



Land Use Plan

Where We Have Been

Residential

Village Center

Residential development in St. Louis Park emanated out from the original village center, which was at the intersection of the Minneapolis & St. Louis Railroad (now Canadian Pacific Railroad) and Wooddale Avenue, followed by the growth from Minneapolis into the western suburbs. Some of the earliest houses were constructed by Monitor Works, a manufacturer of grain seeders, for factory workers. A few of these houses still exist in the Elmwood neighborhood.

A wide variety of housing stock was constructed over time ranging from cottages and factory-built housing to large contemporary units with Queen Anne, Prairie, English Tudor, Cape Cod, Colonial, and rambler designs in between. However, the most common house type in St. Louis Park is the Cape Cod or small rambler built during the housing boom which occurred after 1939.

Post-War Housing Boom

From 1940 to 1950, growth averaged the equivalent of seven people moving into St. Louis Park every day! This dramatic population increase was due to a pent up demand for housing resulting from the depression of the 1930s and World War II, which brought construction to a standstill. After the war, returning veterans, easy home financing through the G.I. Bill, FHA amortized 30 year loans, and “assembly line” type construction methods spurred the flurry of home construction in St. Louis Park where previous land speculation had already created thousands of platted building lots.

In 1949, Donovan Construction Co. received approval to build Meadowbrook Manor (recently renamed Era on Excelsior) overlooking Meadowbrook Golf Course at the Excelsior Boulevard and Louisiana Avenue intersection. At the time, this development of 556 apartments in 58 buildings was the largest multi-family housing development in the Midwest.

High Density Infill

Since the boom period of the 1940s and 1950s, very few single-family homes have been built in St. Louis Park. Of the 11,623 single-family homes in the city in 2017, 96% of these homes built prior to 1970. Most of the new housing constructed during the past 60 years has been apartments, condominiums, and townhouses. The city experienced an apartment boom in the 1960s, first with smaller apartment buildings, then with the construction of larger apartment buildings in subsequent decades. All of the townhouses and condominiums in the city were built after 1970. Over the past decade the city has seen a resurgence in the construction of apartment buildings.

Commercial

Village Center

By the 1890s, development of a commercial village center was noticeable. Three hotels, a grocery store, drug store, and other development existed in and around a block of brick buildings constructed by T. B. Walker around what is now Lake and Walker Streets. A streetcar line connected this block with Minneapolis. However, T. B. Walker’s original vision for the village changed, first due to the financial panic of 1893, and then the depression of the late 1890s. At the end of World War I only seven scattered retail stores operated in St. Louis Park.



The streetcar provided easy access to shopping and employment opportunities in Minneapolis and may have contributed to the failure of a strong “downtown” to develop. Except for a few buildings in the Historic Walker Lake district, including the original Walker Building, the original commercial center no longer exists.

Automobile-Oriented Retail

As transportation shifted away from streetcar to automobile, the retail and service areas moved toward highways as a response. In the 1940s, the 30,000 square foot Lilac Way was constructed on the northeast corner of Excelsior Boulevard and Highway 100, the busiest intersection outside of Minneapolis and St. Paul at the time. Lilac Way was the first shopping center in the state, but was demolished in the late 1980s to make way for a redevelopment project.

In 1950, Miracle Mile, which is still located on the southeast corner of Excelsior Boulevard and Highway 100, was the most prominent shopping area outside the two downtowns of St. Paul and Minneapolis. Across from Miracle Mile, on the north side of Excelsior Boulevard, Park Village was constructed in 1995 and provided restaurants, movie theater, and a variety of other small retail businesses. Park Village is adjacent to the city’s second Target store, which opened in 1986, and a Byerly’s grocery store, which opened in 1980.

Knollwood Mall was constructed adjacent to MN Highway 7 in 1956, and until development of the “Dales” was the largest shopping center in the western suburbs. The regional significance of this shopping center diminished over time with major retail stores leaving and the center reorganizing its retail and service composition to stay viable.

The nearby Knollwood Village, which opened in 1977 next to the Knollwood Target store, is a community retail strip center consisting of a variety of large and small retail businesses. In 2015, the Knollwood Mall property owner reinvested and repositioned the mall as The Shoppes of Knollwood.

Employment

Manufacturing and Railroads

Initial industrial development in St. Louis Park sought opportunities to work together with Minneapolis investors to capitalize upon the village’s strategic location. The earliest industrial development consisted of factories manufacturing mostly farm implements, such as Monitor Works.

After the financial panic of 1893, industrial base diversification became an objective to lessen the vulnerability to economic swings. The location of three railroads through the village helped that endeavor. Grain elevators were located along railroad corridors to store grain until ready for milling. In fact, the nation’s first tubular concrete grain elevator was completed in 1899 on the site just southeast of Highway 7 and Highway 100. Initially called “Peavey’s Folly”, this experiment became a model for later concrete elevators, which replaced wood elevators which were subject to fires and grain explosions. This elevator is recognized by the Historic Landmark Register, and is now part of the NordicWare campus.

In 1910 the Milwaukee Railroad constructed the Bass Lake Yard, a major railroad classification and switching yard. This yard could handle 1,800 cars on 28 tracks. Prior to 1913, the Great Northern also built a classification yard in St. Louis Park, the Cedar Lake Yard, just east of Highway 100 which peaked with 900 cars and 12 tracks. Both yards were still active in the 1950s.

Reilly Tar and Chemical Corporation also found an 80-acre location in the heart of the original industrial core and began operations in 1917. This operation treated the wooden railroad ties necessary for building and repairing railroad lines with a preservative to prevent rotting. This enterprise closed its St. Louis Park operation in 1972 and moved to another state. Creosote, the chemical preservative used in this procedure, has left significant pollution and has presented impediments to redevelopment of the site, although the 1980s and 1990s did see some residential and park redevelopment in the area.

The Great Depression had a significant impact on St. Louis Park. A major industry, Monitor Company (manufacturers of grain seeders), merged with Minneapolis Moline and closed its St. Louis Park factory. The city council, in an attempt to provide jobs for unemployed local residents, initiated work programs using money from the Works Progress Administration (WPA). A new high school, sewers, and water mains were built through the WPA during this period.

Industries continued to locate in St. Louis Park after the depression, including several heavy industrial uses. At the end of World War II, eight gravel mines were in operation. Three new industrial parks were planned and platted to invite lighter industrial uses to provide jobs for the growing population.

Clean Up and Conversion

However, as the population of St. Louis Park grew, many industrial uses were found to be incompatible with residential uses because of noise, smell, and appearance. Gravel mines were depleted. Some industrial buildings became functionally obsolete because new industrial technology demanded larger buildings with higher ceilings. The number of acres devoted to industry has been consistently decreasing. In 1985, 850 acres were zoned for industrial uses. As of 2018, that number has decreased to 345 acres.

Many former industrial sites were eventually replaced with residential or other commercial uses. Beginning in the 1980s, the city has been successful in cleaning up and redeveloping former industrial and railroad-related lands for residential development and park land, such as the Louisiana Oaks Park and Bass Lake Preserve areas.

Medical Center and Services

As St. Louis Park grew in population, the need for services also grew. In the late 1940s a group of 11 ex-army doctors started a clinic in a small building on Excelsior Boulevard known as the St. Louis Park Medical Center. In 1983, the St. Louis Park Medical Center merged with the Nicollet Clinic to form the Park Nicollet Clinic. In 1993, Park Nicollet Clinic merged with Methodist Hospital (another long-standing St. Louis Park medical institution) to become Park Nicollet Health Services. Park Nicollet has continued to grow, adding new and expanded clinics in St. Louis Park, such as heart and vascular, cancer, and eating disorder centers. In 2013, Park Nicollet merged with HealthPartners, making it the second largest medical clinic in Minnesota after the Mayo Clinic in Rochester.

Where We Are Today

Existing Land Use

In 2018, the municipal boundaries of St. Louis Park contain an area of just over 10.5 square miles (6,908.75 acres) and approximately 13,800 parcels. The existing mix and pattern of land uses reflects the community's original development pattern, the boom development period of the 1940s-1960s, infill areas that developed later, as well as areas that have experienced dramatic change through more recent redevelopment projects. Distribution of existing land uses is summarized Table 5-1 and illustrated in Figure 5-1.

Table 5-1. Existing Land Use, 2018

EXISTING LAND USE	GROSS ACRES	NET ACRES	% NET
Single Family Detached	2,343.49	2,310.29	33.44%
Single Family Attached	131.25	122.11	1.77%
Multifamily	378.26	368.06	5.33%
Mixed Use Residential	18.73	18.73	0.27%
Retail & Other Commercial	337.98	337.97	4.89%
Office	136.51	132.64	1.92%
Mixed Use Commercial	11.14	11.14	0.16%
Industrial & Utility	373.82	344.64	4.99%
Mixed Use Industrial	10.71	10.71	0.16%
Institutional	321.99	302.04	4.37%
Park, Recreational, or Preserve	823.85	497.97	7.21%
Golf Course	292.39	249.99	3.62%
Railroad	129.05	119.89	1.74%
ROW	1,518.48	1,510.11	21.86%
Undeveloped	81.08	73.01	1.06%
Water/Wetlands	-	499.45	7.23%
Total	6,908.75	6,908.75	100.00%

