



Plan By Neighborhood

August 2019

Plan By Neighborhood

CONTENTS

1. Introduction.....	1-1	5. Central.....	5-91
Vision For Neighborhoods.....	1-1	Birchwood.....	5-92
St. Louis Park Neighborhoods.....	1-3	Bronx Park.....	5-96
2. Northeast.....	2-7	Lenox.....	5-100
Blackstone.....	2-8	Sorensen.....	5-104
Cedarhurst.....	2-12	Central Planning Area Improvement Priorities.....	5-108
Eliot.....	2-16	6. East Central.....	6-111
Eliot View.....	2-20	Fern Hill.....	6-112
Northeast Planning Area Improvement Priorities.....	2-24	Lake Forest.....	6-116
3. Northwest.....	3-27	Triangle.....	6-120
Cedar Manor.....	3-28	East Central Planning Area Improvement Priorities.....	6-124
Crestview.....	3-32	7. Southeast.....	7-127
Kilmer Pond.....	3-36	Browndale.....	7-128
Pennsylvania Park.....	3-40	Minikahda Oaks.....	7-132
Shelard Park.....	3-44	Minikahda Vista.....	7-136
Westdale.....	3-48	Wolfe Park.....	7-140
Westwood Hills.....	3-52	Southeast Planning Area Improvement Priorities.....	7-144
Willow Park.....	3-56	8. Southwest.....	8-147
Northwest Planning Area Improvement Priorities.....	3-60	Brooklawns.....	8-148
4. West Central.....	4-63	Brookside.....	8-152
Amhurst.....	4-64	Creekside.....	8-156
Aquila.....	4-68	Elmwood.....	8-160
Cobblecrest.....	4-72	Meadowbrook.....	8-164
Minnehaha.....	4-76	South Oak Hill.....	8-168
Oak Hill.....	4-80	Southwest Planning Area Improvement Priorities.....	8-172
Texa Tonka.....	4-84		
West Central Planning Area Improvement Priorities.....	4-88		



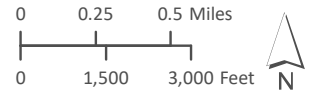
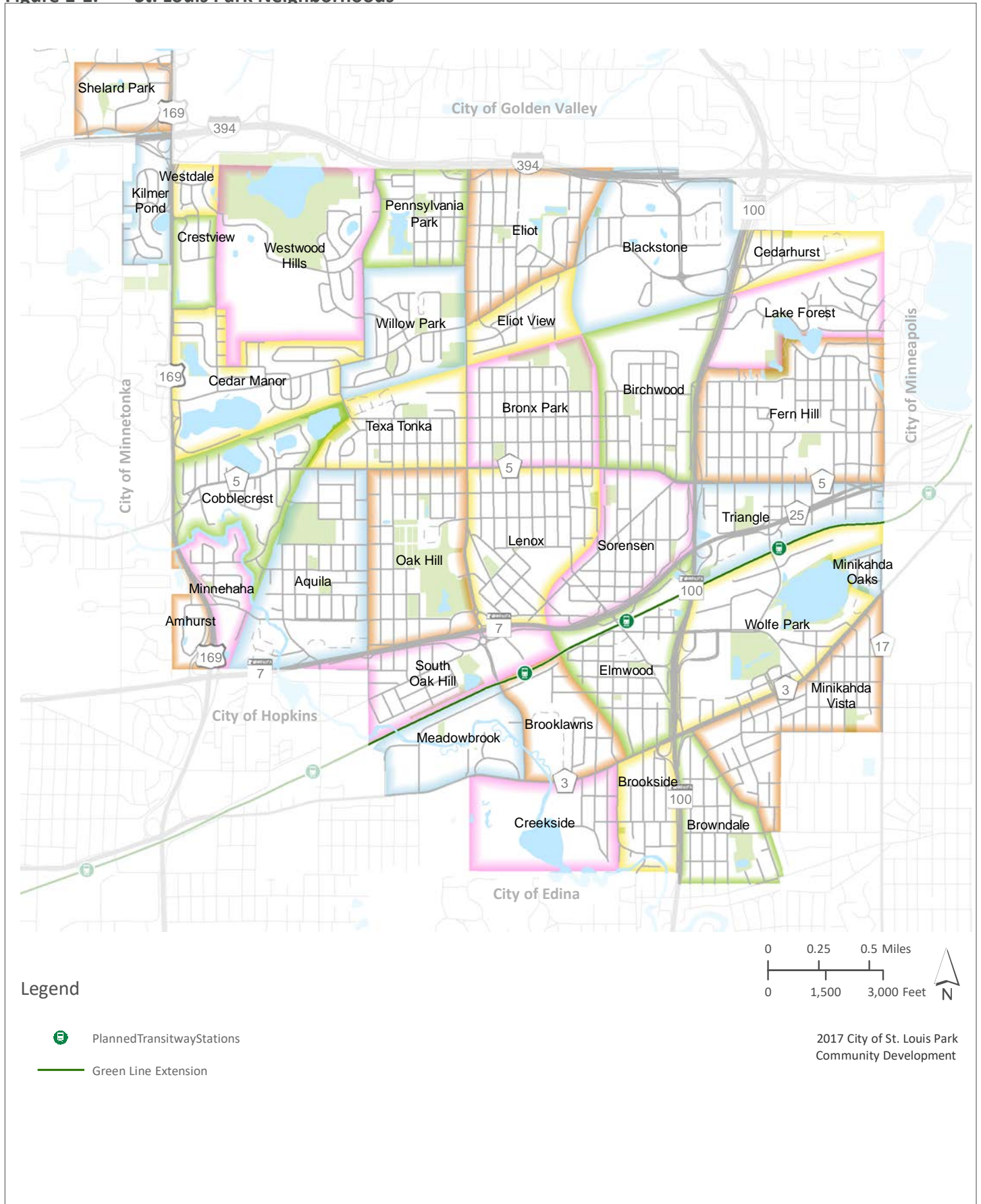
Chapter 1

Introduction



Vision For Neighborhoods

St. Louis Park's Plan By Neighborhood is guided by the City's vision of creating and maintaining a very "livable community" built upon strong neighborhoods. The ideal neighborhood has a center, public gathering places, identifiable edges, and a walkable environment. 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, and other urban amenities.

Figure 1-1. St. Louis Park Neighborhoods



Legend

-  Planned Transitway Stations
-  Green Line Extension

2017 City of St. Louis Park
Community Development

St. Louis Park Neighborhoods

Although St. Louis Park's early urban development in the late 19th century began by progressing outward from the original village center, at the intersection of the Minneapolis & St. Louis Railroad (now CP Rail) and Wooddale Avenue, this concentric growth pattern was overtaken by outward expansion from Minneapolis. A secondary influence was the two streetcar lines that extended outward from Minneapolis in the early 20th century: St. Louis Park Line along West Lake Street/Minnetonka Boulevard and the Como-Harriet Line along the south edge of the City. The City's oldest neighborhoods with traditional street grids are located in these areas – south, east and central- with more suburban neighborhood development patterns occurring in the western and northern areas of the community. Homes in the older and more traditional neighborhoods have an average year built in the 1930s and 1940s with the oldest homes built in the 1920s and earlier. The newer and more suburban neighborhoods contain homes primarily built in the 1950s and after. Approximately 60% of the City's housing stock was constructed in a short time period following WWII, from the late 1940s through the 1950s, primarily as starter homes for GI Bill families.

Neighborhood planning began in St. Louis Park in the mid-1980s with the establishment of the Neighborhood Watch/Block Captain Program in 1983. In 1990, the City Council formed the Neighborhood Revitalization Task Force to address the need for and the benefits of developing a neighborhood revitalization program. Based on the Task Force's recommendation to pursue such a program, the City Council appointed the Neighborhood Revitalization Committee and directed this group to implement a neighborhood revitalization program. In 1992, the City established a Neighborhood Revitalization Commission (NRC). The purposes of the NRC were to:

- » Create and maintain a sense of community
- » Improve the appearance of neighborhoods
- » Increase the feeling of security
- » Identify and satisfy social needs
- » Work toward achieving a high quality of life in St. Louis Park

In 1991, the Neighborhood Revitalization Committee identified neighborhoods defining neighborhood boundaries primarily by rail corridors, major streets, natural features and/or municipal borders. The exceptions are the smallest neighborhoods which are mainly isolated residential subdivisions, including Minikahda Oaks, Amhurst, Minnehaha, Westdale, Crestview, Kilmer and Shelard Park. The final neighborhood boundaries were drawn after residents were surveyed about their perceptions of their neighborhoods. This city-wide survey also was used to determine what St. Louis Park residents liked and did not like about their neighborhoods. The City of St. Louis Park has defined 35 neighborhoods that encompass the entire land area of the City. These neighborhoods are diverse in land area and population, ranging from 30 to 2,000 acres in area and from 100 to 3,000 residents. Figure 1 shows a map of the 35 neighborhoods.

In 1996, the City established the pilot Neighborhood Revitalization Grant Program that provides funding specifically for neighborhood improvement activities and projects.

In 1998, a full-time staff position was created to focus on the coordination of neighborhood programs, organizations and activities.

The Plan By Neighborhood has been a chapter of the City's Comprehensive Plan since 2000. In 2009-2011, the Plan By Neighborhood chapter was significantly updated and reformatted to add more maps and future neighborhood priorities and opportunities, as well as make the neighborhood plans easier to use.

In 2018, the Plan By Neighborhood was updated again, this time as a stand-alone document included as an appendix to the 2040 Comprehensive Plan.

Neighborhood Planning Areas

As part of the updating process for the 2030 Plan By Neighborhood chapter in 2011, seven (7) Neighborhood Planning Areas (NPAs) were established to more efficiently facilitate neighborhood input and identify common neighborhood issues and opportunities. The seven (7) NPAs cluster the 35 neighborhoods into larger geographic areas separated by the community's most significant "edges", which are major roadways (MN Hwy 100, MN Hwy 7, and Louisiana Avenue) and the rail corridors. Based on the success of using the seven (7) NPAs to attract neighborhood input for the Plan By Neighborhood update project, the City has continued to use the NPAs as a more effective and efficient means of seeking neighborhood input. Figure 1-2 shows a map of the seven (7) NPAs, which are:

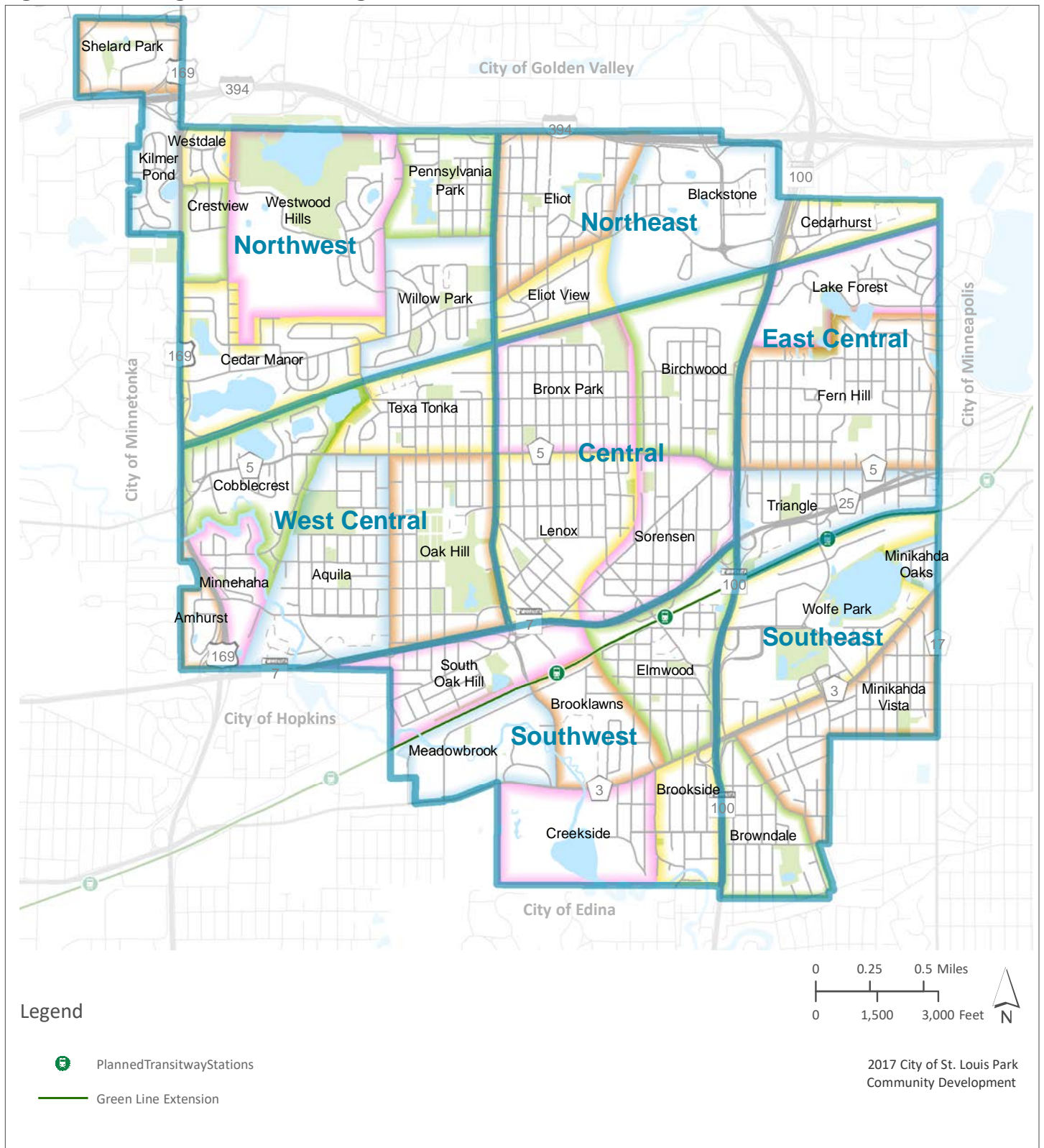
- » NORTHEAST : Blackstone, Cedarhurst, Eliot, Eliot View
- » NORTHWEST: Cedar Manor, Crestview, Kilmer, Pennsylvania Park, Shelard Park, Westdale, Westwood Hills, Willow Park
- » WEST CENTRAL: Amhurst, Aquila, Cobblecrest, Minnehaha, Oak Hill, Texa Tonka
- » CENTRAL: Birchwood, Bronx Park, Lenox, Sorenson
- » EAST CENTRAL: Fern Hill, Lake Forest, Triangle
- » SOUTHEAST: Browndale, Minikahda Oaks, Minikahda Vista, Wolfe Park
- » SOUTHWEST: Brooklawns, Brookside, Creekside, Elmwood, Meadowbrook, South Oak Hill

Format of Each Neighborhood Plan

Each neighborhood plan consists of the following components:

- » History and Character
- » Neighborhood Features Map and Table
- » Neighborhood Analysis Table
- » Recent Plans and Studies (Directly Relevant to Each Neighborhood)
- » 2040 Land Use Plan Map
- » 2040 Neighborhood Improvement Priorities
- » Neighborhood Improvement Priorities Map

Figure 1-2. Neighborhood Planning Areas



Page Intentionally Left Blank



Chapter 2

Northeast

Blackstone

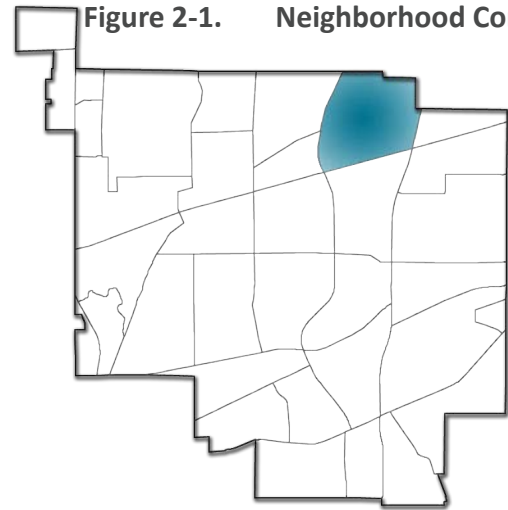
History and Character

Blackstone is a large neighborhood located on the city's north side, southwest of the intersection of MN Hwy 100 & I-394, that encompasses a broad mix of uses including retail, office, industrial, residential, and natural open space. Due to its strategic location at the intersection of two regional freeways, this neighborhood is dominated by the city's largest commercial area. The West End and Park Place Plaza include retail, restaurants, offices and hotels, a theater and fitness center. This neighborhood is also the city's largest employment center providing approximately 25% of the city's jobs. The neighborhood's boundaries are MN Hwy 100 (east), I-394 (north), CP Rail/MN & S Spur line (west), and BNSF Rail line / North Cedar Lake Regional Trail (south).

The West End is a new mixed use district between Park Place Blvd and Hwy 100 that has been developing in phases over the past 10 years. The heart of the neighborhood is the pedestrian-oriented retail, restaurant, and entertainment district: The Shops at West End. High density residential is located adjacent to the commercial center. High density office buildings and hotels are developing on the perimeter of the neighborhood.

Two small residential areas are located on the west and south sides of the neighborhood. The oldest section of the Blackstone neighborhood consists of three blocks of single-family detached homes northwest of Cedar Lake Road & Zarthan Ave. Pointe West, a cluster of newer townhomes, is located just to the north. Blackstone Park is a new park located in the center of this residential area. The other residential area is the Sunset Ridge townhomes cluster located on the south side of Cedar Lake Road.

Figure 2-1. Neighborhood Context



Sunset Ridge is the large wetlands / natural open space area south of Cedar Lake Road and encompasses the Sunset Ridge townhomes and office park. Both developments are oriented to the wetlands / natural open spaces rather than Cedar Lake Road which gives them a different character than the rest of the Blackstone neighborhood. The wetlands are part of a larger complex of wetlands that extend south of the BNSF Rail line /North Cedar Lake Regional Trail. Any future development would need to comply with state and local jurisdiction regulations that protect wetlands and floodplains. The North Cedar Lake Regional Trail runs along the neighborhood's southern boundary.

An isolated industrial site is located in the southeast corner of the neighborhood between Cedar Lake Road and Parkdale Drive. This site has been re-guided from Industrial to the Business Park land use category to reflect the transition away from traditional industrial uses in this area.

Blackstone neighbors formed a small neighbors group in 1999. They organize a summer picnic and a National Night Out gathering each year.



Figure 2-2. Neighborhood Features Map: Blackstone

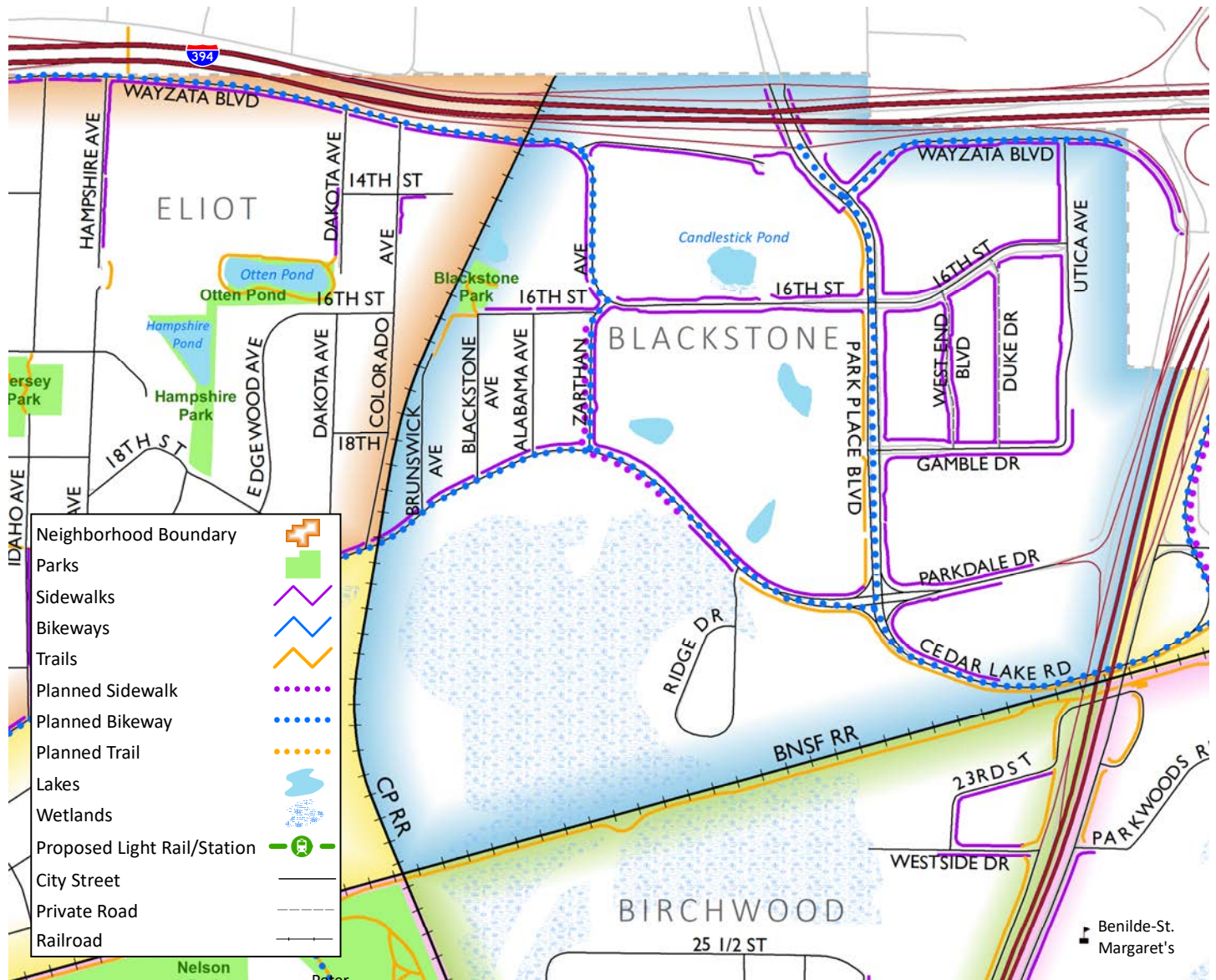


Table 2-1. Neighborhood Statistics: Blackstone

Neighborhood Name:	Blackstone
Neighborhood spatial size:	332.2 acres or 0.52 square miles
Neighborhood population:	765 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	526 (2009) / 829 (2018)
Average household size:	1.53
Percent owner occupied:	50%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Metro Transit West End and Route 9 Transit Study, 2016
- » Connect the Park! 2013
- » CP Rail Regional Trail Feasibility Report, 2010
- » Xenia Avenue / Park Place Boulevard Corridor Plan, 2009
- » Active Living Sidewalks and Trails Plan, 2008
- » The West End Planned Unit Development, 2007
- » The West End AUAR, 2006

Table 2-2. Neighborhood Features Information: Blackstone

Neighborhood Name:	Blackstone
Institutions:	None
Parks (active):	Blackstone Park
Open spaces (passive):	Sunset Ridge wetlands
Major streets:	I-394, MN Hwy 100 (Principal Arterials) Park Place Blvd, Wayzata Blvd, 16th St, Zarthan Avenue, Parkdale Drive, Cedar Lake Road
Light rail stations:	None
Transit corridors:	Park Place Blvd, Cedar Lake Road, Wayzata Blvd, 16th St, Zarthan Ave
Sidewalks:	Most streets except Alabama Ave, Blackstone Ave, and Brunswick Ave
Bikeways:	None
Trails:	North Cedar Lake Regional Trail, Cedar Lake Road (from Lifetime Fitness east to Regional Trail)
Commercial corridors & nodes:	The West End (includes The Shops at West End and Park Place Plaza), I-394/ Wayzata Boulevard
Industrial areas:	SE corner and SW corner of neighborhood
Rail lines:	CP Rail/MN & Spur line, BNSF Rail line

Figure 2-5. 2040 Future Land Use Distribution: Blackstone

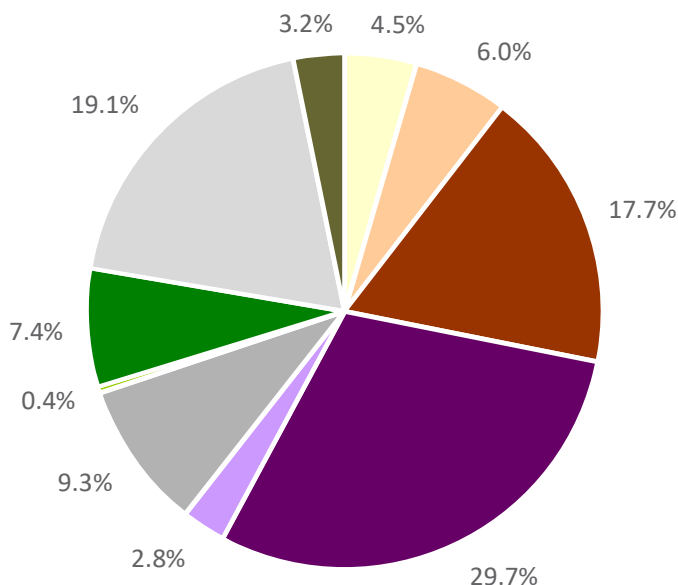


Figure 2-3. Age Distribution in Blackstone

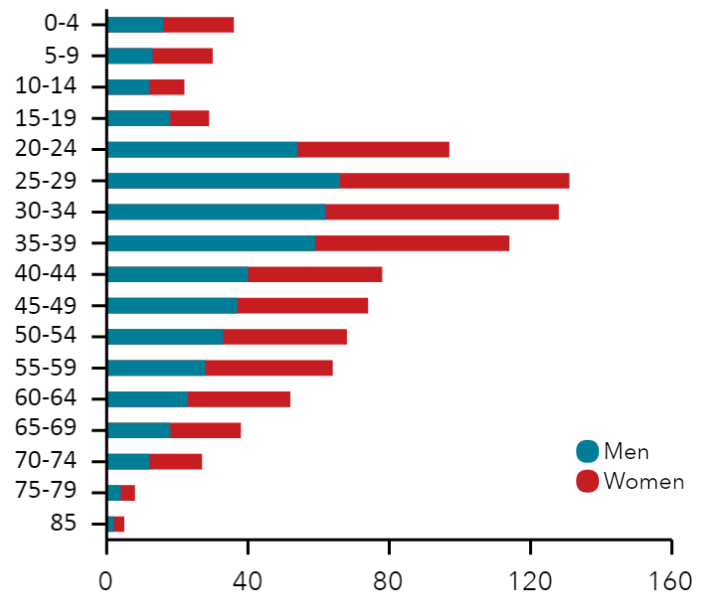


Figure 2-4. Race/Ethnicity Distribution in Blackstone

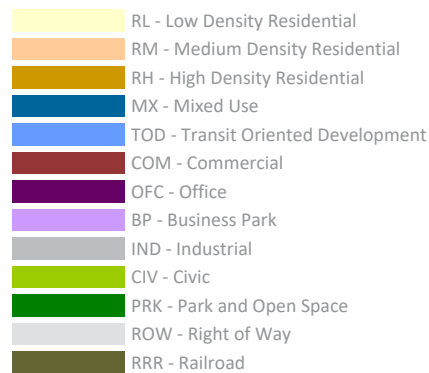
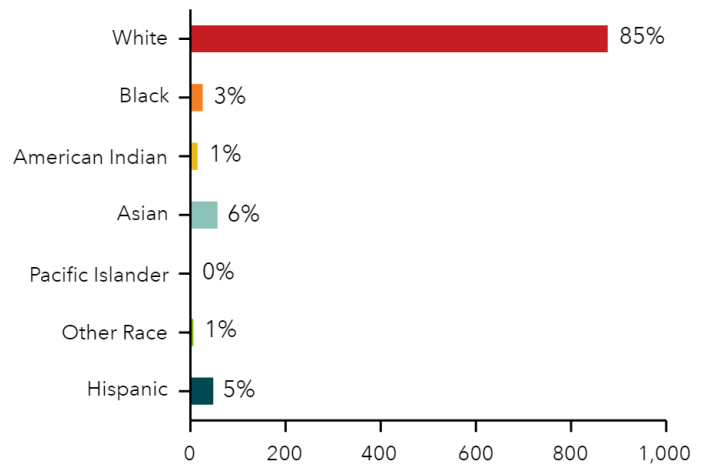
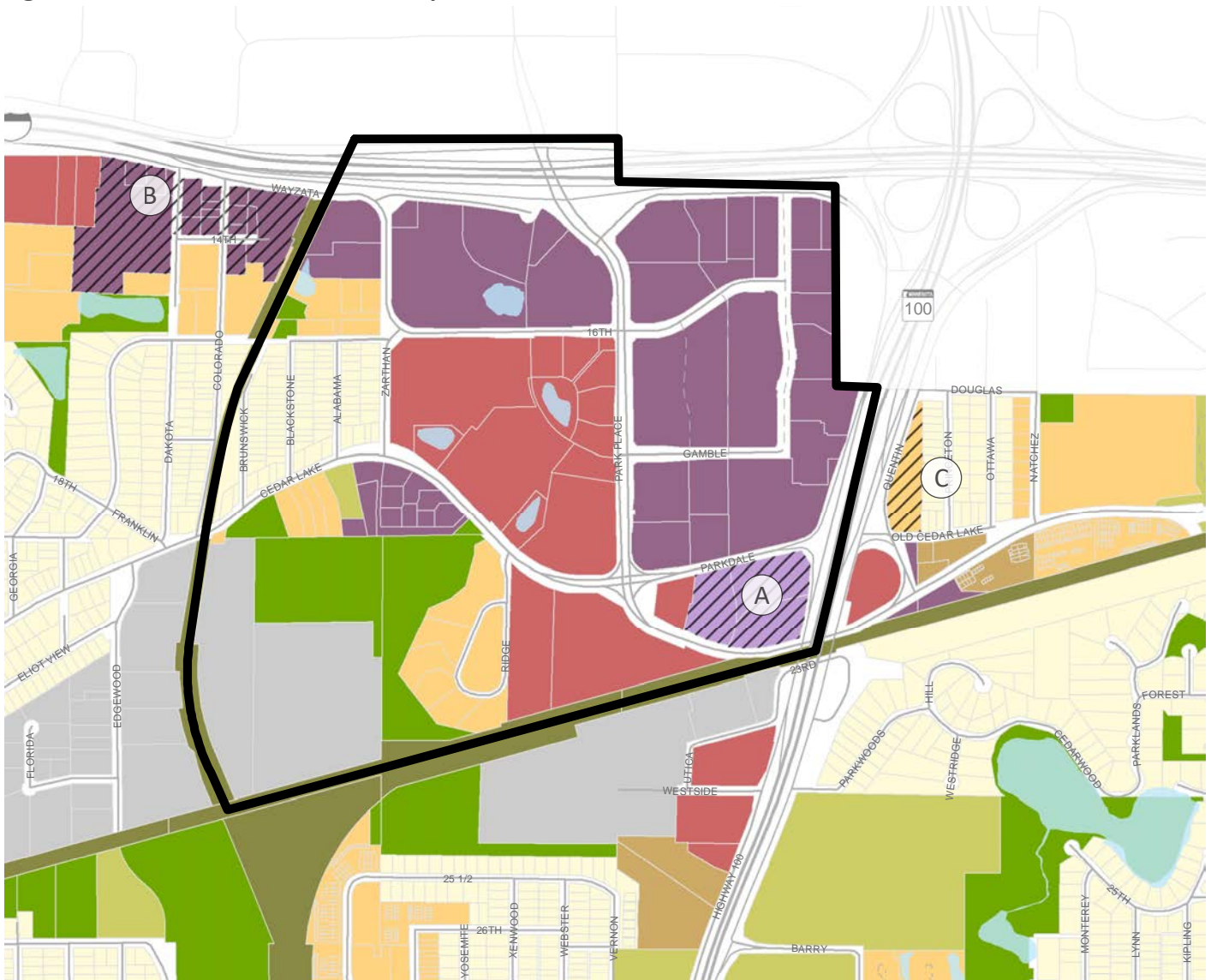
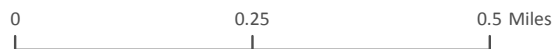


Figure 2-6. 2040 Land Use Plan Map: Blackstone



Legend

- Planned LRT Stations
 - Green Line Extension
 - Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
 - RM - Medium Density Residential
 - RH - High Density Residential
 - MX - Mixed Use
 - TOD - Transit Oriented Development
 - COM - Commercial
 - OFC - Office
 - BP - Business Park
 - IND - Industrial
 - CIV - Civic
 - PRK - Park and Open Space
 - ROW - Right of Way
 - RRR - Railroad
 - Waterbody



2017 City of St. Louis Park
Community Development

Changes in Land Use

- (A)** IND- Industrial changing to BP- Business Park
- (B)** COM - Commercial changing to OFC - Office
- (C)** ROW- Right of Way changing to RM- Medium Density Residential

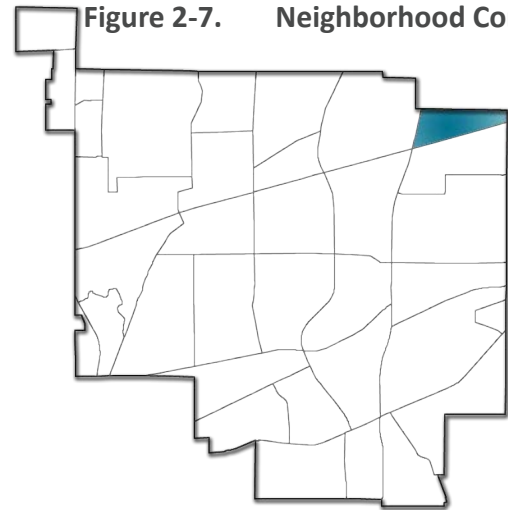
Cedarhurst

History and Character

Cedarhurst is a small neighborhood located in the northeast corner of the city, northeast of the intersection of MN Hwy 100 & Cedar Lake Road. The neighborhood's boundaries are MN Hwy 100 (west), BNSF Rail line/North Cedar Lake Regional Trail (south), Douglas Avenue/city border with Golden Valley (north), and city border with Minneapolis (east). With I-394 located approximately ½ mile to the north, the neighborhood is surrounded by major regional freeway and railway corridors, which somewhat isolates it from the rest of the community. Due to these significant physical boundaries and its east-west shape, the neighborhood is strongly oriented toward Cedar Lake Road, which is the neighborhood's main entrance and street.

The neighborhood is a primarily residential neighborhood with approximately 2/3 of the homes being townhomes or apartments and 1/3 single-family detached homes. The Sabes Jewish Community Center and the Minneapolis Jewish Day School are major community institutions that are located within the neighborhood at the east end of Cedar Lake Road. A small commercial/office node is located at the intersection of MN Hwy 100 & Cedar Lake Road. Cedar Lake Road and the adjacent multi-use trail connect the neighborhood to The West End commercial area just west of MN Hwy 100.

Figure 2-7. Neighborhood Context



Cedarhurst Park is located on the northern edge of the neighborhood. There is a small wooded open space area, which is owned by the City, adjacent to Sam London Field at the Sabes JCC. The neighborhood is also conveniently located near the North Cedar Lake Regional Trail (accessed via the pedestrian bridge located at the east end of Cedar Lake Road) and natural open space areas outside the City but convenient for the neighborhood, including South Tyrol Park (Golden Valley) and Brownie Lake/Chain of Lakes/Theodore Wirth Park (Minneapolis).

A small infill development site is located at the northeast corner of Old Cedar Lake Road and Quentin Avenue. This former Right of Way land has been re-guided to the Medium Density Residential land use category. This site offers potential for adding new housing in the neighborhood.



Figure 2-8. Neighborhood Features Map: Cedarhurst

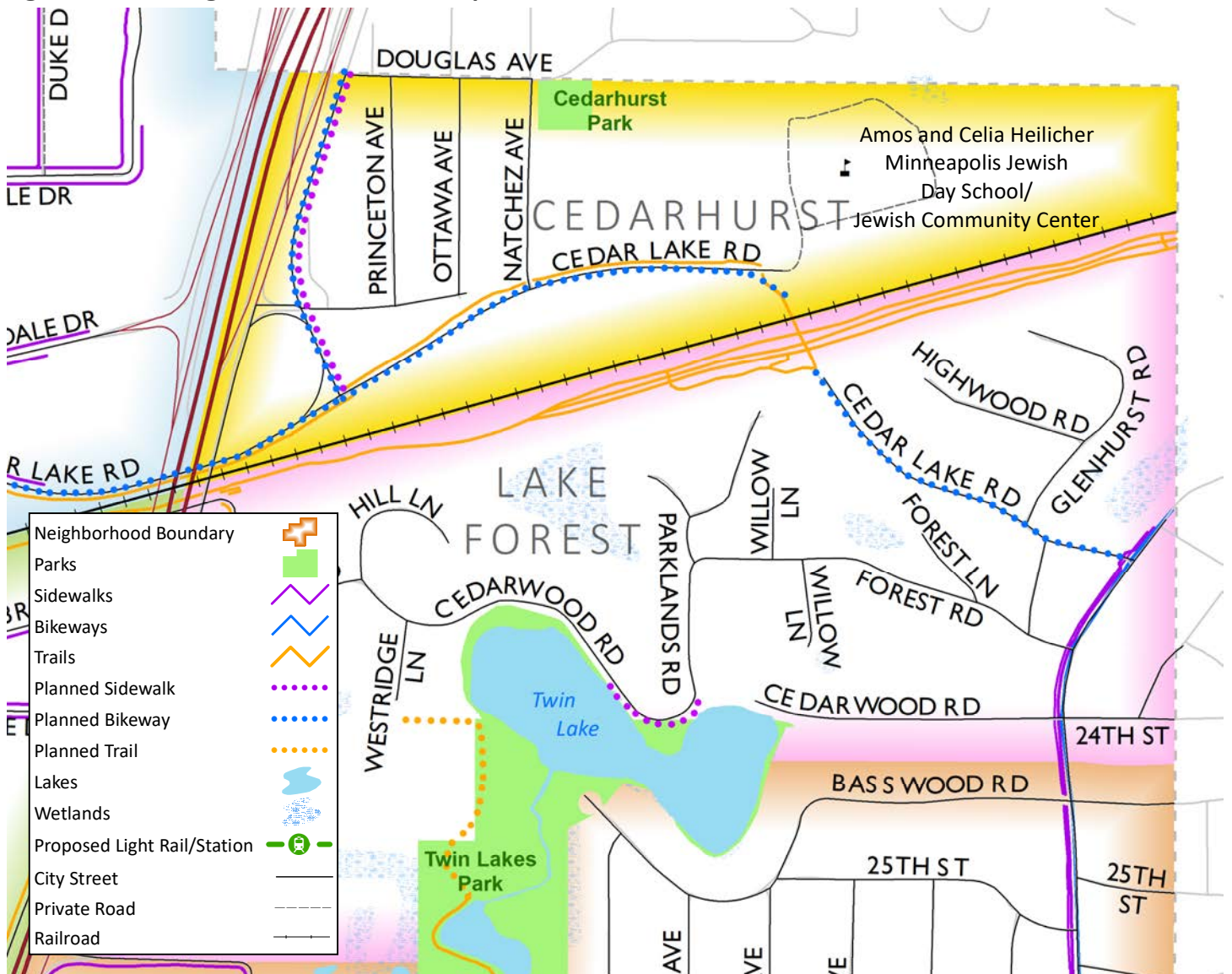


Table 2-3. Neighborhood Statistics: Cedarhurst

Neighborhood Name:	Cedarhurst
Neighborhood spatial size:	96.2 acres or 0.15 square miles
Neighborhood population:	666 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	440 (2009) / 461 (2018)*
Average household size:	1.61
Percent owner occupied:	85%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Metro Transit West End and Route 9 Transit Study, 2016
- » Connect the Park!, 2013
- » Xenia Avenue / Park Place Boulevard Corridor Plan, 2009
- » Active Living Sidewalks and Trails Plan, 2008
- » The West End Planned Unit Development, 2007
- » The West End AUAR, 2006

Table 2-4. Neighborhood Features Information: Cedarhurst

Neighborhood Name:	Cedarhurst
Institutions:	Sabes Jewish Community Center (JCC), Minneapolis Jewish Day School
Parks (active):	Cedarhurst Park
Open spaces (passive):	City-owned wooded area (directly east of Sabes JCC), North Cedar Lake Regional Trail, South Tyrol Park (Golden Valley), Brownie Lake / Chain of Lakes / Theodore Wirth Park (Minneapolis)
Major streets:	MN Hwy 100, Cedar Lake Road
Light rail stations:	None
Transit corridors:	Cedar Lake Road, E. Frontage Road
Sidewalks:	None
Bikeways:	None
Trails:	City trail along Cedar Lake Road, pedestrian bridge over BNSF Rail line, North Cedar lake Regional Trail
Commercial corridors & nodes:	The West End (includes The Shops at West End and Park Place Plaza)
Industrial areas:	None
Rail lines:	BNSF Rail Line

Figure 2-11. 2040 Future Land Use Distribution: Cedarhurst

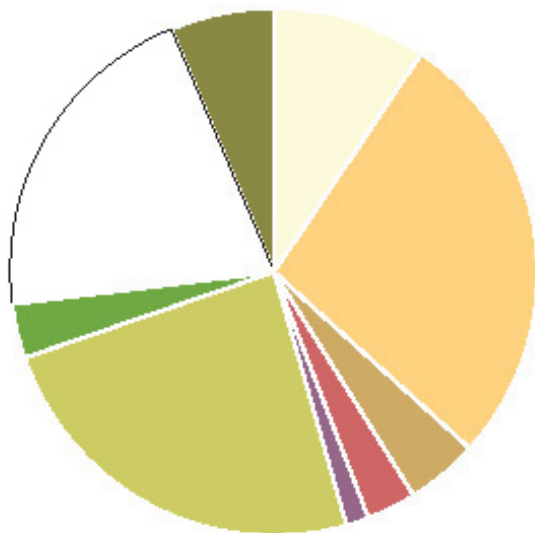


Figure 2-9. Age Distribution in Cedarhurst

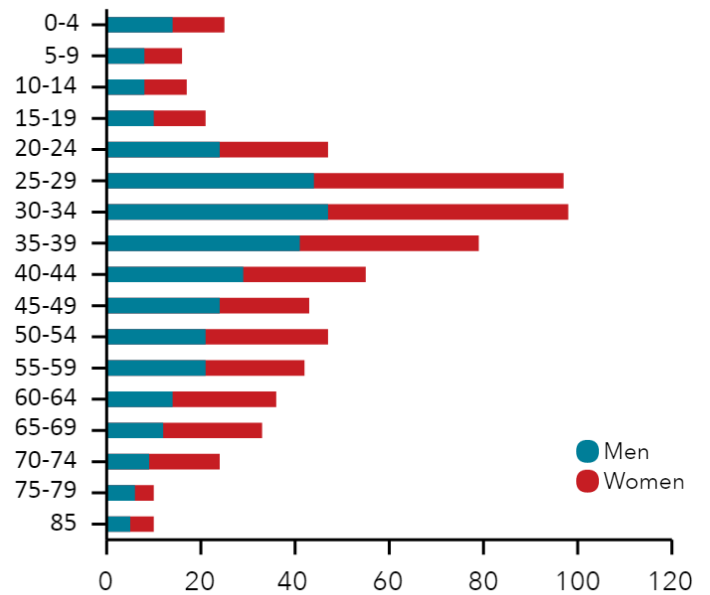


Figure 2-10. Race/Ethnicity Distribution in Cedarhurst

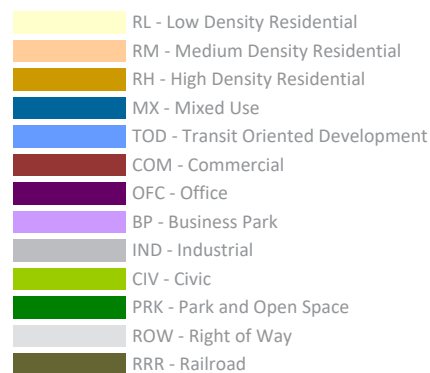
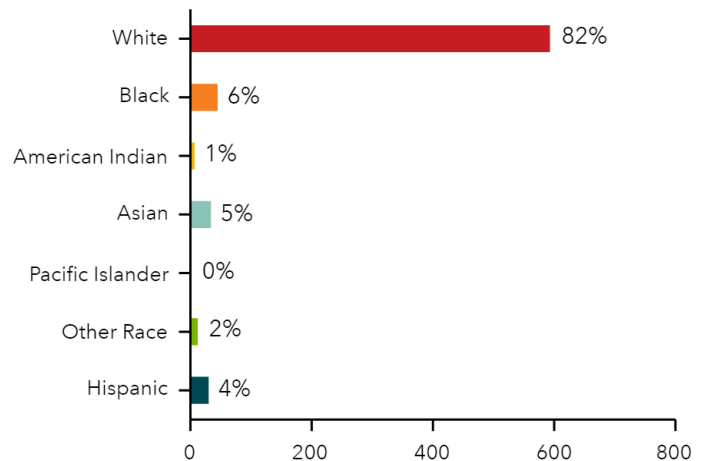
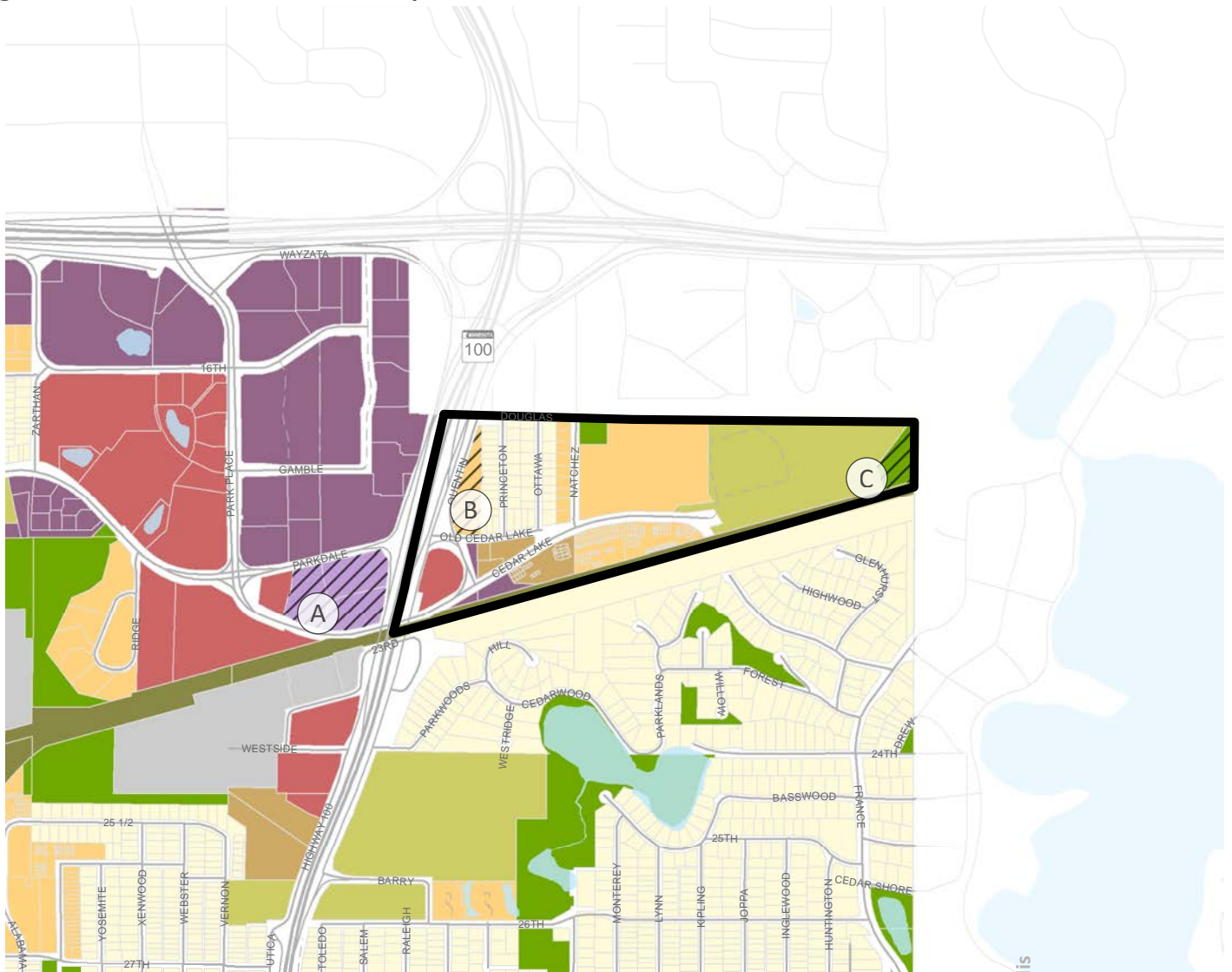



















Figure 2-12. 2040 Land Use Plan Map: Cedarhurst



Legend

-  Planned LRT Stations
-  Green Line Extension
-  Change in Land Use
- 2040 Land Use**
-  RL - Low Density Residential
-  RM - Medium Density Residential
-  RH - High Density Residential
-  MX - Mixed Use
-  TOD - Transit Oriented Development
-  COM - Commercial
-  OFC - Office
-  BP - Business Park
-  IND - Industrial
-  CIV - Civic
-  PRK - Park and Open Space
-  ROW - Right of Way
-  RRR - Railroad
-  Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

Changes in Land Use

- (A)** IND- Industrial changing to BP- Business Park
- (B)** ROW- Right of Way changing to RM- Medium Density Residential
- (C)** CIV- Civic changing to PRK- Park and Open Space

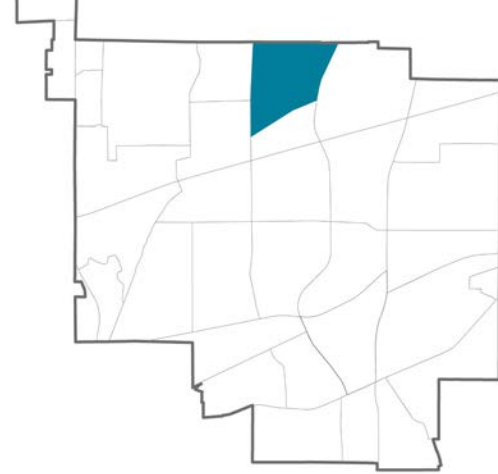
Eliot

History and Character

Eliot is a neighborhood located on the north side of the city, northeast of the intersection of Cedar Lake Road & Louisiana Avenue, with its northern boundary being I-394. The former Eliot School building that was located on Cedar Lake Road between Hampshire and Idaho Avenue is the neighborhood's namesake. This site was redeveloped in 2015. The neighborhood encompasses three diverse areas – single-family detached homes (south, east and west), high density residential (north), and highway-oriented commercial (northern edge along freeway). The overall neighborhood's boundaries are Louisiana Avenue (west), Cedar Lake Road (south), CP Rail/MN & S Spur line (east), and I-394 (north). Between Cedar Lake Road and Wayzata Boulevard the CP Rail line prevents street connectivity to the east.

The Eliot neighborhood has a hilly landscape with tree-lined streets, wooded park areas, and trails, including the wooded Franklin Avenue trail. The neighborhood contains a relatively balanced mix of single-family detached homes and higher density apartment homes. The single-family residential area has a suburban design of blocks without alleys, driveways accessing the street, and limited sidewalks. The apartment homes area is located north of 16th Street, just south of the commercial area along Wayzata Boulevard. In 2015, the Siena Apartment Homes were developed on the site of the former Eliot Community Center/School site on Cedar Lake Road. The City, School District, and neighborhoods (Eliot and Eliot View) collaborated on the redevelopment process for this site, including the development of site design guidelines and re-guiding the site to High Density Residential. The residential areas come together around the parks located in the center of the neighborhood – Jersey Park, Hampshire Park, and Otten Pond. North Cedar Lake Regional Trail is located approximately ½ mile to the south.

Figure 2-13. Neighborhood Context



The employment area along the neighborhood's northern edge reflects its former frontage on U.S. Hwy 12, which was replaced by I-394 in 1991. This commercial area fronts on to Wayzata Boulevard, which now functions as a frontage road for I-394. The mix of businesses along this corridor includes offices, restaurants, retail, and auto sales businesses that are generally oriented to I-394 freeway traffic and visibility. Due to the impacts of the conversion of U.S. Hwy 12 to I-394, the Wayzata Boulevard/I-394 commercial corridor has been identified as a potential redevelopment area west of the rail line. The eastern portion of this area has been re-guided from Commercial to Office land use.

Eliot neighbors formed a neighborhood association in 2001. Their first activities were an ice cream social and Halloween party. Previously, Eliot has hosted a neighborhood National Night Out event every other year.



Figure 2-14. Neighborhood Features Map: Eliot

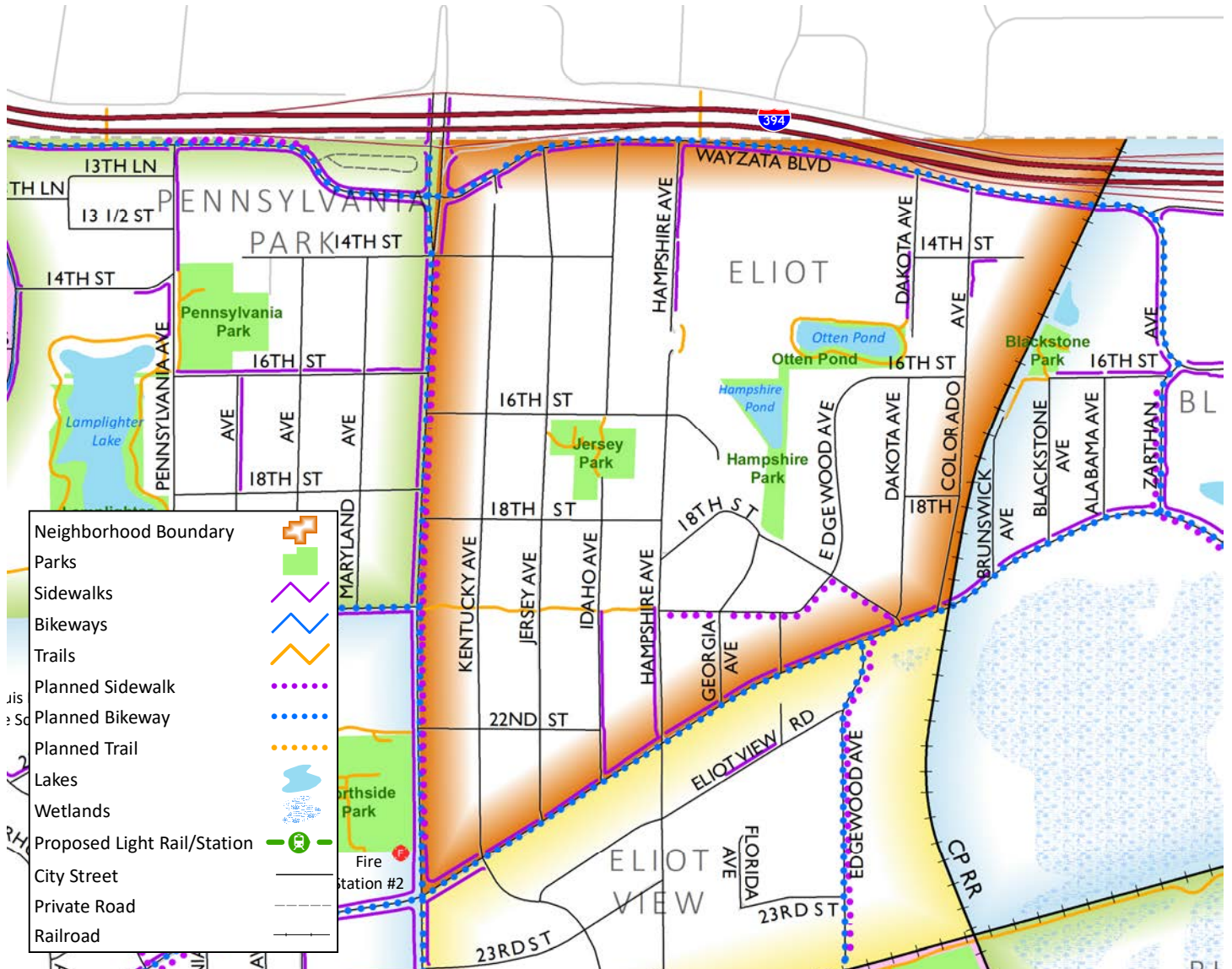


Table 2-5. Neighborhood Statistics: Eliot

Neighborhood Name:	Eliot
Neighborhood spatial size:	239.2 acres or 0.37 square miles
Neighborhood population:	2,227 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	1,019 (2009) / 1,306 (2018)
Average household size:	2.12
Percent owner occupied:	38%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Metro Transit West End and Route 9 Transit Study, 2016
- » Connect the Park!, 2013
- » Eliot Community Center Site Reuse Study, 2010
- » CP Rail Regional Trail Feasibility Report, 2010
- » Active Living Sidewalks and Trails Plan, 2008

Table 2-6. Neighborhood Features Information: Eliot

Neighborhood Name:	Eliot
Institutions:	None
Parks (active):	Jersey Park, Northside Rotary Park (directly west of neighborhood)
Open spaces (passive):	Hampshire Park, Otten Pond, Sunset Ridge wetlands
Major streets:	Cedar Lake Road, Louisiana Avenue, Wayzata Blvd (A Minor Arterials) Colorado Avenue (Minor Collector)
Light rail stations:	None
Transit corridors:	Cedar Lake Road, Quentin Ave
Sidewalks:	North side of Cedar Lake Road, west side of Louisiana Ave, south side of Wayzata Blvd; most neighborhood streets do not have sidewalks
Bikeways:	None
Trails:	Franklin Avenue between Louisiana & Hampshire, Jersey Park, Otten Pond, pedestrian bridge over I-394, North Cedar Lake Regional Trail (approx. 1/2 mile south of neighborhood)
Commercial corridors & nodes:	Cedar Lake Road & Louisiana Ave
Industrial areas:	None
Rail lines:	CP Rail/MN & Spur line, BNSF Rail line

Figure 2-15. Age Distribution in Eliot

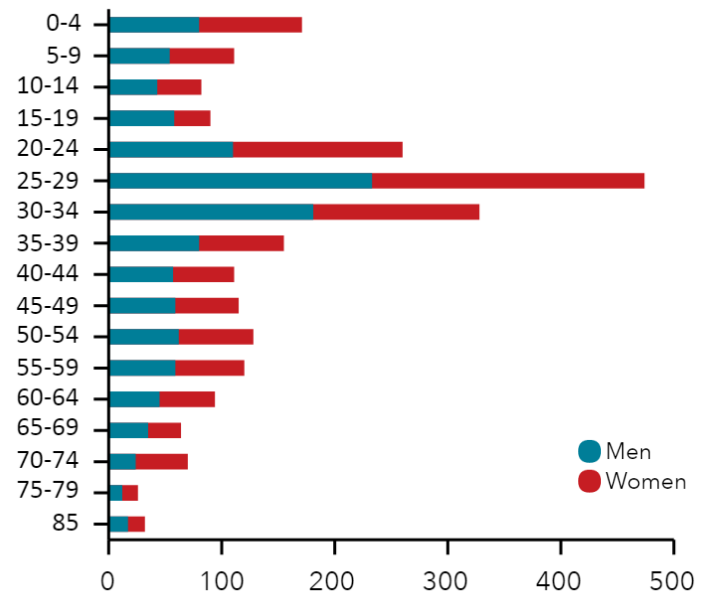


Figure 2-16. Race/Ethnicity Distribution in Eliot

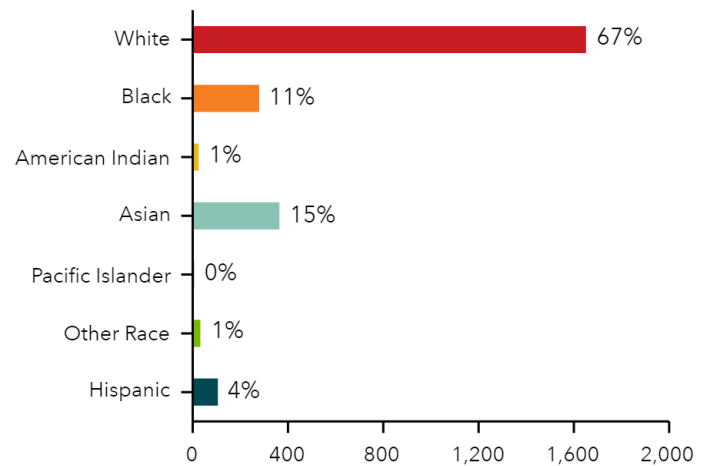


Figure 2-17. 2040 Future Land Use Distribution: Eliot

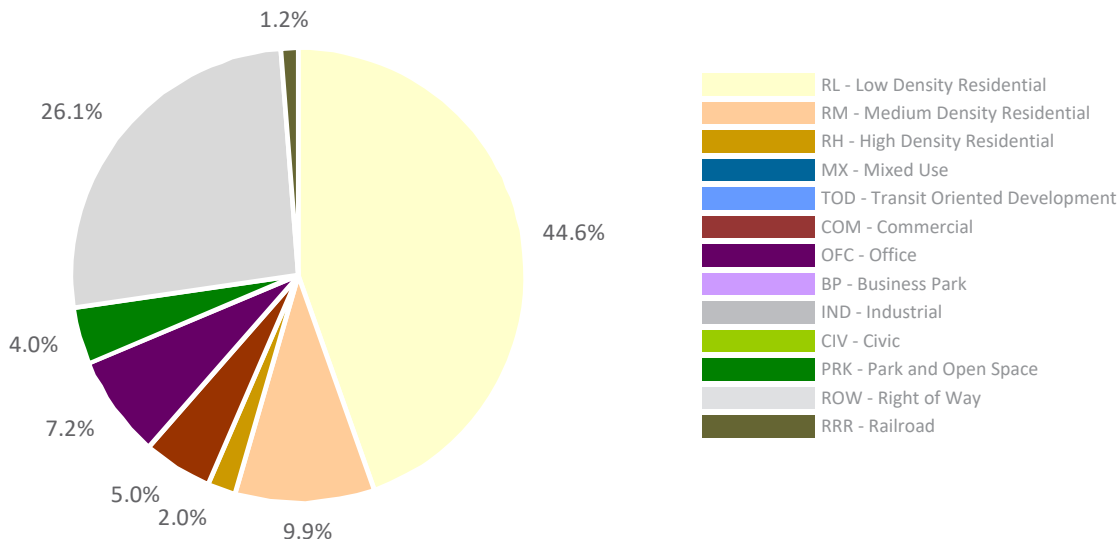
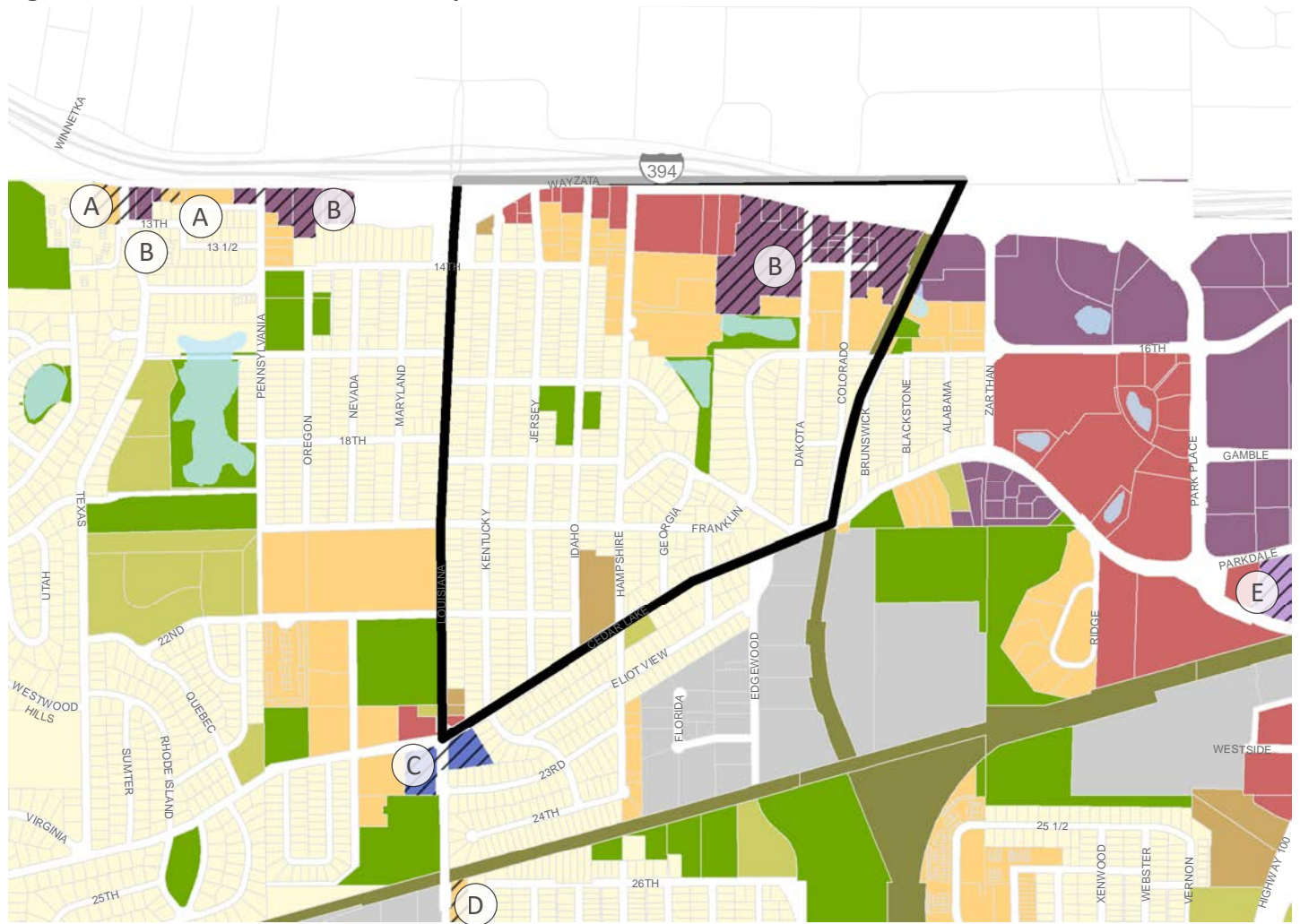


Figure 2-18. 2040 Land Use Plan Map: Eliot



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

Changes in Land Use

- (A)** RL - Low Density Residential changing to RM - Medium Density Residential
- (B)** COM - Commercial changing to OFC - Office
- (C)** COM - Commercial changing to MX - Mixed Use
- (D)** COM - Commercial changing to RM - Medium Density Residential
- (E)** IND - Industrial changing to BP - Business Park

2017 City of St. Louis Park
Community Development

Eliot View

History and Character

Eliot View is a small neighborhood located on the north side of the city, southeast of the intersection of Cedar Lake Road & Louisiana Avenue. The overall neighborhood's boundaries are Louisiana Avenue (west), Cedar Lake Road (north), CP Rail/MN & S Spur line (east), and BNSF Rail line / North Cedar Lake Regional Trail (south). Due to these significant physical boundaries, access to and from the neighborhood is limited to Cedar Lake Road and one access point on Louisiana Avenue (23rd Street). This relatively small neighborhood encompasses two diverse areas – a single-family residential neighborhood on the west side and the Edgewood Industrial Park on the east side.

