

Phase 4 Helmo Station

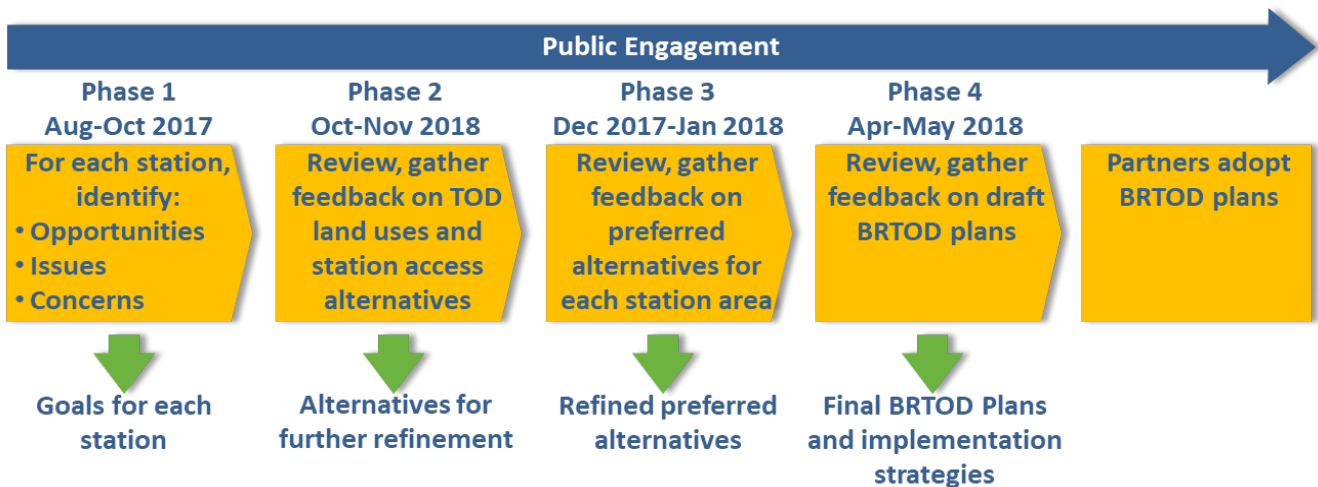
BRTOD Plan: Engagement Results

The following is a summary of Phase 4 community engagement results for the Helmo Station planning area. The purpose of Phase 4 was to gather stakeholder feedback on the draft BRTOD Plan. Results will be used to inform City Council decisions on the final BRTOD Plan 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, an in-person session for community residents, 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 final draft BRTOD Plan for land use and streets and trails; because the City Council approved the neighborhood BRTOD concept at the end of Phase 3, stakeholders were not asked about that in this phase

- Gather feedback on the draft BRTOD Plan for land use and streets and trails
- Review next steps and how the information gathered will be used to inform City Council decisions on the final BRTOD Plan and implementation strategies

The in-person sessions and information provided during each were as follows:

- **City Council Work Session, March 27, 2018**
 - Helmo Phase 4 BRTOD Plan summary [handout](#)
 - [Presentation](#)
 - Washington County/MnDOT [handout](#)
 - Reference: [Draft BRTOD Plan](#)
- **Community Feedback Session, March 26, 2018**
 - Helmo Phase 4 BRTOD Plan summary [handout](#)
 - [Presentation](#)
 - Participants contributed using a [Response Sheet](#); this same content was used in the online engagement described below

Online

Online feedback was taken from late March through mid-April 2018 via a link on the Gateway Corridor Gold Line BRT [website](#). Participants were provided with basic project information followed by the same graphics and questions described above for the Community feedback session.

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 and the Phase 4 draft BRTOD Plan. 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 |

Results: BRTOD Plan

The results compilations below are from in-person and online feedback, along with the graphics and explanations that were provided to participants.

Land Uses

Content

Participants provided feedback via a written Response Sheet and an online survey that contained the graphic and questions shown below.

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.

Stakeholder Feedback

The content below also includes a few key questions and answers from the City Council work session.

1. What do you find attractive or appealing about the refined mix of land uses?

- The variety is an enhancement to the City's tax base
- What was presented looked great
- It will improve everything that is there now
- Finally -- the empty lots will be developed
- Good mix
- I also appreciate the new Helmo bridge (Costco just got closer)

- Appreciate the changes made to the plan (setbacks, heights) as well as the various community concerns; makes this plan work much better
- 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
- 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

2. What are your questions or concerns about the refined mix of land uses?

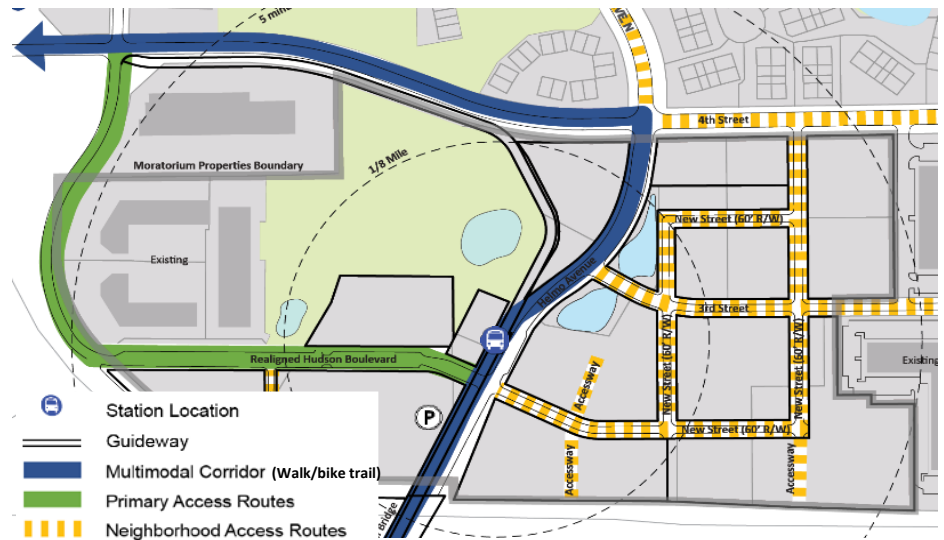
- Major traffic concerns and the lack of addressing winter concerns in the presentation in regard to parking at storefronts and residences (snow removal)
- 4th Street bridge because of added traffic, with transportation technology changing daily, will this be old before it gets built?
- It doesn't get developed or takes too many years and the area is in constant disarray
- Question about how to handle potential future developer-proposed uses that are different from what's planned: City 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
- 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
- Question about whether the parking might need to be multi-level to accommodate more spaces: Washington County noted the parking studies suggested the maximum requirement would be 100 by 2040

Streets and Trails

Content

Participants provided feedback via a written Response Sheet and an online survey that contained the graphic and questions shown below.

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 are 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.

Stakeholder Feedback

- 1. What do you find attractive or appealing about the proposed improvements to existing streets and the potential new streets and trails?**
 - I appreciate the bike/pedestrian walkways being separated
 - Makes the area look pleasing
- 2. What are your questions or concerns about the proposed improvements to existing streets and the potential new streets and trails?**
 - We live at Hudson Blvd N: Will it be safe?
 - Will it become too popular and will it make taking a left from Holly Lane to 4th Street almost impossible?