Source: City of St. Louis Park, HKGi 2018

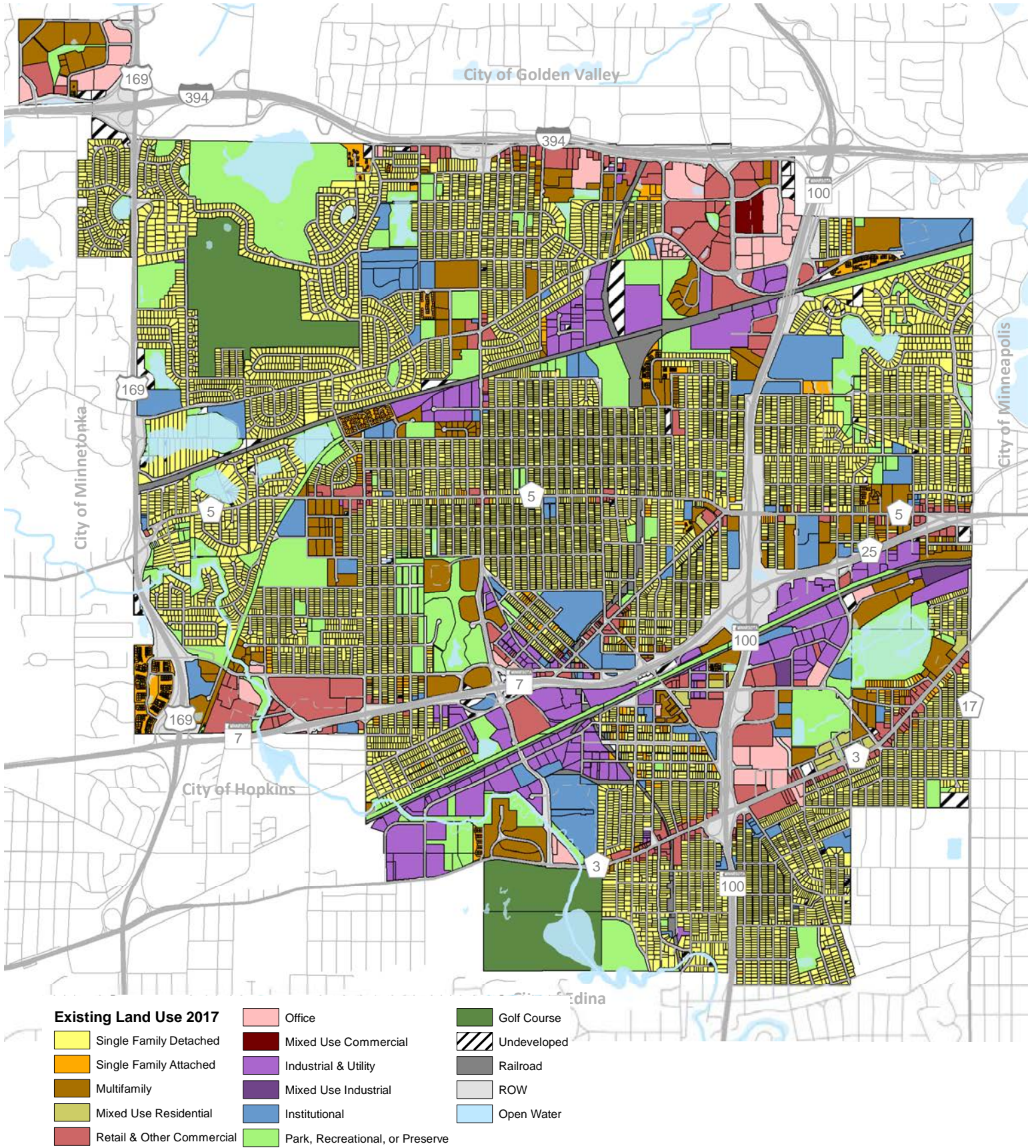
Residential

Residential land uses account for approximately 40% of all existing land within St. Louis Park. The city differentiates between existing residential land uses by housing type:

- » Single family detached
- » Single family attached
- » Multifamily

Single family detached accounts for about 82% of all existing residential land and 33% of all land in the city, followed by multifamily residential at 13% of existing residential land, and single family attached at 4%.

Figure 5-1. Existing Land Use 2017



Commercial

Existing commercial land uses account for approximately 5% of the city's land (338 acres) while existing office uses account for approximately 2% of the city's land (133 acres). Existing commercial land in St. Louis Park encompasses a broad range and scale of uses, including retail, service, entertainment, and office. These commercial areas typically function as commercial centers, commercial corridors, or neighborhood commercial nodes. Existing office land use primarily includes larger scale multi-property office areas and two medical centers with some larger stand-alone office building properties existing in the city. Commercial uses also exist in the city's evolving mixed-use areas.

Industrial

Currently about 5% of the city's land area, or 345 acres, is in industrial use. This existing industrial land contains approximately 2.8 million square feet of total floor area in 101 industrial buildings. The average industrial building size in St. Louis Park is 28,624 square feet and the average for year built is 1962. The majority of industrial buildings in St. Louis Park are owner-operated single-tenant facilities with low clearance ceiling heights between 12 feet and 16 feet.

Public

It is estimated that public land uses comprise around 40% of the land within the city's boundaries. Public land is categorized into the following use types:

- » Public right-of-way, including streets, sidewalks, boulevards, trails, and alleys
- » Recreational parks, playgrounds, and open spaces
- » Public spaces that define the community's identity such as The Town Green in Park Commons, Shelard Park, and Louisiana Oaks Park
- » Public and quasi-public institutions, including city buildings, schools, places of worship, and community centers
- » Public facilities

These civic spaces are used in a multitude of ways to enhance mobility and access to community amenities available to people.



Aggregate Resources

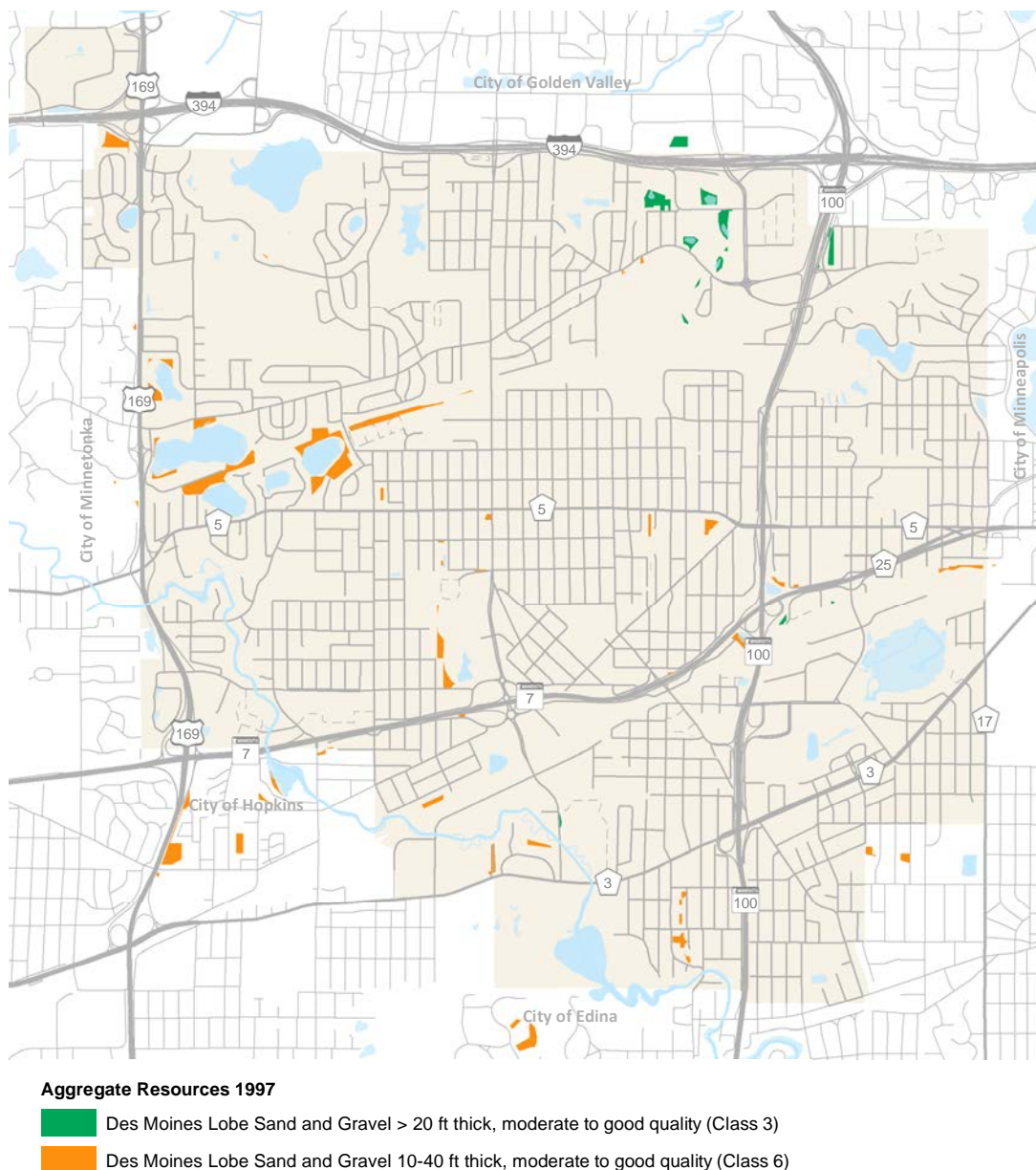
The Metropolitan Council requires cities to identify the location of aggregate resources within the community based on the Minnesota Geological survey. A few areas of aggregate resources were identified in St. Louis Park, as seen in Figure 5-2. The two classes of aggregate resources identified are defined below.

- » Class 3: Des Moines Lobe deposits; >20% of bulk natural aggregate retained on #4 sieve; deposit >20 feet thick; overburden <10 feet thick; water table is shallow (< 20 feet); good to limited subsurface data. Material moderate to good quality. Thickness set at 20 feet for computing volume of aggregate resources.;

- » Class 6: Des Moines Lobe deposits; >20% of bulk natural aggregate retained on #4 sieve; deposit 10-40 feet thick; overburden <10 feet thick; water table deeper than 20 feet; good to limited subsurface data. Material moderate to good quality. Thickness set at 20 feet for computing volume of aggregate resources.

While St. Louis Park had a history of resource extraction in the 20th century, the activity ceased in the city decades ago. It is unlikely that any of the remaining aggregate resources in the community will be extracted because the community is fully developed.

Figure 5-2. Aggregate Resources 1997



Place Types Framework

St. Louis Park's existing land use and development patterns have been significantly shaped by the community's natural landscape features, rail lines, and major roadway corridors. Building upon these strong physical elements, the city has adopted a placemaking approach to its land use and development planning. Rather than relying on a traditional framework of land use classifications, separated into residential, commercial, and industrial uses, the city has taken a more holistic placemaking approach to identifying the types of places that are desired in the community. In the 2040 Plan, these Place Types are established as a framework to analyze existing land uses and development patterns, as well as future land use and development directions. The Place Types framework consists of the following:

- » Neighborhoods
- » Districts
- » LRT Corridor Station Areas
- » Commercial Centers
- » Commercial Corridors
- » Neighborhood Commercial Nodes
- » Employment Areas

The Place Types framework is mapped in Figure 5-3.