The residential area is predominately single-family detached homes and suburban in character with driveways accessing the streets, rather than alleys. Hampshire Avenue and Kentucky Avenue are the main entrances to the residential portion of the neighborhood from Cedar Lake Road. Although no parks are located within this small neighborhood, several parks are located nearby, including Jersey Park and Northside Rotary Park to the north, Cedar Knoll / Carlson Field to the west, Nelson Park and Dakota Park to the south. North Cedar Lake Regional Trail runs along the south side of the neighborhood, however, the only neighborhood connection is at Louisiana Avenue. A bike/pedestrian bridge is planned that will extend south from Edgewood Avenue to Dakota Park, passing over the rail line and regional trail.

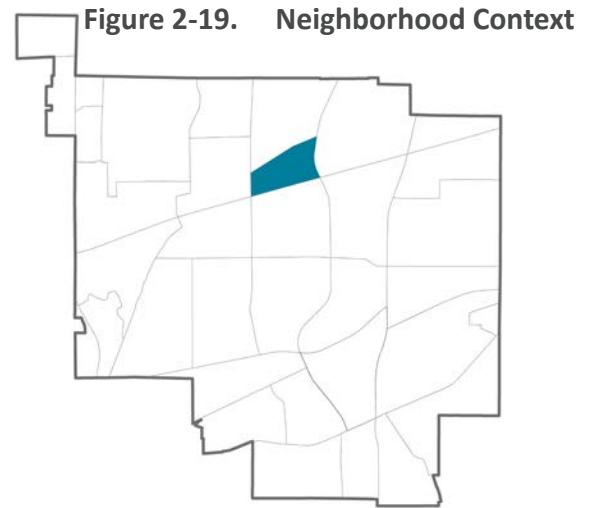


Figure 2-19. Neighborhood Context

Westwood Shopping Center, part of the Cedar Lake Road & Louisiana neighborhood commercial node, is located in the northwest corner of the neighborhood. This site has been re-guided from the Commercial to the Mixed Use land use category to support potential redevelopment, including the addition of new housing options.

The Edgewood Industrial Park is approximately 34 acres of light industrial businesses, including an electric utility substation, oriented to Edgewood Avenue and its direct access to Cedar Lake Road. Residential lots back up directly to industrial lots on the north and west sides of the industrial park. Although the industrial park is located adjacent to two freight rail lines, rail shipping is not utilized by businesses within the industrial park.

Figure 2-20. Neighborhood Features Map: Eliot View

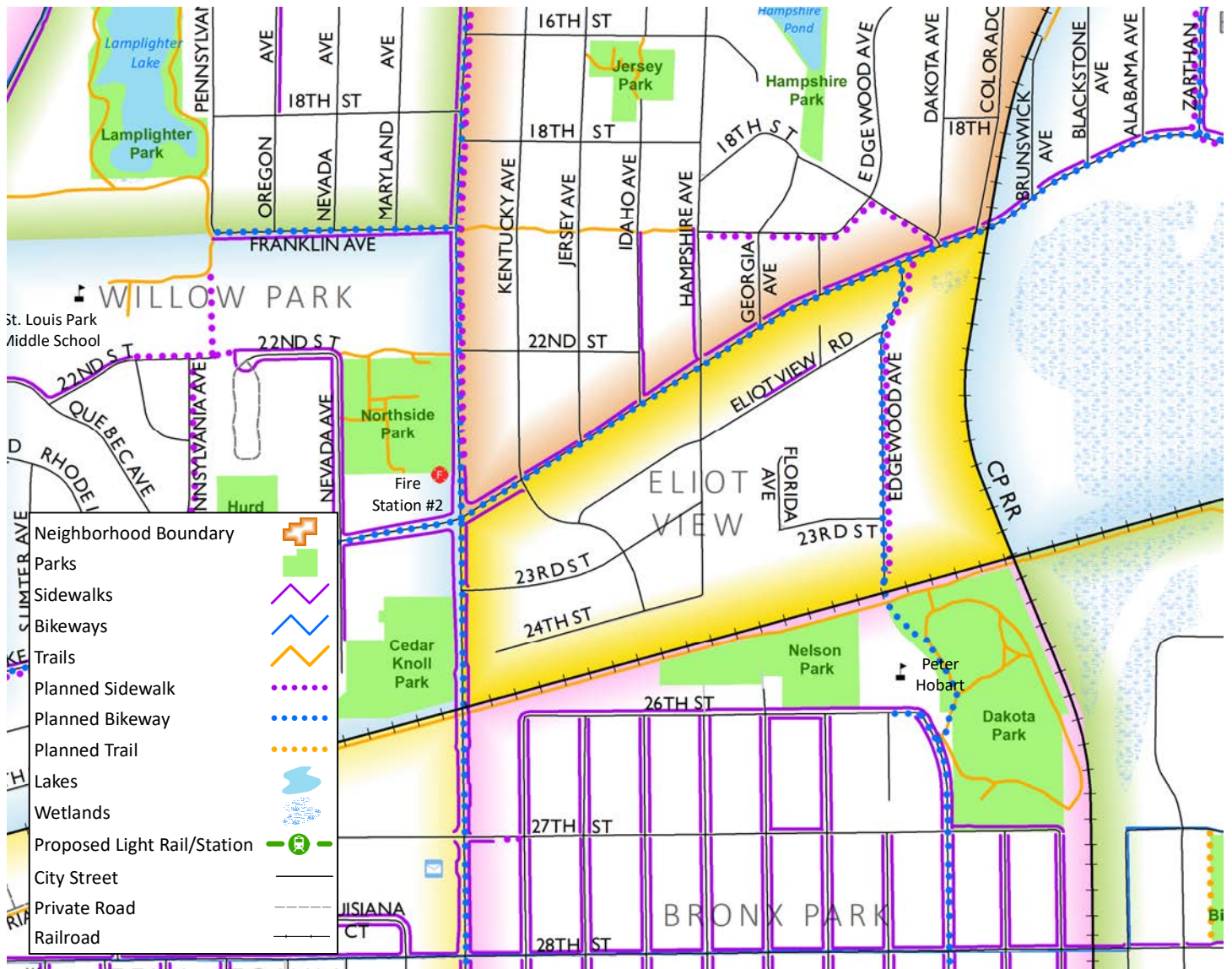


Table 2-7. Neighborhood Statistics: Eliot View

Neighborhood Name:	Eliot view
Neighborhood spatial size:	97.9 acres or 0.15 square miles
Neighborhood population:	450 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	203 (2009) / 207 (2018)
Average household size:	2.30
Percent owner occupied:	77%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Metro Transit West End and Route 9 Transit Study, 2016
- » Connect the Park!, 2013
- » CP Rail Regional Trail Feasibility Report, 2010
- » Eliot Community Center Site Reuse Study, 2010
- » Active Living Sidewalks and Trails Plan, 2008

Table 2-8. Neighborhood Features Information: Eliot View

Neighborhood Name:	Eliot View
Institutions:	Peter Hobart School (which requires crossing BNSF Rail line and Cedar Lake Trail), Ascension Lutheran Church
Parks (active):	None within neighborhood; Northside Rotary Park (northwest), Jersey Park (three blocks to the north), Nelson Park (which requires crossing BNSF Rail line and Cedar Lake Trail to the south)
Open spaces (passive):	Dakota Park (south of BNSF Rail line and Cedar Lake Trail)
Major streets:	Cedar Lake Road, Louisiana Avenue
Light rail stations:	None
Transit corridors:	Cedar Lake Road, Louisiana Avenue
Sidewalks:	North side of Cedar Lake Road; most neighborhood streets do not have sidewalks
Bikeways:	None
Trails:	North Cedar Lake Regional Trail, Dakota Park (both require crossing the BNSF Rail line)
Commercial corridors & nodes:	Cedar Lake Road & Louisiana Ave
Industrial areas:	Edgewood Industrial Park
Rail lines:	CP Rail/MN & Spur line, BNSF Rail line

Figure 2-23. 2040 Future Land Use Distribution: Eliot View

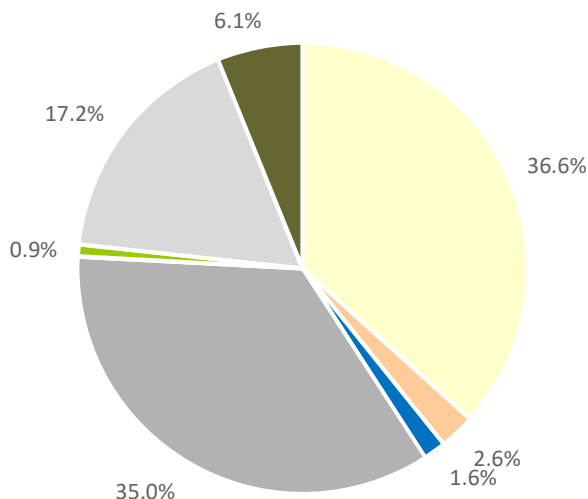


Figure 2-21. Age Distribution in Eliot

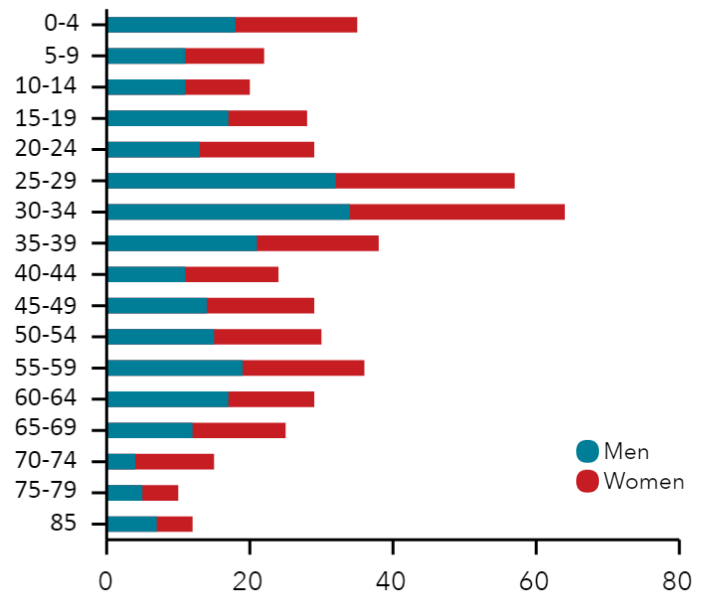


Figure 2-22. Race/Ethnicity Distribution in Eliot View

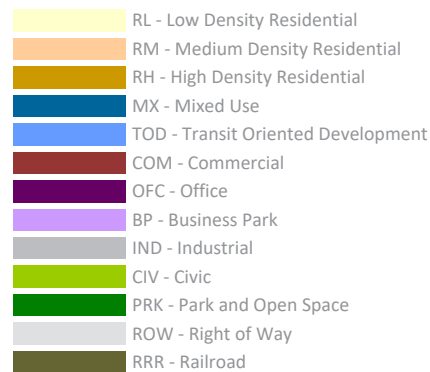
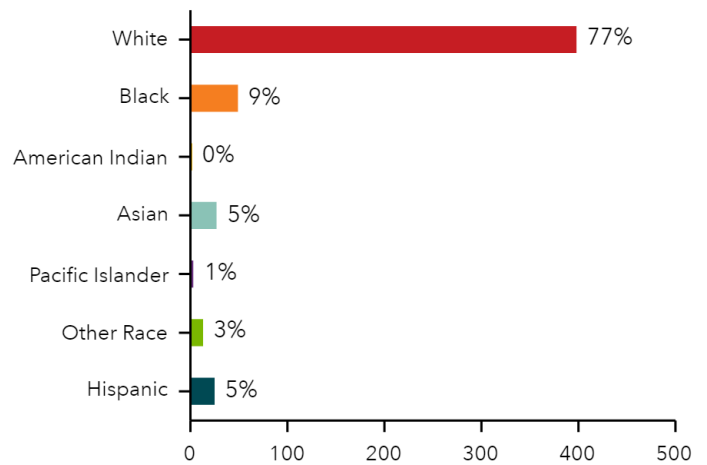
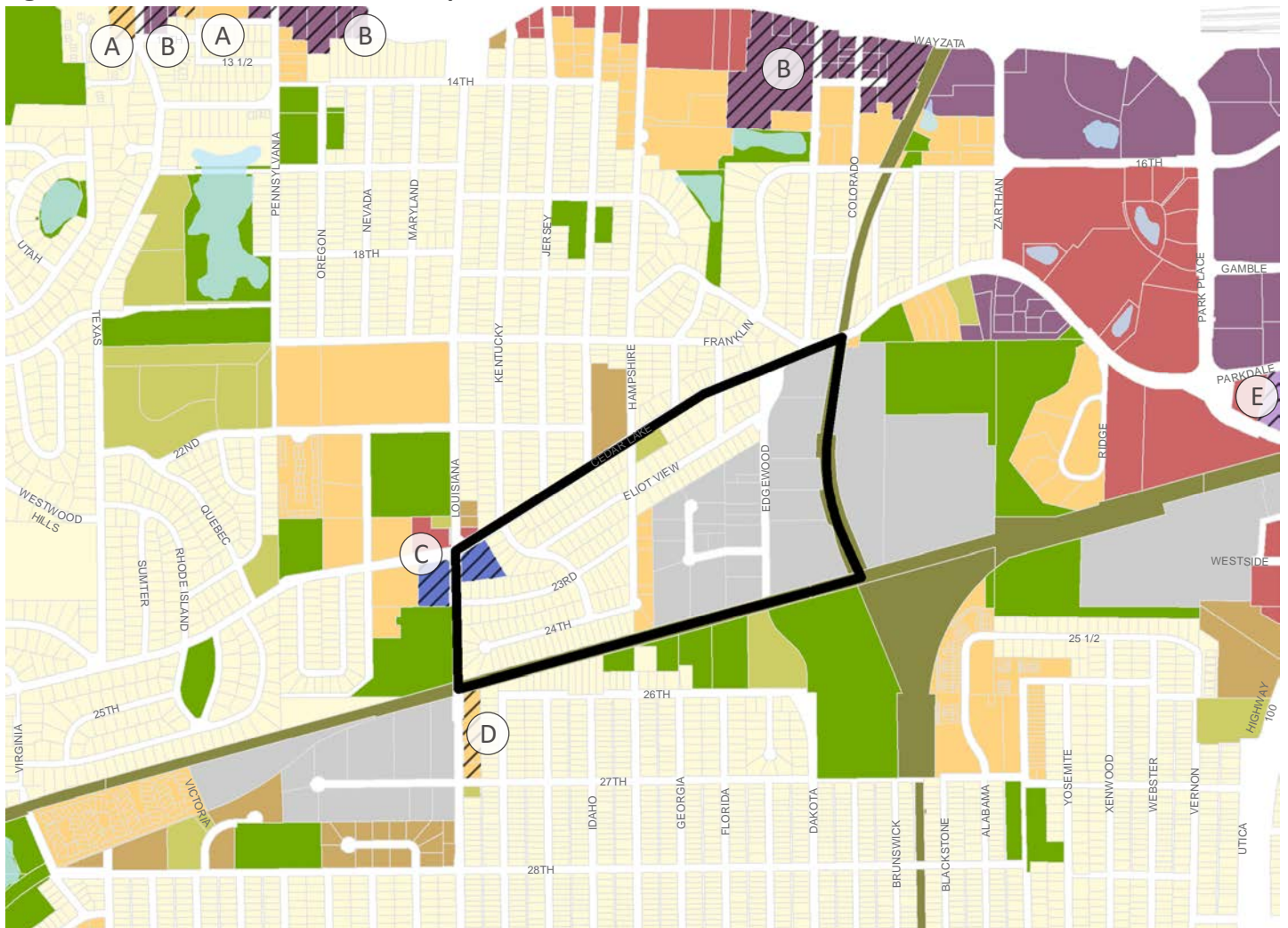


Figure 2-24. 2040 Land Use Plan Map: Eliot View



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody



2017 City of St. Louis Park
Community Development

Changes in Land Use

- (A)** RL - Low Density Residential changing to RM - Medium Density Residential
- (B)** COM - Commercial changing to OFC - Office
- (C)** COM - Commercial changing to MX - Mixed Use
- (D)** COM - Commercial changing to RM - Medium Density Residential
- (E)** IND - Industrial changing to BP - Business Park

Northeast Planning Area Improvement Priorities

2040 Comprehensive Plan Future Directions

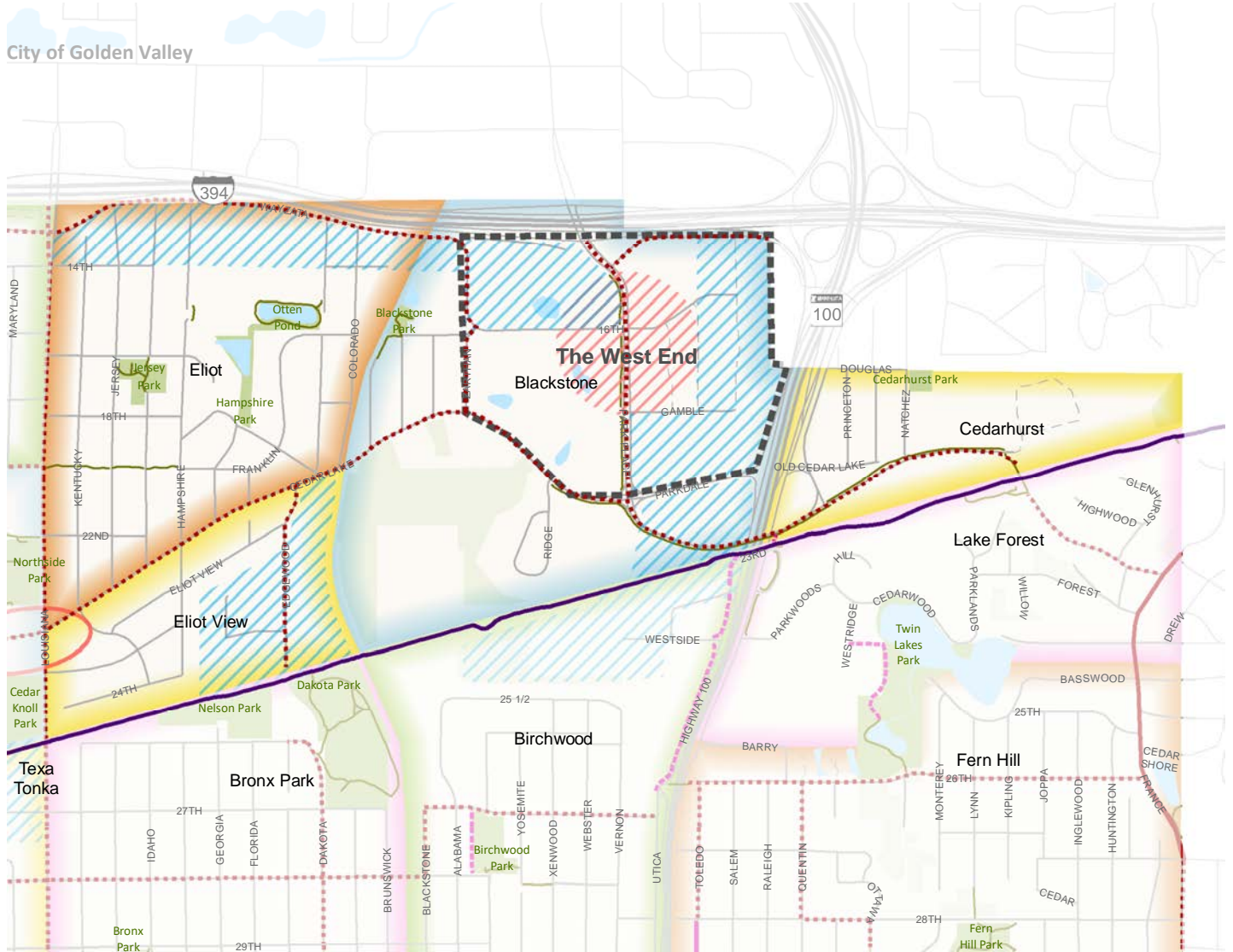
- » Focus redevelopment in Eliot neighborhood along Wayzata Blvd, west of the north-south rail line.
- » Focus redevelopment in the Blackstone neighborhood at Cedar Lake Road immediately west of Highway 100 intersection.
- » Focus redevelopment in Eliot View at the existing neighborhood commercial node at the southeast corner of Louisiana and Cedar Lake Road.
- » Focus infill residential development on former right of way land on east side of Highway 100 in Cedarhurst.
- » Fill in sidewalk gaps on key neighborhood roadways including Cedar Lake Road, Zarthan Ave, Louisiana Ave, Franklin Ave, Edgewood Ave, and Hwy 100 East Frontage Rd.
- » Future bikeways along Cedar Lake Road, Louisiana Ave, Park Place Blvd, Wayzata Blvd, Zarthan Ave, Edgewood Ave, and Hwy 100 East Frontage Rd.
- » Future improvements to Cedar Lake Rd/Parkdale Dr and Louisiana Ave as future Transit Priority Streets.
- » Future improvements to Zarthan and Wayzata Blvd as Multi-Modal Streets.

Neighborhood Planning Area Improvement Priorities and Opportunities

Identified through the Neighborhood Planning Process

- » Safety for pedestrians and bicyclists along Cedar Lake Road, with an emphasis between Louisiana Avenue and Colorado Avenue, as well as sections east of Highway 100. Some requests include:
 - Traffic calming and improved speed enforcement along Cedar Lake Road
 - Improve intersection crossings along Cedar Lake Road and Park Place Blvd
 - Dedicate bicycle facilities on Cedar Lake Road, e.g. protected bike lanes
- » Investment in parks, such as Blackstone Park, Cedarhurst Park, and Hampshire Park, which are important gathering places in the Northeast neighborhoods. Requested improvements include upgrades to trails, more benches, pedestrian-scaled lighting, and planting and maintenance of trees.
- » Parks, trees, and green space are highly valued by residents in these neighborhoods and should continue to be a priority.
- » Small locally-owned restaurants/coffee shops that increase the diversity of commercial options within the Northeast neighborhoods, particularly at the Cedar Lake Road & Louisiana neighborhood commercial node.
- » Increase trail access points to the Cedar Lake Trail and improve winter ice/snow removal along the trail. Requested locations for trail access points are:
 - Near Lifetime Fitness
 - Edgewood Avenue (bridge over railroad tracks to Cedar Lake Trail)
- » Public transit opportunities to provide more north-south connections throughout the city. Consider Louisiana Avenue for increased bus service.

Figure 2-25. Northeast Planning Area Neighborhood Improvement Map



Legend

- Planned LRT Stations
- Green Line Extension
- Regional Trails
- Future Local Trails
- Existing Local Trails
- Future Bikeways
- Existing Bikeways
- Districts
- LRT Station Areas Corridor
- Employment Areas
- Commercial Centers
- Neighborhood Commercial Nodes
- Commercial Corridors
- Local Park Trails

- Waterbody
- Parks
- Open Space
- Municipal Boundaries



2017 City of St. Louis Park Community Development

Page Intentionally Left Blank



Chapter 3

Northwest

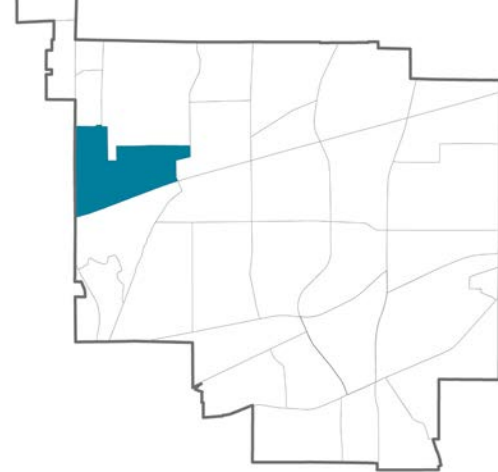
Cedar Manor

History and Character

Cedar Manor is a neighborhood located on the City's west side along Cedar Lake Road, which is one of the primary community entrances from the west. The neighborhood is primarily a residential neighborhood with two lakes and abundant natural open space located within and adjacent to it, including Cedar Manor Lake, Hannon lake, the Minneapolis Golf Club, and a wetland open space at Flag Ave & 22nd St. Two community institutions are located along Cedar Lake Road – Park Spanish Immersion School (former Cedar Manor Elementary School) and Westwood Lutheran Church. The neighborhood park, Cedar Manor Park, is located north of and adjacent to the school. The private Minneapolis Golf Club is located along the north side of the neighborhood. The neighborhood's boundaries are U.S. Hwy 169 (west), BNSF Rail line (south), Texas / Virginia Aves (east), and 22nd Ave / Minneapolis Golf Club (north). The BNSF Rail line, which is the neighborhood's southern boundary, prevents street connectivity to the south between U.S. Hwy 169 and Virginia Ave.

The neighborhood's housing consists exclusively of single-family detached homes. Most of the homes were built between 1953 and 1965. A number of homes are located adjacent to the two lakes and have backyards with open space views and access. Since the neighborhood also borders the Minneapolis Golf Club, some homes have backyards that look onto the golf course.

Figure 3-1. Neighborhood Context



Neighborhood residents have access to the neighborhood park as well as public open spaces at Hannon Lake and Flag Ave/22nd St. The closest neighborhood commercial nodes are located at Texa-Tonka and the intersection of Cedar Lake Road & Louisiana Avenue, which are located approximately one mile away and easily accessible by bike, bus and car.

In 2010, the St. Louis Park School District decided to close the Cedar Manor School building at 9400 Cedar Lake Road. The district has been operating the building as a community center and leasing out space to multiple tenants since that time. In 2018, the district's plans were to remodel the building and then move the Park Spanish Immersion School to the building.

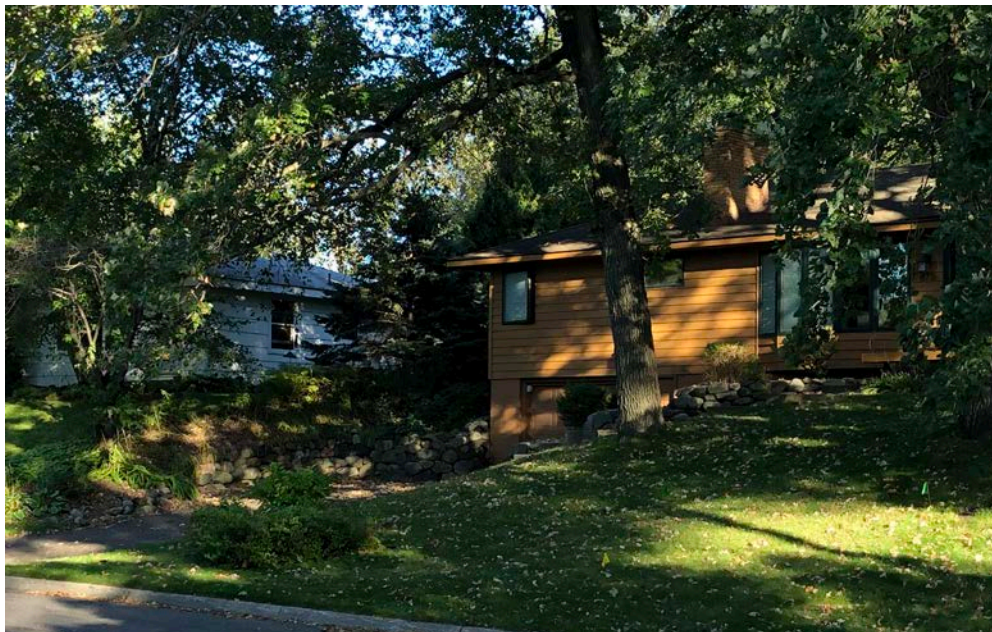


Figure 3-2. Neighborhood Features Map: Cedar Manor

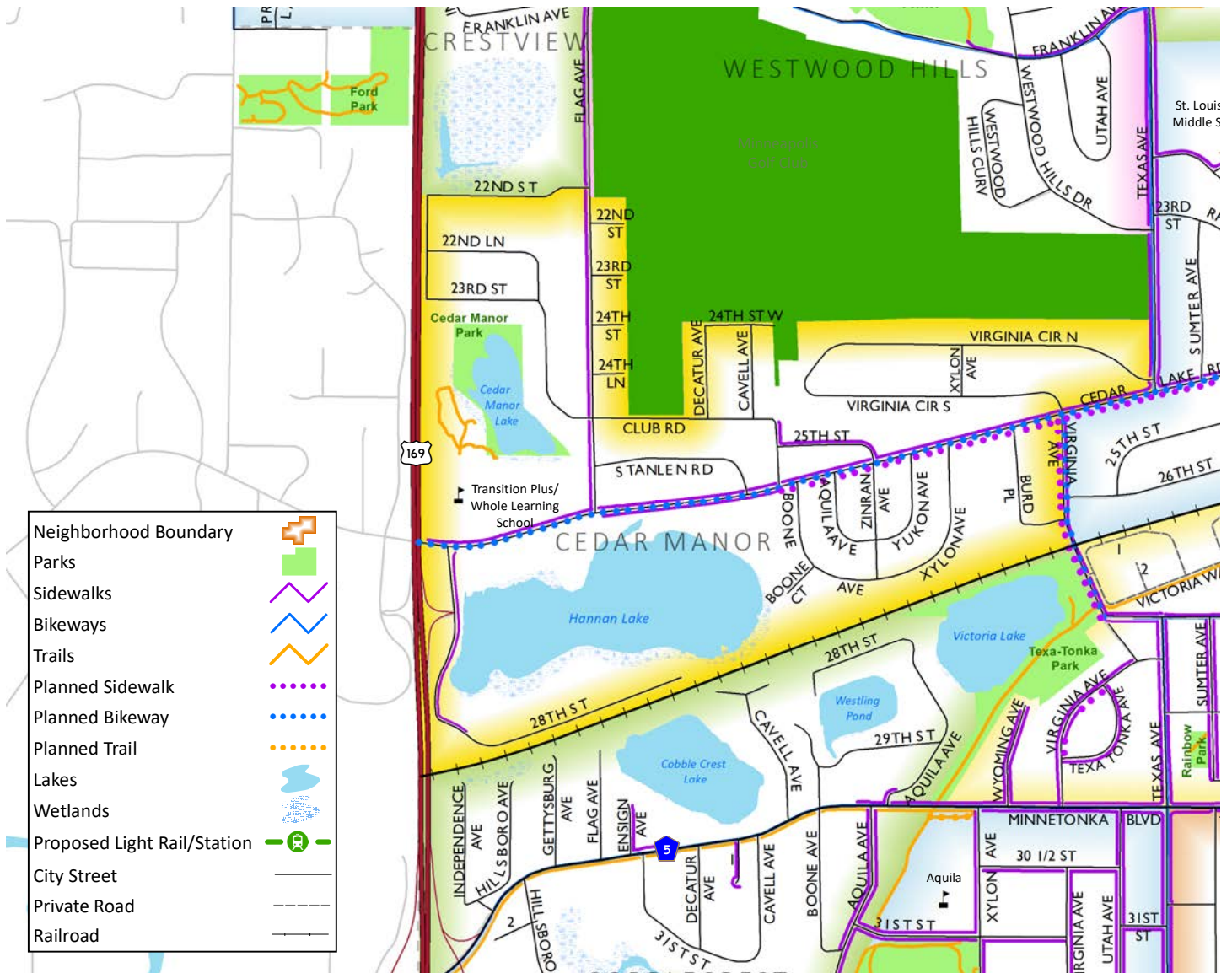


Table 3-1. Neighborhood Statistics: Cedar Manor

Neighborhood Name:	Cedar Manor
Neighborhood spatial size:	327.7 acres or 0.51 square miles
Neighborhood population:	1,059 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	573 (2009) / 576 (2018)
Average household size:	2.53
Percent owner occupied:	92%

Recent Plans and Studies

- » Metro Transit West End and Route 9 Transit Study, 2016
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 3-2. Neighborhood Features Information: Cedar Manor

Neighborhood Name:	Cedar Manor
Institutions:	Park Spanish Immersion School, Westwood Lutheran Church, Minneapolis Golf Club
Parks (active):	Cedar Manor Park, Westwood Hills Nature Center (to the north)
Open spaces (passive):	Hannon Lake, Flag & 22nd
Major streets:	U.S. Hwy 169, Cedar Lake Road, Texas Ave, Virginia Ave, Flag Ave
Light rail stations:	None
Transit corridors:	Cedar Lake Road, park and ride lot at Cedar Lake Road & Flag Ave
Sidewalks:	Flag Ave, Cedar Lake Road, 25th Street
Bikeways:	None
Trails:	Cedar Manor Park, Westwood Hills Nature Center (to the north), North Cedar Lake Regional Trail (to the south)
Commercial corridors & nodes:	None
Industrial areas:	None
Rail lines:	BNSF Rail Line

Figure 3-5. 2040 Future Land Use Distribution: Cedar Manor

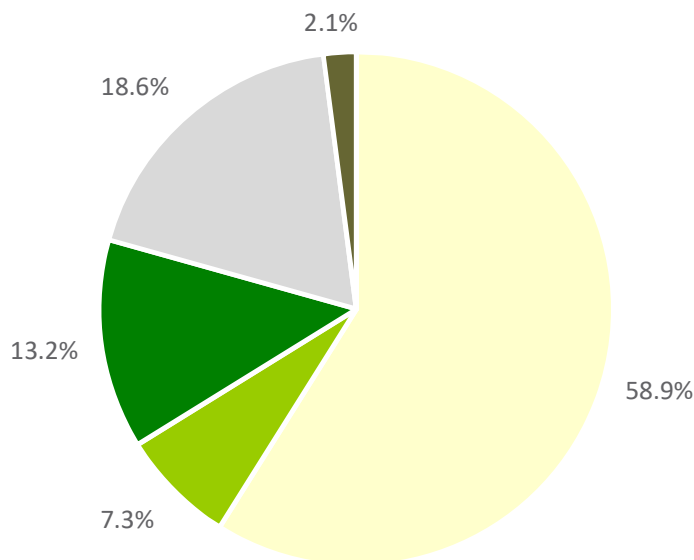


Figure 3-3. Age Distribution in Cedar Manor

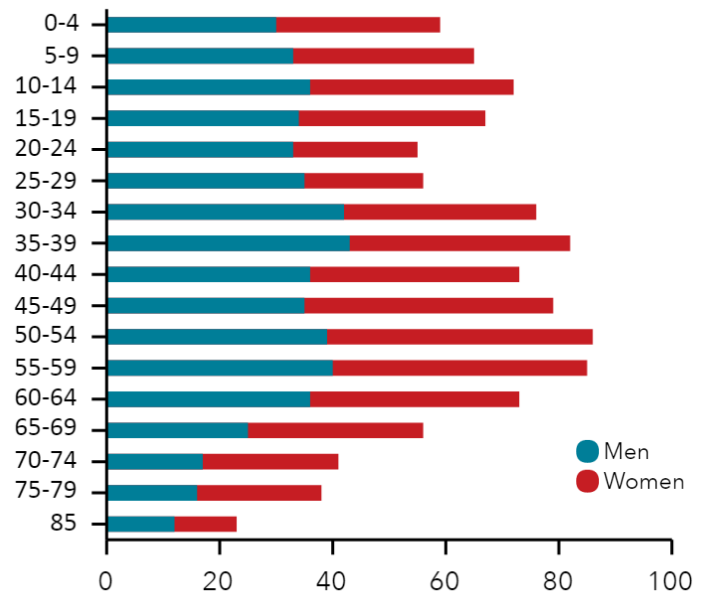


Figure 3-4. Race/Ethnicity Distribution in Cedar Manor

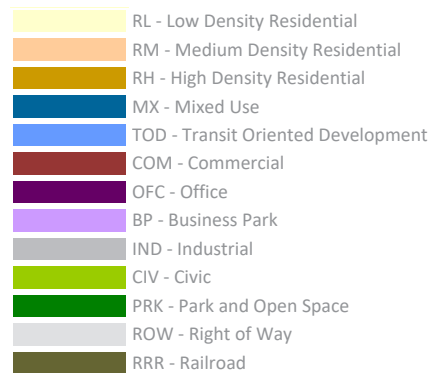
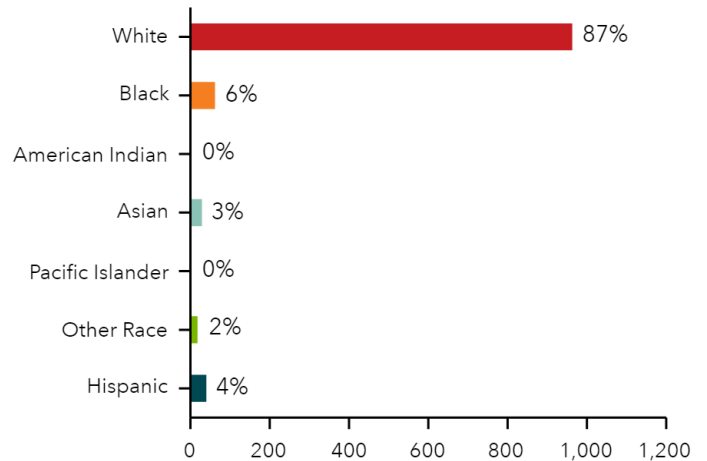
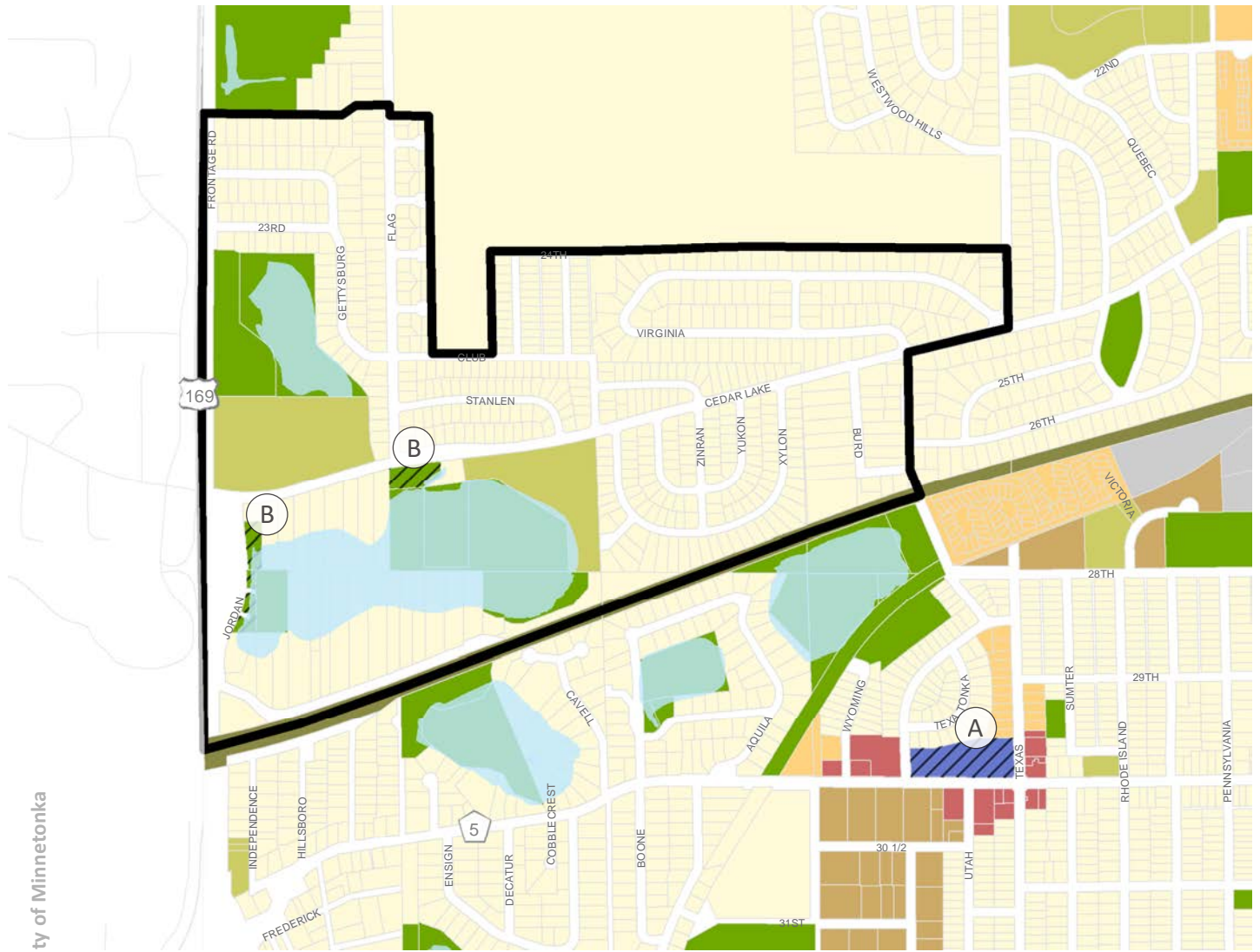


Figure 3-6. 2040 Land Use Plan Map: Cedar Manor



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody



2017 City of St. Louis Park
Community Development

Changes in Land Use

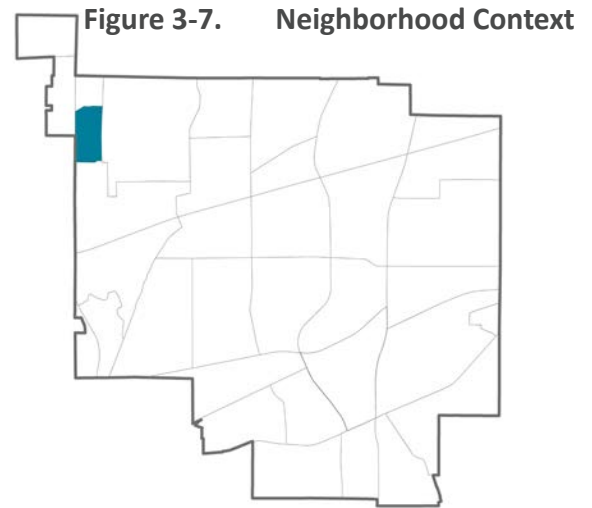
- (A)** COM - Commercial changing to MX- Mixed Use
- (B)** RL - Low Density Residential changing to PRK- Park and Open Space

Crestview

History and Character

Crestview is a small and relatively isolated neighborhood located in the northwest corner of the city. It is tucked in between U.S. Hwy 169 to the west and the Minneapolis Golf Club to the east, with West 16th St as its northern boundary and West 22nd St as its southern boundary. Entries into the neighborhood are essentially Hillsboro Ave (via 14th St/Wayzata Blvd), Flag Ave, and 16th Street West, which has a right-in/right-out access to U.S. Hwy 169. The neighborhood's only street connections to the west (across U.S. Hwy 169) are Wayzata Boulevard and Cedar Lake Road.

Crestview is a residential neighborhood, essentially just five blocks, consisting exclusively of single-family homes. The neighborhood consists of two subdivisions developed with homes during the 1950s. Most of the homes are ramblers, which was a popular house style of that time period. A number of the neighborhood's homes face or back up to green open space, including the private golf course and the public open space at Flag & 22nd.



The neighborhood has access to the Westwood Hills Nature Center, St. Louis Park's largest community park, via a trail connection on Flag Avenue to the northeast. The closest commercial areas are the neighborhood commercial nodes at Cedar Lake Road/Louisiana Ave and the one just north of the Shelard Park neighborhood (in the City of Plymouth), which are both approximately one mile away.

The Crestview Neighborhood Association was reincorporated in fall 1992.



Figure 3-8. Neighborhood Features Map: Crestview



Table 3-3. Neighborhood Statistics: Crestview

Neighborhood Name:	Crestview
Neighborhood spatial size:	63.9 acres or 0.10 square miles
Neighborhood population:	158 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	69 (2009) / 69 (2018)
Average household size:	2.7
Percent owner occupied:	97%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Table 3-4. Neighborhood Features Information: Crestview

Neighborhood Name:	Crestview
Institutions:	Westwood Hills Nature Center, Minneapolis Golf Club
Parks (active):	Westwood Hills Nature Center, Cedar Manor Park
Open spaces (passive):	Flag & 22nd
Major streets:	U.S. Hwy 169, Flag Ave, Hillsboro Ave, Franklin Ave
Light rail stations:	None
Transit corridors:	Cedar Lake Road and Wayzata Blvd, park & ride lot at Cedar Lake Road & Flag Ave
Sidewalks:	Flag Ave, 14th
Bikeways:	Westmoreland/Flag/14th
Trails:	Westwood Hills Nature Center
Commercial corridors & nodes:	None
Industrial areas:	None
Rail lines:	None

Figure 3-11. 2040 Future Land Use Distribution: Crestview

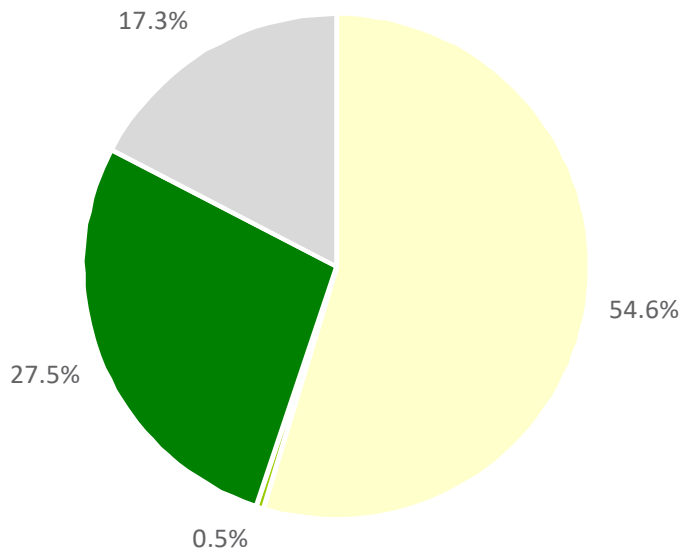


Figure 3-9. Age Distribution in Crestview

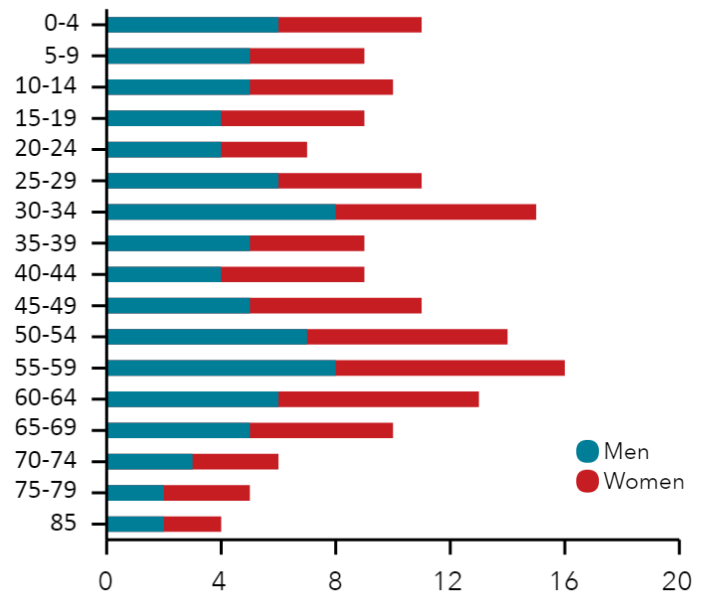


Figure 3-10. Race/Ethnicity Distribution in Crestview

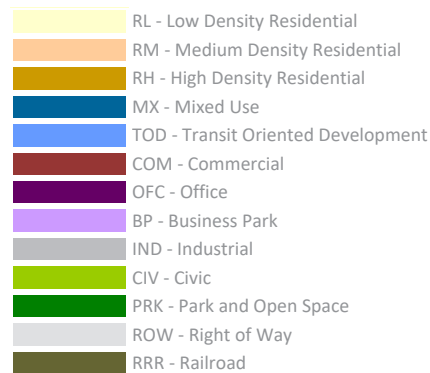
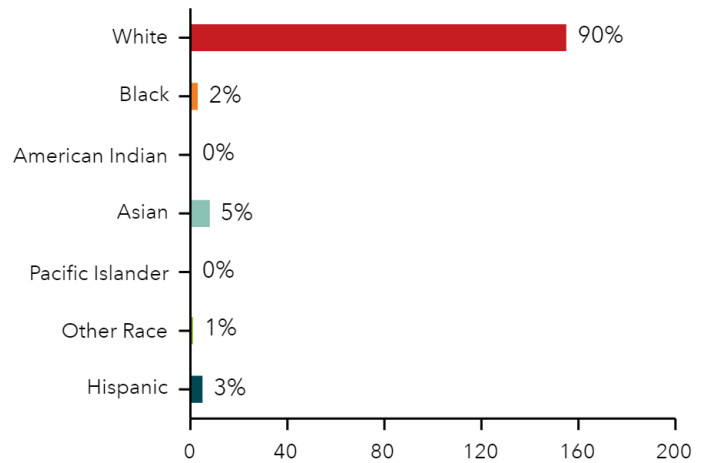
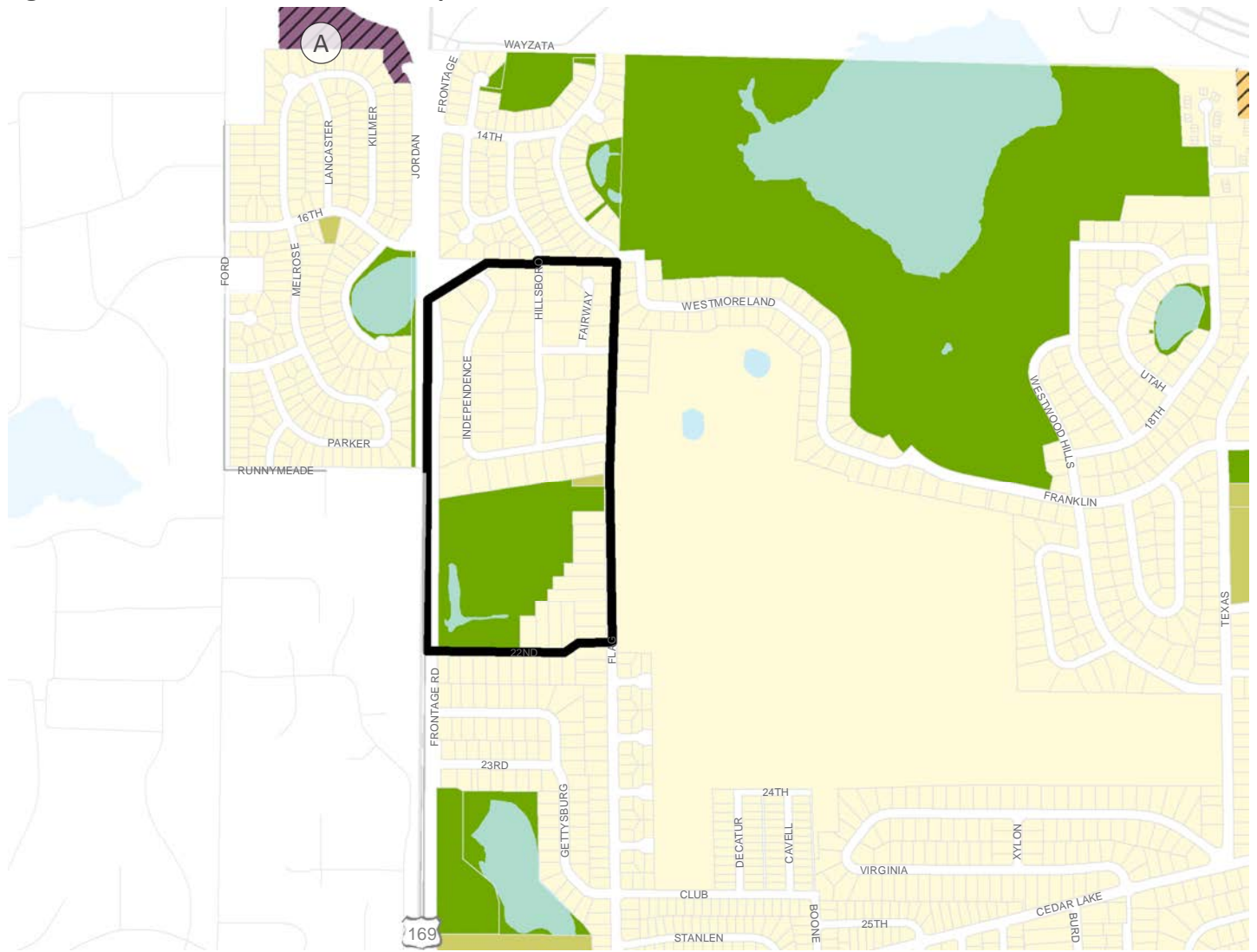


Figure 3-12. 2040 Land Use Plan Map: Crestview



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody



2017 City of St. Louis Park
Community Development

Changes in Land Use

- ROW - Right of Way changing to OFC - Office

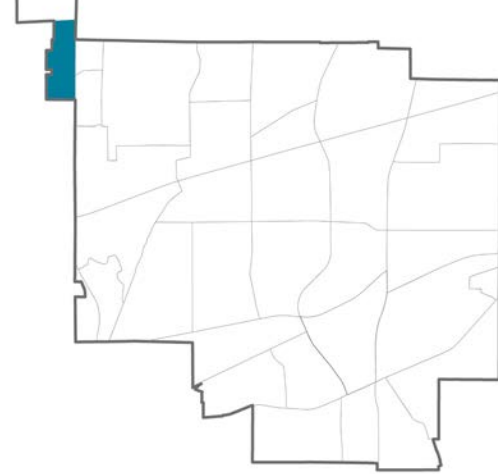
Kilmer Pond

History and Character

Kilmer Pond is a small and relatively isolated neighborhood located in the northwest corner of the city that is physically separated from the rest of the city by a regional freeway – U.S. 169. The neighborhood’s boundaries are U.S. Hwy 169 (east), I-394 (north), Ford Road (west), and Runnymede Lane/Ford Park (south). The neighborhood shares its western and southern boundaries with the City of Minnetonka. Entries into the neighborhood are essentially Ford Road and 16th Street West, which has a right-in/right-out access to U.S. Hwy 169. The neighborhood’s only direct street connections to the rest of the St. Louis Park community are Wayzata Boulevard and Cedar Lake Road (across U.S. Hwy 169) and Wayzata Boulevard/Shelard Parkway (across I-394 to the Shelard Park neighborhood).

Kilmer Pond is a residential neighborhood consisting exclusively of single-family homes. The neighborhood was subdivided and developed with homes in the late 1950s. The neighborhood is located on the east side of a hill that drains into Kilmer Pond, which serves as the neighborhood’s central feature. The pond, which functions as a storm water detention pond, also serves as a neighborhood open space. Ford Park, which is located directly south of the neighborhood in the City of Minnetonka, also serves as a neighborhood park for Kilmer residents.

Figure 3-13. Neighborhood Context



The neighborhood has access to the Westwood Hills Nature Center, St. Louis Park’s largest community park, via a trail connection on Flag Avenue, which is approximately one mile away from the neighborhood. The closest commercial areas are the neighborhood commercial nodes just north of the Shelard Park neighborhood (in the City of Plymouth) and at Cedar Lake Road & Hopkins Crossroads/County Road 73 (in the City of Minnetonka), which are less than one mile away.

The neighborhood is fully developed with the exception of some vacant land at the north end of the neighborhood. This land is remnant right-of-way land from the I-394 construction project that has the potential to be developed as an office use with direct access to Wayzata Boulevard (I-394 frontage road). Any development on this site would need to be designed to be compatible with the Kilmer Pond residential neighborhood.



