies

Each meeting began with the consultant’s [presentation](#) of the BRTOD Plans overview, project phases, and draft alternatives. Participants then provided feedback on the alternatives on a [Response Sheet](#) that included graphics and the following questions:

Questions related to draft refined **land uses**:

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

Questions related to draft refined **streets and trails**:

- What do you find attractive or appealing about the proposed improvements to existing streets and the potential new streets and trails?
- What are your questions or concerns about the proposed improvements to existing streets and the potential new streets and trails?

Questions related to the draft refined **Neighborhood BRTOD Concept**:

- What do you find attractive or appealing about the refined Neighborhood BRTOD Concept?
- What are your questions or concerns about the refined Neighborhood BRTOD Concept?

**In-person sessions included the following:**

- City Council Work Session, January 23, 2018
- Community Input Session, scheduled for January 22, 2018 but cancelled due to a snowstorm: Participants were to have contributed using a [Response Sheet](#); this same content was used in the online engagement described below.

## Online

Online feedback was taken from late January through late February 2018 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.

## Reference: Station Area Objectives

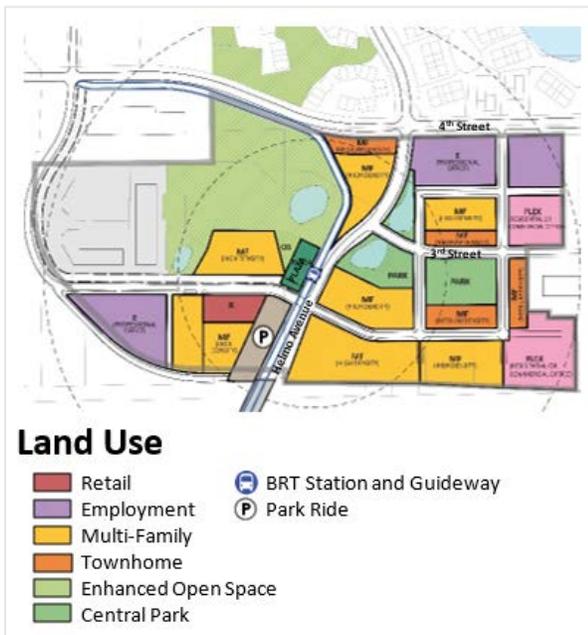
In-person and on-line engagement in *Phase 1* provided feedback on draft station area constraints and opportunities to help shape specific station area objectives that guided Phase 2 alternatives. Feedback on those draft alternatives guided Phase 3 refinements. Key objectives identified for this station area include the following:

- Maintain and enhance open space and trails
- Preserve existing neighborhoods and quality of life

- Reduce parking impacts to residents
- Manage traffic and congestion
- Create a safe station environment
- Ensure safe walking and biking
- Promote compatible development
- Minimize vehicle noise and pollution impacts

## Results: Phase 3 Refinements

The results compilations below are from in-person and online feedback, along with the graphics and explanations that were provided to participants. **Feedback for this Phase did not neatly separate into land use, streets and trails, and Neighborhood BRTOD Concept. As a result, below are the graphics provided to participants, followed by results organized by content area (alphabetically within each).**



## Traffic Issues, Impacts

- Any development in this area will have an impact on traffic to, through, and around
- For the traffic analysis, questions about the direction from which projected traffic is coming into the station area; consulting team explained the notion of induced demand and ways to reduce the likelihood that people choose certain routes for efficient pass-through (vs. as a destination); want to make sure that people from the neighborhood to the north will be able to access this new development
- Oak Meadows senior living will be indirectly affected as many cars/trucks etc. will be going by our place to get to the BRT. Is there any possibility of making the speed limit 30 mph? When cars come over the slight hill from Hadley, they are almost always going way too fast. With the proposed increase of up to 600 apartments, retail and businesses, we need to make sure it is safe for our staff and our seniors.
- Think about the impact on nearby residents of increased bus noise as they accelerate to go up the hill onto the bridge

## Walking, Biking

- Bike parking is an enabler for me! 1) good quality racks like those from Dero 2) safe: well lit and out in the open 3) under cover would be awesome
- Important that the next round of solutions to level of service issues reasonably address needs of the full range of users, i.e., meet ped and bike needs without causing extreme car backups
- Safe biking is important to me. I come from east of the station. It does not have to be all dedicated trails; bike lanes okay too.
- Since the BRT will be on the same side of 4th Street as Oak Meadows senior living, it would make sense to have a sidewalk on this side so people aren't crossing the street.

## Open Space

- Concerned about losing open space
- Concern that shift to the larger parcels on the south end along the freeway to increase development flexibility results in reduced open space

## Housing, Density

- At north end of triangle, could increase setbacks, add landscaping, and make all medium density
- Concern that big parcels with dense housing will result in lots of tall apartment buildings that block the sun
- Concerned about there being a sufficient mix of uses; don't want a lot of big-box retail and housing that's too high especially along 4<sup>th</sup>
- Look at height restrictions for residential on NE edge
- More high density than we original discussed, though understand why it's important to make this work; don't see why we need multifamily in the triangle
- Not sure medium-density in triangle at 4<sup>th</sup> make sense relative to the notion of density increasing from north to south
- Small strip of medium-density housing along 4<sup>th</sup> may be awkward

- Supported higher density to the south, so concerned about the higher-density housing “creeping” farther north
- Think the lower heights along 4<sup>th</sup> along with the stepping back idea for housing to the east will work well

## Overall

- (BRT) Ridership is not there. Original project indicated need for bus lane throughout the route since that is not possible and we already have multiple bus routes and express service in all directions, let’s save time and money and make those more effective.
- Agree on importance of designing utilities to accommodate the larger/built-out project from the beginning; more efficient and cost-effective
- Heard from some neighbors with concerns about the overall costs of this development and whether this is the best place for such investments
- Not sure what developers will think about these plans
- Think this is going in a good direction
- This has been expedited, but grateful for the consulting team’s positive work with the City and County staff and the Council, and putting together some great ideas to move this forward on our schedule
- Want to make sure the consulting team and staff find a good balance between specific Council member ideas, technical issues, options and alternatives, etc.