Neighborhoods

The city has established 35 neighborhoods which encompass all land within the community. Each neighborhood is a building block of the overall community with the residential areas representing the core of each neighborhood. Individual neighborhood boundaries are primarily defined by major edges within the community, such as railroad corridors, major streets, or natural features. These neighborhoods are categorized by their mixes of housing densities and are mapped in Figure 5-4.

Low Density Residential Neighborhoods

About half of the neighborhoods (18) contain predominately low density residential land uses, including the following:

- | | | |
|---------------|---------------|---------------------|
| » Bronx Park | » Creekside | » Minikahda Oaks |
| » Brooklawns | » Crestview | » Minikahda Vista |
| » Brookside | » Eliot View | » Pennsylvania Park |
| » Browndale | » Kilmer | » South Oak Hill |
| » Cedar Manor | » Lake Forest | » Westwood Hills |
| » Cobblecrest | » Lenox | » Westdale |

Medium and High Density Residential Neighborhoods

Just two (2) neighborhoods contain predominately medium density residential land uses – Cedarhurst and Amhurst. Four (4) neighborhoods contain predominately high density residential land uses – Shelard Park, Triangle, Meadowbrook, and Wolfe Park.

Mixed Density Residential Neighborhoods

St. Louis Park's mix of residential land uses is distributed around the community. Eleven (11) or about one-third of the community's neighborhoods contain a significant mix of residential land uses, including the following:

- | | |
|--------------|---------------|
| » Aquila | » Minnehaha |
| » Birchwood | » Oak Hill |
| » Blackstone | » Sorensen |
| » Elmwood | » Texa Tonka |
| » Eliot | » Willow Park |
| » Fern Hill | |

Figure 5-3. Place Types Framework

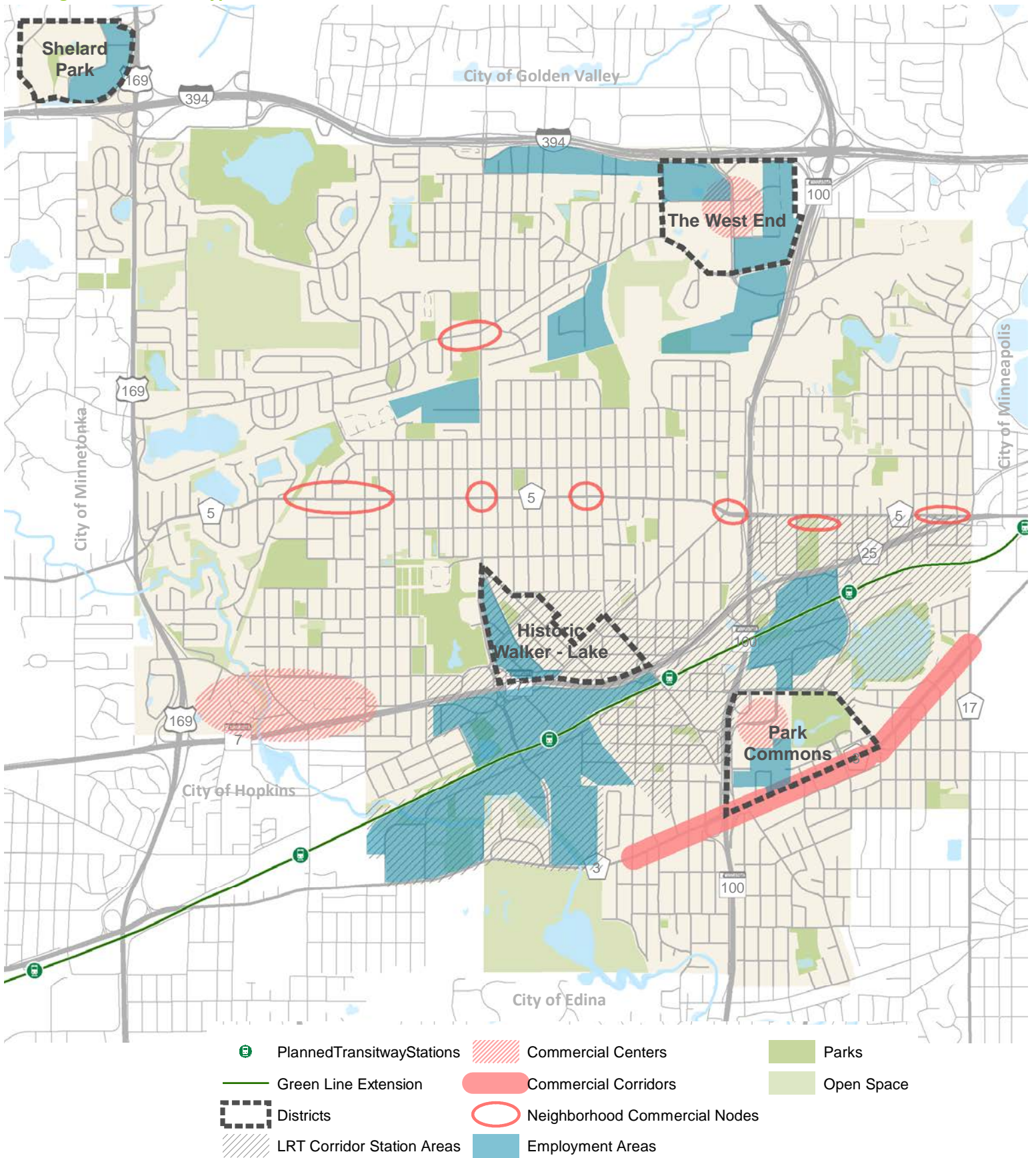
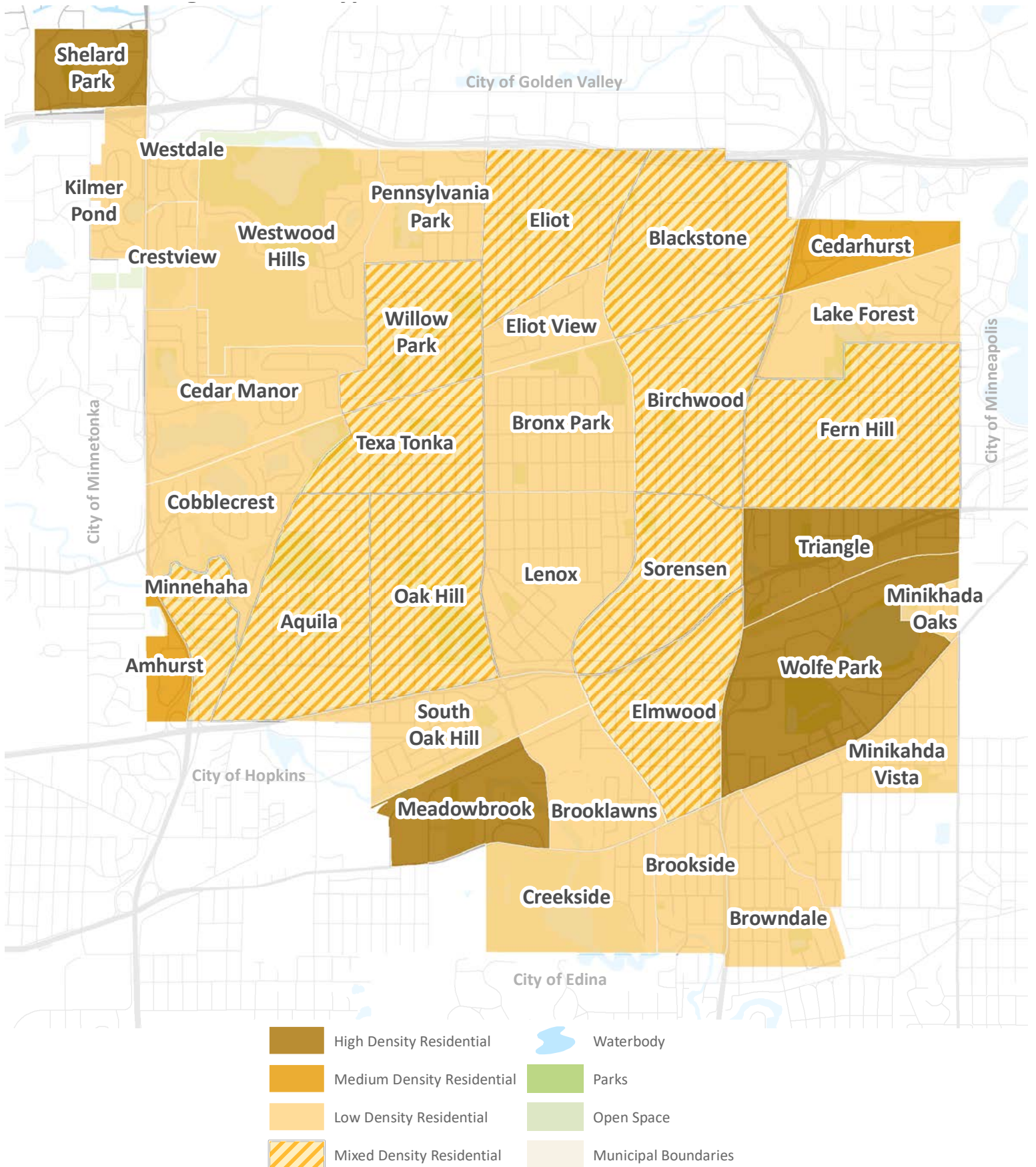


Figure 5-4. Residential Neighborhood Type



Districts

Districts are the community's most identifiable and interconnected mixed-use areas. They are large scale and contain multiple community destinations. They have a broad mix of uses, including retail, services, entertainment, workplaces, residential, and signature public spaces. The city's identified districts range from the highly planned Shelard Park and Park Commons, to the large privately developed West End, and the evolving Historic Walker Lake district.

Park Commons

Park Commons encompasses a large area generally bounded by Excelsior Boulevard (south), Highway 100 (west), 36th Street (north), and Monterey Boulevard (east). Over the past two decades, a majority of the redevelopment of the Park Commons area has occurred to create St. Louis Park's "town center." This redevelopment was guided by the Park Commons Concept Plan and the subsequent Park Commons East Redevelopment Concept Plan, as well as the 2030 Comprehensive Land Use Plan.