Figure 3-14. Neighborhood Features Map: Kilmer Pond

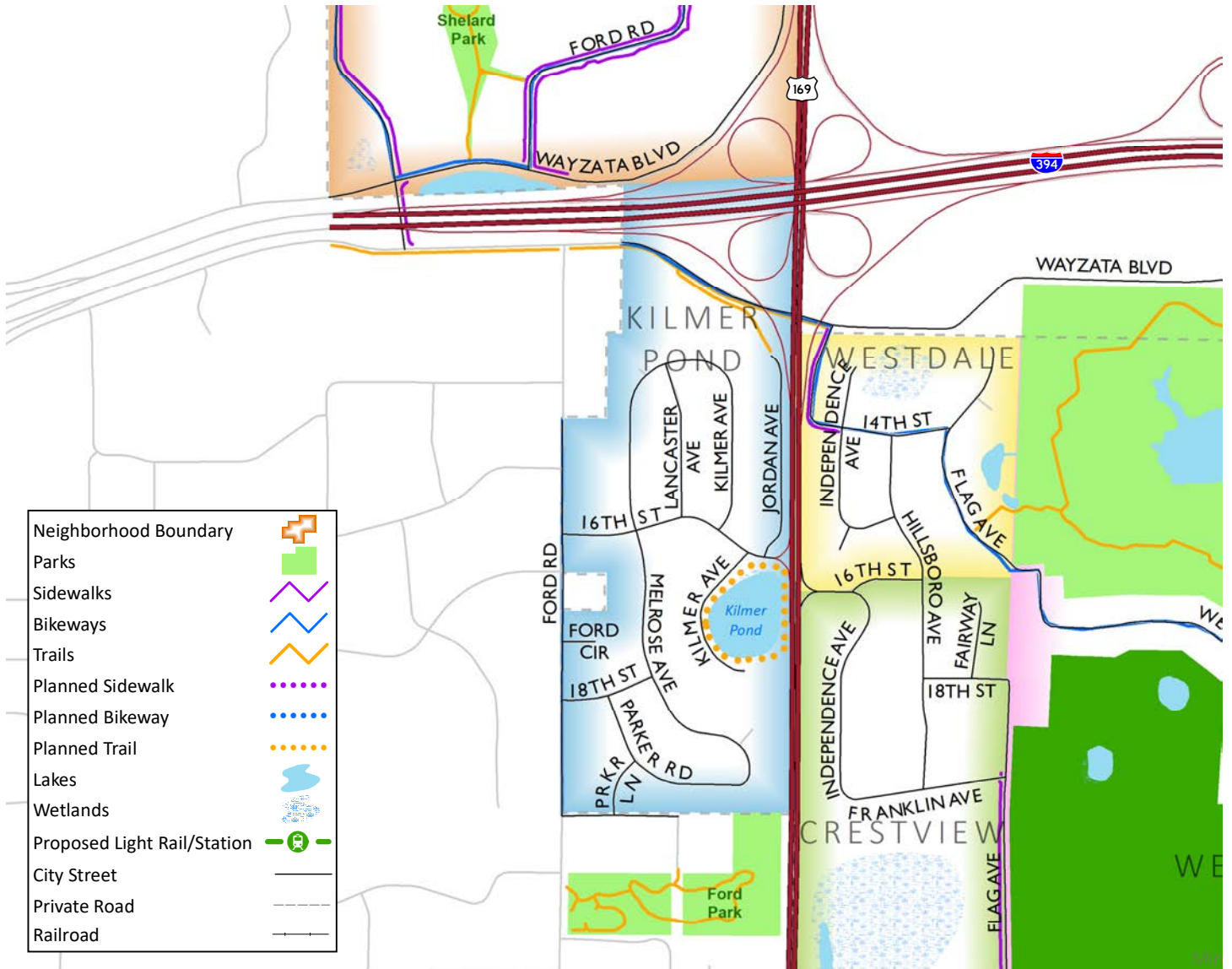


Table 3-5. Neighborhood Statistics: Kilmer Pond

Neighborhood Name:	Kilmer Pond
Neighborhood spatial size:	91.2 acres or 0.14 square miles
Neighborhood population:	587 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	245 (2009) / 246 (2018)*
Average household size:	2.49
Percent owner occupied:	91%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Table 3-6. Neighborhood Features Information: Kilmer Pond

Neighborhood Name:	Kilmer Pond
Institutions:	None
Parks (active):	Westwood Hills Nature Center (just east of neighborhood), Ford Park (Minnetonka)
Open spaces (passive):	Kilmer Pond
Major streets:	I-394, U.S. Hwy 169, Wayzata Blvd, West 16th Street, Ford Road
Light rail stations:	None
Transit corridors:	Wayzata Blvd, I-394 Park & Ride lot at General Mills Blvd
Sidewalks:	None
Bikeways:	None
Trails:	Wayzata Blvd, Westwood Hills Nature Center, Ford Park (Minnetonka)
Commercial corridors & nodes:	None
Industrial areas:	None
Rail lines:	None

Figure 3-17. 2040 Future Land Use Distribution: Kilmer Pond

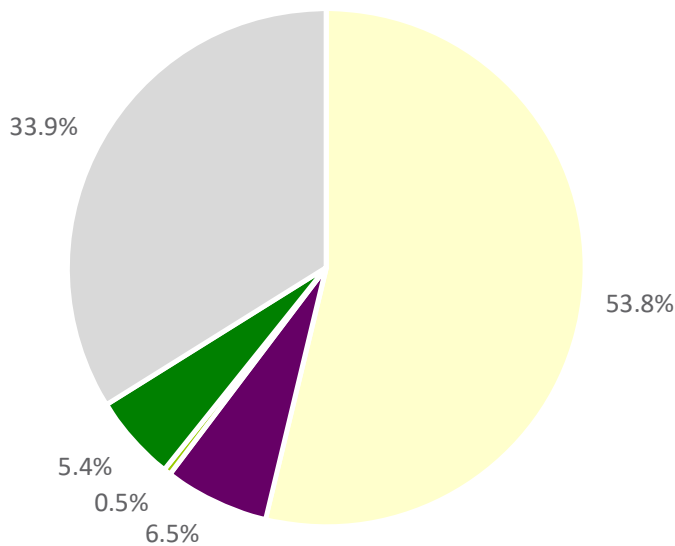


Figure 3-15. Age Distribution in Kilmer Pond

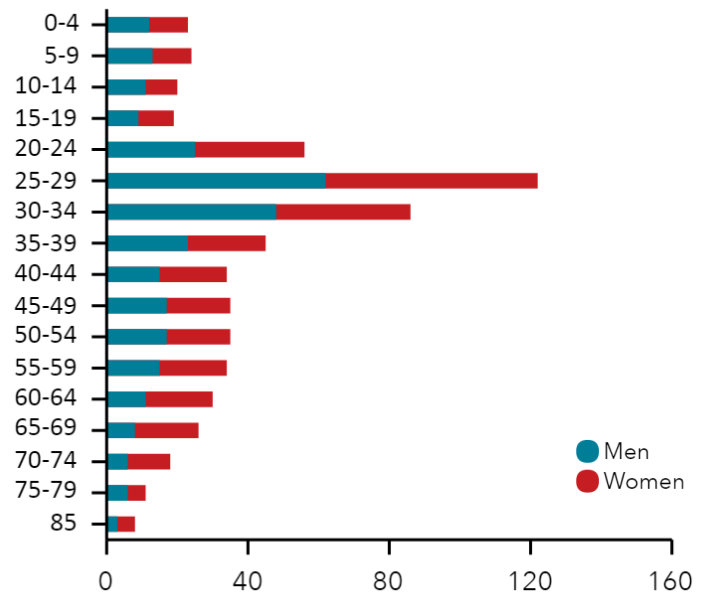


Figure 3-16. Race/Ethnicity Distribution in Kilmer Pond

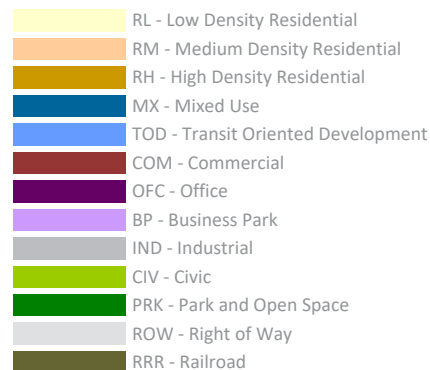
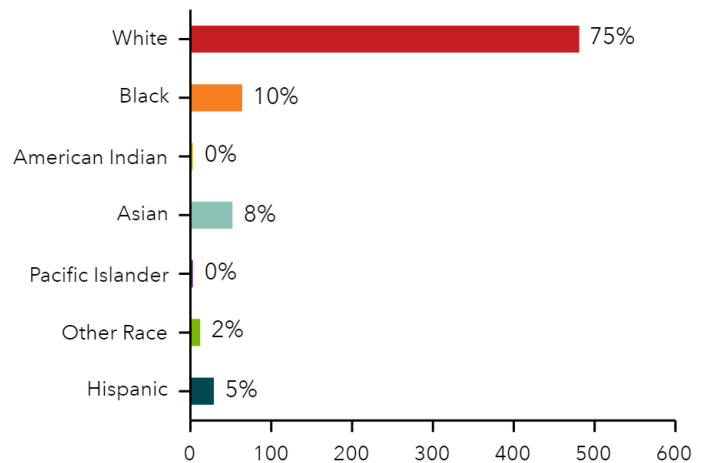
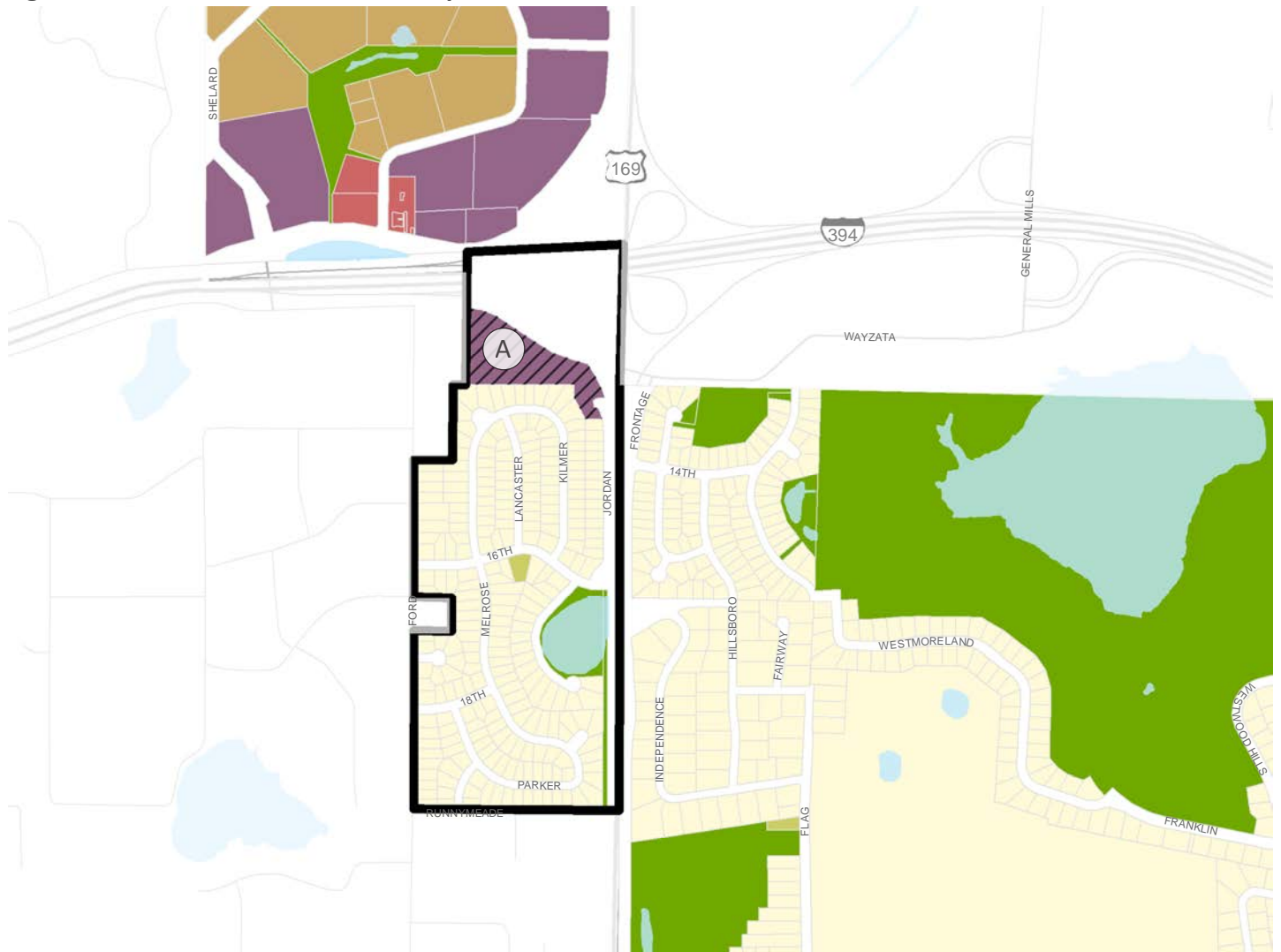


Figure 3-18. 2040 Land Use Plan Map: Kilmer Pond



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



Changes in Land Use

- (A) ROW - Right of Way changing to OFC - Office

2017 City of St. Louis Park
Community Development

Pennsylvania Park

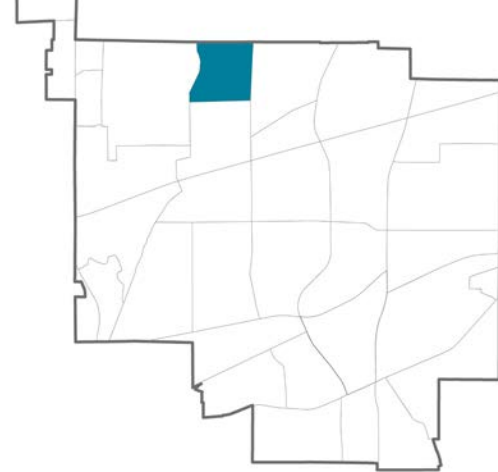
History and Character

Pennsylvania Park is a neighborhood located on the north side of the city, southwest of the intersection of Louisiana Avenue & I-394. The neighborhood is primarily a residential neighborhood with former highway-oriented commercial along its northern edge (Wayzata Boulevard / I-394). The overall neighborhood's boundaries are Louisiana Avenue (east), Franklin Avenue (south), Texas Avenue (west), and Wayzata Boulevard / I-394 (north).

The Pennsylvania Park neighborhood is primarily a residential neighborhood consisting of single-family detached homes and some townhouses. The neighborhood's dominant street and block pattern is the grid, however, most blocks do not have alleys, so driveways access the street, and sidewalks are limited. The east half of the neighborhood was platted in 1917 and the west after WWII, therefore the blocks are oriented differently. The main street entrances to the neighborhood are from Louisiana Avenue and Wayzata Boulevard.

Residents have convenient access to the parks located in the center of the neighborhood – Pennsylvania Park and Lamplighter Park. The neighborhood is also adjacent to the St. Louis Park Middle School campus and within walking distance of three community parks/playfields. The Westwood Hills Nature Center is located just to the west of the neighborhood. The North Cedar Lake Regional Trail is located approximately ½ mile to the south.

Figure 3-19. Neighborhood Context



The commercial corridor along the neighborhood's northern edge reflects its former frontage on U.S. Hwy 12, which was replaced by I-394 in 1991. This commercial area fronting on to Wayzata Boulevard / I-394 is clustered primarily from Pennsylvania Ave to the Louisiana Ave exit ramp and consists primarily of small two- and three-story office buildings. This area has experienced significant reinvestment in existing commercial buildings and some redevelopment. Two vacant sites east and west of Texas Ave along Wayzata Blvd have been approved for development of the Arlington Row small-scale apartment buildings. The eastern lot will have a three-story apartment building with 27 housing units and the western property will have two three-story apartment buildings with 34 housing units. The Louisiana Avenue Bus Transit Center at I-394 is located in the northeast corner of the neighborhood with pedestrian connections between the neighborhood and the transit center.



Figure 3-20. Neighborhood Features Map: Pennsylvania Park

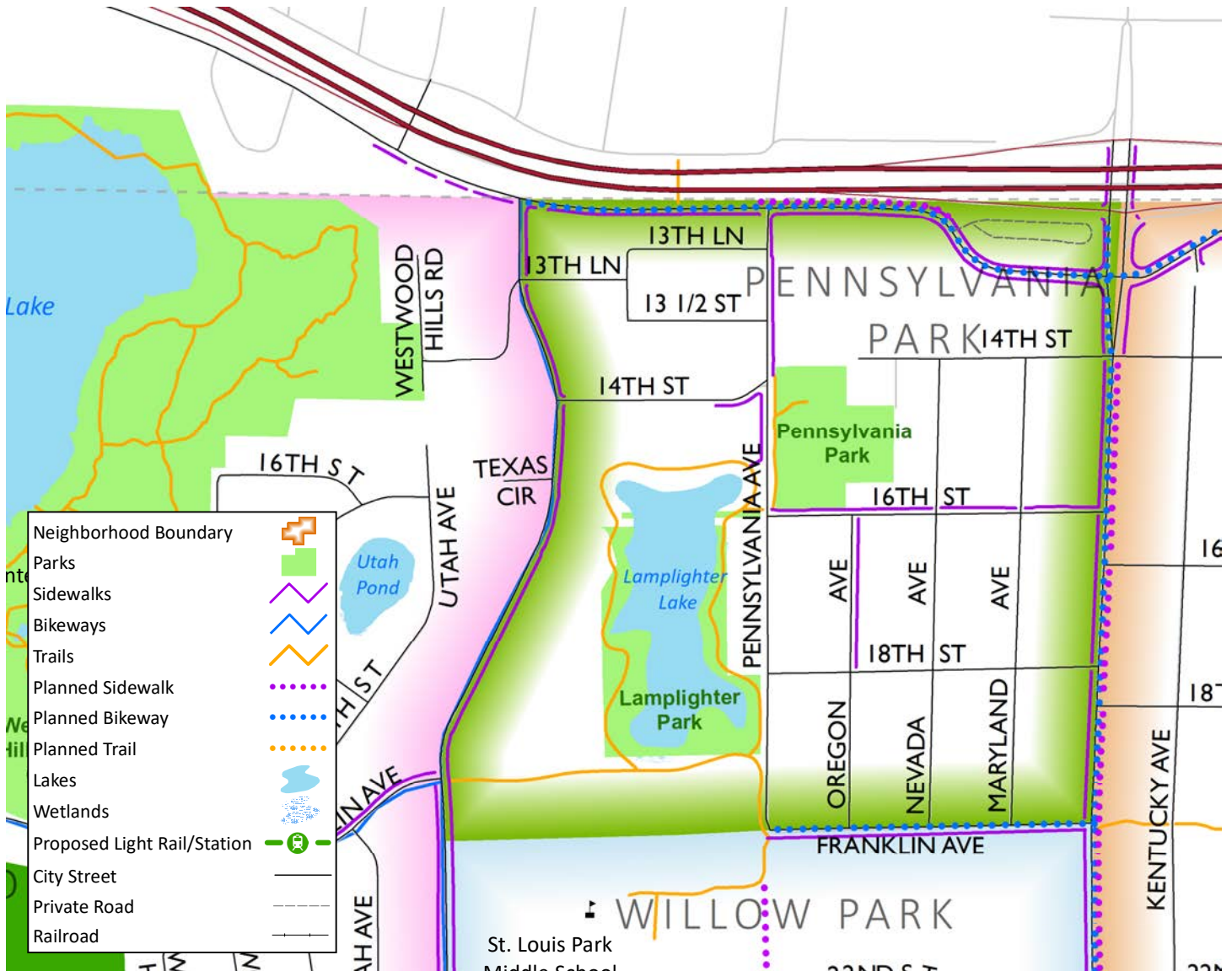


Table 3-7. Neighborhood Statistics: Pennsylvania Park

Neighborhood Name:	Pennsylvania Park
Neighborhood spatial size:	145.7 acres or 0.23 square miles
Neighborhood population:	1,333 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	336 (2009) / 342 (2018)
Average household size:	2.01
Percent owner occupied:	80%

Recent Plans and Studies

- » Westwood Hills Interpretive Center, 2018
- » Westwood Hills Nature Center Master Plan, 2016
- » Metro Transit West End and Route 9 Study, 2016
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 3-8. Neighborhood Features Information: Pennsylvania Park

Neighborhood Name:	Pennsylvania Park
Institutions:	St. Louis Park Middle School, Park Assembly of God Church
Parks (active):	Pennsylvania Park, Westwood Hills Nature Center & Area (west of neighborhood), Northside Rotary Park and Cedar Knoll Park/Carlson Field (both south of neighborhood)
Open spaces (passive):	Lamplighter Park
Major streets:	I-394, Louisiana Ave, Wayzata Blvd, Pennsylvania Ave, Franklin Ave
Light rail stations:	None
Transit corridors:	Louisiana Ave, Cedar Lake Road, Wayzata Blvd, I-394
Sidewalks:	Texas Ave, west side of Louisiana Ave, south side Wayzata Blvd, south side Franklin Ave, portion of Pennsylvania Ave, Oregon Ave, 16th St; most internal neighborhood streets lack sidewalks
Bikeways:	Texas Ave, Westmoreland/Flag/14th
Trails:	Lamplighter Park, High School
Commercial corridors & nodes:	Cedar Lake Road & Louisiana Ave
Industrial areas:	None
Rail lines:	None

Figure 3-23. 2040 Future Land Use Distribution: Pennsylvania Park

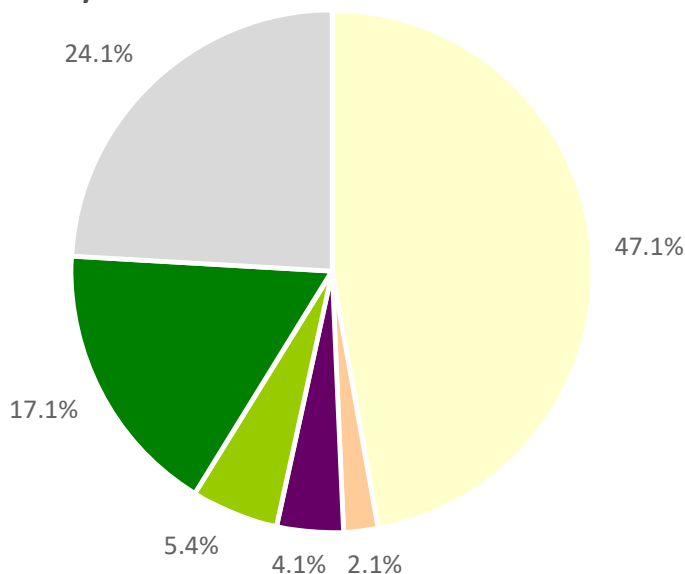


Figure 3-21. Age Distribution in Pennsylvania Park

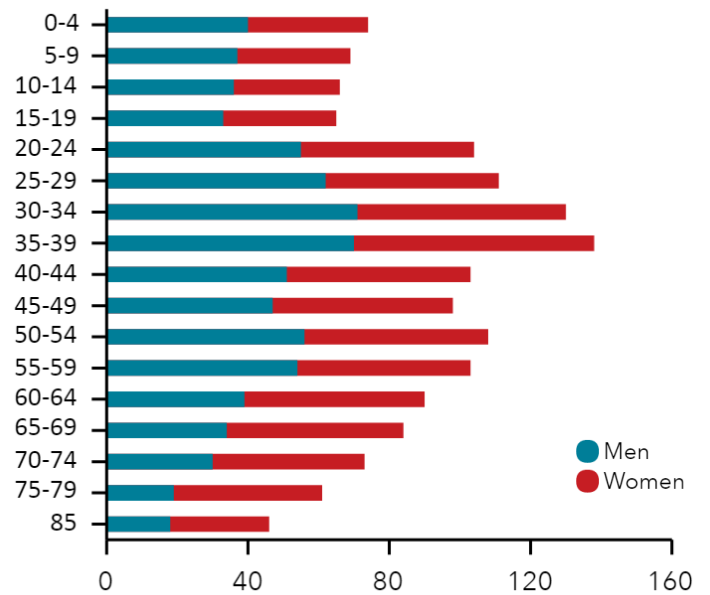


Figure 3-22. Race/Ethnicity Distribution in Pennsylvania Park

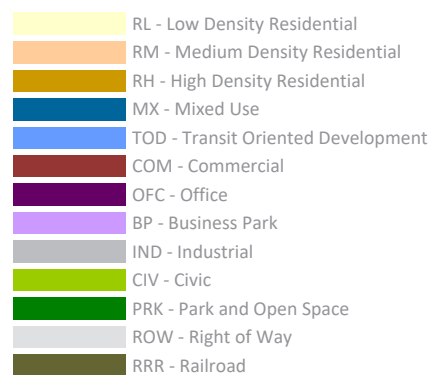
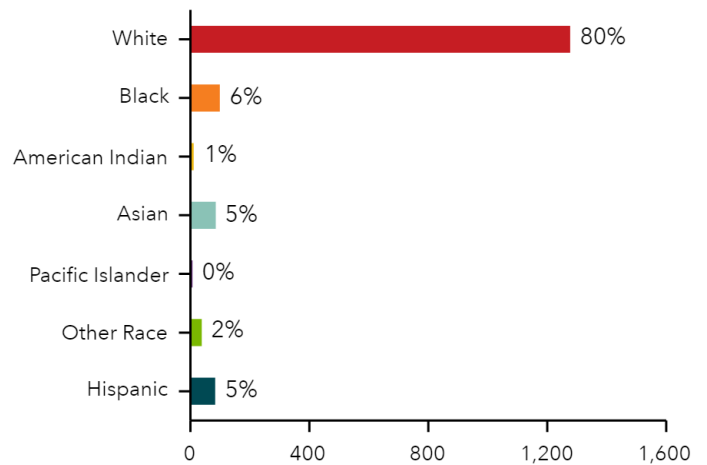
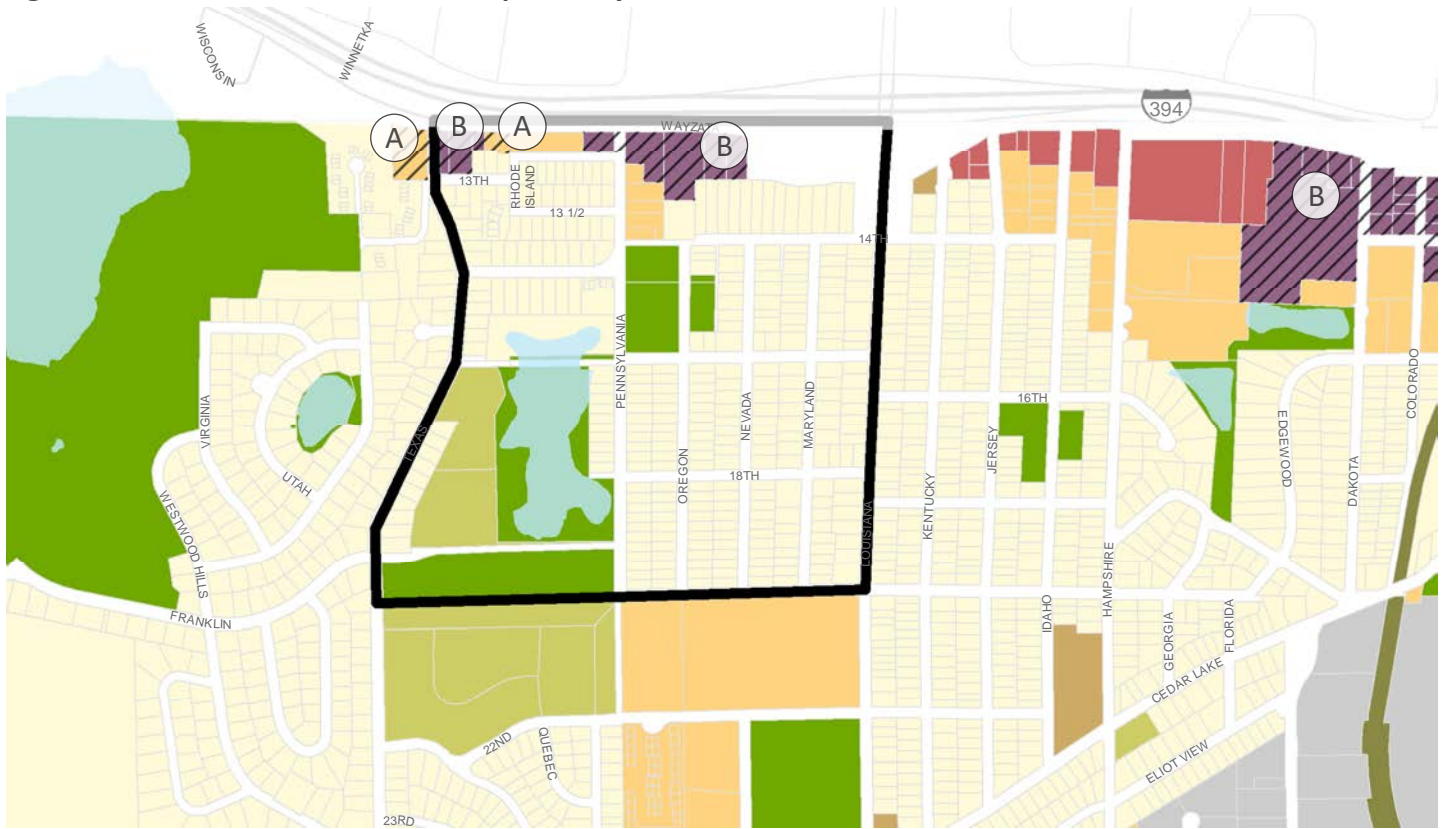


Figure 3-24. 2040 Land Use Plan Map: Pennsylvania Park



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

Changes in Land Use

- (A)** RL- Low Density Residential changing to RM- Medium Density Residential
- (B)** COM- Commercial changing to OFC- Office

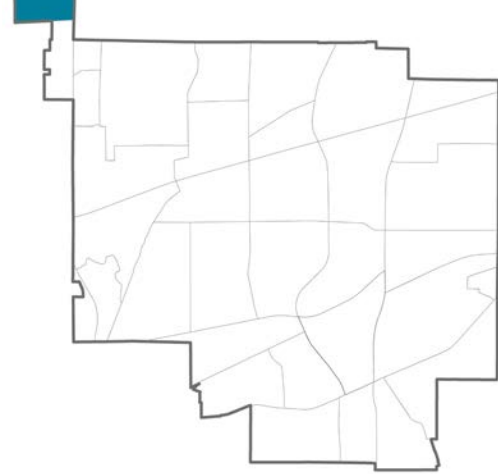
Shelard Park

History and Character

Shelard Park is a unique neighborhood located in the northwest corner of the city that is physically separated from the rest of the city by the two regional freeways – I-394 and U.S. Hwy 169. This neighborhood, which was constructed between 1971 and 1986, was the City’s first planned mixed-use neighborhood. The neighborhood integrates five (5) high-rise office towers and affiliated parking ramps, a hotel, residential condominiums, townhouses, and apartments. Ford Road essentially runs through the center of the neighborhood with residential developments to the west and office developments to the east. The office towers, hotel and parking ramps are located along the regional freeways. Immediately to the north of the neighborhood, and located in the City of Plymouth, is a neighborhood retail center, including a movie theater and a gas station.

The neighborhood was planned around the seven-acre Shelard Park, which is a public linear park, wetlands and trails system that provides a central outdoor gathering place for this high density neighborhood. The park is primarily surrounded by residences except for the southern end, which consists of a hotel and two low-rise office buildings. The park is directly accessible from most of the surrounding residential developments. The park contains pedestrian trails, kids play area, basketball court, picnic/grill areas, and

Figure 3-25. Neighborhood Context



wetlands. The wetlands accommodate storm water as well as being an aesthetic amenity. The park also has four direct connections to the surrounding streets – Shelard Parkway, Ford Road, and Wayzata Boulevard – which enables convenient access for office employees to the east and south of Ford Road and residential developments that lack direct access to the park.

The neighborhood contains some potential infill and redevelopment sites adjacent to the freeways. These sites are primarily low intensity and vacant commercial sites that reflect their former frontage on U.S. Hwy 12, which was replaced by I-394 in 1991. These commercial and office sites front on to Wayzata Boulevard, which now functions as a frontage road for I-394. Due to the significance of the change from U.S. Hwy 12 to I-394, these sites have been identified as a priority redevelopment study area.



Figure 3-26. Neighborhood Features Map: Shelard Park

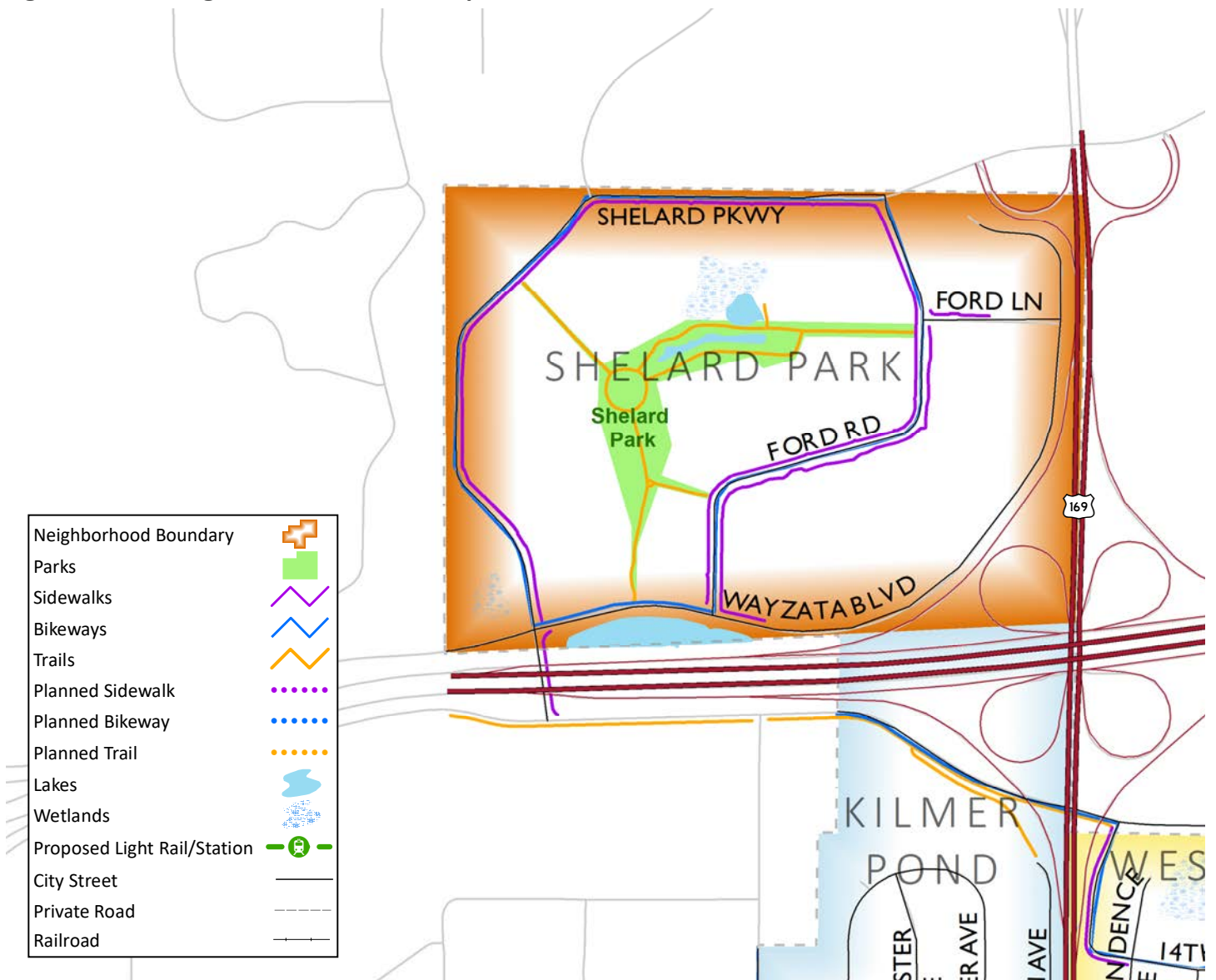


Table 3-9. Neighborhood Statistics: Shelard Park

Neighborhood Name:	Shelard Park
Neighborhood spatial size:	109.6 acres or 0.17 square miles
Neighborhood population:	1,307 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	822 (2009) / 958 (2018)
Average household size:	1.68
Percent owner occupied:	47%

Recent Plans and Studies

- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 3-10. Neighborhood Features Information: Shelard Park

Neighborhood Name:	Shelard Park
Institutions:	None
Parks (active):	Shelard Park
Open spaces (passive):	None
Major streets:	I-394, U.S. Hwy 169, Wayzata Blvd, Shelard Parkway, Betty Crocker Drive, Ford Road
Light rail stations:	None
Transit corridors:	Shelard Parkway, Ford Road, Wayzata Blvd, I-394 Park & Ride lots at General Mills Blvd and Cty Rd 73
Sidewalks:	Shelard Parkway, Ford Road
Bikeways:	Shelard Parkway, Ford Road
Trails:	Shelard Park, Wayzata Blvd
Commercial corridors & nodes:	Willow Creek neighborhood retail center and movie theater (City of Plymouth)
Industrial areas:	None
Rail lines:	None

Figure 3-29. 2040 Future Land Use Distribution: Shelard Park

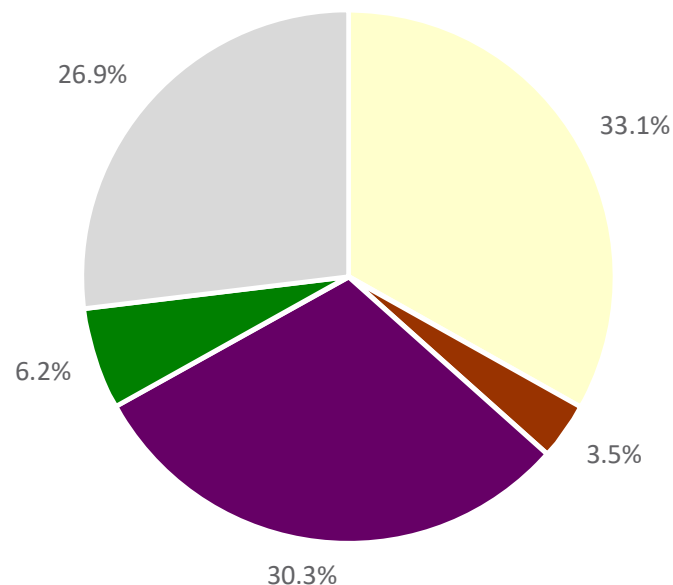


Figure 3-27. Age Distribution in Shelard Park

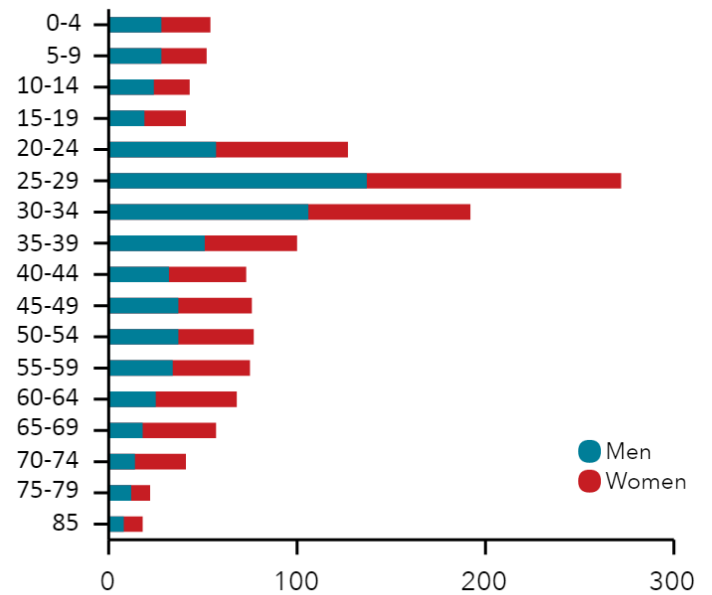


Figure 3-28. Race/Ethnicity Distribution in Shelard Park

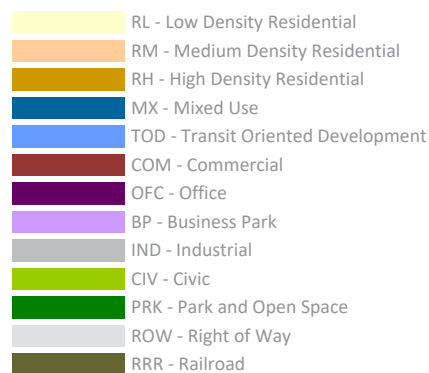
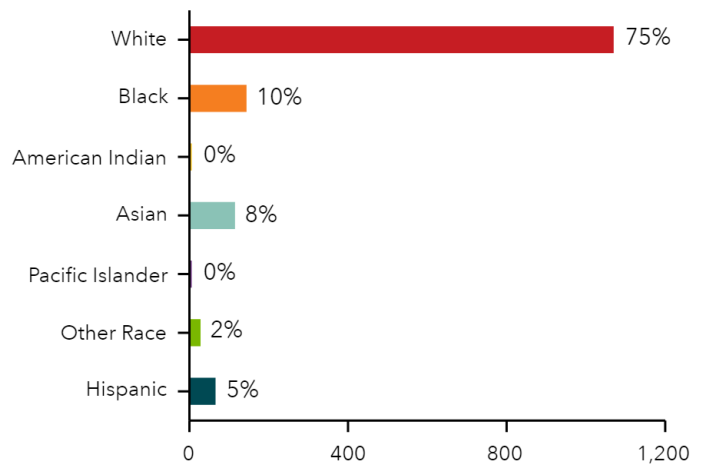
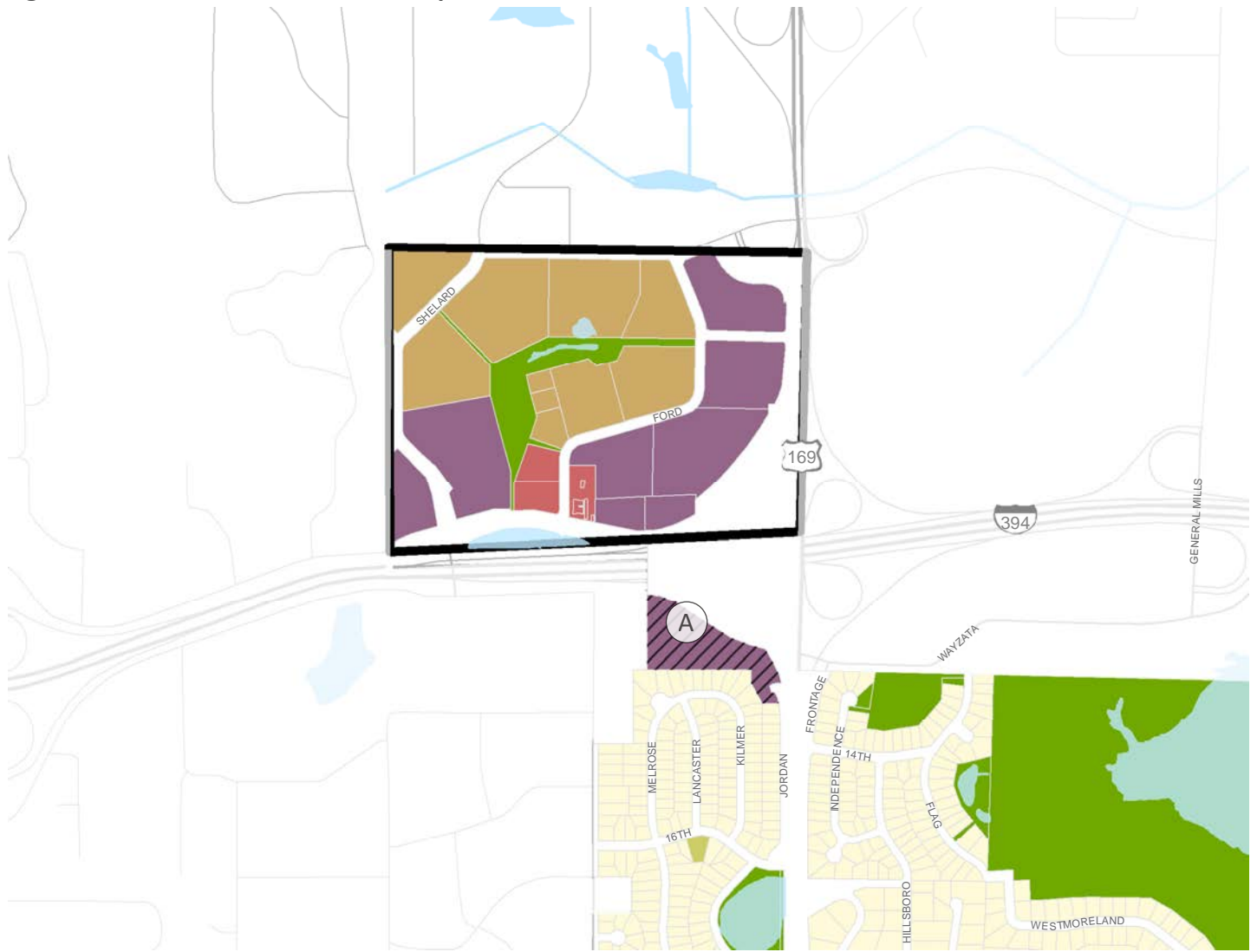


Figure 3-30. 2040 Land Use Plan Map: Shelard Park



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

Changes in Land Use

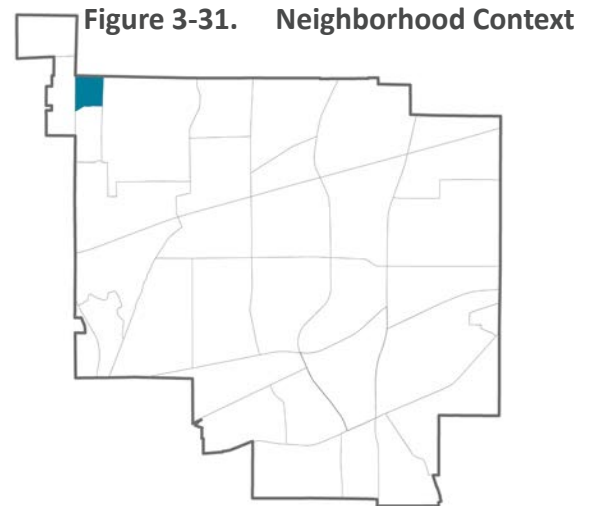
- ROW - Right of Way changing to OFC - Office

Westdale

History and Character

Westdale is a small and relatively isolated neighborhood located in the northwest corner of the city. It is located in the SE corner of I-394 & U.S. Hwy 169, tucked in between these two freeways, Westwood Hills Nature Center, and the Minneapolis Golf Club. The neighborhood's boundaries are U.S. Hwy 169 (west), Wayzata Boulevard (north), Westwood Hills Nature Center (east), and 16th Street (south). Entries into the neighborhood are essentially Wayzata Boulevard and 16th Street West, which has a right-in/right-out access to U.S. Hwy 169. The neighborhood's only street connections to the west (across U.S. Hwy 169) are Wayzata Boulevard and Cedar Lake Road and to the north (across I-394) are Wayzata Boulevard/Shelard Parkway and Wayzata Boulevard/General Mills Boulevard.

Westdale is a residential neighborhood of just five blocks consisting exclusively of single-family homes. The neighborhood consists of a single subdivision developed with homes in the late 1950s/early 1960s. Most of the homes are ramblers, which was a popular house style of



that time period. A number of the neighborhood's homes have backyards directly adjacent to public green space, including Westwood Hills Nature Center, Westdale Ponds, and Westdale Park. The neighborhood has access to the Westwood Hills Nature Center, St. Louis Park's largest community park, via a trail connection on Flag Avenue. The closest commercial area is the neighborhood commercial node just north of the Shelard Park neighborhood (in the City of Plymouth), which is approximately one mile away.



Figure 3-32. Neighborhood Features Map: Westdale

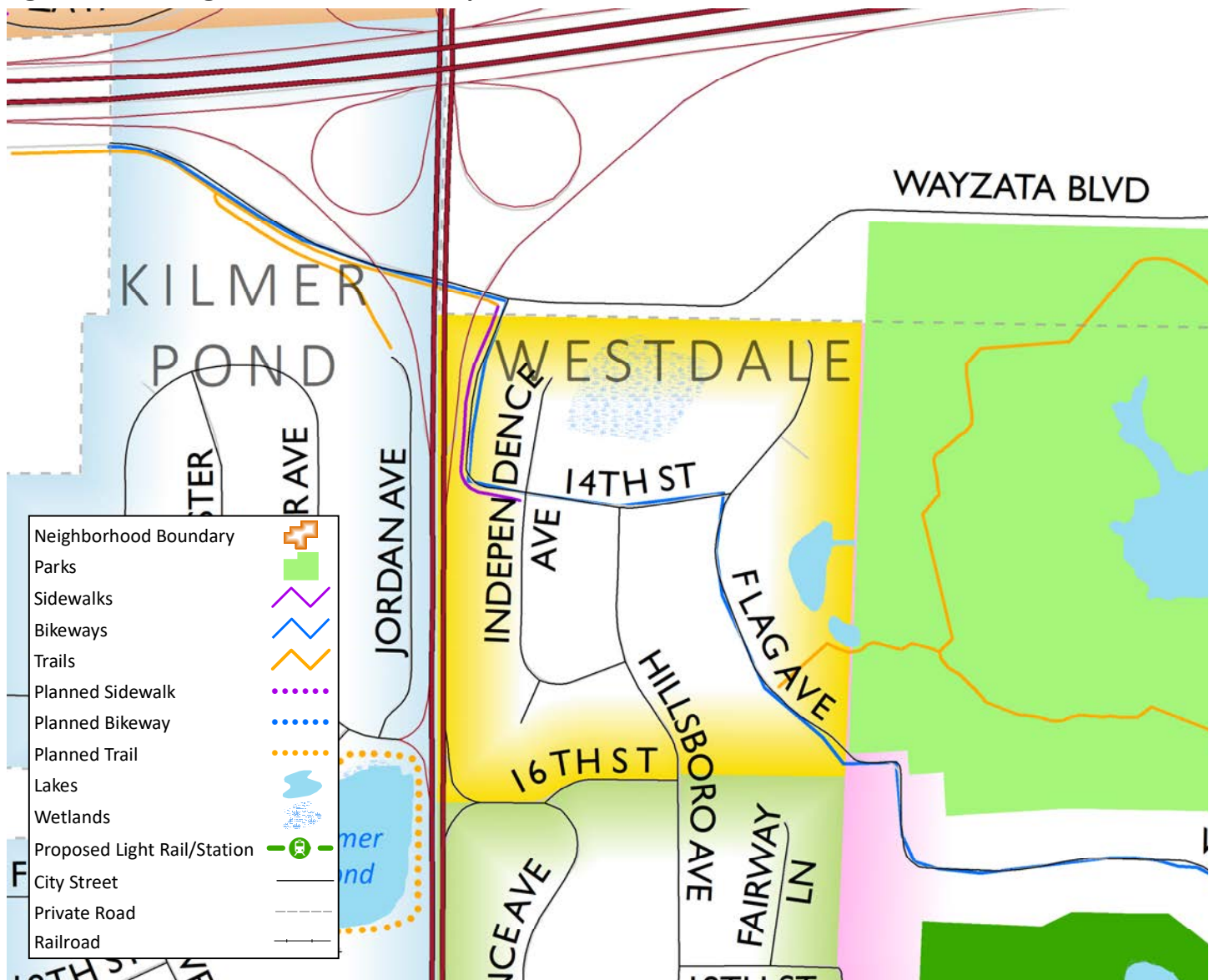


Table 3-11. Neighborhood Statistics: Westdale

Neighborhood Name:	Westdale
Neighborhood spatial size:	38.0 acres or 0.06 square miles
Neighborhood population:	114 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	106 (2009) / 106 (2018)
Average household size:	1.93
Percent owner occupied:	89%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Table 3-12. Neighborhood Features Information: Westdale

Neighborhood Name:	Westdale
Institutions:	Westwood Hills Nature Center
Parks (active):	Westwood Hills Nature Center
Open spaces (passive):	Westdale Open Space, Westdale Ponds
Major streets:	I-394, U.S. Hwy 169, Wayzata Blvd, 14th St, Flag Ave, Westmoreland Lane, Hillsboro Ave
Light rail stations:	None
Transit corridors:	Wayzata Blvd, I-394 Park and Ride lot at General Mills Blvd
Sidewalks:	14th St
Bikeways:	None
Trails:	Westwood Hills Nature Center
Commercial corridors & nodes:	None
Industrial areas:	None
Rail lines:	None

Figure 3-35. 2040 Future Land Use Distribution: Westdale

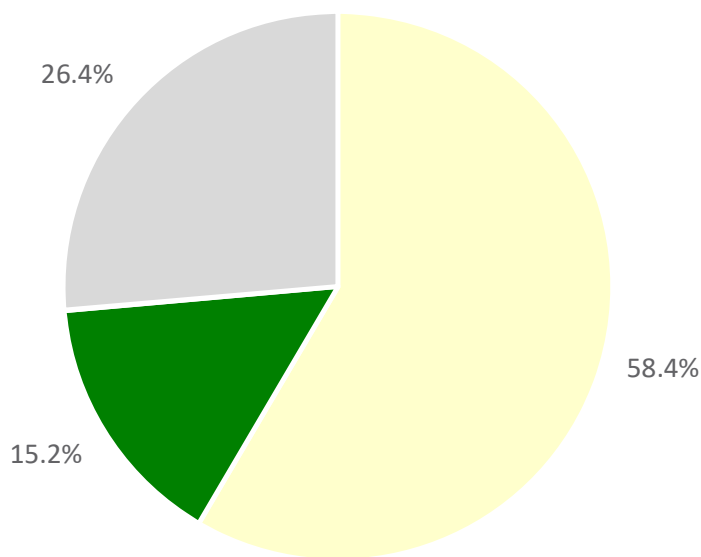


Figure 3-33. Age Distribution in Westdale

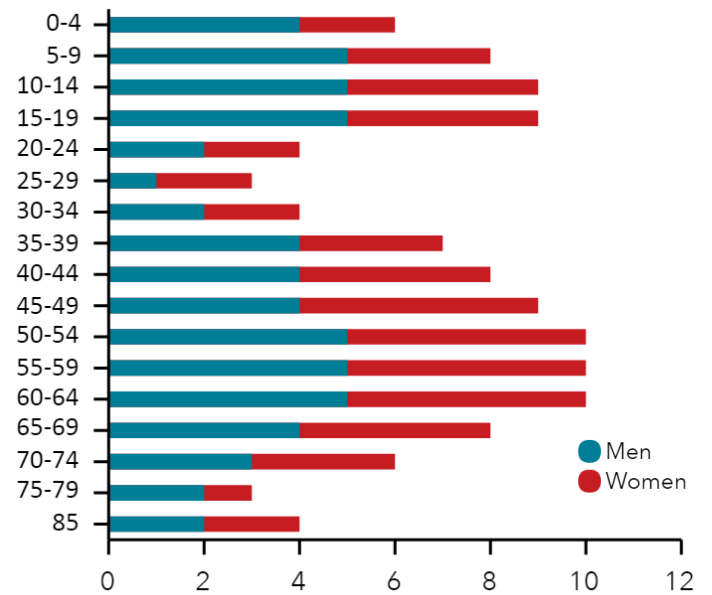


Figure 3-34. Race/Ethnicity Distribution in Westdale

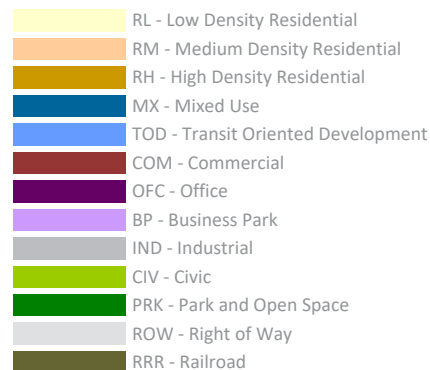
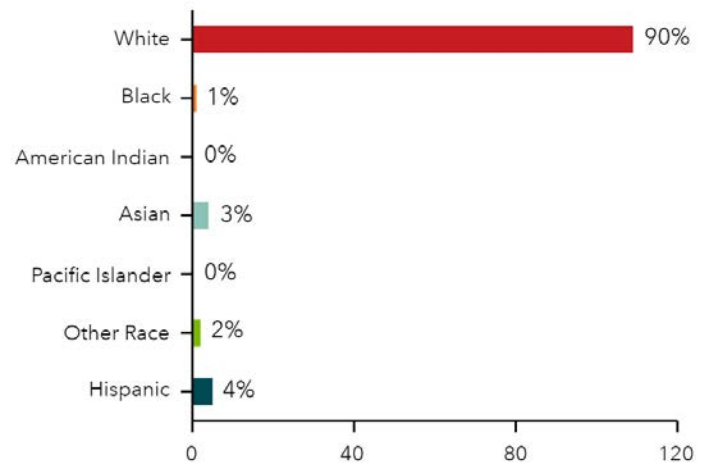
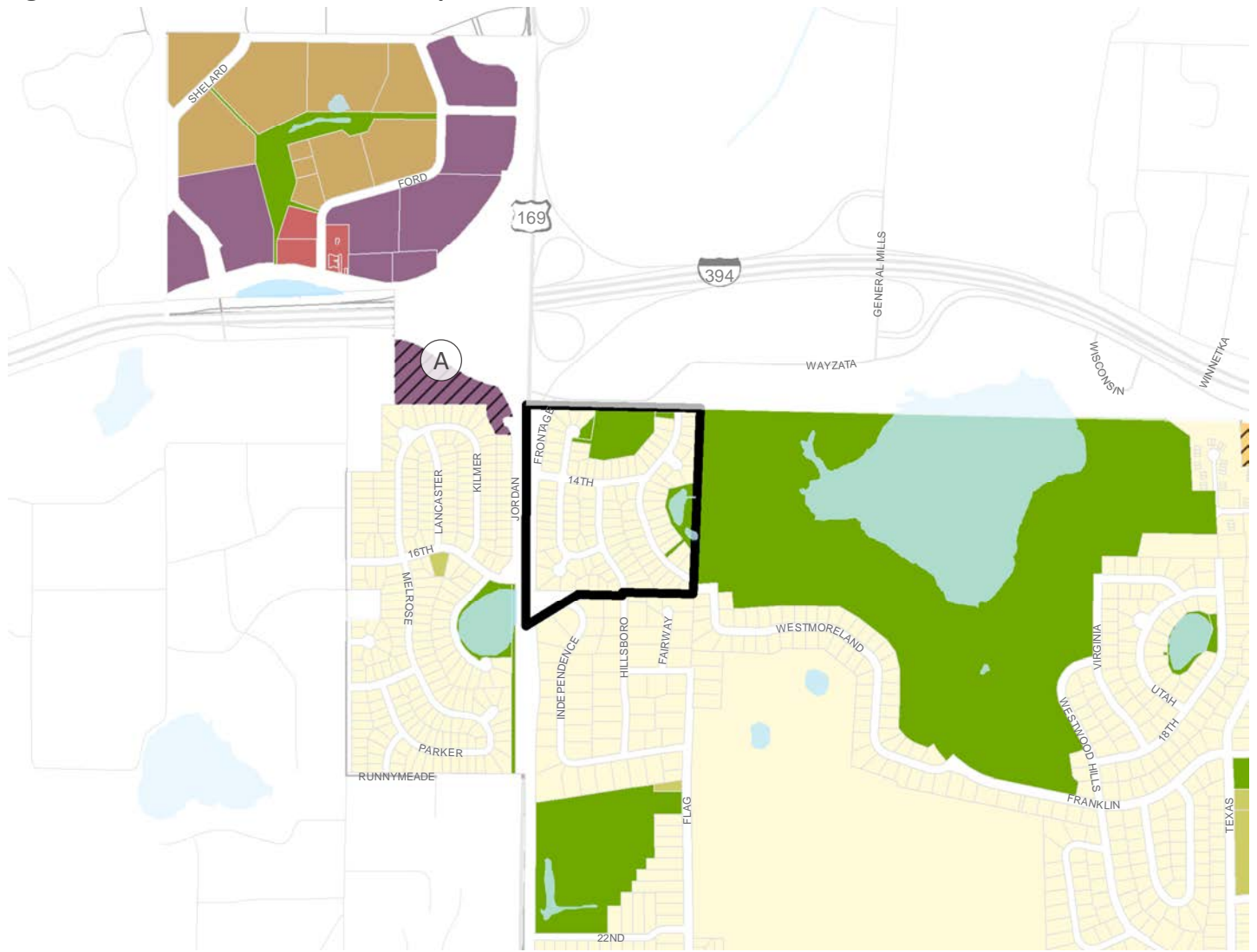


Figure 3-36. 2040 Land Use Plan Map: Westdale



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

Changes in Land Use

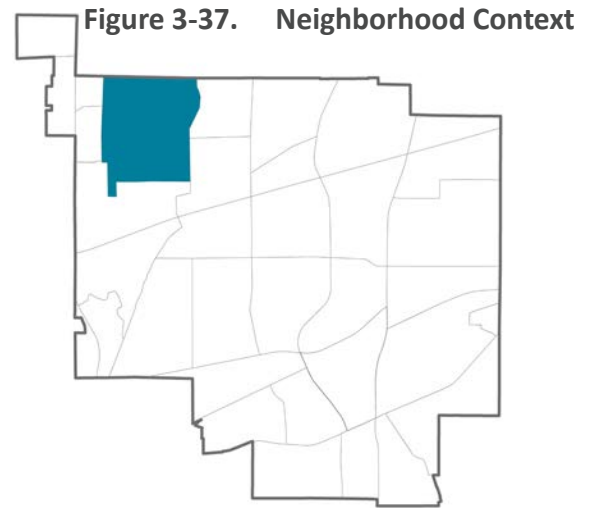
- ROW- Right of Way changing to OFC- Office

Westwood Hills

History and Character

Westwood Hills is a relatively isolated neighborhood located in the northwest portion of the city west of Texas Ave and north of Cedar Lake Road. The neighborhood’s landscape is dominated by rolling hills, wooded areas, Westwood Lake, and is home to two large open space areas – the Westwood Hills Nature Center and the Minneapolis Golf Club. The nature center is a community park, whereas, the golf club is a private facility. The highest elevation in the city is located within the Westwood Hills Nature Center, just east of Westwood Lake. The “Brick House”, one of two 1935 houses located within the nature center, is located near the city’s highest point. The neighborhood’s boundaries are Texas Avenue (east), the north edge of Westwood Hills Nature Center (north), Flag Ave (west), and the south edge of the Minneapolis Golf Club (south).

The residential portion of the neighborhood consists of single-family homes except for the Skyehill townhouse development in the northeast corner. A fair number of homes are located directly adjacent to the nature center or the golf course. Most of the neighborhood was subdivided between 1958 and 1965, except for the Skyehill townhouses, which were built in the early 1980s. The neighborhood is fully developed; however, if at some future time the private golf club is redeveloped, the land is guided for low density residential.



The main streets/entrances into the neighborhood are Texas Ave, Flag Ave, Westwood Hills Drive, and Westmoreland Ave/Franklin Ave, which is the only street that connects east-west between the Westwood Hills Nature Center and the Minneapolis Golf Club. Although the neighborhood streets generally lack sidewalks, residents have convenient access to the walking/biking trails within the Westwood Hills Nature Center. The St. Louis Park Middle School campus, which was originally called Westwood Hills Junior High, is located adjacent to the neighborhood on the east side of Texas Ave. Lamplighter Pond and Park is also located on the eastern edge of the neighborhood. The closest commercial area is the neighborhood commercial node at Cedar Lake Road & Louisiana Ave, which is approximately one mile away.

The Westwood Hills Neighborhood Association formed in 1996.



Figure 3-38. Neighborhood Features Map: Westwood Hills



Table 3-13. Neighborhood Statistics: Westwood Hills

Neighborhood Name:	Westwood Hills
Neighborhood spatial size:	364.7 acres or 0.57 square miles
Neighborhood population:	1,303 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	324 (2009) / 323 (2018)
Average household size:	2.62
Percent owner occupied:	97%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Westwood Hills Interpretive Center, 2018
- » Westwood Hills Nature Center Master Plan, 2016
- » Metro Transit West End and Route 9 Study, 2016
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Table 3-14. Neighborhood Features Information: Westwood Hills

Neighborhood	Westwood Hills
Name:	
Institutions:	Westwood Hills Nature Center, Minneapolis Golf Club, St. Louis Park Middle School
Parks (active):	Westwood Hills Nature Center
Open spaces (passive):	Utah Pond, Westdale Ponds (west of neighborhood), Lamplighter Pond (east of neighborhood)
Major streets:	I-394, Wayzata Blvd, Cedar Lake Road, Texas Ave, Westmoreland Lane, Franklin Ave, Flag Ave
Light rail stations:	None
Transit corridors:	Cedar Lake Road, Wayzata Blvd, I-394 Park and Ride lot at General Mills Blvd
Sidewalks:	Sidewalk on the east side of Texas Ave, north side of Cedar Lake Road, Franklin Ave, Flag Ave; most internal neighborhood streets lack sidewalks
Bikeways:	None
Trails:	Westwood Hills Nature Center, Lamplighter Park, North Cedar Lake Regional Trail
Commercial corridors & nodes:	Cedar Lake Road & Louisiana Ave
Industrial areas:	None
Rail lines:	None

Figure 3-41. 2040 Future Land Use Distribution: Westwood Hills

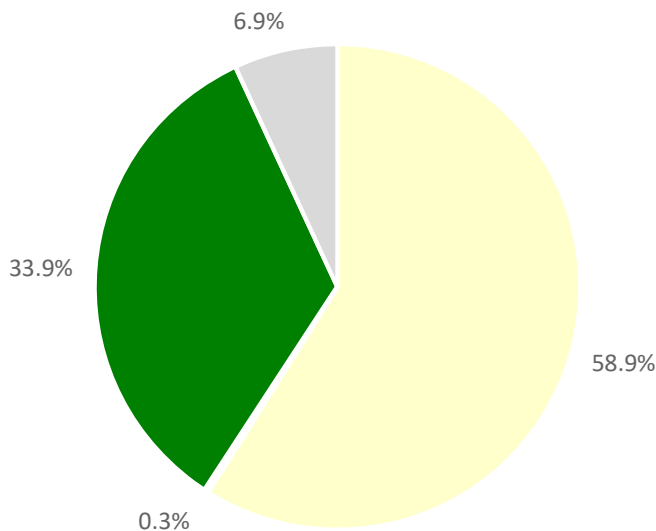


Figure 3-39. Age Distribution in Westwood Hills

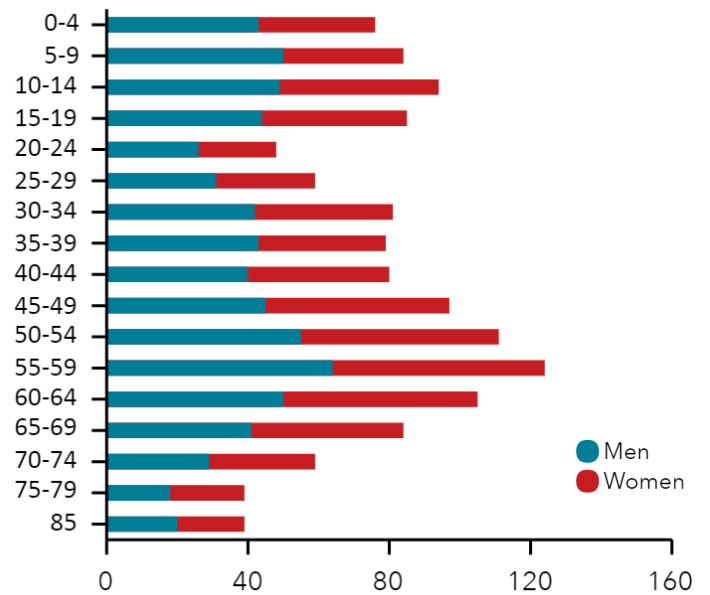


Figure 3-40. Race/Ethnicity Distribution in Blackstone

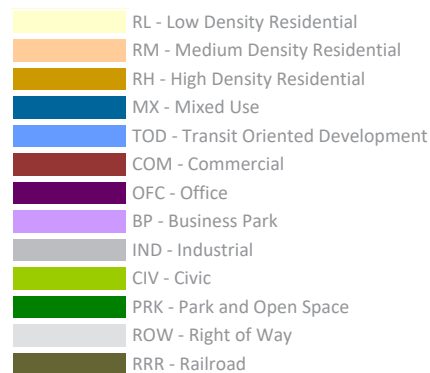
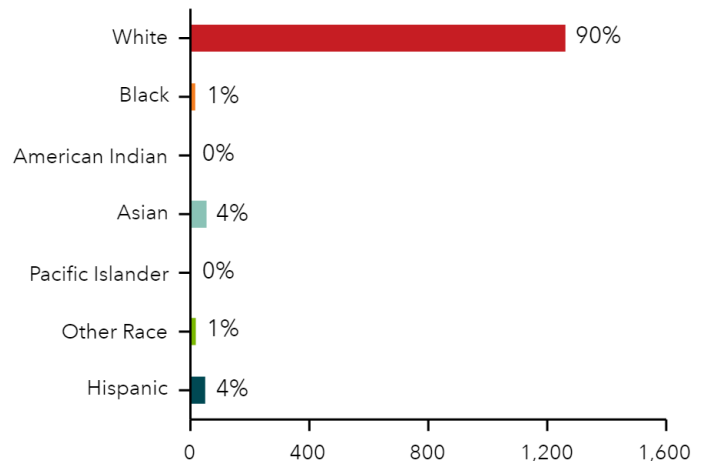
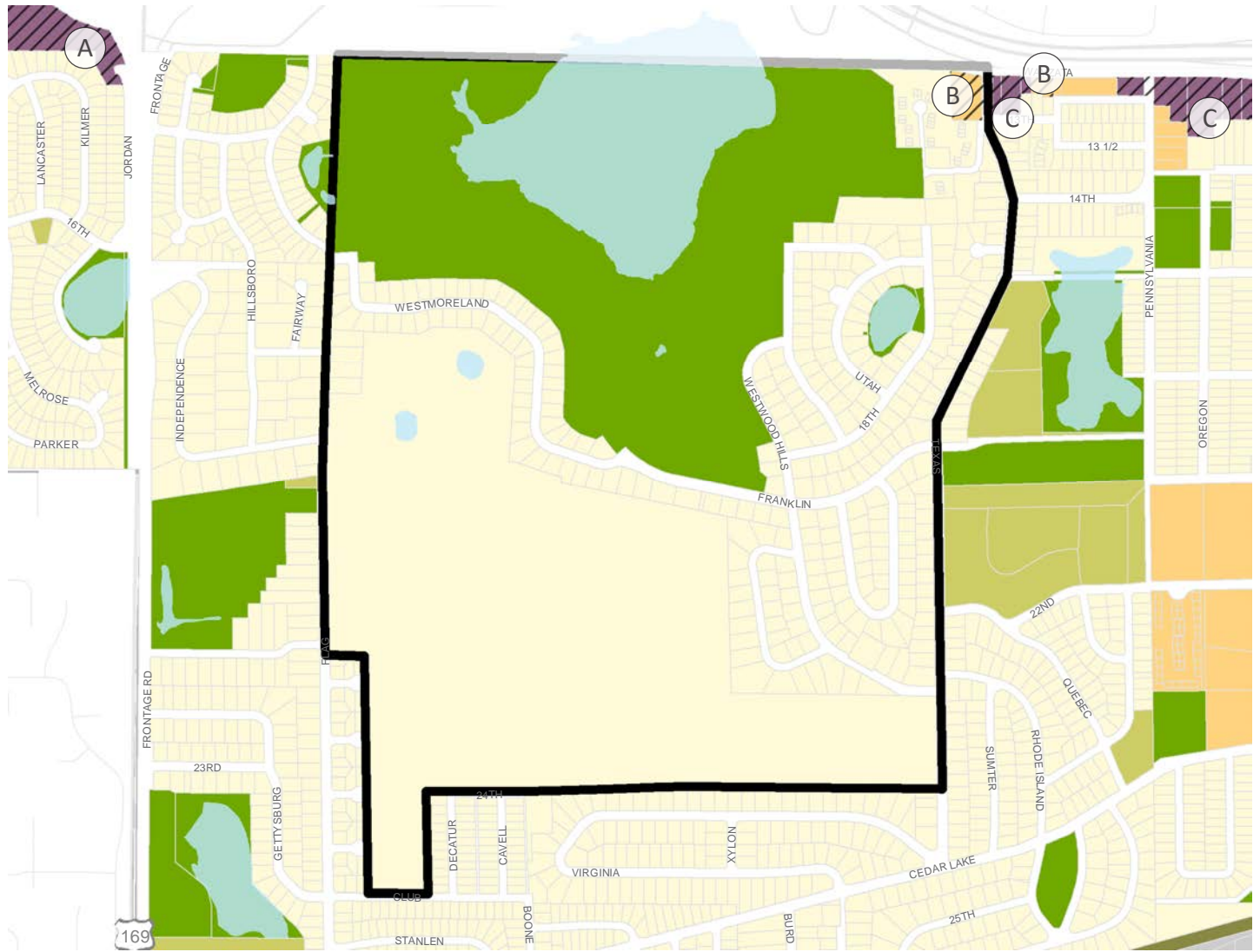


Figure 3-42. 2040 Land Use Plan Map: Westwood Hills



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

Changes in Land Use

- (A)** ROW - Right of Way changing to OFC- Office
- (B)** RL- Low Density Residential changing to RM- Medium Density Residential
- (C)** COM - Commercial changing to OFC- Office

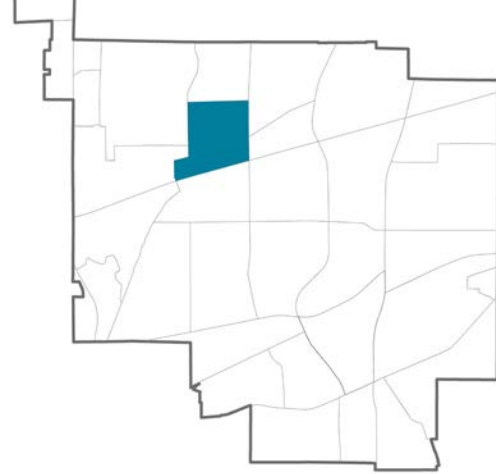
Willow Park

History and Character

Willow Park is a neighborhood located on the north side of the city along Cedar Lake Road just west of Louisiana Avenue. The neighborhood encompasses a variety of land uses, including the neighborhood commercial node at the intersection of Louisiana Ave & Cedar Lake Road, the St. Louis Park Middle High School campus, medium density residential buildings along the major streets, single-family detached homes to the west and south, City Fire Station #2, a church, and both community and neighborhood parks. The overall neighborhood's boundaries are Louisiana Avenue (east), Texas/Virginia Aves (west), BNSF Rail line (south), and Franklin Avenue (north). The BNSF Rail line prevents street connectivity to the south between Louisiana Ave and Virginia Ave.

The Willow Park neighborhood contains a variety of housing types including single-family detached homes and medium density multi-unit buildings from two to four stories. The earliest residential construction was in 1951 with many homes constructed in the 1960s and 1970s. The multi-unit residential buildings are clustered to the east near the intersection of Cedar Lake Road & Louisiana Ave, primarily north of Cedar Lake Road. Street connectivity in this portion of the neighborhood is somewhat limited, e.g. the residential buildings along Franklin Avenue do not have street connections to the south within the neighborhood. The single-family residential area is oriented around Willow Park, which is a neighborhood park located on the south side of Cedar Lake Road. Hurd Park, which is on the north

Figure 3-43. Neighborhood Context



side of Cedar Lake Road, was dedicated as a neighborhood open space in 1976. Cedar Knoll Park has a dog park as well as ballfields. The North Cedar Lake Regional Trail is located along the southern edge of the neighborhood, although it is accessible only at Louisiana Ave and Virginia Ave.

The neighborhood commercial node at the intersection of Cedar Lake Road and Louisiana Avenue encompasses all four corners of the intersection. The majority of the commercial businesses are located in the Westwood Shopping Center along the south side of Cedar Lake Road but split between the east and west sides of Louisiana Avenue. The eastern portion was built in 1954 while the western portion was built in 1962. City Fire Station #2 and the City's water tower are located adjacent to this commercial area. This site has been re-guided from Commercial to the Mixed Use land use category to support potential redevelopment, including the addition of new housing options.



Figure 3-44. Neighborhood Features Map: Willow Park



Table 3-15. Neighborhood Statistics: Willow Park

Neighborhood Name:	Willow Park
Neighborhood spatial size:	192.9 acres or 0.30 square miles
Neighborhood population:	1,167 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	958 (2009) / 990 (2018)
Average household size:	1.90
Percent owner occupied:	65%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Metro Transit West End and Route 9 Study, 2016
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Table 3-16. Neighborhood Features Information: Willow Park

Neighborhood Name:	Willow Park
Institutions:	St. Louis Park Middle School, Fire Station #2, Peace Presbyterian Church
Parks (active):	Willow Park, Northside Rotary Park and Cedar Knoll Park/Carlson Field, Westwood Hills Nature Center, Pennsylvania Park
Open spaces (passive):	Hurd Park, Lamplighter Park
Major streets:	I-394, Louisiana Ave, Wayzata Blvd, Texas Ave, Pennsylvania Ave, Franklin Ave
Light rail stations:	None
Transit corridors:	Cedar Lake Road, Louisiana Ave, Wayzata Blvd, I-394
Sidewalks:	Sidewalks on east side of Texas, north side of Cedar Lake Road, west side of Louisiana Ave, south side of Franklin Ave, Nevada Ave, 22nd St; most internal neighborhood streets lack sidewalks
Bikeways:	
Trails:	Lamplighter Park, Northside Rotary Park, North Cedar Lake Regional Trail
Commercial corridors & nodes:	Cedar Lake Road & Louisiana Ave
Industrial areas:	None
Rail lines:	BNSF Rail Line

Figure 3-47. 2040 Future Land Use Distribution: Willow Park

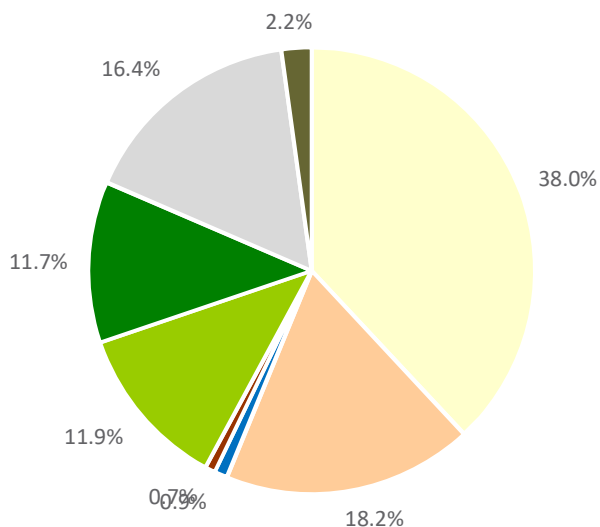


Figure 3-45. Age Distribution in Willow Park

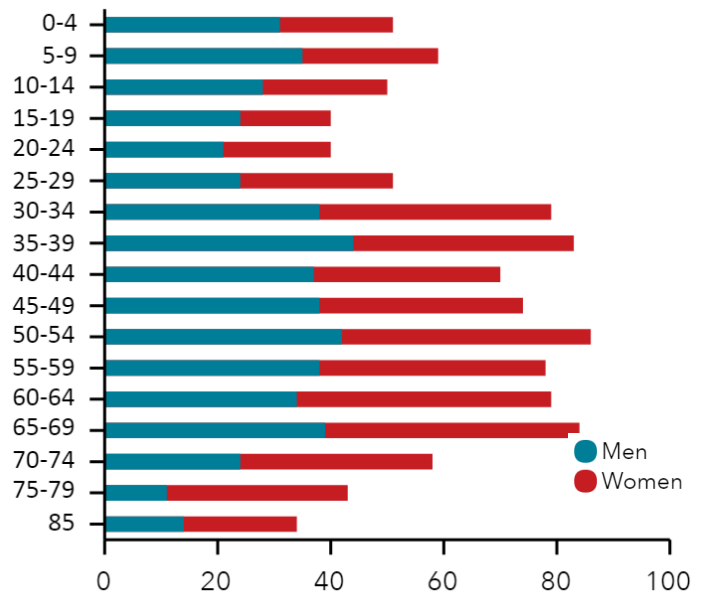


Figure 3-46. Race/Ethnicity Distribution in Willow Park

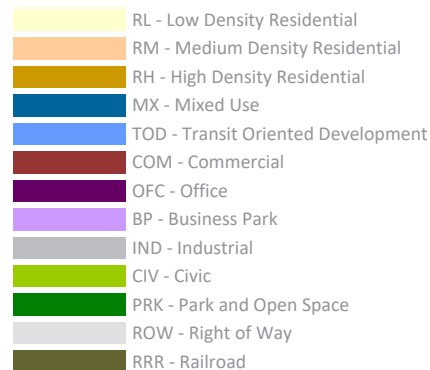
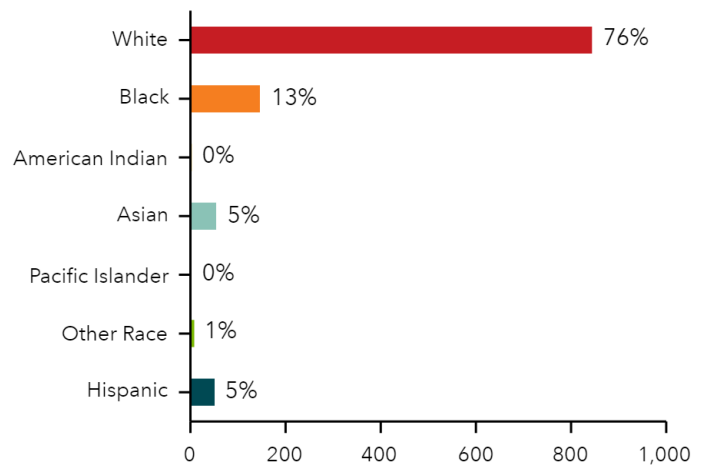
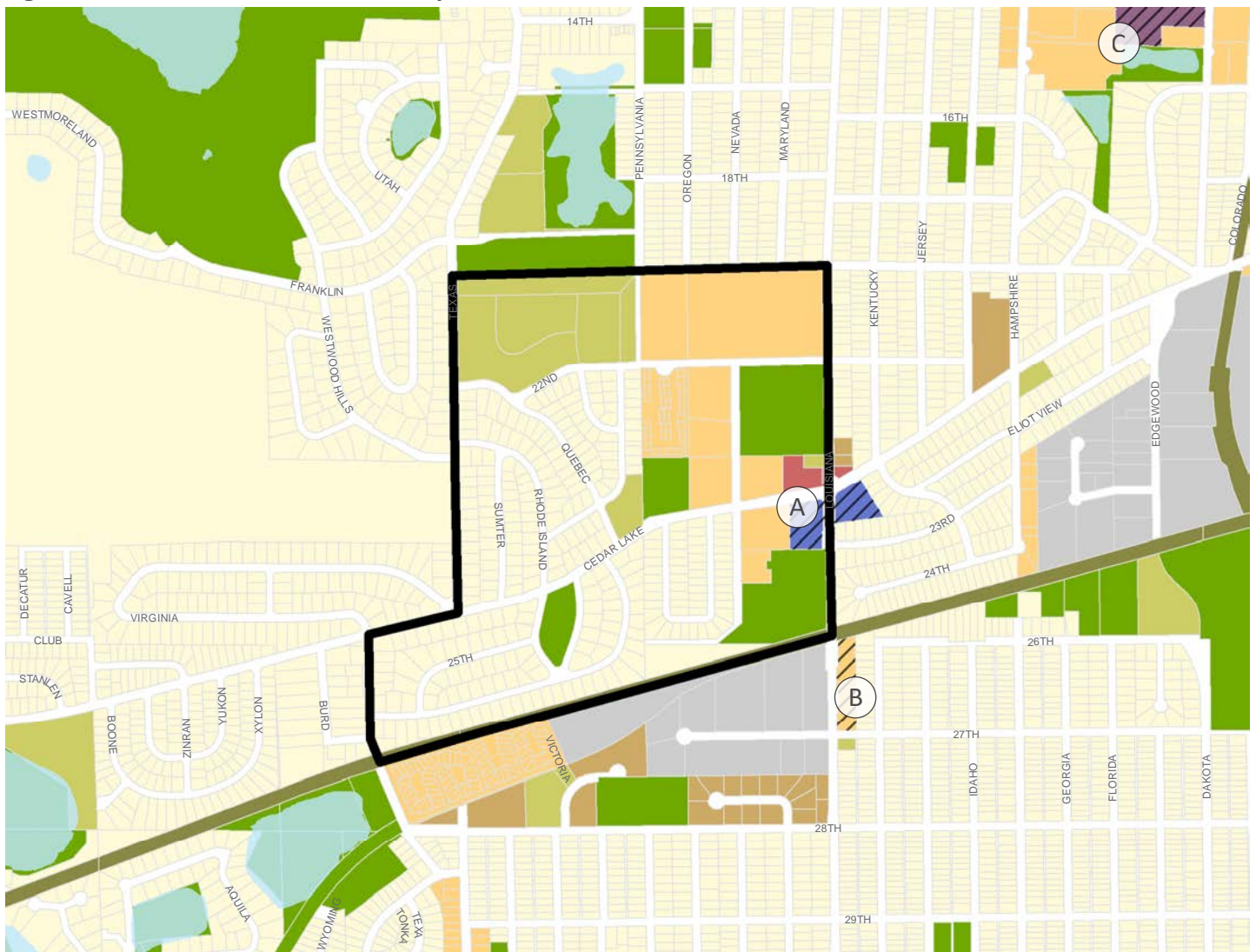


Figure 3-48. 2040 Land Use Plan Map: Willow Park



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

Changes in Land Use

- A** COM- Commercial changing to MX- Mixed Use
- B** COM - Commercial changing to RM- Medium Density Residential
- C** COM- Commercial changing to OFC - Office

Northwest Planning Area Improvement Priorities

2040 Comprehensive Plan Future Directions

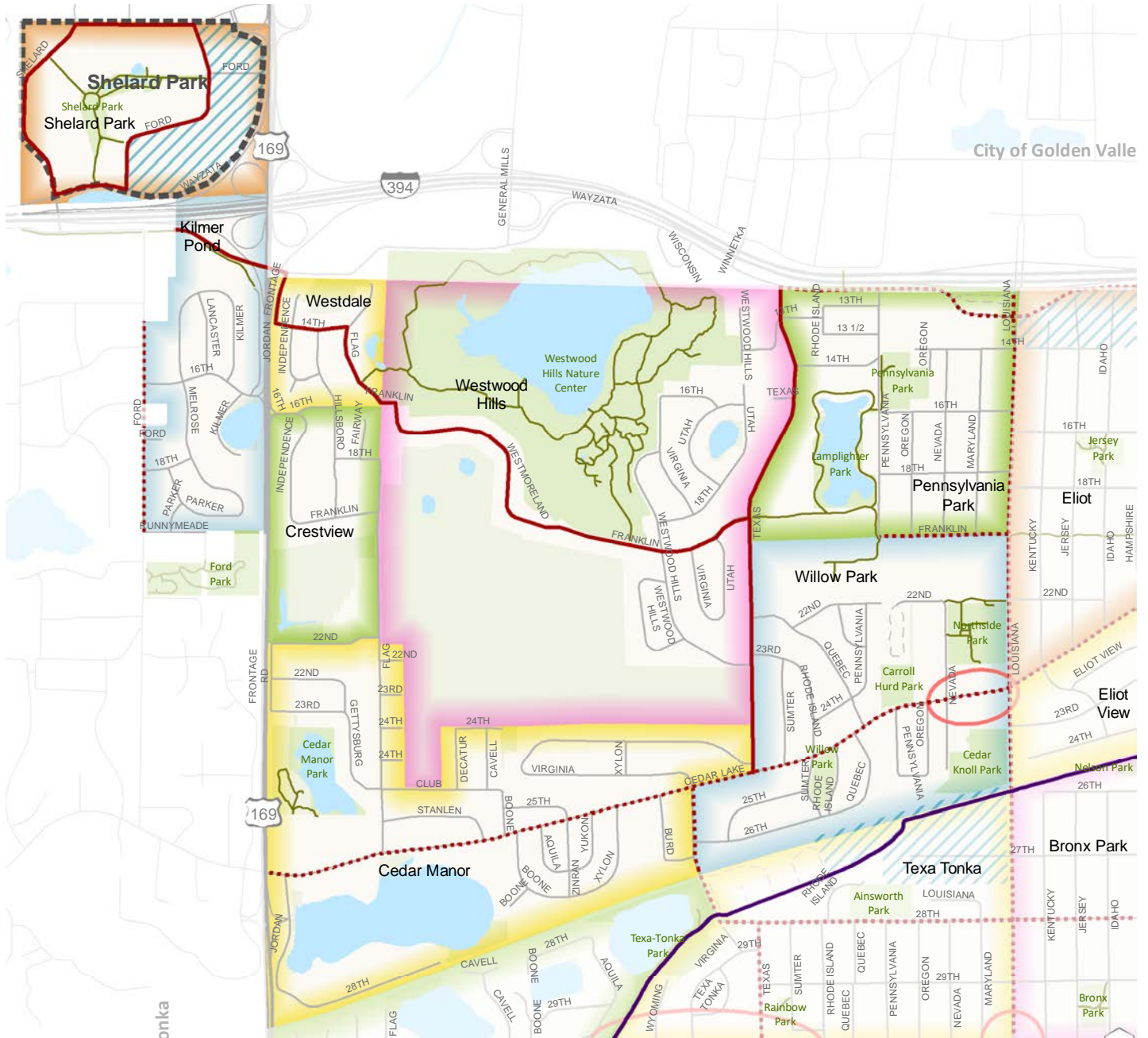
- » Focus on residential and employment redevelopment opportunities on Wayzata Blvd.
- » Focus redevelopment in the east Shelard Park area with an emphasis on opportunities to provide employment.
- » Focus on neighborhood commercial and new housing opportunities at the Cedar Lake Road & Louisiana Ave neighborhood commercial node.
- » Fill in sidewalk gaps on key neighborhood roadways including Cedar Lake Road, Louisiana Ave, Virginia Ave, and Pennsylvania/22nd St.
- » Future bikeways along Cedar Lake Road, Louisiana Ave, Wayzata Blvd, and Ford Road will improve bicycle connections for the neighborhoods and the community overall.
- » Future trail around Kilmer Pond.
- » Future improvements to Cedar Lake Road and Louisiana Ave as future Transit Priority Streets.
- » Future improvements to Texas Ave as a Multi-Modal Street.

Neighborhood Planning Area Improvement Priorities and Opportunities

(Identified through the Neighborhood Planning Process)

- » Small, locally-owned restaurants, coffee shops, or cafes that will provide diversity to the current commercial offerings within the Northeast neighborhoods, particularly around Westwood Hills or the Willow Park neighborhood
- » The current diversity of housing choices in the Northwest neighborhoods seems to meet the needs of current residents. However, there are some concerns about deferred maintenance of some properties in the area. Potential opportunities to address these issues may include providing grant or low/no interest loan opportunities for property owners who may qualify for assistance for improvements, or establishing neighborhood design guidelines to guide design or aesthetics in the neighborhood.
- » Community education through Westwood Nature Center is valued by residents in the Northwest neighborhoods. Expanding outreach of existing programs and soliciting community ideas for future classes were ideas requested through the Neighborhood Planning Process.
- » Additional street lights, especially for pedestrians, were requested
- » In general, traffic calming, speed enforcement, and better separation of pedestrians, bicyclists, and vehicles is a priority along Cedar Lake Road.
- » Continued support for neighborhood associations, meetings, and regular get-togethers
- » Sidewalks and trails are a contentious topic; Westwood Hills residents would generally like to see more sidewalks installed where key connections are important.

Figure 3-49. Northwest Planning Area Neighborhood Improvement Map



Legend

- Planned LRT Stations
- Green Line Extension
- Regional Trails
- Future Local Trails
- Existing Local Trails
- Future Bikeways
- Existing Bikeways
- Local Park Trails
- Districts
- Employment Areas
- Commercial Centers
- Neighborhood Commercial Nodes
- Commercial Corridors
- Waterbody
- Parks
- Open Space
- Municipal Boundaries



2017 City of St. Louis Park
Community Development

Page Intentionally Left Blank



Chapter 4

West Central

Amhurst

History and Character

The Amhurst neighborhood is an entirely residential neighborhood located in the southwest corner of the city, northwest of the intersection of MN Hwy 7 & U.S. Hwy 169. The neighborhood's boundaries are U.S. Hwy 169 (east & north) and the city's boundaries (west & south). Essentially, the neighborhood is nestled in between the two highways and the city's western boundary with the City of Hopkins.

Amhurst is a planned townhouse neighborhood, which was constructed in the early 1980s, consisting of 274 residences within 36 buildings. The neighborhood has private common park and open space areas, including a swimming pool, tennis courts, ponds and walking paths. Residents are members of a homeowners' association which also serves as the neighborhood organization. The neighborhood is located within walking/biking distance of the Knollwood community commercial center, the North Cedar Lake Regional Trail, and served by the bus route on 36th St.

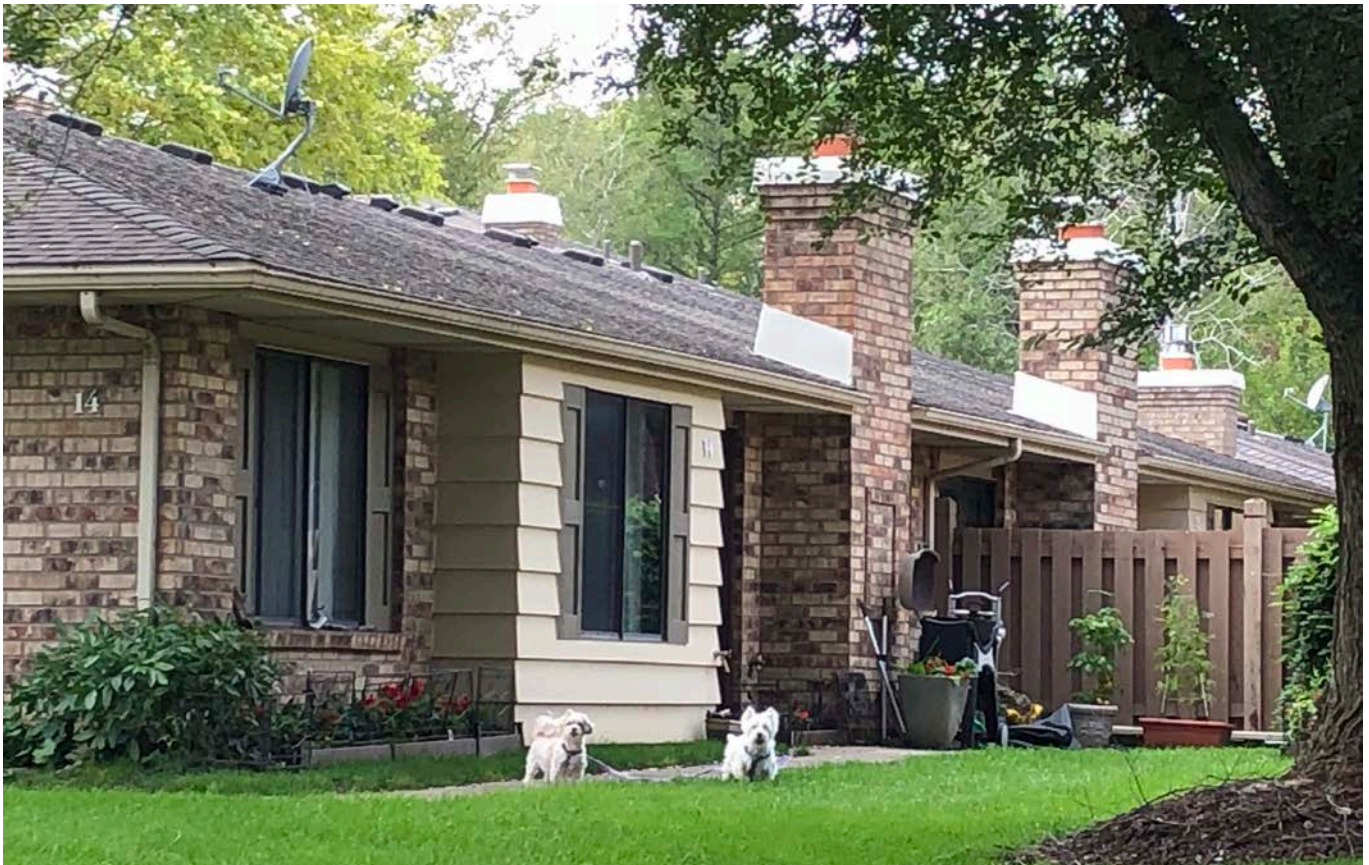
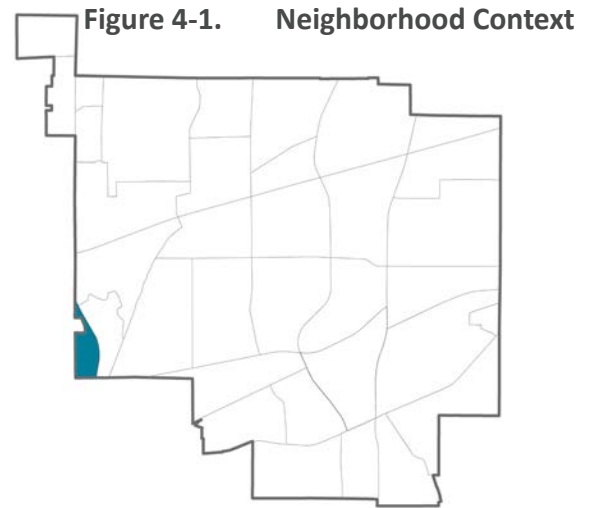


Figure 4-2. Neighborhood Features Map: Amhurst

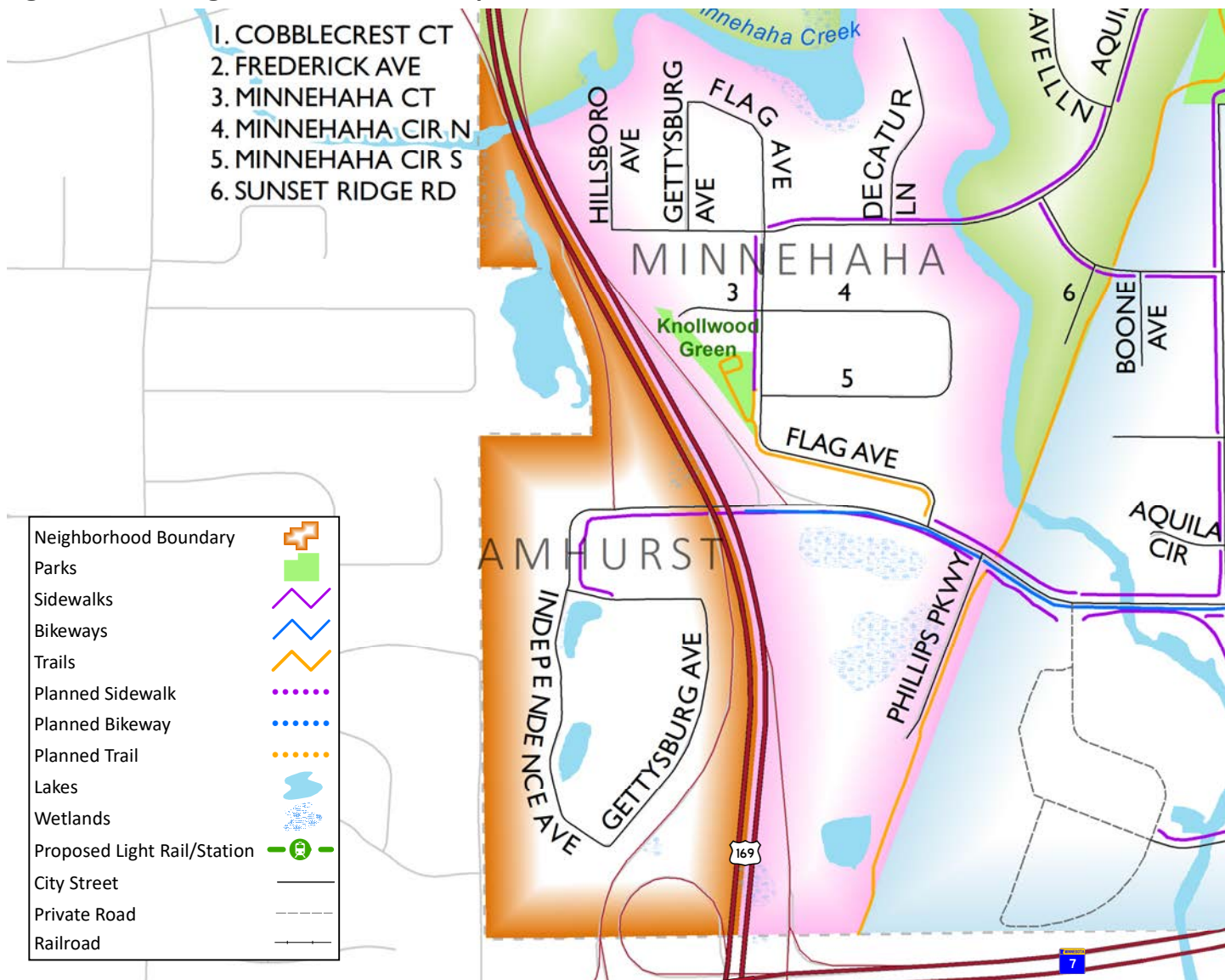


Table 4-1. Neighborhood Statistics: Amhurst

Neighborhood Name:	Amhurst
Neighborhood spatial size:	52.2 acres or 0.08 square miles
Neighborhood population:	409 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	274 (2009) / 276 (2018)
Average household size:	1.35
Percent owner occupied:	89%

Recent Plans and Studies

- » U.S. 169 Mobility Study, 2016
- » U.S. 169 Highway Transitway Corridor Study, 2014
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 4-2. Neighborhood Features Information: Amhurst

Neighborhood Name:	Amhurst
Institutions:	None
Parks (active):	Private common park
Open spaces (passive):	Private common open space
Major streets:	U.S. Hwy 169, MN Hwy 7, 36th St
Light rail stations:	None
Transit corridors:	36th St, park & ride lot at Knollwood Mall
Sidewalks:	36th St
Bikeways:	36th St
Trails:	North Cedar Lake Regional Trail (approx 1/4 mile to the east), Knollwood Green Park/Flag Ave
Commercial corridors & nodes:	Shoppes at Knollwood
Industrial areas:	None
Rail lines:	None

Figure 4-3. Age Distribution in Amhurst

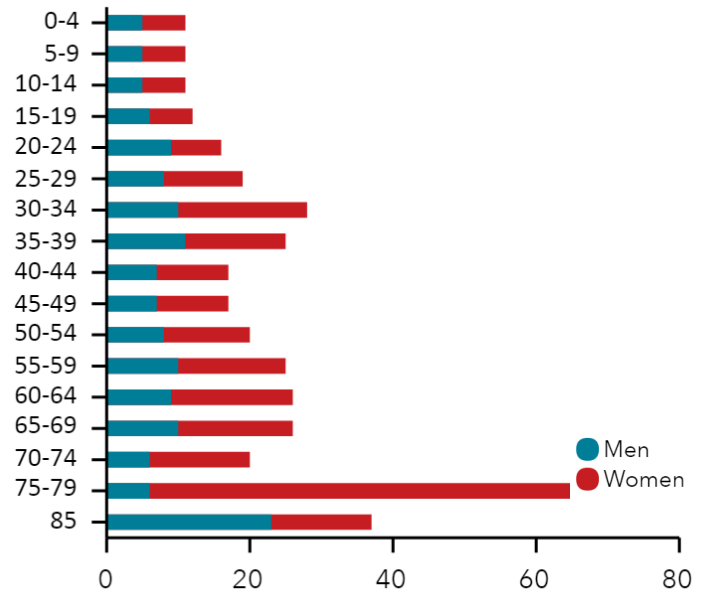


Figure 4-4. Race/Ethnicity Distribution in Amhurst

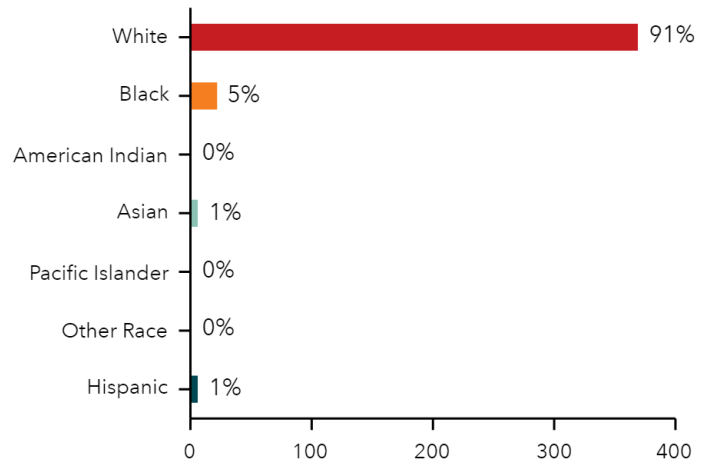
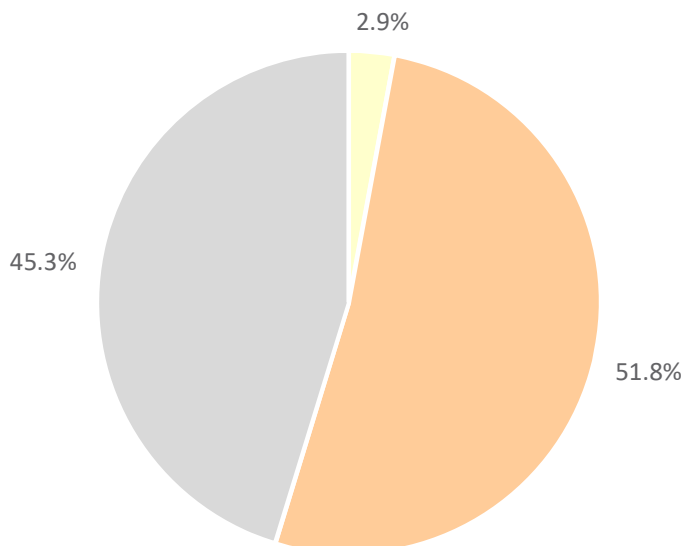
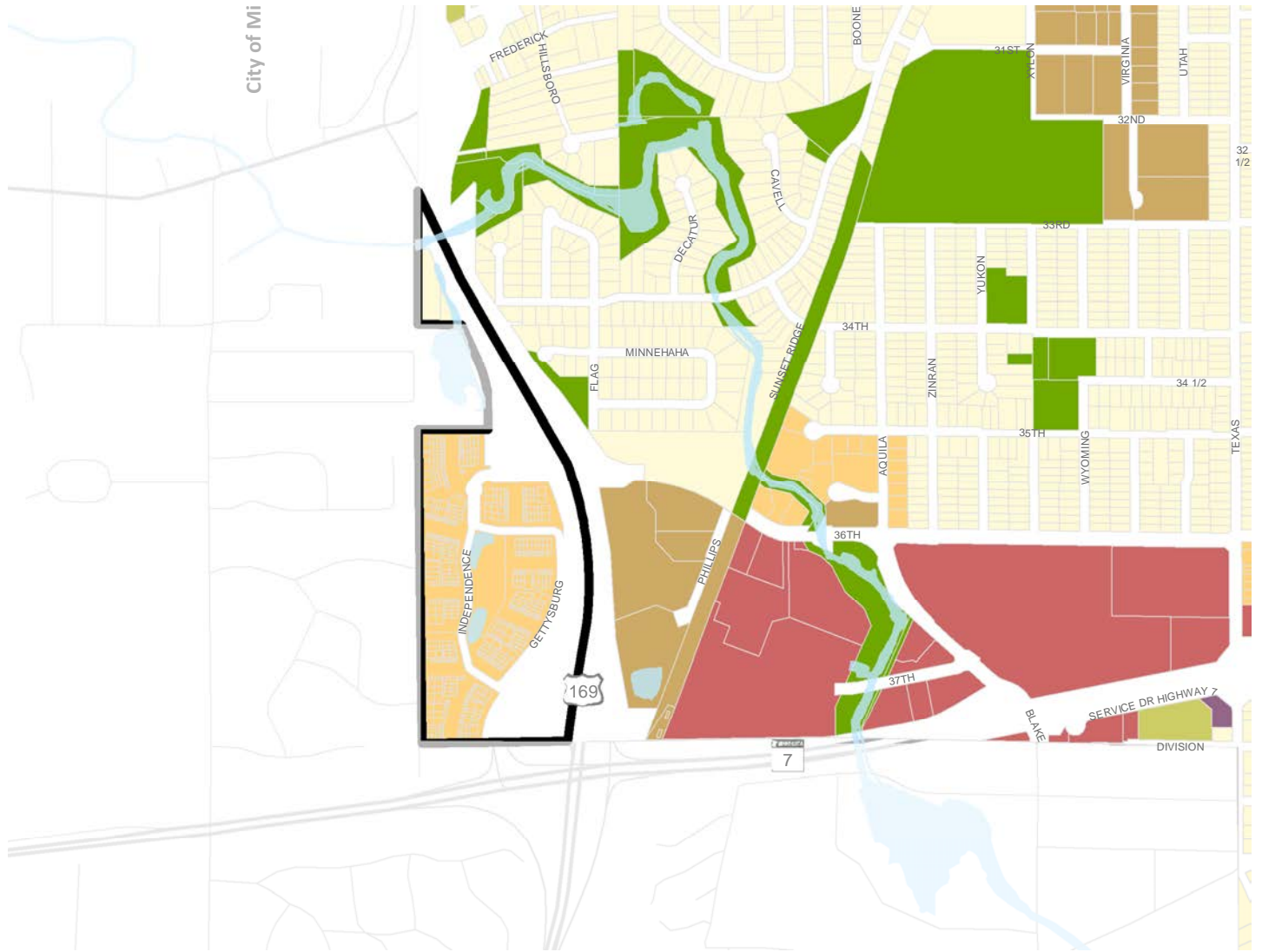


Figure 4-5. 2040 Future Land Use Distribution: Amhurst



- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad

Figure 4-6. 2040 Land Use Plan Map: Amhurst



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

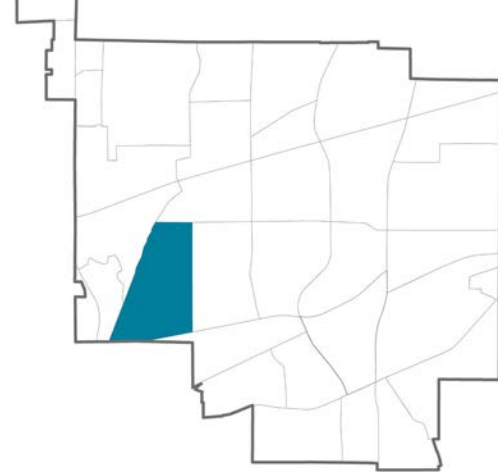
Aquila

History and Character

The Aquila neighborhood, which is located in the western portion of the city, is home to Aquila Elementary School, Aquila Park, Knollwood Community Commercial Center, and the residential area between Knollwood Mall and Minnetonka Boulevard/Cty Rd 5. Minnehaha Creek meanders through the southwest corner of the neighborhood but is largely hidden by commercial development in the Knollwood area. The North Cedar Lake Regional Trail runs along the west side of the neighborhood in the former Hutchinson Spur rail corridor. The neighborhood's boundaries are Texas Avenue (east), Minnetonka Boulevard/Cty Rd 5 (north), North Cedar Lake Regional Trail (west), and MN Hwy 7 (south).

Aquila Park, which is a large community park, and Aquila Elementary School are located in the center of the neighborhood. The neighborhood contains a mix of housing types with primarily single-family detached houses south of Aquila Park and multi-story apartment buildings north and east of the park. The community's first residential cooperative for senior residents, Aquila Commons, was completed in 2007 and is located just east of Aquila Park. There is a cluster of multi-story apartment buildings flanking Minnehaha Creek in the southwest corner of the neighborhood. The neighborhood also contains a neighborhood park, Sunset Park, and community playfields, Elie Park/Tower Park, which are both located in the south central portion of the neighborhood. The neighborhood has

Figure 4-7. Neighborhood Context



direct connections to the North Cedar Lake Regional Trail from east-west streets, Aquila Park, and Aquila Elementary School. Minnehaha Creek offers opportunities for increasing the neighborhood's access to natural green space; currently, the creek is primarily hidden behind commercial parking lots and multi-story residential buildings.

The Knollwood Community Commercial Center occupies the southern third of the neighborhood and serve as a community commercial center; particularly for southwestern St. Louis Park and adjacent communities to the west and south. The neighborhood also is served by the Texa Tonka neighborhood commercial node on its north side.

The Aquila neighbors association has been active since 1998. They have organized neighborhood garage sales, summer picnics and beautification projects at Aquila Park as well as along the bike path between 34th and 36th Street.



Figure 4-8. Neighborhood Features Map: Aquila

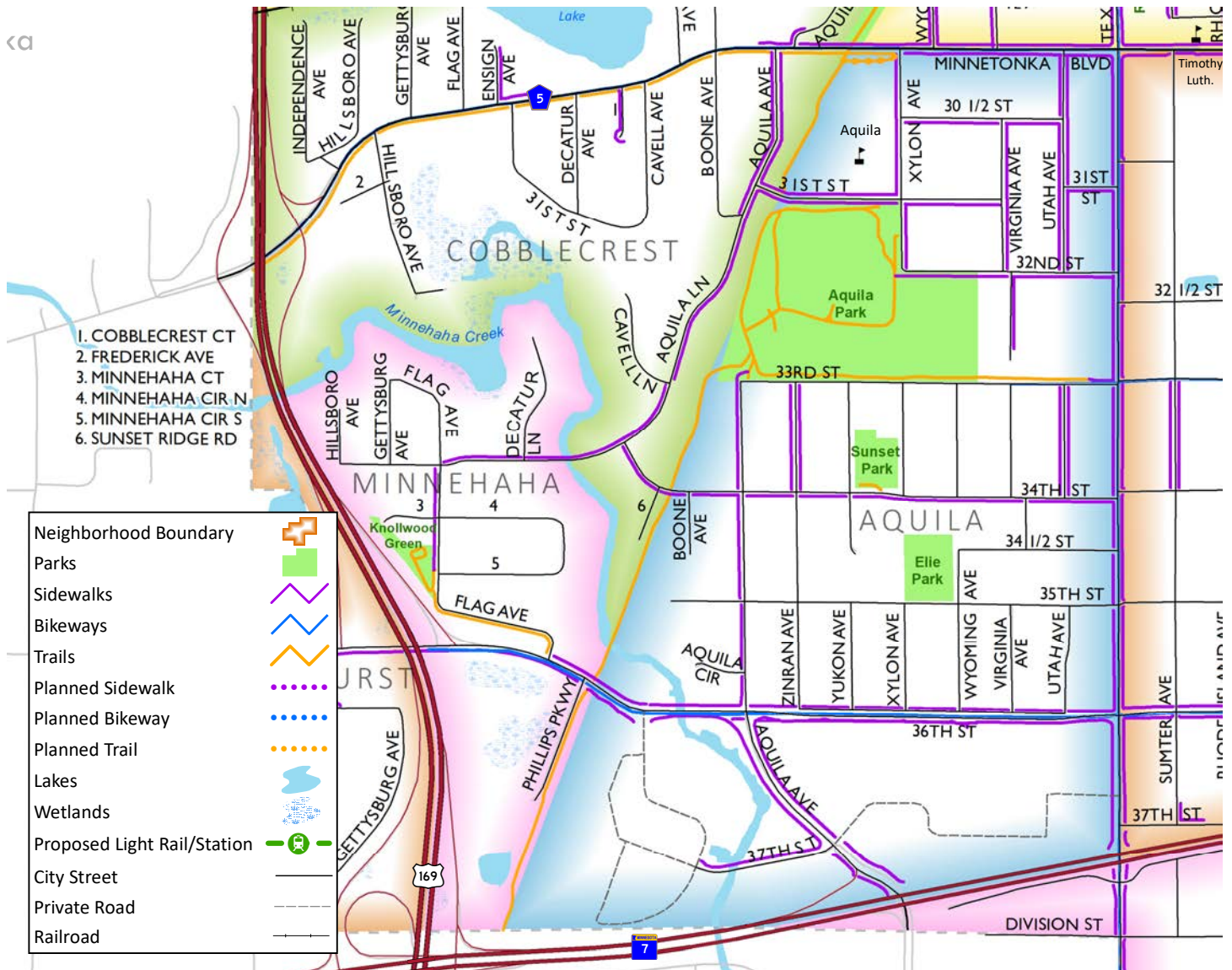


Table 4-3. Neighborhood Statistics: Aquila

Neighborhood Name:	Aquila
Neighborhood spatial size:	310.3 acres or 0.48 square miles
Neighborhood population:	2,567 (2010)
Total number of housing units 2009/ Total number of housing units 2017:	1,284 (2009) / 1,436 (2018)
Average household size:	2.04
Percent owner occupied:	43%

Recent Plans and Studies

- » Minnetonka Blvd. Study, 2016
- » Blake Road Corridor Study, 2015
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 4-4. Neighborhood Features Information: Aquila

Neighborhood Name:	Aquila
Institutions:	Aquila School
Parks (active):	Aquila Park, Sunset Park, Elie Park/Tower Park
Open spaces (passive):	Minnehaha Creek & Basin
Major streets:	U.S. Hwy 169, MN Hwy 7, Minnetonka Blvd, 36th St, Texas Ave, Aquila Ave, 33rd St, 34th St
Light rail stations:	None
Transit corridors:	36th St W, Texas Ave, Aquila Ave
Sidewalks:	36th St, 34th St, Minnetonka Blvd, Texas Ave, and most streets in northern part of the neighborhood near the school
Bikeways:	Minnetonka Blvd, Texas Ave, 36th St
Trails:	North Cedar Lake Regional Trail, Aquila Park
Commercial corridors & nodes:	Texa Tonka, Knollwood
Industrial areas:	None
Rail lines:	None

Figure 4-9. Age Distribution in Aquila

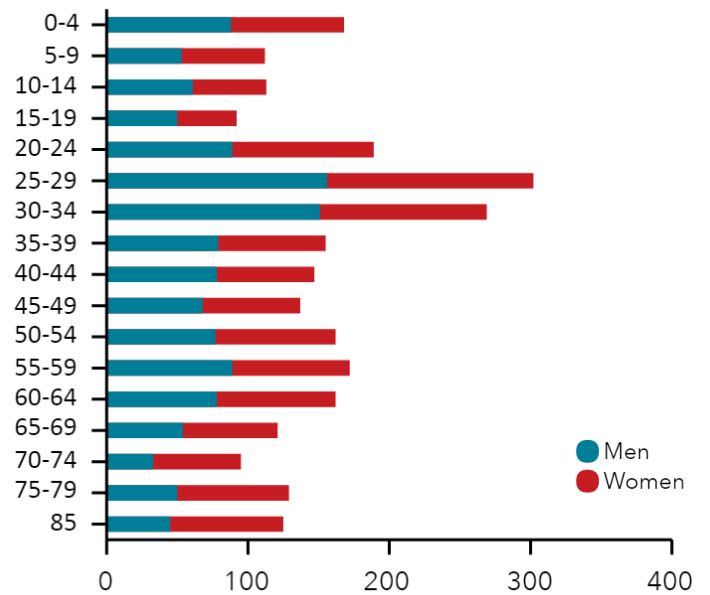


Figure 4-10. Race/Ethnicity Distribution in Aquila

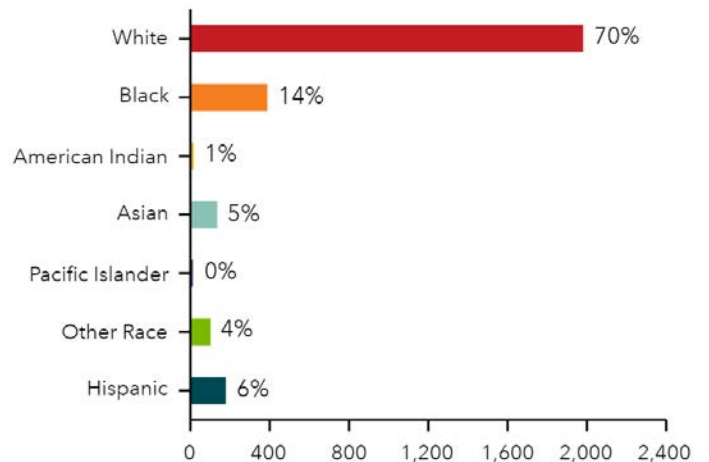


Figure 4-11. 2040 Future Land Use Distribution: Aquila

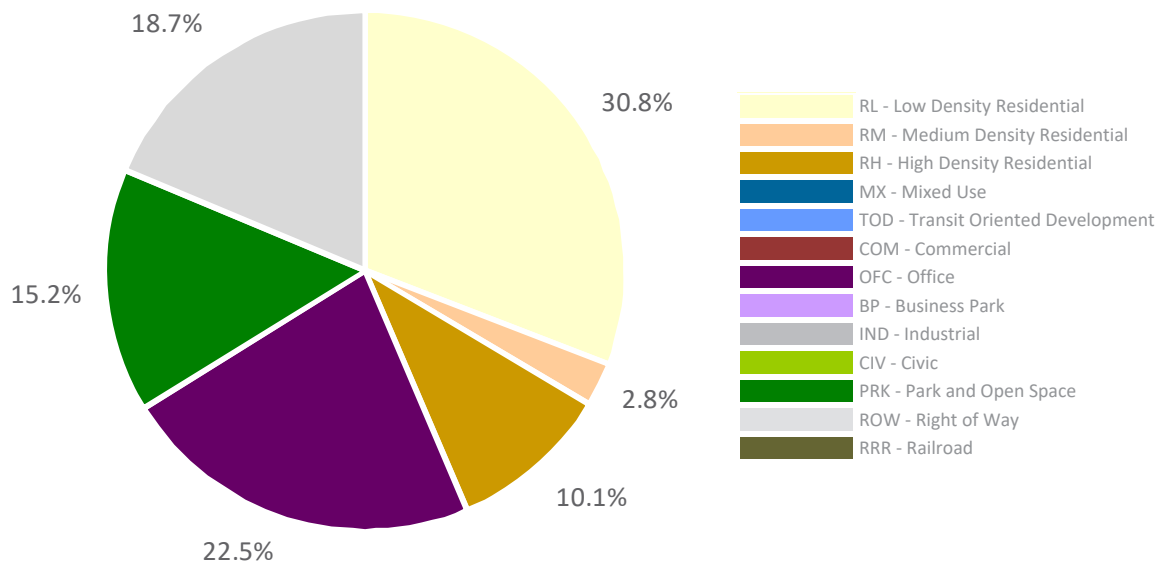
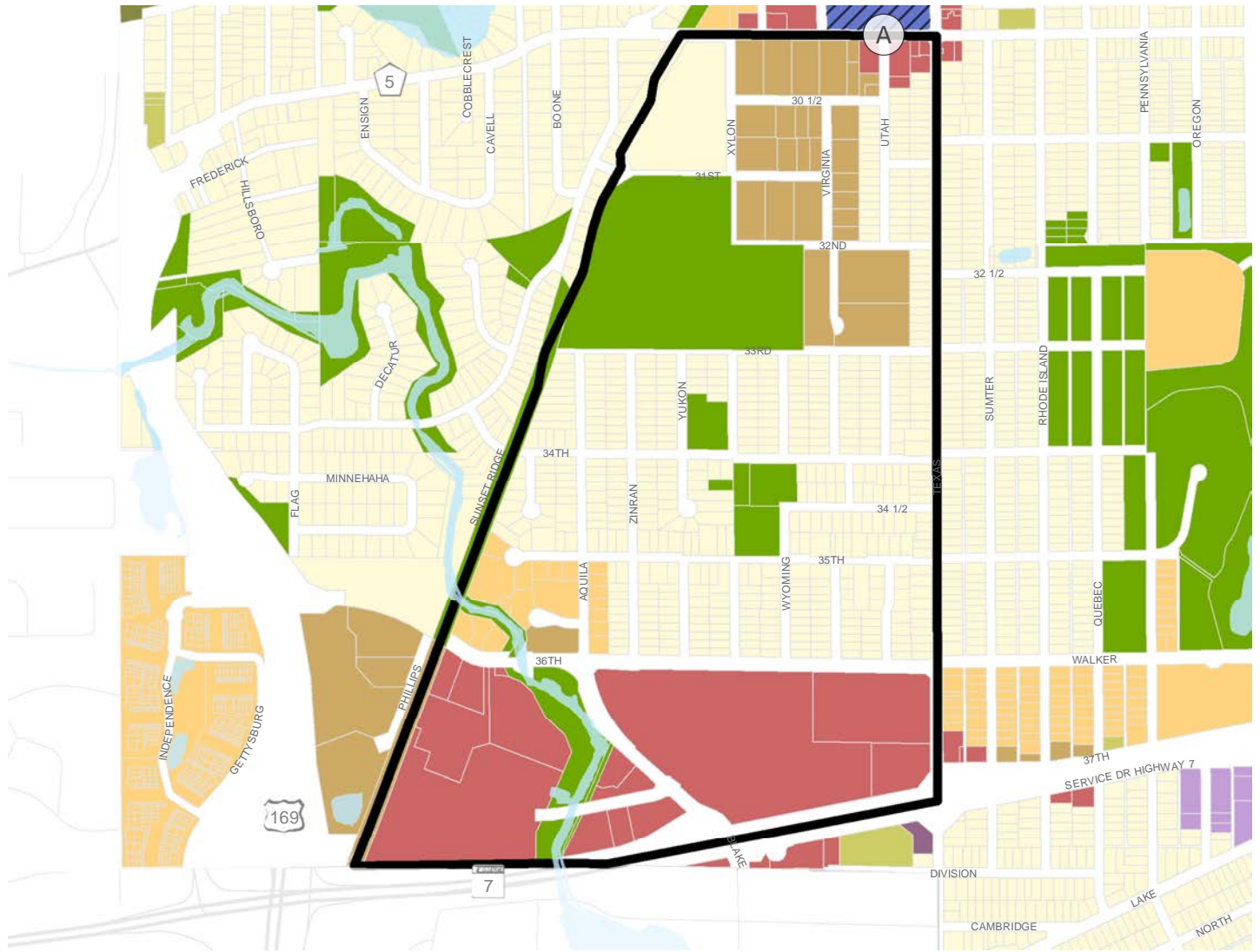


Figure 4-12. 2040 Land Use Plan Map: Aquila



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

Changes in Land Use

- COM - Commercial changing to MX - Mixed Use

Cobblecrest

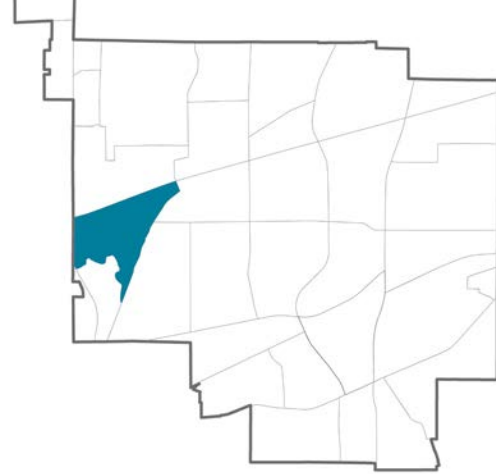
History and Character

The Cobblecrest neighborhood is located on the city's west side along Minnetonka Boulevard/Cty Rd 5, which is one of the community's primary entrances from the west. Minnetonka Boulevard runs through the heart of the neighborhood from east to west, serving as the neighborhood's only through-street. The neighborhood's boundaries are U.S. Hwy 169 (west), BNSF Rail line (north), North Cedar Lake Regional Trail (east), and Minnehaha Creek (south). Essentially, all of the neighborhood's boundary features limit street connectivity since they consist of two highways, a creek, and a former railroad corridor. The North Cedar Lake Regional Trail is located in the abandoned Hutchinson Spur railroad corridor.

The neighborhood's character is dominated by Minnehaha Creek and several lakes including Oxbow Lake, Cobblecrest Lake, Victoria Lake, and Westling Pond. Cobblecrest Lake, located in the center of the neighborhood, is the neighborhood's namesake. Minnehaha Creek enters St. Louis Park in this neighborhood and meanders through the neighborhood providing a public, recreational, and scenic corridor for the neighborhood as well as the community.

The neighborhood is exclusively a residential neighborhood with the exception of a non-residential node (a church and a commercial building) located at the intersection of Minnetonka Boulevard/Cty Rd 5 & U.S. Hwy 169. The

Figure 4-13. Neighborhood Context



neighborhood's housing consists exclusively of single-family detached homes. Residents have convenient access to two parks on the east edge of the neighborhood – Texa Tonka Park adjacent to Victoria Lake and Aquila Park- and Aquila Elementary School. The numerous lakes within the neighborhood provide abundant green open space areas. Many homes are located adjacent to the green open spaces and have backyards with open space views and access. The closest neighborhood commercial node is Texa Tonka, which is located approximately ½ mile to the east, and easily accessible by foot, bike, bus and car. The Knollwood Community Commercial Center is also nearby, just southeast of the neighborhood.

The Cobblecrest neighbors association formed in 2000. They have sponsored an annual fall hayride and bonfire held at Aquila Park.