Park Commons has been redeveloped with a broad mix of uses, higher densities, and urban design features that create the "town center." Mixed-use development is along Excelsior Boulevard as well as the Town Green (Grand Way) and connects Excelsior Boulevard to Wolfe Park. High-density residential is located within the "town center," both above and adjacent to commercial uses. Park Commons includes:

- » Excelsior & Grand's commercial storefronts line Excelsior Boulevard and Grand Way. In 2017, this commercial area expanded to the west along Excelsior Boulevard with a 28,000 sq. ft. grocery store as part of the new 4800 Excelsior mixed use building.
- » Popular community recreation destinations are located in Park Commons- Wolfe Park, the Rec Center, aquatic park, and the ROC (Recreation Outdoor Center).
- » Park Nicollet Clinic is a large and growing medical campus that is also the city's largest employer. This medical facility consists of multiple large buildings and parking areas, including large surface parking lots. Circulation in this area of Park Commons is challenging due to an incomplete public street network, the large scale of the surface parking lots, limited pedestrian/ bike facilities, and lack of landscaping.

- » Miracle Mile today remains a 154,000 square foot retail strip mall along Excelsior Boulevard that has continued to adapt its mix of stores and physical character and is still prospering today. The retail center provides a variety of retail sales and service businesses.
- » Park Village today provides restaurants and a variety of other small retail businesses, and is adjacent to a Target store and Byerly's grocery store. In 2018, the movie theater building was converted from a theater and retail businesses to medical office uses.

Historic Walker Lake

Bounded by Louisiana Avenue to the west, Highway 7 to the south, Wooddale Avenue to the east, and Library Lane/ St. Louis Park High School on the north, the Historic Walker Lake District is the location of the original "Village Center" of historic St. Louis Park.

Although the remnants of St. Louis Park's original commercial village center are visible in the Historic Walker Lake District near the intersection of Lake and Walker Streets, St. Louis Park no longer has its original commercial center. Since many of the buildings are old and changes in the use of tenant spaces continues, a planning study of the area is underway to identify potential improvements and revitalization opportunities.

In the 2030 Comprehensive Plan, the Walker Street and Lake Street area was defined as a Commercial Corridor and a potential redevelopment area. In the past two years, the city has begun to view this area as a district that encompasses a broad mix of compatible uses (businesses, schools, community center, library, recreation, and residential). The area has recently been branded as Historic Walker Lake.





The West End

The West End district is located southwest of the Highway 100 and I-394 interchange, and bounded by Cedar Lake Road to the south and Zarthan Avenue to the west. The West End is one of the Twin Cities' latest major mixed-use developments integrating retail, restaurants, entertainment, hotel, office and residential uses. The West End district contains The Shops at West End shopping center and Park Place Plaza "big-box" retail. This district is also a major employment center for the community, with several large office buildings.

Shelard Park

Shelard Park is located in the northwestern corner of the city, at the northwest corner of the Highway 169 and I-394 interchange and contains a mixture of commercial, office, and entertainment uses. The Interchange Park development is primarily high-rise office space and high-density residential, and it is complemented by a retail complex to the north, in the City of Plymouth. This district is also a major employment center for the community.

LRT Corridor Station Areas

The planned regional light rail line, SWLRT, will be located in the Hennepin County Regional Railroad Authority's (HCRRRA) right-of-way corridor that is located south of and largely parallel to Highway 7 as it travels through St. Louis Park.

Three station areas are planned for the city:

- » Beltline Boulevard Station
- » Wooddale Avenue Station
- » Louisiana Avenue Station

Beltline Boulevard Station Area

Currently, the Beltline Boulevard Station Area is primarily an industrial area with some office, commercial, and residential uses.

Wooddale Avenue Station Area

The area of the future Wooddale Avenue Station is defined by a number of important transportation corridors: Highway 7, Wooddale Avenue, 36th Street, and the Cedar Lake LRT Regional Trail. Also within the area are multi-family developments on the south side of Highway 7, and mixed-use development along 36th Street.

Louisiana Avenue Station Area

The location of the future LRT station at Louisiana Avenue will connect the region to many of the employment opportunities in the area. In addition to the number of existing industries and businesses within the area, the station is within walking distance of the largest employer in the city, Methodist Hospital/Park Nicollet Clinic.

Commercial Centers

Commercial Centers are defined as commercial developments that are large in scale, intended for a regional market, and auto-oriented in design. There are three Commercial Centers within St. Louis Park:

- » Park Place Plaza at West End
- » Parks Commons West (Target, Lunds/Byerly's/Park Village)
- » Knollwood

These three Commercial Centers were developed during three different time periods and continue to provide desirable retail and restaurants for local and regional customers.

Knollwood

The Knollwood area today consists of The Shoppes of Knollwood, the Knollwood Village strip center, Knollwood SuperTarget, and a variety of smaller stores, restaurants, and service businesses. The success of other nearby regional shopping centers, such as Ridgedale, has diminished Knollwood's importance as a regional shopping center. The changing mix of new tenants has caused Knollwood to evolve from a regional into a community commercial center that draws customers from a smaller area. From 2014-2017, the property was converted from an indoor mall to an outdoor mall. The renovation included parking lot and pedestrian circulation improvements, new lighting, additional landscaping, and improved storm water management.

Commercial Corridors

St. Louis Park contains a significant commercial corridor along Excelsior Boulevard, a major community roadway. In general, this corridor contains a mix of commercial development types, including older traditional commercial buildings, typically street-oriented and smaller, mixed with auto-oriented development, typically buildings set back from the street with parking in front. As this commercial corridor aged, it has experienced deterioration, scattered reinvestment and redevelopment, and loss of a cohesive function and feel. In general, this corridor predominately accommodates automobile traffic but is transitioning to better accommodate other travel modes of walking, biking, and transit. In the future, reuse and redevelopment of this corridor should continue to transition toward mixed use and transit-oriented development.

Neighborhood Commercial Nodes

St. Louis Park contains a number of neighborhood commercial nodes at key street intersections along major community roadways, including the following:

- » Texas and Minnetonka (Texa-Tonka)
- » Minnetonka & Louisiana
- » Minnetonka & Dakota
- » Minnetonka & Lake
- » Minnetonka & Ottawa
- » Minnetonka & France
- » Louisiana & Cedar Lake Road

These neighborhood commercial nodes are primarily located in the central portion of the community along Minnetonka Boulevard, which is the city's major east-west community street, Louisiana Avenue, which is the city's major north-south street, and on Lake Street.

These neighborhood commercial nodes are typically surrounded by residential neighborhoods on all sides. Along Minnetonka Boulevard, neighborhood commercial nodes are well-spaced every 1/4 to 1/2 mile. Although most of these nodes include three or four quadrants of these intersections, they are all relatively small in size. Texa-Tonka is the largest as it stretches west along Texas Avenue, while the Minnetonka & Dakota node is the smallest.

Employment Areas

Office

Major office centers are within West End District and Shelard Park District. Other parcels in office use are scattered throughout the city, particularly along commercial corridors on Excelsior Boulevard and Highway 7. Highway commercial and office uses are located along the Wayzata Boulevard/I-394 corridor. The principal medical office area is the Park Nicollet Health Services complex on Excelsior Boulevard, but Park Nicollet has recently completed major expansions of its facilities at its hospital campus in the Excelsior Boulevard/ Louisiana Avenue area and in the Belt Line Industrial Park area.

Industrial

Existing industrial land uses are primarily clustered in six (6) industrial areas within the community, including the following:

- » Oxford / Louisiana Industrial Park
- » Gorham / Walker Industrial Park (NE of Highway 7 & Louisiana Avenue)
- » Belt Line Industrial Park / Nordic Ware
- » Westside Center / Cedar Lake Road area (west side of Highway 100)
- » Edgewood Industrial Park (Edgewood Avenue south of Cedar Lake Road)
- » Smith Industrial Park (27th Street west of Louisiana Avenue)



Existing industrial land uses in St. Louis Park may be classified as general industrial or light industrial. General Industrial uses cover a broad spectrum of manufacturing, warehousing, and general business operations. General industrial uses are considered to be intensive land uses and they typically generate noise, odor, vibrations, and traffic that often conflicts with less intensive land uses such as parks or residential. The Oxford/Louisiana industrial area is an example of a general industrial area.

Light industrial or industrial park areas contain a restricted range of uses and tend to be smaller districts which create a minimum of nuisances. The standards for light industrial require larger setbacks and more landscaping resulting in a more pleasant appearance. The best example of this type of use in St. Louis Park is the Belt Line Industrial Park adjacent to Belt Line Boulevard and CSAH 25. Typical uses include manufacturing of electrical components and computer hardware, precision instruments, and similar high value items. Another area with an industrial park character is Smith Industrial Park



Where We Are Headed

This section establishes the city's comprehensive plan land use designations, which are fully defined below. The 2040 Future Land Use Plan Map, Figure 5-5, which is the city's official land use plan map, uses these land use designations to guide all land within the city's boundaries. These designations guide current and future land use planning and development through the year 2040. They are intended to use sound planning principles to shape the character, type and density of future development. Any new development, redevelopment, change in land use, or change in zoning is required to be consistent with the land use designation for each parcel.

Comprehensive Plan Land Use Designations

There are 13 land use designations that guide the city's 2040 Future Land Use Plan map. The designations are described below and generally reflect a continuing movement towards greater mixing of uses.

RL - Low Density Residential

The Low Density Residential designation is intended for residential neighborhoods primarily consisting of single-family homes. It allows single-family detached housing and limited semi-detached housing, such as duplexes and accessory housing units. This designation allows net residential densities from three (3) to ten (10) units per acre.