Figure 4-14. Neighborhood Features Map: Cobblecrest

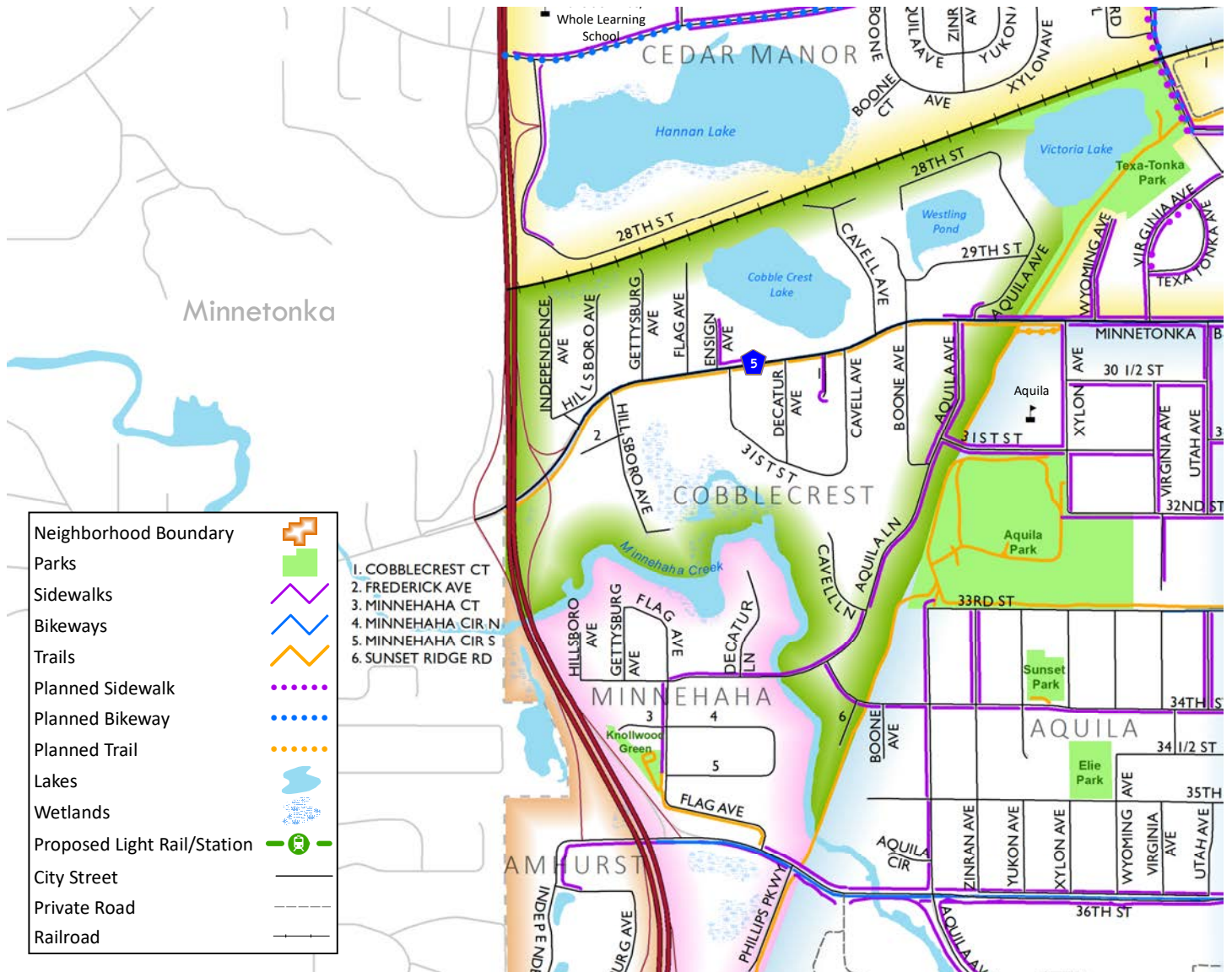


Table 4-5. Neighborhood Statistics: Cobblecrest

Neighborhood Name:	Cobblecrest
Neighborhood spatial size:	224.1 acres or 0.35 square miles
Neighborhood population:	854 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	372 (2009) / 389 (2018)
Average household size:	2.38
Percent owner occupied:	91%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Minnetonka Blvd. Study, 2016
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Table 4-6. Neighborhood Features Information: Cobblecrest

Neighborhood Name:	Cobblecrest
Institutions:	Aquila Elementary School (immediately east of neighborhood), Calvary Worship Center
Parks (active):	Texa Tonka Park, Aquila Park
Open spaces (passive):	Lake Cobblecrest, Lake Victoria, Minnehaha Creek & Basin, Westling Pond, Frederick Ave
Major streets:	U.S. Hwy 169, Minnetonka Blvd, Virginia Ave, 28th St, Aquila Ave, Aquila Lane, 34th St
Light rail stations:	None
Transit corridors:	Minnetonka Blvd, 36th St, Park & Ride at Cedar lake Road & Flag Ave and Knollwood Mall
Sidewalks:	Aquila Ave, 31st St, 34th St, portion of Minnetonka Blvd
Bikeways:	Minnetonka Blvd, 36th St
Trails:	North Cedar Lake Regional Trail, Aquila Park, Minnetonka Blvd
Commercial corridors & nodes:	Texa Tonka, Knollwood
Industrial areas:	None
Rail lines:	BNSF Rail Line

Figure 4-17. 2040 Future Land Use Distribution: Cobblecrest

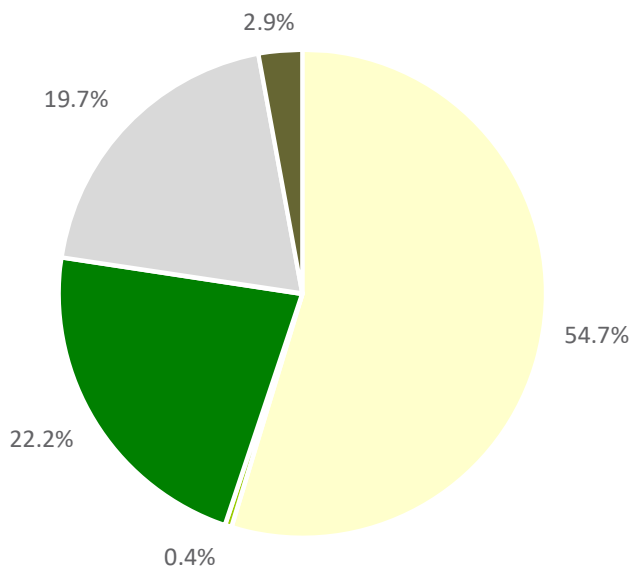


Figure 4-15. Age Distribution in Cobblecrest

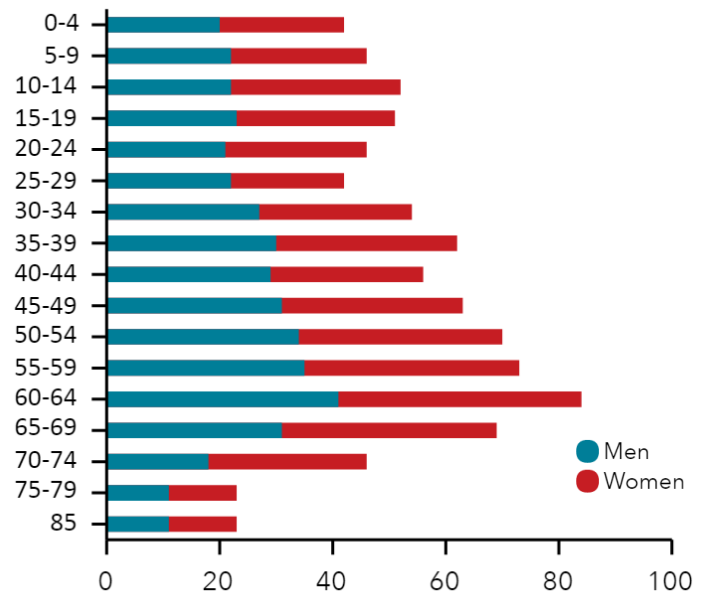


Figure 4-16. Race/Ethnicity Distribution in Cobblecrest

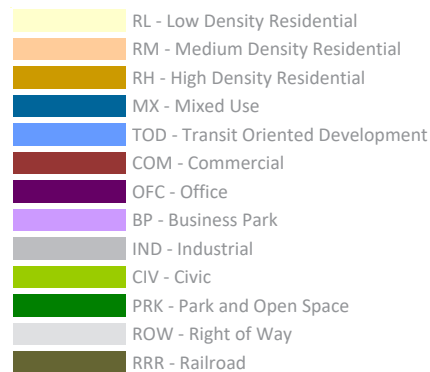
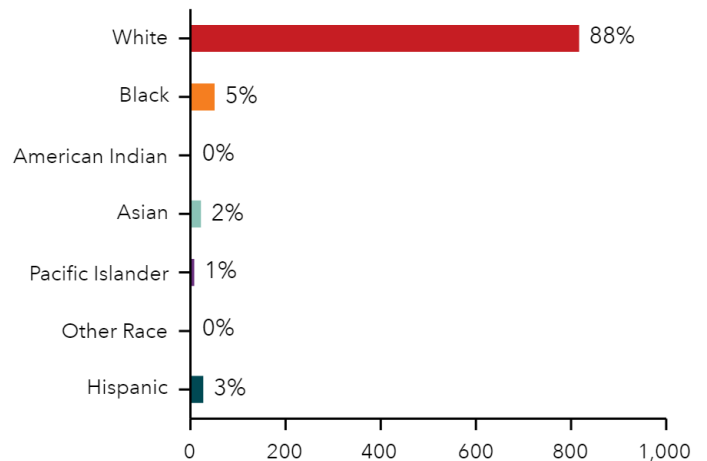
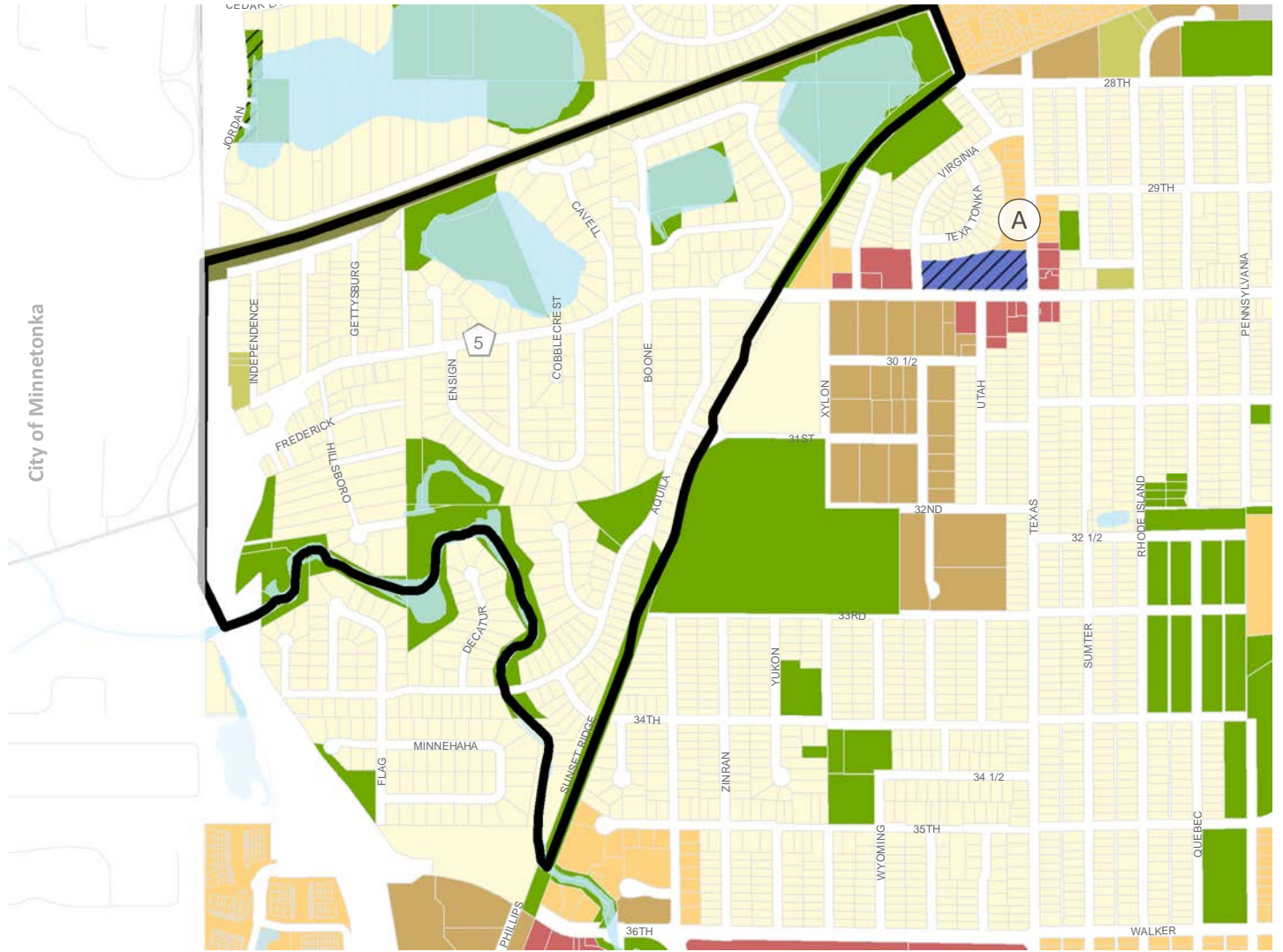


Figure 4-18. 2040 Land Use Plan Map: Cobblecrest



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



Changes in Land Use

- COM - Commercial changing to MX - Mixed Use

2017 City of St. Louis Park
Community Development

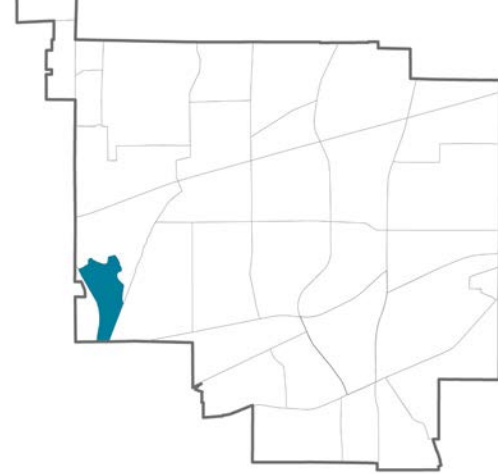
Minnehaha

History and Character

The Minnehaha neighborhood is located in the southwest corner of the city, northeast of the intersection of MN Hwy 7 & U.S. Hwy 169. The neighborhood is located along the south and west sides of Minnehaha Creek from which it takes its name. Minnehaha Creek enters St. Louis Park in this neighborhood and meanders through the northern portion of the neighborhood (north of 36th St) providing a public, recreational, and scenic corridor for the neighborhood as well as the community. The North Cedar Lake Regional Trail runs along the east side of the neighborhood in the former Hutchinson Spur rail corridor. The neighborhood's boundaries are U.S. Hwy 169 (west), MN Hwy 7 (south), North Cedar Lake Regional Trail (east), and Minnehaha Creek (east & north).

The neighborhood is exclusively a residential neighborhood. The area north of 36th St is entirely single-family detached homes and many homes are located adjacent to the creek with open space views and access. The area south of 36th St is entirely high density residential buildings designed as a community housing campus. This area functions as one

Figure 4-19. Neighborhood Context



of the community's major hubs for senior housing options. The neighborhood has a neighborhood park, Knollwood Green, located north of 36th St. Neighborhood residents have convenient access to Knollwood, which is a community commercial center, bus service on 36th St, and the North Cedar Lake Regional Trail.

The Minnehaha neighborhood association formed in 2000. They have hosted a summer social event and neighborhood garage sale each year.



Figure 4-20. Neighborhood Features Map: Minnehaha

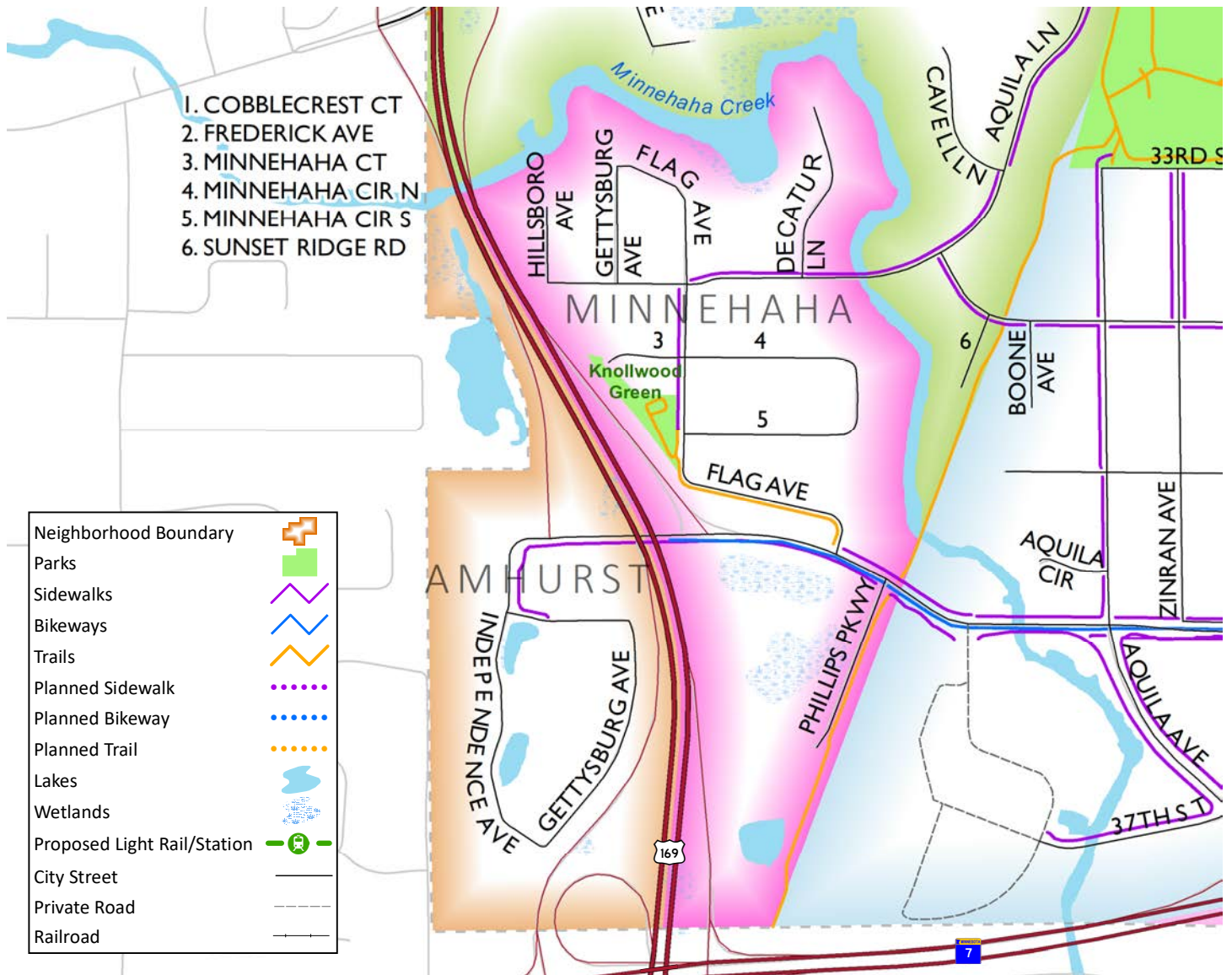


Table 4-7. Neighborhood Statistics: Minnehaha

Neighborhood Name:	Minnehaha
Neighborhood spatial size:	97.7 acres or 0.15 square miles
Neighborhood population:	948 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	422 (2009) / 474 (2018)
Average household size:	1.89
Percent owner occupied:	27%

Recent Plans and Studies

- » Minnetonka Blvd. Study, 2016
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 4-8. Neighborhood Features Information: Minnehaha

Neighborhood Name:	Minnehaha
Institutions:	None
Parks (active):	Knollwood Green Park, Aquila Park
Open spaces (passive):	Minnehaha Creek & Basin
Major streets:	U.S. Hwy 169, MN Hwy 7, 36th St, 34th St, Flag Ave
Light rail stations:	None
Transit corridors:	36th St, park & ride lot at Knollwood
Sidewalks:	36th St, Flag Ave, 34th St
Bikeways:	36th St
Trails:	North Cedar Lake Regional Trail, Knollwood Green Park/Flag Ave, Aquila Park
Commercial corridors & nodes:	Texa Tonka, Knollwood
Industrial areas:	None
Rail lines:	None

Figure 4-23. 2040 Future Land Use Distribution: Minnehaha

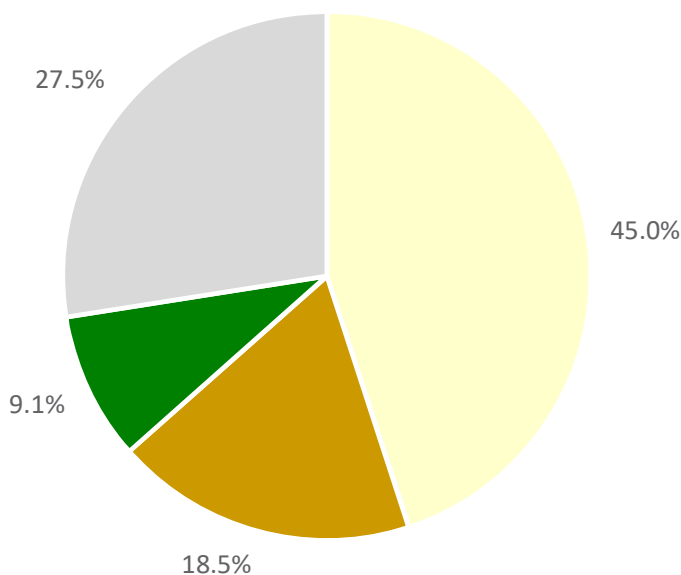


Figure 4-21. Age Distribution in Minnehaha

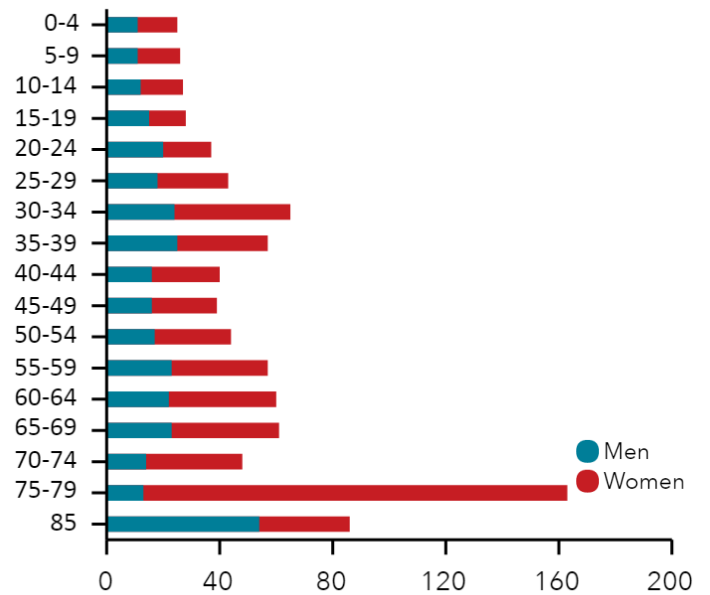


Figure 4-22. Race/Ethnicity Distribution in Minnehaha

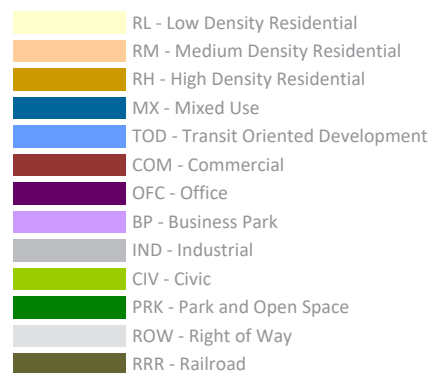
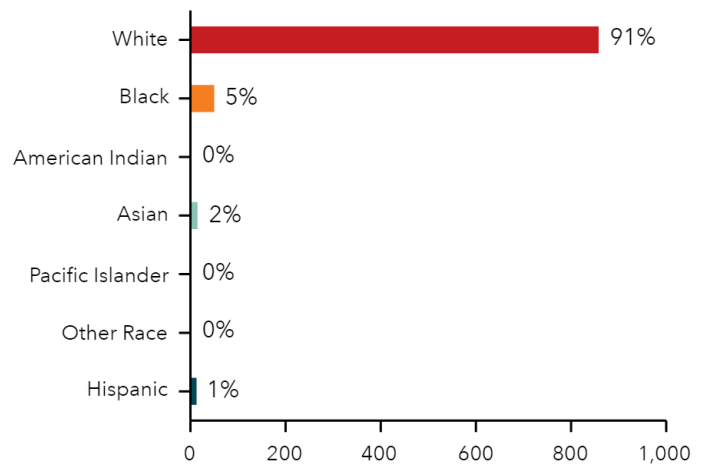
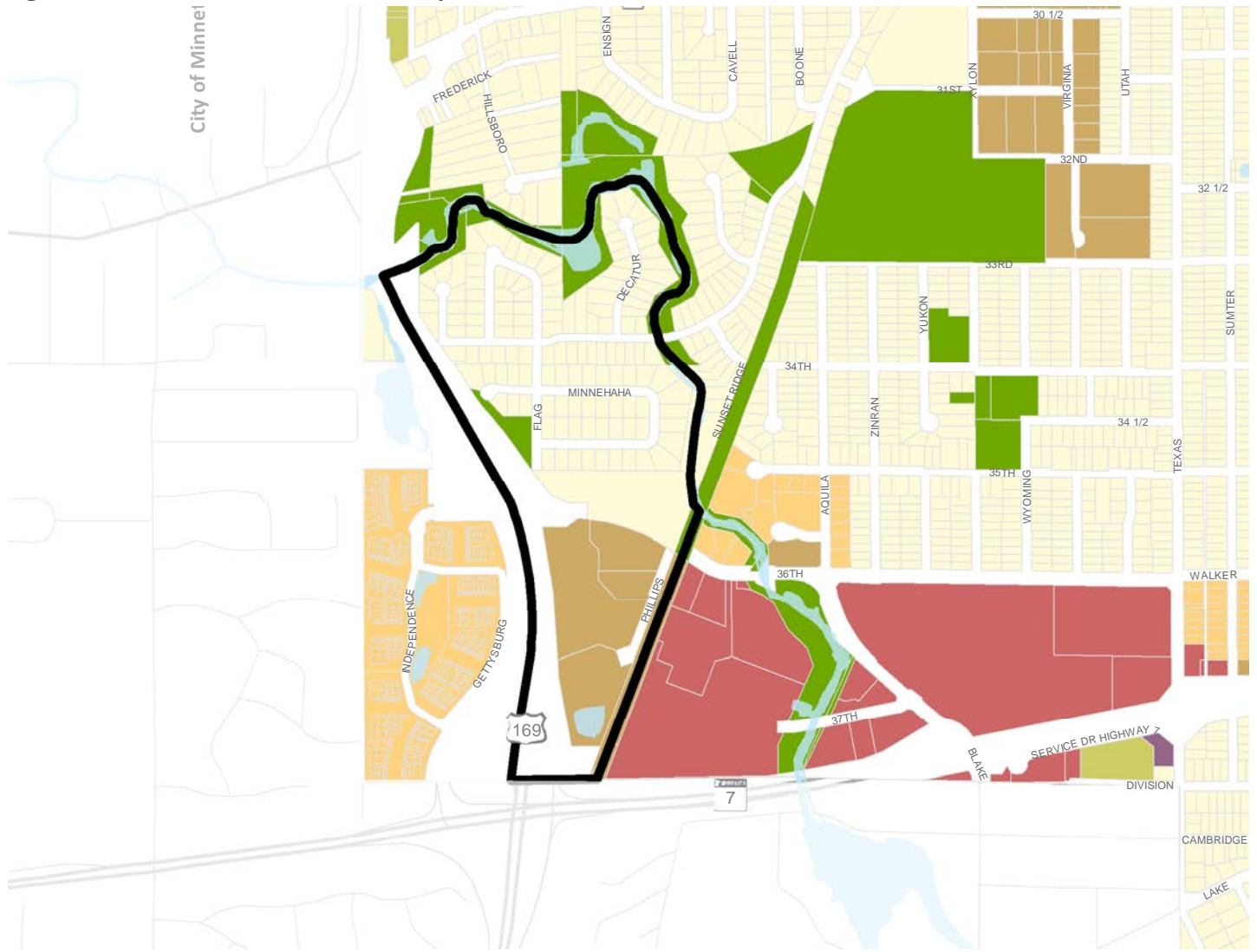


Figure 4-24. 2040 Land Use Plan Map: Minnehaha



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

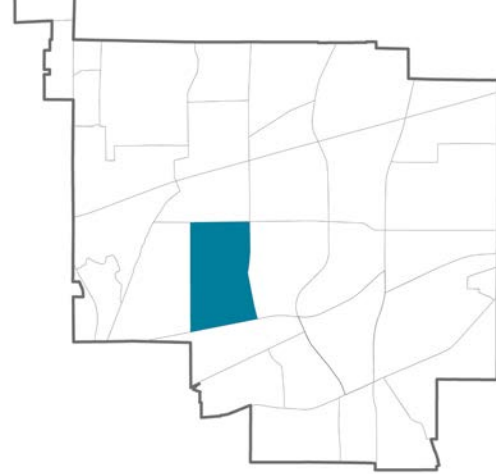
Oak Hill

History and Character

The Oak Hill neighborhood is located centrally in the city and is home to the city's largest active park area, which includes Oak Hill Park, Louisiana Oaks Park, and Walker Field. Oak Hill is predominately a residential neighborhood with small scale commercial nodes at each corner of the neighborhood. The neighborhood's boundaries are Louisiana Avenue (east), Minnetonka Boulevard/Cty Rd 5 (north), Texas Ave (west), and MN Hwy 7 (south).

Oak Hill contains a mix of housing types. Traditional single-family detached homes oriented to the street grid are located north and west of the parks area. Higher density housing has been integrated into the parks area and to the south of the parks. Oak Park Village, which is located at the north end of the parks area, is a planned residential development that was established in the 1970s as part of the City's cleanup and reuse of vacant and polluted industrial land. The original development plan consisted of up to 1,200 town house and apartment units, park and open space, and limited commercial businesses. Due to changes in federal and state regulations, which significantly limited access to mortgage loans for redevelopment of polluted lands, housing development was delayed during the 1980s. As a consequence, half of the Oaks Park Village planned residential development was never built. During this delay period, the vacant residential lots were used for recreational purposes. These recreational uses were identified as essential by the community and a task force that studied the area in 1997; the land use designation for the vacant residential lands were changed from residential

Figure 4-25. Neighborhood Context



to park and open space in 1998. This land between Oak Park Village and Walker Street now constitutes the Louisiana Oaks Park. Two additional multi-story residential developments have been added more recently between Louisiana Oaks Park/Walker Street and MN Hwy 7.

In addition to Louisiana Oaks Park, the neighborhood has three additional parks. Oak Hill Park is a large community park located in the center of the neighborhood and includes the Oak Hill Splash Pad. Walker Field, which is a community playfield, is located in the southern portion of the neighborhood. Oregon Park, which is a smaller neighborhood park, is located in the northern portion of the neighborhood. The neighborhood has convenient access to multiple commercial areas including Knollwood and neighborhood commercial nodes at Texa Tonka, Louisiana & Minnetonka, and the Historic Walker Lake area. The neighborhood's central location also enables convenient access to schools, including Aquila Elementary School, Park Spanish Immersion School, and SLP Senior High School.



Figure 4-26. Neighborhood Features Map: Oak Hill

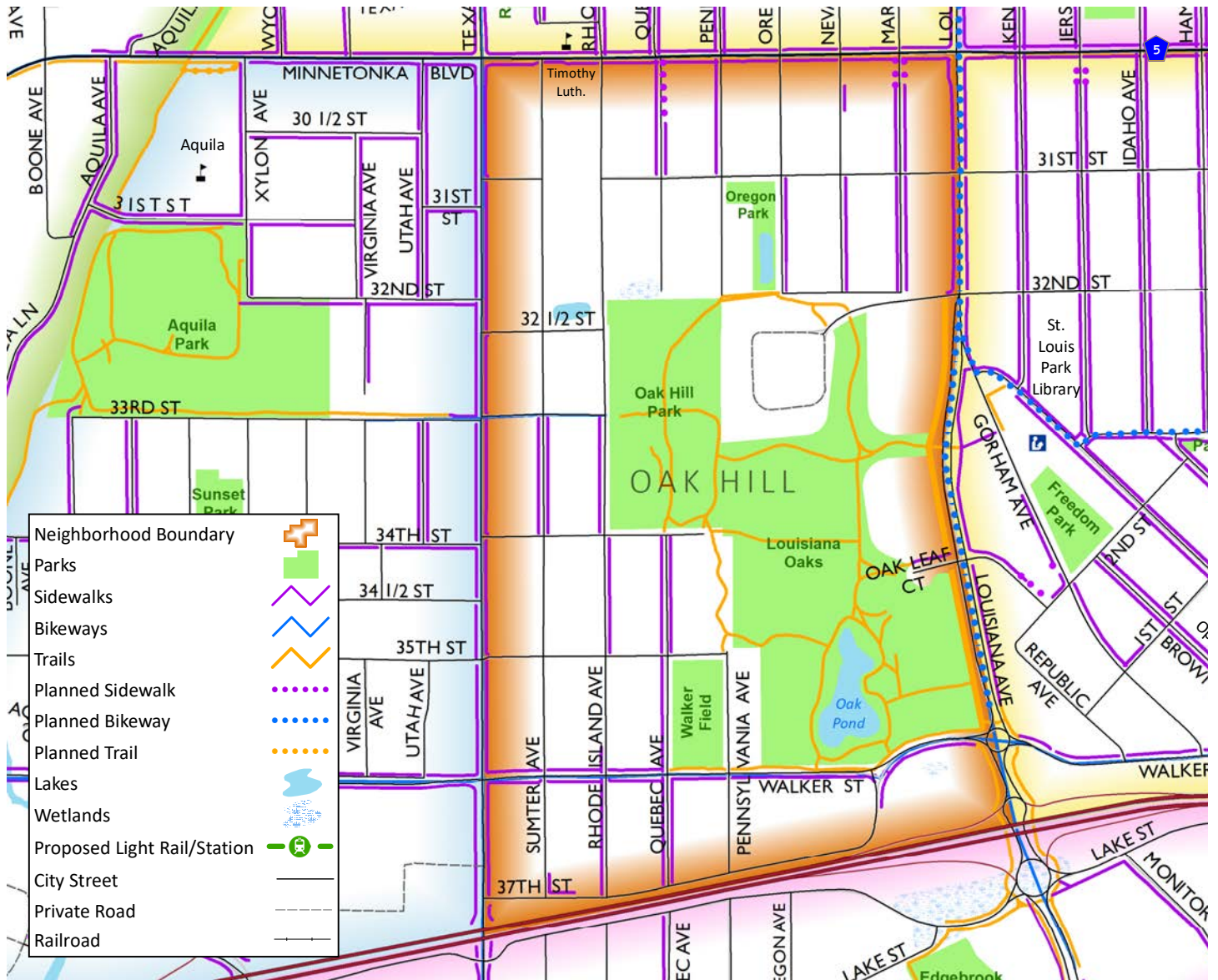


Table 4-9. Neighborhood Statistics: Oak Hill

Neighborhood Name:	Oak Hill
Neighborhood spatial size:	277.3 acres or 0.43 square miles
Neighborhood population:	2,761 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	1,376 (2009) / 1,391 (2018)
Average household size:	2.14
Percent owner occupied:	52%

Recent Plans and Studies

- » Blake Road Corridor Study, 2015
- » Louisiana Station Area Framework + Design Guidelines, 2014
- » Connect the Park!, 2013
- » Form Based Code (Draft), 2013
- » Transitional Station Area Action Plans (TSAAP), 2013
- » Southwest Transitway Station Area Planning, 2009
- » Minnetonka Blvd Design Plan, 2008
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 4-10. Neighborhood Features Information: Oak Hill

Neighborhood Name:	Oak Hill
Institutions:	Knollwood Christian Church
Parks (active):	Oak Hill Park & Splash Pad, Louisiana Oaks Park, Oregon Park, Walker Field
Open spaces (passive):	None
Major streets:	MN Hwy 7, Minnetonka Blvd, Louisiana Ave, Texas Ave, 36th St
Light rail stations:	Louisiana Station immediately south of neighborhood
Transit corridors:	Minnetonka Blvd, Texas Ave, Louisiana Ave, 36th St, 37th St
Sidewalks:	Minnetonka Blvd, Texas Ave, Louisiana Ave, Walker St/36th St, significant sidewalk gaps
Bikeways:	Minnetonka Blvd, 36th St, Texas Ave
Trails:	Louisiana Oaks Park, Oak Hill Park
Commercial corridors & nodes:	Texa Tonka, Minnetonka & Louisiana, Historic Walker Lake, Knollwood
Industrial areas:	None
Rail lines:	None

Figure 4-29. 2040 Future Land Use Distribution: Oak Hill

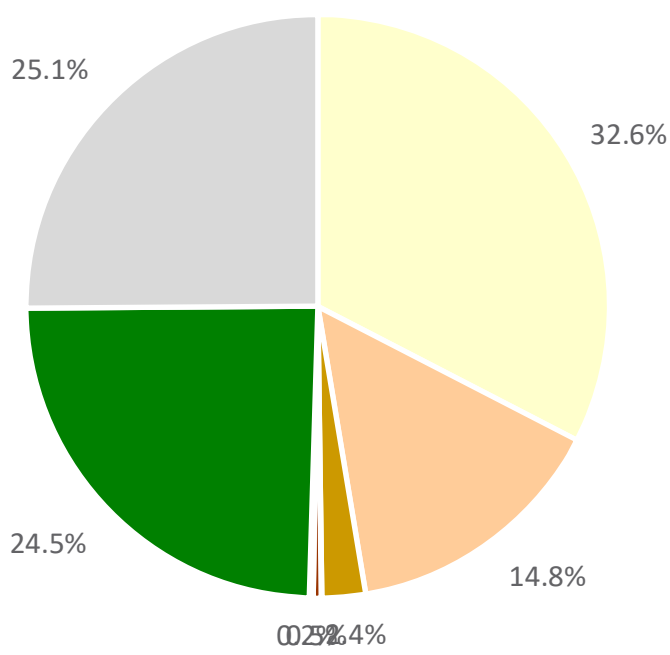


Figure 4-27. Age Distribution in Oak Hill

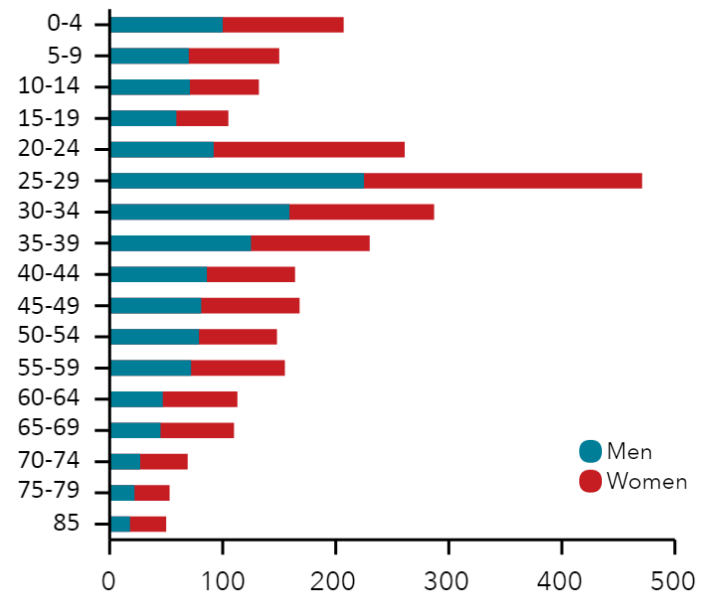
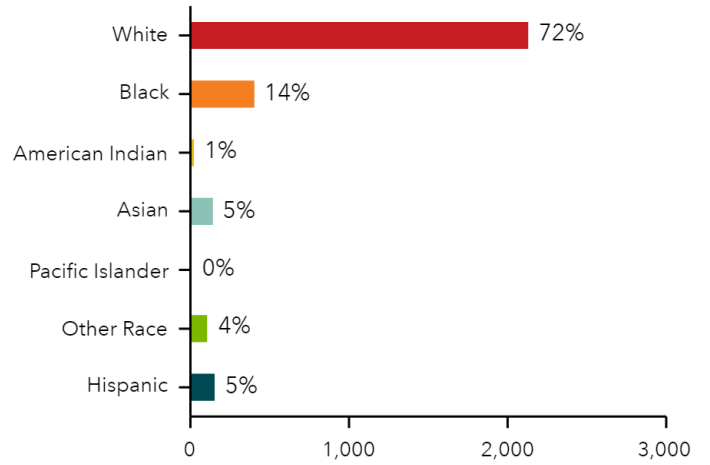
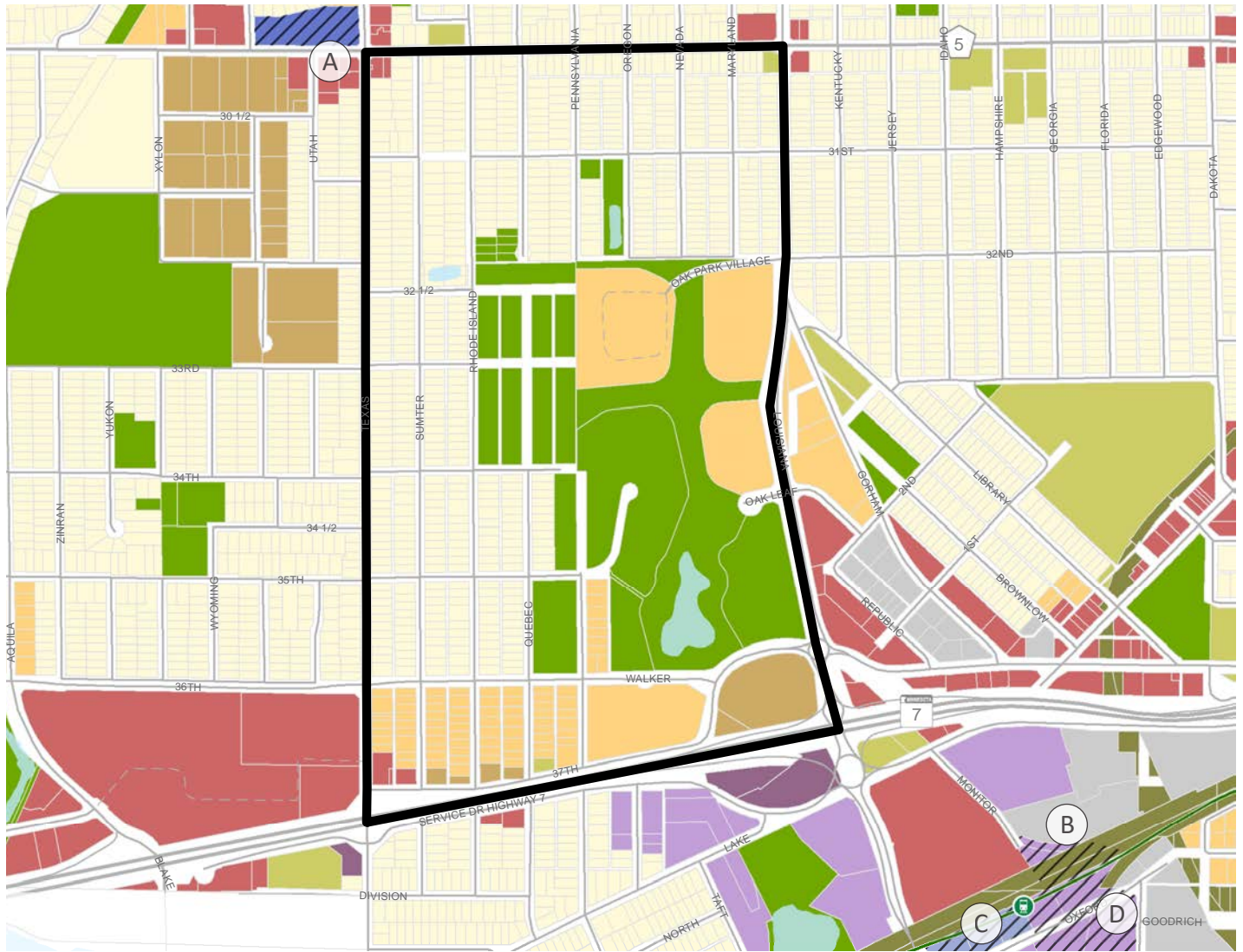


Figure 4-28. Race/Ethnicity Distribution in Oak Hill



- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad

Figure 4-30. 2040 Land Use Plan Map: Oak Hill



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

Changes in Land Use

- (A)** COM - Commercial changing to MX - Mixed Use
- (B)** COM - Commercial changing to BP - Business Park
- (C)** MX - Mixed Use changing to TOD - Transit Oriented Development
- (D)** IND - Industrial changin to BP - Business Park

2017 City of St. Louis Park
Community Development

Texa Tonka

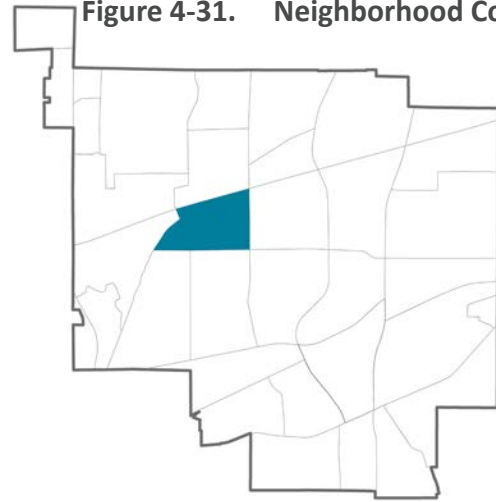
History and Character

The Texa Tonka neighborhood is located centrally in the city, north of Minnetonka Boulevard between Louisiana Ave and Texas Ave. The neighborhood's namesake is the Texa Tonka shopping center, located at the intersection of Texas Ave and Minnetonka Blvd/Cty Rd 5, a.k.a. Texa Tonka. This neighborhood is diverse in character encompassing a mix of residential areas, three neighborhood commercial nodes, two churches, and Smith Industrial Park. The neighborhood's boundaries are Louisiana Avenue (east), Minnetonka Boulevard/Cty Rd 5 (south), BNSF Rail line (north), and North Cedar Lake Regional Trail (west & north). The regional trail is located in the active BNSF Rail corridor to the north and the former Hutchinson Spur rail line along the neighborhood's western border.

The neighborhood contains a mix of housing types with primarily single-family detached houses south of 28th St and multi-story apartment buildings north of 28th St. There is also a cluster of multi-story apartment buildings flanking the Texa Tonka neighborhood commercial node. A majority of the single-family homes were built in the 1950s by Adolf Fine's General Realty Company. Adolf Fine was a major home developer in St. Louis Park and also developed the Texa Tonka shopping center in the 1950s. Development of the multi-story apartment buildings occurred in the 1960s. In the late 1990s, the Victoria Ponds 72-unit townhouse development was completed in the neighborhood's northwest corner and provided a new housing option within the neighborhood.

The neighborhood contains three neighborhood parks,

Figure 4-31. Neighborhood Context



Ainsworth Park at the north end, Rainbow Park at the south end near the Texa Tonka neighborhood commercial node, and Texa Tonka Park at the west end. Texa Tonka Park is located next to the North Cedar Lake Regional Trail and the Lake Victoria open space area. The neighborhood is located near both a community park, Aquila Park, and community playfields, Cedar Knoll/Carlson Field. The Aquila Elementary School is located adjacent to the neighborhood's southern border and the North Cedar Lake Regional Trail. Three convenient neighborhood commercial nodes are located at the edges of the neighborhood, including Texa Tonka, Louisiana & Minnetonka, and Louisiana & Cedar Lake Road.

Smith Industrial Park is located in the northeast corner of the neighborhood at the intersection of the BNSF Rail line and the former Hutchinson Spur rail line. This 24-acre industrial area, which is located on 27th St with access from Louisiana Ave, consists of approx. ten light industrial properties. These industrial buildings were built from 1964-1971 with the exception of one building that was built in the 1990s.



Figure 4-32. Neighborhood Features Map: Texa Tonka

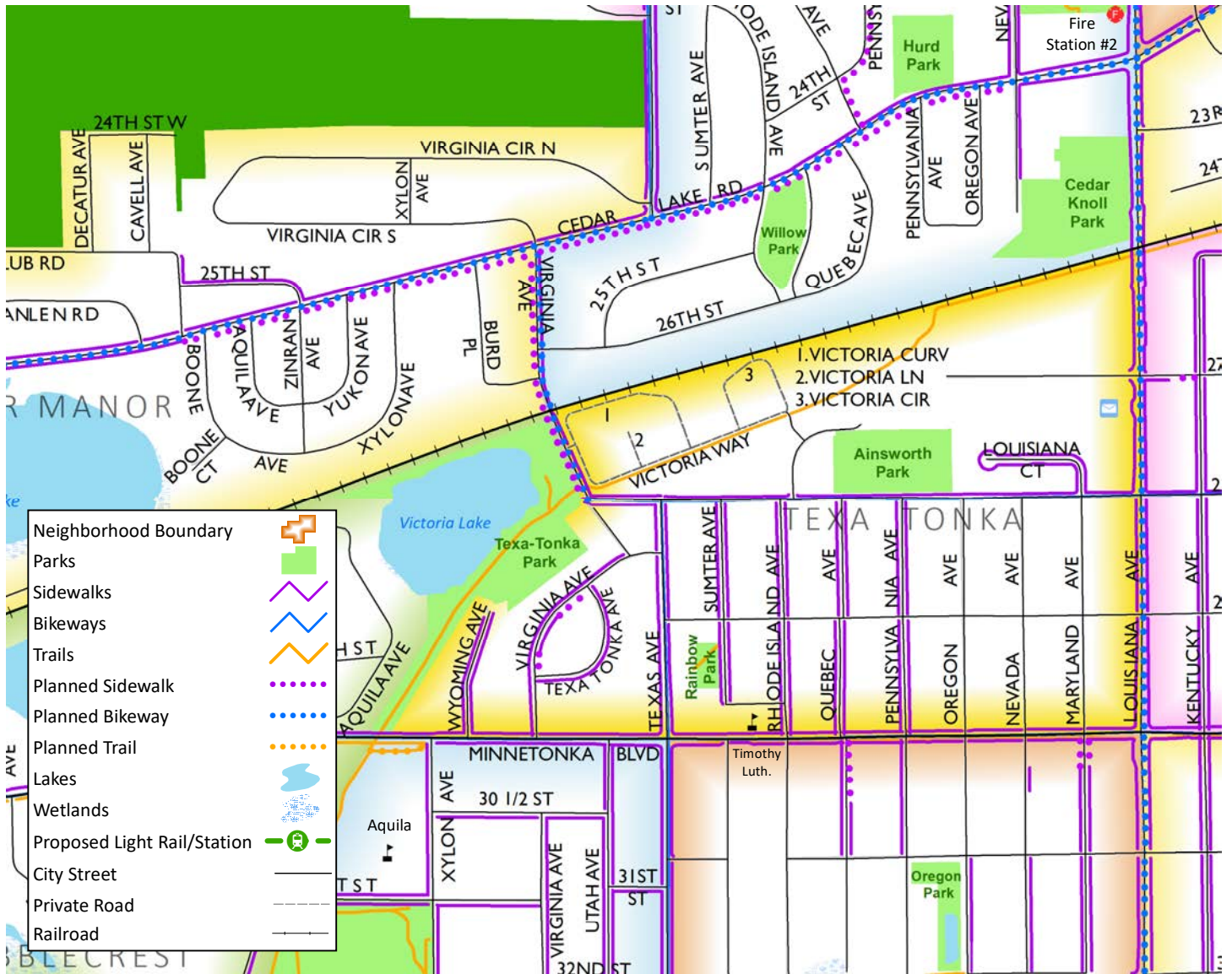


Table 4-11. Neighborhood Statistics: Texa Tonka

Neighborhood Name:	Texa Tonka
Neighborhood spatial size:	180.8 acres or 0.28 square miles
Neighborhood population:	1,854 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	838 (2009) / 893 (2018)
Average household size:	2.25
Percent owner occupied:	48%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Metro Transit West End and Route 9 Transit Study, 2016
- » Minnetonka Blvd Study, 2016
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008
- » Minnetonka Blvd. Design Plan, 2008
- » **Land Use and Market Study

Table 4-12. Neighborhood Features Information: Texa Tonka

Neighborhood Name:	Texa Tonka
Institutions:	U.S. Post Office, Twin City Fellowship, Timothy Lutheran Church
Parks (active):	Texa Tonka Park, Ainsworth Park, Rainbow Park, Aquila Park (southwest of neighborhood) Cedar Knoll Park/Carlson Field (north side of the BNSF Rail Line)
Open spaces (passive):	Lake Victoria
Major streets:	Minnetonka Blvd, Louisiana Ave, Texas Ave, 28th St, Virginia Ave
Light rail stations:	None
Transit corridors:	Minnetonka Blvd, Louisiana Ave, Texas Ave
Sidewalks:	Both sides of most streets with major exceptions being the east-west streets (just one side of 28th St and none on 29th St)
Bikeways:	Minnetonka Blvd, Texas Ave, 28th St
Trails:	North Cedar Lake Regional Trail
Commercial corridors & nodes:	Texa Tonka, Louisiana & Minnetonka, Louisiana & Cedar Lake Road
Industrial areas:	Smith Industrial Park
Rail lines:	BNSF Rail Line

Figure 4-35. 2040 Future Land Use Distribution: Texa Tonka

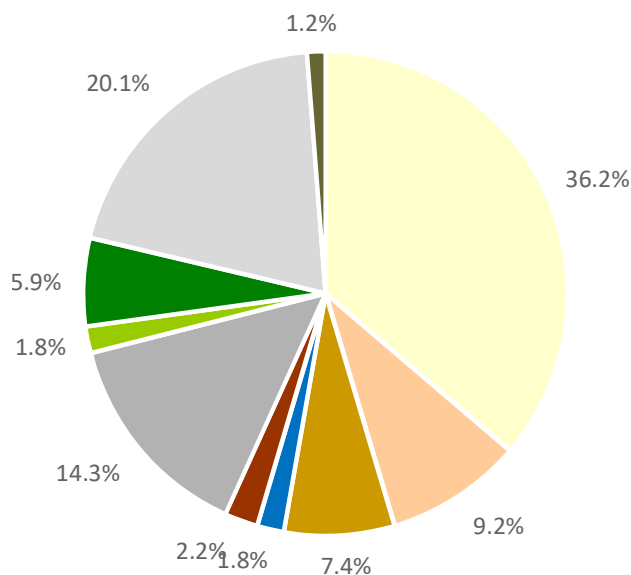


Figure 4-33. Age Distribution in Texa Tonka

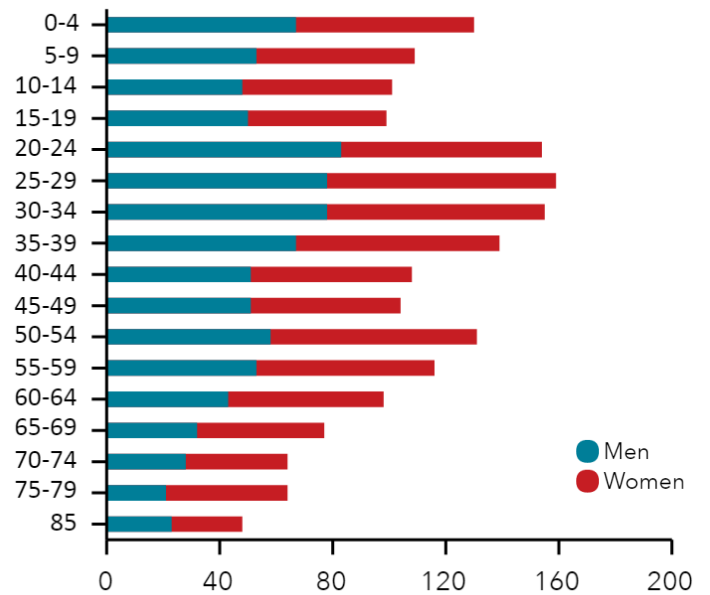


Figure 4-34. Race/Ethnicity Distribution in Texa Tonka

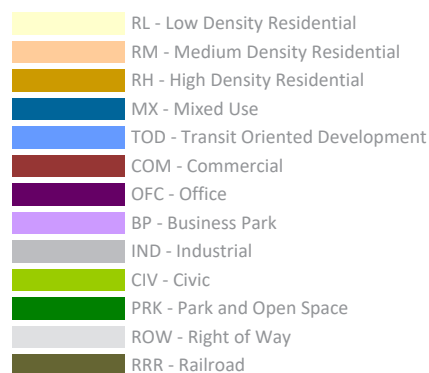
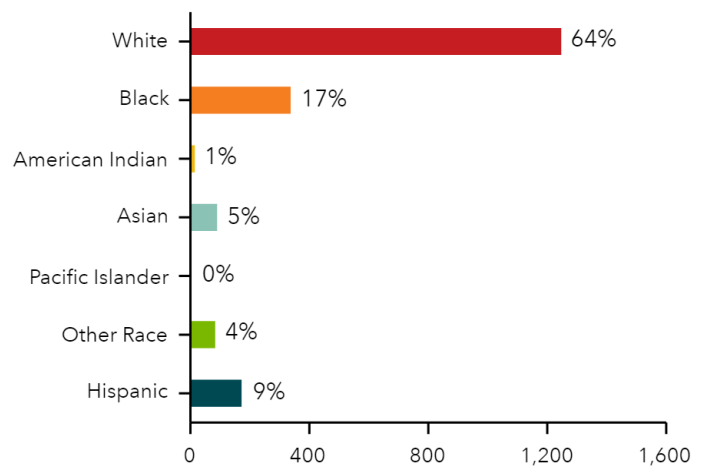


Figure 4-36. 2040 Land Use Plan Map: Texa Tonka



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



Changes in Land Use

- (A)** COM- Commercial changing to MX- Mixed Use
- (B)** COM - Commercial changing to RM- Medium Density Residential
- (C)** COM- Commercial changing to MX- Mixed Use

2017 City of St. Louis Park
Community Development

West Central Planning Area Improvement Priorities

2040 Comprehensive Plan Future Directions

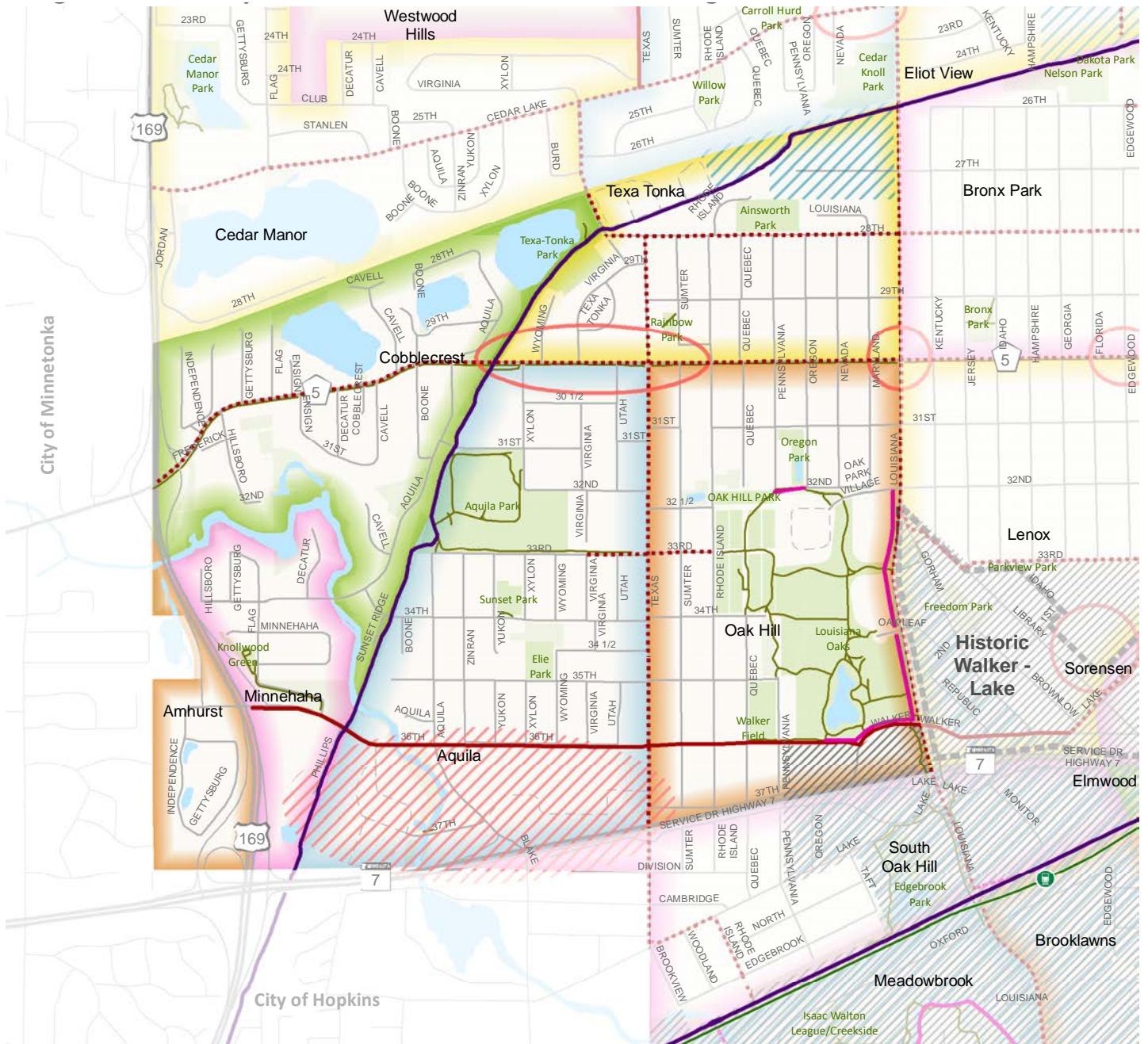
- » Promote intensification and enhancement of commercial development in the Shoppes at Knollwood area, including potential redevelopment sites.
- » Focus neighborhood commercial development at two nodes on Minnetonka Blvd, Texa Tonka and Louisiana.
- » Promote future mixed use redevelopment at the Texa Tonka neighborhood commercial node, including new housing options.
- » Create north-south bikeway along Louisiana Avenue.
- » Create bike and pedestrian connection between 28th Street and Cedar Lake Road via Virginia Ave.
- » Future improvements to Minnetonka Blvd and Louisiana Ave as future Transit Priority Streets.
- » Future improvements to Texas Ave and 28th St/Virginia Ave as Multi-Modal Streets.

Neighborhood Planning Area Improvement Priorities and Opportunities

(Identified through the Neighborhood Planning Process)

- » Continue to invest in parks, such as Aquila Park and Oak Hill Park, as well as restoration/preservation of Minnehaha Creek, which have been identified as important gathering places and environmental assets in the West Central neighborhoods.
- » Parks, trees, and green space are highly valued by residents in these neighborhoods and these areas will continue to be a top priority
- » Encourage small, locally-owned restaurants, coffee shops, or cafes that will provide diversity to the current commercial offerings within the Northeast neighborhoods, particularly around Texa Tonka, which was strongly identified as a future development site.
- » Address safety at difficult roadway intersections in alignment with Cedar Lake Regional Trail, as well as West 36th Street, Minnetonka Boulevard, areas around Oak Hill Park and along Knollwood Green Park.
- » Address concern for new housing that is out of scale or style within existing neighborhoods. Potential opportunities to address this issue may establishing neighborhood design guidelines to guide design or aesthetics in the neighborhood.
- » Address concern for deferred maintenance on residential properties. Potential opportunities to address this issue may include providing grant or low/no interest loan opportunities for property owners who may qualify for assistance for improvements.
- » Community education is highly valued by residents. Expanding outreach of existing programs and soliciting community ideas for future classes were ideas requested through the Neighborhood Planning Process, as well as expanding offerings for a wider variety of age groups.

Figure 4-37. West Central Planning Area Neighborhood Improvement Map



Legend

- Planned LRT Stations
- Green Line Extension
- Regional Trails
- Future Local Trails
- Existing Local Trails
- Future Bikeways
- Existing Bikeways
- Local Park Trails
- Districts
- Employment Areas
- Commercial Centers
- Neighborhood Commercial Nodes
- Commercial Corridors
- Waterbody
- Parks
- Open Space
- Municipal Boundaries
- LRT Station Areas Corridor



2017 City of St. Louis Park
Community Development

Page Intentionally Left Blank



Chapter 5

Central

Birchwood

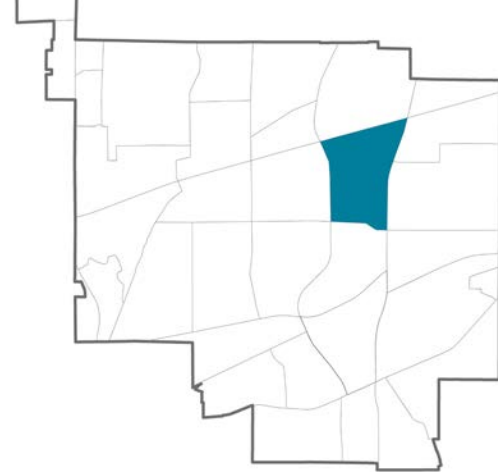
History and Character

The Birchwood neighborhood is located centrally in the city, northwest of the intersection of MN Hwy 100 & Minnetonka Boulevard/Cty Rd 5. The neighborhood's boundaries are MN Hwy 100 (east), Minnetonka Boulevard/Cty Rd 5 (south), CP Rail / MN & S Spur line (west), and BNSF Rail line / North Cedar Lake Regional Trail (north). Due to these significant physical boundaries, the neighborhood is strongly oriented toward Minnetonka Boulevard/Cty Rd 5 as its "front door". Birchwood is a primarily residential neighborhood with Birchwood Park, the main neighborhood park, located in the neighborhood's center. The northeast corner consists of a significant industrial development, commercial development, two large apartment complexes, and a church that are essentially disconnected from the rest of the neighborhood and oriented toward MN Hwy 100 and the BNSF Rail line. The former Nestle/Novartis manufacturing building has been renovated into the Westside Center which consists of flexible, multi-tenant industrial spaces. A convenient neighborhood commercial node is located at the intersection of Minnetonka Boulevard & Lake Street. As a result of reconstruction of the Hwy 100/Minnetonka Blvd interchange, a potential commercial redevelopment site exists here.

The neighborhood contains a healthy mix of residential options including single-family detached houses, townhouses, and apartments. The oldest houses in the neighborhood, primarily in the southern portion, were built in the first quarter of the 20th century as a result of the historic Lake Street streetcar line that passed the neighborhood from 1892 to 1938. Although the average year built of the neighborhood's single-family houses is 1948, residential development stretched out over several decades with many single-family houses and townhouses built in the 1980s.

In addition to Birchwood Park, the neighborhood also contains a second smaller neighborhood park, Sunshine Park, and is within walking distance of Dakota Park, which is a larger community park. The northwest portion of the neighborhood is currently undeveloped open space, including wetlands, floodplains, wooded areas, and land controlled by CP Rail that was a former rail line connection.

Figure 5-1. Neighborhood Context



The wetlands are part of a larger complex that extend north of the BNSF Rail line/North Cedar Lake Regional Trail. Any future development, which is not anticipated, would need to comply with state and local jurisdiction regulations that protect wetlands and floodplains.

Access in and out of the neighborhood is somewhat limited. Minnetonka Boulevard, 23rd Street/MN Hwy 100 access road, and the pedestrian bridge (26th Street) are the only options for crossing MN Hwy 100 to the east. There are no crossings of the BNSF Rail line to the north. Since the CP Rail line is a narrower and slower rail corridor, it has numerous local street crossings.

Birchwood Neighborhood has had a neighborhood association since 1996. The association has sponsored a variety of activities including a summer ice cream social, winter party, movie night and happy hour.



Figure 5-2. Neighborhood Features Map: Birchwood

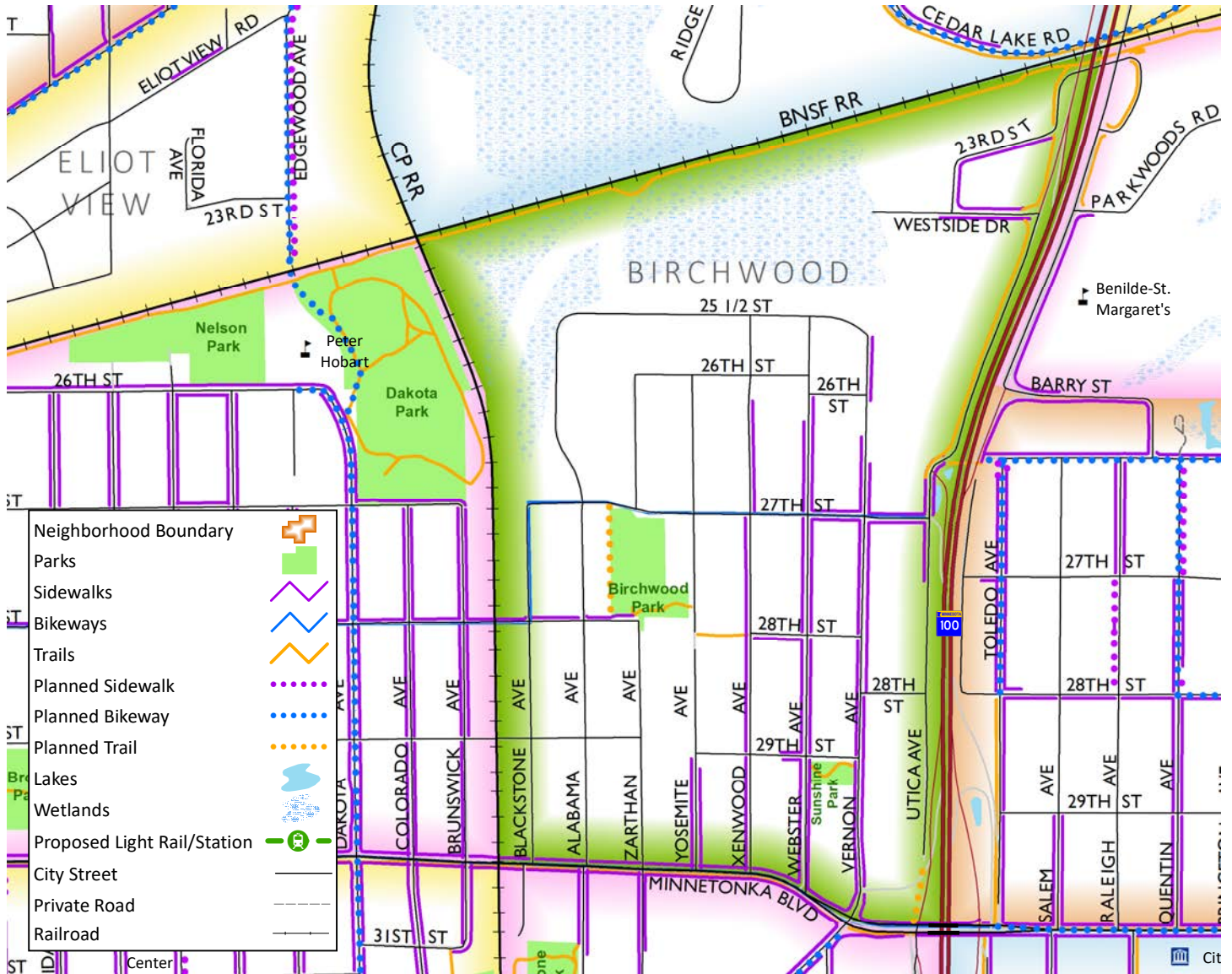


Table 5-1. Neighborhood Statistics: Birchwood

Neighborhood Name:	Birchwood
Neighborhood spatial size:	266.3 acres or 0.42 square miles
Neighborhood population:	2,517 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	1,044 (2009) / 1,075 (2018)
Average household size:	2.23
Percent owner occupied:	67%

Recent Plans and Studies

- » Metro Transit West End Route 9 Transit Study, 2016
- » Connect the Park!, 2013
- » CP Rail Regional Trail Feasibility Study, 2010
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 5-2. Neighborhood Features Information: Birchwood

Neighborhood Name:	Birchwood
Institutions:	Wat Thai Buddhist Temple
Parks (active):	Birchwood Park, Sunshine Park
Open spaces (passive):	Dakota Park and Sunset Ridge Wetlands are located at the north edge of the neighborhood
Major streets:	MN Hwy 100, Minnetonka Blvd, Vernon Ave, 27th St/28th St
Light rail stations:	None
Transit corridors:	Minnetonka Blvd, Lake Street, 26th St east of MN Hwy 100
Sidewalks:	Both sides of Minnetonka Blvd, Vernon Ave and Webster Ave; significant sidewalk gaps exist in the rest of the neighborhood
Bikeways:	Minnetonka Blvd, 27th St/28th St
Trails:	North Cedar Lake Regional Trail, portions of Utica Ave along Hwy 100, Birchwood Park
Commercial corridors & nodes:	Minnetonka & Lake
Industrial areas:	NE corner of neighborhood
Rail lines:	CP Rail/MN & S Spur line, BNSF Rail line

Figure 5-5. 2040 Future Land Use Distribution: Birchwood

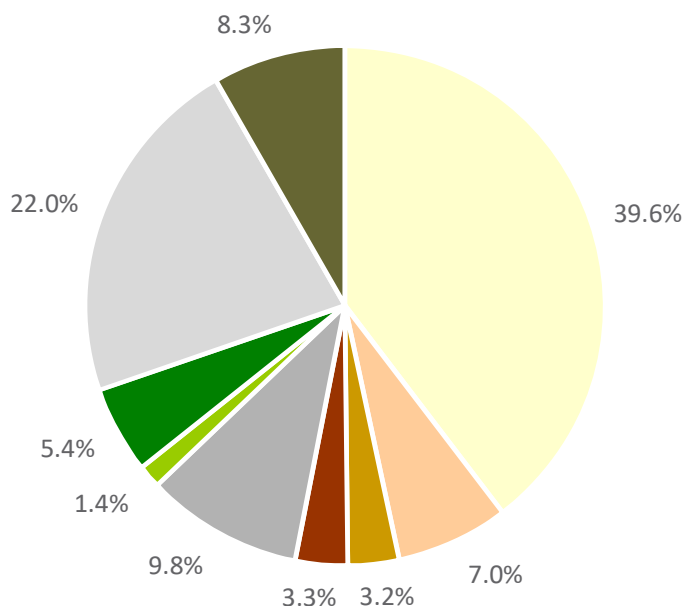


Figure 5-3. Age Distribution in Birchwood

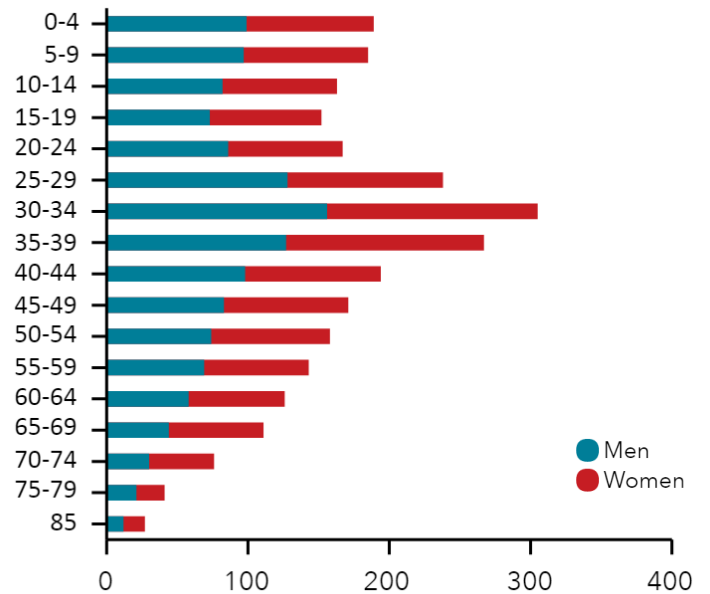


Figure 5-4. Race/Ethnicity Distribution in Birchwood

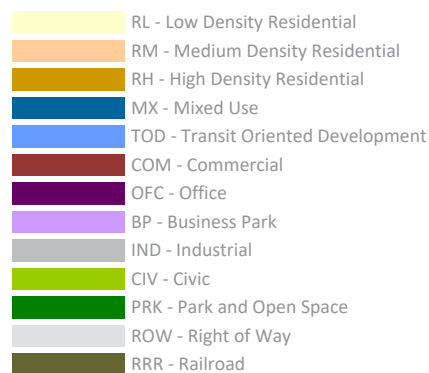
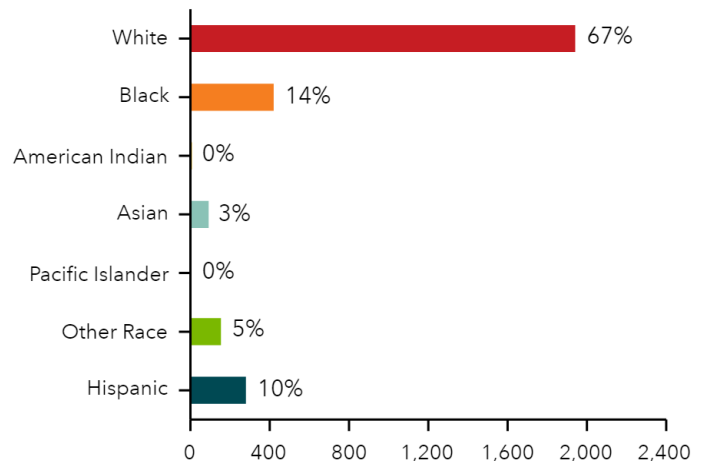


Figure 5-6. 2040 Land Use Plan Map: Birchwood



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

Changes in Land Use

(A) IND- Industrial changing to BP- Business Park

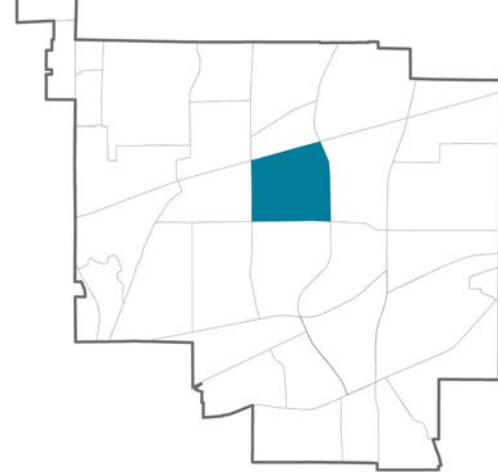
Bronx Park

History and Character

The Bronx Park neighborhood is located centrally in the city, northeast of the intersection of Minnetonka Boulevard/Cty Rd 5 & Louisiana Avenue. The neighborhood's boundaries are Louisiana Avenue (west), Minnetonka Boulevard/Cty Rd 5 (south), CP Rail/MN &S Spur line (east), and BNSF Rail line/North Cedar Lake Regional Trail (north). Bronx Park is a traditional single-family residential neighborhood developed with a traditional street grid pattern, including sidewalks on both sides of most streets and alleys within almost all of the blocks. All homes in the neighborhood are single-family detached houses. Although 75% of the land was subdivided between 1911 and 1913, actual housing construction occurred generally between 1947 and 1953.

The neighborhood contains two neighborhood parks, Bronx Park at the south end and Nelson Park at the north end. Dakota Park, a larger community park is also located on the north side of the neighborhood, which includes active park facilities, passive open space, a dog park, and trails. The neighborhood has direct connections to the North Cedar Lake Regional Trail, which is located along the south side of the BNSF Rail line, via Dakota Park and Nelson Park. In addition, an elementary school, Peter Hobart Elementary School, is located within the neighborhood. The Lenox Community Center is located at the southern edge of the neighborhood, south side of Minnetonka Boulevard/Cty Rd 5.

Figure 5-7. Neighborhood Context



Two convenient neighborhood commercial nodes are located at the edges of the neighborhood: Minnetonka & Dakota, Louisiana & Minnetonka. The small commercial area at Louisiana & 27th has been re-guided to residential so may redevelop at some future time.

Although the neighborhood is surrounded by major streets and two freight rail lines, options for travelling in and out of the neighborhood are relatively good. Virtually all neighborhood streets connect directly to either Minnetonka Boulevard/Cty Rd 5 or Louisiana Avenue with signalized intersections on Louisiana Avenue (27th St and 28th St) and Minnetonka Boulevard/Cty Rd 5 (Dakota Ave and Hampshire Ave). 28th and 29th Street both cross the CP Rail line to the east. However, there are no street crossings of the BNSF Rail line to the north except for Louisiana Avenue.

Bronx Park has had an active neighbors association since 1998. They have developed a community vegetable garden in Nelson Park and hosted an annual summer social event.



Figure 5-8. Neighborhood Features Map: Bronx Park

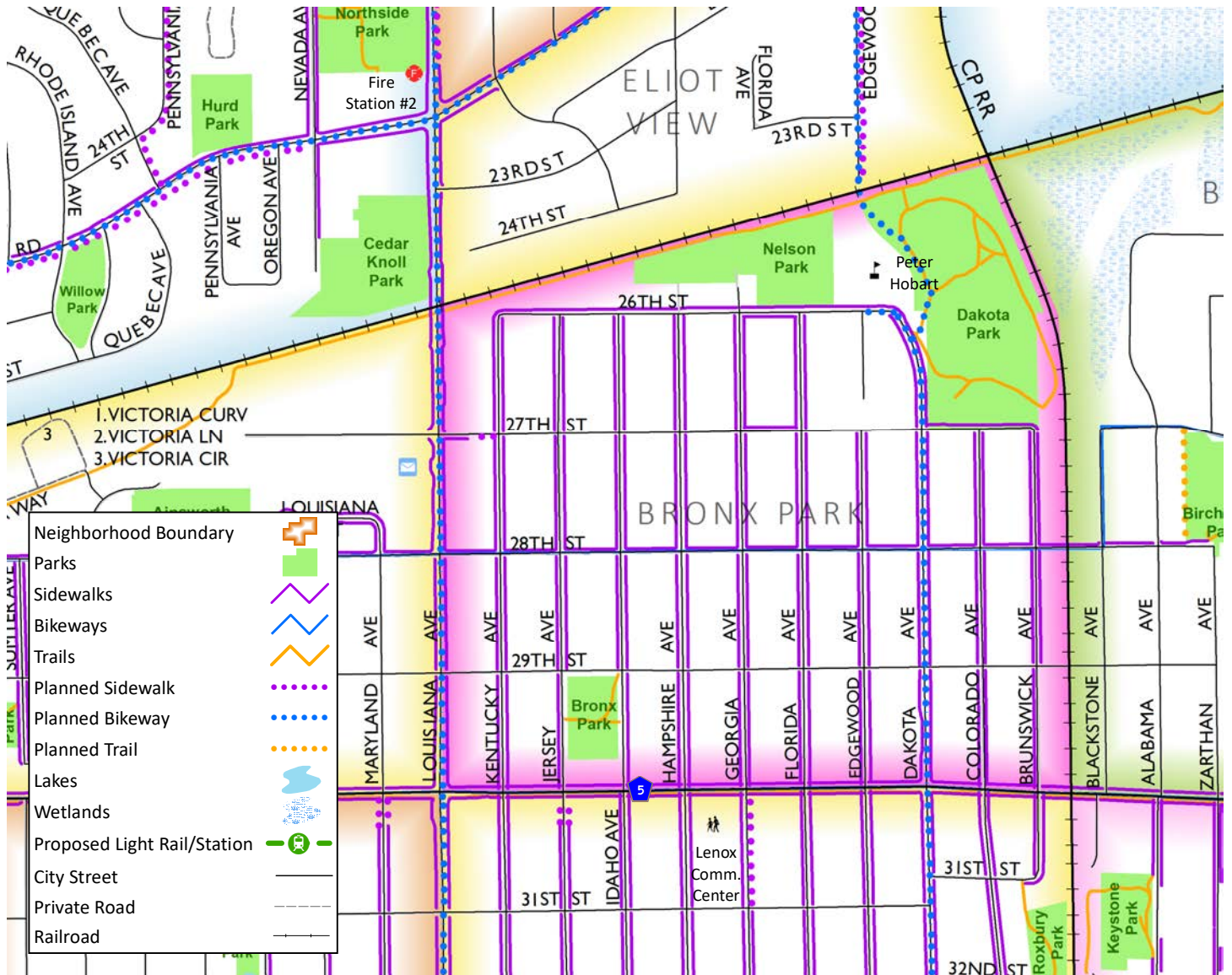


Table 5-3. Neighborhood Statistics: Bronx Park

Neighborhood Name:	Bronx Park
Neighborhood spatial size:	241.6 acres or 0.38 square miles
Neighborhood population:	2,218 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	997 (2009) / 1,000 (2018)
Average household size:	2.30
Percent owner occupied:	91%

Recent Plans and Studies

- » Minnetonka Blvd Study, 2016
- » Metro Transit West End and Route 9 Transit Study, 2016
- » Connect the Park!, 2013
- » CP Rail Regional Trail Feasibility Report, 2010
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 5-4. Neighborhood Features Information: Bronx Park

Neighborhood Name:	Bronx Park
Institutions:	Peter Hobart Elementary School
Parks (active):	Bronx Park, Dakota Park, Nelson Park
Open spaces (passive):	Dakota Park, Sunset Ridge wetlands
Major streets:	Minnetonka Blvd/Cty Rd 5, Louisiana Ave, Dakota Ave, 28th St, 26th St
Light rail stations:	None
Transit corridors:	Minnetonka Blvd/Cty Rd 5, Louisiana Ave
Sidewalks:	Most streets with the exception of 27th St and 29th St
Bikeways:	Minnetonka Blvd, 28th St
Trails:	North Cedar Lake Regional Trail, Dakota Park, Bronx Park
Commercial corridors & nodes:	Minnetonka & Louisiana, Minnetonka & Dakota
Industrial areas:	None
Rail lines:	CP Rail/MN & S Spur line, BNSF Rail line

Figure 5-9. Age Distribution in Bronx Park

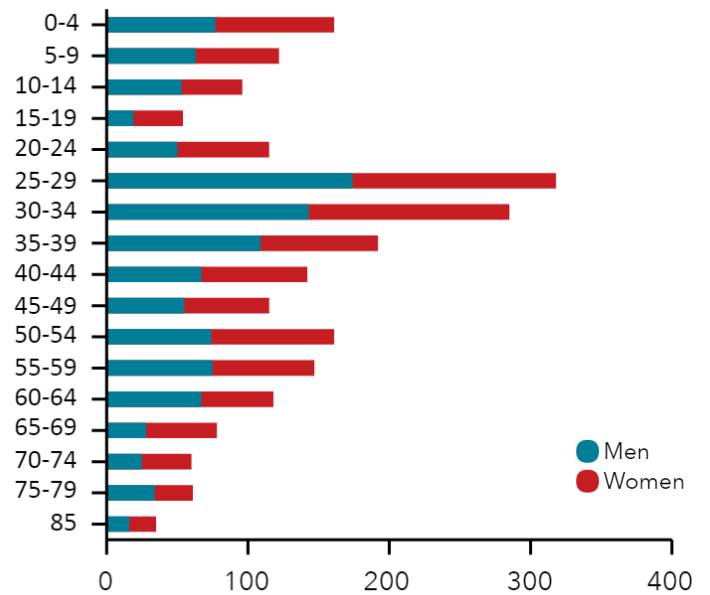


Figure 5-11. 2040 Future Land Use Distribution: Bronx Park

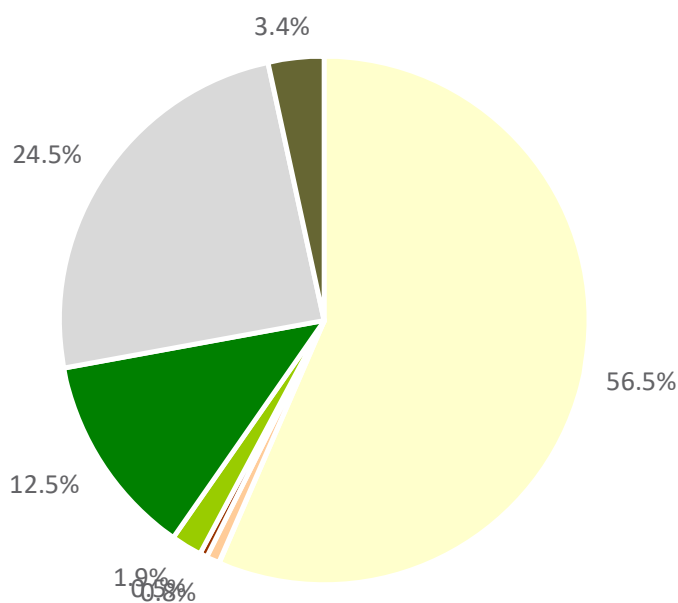


Figure 5-10. Race/Ethnicity Distribution in Bronx Park

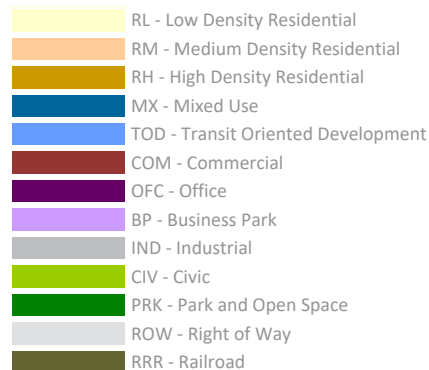
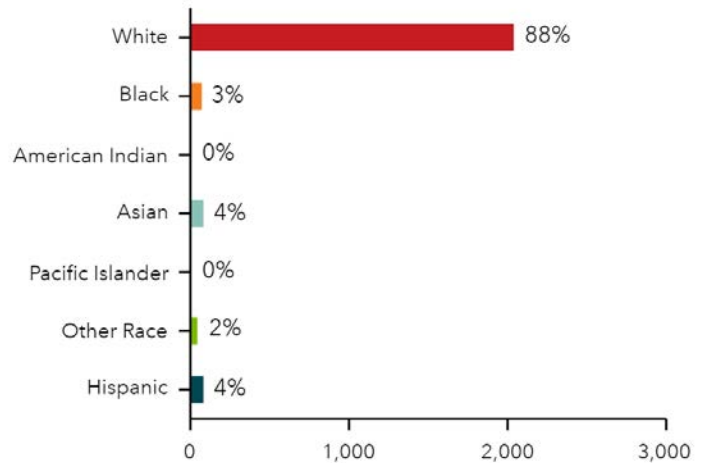
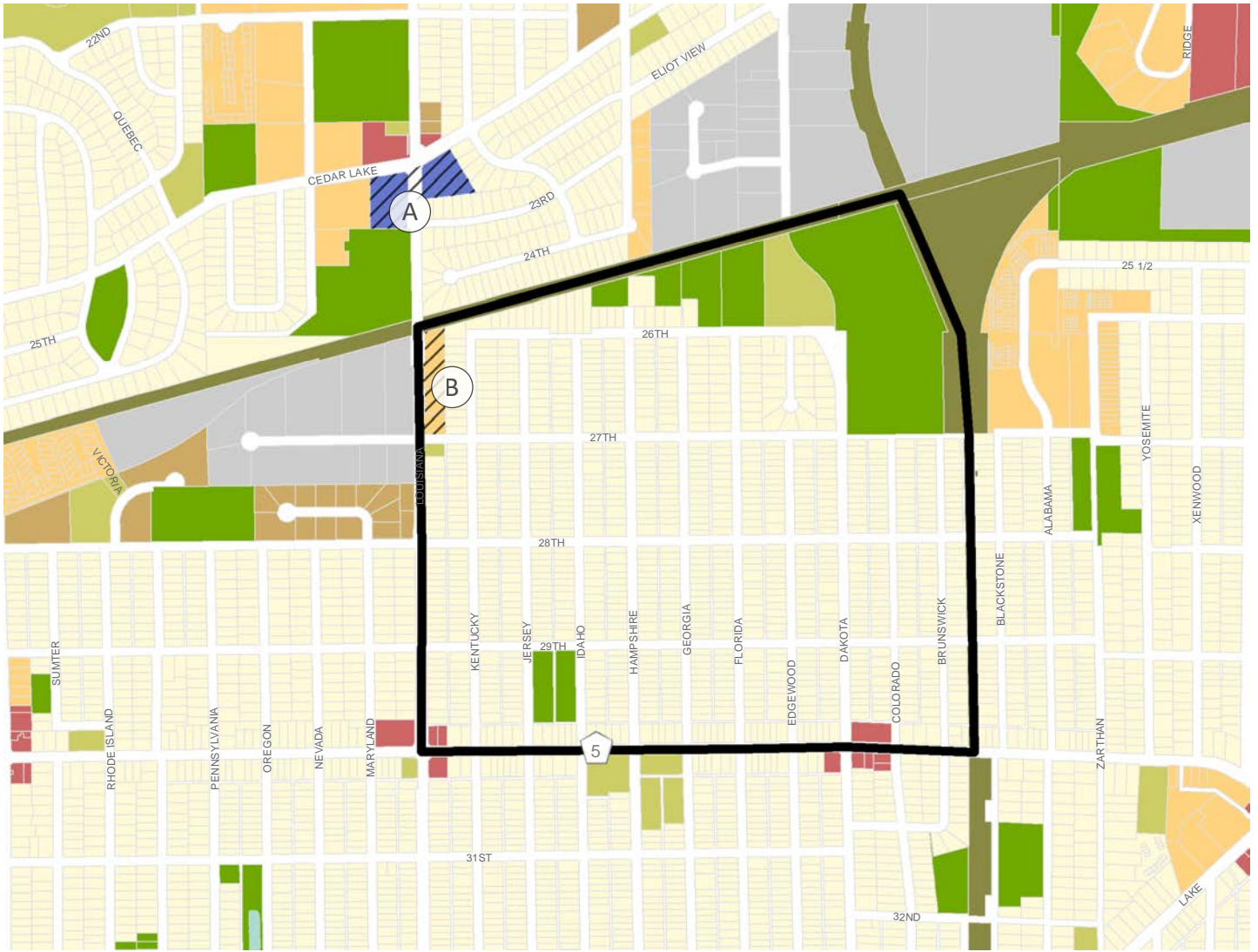


Figure 5-12. 2040 Land Use Plan Map: Bronx Park



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

Changes in Land Use

- (A)** COM- Commercial changing to MX- Mixed Use
- (B)** COM- Commercial changing to RM- Medium Density Residential

Lenox

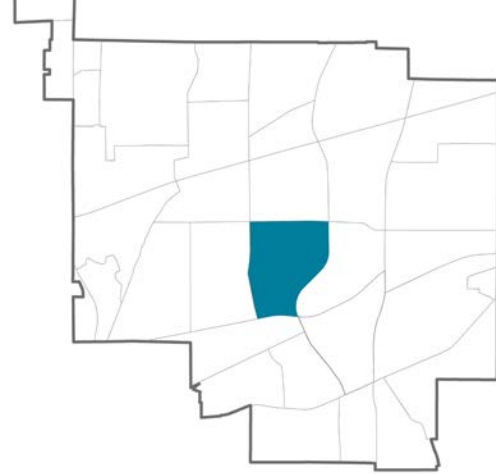
History and Character

The Lenox neighborhood includes the city's original village center and the confluence of two grid patterns with different angles which come together at West 33rd Street. The northern half of the neighborhood features a north/south grid of blocks, streets, and alleys. The southern half features a diagonal grid, the original village center, which was subdivided in 1892 and responded to the old street car line on West Lake Street. This area's history and diagonal grid make it a unique place within the community. The Lenox name refers to the Lenox Elementary School built in 1925, which is now the Lenox Community Center. The Lenox neighborhood is defined by strong edges, including MN Highway 7 (south), Louisiana Avenue (west), Minnetonka Boulevard (north), the CP Rail/MN & S Spur corridor (northeast), and Lake Street (southeast).

The neighborhood is centrally located within the City and contains a broad mix of land uses including industrial, commercial, residential, and institutional. Notably, the neighborhood is home to several community institutions, including the St. Louis Park Senior High School campus, the St. Louis Park Public Library, Metropolitan Open School, and the nearby Park Spanish Immersion Elementary School. Two community centers, which are owned and managed by the St. Louis Park School District are located within or adjacent to the Lenox neighborhood: Lenox Community Center is located at the northern edge of the neighborhood and is the home for the St. Louis Park Senior Program, preschool child care (Kids' Place), and non-profit tenants; Central Community Center is located just to the southeast of the neighborhood and is home to a variety of education programs, including the Park Spanish Immersion Elementary School.

Most homes are single family detached and half were constructed before 1945 with only a handful of houses constructed after 1951. This neighborhood's historic character should be considered when reviewing the benefits of historical preservation within the City. Higher density housing has recently been developed on the west edge of the neighborhood along Louisiana Avenue. Residents have access to three neighborhood parks within the neighborhood (Freedom, Parkview, Roxbury) and two large community parks that are adjacent to the neighborhood to the west (Louisiana Oaks Park & Oak Hill Park).

Figure 5-13. Neighborhood Context



Industrial and commercial uses continue to exist along the former street car line with commercial uses lining Lake Street and Walker Street / Highway 7 and a small industrial area (approx. two blocks) along Walker Street. This area has recently been branded as Historic Walker Lake as part of a coordinated revitalization effort involving the city, residents and business owners.

The Lenox neighbors association initially formed in 1997 and began reorganization efforts in 2009. They have hosted annual social events including potlucks, holiday hayrides and children's activities.



Figure 5-14. Neighborhood Features Map: Lenox

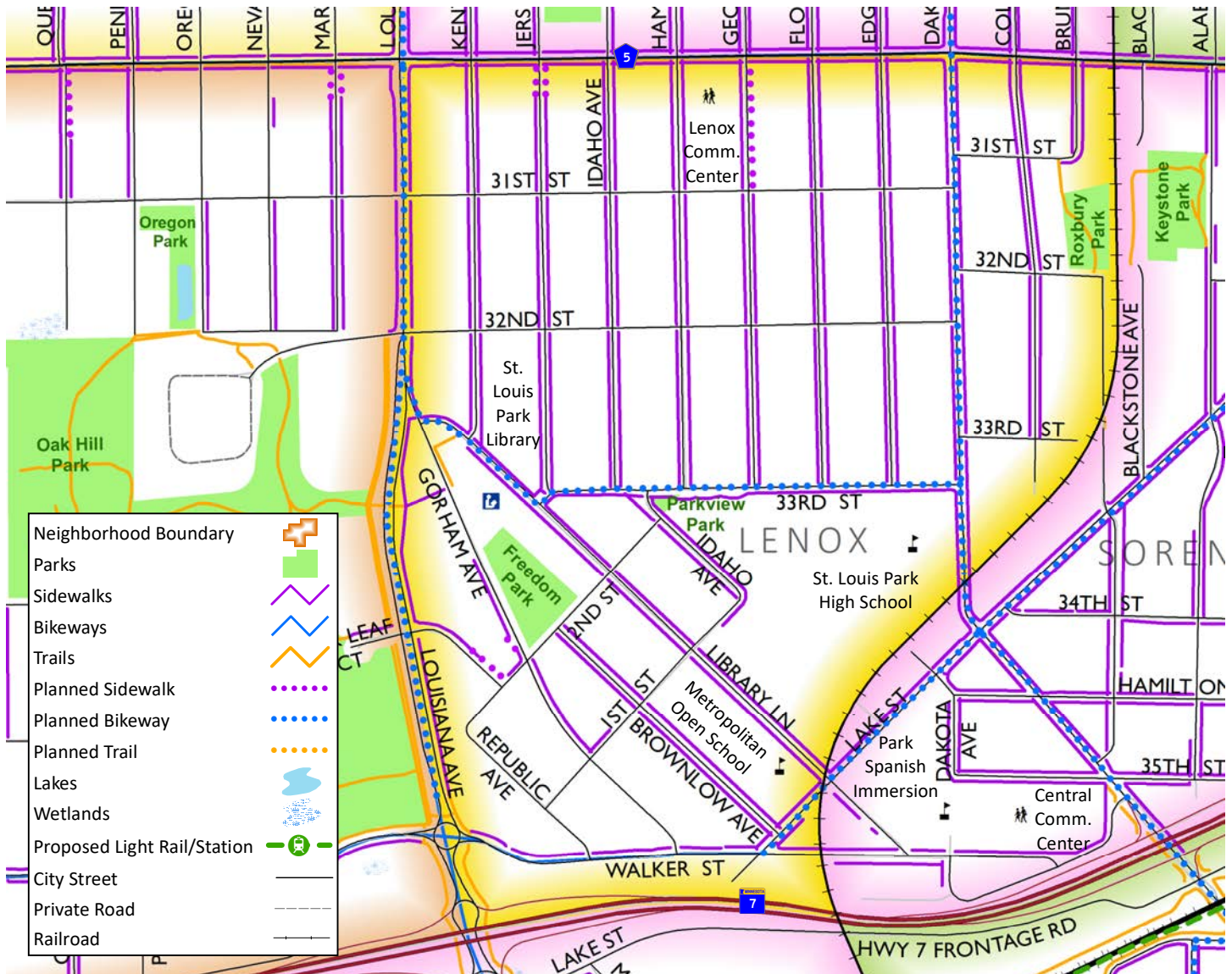


Table 5-5. Neighborhood Statistics: Lenox

Neighborhood Name:	Lenox
Neighborhood spatial size:	285.3 acres or 0.46 square miles
Neighborhood population:	1,990 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	921 (2009) / 947 (2018)
Average household size:	2.22
Percent owner occupied:	91%

Recent Plans and Studies

- » Minnetonka Blvd Study, 2016
- » Louisiana Station Area Framework + Design Guidelines, 2014
- » Connect the Park!, 2013
- » Form Based Code (Draft), 2013
- » Transitional Station Area Action Plans (TSAAP), 2013
- » CP Rail Regional Trail Feasibility Report, 2010
- » Southwest Transitway Station Area Planning, 2009
- » Minnetonka Blvd Design Plan, 2008
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 5-6. Neighborhood Features Information: Lenox

Neighborhood Name:	Lenox
Institutions:	Lenox Community Center, SLP Senior High School, SLP Library, Metropolitan Open School
Parks (active):	Roxbury Park, Parkview Park, Freedom Park (Paul Frank Field), SLP Senior High School playfields and tennis courts
Open spaces (passive):	Louisiana Oaks & Oak Hill Parks located adjacent to the neighborhood and connected via a pedestrian bridge
Major streets:	Hwy 7, Minnetonka Blvd, Louisiana Ave, Dakota Ave, Lake St, Walker St
Light rail stations:	Louisiana Station
Transit corridors:	Minnetonka Blvd, Walker St/Lake St, Louisiana Ave, 33rd St/Library Lane
Sidewalks:	Most north-south streets, some gaps on east-west streets
Bikeways:	Minnetonka Blvd, Walker St
Trails:	Louisiana Ave, Louisiana Oaks Park, Oak Hill Park, Roxbury Park
Commercial corridors & nodes:	Minnetonka & Louisiana, Minnetonka & Dakota, Historic Walker Lake
Industrial areas:	Walker St industrial area
Rail lines:	CP Rail / MN & S Spur line

Figure 5-17. 2040 Future Land Use Distribution: Lenox

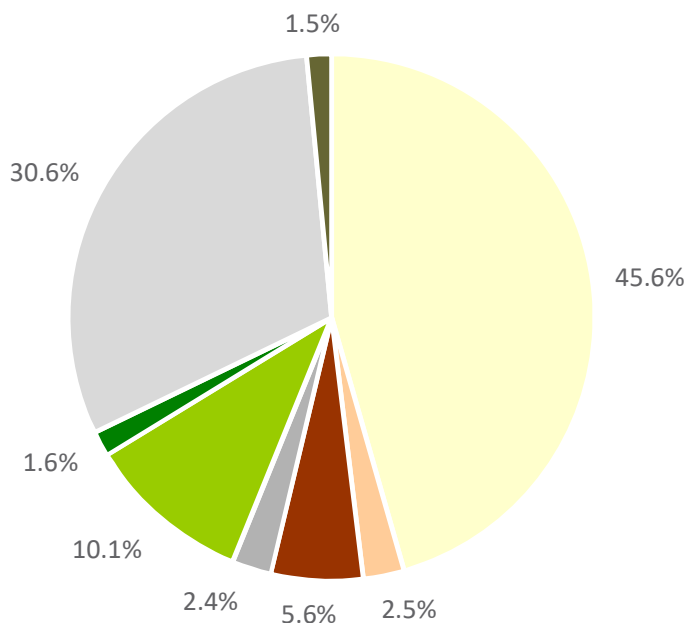


Figure 5-15. Age Distribution in Lenox

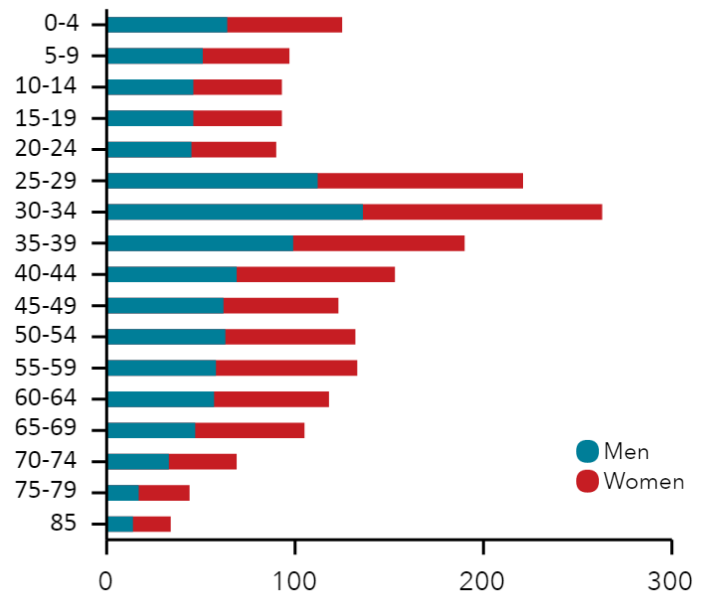


Figure 5-16. Race/Ethnicity Distribution in Lenox

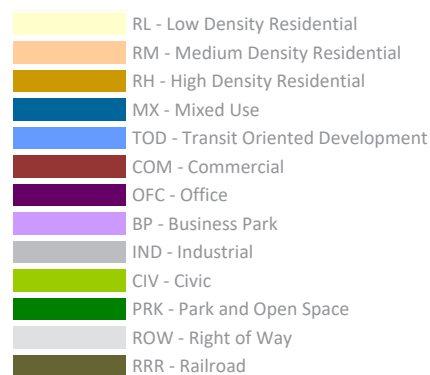
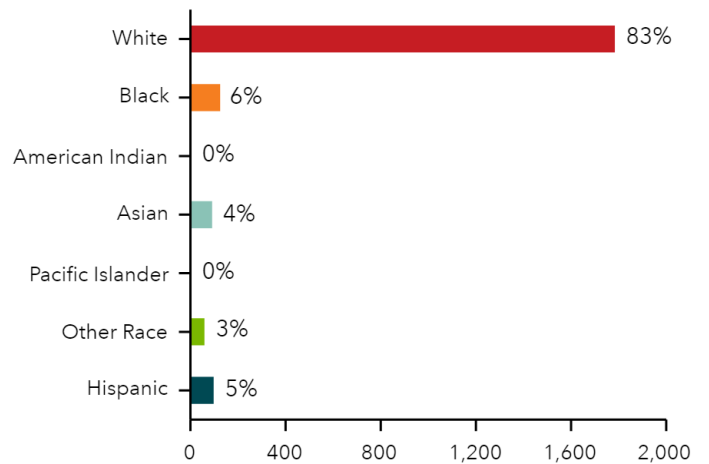
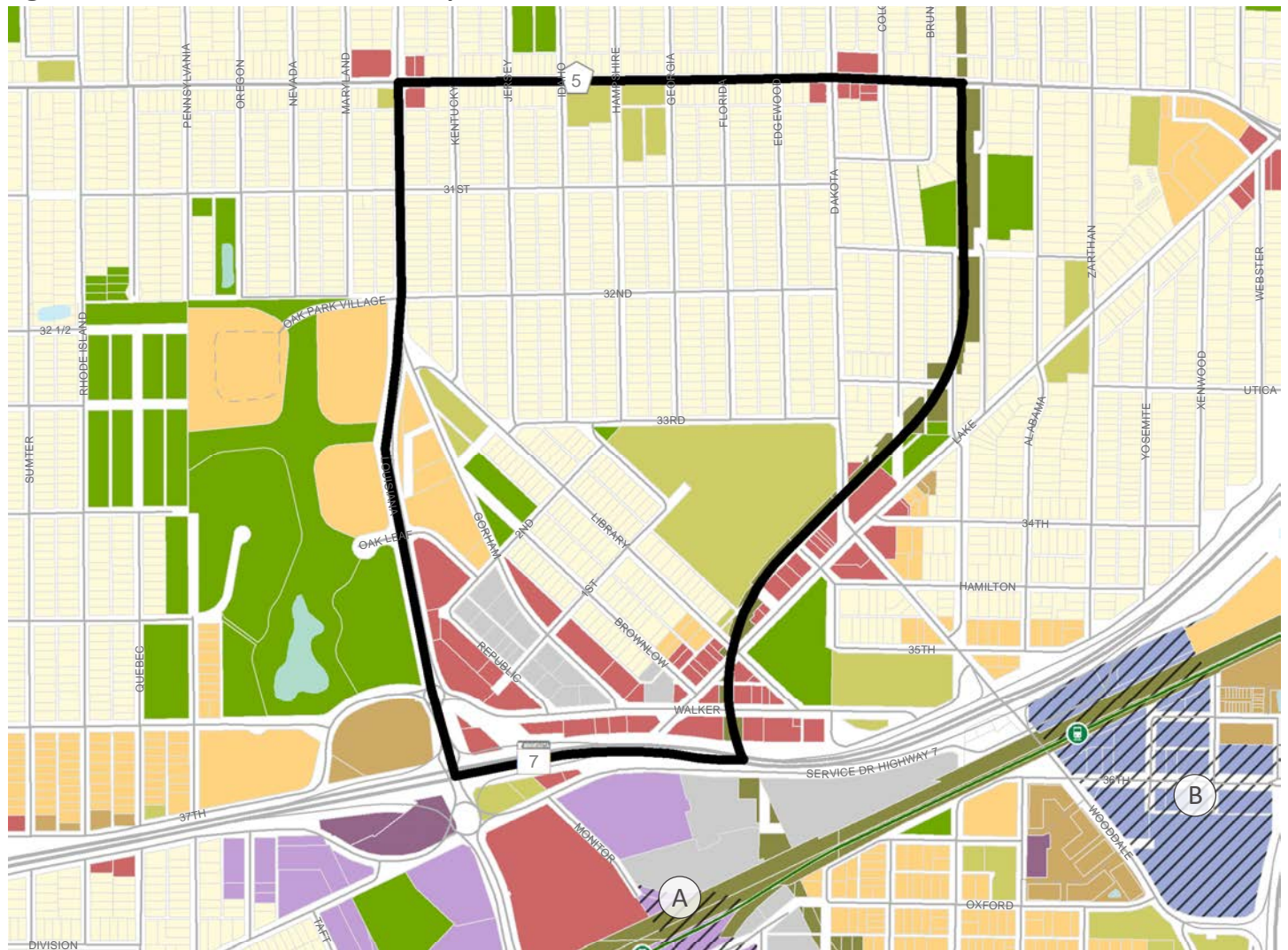


Figure 5-18. 2040 Land Use Plan Map: Lenox



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody



Changes in Land Use

- (A)** COM- Commercial changing to BP- Business Park
- (B)** COM- Commercial, OFC- Office, MX- Mixed Use and RH- High Density Residential changing to TOD- Transit Oriented Development

2017 City of St. Louis Park
Community Development

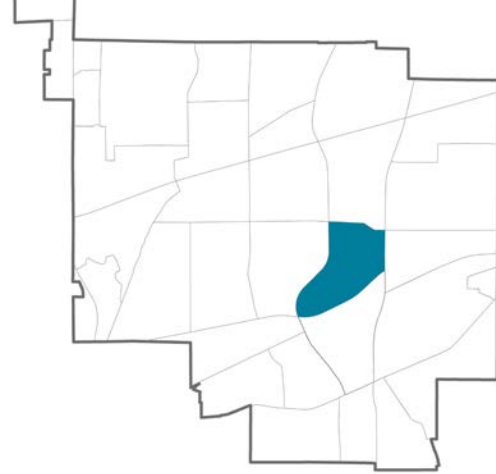
Sorensen

History and Character

The Sorensen neighborhood is located centrally in the city and is defined by strong edges, including two state highways – MN Hwy 100 to the east and MN Hwy 7 to the south, the north-south CP Rail/MN & S Spur line to the west, and Minnetonka Boulevard/Cty Rd 5 to the north. The Sorensen name honors one of the neighborhood’s original families, including Clyde Sorensen who served as police chief on the St. Louis Park Police Dept. The neighborhood contains some of the oldest development in the city, which is linked to the historic Lake Street streetcar. West Lake Street was an active streetcar line beginning in 1892 when the Lake Street streetcar was extended from Minneapolis, around the north shore of Lake Calhoun (now Bde Mka Ska), following Minnetonka Boulevard/Cty Rd 5, then following Lake Street to Walker Street where it turned around. The city’s original village center was located at the south end of Lake Street where it meets Walker Street. The Central Community Center, which was the original St. Louis Park Senior High School, also anchors the south end of the neighborhood, located on Walker Street near the intersection of Wooddale Ave and MN Hwy 7. The high school moved to its current building just to the west of the Sorensen neighborhood (33rd St & Dakota Ave) in 1956, at which time the building became the St. Louis Park Central Junior High School. In 1980, the city’s two junior high schools merged and the Central school building became the Central Community Center.

The neighborhood contains a mix of single-family detached houses, townhouses, apartments, small commercial nodes, and institutions (Central Community Center, Park Spanish Immersion School, private schools, and churches) as well as two city parks and high school athletic fields. Sorensen is a mixed residential neighborhood with approximately 60% single-family detached houses, 37% multi-family buildings, and 3% duplex/triplex. The neighborhood’s retail nodes are located on Lake Street at major intersections, including Minnetonka Boulevard/Cty Rd 5, and Wooddale-Walker (Historic Walker Lake). This area has recently been branded as Historic Walker Lake as part of a coordinated revitalization effort involving the city, residents and business owners.

Figure 5-19. Neighborhood Context



Since the neighborhood is surrounded by a freeway, highway and a freight rail line, access in and out of the neighborhood are somewhat limited. Minnetonka Boulevard/Cty Rd 5 is the only option for crossing MN Hwy 100 to the east and Wooddale Ave is the only option for crossing MN Hwy 7 to the south. Minnetonka Blvd, Wooddale Ave/Dakota Ave, Lake Street, and Walker Street are the only streets that cross the freight rail line to the west.

The Sorensen neighbors association was formed in 1999. They have hosted an annual beer, wine and cheese fundraiser for STEP, as well as a fall social at Webster Park. The group also mails out a neighborhood newsletter twice a year, in the spring and fall. The neighborhood organizes the community garden at Webster Park.



Figure 5-20. Neighborhood Features Map: Sorensen

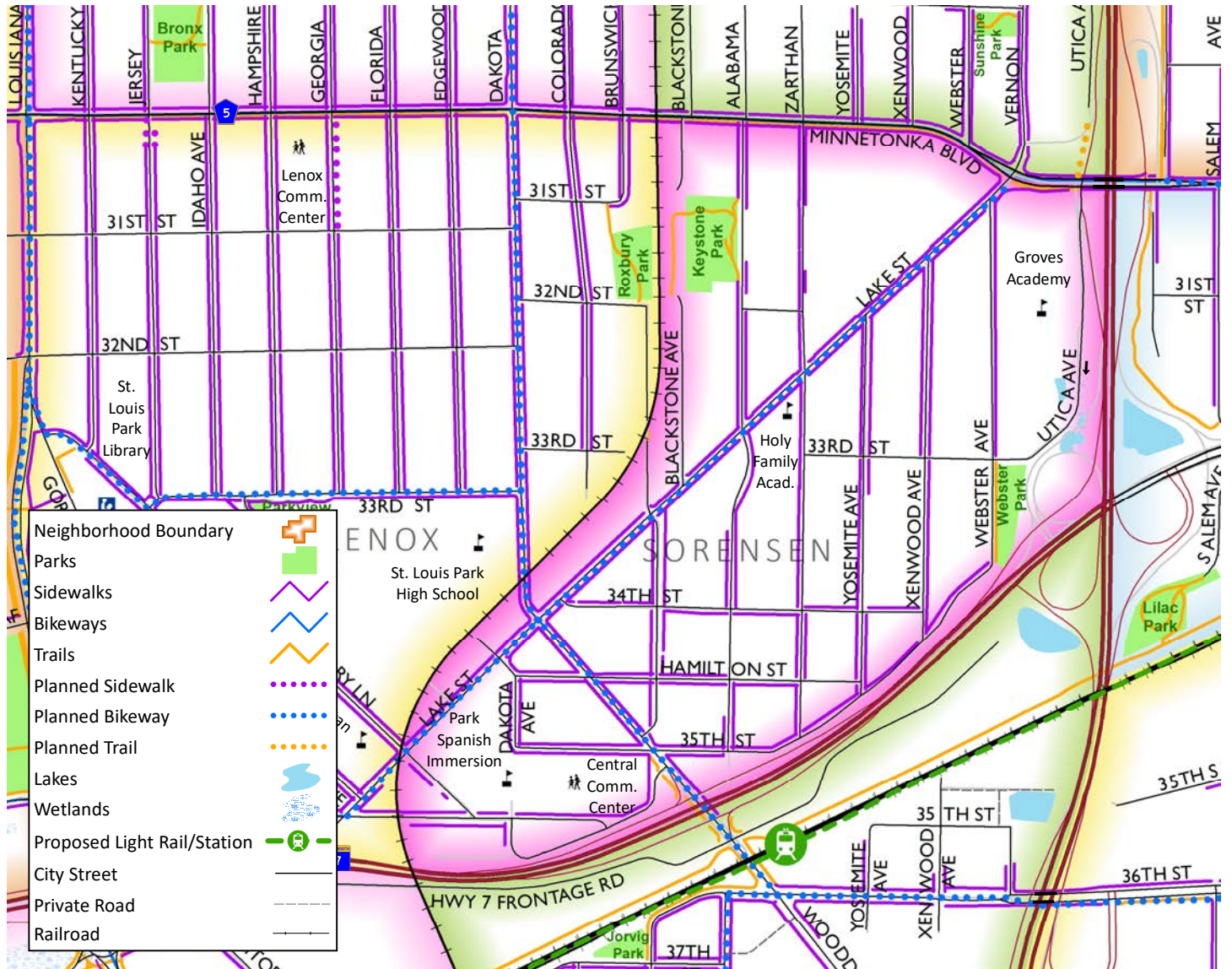


Table 5-7. Neighborhood Statistics: Sorensen

Neighborhood Name:	Sorensen
Neighborhood spatial size:	207.5 acres or 0.32 square miles
Neighborhood population:	1,534 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	791 (2009) / 785 (2018)
Average household size:	2.14
Percent owner occupied:	56%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Historic Walker-Lake Activation Plan, 2016-2017
- » Minnetonka Blvd Study, 2016
- » Connect the Park!, 2013
- » Form Based Code (Draft), 2013
- » Transitional Station Area Action Plans (TSAAP), 2013
- » CP Rail Regional Trail Feasibility Report, 2010
- » Southwest Transitway Station Area Planning, 2009
- » Minnetonka Blvd Design Plan, 2008
- » Active Living Sidewalks and Trails Plan, 2008
- » Elmwood Area Land Use, Transit, and Transportation Study, 2003

Table 5-8. Neighborhood Features Information: Sorensen

Neighborhood	Sorensen
Name:	
Institutions:	Central Community Center, Groves Learning Center, Holy Family School, Holy Family Catholic Church, Spirit of Christ Community Lutheran Church
Parks (active):	Keystone Park, Webster Park
Open spaces (passive):	None
Major streets:	MN Hwy 7, MN Hwy 100, Minnetonka Blvd, Lake St, Walker St, Wooddale Ave, Dakota Ave
Light rail stations:	Wooddale Station
Transit corridors:	Minnetonka Blvd, Wooddale Ave, Lake St/Walker St
Sidewalks:	Both sides of most streets
Bikeways:	Minnetonka Blvd
Trails:	Cedar Lake LRT Regional Trail (immediately south of Hwy 7), Keystone Park, Webster Park, Wooddale Ave
Commercial corridors & nodes:	Historic Walker Lake, Minnetonka & Lake
Industrial areas:	None
Rail lines:	CP Rail / MN & S Spur line

Figure 5-23. 2040 Future Land Use Distribution: Sorensen

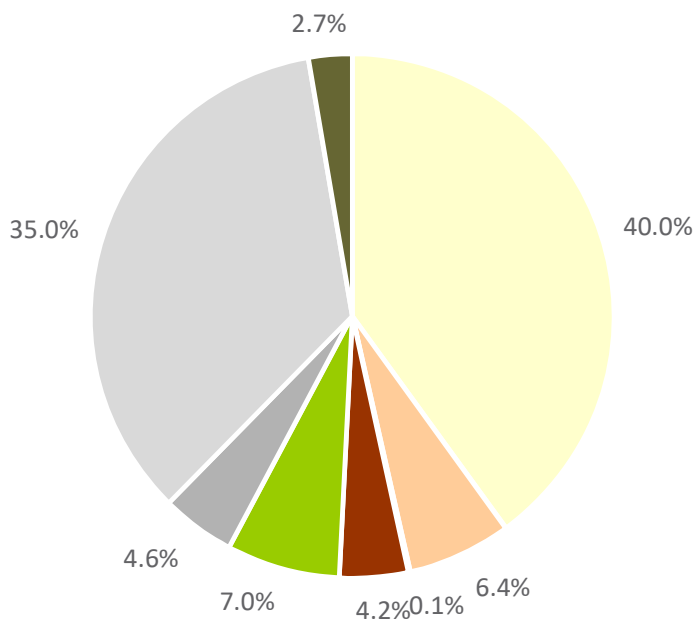


Figure 5-21. Age Distribution in Sorensen

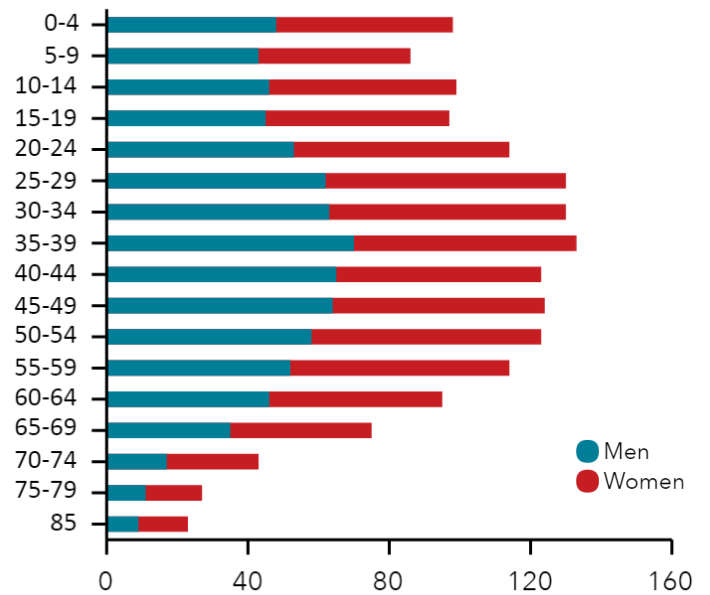


Figure 5-22. Race/Ethnicity Distribution in Sorensen

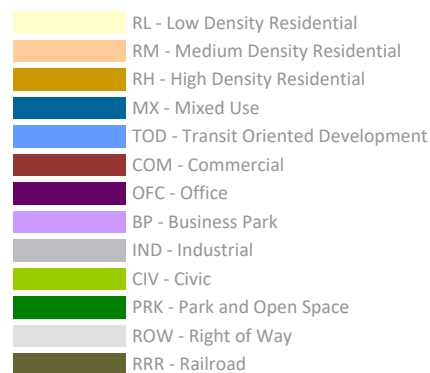
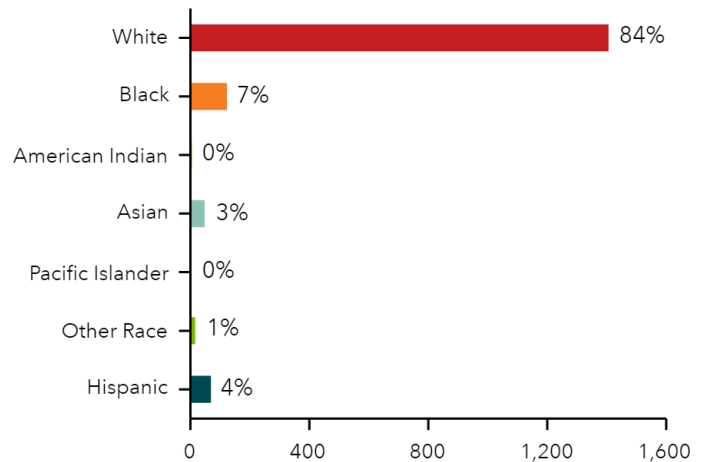
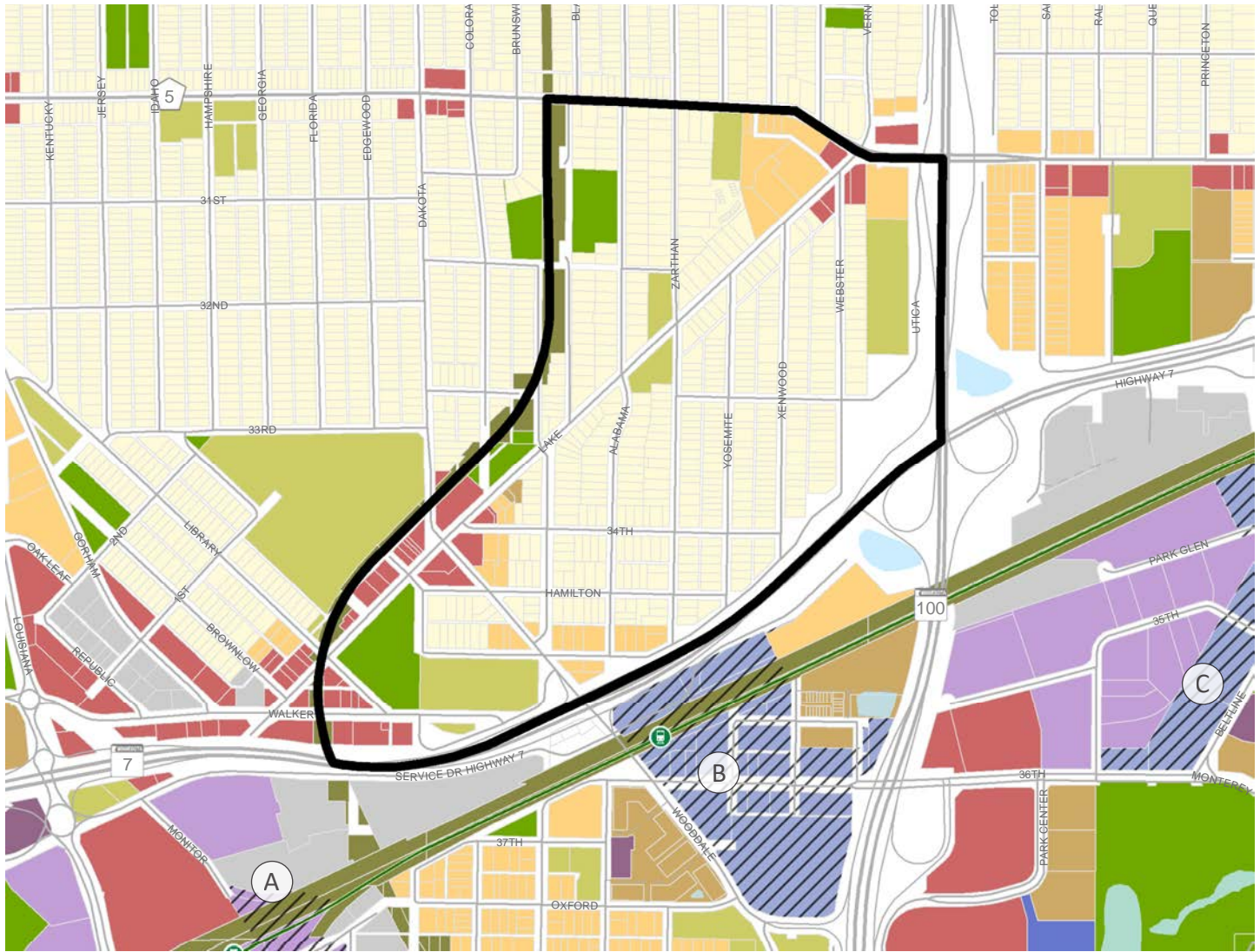


Figure 5-24. 2040 Land Use Plan Map: Sorensen



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody



Changes in Land Use

- (A)** COM - Commercial changing to BP - Business Park
- (B)** COM - Commercial, OFC - Office, MX - Mixed Use and RH - High Density Residential changing to TOD - Transit Oriented Development
- (C)** COM - Commercial, MX - Mixed Use, and BP - Business Park changing to TOD - Transit Oriented Development

2017 City of St. Louis Park
Community Development

Central Planning Area Improvement Priorities

2040 Comprehensive Plan Future Directions

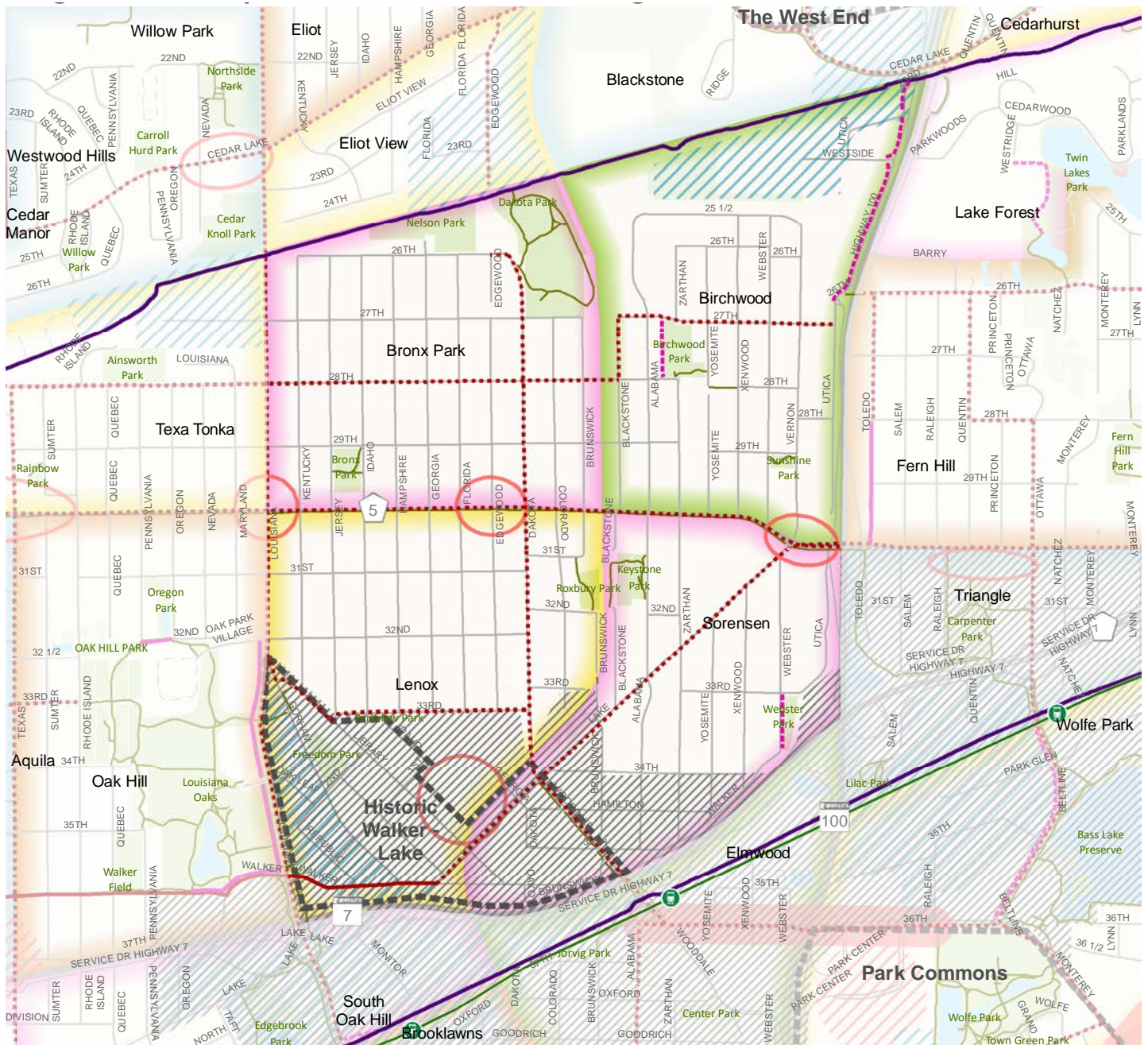
- » Focus transit-oriented development, such as mixed-use and compact, walkable development, in the southern portions of Lenox and Sorensen neighborhoods near the future Louisiana and Wooddale Stations.
- » Promote revitalization and create a district identity for the Historic Walker Lake district
- » Focus on optimizing employment opportunities in the northwest portion of the Birchwood neighborhood building upon the success of the Westside Center.
- » Support neighborhood commercial development at nodes along Minnetonka Boulevard, including Lake, Dakota, and Louisiana.
- » Future bikeways along Louisiana Ave, Lake St, Wooddale Ave, Dakota Ave and 33rd St will improve bicycle connections for the neighborhoods and the community overall.
- » Future improvements to Minnetonka Blvd/Cty Rd 5 and Louisiana Ave as future Transit Priority Streets.
- » Future improvements to Wooddale Ave/Dakota Ave and 27th St/28th St as Multi-Modal Streets.