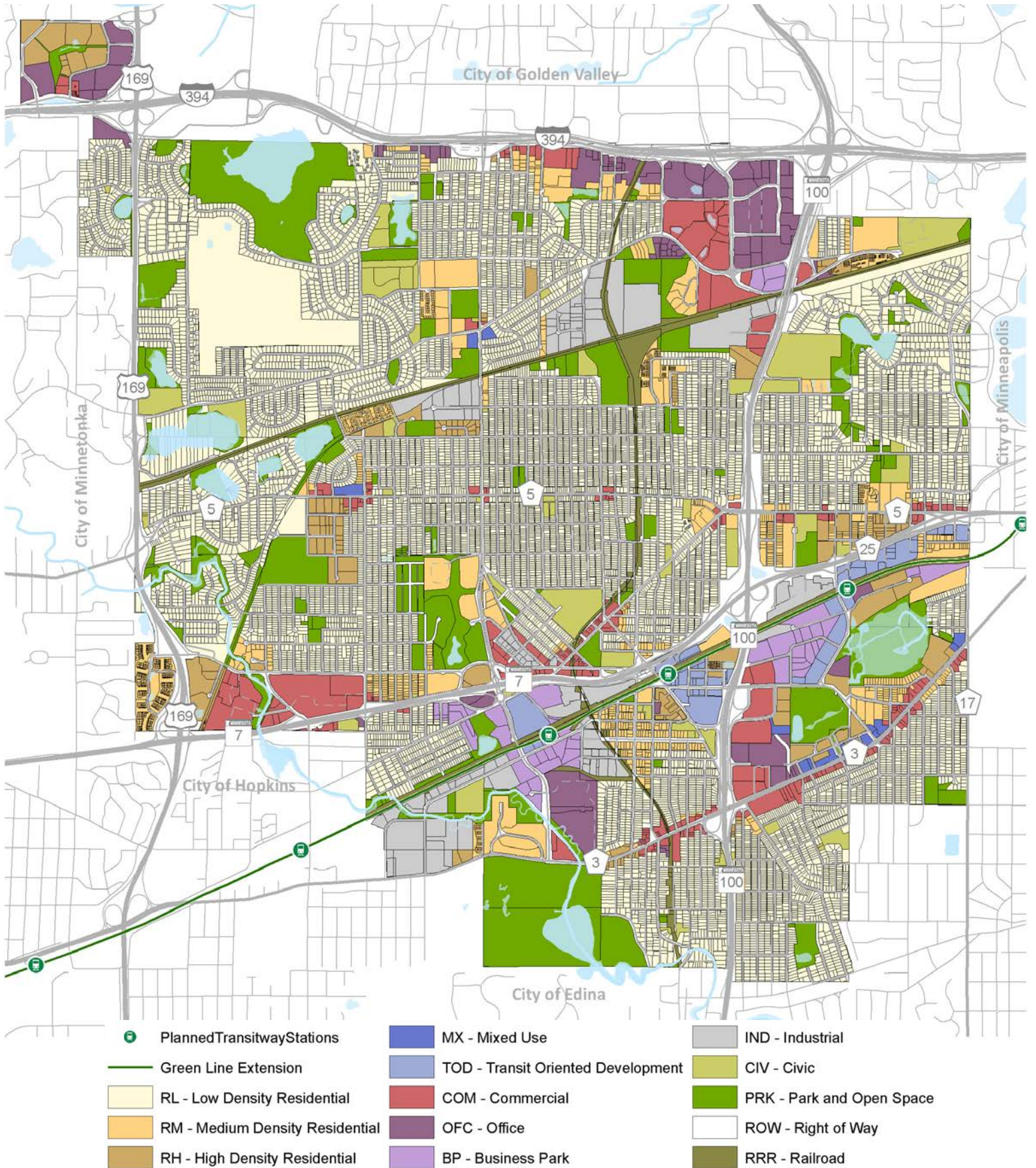
RM - Medium Density Residential

The Medium Density Residential designation is intended for residential areas adjacent to commercial centers, corridors, and nodes. It allows net residential densities from six (6) to 30 units per acre. This designation allows a variety of housing types that are compatible in scale to single-family homes, including single-family detached, duplexes, townhomes, and small two- or three-story apartment buildings.

RH - High Density Residential

The High Density Residential land use designation is intended for higher density, compact urban residential areas with convenient access to major transportation corridors, open spaces, and commercial centers. This designation allows for a residential density range of 30 to 75 units per acre. The appropriate building height will vary by development and depend upon the characteristics of the development and its surroundings.

Figure 5-5. 2040 Future Land Use Plan



MIXED USE DESIGNATIONS & LIVABLE COMMUNITY PRINCIPLES

The Land Use Designations that allow a mix of residential and non-residential uses can achieve high residential densities by addressing the city's Livable Community Principles and other goals of the 2040 Comprehensive Plan. These principles include: structured parking, affordable housing, sustainable site and building design elements, and high quality attractive indoor/outdoor recreation and amenity areas.

Applicable Land Use Designations include:

- » RH - High Density Residential
- » COM - Commercial
- » MX - Mixed-Use
- » TOD - Transit Oriented Development
- » OFC - Office

Three- to four-story buildings will be appropriate in some areas, while six- to eight-story buildings and even taller high-rises will be acceptable in others. In addition to residential development, a limited amount of supportive retail and service, 10% typically, is also appropriate.

COM - Commercial

The Commercial land use designation is intended to accommodate a wide range and scale of commercial uses, such as retail, service, entertainment, and office. Commercial uses can range from small neighborhood convenience nodes, to community retail areas along major roadways, to large shopping centers, to auto-related commercial uses along freeways. A limited amount of residential uses, 10% typically, are also appropriate as part of a mixed-use commercial development. Residential uses should be on upper floors with a net residential density range of 20 to 50 units per acre allowed.

MX – Mixed-Use

In the Mixed Use land use designation, a mixing of uses is required for every development parcel, including commercial. Uses allowed are commercial, office, residential, civic, and parks/open space. The goal of this designation is to create pedestrian-scale mixed-use areas, typically with buildings having a portion of retail, service or other commercial uses on the ground floor and residential or office uses on upper floors. Mixed use buildings typically have approximately 75 to 85 percent of the building for residential use and 15 to 25 percent for commercial, office, and other similar uses. Taller buildings may be appropriate in some areas and net residential densities between 20 and 75 units per acre are allowed. The MX designation is intended to facilitate a mixed-use town center atmosphere in Park Commons as well as other key community and neighborhood commercial centers, corridors, and nodes.

TOD – Transit Oriented Development

In the Transit Oriented Development land use designation, a mix of uses are allowed, including commercial, office, residential, civic, and parks/open space. The mix of uses must be oriented toward the transitway stations along the planned SWLRT line. The goal of this designation is to create pedestrian-scale developments within a ten-minute walk of a transitway station. The focus of the designation is on block sizes, lot sizes, and building forms that create a pedestrian-rich environment, rather than a specific mix of uses. It is expected that residential uses will make up approximately 75 to 85 percent of uses; the remaining 15 to 25 percent will likely be commercial, office, and other similar uses. The net residential density range allowed is 50 to 125 units per acre.



OFC – Office

The Office land use designation is primarily intended for employment centers of fairly intensive office and mixed use development with high floor area ratios (FARs) and building heights. Business, professional, administrative, scientific, technical, medical, research and development services are typical uses appropriate for the Office land use designation. The Office designation also allows other limited uses such as hotels, parking ramps, residential, day care, retail and restaurants when part of a larger development. A limited amount of residential uses, 10% typically, fitting the form and scale of a large office employment center are also appropriate as part of a mixed-use office development. Residential uses should be on upper floors with residential densities from 50 to 125 units per acre allowed.

BP – Business Park

The Business Park land use designation is intended to encourage the creation of significant employment centers that accommodate a diverse mix of office and light industrial uses and jobs. The Business Park designation should be applied to larger sites that can be redeveloped to provide a greater diversity of jobs, higher development densities, higher jobs per acre, higher quality site and building architectural design, and increased tax revenues for the community. Office, office-showroom-warehousing, research and development services, light and high-tech electronic manufacturing and assembly, and medical laboratories are typical uses appropriate for this land use designation. The general intent is to shift away from distribution, warehousing, storage toward a broader mix and smaller scale production and makerspace businesses. A limited amount of retail and service uses may be allowed, 10% typically, as supporting uses for the primary office and light industrial uses of the employment center.

IND – Industrial

The Industrial land use designation covers all industrial uses from manufacturing, assembly, processing, warehousing, storage, laboratory, distribution, and related offices. Industrial areas consist of both lighter industrial uses, which tend to have higher appearance standards and fewer impacts on surrounding properties, and general industrial uses which are typically set off from other uses. Current industrial uses tend to be concentrated around the city's railroads, where industrial uses first developed in the community.

Future industrial uses to be protected should primarily be located in close proximity to either a railroad line or regional roadway system with limited traffic circulation through residential and pedestrian-oriented areas. However, some industrial areas may transition over time to some non-industrial uses that are appropriate to their changing context, such as the future Southwest LRT station areas or increasing incompatibility with surrounding development. Transitional industrial areas may consist of a broader range of light industrial and non-industrial uses and need to ensure compatibility with surrounding non-industrial land uses.

CIV – Civic

The Civic land use designation is intended for public buildings and uses as well as similar private uses, such as schools, government buildings, places of assembly, community centers, libraries and non-profit institutions.

PRK – Park and Open Space

The Park and Open Space land use designation includes all public parks and open space land, as well as public recreational facilities, such as the Recreational Center. It also encompasses lakes and waterways, such as Bass Lake Preserve and Minnehaha Creek. This designation is intended for areas which are reserved for active and passive recreational uses, natural amenities, protected natural areas, and the city's major stormwater retention and drainage areas.

ROW – Public Right-of-Way

The Public Right-of-Way land use designation includes right-of-way for streets, sidewalks, trails and drainageways.

RRR – Railroad

The Railroad land use designation includes right-of-way used for railway and trail purposes. Some of the land is owned by rail companies; some of the land is owned by the Hennepin County Regional Rail Authority and a portion of it is used as a multi-purpose regional trail operated by Three Rivers Park District.

The distribution of 2040 planned future land uses is summarized in Table 5-2.

Table 5-2. 2040 Future Land Use Plan

FUTURE LAND USE	GROSS ACRES	NET ACRES	% NET
RL- Low Density Residential	2,520.67	2,484.21	35.96%
RM- Medium Density Residential	402.12	385.86	5.59%
RH- High Density Residential	214.02	205.38	2.97%
MX- Mixed Use	21.58	21.58	0.31%
TOD- Transit Oriented Development	81.76	81.76	1.18%
COM- Commercial	277.97	277.64	4.02%
OFC- Office	232.31	215.16	3.11%
BP- Business Park	103.81	103.65	1.50%
IND- Industrial	244.41	206.23	2.99%
CIV- Civic	216.29	210.70	3.05%
PRK- Park and Open Space	916.67	557.54	8.07%
ROW- Right of Way	1,517.14	1,508.78	21.84%
RRR- Railroad	159.98	150.81	2.18%
Water/Wetlands	-	499.45	7.23%
Total	6,908.74	6,908.74	100.00%

Source: City of St. Louis Park, HGI 2018



Future Directions

In general, the 2040 land use plan focuses on guiding the community’s future land use patterns toward a greater integration of complementary land uses, higher intensity land uses where appropriate, preservation and enhancement of key community districts, vibrant walkable neighborhood commercial areas, transit-oriented development and public spaces in the SWLRT station areas, and environmental stewardship of the land. In particular, the 2040 land use plan is intended to provide strong guidance for the areas that are anticipated to experience land use changes long-term.