Neighborhood Planning Area Improvement Priorities and Opportunities

(Identified through the Neighborhood Planning Process)

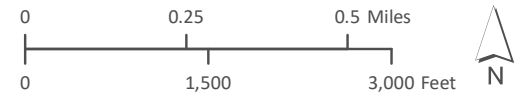
- » The community feedback overwhelmingly identified the quality of trees as one of the most important assets to the neighborhoods of the Central neighborhoods. Ongoing inventory, evaluation, and maintenance remain a priority.
- » Development of more locally-owned restaurants and coffee shops are strongly supported by residents in the Central neighborhoods. Neighborhood commercial nodes have been identified mainly along Minnetonka Boulevard, and could be potential opportunity sites for these types of businesses. Also, the LRT Station Area Corridor area in the southern portion of Lenox and Sorensen neighborhoods could be potential locations for new coffee shops, restaurants, and other walkable food outlets.
- » General concern has been voiced over affordability of existing and new housing stock, as well as the character and scale of new houses that have been built in the neighborhood. Creating a variety of housing options regarding size and price ranges, while maintaining the existing neighborhood character is a priority.
- » Pedestrian-scaled lighting and pedestrian connections along busy corridors such as Minnetonka Boulevard and Louisiana Avenue have been requested.
- » Parks, such as Dakota, Birchwood, Roxbury and Keystone Park are significant environmental assets as well as community gathering places.

Figure 5-25. Central Planning Area Neighborhood Improvement Map



Legend

- Planned LRT Stations
- Green Line Extension
- Regional Trails
- Future Local Trails
- Existing Local Trails
- Future Bikeways
- Existing Bikeways
- Local Park Trails
- Districts
- Employment Areas
- Commercial Centers
- Neighborhood Commercial Nodes
- Commercial Corridors
- Waterbody
- Parks
- Open Space
- Municipal Boundaries
- LRT Station Areas Corridor



2017 City of St. Louis Park
Community Development

Page Intentionally Left Blank



Chapter 6

East Central

Fern Hill

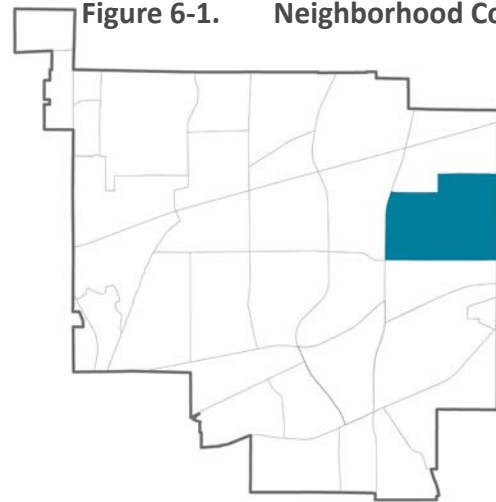
History and Character

Fern Hill is a neighborhood located on the city's east side, north of Minnetonka Boulevard/Cty Rd 5 between MN Hwy 100 and France Avenue. The neighborhood consists of a broad mix of housing types, neighborhood commercial nodes along Minnetonka Blvd, and a number of religious institutions. The neighborhood's boundaries are Minnetonka Boulevard/Cty Rd 5 (south), MN Hwy 100 (west), 25 ½ Street/Twin Lakes Park/Cedarwood Rd (north), and France Avenue/city border (east). Fern Hill borders the Cedar-Isles-Dean neighborhood in Minneapolis.

Minnetonka Blvd functions as a neighborhood "main street" with a mix of commercial businesses, the largest concentration located at the east end between Joppa Avenue and France Avenue. The commercial businesses along Minnetonka Blvd have benefited from significant reinvestment over the past decade and comprise a healthy neighborhood commercial node.

The Fern Hill neighborhood consists of single-family detached houses, townhouses, apartments, and condominiums. The oldest houses in the neighborhood were built in the first quarter of the 20th century to take advantage of the historic Lake Street streetcar line that ran along Minnetonka Boulevard/Cty Rd 5. The neighborhood's apartments and townhouses are primarily clustered along Minnetonka Boulevard west of Joppa Avenue, between Minnetonka Boulevard and Fern Hill Park, and adjacent to Twin Lakes Park.

Figure 6-1. Neighborhood Context



Fern Hill is home to a number of community institutions, including Torah Academy Grade School, Bais Yaakov Girls High School, Beth El Synagogue, Keneseth Israel Congregation, and St. George's Episcopal Church. The Benilde – St. Margaret's School campus, which is a private junior/senior high school, is located on the northwest edge of the neighborhood along MN Hwy 100. Since 2000, the school has completed some major facility expansions, both buildings and outdoor facilities.

Parks and open spaces wind through the center of the neighborhood, anchored by Twin Lake, Twin Lake Park, and Fern Hill Park. City-owned wetland and wooded areas nearly connect the two parks, which also connect to many of the neighborhood's institutions. The Cedar Lake wetland/stormwater pond area located at 26th St & France Ave also straddles the St. Louis Park and Minneapolis border and provides a direct connection to Cedar Lake and the Chain of Lakes park system in Minneapolis.



Figure 6-2. Neighborhood Features Map: Fern Hill

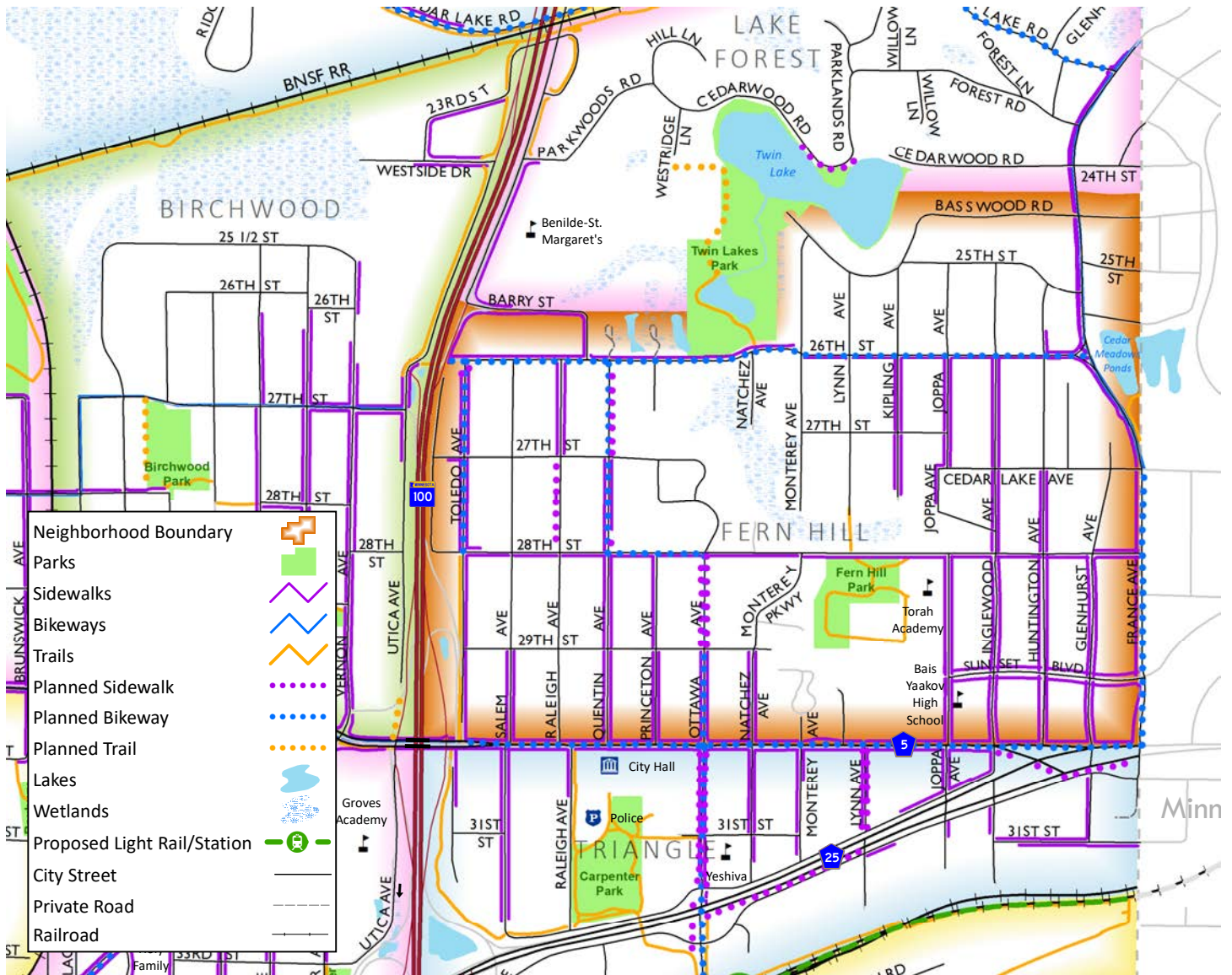


Table 6-1. Neighborhood Statistics: Fern Hill

Neighborhood Name:	Fern Hill
Neighborhood spatial size:	384.5 acres or 0.60 square miles
Neighborhood population:	2,863 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	1,259 (2009) / 1,354 (2018)
Average household size:	2.37
Percent owner occupied:	72%

Recent Plans and Studies

- » Minnetonka Boulevard Study, 2016
- » Beltline Station Area Framework & Design Guidelines, 2014
- » Form Based Codes (Draft), 2013
- » Connect the Park!, 2013
- » Transitional Station Area Action Plans (TSAAP), 2013
- » Southwest Transitway Station Area Planning, 2009
- » Minnetonka Blvd Design Plan, 2008
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 6-2. Neighborhood Features Information: Fern Hill

Neighborhood Name:	Fern Hill
Institutions:	Torah Academy Grade School, Bais Yaakov Girls High School, Beth El Synagogue, Keneseth Israel Congregation, St. George Episcopal Church, Benilde-St. Margaret's School (Junior & Senior High School)
Parks (active):	Fern Hill Park, Twin Lakes Park
Open spaces (passive):	City-owned wetland & wooded area between Twin Lakes park and Fern Hill Park, Cedar Lake wetland, Cedar Lake/Chain of Lakes
Major streets:	MN Hwy 100, Minnetonka Blvd, France Ave, 26th St, 28th St, Quentin Ave, Toledo Ave
Light rail stations:	Beltline Station just to the south
Transit corridors:	Minnetonka Blvd., France Ave, 26th St
Sidewalks:	Minnetonka Blvd, France Ave, Sunset Blvd, 26th St, 28th St, Inglewood Ave, Quentin Ave, Toledo Ave, significant sidewalk gaps
Bikeways:	France Ave
Trails:	Fern Hill Park, Twin Lakes Park, Cedar Lake wetland, Minneapolis Cedar Lake/Chain of Lakes
Commercial corridors & nodes:	Minnetonka & France, Minnetonka & Ottawa, Minnetonka & Lake
Industrial areas:	None
Rail lines:	None

Figure 6-5. 2040 Future Land Use Distribution: Fern Hill

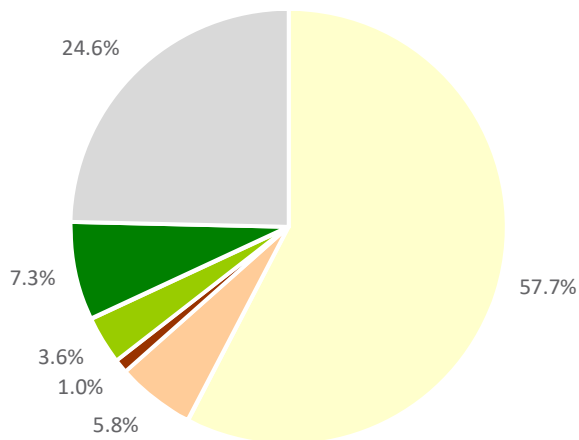


Figure 6-3. Age Distribution in Fern Hill

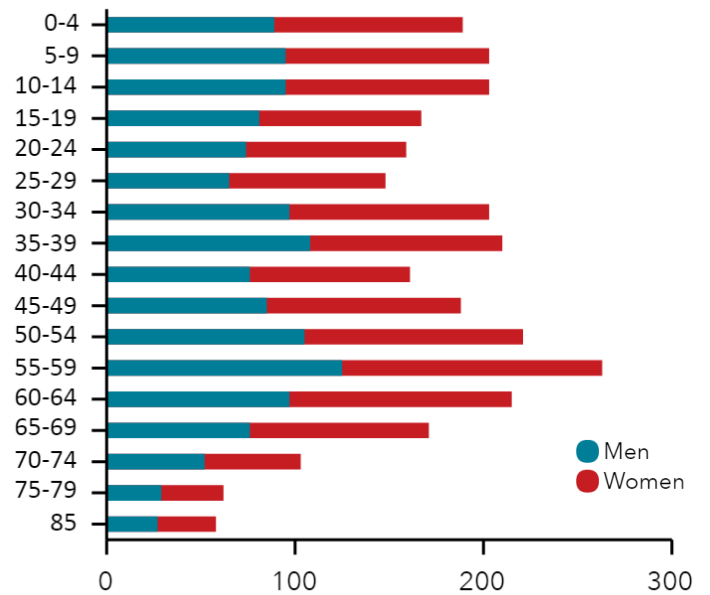


Figure 6-4. Race/Ethnicity Distribution in Fern Hill

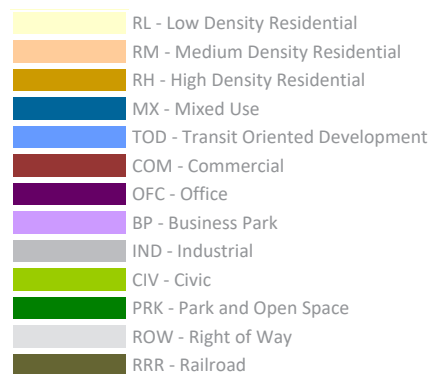
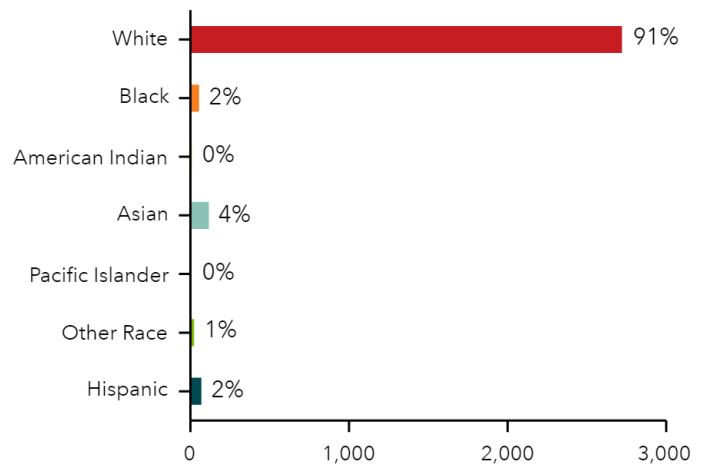
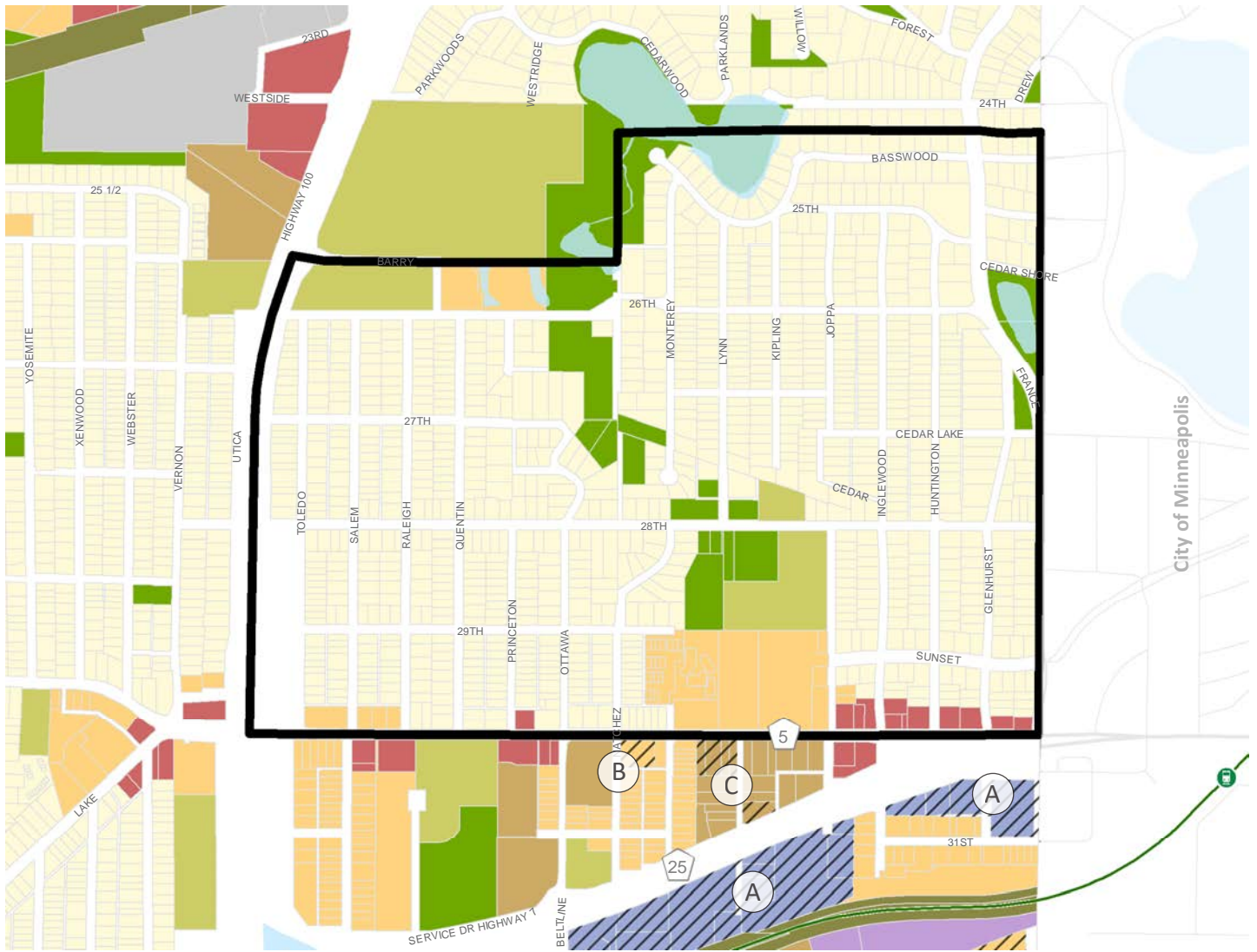


Figure 6-6. 2040 Land Use Plan Map: Fern Hill



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

Changes in Land Use

- (A)** COM- Commercial, MX- Mixed Use, and BP- Business Park changing to TOD- Transit Oriented Development
- (B)** COM- Commercial changing to RM - Medium Density Residential
- (C)** OFC- Office changing to RH- High Density Residential

2017 City of St. Louis Park
Community Development

Lake Forest

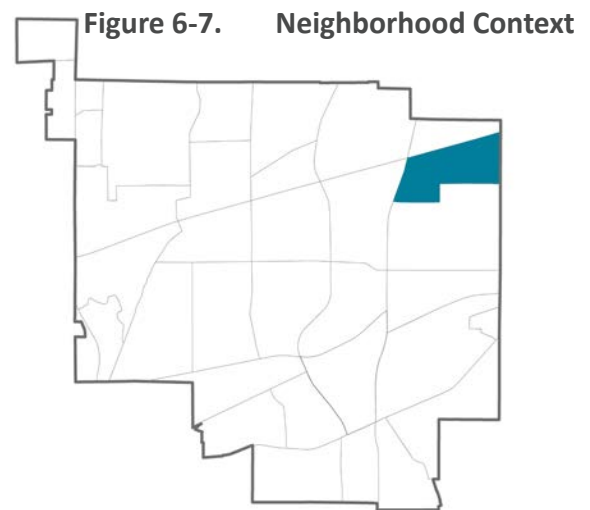
History and Character

Lake Forest is a small residential neighborhood located in the northeast corner of the city, between MN Hwy 100 and France Avenue. The neighborhood is also within walking distance of Cedar Lake, Theodore Wirth Park, and the Chain of Lakes park system in Minneapolis. The neighborhood features an attractive natural landscape of rolling hills, wooded lots and open spaces, wetlands, and Twin Lakes. The Benilde – St. Margaret’s School campus is the only non-residential development in the neighborhood. The neighborhood’s boundaries are Highway 100 (west), BNSF Rail line / North Cedar Lake Regional Trail (north), France Avenue / city border with Minneapolis (east), and 25 ½ Street / Twin Lakes Park / Cedarwood Rd (south). Lake Forest borders the Bryn Mawr neighborhood in Minneapolis.

Lake Forest’s residential neighborhood consists entirely of single-family detached homes. The neighborhood was designed and platted to create a low-density residential neighborhood with a country estates character, including large wooded lots, winding lanes, minimal street traffic, and low-profile contemporary architectural styles. The Paul Olfelt House, built in 1960, is a Frank Lloyd Wright designed house located in the neighborhood, one of only 11 such houses in Minnesota.

The Benilde – St. Margaret’s School campus, which is a private junior / senior high school, is a major educational institution located in the southwest corner of the neighborhood along MN Hwy 100. Since 2000, the school has completed some major facility expansions, including both buildings and outdoor facilities.

Twin Lakes and Twin Lakes Park are located on the southern edge of the neighborhood. Most of the park is located on the south side of the lake with a small portion located on the north side. Reserve Block 40 Park is located on the east side of the neighborhood. The park’s name refers to its lot designation on the McNair Park subdivision plat. The 1.6-acre park straddles the St. Louis Park & Minneapolis border and is under Minneapolis Park & Recreation Board (MPRB) jurisdiction. There are also four City-owned wooded open space areas within the neighborhood, including Medora Woods (France Ave & 22nd St). The neighborhood is also conveniently located near the North Cedar Lake Regional



Trail (accessed via the pedestrian bridge located at the end of Cedar Lake Road and natural open space areas in Minneapolis, including Cedar Lake and Brownie Lake (part of the Minneapolis Chain of Lakes), and Theodore Wirth Park. A pedestrian bridge over the rail line and the North Cedar Lake Regional Trail provides a connection between the neighborhood and destinations north of the rail line.

The Lake Forest Neighborhood boasts one of the oldest neighbors’ groups in St. Louis Park, with the Lake Forest Neighborhood Association originally formed in 1942. Since 1996, the neighborhood association has hosted an annual summer gathering.



Figure 6-8. Neighborhood Features Map: Lake Forest

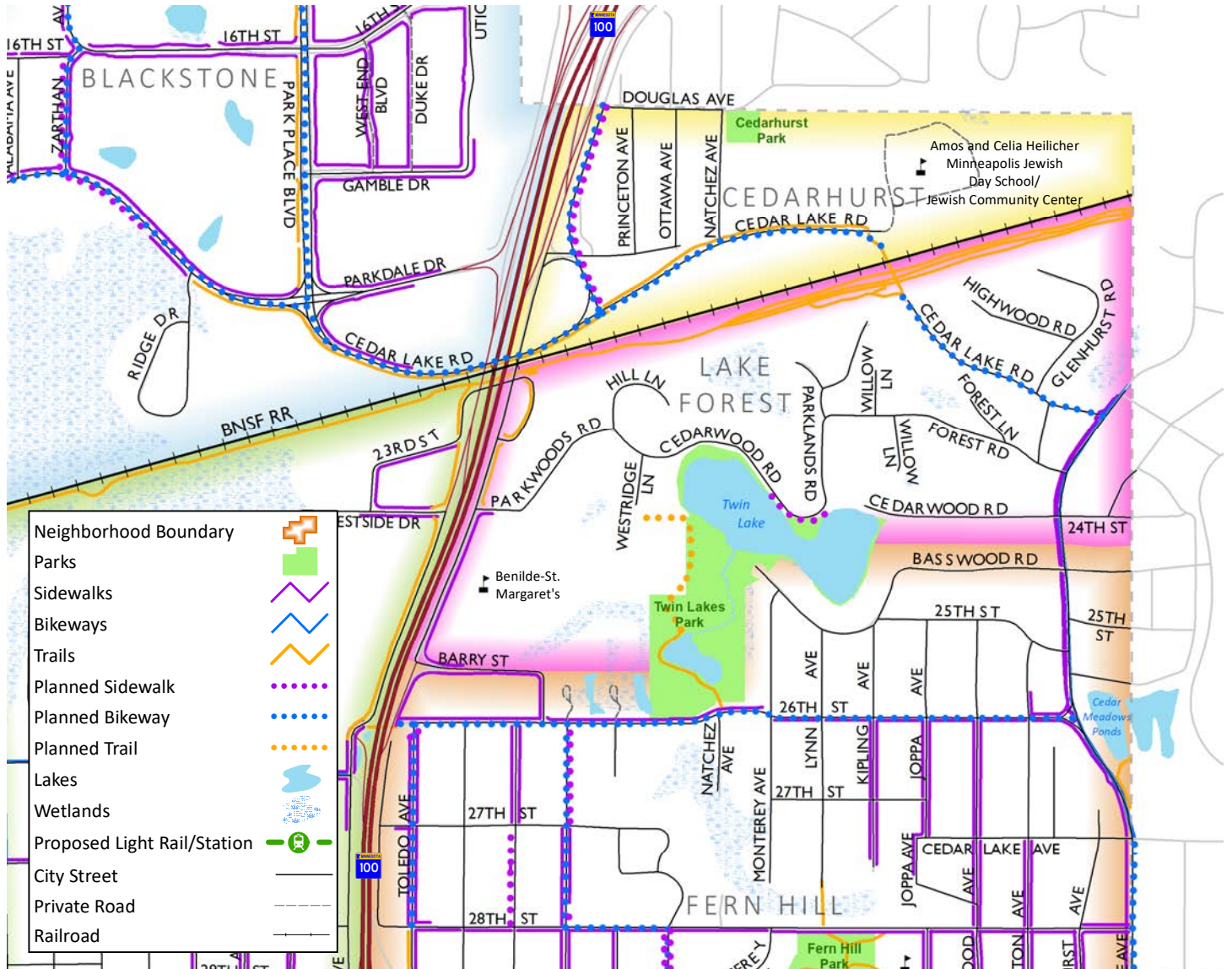


Table 6-3. Neighborhood Statistics: Lake Forest

Neighborhood Name:	Lake Forest
Neighborhood spatial size:	197.6 acres or 0.31 square miles
Neighborhood population:	602 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	197 (2009) / 197 (2018)
Average household size:	2.45*
Percent owner occupied:	92%

Recent Plans and Studies

- » Cedar Lake Road Study, 2015
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 6-4. Neighborhood Features Information: Lake Forest

Neighborhood Name:	Lake Forest
Institutions:	Benilde- St. Margaret’s School (Junior & Senior High School)
Parks (active):	Twin Lakes Park, Reserve Block 40 Park
Open spaces (passive):	City-owned wooded areas along Forest Road, Willow Lane, and France Avenue. Community Garden at Twin lakes & Cedarwood Rd, Cedar Lake/ Chain of Lakes/ Theodore Wirth Park (Minneapolis)
Major streets:	MN Hwy 100, France Ave, Parkwoods Rd, Cedarwood Rd, Parklands Rd, Forest Rd
Light rail stations:	None
Transit corridors:	France Avenue, MN Hwy 100 Frontage Rd
Sidewalks:	France Avenue, MN Hwy 100 Frontage Rd
Bikeways:	France Ave
Trails:	North Cedar Lake Regional Trail, Twin Lakes Park, Minneapolis Cedar Lake/ Chain of Lakes
Commercial corridors & nodes:	Minnetonka & France, Minnetonka & Ottawa, Minnetonka & Lake (all approx. 1 mile to the south)
Industrial areas:	None
Rail lines:	BNSF Rail line

Figure 6-11. 2040 Future Land Use Distribution: Lake Forest

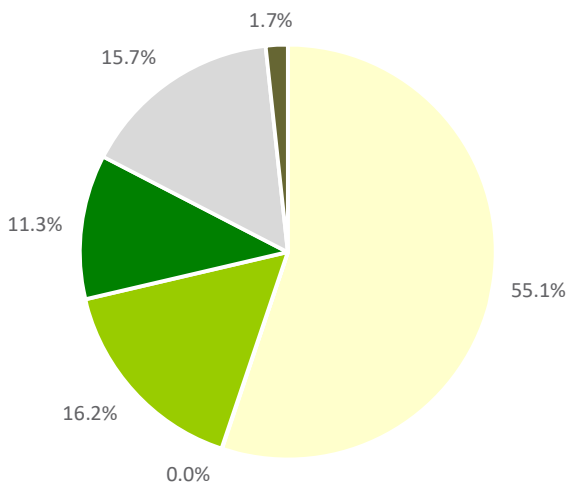


Figure 6-9. Age Distribution in Lake Forest

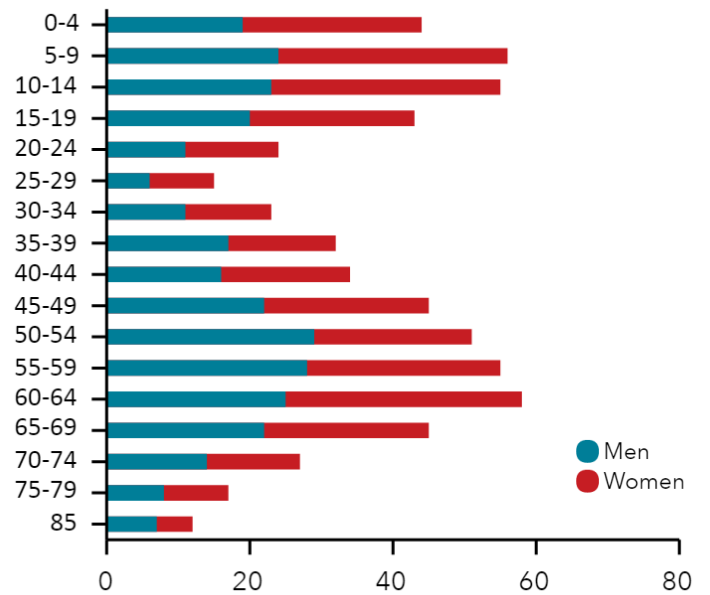


Figure 6-10. Race/Ethnicity Distribution in Lake Forest

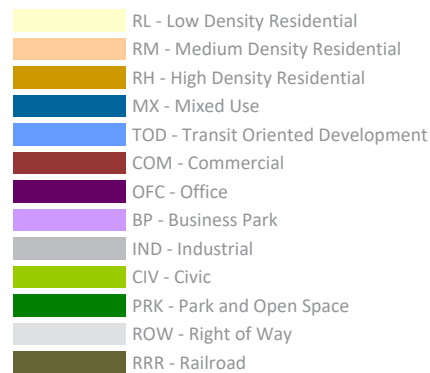
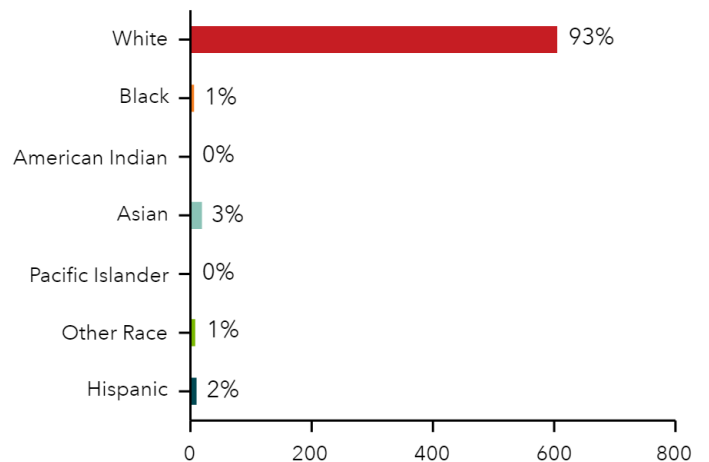
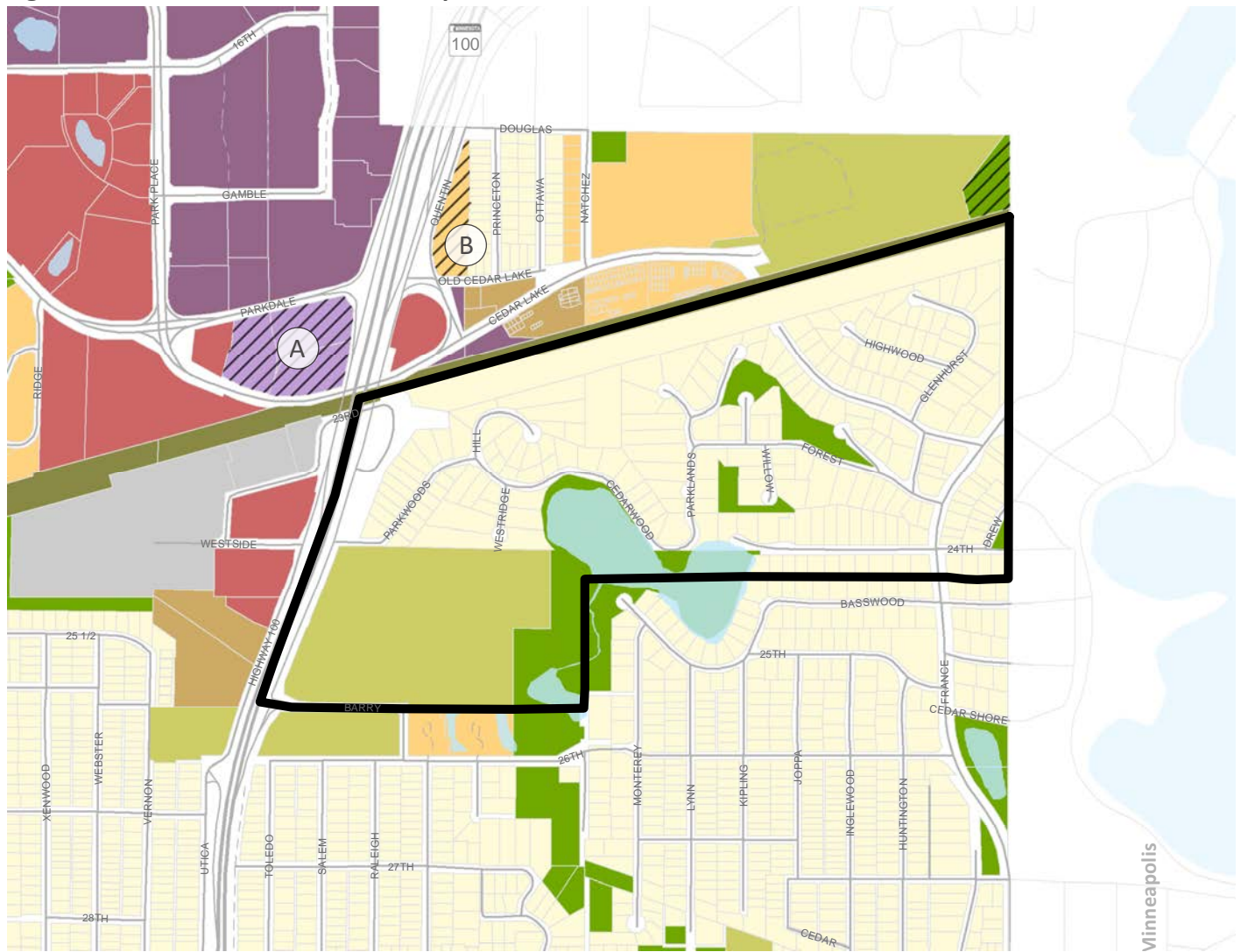


Figure 6-12. 2040 Land Use Plan Map: Lake Forest



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

Changes in Land Use

- (A)** IND - Industrial changing to BP - Business Park
- (B)** ROW - Right of Way changing to RM - Medium Density Residential

Triangle

History and Character

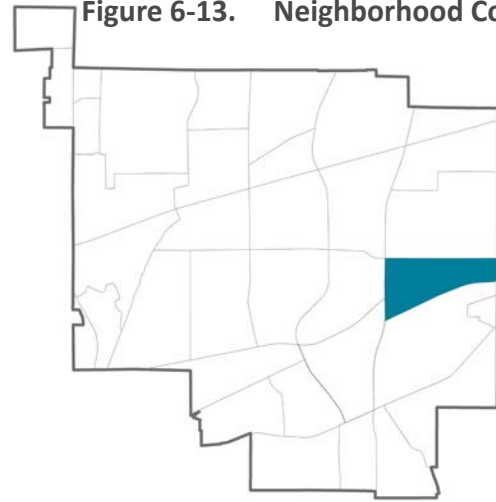
The Triangle neighborhood is located on the city's east side, south of Minnetonka Boulevard/Cty Rd 5 between MN Hwy 100 and France Ave. The Triangle neighborhood is characterized by a broad diversity of land uses, including civic, residential, commercial, and industrial areas. The neighborhood's central feature is the civic area of Carpenter Park, Skippy Field, City Hall, and the Police Station. CSAH 25 passes through the center of the neighborhood (east-west) and divides residential areas (north side) from industrial uses (south side). The neighborhood's boundaries are Minnetonka Blvd/Cty Rd 5 (north), MN Hwy 100 (west), CP Rail/Bass Lake Spur line and Cedar Lake LRT Regional Trail (south), and France Ave/city border (east). The Triangle neighborhood borders the West Calhoun neighborhood in Minneapolis.

Triangle is one of the city's oldest neighborhoods dating back to 1887 as a result of the historic streetcar line that ran along Minnetonka Blvd. Older homes still exist in the neighborhood, although considerable redevelopment of single-family houses to apartment buildings has occurred. Construction of Hwy /CSAH 25 during the 1930s also displaced homes. The neighborhood consists of a broad mix of housing options, including single-family detached houses, townhouses, apartments, and condominiums. Multi-family housing accounts for more than 85% of the neighborhood's housing units. Recently, new high density residential and mixed use buildings have been developed along the south side of CSAH 25.

Minnetonka Blvd functions as a neighborhood "main street" with the largest commercial node located at the east end between Joppa Ave and France Ave. Three neighborhood commercial nodes are located along Minnetonka Blvd. Industrial uses dominate the neighborhood south of CSAH 25, including the Nordic Ware manufacturing company located west of Beltline Blvd and the northern portion of the Beltline Industrial Park.

The neighborhood has two parks: Carpenter Park/Skippy Field, a community park, and Lilac Park, a historical park. A new outdoor skate park opened in 2018 at Carpenter Park. Lilac Park was extensively renovated in 2009 as a historical MN Hwy 100 (Lilac Way) roadside park. MN Hwy 100 was originally designed with extensive landscaping to

Figure 6-13. Neighborhood Context



create a parkway driving experience, including roadside parks and lilac trees. Of the original seven roadside parks, only two remain today – new Lilac Park and Graeser Park (Robbinsdale). The original Lilac Park, located NE of MN Hwy 100 & Minnetonka Blvd, was removed when MN Hwy 100 was improved. The neighborhood is also within easy walking distance of Lake Calhoun and the Chain of Lakes park system in Minneapolis.

The Peavey-Haglin Experimental Concrete Grain Elevator, which is located on the Nordic Ware site and next to Lilac Park, is a National Historic Landmark on the National Register of Historic Places. It was the first circular reinforced-concrete grain elevator constructed in the U.S., engineered by Charles F. Haglin and commissioned by Frank Peavey in 1899-1900. This historic structure now bears the Nordic Ware name and continues to be a community landmark.



Figure 6-14. Neighborhood Features Map: Triangle

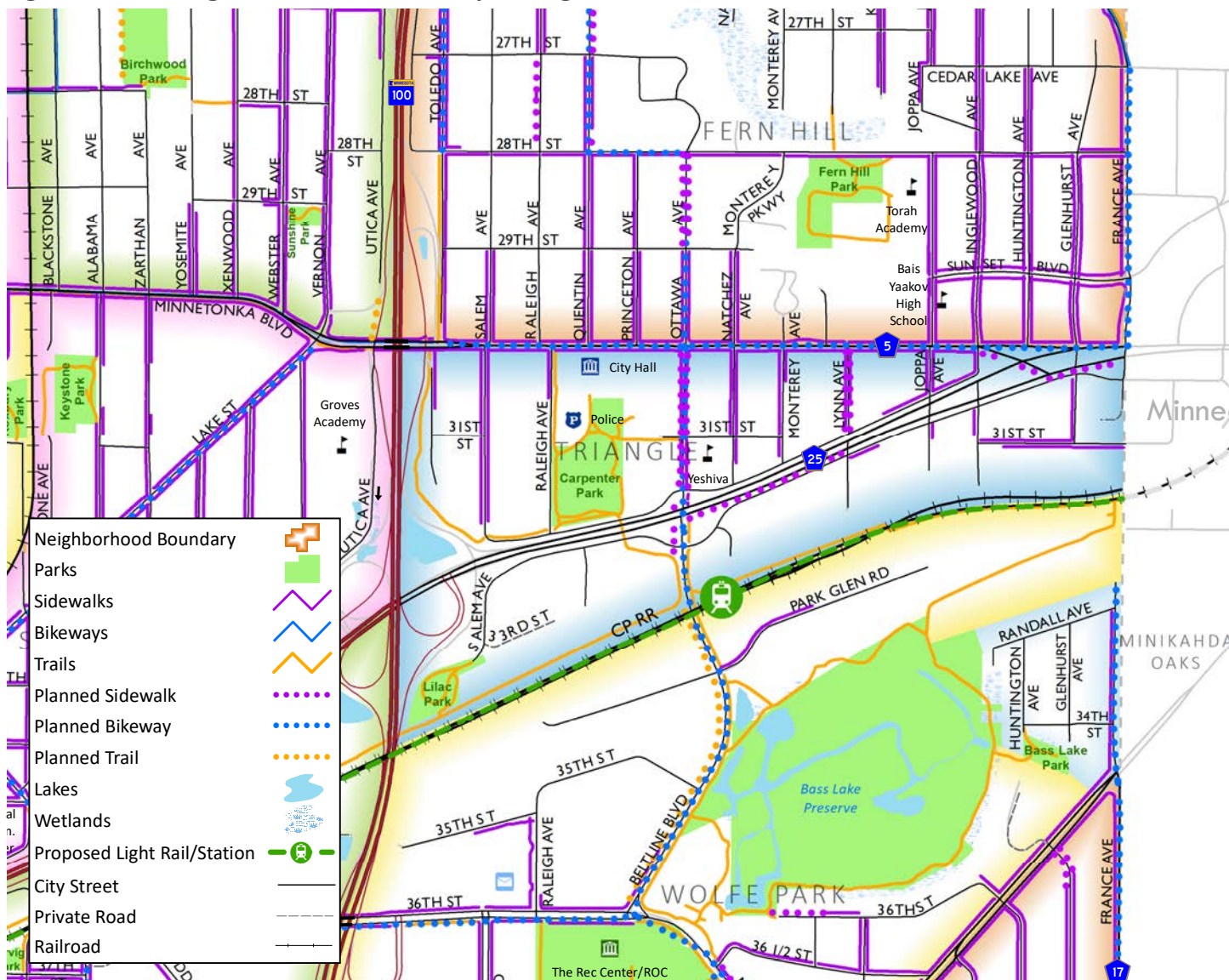


Table 6-5. Neighborhood Statistics: Triangle

Neighborhood Name:	Triangle
Neighborhood spatial size:	190.3 acres or 0.30 square miles
Neighborhood population:	1,660 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	1,076 (2009) / 1,241 (2018)
Average household size:	1.56*
Percent owner occupied:	18%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » CSAH 25 Study, 2017
- » Minnetonka Boulevard Study, 2016
- » Carpenter Park / Bass Lake Preserve Study, 2015
- » Beltline Station Area Framework & Design Guidelines, 2014
- » Form Based Codes (Draft), 2014
- » Connect the Park!, 2013
- » Transitional Station Area Action Plans (TSAAP), 2013
- » Southwest Transitway Station Area Planning, 2009
- » Minnetonka Blvd Design Plan, 2008
- » Active Living Sidewalks and Trails Plan, 2008

Table 6-6. Neighborhood Features Information: Triangle

Neighborhood Name:	Triangle
Institutions:	City Hall, Police Station, Yeshiva of Minneapolis School
Parks (active):	Carpenter Park/Skippy Field, Lilac Park
Open spaces (passive):	Bass Lake Preserve, 1/2 mile south
Major streets:	MN Hwy 100, CSAH 25, Minnetonka Blvd/Cty Rd 5, Ottawa Ave, Beltline Blvd
Light rail stations:	Beltline Station
Transit corridors:	Minnetonka Blvd, CSAH 25
Sidewalks:	Most streets have sidewalks but some gaps remain
Bikeways:	None
Trails:	Cedar Lake Regional Trail, Carpenter Park, trail between Minnetonka Blvd & MN Hwy 100 to Carpenter Park along Toledo Ave, walk/bike bridge over CSAH 25
Commercial corridors & nodes:	Minnetonka & France, Minnetonka & Ottawa, Minnetonka & Lake
Industrial areas:	Beltline Industrial Park, Nordic Ware Campus
Rail lines:	CP Rail/Bass Lake Spur Line

Figure 6-15. Age Distribution in Triangle

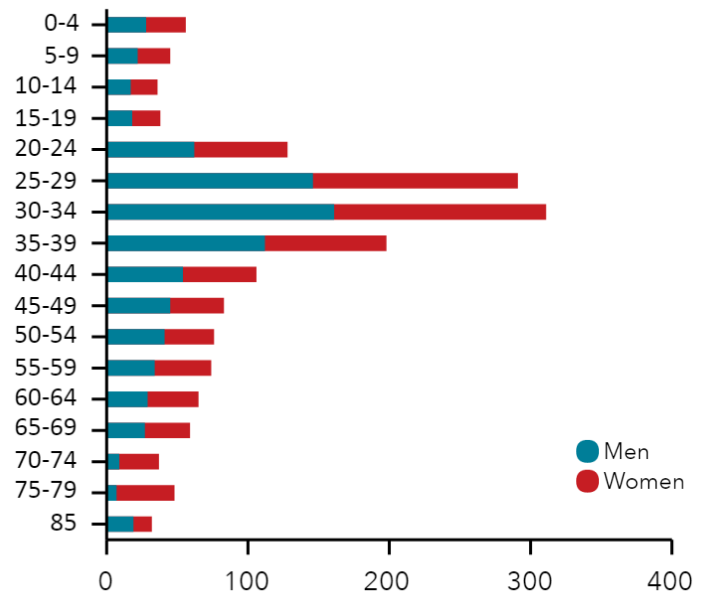


Figure 6-17. 2040 Future Land Use Distribution: Triangle

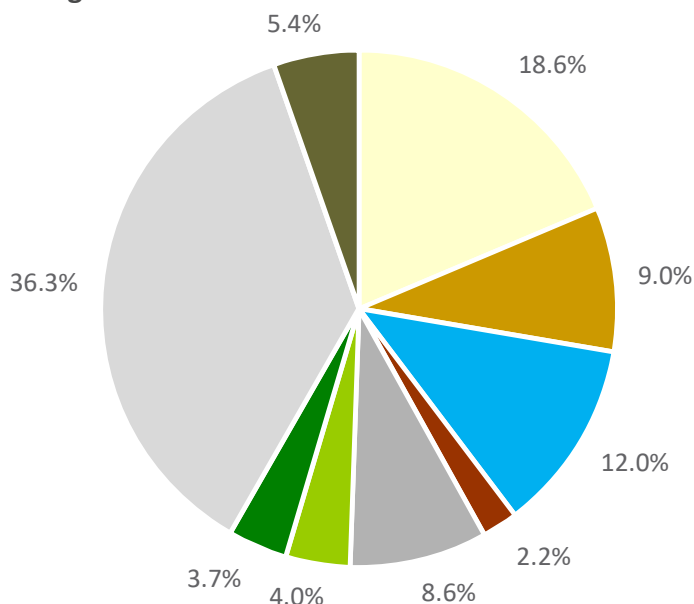


Figure 6-16. Race/Ethnicity Distribution in Triangle

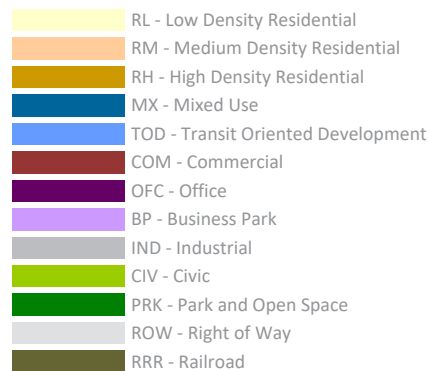
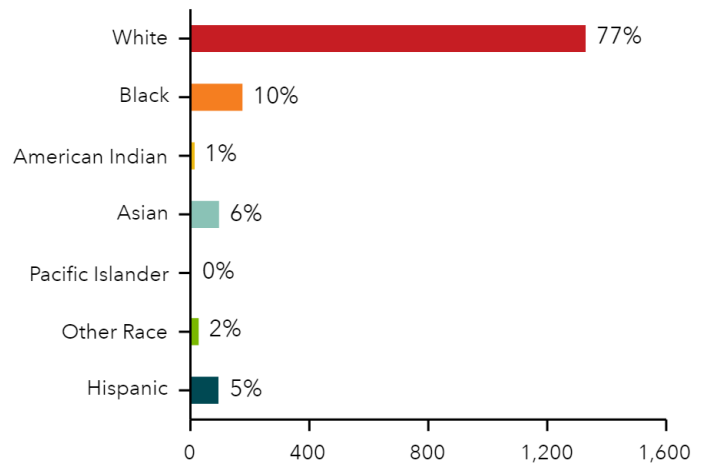
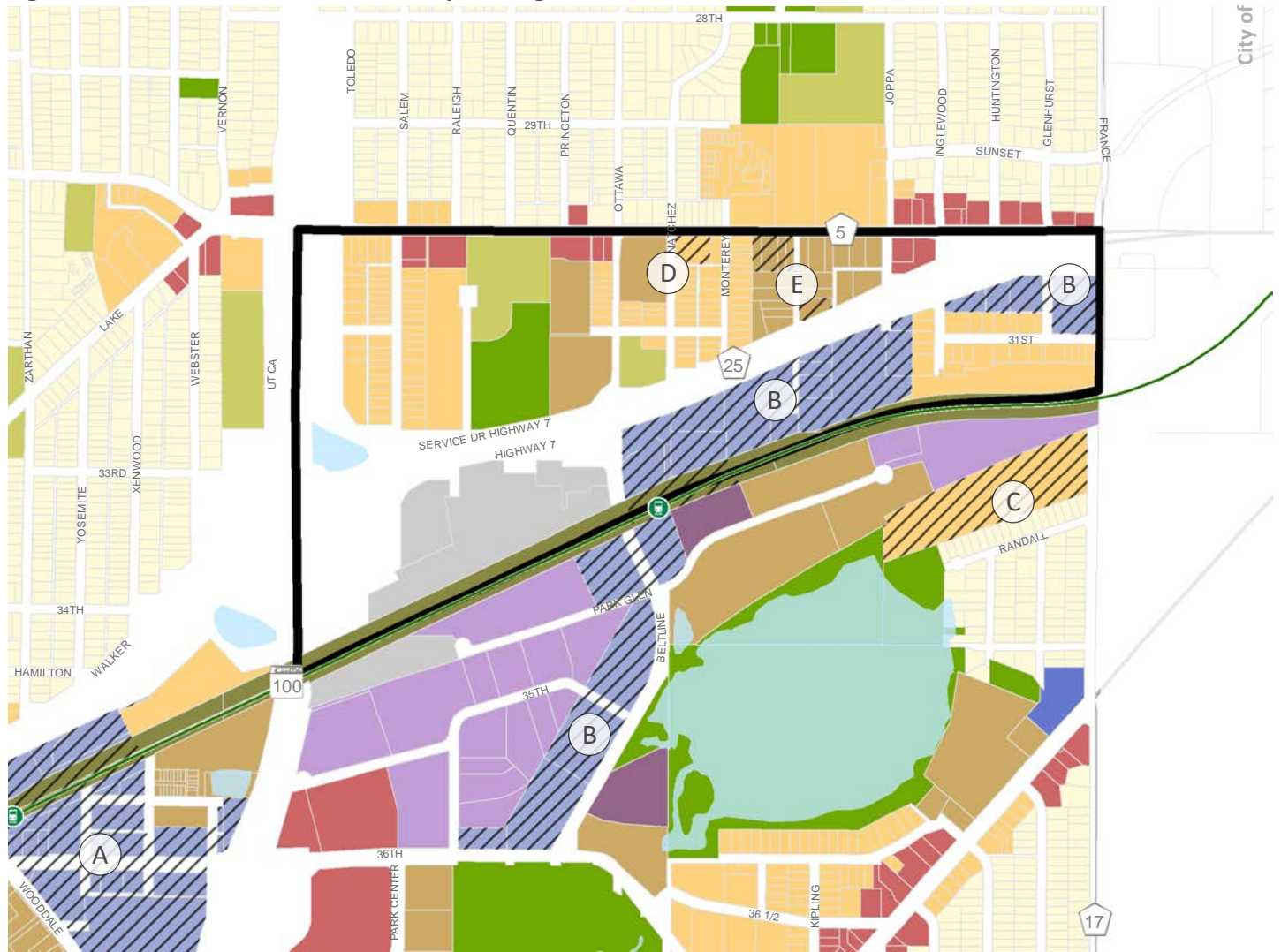


Figure 6-18. 2040 Land Use Plan Map: Triangle



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody



Changes in Land Use

- (A)** COM- Commercial, OFC- Office, MX- Mixed Use and RH- High Density Residential changing to TOD - Transit Oriented Development
- (B)** COM- Commercial, MX- Mixed Use and BP- Business Park changing to TOD- Transit Oriented Development
- (C)** IND- Industrial changing to RM- Medium Density Residential
- (D)** COM- Commercial changing to RM- Medium Density Residential
- (E)** OFC- Office changing to RH- High Density Residential

2017 City of St. Louis Park
Community Development

East Central Planning Area Improvement Priorities

2040 Comprehensive Plan Future Directions

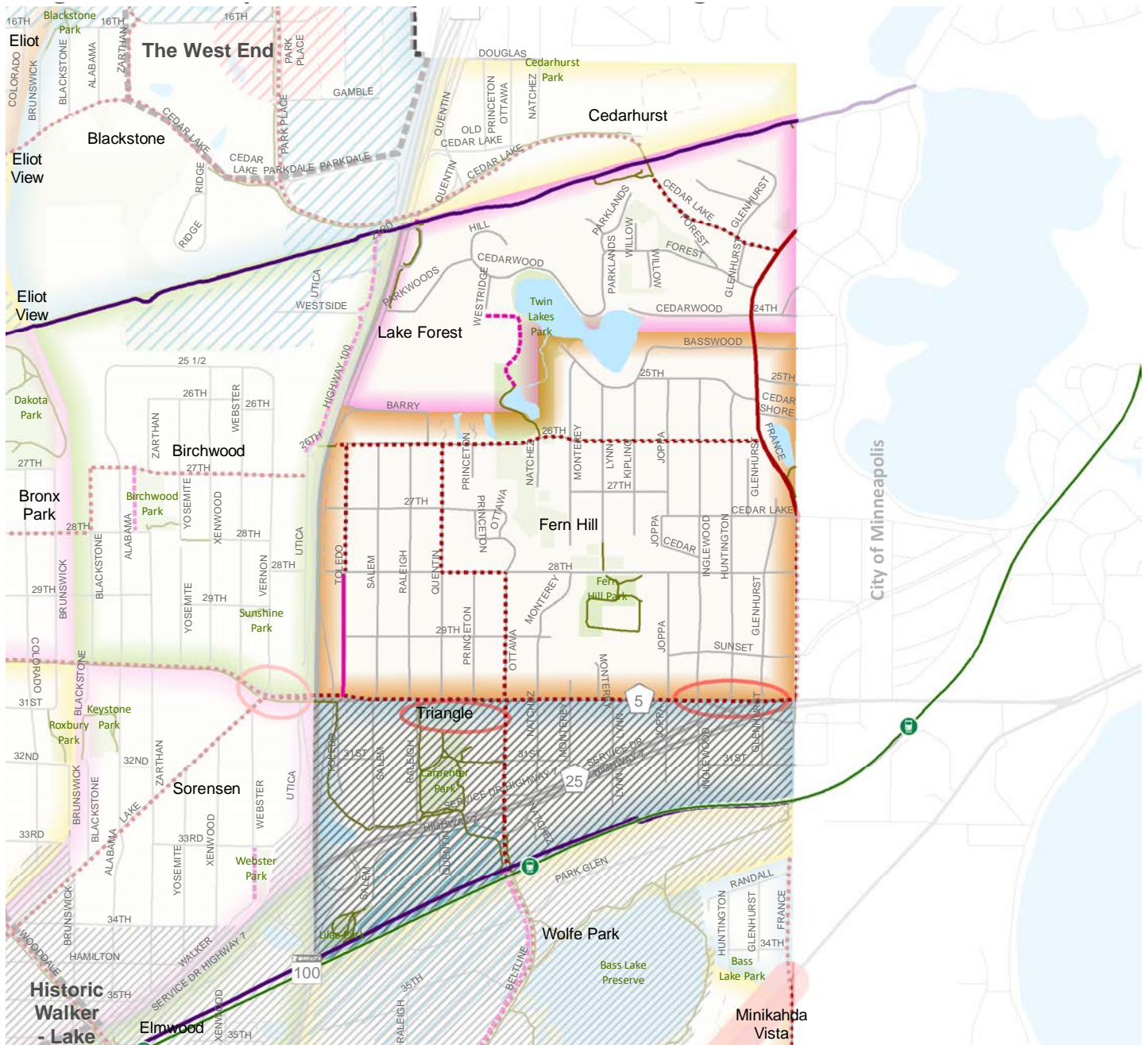
- » Future redevelopment in the Triangle neighborhood should be transit-oriented development with high quality walking, biking and bus connections to the future Beltline LRT station.
- » Focus commercial at existing neighborhood commercial nodes along Minnetonka Boulevard.
- » Fill in sidewalk gaps on key neighborhood roadways including Beltline/Ottawa/Quentin, Lynn Ave, CSAH 25, and the Minnetonka Blvd/CSAH 25 crossroads area.
- » Future bikeways along Minnetonka Blvd, Beltline/Ottawa/Quentin, 26th St, Toledo Ave, France Ave, and Cedar Lake Road will improve bicycle connections for the neighborhoods and the community overall.
- » Future trail extension in Twin Lakes Park to provide a connection between 26th St and the roadways north of Twin Lakes Park.
- » Future improvements to CSAH 25 and Minnetonka Blvd/Cty Rd 5 as future Transit Priority Streets.
- » Future improvements to Beltline/Ottawa/Quentin, 26th St, and France Ave as Multi-Modal Streets.