Neighborhoods

The city’s 35 individual neighborhoods are the backbone of the community. Although each neighborhood has a unique history, development pattern, character, challenges, and opportunities, all neighborhoods should ideally provide a healthy living environment with convenient access to essential community services, including transportation options, jobs, parks and open space, shopping, services, entertainment, or other amenities.

The 2040 Land Use Plan is intended to guide land use patterns and development types that support healthy, accessible and walkable neighborhoods in St. Louis Park. In particular, the 2040 land use plan promotes expanding the diversity and affordability of housing options in the community’s neighborhoods. This future direction can be achieved in a number of ways:

- » Allowing semi-detached housing types (e.g. accessory housing units, duplexes) in low density residential areas,
- » Guiding more areas for medium density residential (e.g. along LRT and bus routes and near commercial areas, schools and parks/open spaces), and
- » Creating more mixed use areas with new housing options.

As redevelopment opportunities emerge and plans are created, the city will promote land uses that support and enhance neighborhoods. Commercial corridors and nodes will be planned to accommodate neighborhood retail and services as well as pedestrian-oriented design to support walkable access from neighborhoods.

New housing types are encouraged in appropriate areas, including mixed use buildings and move-up housing, to create options for residents to remain in or near their neighborhood as their lifestyle and housing needs change. Public facilities and gathering spaces will be addressed in redevelopment plans as strategic and accessible places for neighborhood residents to use. Redevelopment will accommodate needs for sidewalks and trails where appropriate.

Districts

Park Commons

Future redevelopment of the Park Commons area should focus on adding complementary land uses that support the “town center” concept and complete the internal network of streets and pathways that create a cohesive and connected downtown neighborhood. Future redevelopment and infill development should fill in the Excelsior Boulevard “gap” between the Excelsior & Grand storefronts to the east and the Park Village commercial businesses to the west while balancing Park Nicollet’s needs for its medical campus entrance.

The 2040 land use plan guides the Park Commons West area (west and southwest of Wolfe Park), which has future redevelopment opportunities, for commercial and office uses primarily with high density residential along the west side of Wolfe Park. Redevelopment or infill development with buildings located close to Excelsior Boulevard is preferred.

Improving connections between the residential and mixed use areas of Excelsior & Grand and the commercial and medical office areas to the west should be accommodated as part of redevelopment planning for the interior of Park Commons West. An update to the Park Commons West Concept Plan is planned to address current and anticipated market trends, update the land use guidance (e.g. potential for mixed use), consider development design standards, and revisit opportunities for completing the internal street, pedestrian and bicycle networks.

Historic Walker Lake

Based on community input for the 2040 Comprehensive Plan, wholesale redevelopment is not envisioned in the Historic Walker Lake district. The potential for land use changes in the Historic Walker-Lake district was discussed during the 2040 Plan Update process. It was determined that a small area plan would be beneficial for Historic Walker Lake prior to making any changes to the Future Land Use Plan map. Some considerations for this district include:

- » Potential rezoning from C-2 (General Commercial) to C-1 (Neighborhood Commercial)
- » Rezoning from I-G (General Industrial) to light industrial, or a form-based zoning district.

As identified in an activation plan for the district, key revitalization initiatives include:

- » Rehabilitation of streets
- » Reconstruction of alleys
- » Parking improvements
- » Adding bikeways
- » Installing wayfinding
- » Implementing placemaking

The city also intends to explore design guidelines and a district parking strategy.

The West End

The West End district will complete redevelopment of its northeast corner with a mix of office, residential, hotel, and a major parking structure. Future redevelopment opportunities could occur in the southern portion of the district between Gamble Drive and Cedar Lake Road.

Shelard Park

As Shelard Park is the city’s oldest mixed-use district, it will continue to face opportunities for reinvestment and redevelopment over the next 20 years. Redevelopment sites exist on the I-394 frontage where commercial buildings have been removed. In addition, there is also infill redevelopment potential on the Hwy 169 frontage northeast of the signature office tower. Mixed use redevelopment is anticipated on these sites.

LRT Corridor Station Areas

The major regional investment in light rail transit infrastructure (SWLRT) will have impacts on development and redevelopment in St. Louis Park. To optimize this regional investment, many planning efforts beyond the Comprehensive Plan have been conducted.

Small area framework plans have been completed for the each of the three Southwest LRT (SWLRT) station areas planned in St. Louis Park, including:

- » The Elmwood Area Land Use Transit and Transportation Study (2003)
- » Beltline Area Framework & Design Guidelines (2012)
- » Louisiana Station Area Framework & Design Guidelines (2015)

In 2014, the Transitional Station Area Action Plans (TSAAPs) process were completed for each of the 17 stations of the SWLRT line in collaboration with Hennepin County, the other SWLRT cities, and the Metropolitan Council. The TSAAPs are intended to promote opening day readiness by bridging the gap between current conditions and future needs through identifying and prioritizing infrastructure improvements that enhance existing businesses, support mixed-income housing opportunities, and encourage transit-oriented development (TOD). Additionally, the TSAAPs will support short-term development and facilitate long-term, phased TOD.

TOD in the station areas will encompass higher densities of population and activity; a pedestrian- and bike-friendly designed environment; a mixed-use land use pattern; an interconnected street network; and development of affordable housing for people likely to use transit. As a critical component of supporting an effective transit system, the city is planning for higher densities of residential and employment development in the three station areas.

For residential development, the city's TOD land use designation is targeting net residential density range allowed is 50 to 125 units per acre. For employment development, the Metro Council's 2040 Transportation Policy Plan (TPP) recommends that cities target an appropriate "level of total activity" in station areas that will support effective transit services.

The 2040 TPP defines this level of total activity as follows: "Activity can include residential units or residents, jobs, students, and retail and entertainment space that contribute to an overall level of activity. A guideline for minimum activity around a station would be 7,000 total residents, jobs, or students. In station areas with significant barriers or undevelopable land, this total can be adjusted proportionally." Based on this guidance, with a TOD station area defined generally as 500 acres (1/2 mile radius from the transit station), targeted job density would be 14 jobs per acre.

Beltline Boulevard Station Area

As a transit-oriented district, this station area offers significant redevelopment potential. The 2040 land use plan reguides much of the land adjacent to Beltline Boulevard (west side) and adjacent to CSAH 25 (south side) to the new Transit Oriented Development land use designation, which is anticipated to be a mix of commercial and residential. Both of these areas will have convenient multi-modal connections to the future transit station via these major roadways. In the future, the southwest quadrant is envisioned as primarily an employment center and the southeast quadrant as primarily residential.

The Beltline Area Framework & Design Guidelines (2012), provides a long-term guide for shaping future changes in the Beltline Station Area. The plan identifies preferred land uses, building patterns, and connectivity/access patterns for the future station area. It also includes design guidelines for future public systems and spaces, including the future transit station, streets, walk/bike network, open space/parks/plazas, public parking, signage, stormwater management, and utilities.

For future private development, design guidelines address site development, buildings, off-street parking, service/delivery/storage areas, lighting, and signage. Some of the most significant recommendations include:

- » Redevelopment to include mixed use near the future transit station and along Beltline Boulevard
- » Business Park redevelopment that increases the number of employees working in the station area
- » Preferred building heights across the five character districts
- » Potential roadway network improvements
- » Bike/walk network improvements
- » Enhancing the public open space, park, and plaza network



Wooddale Avenue Station Area

The Wooddale Avenue Station Area is envisioned as a transit-oriented development (TOD) neighborhood, particularly south of the future transit line. The 2040 land use plan reguides much of the land in the core of the station area to the new Transit Oriented Development land use designation. The remaining land is primarily guided for medium and high density residential. The southeast quadrant has the most potential for land use change and transit-oriented development both north and south of West 36th Street. The city should update the existing Elmwood Area Plan (2003) to address this area in particular. The northern portion is more challenging for transit access and redevelopment opportunities due to the close proximity of Highway 7 and Wooddale Avenue interchange.

Louisiana Avenue Station Area

The Louisiana Avenue Station Area is envisioned for development intensification as an employment center that capitalizes on its convenient transit access and proximity to Park Nicollet Methodist Hospital, a major employer and regional destination. Building upon its current mix of industrial, medical, and commercial land uses, this area is guided for a broader mix of land uses, particularly the development of business park uses with higher jobs per acre nearest to the transit station. Business Park land uses enable higher jobs potential due to higher FARs, multi-story buildings, and less square footage per employee.

The Louisiana Station Area Framework & Design Guidelines (2015) provides long-term guidance for the community, property owners, and developers seeking to enhance or redevelop properties in the station area and to help define future public infrastructure investments. The framework plan includes access/circulation plans (street network, bike/pedestrian network, unique transit station to hospital connection), land use/development plan, park/open space plan, and an illustrative master plan.

A robust set of design guidelines address future public systems and spaces, including the future transit station, streets, walk/bike network, open space/parks, transit plaza, public parking, wayfinding signage, and stormwater management. For future private development, design guidelines address site development, buildings, off-street parking, service/delivery/storage areas, lighting, and signage. Some of the recommendations include:

- » An expanded and connected street network
- » An expanded sidewalk and multi-use path network, including a unique transit station-to-hospital pedestrian connection
- » Expansion of an office medical district
- » Some redevelopment of industrial uses combined with industrial reinvestment
- » Potential street level commercial near the future transit station and along Louisiana Avenue
- » Significant enhancements to the area's park and open space network, including access to the Minnehaha Creek corridor

Commercial Centers

Commercial centers are the city's largest scale commercial areas and were generally designed as auto-oriented shopping areas. The 2040 land use plan guides these areas for reinvestment and infill development. The intent is to better connect the commercial centers internally and externally, including walking/biking facilities, improve site functionality (traffic, parking, stormwater management), and enhance visual character. These large areas offer significant opportunities for subdividing sites into smaller blocks and lots, diversifying the mix of uses, and improving the existing development character to be more pedestrian, bike, and transit-friendly.



Commercial Corridors

Commercial corridors and nodes can have significant potential for enhancing neighborhoods as desirable walkable destinations, important public gathering places, transportation nodes, and significantly contributing to a neighborhood's sense of identity. Reinvestment and redevelopment along the south side of the Excelsior Boulevard corridor will be guided by the Design Guidelines for the South Side of Excelsior Boulevard. It may be appropriate to apply these design guidelines to address redevelopment pressures on the north side of Excelsior Boulevard in the future.

Neighborhood Commercial Nodes

Neighborhood commercial areas may offer attractive opportunities for adding new housing options, such as residential in mixed use buildings. In general, reinvestment or redevelopment in commercial corridors and neighborhood commercial nodes is challenged by limited space for business expansions, parking, and stormwater management.

When any of these commercial areas are being considered for reinvestment, reuse or redevelopment, the city works with adjacent neighborhoods to evaluate how well the commercial area meets the area needs.



Employment Areas

Concentrated industrial, office and business park land uses represent major employment areas for the city. As existing industrial areas continue to face significant economic and technological changes along with potential redevelopment and employment growth opportunities, the city is considering how to manage its decreasing inventory of industrial land wisely. The 2040 land use plan guides land for industrial uses in six (6) strategic employment areas:

- » Oxford/Louisiana Industrial Park
- » Gorham/Walker Industrial Park
- » Belt Line Industrial Park / Nordic Ware
- » Westside Center / Cedar Lake Road area (west side of Highway 100)
- » Edgewood Industrial Park
- » Smith Industrial Park (27th Street west of Louisiana Avenue)

Both the Oxford/Louisiana and Belt Line industrial parks are located within SWLRT station areas, which are intended to continue as employment centers that leverage the benefits of transit access in the long-term.

The city's industrial areas contain a substantial number of older and obsolete buildings compared to contemporary industrial standards. The current industrial market demands more efficient building types that provide ample parking, high clear heights for maximum stacking of product inventory, deep truck courts for semi-trailer loading, and aesthetically pleasing building exteriors and sites. As these industrial areas are considered for redevelopment, they will be considered for reguiding to the Business Park land use designation, which is intended to allow a broader range of uses, including office, office-showroom-warehousing, research and development services, light and high-tech electronic manufacturing and assembly, and medical laboratories. The 2040 land use plan guides substantial areas in the Oxford/ Louisiana and Belt Line industrial parks for Business Park uses while also retaining a portion of these areas for industrial uses.

Phasing of Growth and Redevelopment

Through the Comprehensive Planning process and the development of future land uses through 2040, the city is ensuring that forecasted growth for the community can be accommodated.

Table 5-3. St. Louis Park Forecasts

	2010	2017 (EST)	2020	2030	2040
Population	45,250	48,920	49,600	52,350	54,520
Households	21,743	23,241	23,600	25,220	26,230
Employment	40,485	41,438	43,400	45,300	46,850

Source: Metropolitan Council, 2018

As seen in Table 5-3, the city is expected to grow by 5,600 people, 2,989 households, and 5,412 jobs between 2017-2040. Land use analysis of St. Louis Park and identified areas of potential redevelopment, as seen in Figure 5-6, highlight where this growth is anticipated to occur. Table 5-4 shows the breakdown of anticipated redevelopment acres, by decade they are likely to develop, by future land use designation.

Table 5-4. Anticipated Net Acres of Redevelopment by Decade

FUTURE LAND USE	2018-2020	2021-2030	2031-2040	TOTAL
RL- Low Density Residential	0.00	0.00	0.00	0.00
RM- Medium Density Residential	1.31	8.79	18.79	28.90
RH- High Density Residential	3.01	0.00	0.00	3.01
MX- Mixed Use	4.02	5.19	0.00	9.21
TOD- Transit Oriented Development	13.20	37.52	14.02	64.74
COM- Commercial	0.00	6.79	0.00	6.79
OFC- Office	15.02	3.27	14.06	32.35
BP- Business Park	0.00	8.60	47.06	55.66
IND- Industrial	0.00	16.05	11.87	27.92
CIV- Civic	0.00	2.69	0.00	2.69
PRK- Park and Open Space	0.00	2.25	0.25	2.50
Total	36.57	91.14	106.05	233.76

Source: City of St. Louis Park, HKGI 2018



Figure 5-6. Priority Redevelopment Areas

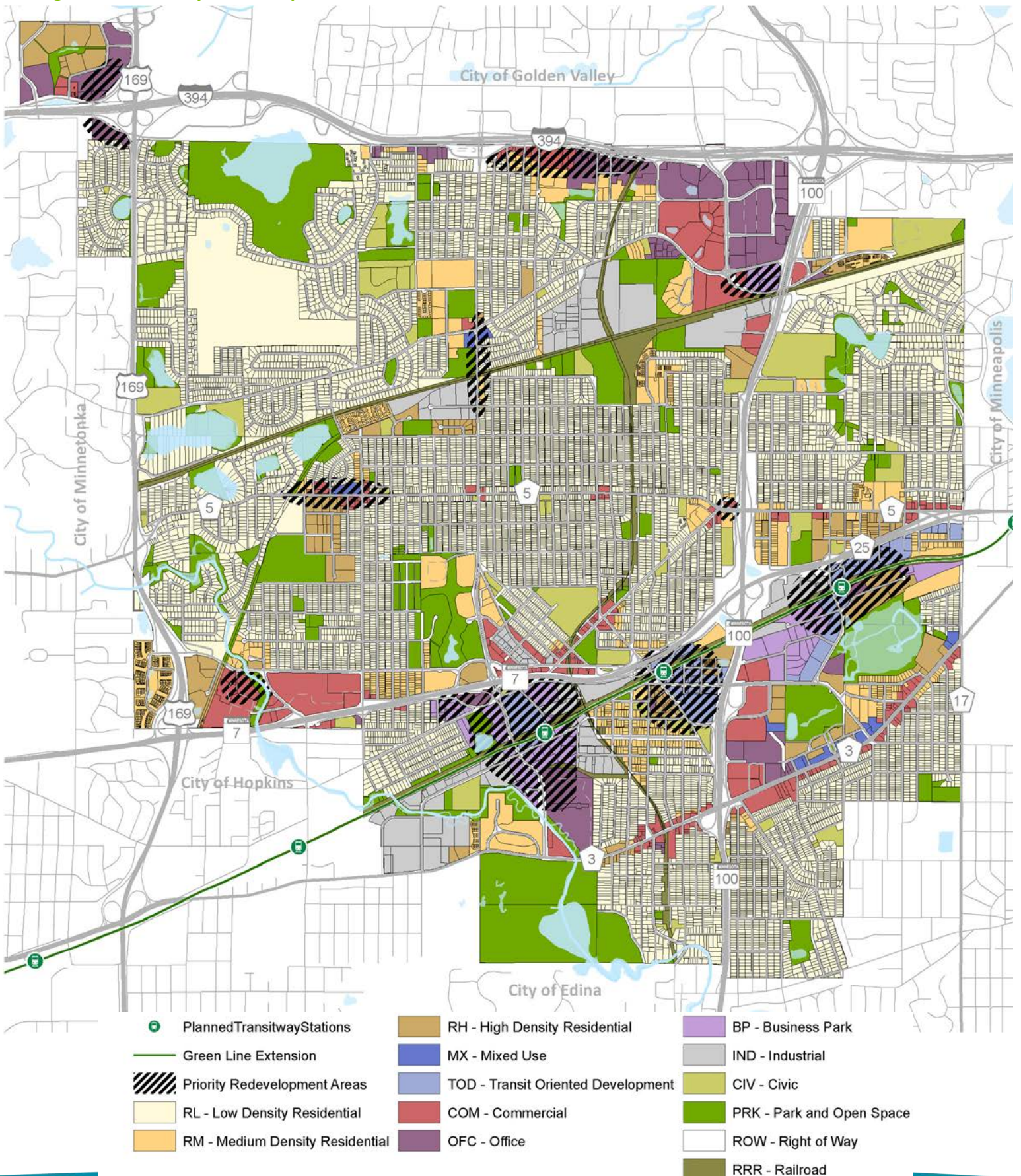


Table 5-5. Housing Units Added by Decade

FUTURE LAND USE	NET ACRES	UNITS/ACRE		% RES	2018-2020		2021-2030		2031-2040		TOTAL	
		MIN	MAX		MIN	MAX	MIN	MAX	MIN	MAX		
RL- Low Density Residential	0.0	3	10	100%	-	-	-	-	-	-	-	-
RM- Medium Density Residential	28.9	6	30	100%	8	39	53	264	113	564	173	867
RH- High Density Residential	3.0	30	75	100%	90	226	-	-	-	-	90	226
MX- Mixed Use	9.2	20	75	75%	60	226	78	292	-	-	138	518
TOD- Transit Oriented Development	64.7	50	125	75%	495	1,237	1,407	3,518	526	1,314	2,428	6,070
COM- Commercial	6.8	20	75	10%	-	-	14	51	-	-	14	51
OFC- Office	32.3	50	125	10%	75	188	16	41	70	176	162	404
Total	145.0				729	1,917	1,568	4,165	709	2,054	3,005	8,136
Minimum Units/Acre					38.87 u/a		37.47 u/a		23.08 u/a		32.92 u/a	

Source: City of St. Louis Park, HkGi 2018

Table 5-6. Employment Added by Decade

FUTURE LAND USE	NET ACRES	FAR		JOBS / SF	% EMP	2018-2020		2021-2030		2031-2040		TOTAL	
		MIN	MAX			MIN	MAX	MIN	MAX	MIN	MAX		
MX- Mixed Use	9.2	0.5	1.0	750	25%	29	58	38	75	-	-	67	134
TOD- Transit Oriented Development	64.7	0.5	1.0	750	25%	96	192	272	545	102	204	470	940
COM- Commercial	6.8	0.3	0.6	750	90%	-	-	106	213	-	-	106	213
OFC- Office	32.3	0.6	1.0	500	90%	707	1,178	154	256	662	1,103	1,522	2,536
BP- Business Park	55.7	0.5	0.8	750	100%	-	-	250	400	1,367	2,187	1,616	2,586
IND- Industrial	27.9	0.3	0.4	1,500	100%	-	-	140	186	103	138	243	324
CIV- Civic	2.7	0.4	0.6	1,250	100%	-	-	38	56	-	-	38	56
Total	199.4					832	1,428	997	1,731	2,234	3,631	4,062	6,790

Source: City of St. Louis Park, HkGi 2018

From the phasing of net acres of different land uses, the city also analyzed the potential phasing of housing units to be developed through 2040, as seen in Table 5-5. A similar analysis of land uses resulting in employment can be found in Table 5-6.

The city’s future land use designations and anticipated redevelopment areas are able to accommodate anticipated growth in population, households, and employment. The anticipated growth exceed the Urban Center designation minimum density of 20.0 units/acre for each decade from 2017 to 2040.

Land Use Goals and Strategies

Livable Communities Goals

- 1. Provide attractive public streets, spaces and facilities that contribute to creating connections, a strong sense of community, and opportunities for community interaction.**



Strategies

- A. Establish unique and cohesive street character for major community streets, emphasizing safe and comfortable pedestrian and bike connections, landscaping, lighting, and seating areas for the use and enjoyment of the public.
- B. Create well-defined community gateways at appropriate points where major streets cross the city's municipal boundary, using location appropriate signage, public art, public plazas, and architecturally significant buildings.
- C. Incorporate "complete streets" design principles into future improvements of the community's streets to implement planned multi-modal transportation networks and to help achieve the city's goals to reduce vehicle emissions and provide a more equitable system of transportation options.
- D. Provide pedestrian and bicycle pathways that connect key departure points and destinations throughout the city and require installation of identified connections during the redevelopment process.
- E. Promote high quality design of public and private open spaces that will benefit anticipated users with proper consideration given to use, design, maintenance, appearance, location, and accessibility of the space.
- F. Encourage placement of artwork and amenities throughout the city to help increase civic prominence and a unique sense of place where appropriate.
- G. Continue to use appropriate outdoor lighting for illumination of streets, parking lots, and other public and private areas.

- H. Incorporate "living streets" design principles into future improvements of the community's streets in order to enhance the corridors' appearance and environment.
- I. Continue to reduce the level of obtrusive signage within the city by promoting a balance between aesthetics, safety, and communication needs.
- J. Work with internal and external partners to ensure that roadway and pedestrian facilities, including bridges, located in the city are functional and aesthetically attractive.
- K. Continue to achieve high quality design standards for the exterior appearance of public structures.
- L. Establish a timetable and implementation strategies to bury utilities. Continue to require the undergrounding of utilities in all new developments and redevelopment projects.

- 2. Promote building and site design that creates a connected, human scale, multi-modal, and safe environment for people who live and work here.**



Strategies

- A. Encourage quality design in new construction such as building orientation, scale, massing, and pedestrian access.
- B. Encourage new buildings to orient to walkable streets with appropriate building height to street width ratios.
- C. Revisit the city's architectural control ordinance ensuring that it provides clear direction to developers and enhances the visual quality and livability of the city.
- D. Require parking lots to be separated from sidewalks and roadway facilities with appropriate landscaping, street walls or berms, and curbs.
- E. Continue to enforce parking lot standards that address surfacing, light standards, tree canopy, and heat island reduction.
- F. Incorporate Crime Prevention through Environmental Design (CPTED) principles and practices into building and site design to maximize visibility and eyes on the street.

Residential Land Use Goals

- 1. Create a mix of residential land uses and housing types to increase housing choices, including affordable housing, and increase the viability of neighborhood services through redevelopment or infill development.**



Strategies

- Engage the community to determine how to allow a broader range of housing types and densities within and adjacent to existing low density residential neighborhoods that are complementary and compatible with the existing neighborhood character.
 - Promote and support the development of medium and high density residential land uses near commercial centers and nodes.
 - Ensure that new and redeveloped medium and high density residential land uses are located within walking distance of transit and commercial services.
 - Engage the community to explore how to increase the mix of housing types near transit corridors, parks and commercial nodes/corridors.
- 2. Preserve and enhance the livability and unique character of each neighborhood's residential areas.**



Strategies

- Promote maintenance and reinvestment of existing residential land uses that have experienced deferred maintenance, deteriorating property values, high vacancy rates, or reuse opportunities.
- Require the creation of appropriate and effective buffer or transition areas between different land use types.

Commercial & Office Land Use Goals

- 1. Preserve and enhance community commercial centers that offer desirable and complementary commercial retail and services for the community's residents, workers, and visitors.**



Strategies

- Minimize the adverse impacts associated with large community commercial centers using design, performance standards, site planning techniques, minimizing surface parking, buffering, and traffic management.
 - Ensure that community commercial centers contribute to an aesthetically positive identity for the community.
 - Integrate community travel routes within commercial centers in order to improve overall multi-modal safety, access and circulation around and through the centers.
 - Encourage infill development and aesthetic improvements to commercial surface parking lots in order to enhance adjacent public streets and sidewalks and more efficiently utilize commercial land.
 - Promote the inclusion of office employment uses within or adjacent to large commercial developments to strengthen the functionality and vitality of community commercial centers.
- 2. Create commercial corridors that are functional, vibrant, environmentally sustainable, and present an aesthetically positive identity for the community.**



Strategies

- Minimize the adverse impacts associated with commercial corridor development using design, performance standards, site planning techniques, and buffering.
- Enhance commercial corridors' compatibility with nearby residential areas.

3. Preserve, revitalize and foster neighborhood commercial nodes that provide essential neighborhood commercial services, unique neighborhood identity, and neighborhood gathering opportunities.



Strategies

- A. Encourage infill and redevelopment in neighborhood commercial nodes that is neighborhood scale in building size, architecture, and orientation to the street.
- B. Implement convenient pedestrian access to and within the neighborhood commercial nodes from adjacent neighborhoods and transit stops.
- C. Re-guide or rezone targeted commercial nodes in order to require a mix of commercial and employment or residential uses when they redevelop.
- D. Consider rezoning certain commercial areas or small commercial sites that abut residential properties from General Commercial to Neighborhood Commercial to reduce the potential size and intensity of future buildings and commercial uses.
- E. Re-guide under-performing commercial nodes to medium or high density residential to encourage redevelopment.
- F. Prepare small area plans for commercial nodes and corridors where the appropriate future land uses are unclear, where significant changes are anticipated, and where additional guidance is needed.

4. Preserve and enhance office/medical centers to retain and grow the community's employment opportunities, tax base, and convenient access to desirable services.



Strategies

- A. Support expansion of existing medical centers and supportive uses.
- B. Support new and expanded office development.
- C. Re-guide or rezone targeted commercial corridors from general commercial to office in order to promote redevelopment.

- D. Integrate community travel routes within office and medical centers in order to improve overall multi-modal safety, access and circulation around and through the centers.

Mixed-Use Goals

1. Continue to enhance the Park Commons area as St. Louis Park's "town center."



Strategies

- A. Promote and support the redevelopment of the remaining designated redevelopment sites in the Park Commons area with mixed-use buildings to strengthen the area's function as the "town center."
- B. Ensure that future redevelopment provides similar building forms and densities that will complement the character of the "town center."
- C. Require that future redevelopment is designed with buildings that are oriented to the public streets and spaces that are the heart of the "town center."
- D. Encourage integrating community travel routes within the area in order to improve overall multi-modal safety, access and circulation around and through the area.
- E. Engage the community to update the Park Commons West Master Plan and implementation strategies.

2. Pursue redevelopment of future light rail transit station areas as transit-oriented, high density, well-connected, mixed-use centers.



Strategies

- A. Promote and support the Wooddale Station Area as a transit-oriented mixed-use neighborhood.
- B. Promote and support the Beltline Station Area and Louisiana Station Area as primarily transit-oriented, mixed-use employment centers.
- C. Require transit-oriented development on properties near future light rail transit stations consistent with station area framework plans.
- D. Consider adopting form-based codes or similar zoning amendments to help implement station area framework plans.

3. Expand the development of mixed-use districts within St. Louis Park to create a more livable and connected community.



Strategies

- A. Encourage and support mixed-use infill and redevelopment when compatible with existing or surrounding planned land uses.
- B. Expand the distribution of mixed-use redevelopment in neighborhood commercial nodes and along commercial corridors to the broader community.
- C. Promote and support reinvestment in the Historic Walker Lake area as a mixed commercial/industrial district that is compatible with its unique character and scale.
- D. Complete a small area plan for the Historic Walker Lake area.
- E. Promote and support mixed-use redevelopment in The West End to strengthen its role as a unique and dynamic place to live, work, shop, and play in the metropolitan area.



Industrial & Business Park Land Use Goals

1. Protect and enhance the viability of the city's designated industrial and employment areas through reinvestment in long-term industrial areas, and adaptive reuse and eventual redevelopment in transitional industrial areas.



Strategies

- A. Protect planned industrial areas from encroachment by non-industrial and incompatible uses.
- B. Encourage and support the appropriate evolution and expansion of individual industrial businesses.
- C. Support new industrial land uses that are able to minimize negative environmental impacts and nuisances to surrounding land uses.
- D. Promote and support the transition and eventual redevelopment of physically and economically obsolete or underutilized industrial properties.
- E. Consider creating a Transitional Industrial zoning district and rezoning suitable redevelopment properties to Transitional Industrial.
- F. Enhance industrial areas' compatibility with nearby residential neighborhoods.
- G. Prepare small area plans for both reinvestment industrial areas and transitional industrial areas where significant changes are anticipated.

2. Promote the development of business park land uses in designated employment areas as a way to expand the city's employment base and opportunities, increase the city's tax base, and meet the changing market and technological needs of the business sector.



Strategies

- A. Promote business park developments that utilize more efficient land use and building designs than traditional industrial development, such as multi-story buildings, multi-tenant buildings, and structured parking.

- B. Encourage and support new business park developments that are designed as employment centers that are integrated into the community with strong connections to adjacent public streets and spaces, natural features, transit, and other community amenities.
- C. Require that new business park developments provide efficient and attractive parking designs, appropriate landscaping, and high quality building architecture.
- D. Allow limited commercial and service uses that provide valuable services to, and extend hours of activity within, employment centers without eroding the employment focus of these areas, sites and buildings.



Public Land Use Goals

1. **Ensure access to public land, parks, open space and facilities by the entire community, including children, adults, the elderly, those in multi-family housing, people of color, and those with mobility challenges.**


2. **Maintain accessibility to community facilities and public places consistent with the Americans with Disabilities Act (ADA).**


3. **Consider increasing natural environment areas on public land.**