Neighborhood Planning Area Improvement Priorities and Opportunities







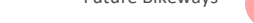






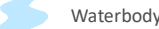




(Identified through the Neighborhood Planning Process)

- » Compact residential neighborhood, character of housing, and ability to walk to local businesses and parks are highly valued in the East Central neighborhoods. Maintaining these existing community assets is a priority.
- » Locally-owned small restaurants, coffee shops, and other local retailers has been identified as a priority. These opportunities should be considered along Minnetonka Boulevard at neighborhood commercial nodes or within the Beltline Station Area.
- » Development of 3-4 bedroom housing options, especially in the Fern Hill neighborhood has been identified as a shared priority by residents. However, there is much concern for oversized, or new residential projects that are out of scale (too large) for the existing neighborhood. Opportunities exist to explore compact housing designs for larger or extended families.
- » Additional sidewalks and pedestrian connections, as well as pedestrian-scaled lighting along pathways has been identified as a priority throughout the East Central neighborhoods.
- » Throughout the East Central neighborhoods, especially in Fern Hill, many residents are concerned about speed enforcement and traffic calming along streets, as a safety measure.
- » Improved/regularly maintained and connected trails within the parks in the East Central neighborhoods were identified as a priority.

Figure 6-19. East Central Planning Area Neighborhood Improvement Map



Legend

-  Planned LRT Stations
-  Green Line Extension
-  Regional Trails
-  Future Local Trails
-  Existing Local Trails
-  Future Bikeways
-  Existing Bikeways
-  Local Park Trails
-  Districts
-  Employment Areas
-  Commercial Centers
-  Neighborhood Commercial Nodes
-  Commercial Corridors
-  Waterbody
-  Parks
-  Open Space
-  Municipal Boundaries
-  LRT Station Areas Corridor



2017 City of St. Louis Park
Community Development

Page Intentionally Left Blank



Chapter 7

Southeast

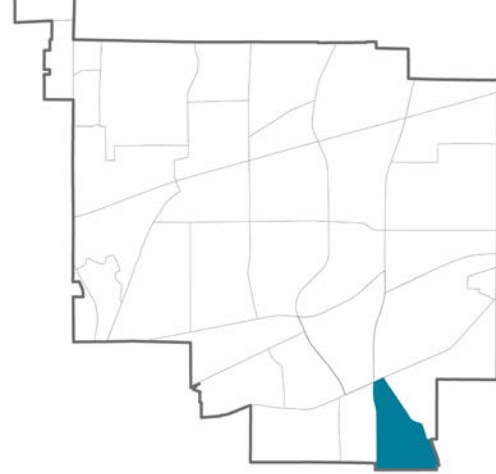
Browndale

History and Character

The Browndale neighborhood is located in the southeastern portion of the city, southeast of the intersection of Excelsior Boulevard/Cty Rd 3 & MN Hwy 100. This primarily residential neighborhood was subdivided in 1915 with home construction taking advantage of the streetcar line on 44th Street. There was a Browndale stop on the Lake Minnetonka/Como-Harriet electric streetcar line that ran along 44th Street. Prior to residential development, the land south of Morningside Road was owned and farmed by Henry F. Brown. The farm was called Browndale, which serves as the neighborhood's namesake. The neighborhood's boundaries are Excelsior Blvd/Cty Rd 3 (north); Wooddale Ave (east); 44th St/city's border (south); and MN Hwy 100 (west). The Browndale neighborhood shares its southern border with the Country Club neighborhood and its eastern border with the Morningside neighborhood, both in Edina.

Browndale is primarily a residential neighborhood of single-family homes with a neighborhood park (Browndale Park). Wooddale Flats, which is six townhome buildings with 33 housing units, is a new housing option that was added to the neighborhood in 2016. Located along Wooddale Ave just south of Excelsior Blvd, this housing is a redevelopment of the former Most Holy Trinity Catholic Church site. Two other religious facilities are located in or adjacent to Browndale on Wooddale Ave and Utica Ave. The neighborhood is also within easy walking distance of Susan Lindgren Elementary School (two blocks east of the neighborhood), Wolfe Park and the commercial areas along Excelsior Boulevard/Cty Rd 3, which includes the Park Commons area, Miracle Mile, and Excelsior & Grand. A pedestrian bridge over MN Hwy 100 at 41st Street provides a link to destinations to the west of MN Hwy 100.

Figure 7-1. Neighborhood Context



The neighborhood also includes a small node of commercial businesses at the intersection of Excelsior Boulevard/Cty Rd 3 and Wooddale Avenue, adjacent to Miracle Mile. The Park Commons area encompasses the commercial areas along Excelsior Boulevard/Cty Rd 3 east of MN Hwy 100, but does not include the small node within the Browndale neighborhood. In the 1990s, the community developed a vision and concept for Park Commons that focused on creating a “town center” for St. Louis Park. The Park Commons area has evolved into St. Louis Park’s “town center” and Excelsior Boulevard functions as the community’s “main street” dominated by a broad mix of commercial businesses, including retail, restaurants and offices.

The Browndale neighborhood association formed in 1996. They have hosted an annual winter skating party, spring egg hunt, summer picnic and fall bonfire. Block captains help deliver a regular neighborhood newsletter and gardeners maintain plants in the park.



Figure 7-2. Neighborhood Features Map: Browndale

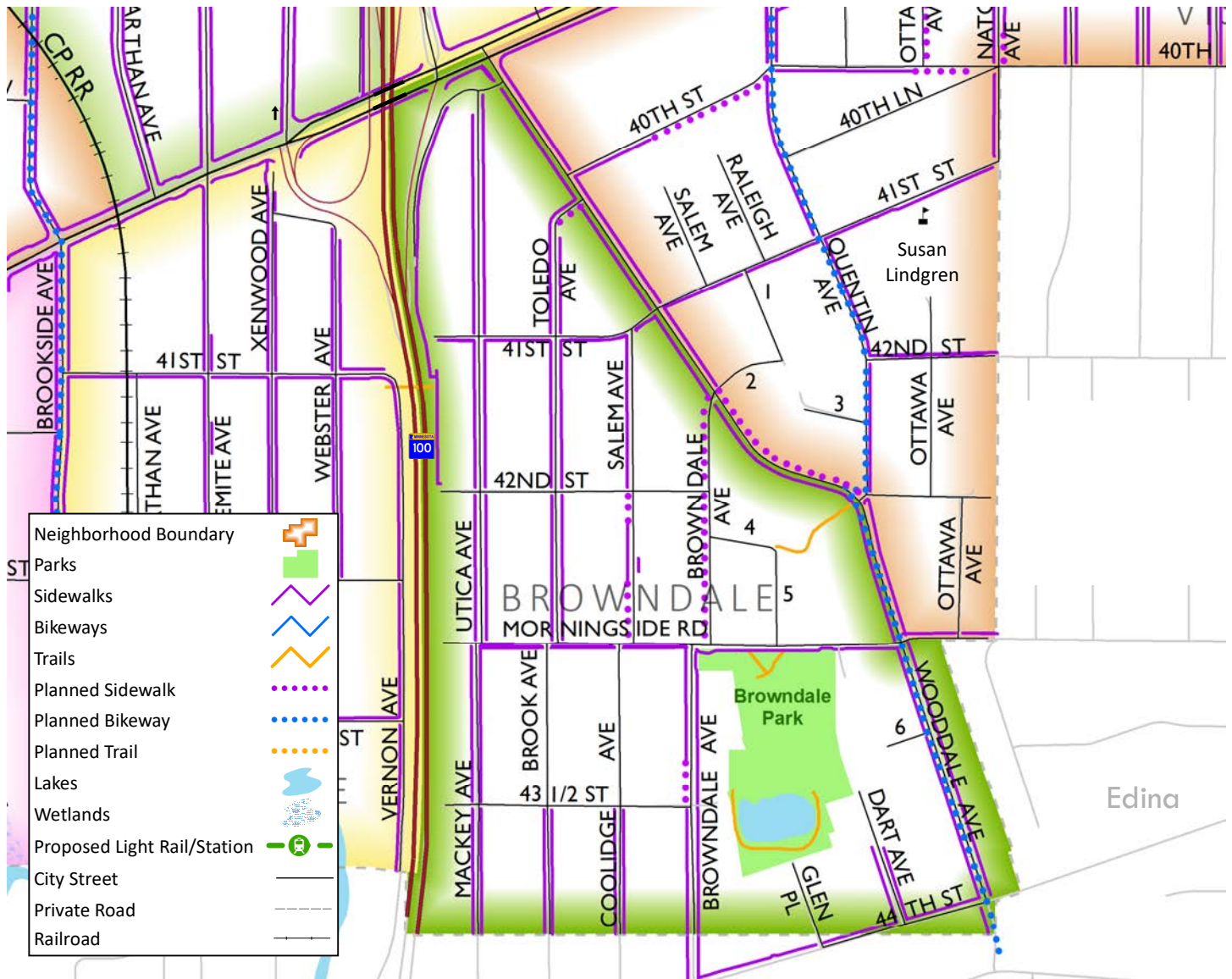


Table 7-1. Neighborhood Statistics: Browndale

Neighborhood Name:	Browndale
Neighborhood spatial size:	160.9 acres or 0.25 square miles
Neighborhood population:	1,418 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	564 (2009) / 569 (2018)
Average household size:	2.52
Percent owner occupied:	92%

Recent Plans and Studies

- » South Side Excelsior Blvd Design Guidelines, 2015
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 7-2. Neighborhood Features Information: Browndale

Neighborhood Name:	Browndale
Institutions:	First Ukrainian Evangelical Baptist Church
Parks (active):	Browndale Park
Open spaces (passive):	None
Major streets:	MN Hwy 100, Excelsior Blvd, Wooddale Ave, Park Center Blvd, Quentin Ave
Light rail stations:	None
Transit corridors:	Excelsior Blvd
Sidewalks:	Most streets with some gaps, including 42nd St, 43-1/2 St
Bikeways:	None
Trails:	Browndale Park, Wooddale to Quentin connection, pedestrian bridge over Hwy 100
Commercial corridors & nodes:	Excelsior Blvd and Park Commons, including Miracle Mile, Excelsior & Grand and Park Village
Industrial areas:	None
Rail lines:	None

Figure 7-3. Age Distribution in Browndale

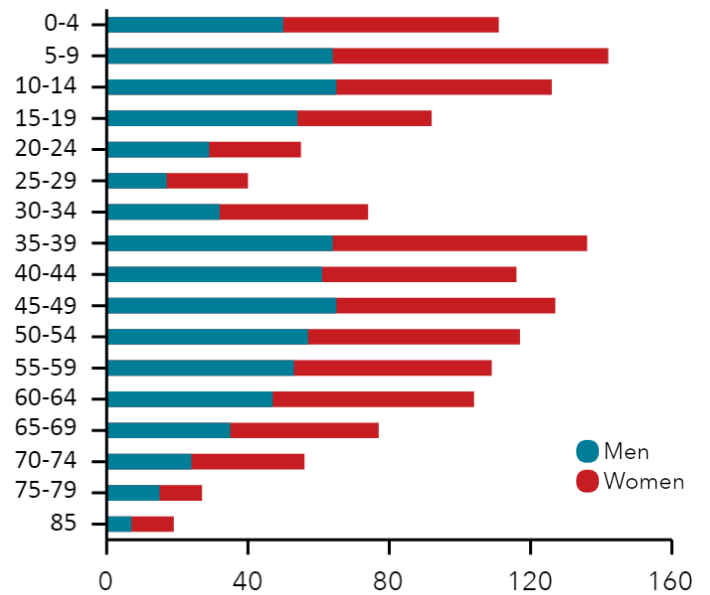


Figure 7-5. 2040 Future Land Use Distribution: Browndale

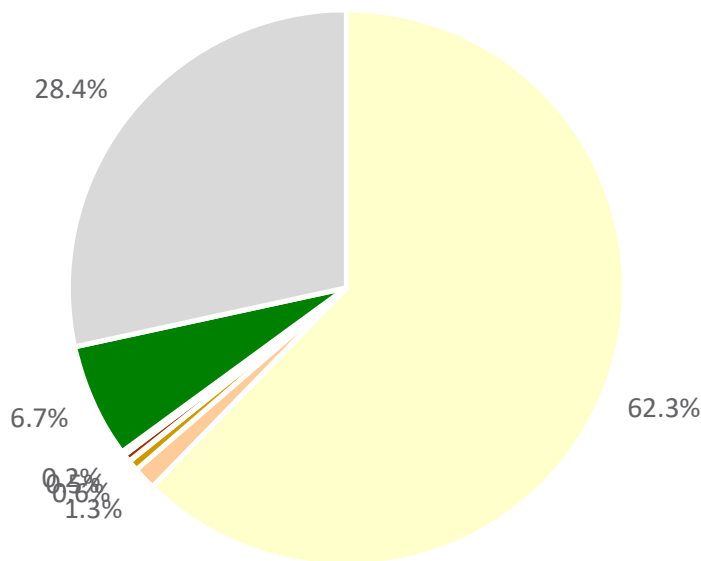
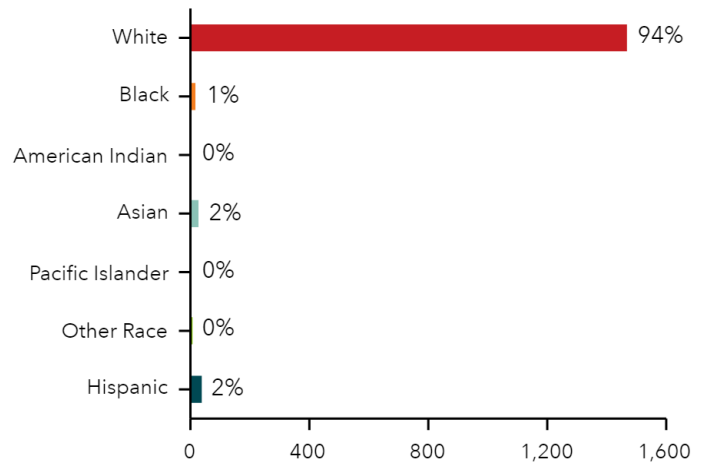
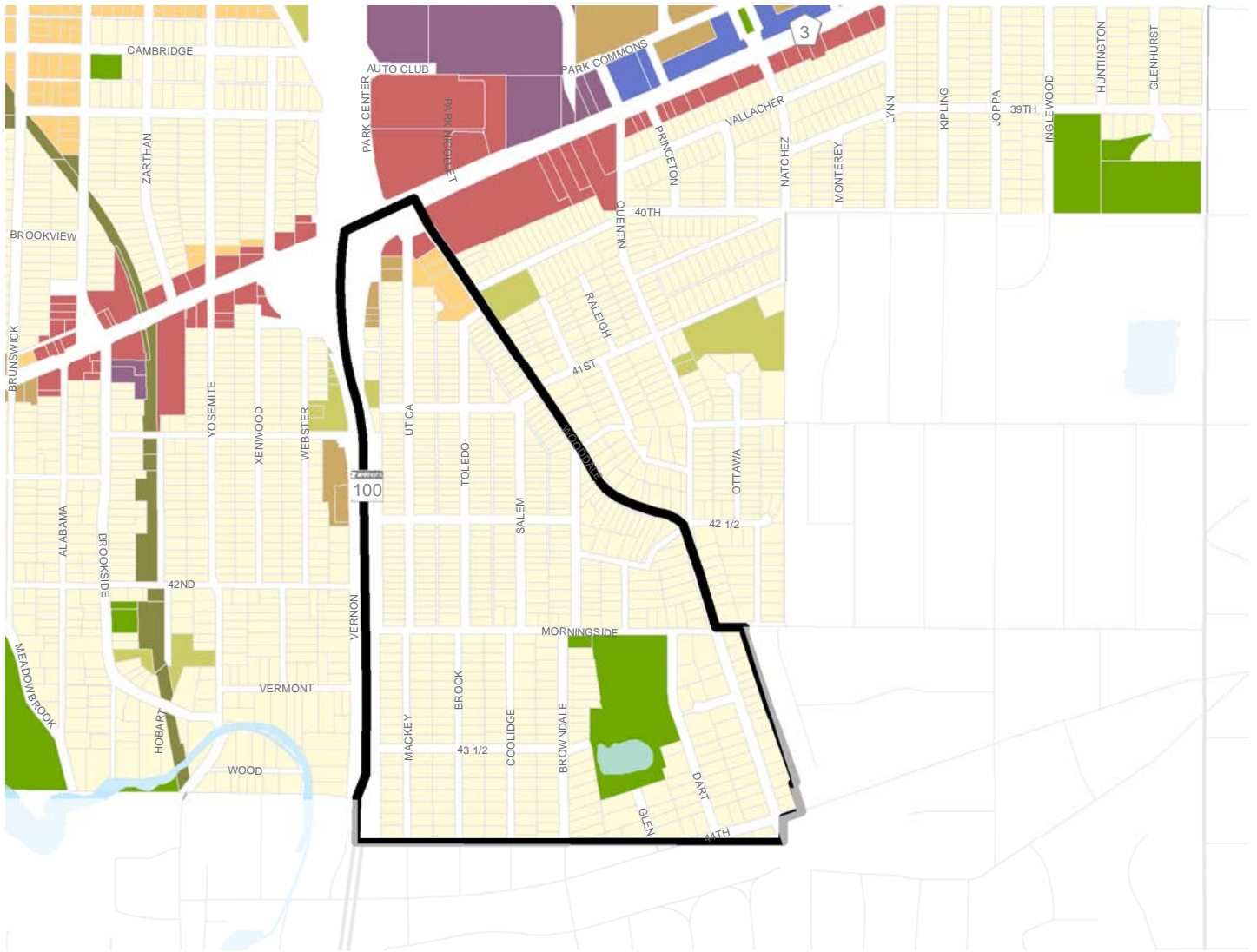


Figure 7-4. Race/Ethnicity Distribution in Browndale



















- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad

Figure 7-6. 2040 Land Use Plan Map: Browndale



Legend

-  Planned LRT Stations
-  Green Line Extension
-  Change in Land Use
- 2040 Land Use**
-  RL - Low Density Residential
-  RM - Medium Density Residential
-  RH - High Density Residential
-  MX - Mixed Use
-  TOD - Transit Oriented Development
-  COM - Commercial
-  OFC - Office
-  BP - Business Park
-  IND - Industrial
-  CIV - Civic
-  PRK - Park and Open Space
-  ROW - Right of Way
-  RRR - Railroad
-  Waterbody

2017 City of St. Louis Park
Community Development

Minikahda Oaks

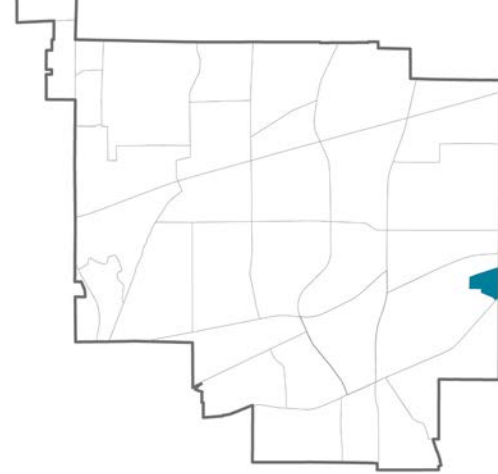
History and Character

The Minikahda Oaks neighborhood is located in the southeastern section of the city, northwest of the intersection of Excelsior Boulevard/Cty Rd 3 & France Ave. Minikahda Oaks is one of the city's smallest neighborhoods consisting of just six blocks. The neighborhood is located directly across the street from the Minikahda Golf Course in Minneapolis, which serves as the neighborhood's namesake. The neighborhood's boundaries are Excelsior Boulevard/Cty Rd 3 & Minikahda Court Apts (south), Bass Lake Preserve (west), Randall Avenue (north), and France Avenue / city border with Minneapolis (east). Minikahda Oaks borders the West Calhoun neighborhood in Minneapolis. The neighborhood's only street entrance is from France Ave, which is currently not a through-street north of Excelsior Blvd. A neighborhood monument sign is located in the median of France Ave, which also functions as a traffic-calming feature. There is also one large non-residential property north of the neighborhood, currently a private self-storage business, which has France Ave as its only access. France Ave is a local street north of Excelsior Blvd but is a Minor Arterial street (Cty Rd 17) south of Excelsior Blvd.

Minikahda Oaks consists almost entirely of single-family detached lots that were developed as a single subdivision in 1926. Homes were constructed incrementally over a long time period from 1927 to 1980.

A new mixed-use residential and commercial building at the corner of Excelsior Blvd & France Ave was completed

Figure 7-7. Neighborhood Context



in 2010. Since the Excelsior Blvd & France Ave intersection is a gateway into the community, this new development includes an outdoor plaza and public art.

Bass Lake Preserve, which is located directly west of the neighborhood, is a large open space preserve with a loop trail that connects the lake with Wolfe Park, Park Commons, and the Cedar Lake LRT Regional Trail. The neighborhood also has a small wooded neighborhood park, Bass Lake Park, located on its southern edge. The Cedar Lake LRT Regional Trail also has an access point at the north end of France Ave.

The Minikahda Oaks neighborhood association was incorporated in 1948 and is one of the oldest continuously operating neighborhood associations in Minnesota. The association represents neighborhood interests to city and county government, works to improve and beautify public roads, grounds and water fronts located in and adjacent to the neighborhood, and promotes a sense of community.



Figure 7-8. Neighborhood Features Map: Minikahda Oaks

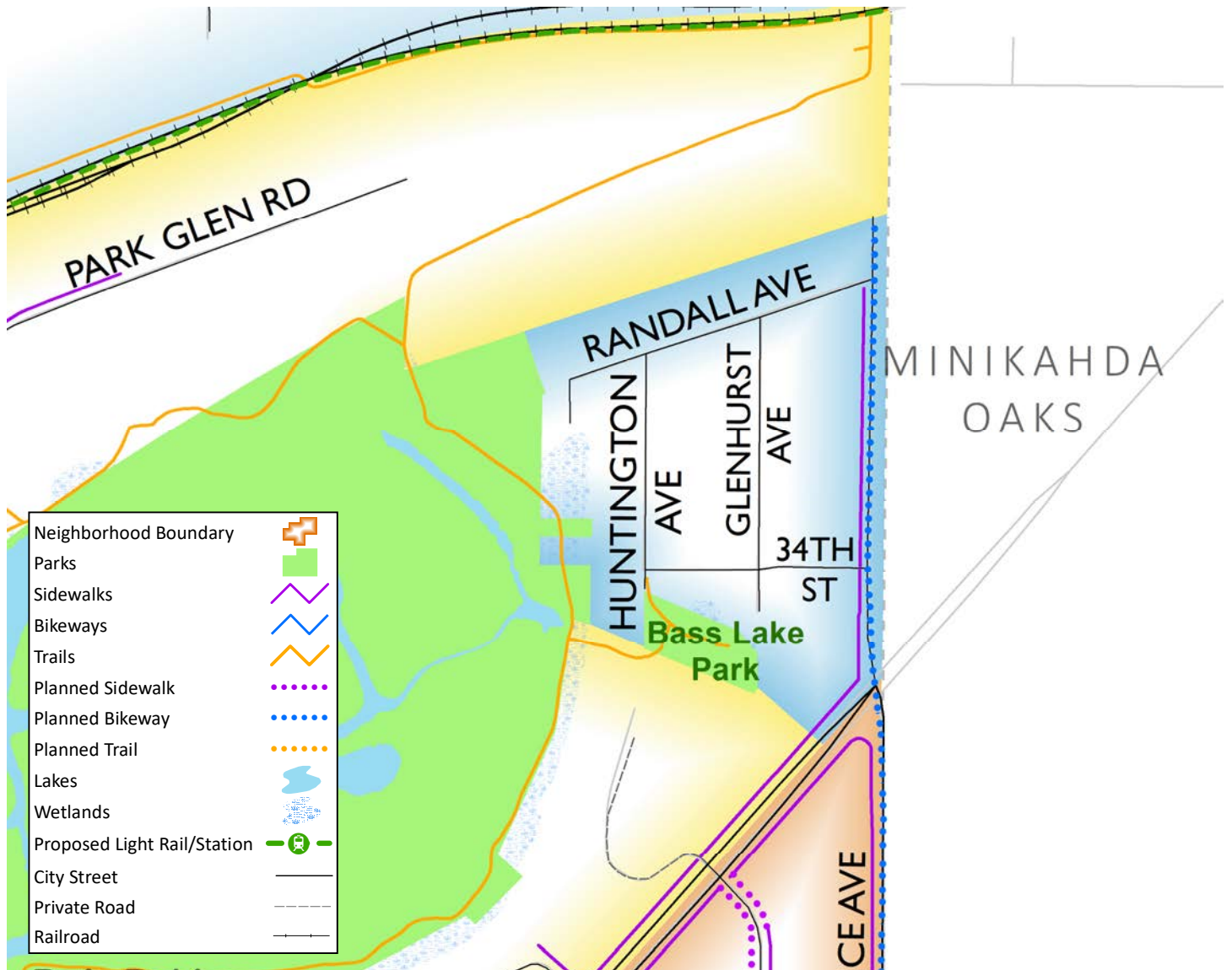


Table 7-3. Neighborhood Statistics: Minikahda Oaks

Neighborhood Name:	Minikahda Oaks
Neighborhood spatial size:	29.5 acres or 0.05 square miles
Neighborhood population:	99*
Total number of housing units 2009/ Total number of housing units 2018:	77 (2009) / 214 (2018)*
Average household size:	2.35*
Percent owner occupied:	33%

Recent Plans and Studies

- » Bass Lake Preserve Study, 2015
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 7-4. Neighborhood Features Information: Minikahda Oaks

Neighborhood	Minikahda Oaks
Name:	
Institutions:	Minikahda Golf Course (Minneapolis)
Parks (active):	Bass Lake Park
Open spaces (passive):	Bass Lake Preserve
Major streets:	Excelsior Blvd, France Ave
Light rail stations:	Beltline Station
Transit corridors:	Excelsior Blvd
Sidewalks:	Excelsior Blvd, France Ave
Bikeways:	None
Trails:	Cedar Lake LRT Regional Trail, Bass Lake Preserve
Commercial corridors & nodes:	Excelsior Blvd
Industrial areas:	None
Rail lines:	CP Rail/Bass Lake Spur Line

Figure 7-11. 2040 Future Land Use Distribution: Minikahda Oaks

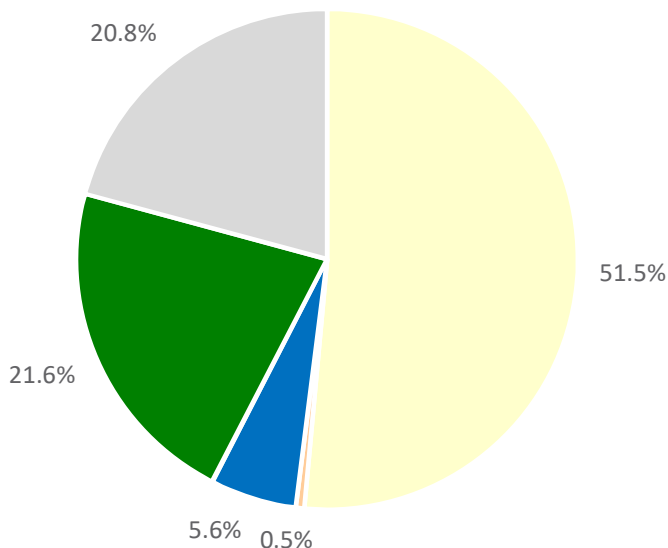


Figure 7-9. Age Distribution in Minikahda Oaks

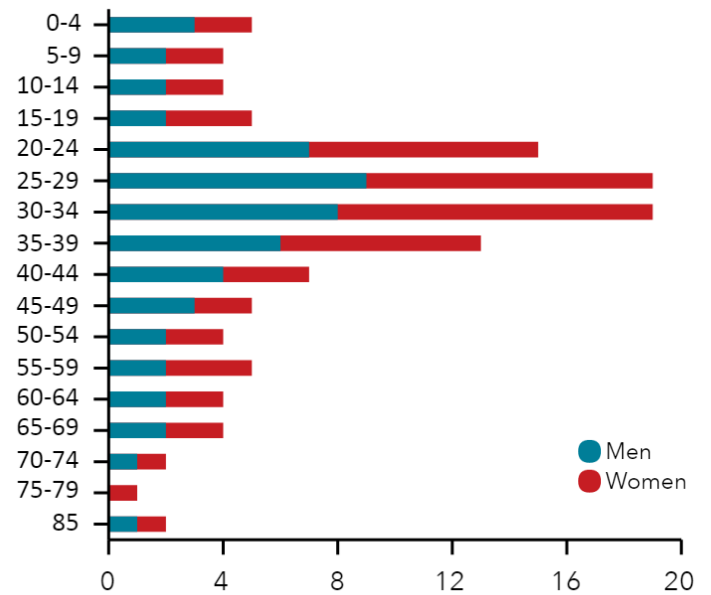


Figure 7-10. Race/Ethnicity Distribution in Minikahda Oaks

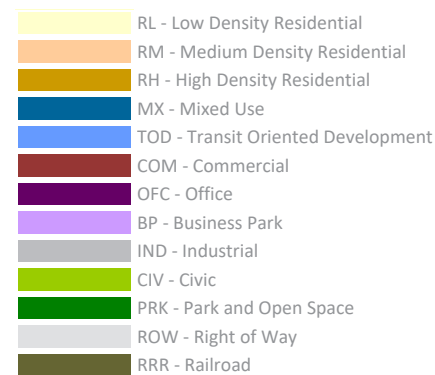
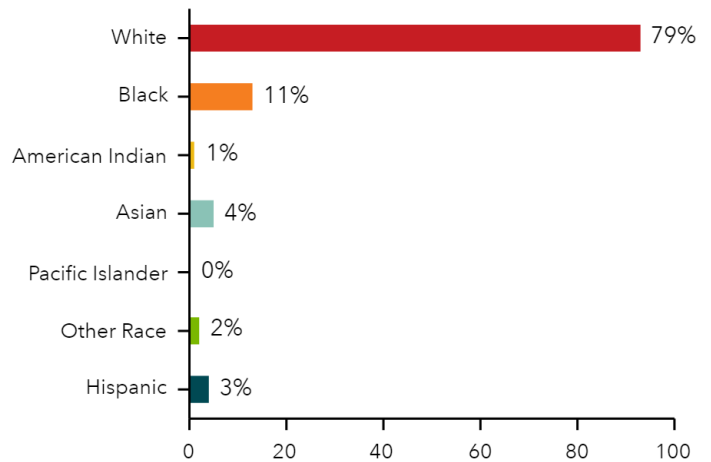
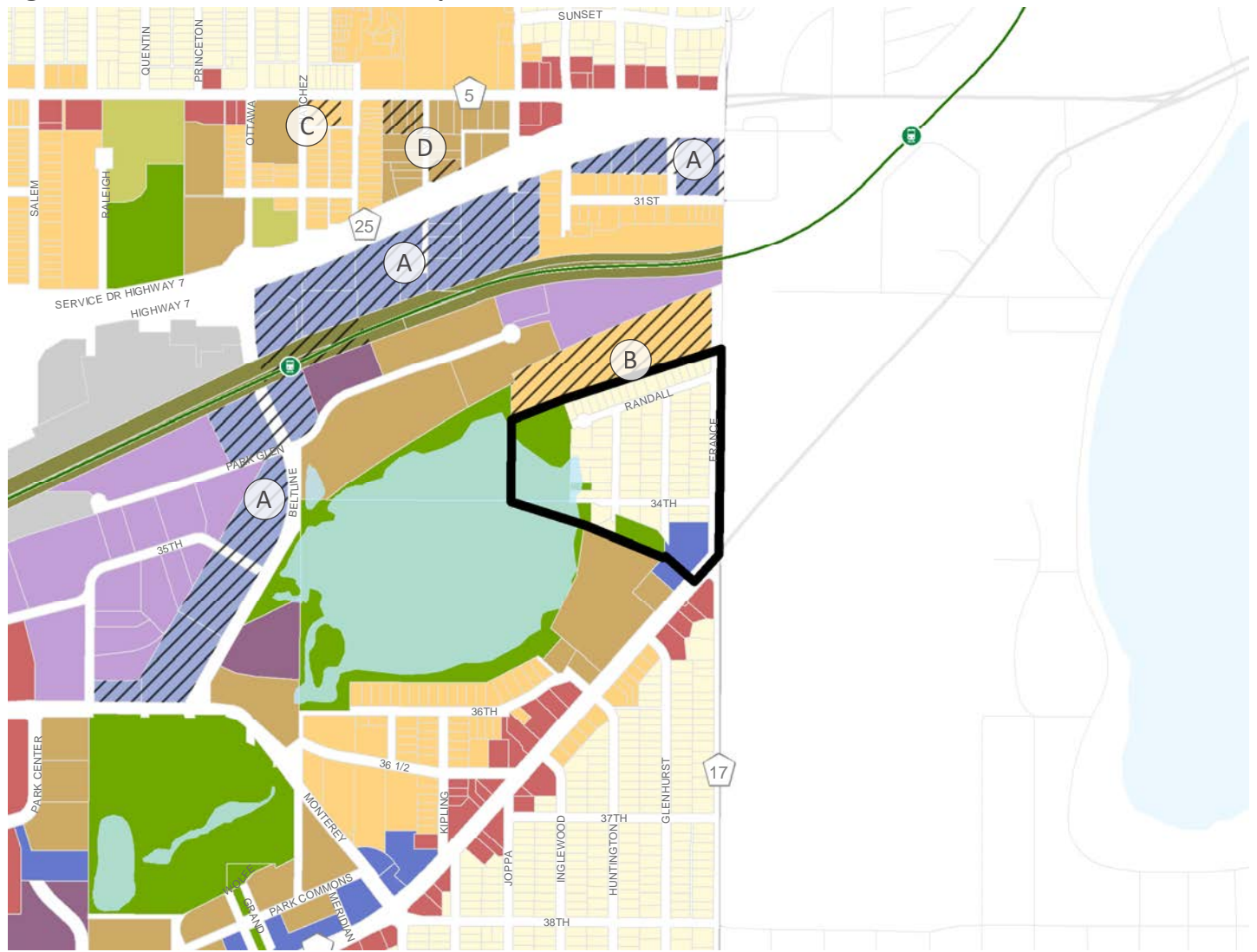


Figure 7-12. 2040 Land Use Plan Map: Minikahda Oaks



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody



Changes in Land Use

- (A)** COM- Commercial, MX- Mixed Use and BP- Business Park changing to TOD- Transit Oriented Development
- (B)** IND- Industrial changing to RM- Medium Density Residential
- (C)** COM- Commercial changing to RM - Medium Density Residential
- (D)** OFC- Office changing to RH- High Density Residential

2017 City of St. Louis Park
Community Development

Minikahda Vista

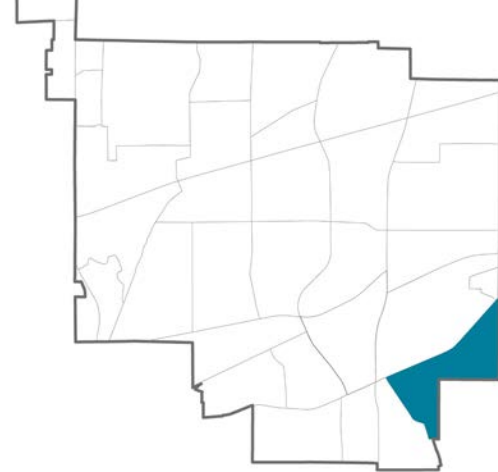
History and Character

The Minikahda Vista neighborhood is located in the southeastern section of the city, southwest of the intersection of Excelsior Boulevard/Cty Rd 3 & France Ave/Cty Rd 17. This neighborhood is located directly across the street from the Minikahda Golf Course in Minneapolis, which serves as the neighborhood's namesake. The neighborhood was fully subdivided during the first half of the 20th century with the average year built of the neighborhood's housing being 1944. The neighborhood's boundaries are Excelsior Boulevard/Cty Rd 3 (north); Wooddale Avenue (west); France Avenue/Cty Rd 17, north of 40th St, and Natchez Avenue, south of 40th St (east); 40th St, east of Natchez Avenue, and Morningside Avenue, between Natchez Avenue and Wooddale Avenue. The Minikahda Vista neighborhood shares its borders with Edina (Morningside neighborhood) and Minneapolis (Linden Hills and West Calhoun neighborhoods).

Minikahda Vista is primarily a residential neighborhood of single-family homes with a diversity of styles and sizes and a commercial corridor along Excelsior Blvd. A neighborhood park (Minikahda Vista Park), elementary school (Susan Lindgren), and church are also located within the neighborhood. The neighborhood is within easy walking distance of Wolfe Park, Browndale Park, and Bass Lake Preserve, as well as Lake Calhoun and the Chain of Lakes park system in Minneapolis. A future dog park is being planned for the open space located at France & 40th.

The neighborhood also includes the commercial corridor along the south side of Excelsior Boulevard/Cty Rd 3, which

Figure 7-13. Neighborhood Context



is considered part of the Park Commons area. In the 1990s, the community developed a vision and concept for Park Commons that focused on creating a “town center” for St. Louis Park. The Park Commons area has evolved into St. Louis Park’s “town center” and Excelsior Boulevard/Cty Rd 3 functions as the community’s “main street” dominated by a broad mix of commercial businesses, including retail, restaurants and offices. Over the past two decades, the redevelopment of Park Commons has largely completed this transformation.

Minikahda Vista residents are actively involved in the community and their neighborhood association. The association has hosted a Plant Swap and Sale with the Browndale Neighborhood, annual neighborhood garage sale attended by residents from all over the metro area, and National Night Out where more than 400 residents get together and celebrate. The neighborhood also publishes a quarterly online newsletter and bi-weekly city news and neighborhood alerts.



Figure 7-14. Neighborhood Features Map: Minikahda Vista

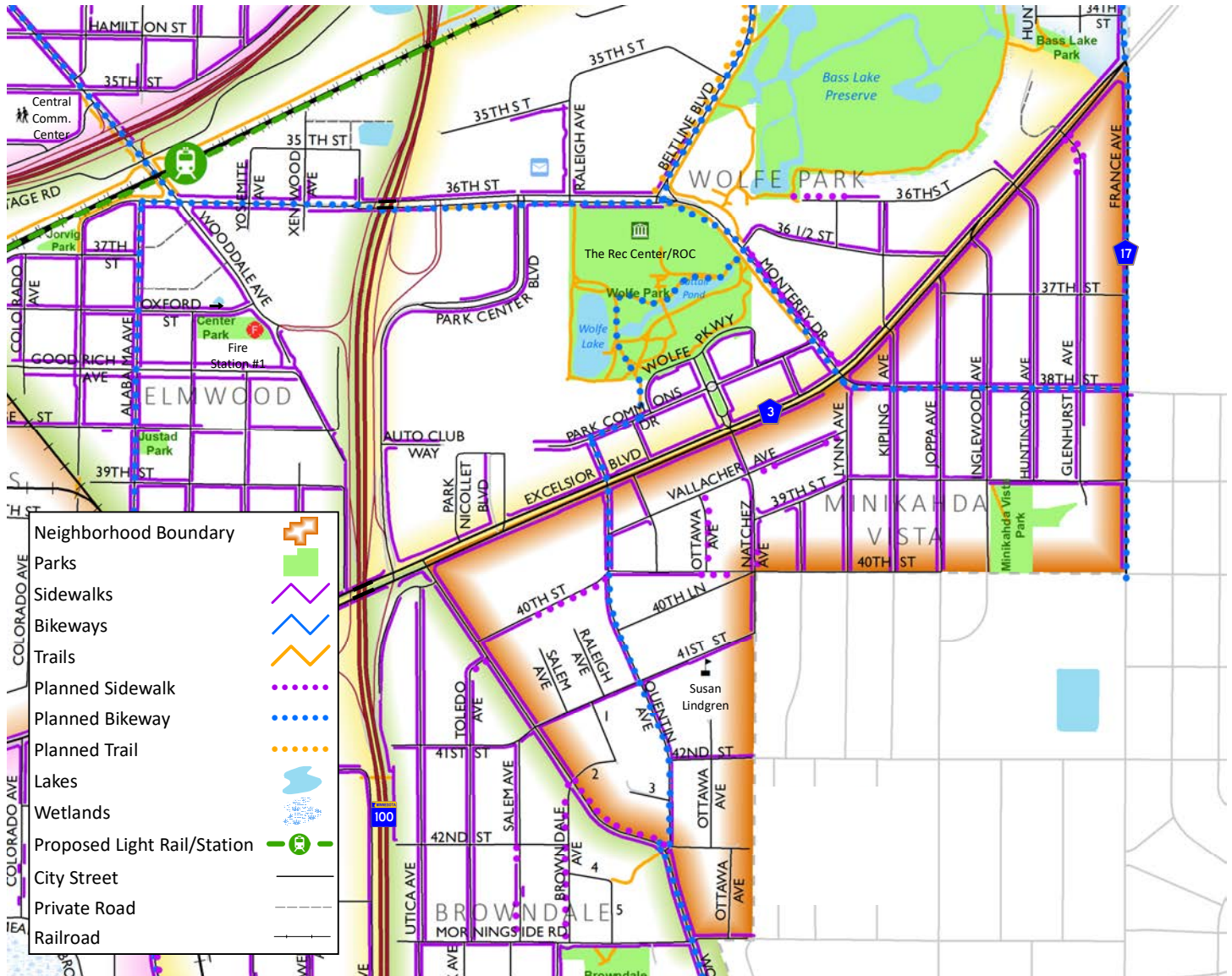


Table 7-5. Neighborhood Statistics: Minikahda Vista

Neighborhood Name:	Minikahda Vista
Neighborhood spatial size:	244.1 acres or 0.38 square miles
Neighborhood population:	2,016 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	826 (2009) / 839 (2018)
Average household size:	2.51
Percent owner occupied:	90%

Recent Plans and Studies

- » Traffic Study for Monterey, 38th Street, Excelsior Blvd., 2016
- » Land Acquisition Study at 40th Street and France Avenue for future dog park, 2016
- » South Side Excelsior Blvd Design Guidelines, 2015
- » Minikahda Vista Traffic Study, 2014
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Sources: ESRI 2017 & Metropolitan Council 2018

Table 7-6. Neighborhood Features Information: Minikahda Vista

Neighborhood	Minikahda Vista
Name:	
Institutions:	Susan Lindgren Elementary School, Wooddale Lutheran Church, Minikahda Golf Course (Minneapolis)
Parks (active):	Minikahda Vista Park, Wolfe Park (immediately north) Browndale Park (immediately south)
Open spaces (passive):	Bass Lake Preserve (immediately north)
Major streets:	Excelsior Blvd, France Ave, Wooddale Ave, Quentin Ave
Light rail stations:	None
Transit corridors:	Excelsior Blvd, France Ave
Sidewalks:	Excelsior Blvd, France Ave, Wooddale Ave, Quentin Ave, 41st St, 38th St, and most north-south streets east of Natchez Ave; significant sidewalk gaps west of Natchez
Bikeways:	None
Trails:	Wolfe Park (north), Bass Lake Preserve (north)
Commercial corridors & nodes:	Excelsior Blvd and Park Commons, including Miracle Mile, Excelsior & Grand and Park Village
Industrial areas:	None
Rail lines:	None

Figure 7-17. 2040 Future Land Use Distribution: Minikahda Vista

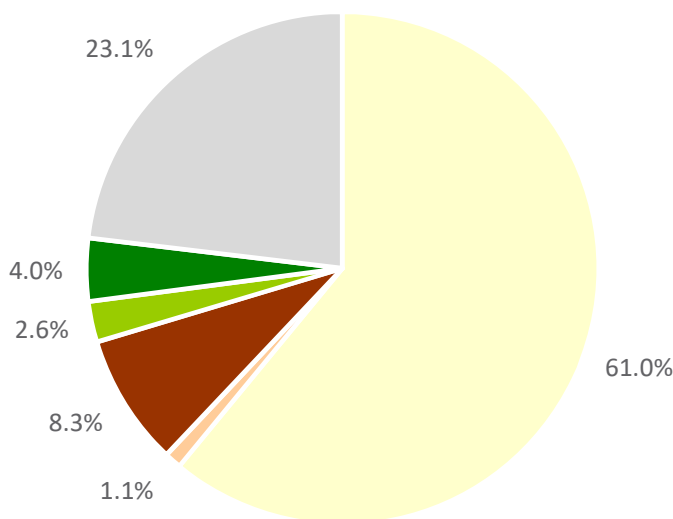


Figure 7-15. Age Distribution in Minikahda Vista

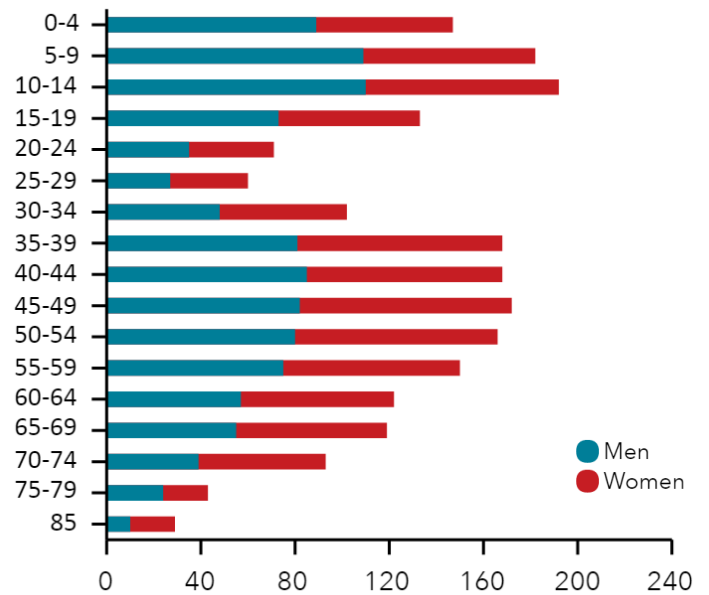


Figure 7-16. Race/Ethnicity Distribution in Minikahda Vista

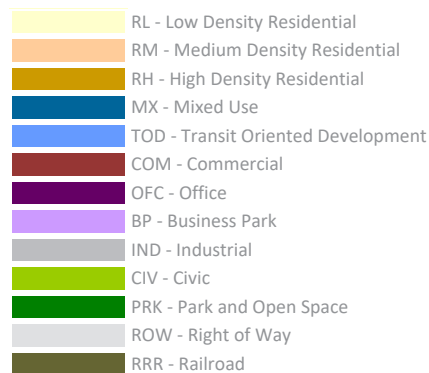
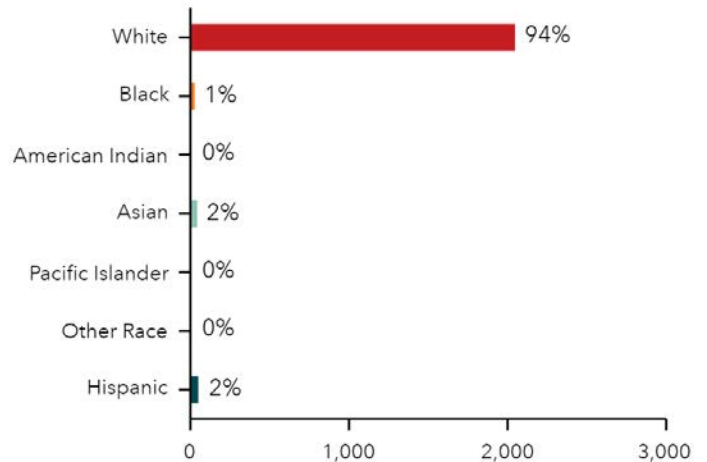
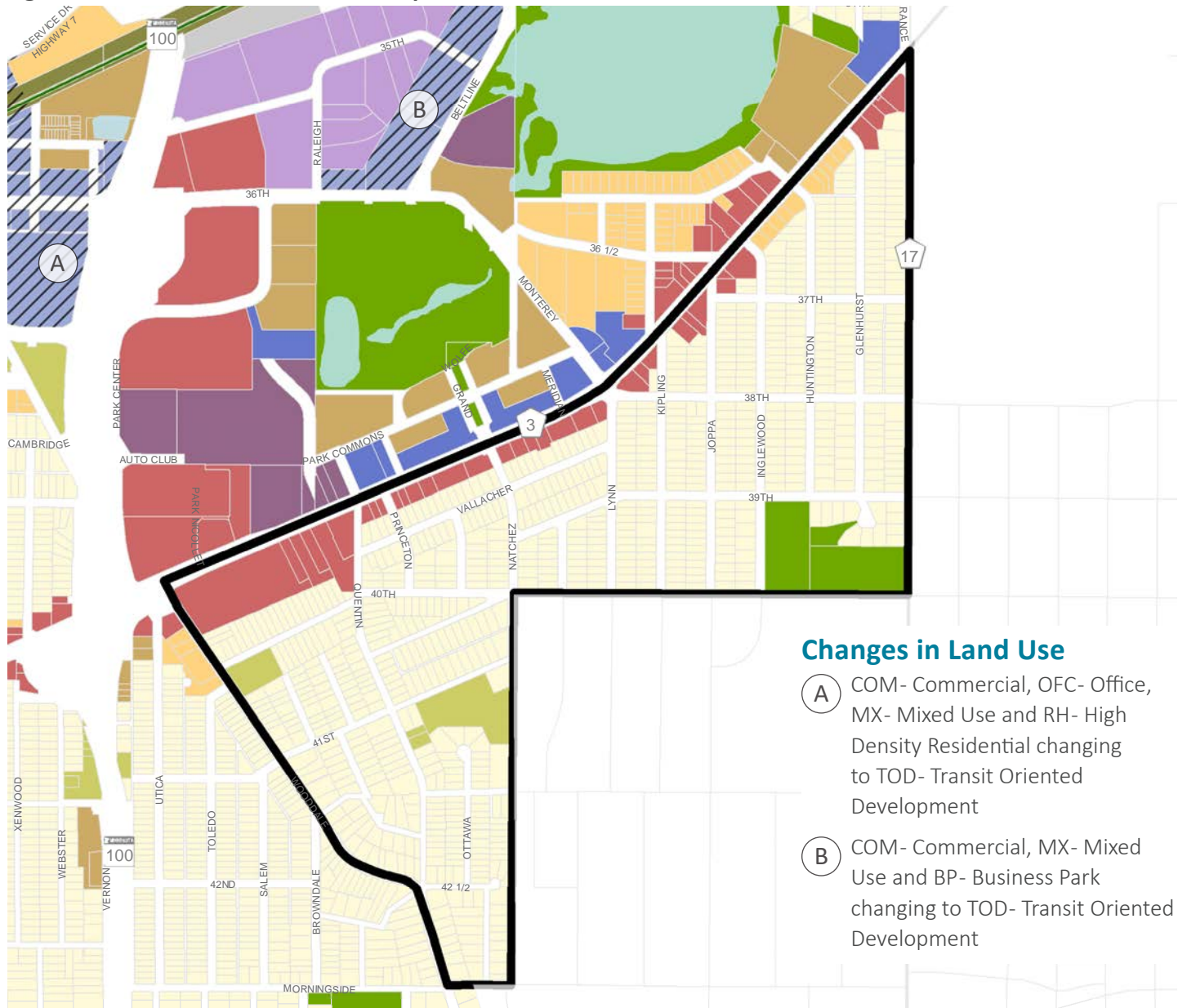


Figure 7-18. 2040 Land Use Plan Map: Minikahda Vista

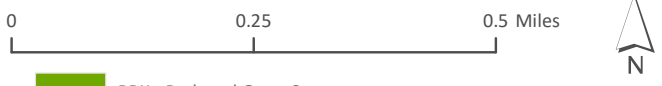


Changes in Land Use

- (A) COM- Commercial, OFC- Office, MX- Mixed Use and RH- High Density Residential changing to TOD- Transit Oriented Development
- (B) COM- Commercial, MX- Mixed Use and BP- Business Park changing to TOD- Transit Oriented Development

Legend

	Planned LRT Stations		MX - Mixed Use		PRK - Park and Open Space
	Green Line Extension		TOD - Transit Oriented Development		ROW - Right of Way
	Change in Land Use		COM - Commercial		RRR - Railroad
2040 Land Use					
	RL - Low Density Residential		OFC - Office		Waterbody
	RM - Medium Density Residential		BP - Business Park		
	RH - High Density Residential		IND - Industrial		
			CIV - Civic		



2017 City of St. Louis Park Community Development

2017 City of St. Louis Park Community Development

Wolfe Park

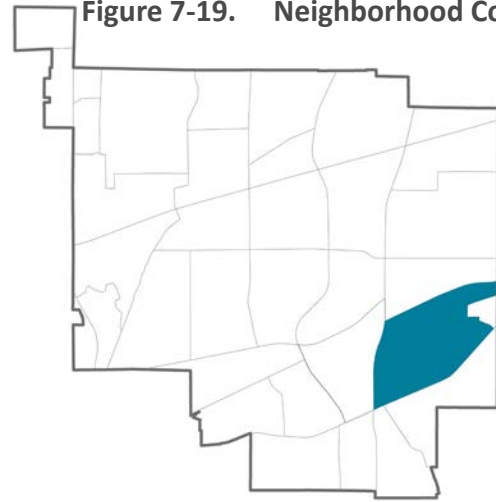
History and Character

The Wolfe Park neighborhood is located in the southeastern portion of the city, north of Excelsior Blvd/Cty Rd 3 between MN Hwy 100 and France Ave. The city's largest neighborhood in physical area is distinguished by its great diversity of commercial, park/recreation, medical office, industrial, residential, and natural preserve areas. The neighborhood's central features are Wolfe Park and Park Commons, which have evolved into St. Louis Park's "town center". Excelsior Blvd functions as the community's "main street" dominated by a broad mix of commercial businesses, including retail, restaurants and offices. The neighborhood's boundaries are Excelsior Blvd/Cty Rd 3 (south), MN Hwy 100 (west), CP Rail/Bass Lake Spur line and Cedar Lake LRT Regional Trail (north), and France Ave/city border with Minneapolis (east). Wolfe Park borders the West Calhoun neighborhood in Minneapolis.

Park Commons is generally bounded by Excelsior Blvd (south), MN Hwy 100 (west), 36th St (north), and Monterey Drive (east). In the 1990s, the community developed a vision and concept for Park Commons that focused on creating the city's "town center". Over the past two decades, redevelopment of Park Commons has largely completed this transformation.

The Excelsior & Grand mixed-use development, consisting of residential buildings with street level retail, is oriented around the town green and Excelsior Blvd. It links directly to Wolfe Park, which is home to the Rec Center, Aquatic Park, ROC, Veterans' Memorial Amphitheater, Wolfe Park Pavilion, picnic shelters, skate board park, athletic courts, fishing pond, and trails. The community visioning process and development of Excelsior & Grand put St. Louis Park on the map nationally for its compact, walkable "new urbanist" development and was awarded the first LEED-ND (Leadership in Energy and Environmental Design for Neighborhood Development) certification. Most importantly, it has provided a significant focal point for the neighborhood and community as a whole. It shows that the city is a place that is reinventing itself for the future, with development of housing and neighborhoods that will meet the needs of future citizens. Park Commons also encompasses Park Nicollet Clinic, retail/restaurant, residential, office, and the Park Nicollet Melrose Institute.

Figure 7-19. Neighborhood Context



Beltline Industrial Park encompasses the neighborhood's northwest quadrant. Some non-industrial uses have recently been developed along 36th St, including office, bank, fitness, and post office businesses.

Northwest of Park Commons is Bass Lake Preserve, the city's largest open space preserve with a loop trail connecting to Wolfe Park, Park Commons, and the Cedar Lake LRT Regional Trail. East of Park Commons is a primarily residential area, including a mix of single-family houses and multi-family buildings. The north side of Excelsior Blvd is primarily a commercial corridor that is experiencing incremental redevelopment. North of Bass Lake is the Park Glen Road area of higher density residential, office and light industrial uses. A large self-storage business in the neighborhood's northeast corner is accessed from France Ave.



Figure 7-20. Neighborhood Features Map: Wolfe Park

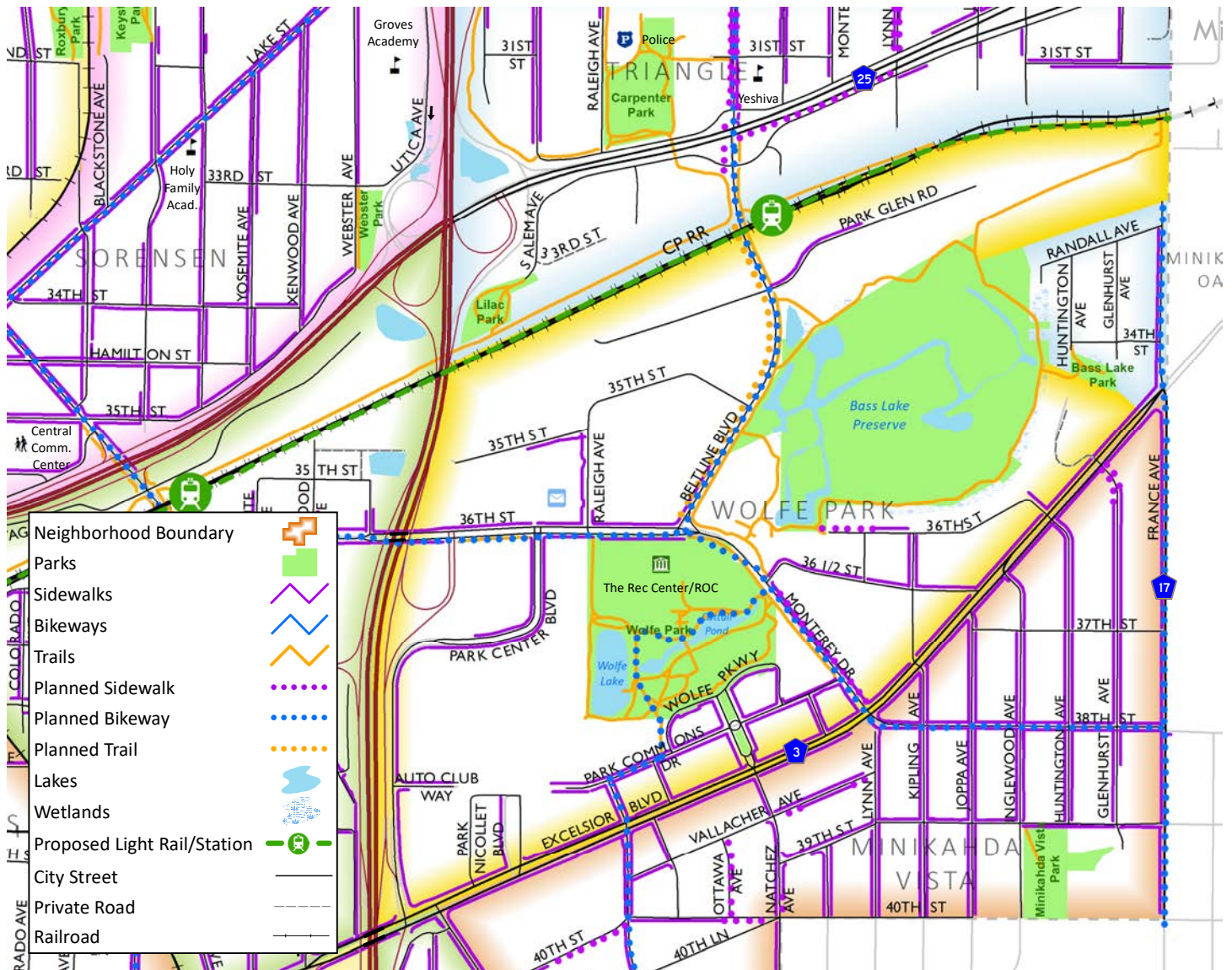


Table 7-7. Neighborhood Statistics: Wolfe Park

Neighborhood Name:	Wolfe Park
Neighborhood spatial size:	385.6 acres or 0.60 square miles
Neighborhood population:	2,918 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	1,816 (2009) / 2,961 (2018)
Average household size:	1.51
Percent owner occupied:	34%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Traffic Study for Monterey, 38th Street, Excelsior Blvd., 2016
- » Bass Lake Preserve Study, 2015
- » Beltline Station Area Framework & Design Guidelines, 2014
- » Form Based Codes (Draft), 2013
- » Connect the Park!, 2013
- » Transitional Station Area Action Plans (TSAAP), 2013
- » Community Recreation Facility Study, 2012
- » Southwest Transitway Station Area Planning, 2009
- » Active Living Sidewalks and Trails Plan, 2008

Table 7-8. Neighborhood Features Information: Wolfe Park

Neighborhood Name:	Wolfe Park
Institutions:	St. Louis Park Rec Center/Aquatic Park/ROC, Park Nicollet Clinic, Park Nicollet Melrose Institute, U.S. Post Office
Parks (active):	Wolfe Park
Open spaces (passive):	Town Green, Bass Lake Preserve
Major streets:	MN Hwy 100, Excelsior Blvd, Beltline Blvd, 36th St, Park Center Blvd, Park Commons Dr, Quentin Ave
Light rail stations:	Future Southwest Lightrail Beltline Station
Transit corridors:	Excelsior Blvd, 36th St, Monterey Dr, Park Center Blvd, Park Glen Rd
Sidewalks:	Most streets except there are gaps east of Monterey Dr and the Park Village area
Bikeways:	None
Trails:	George Haun Trail, Cedar Lake LRT Regional Trail, Wolfe Park, Bass Lake Preserve, Beltline Blvd, 36th St, Monterey Blvd
Commercial corridors & nodes:	Excelsior Blvd and Park Commons, including Miracle Mile, Excelsior & Grand and Park Village
Industrial areas:	Beltline Industrial Park
Rail lines:	CP Rail/Bass Lake Spur Line

Figure 7-23. 2040 Future Land Use Distribution: Wolfe Park

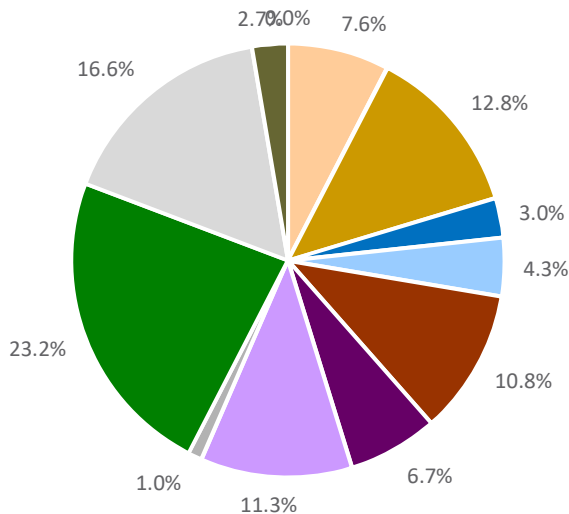


Figure 7-21. Age Distribution in Wolfe Park

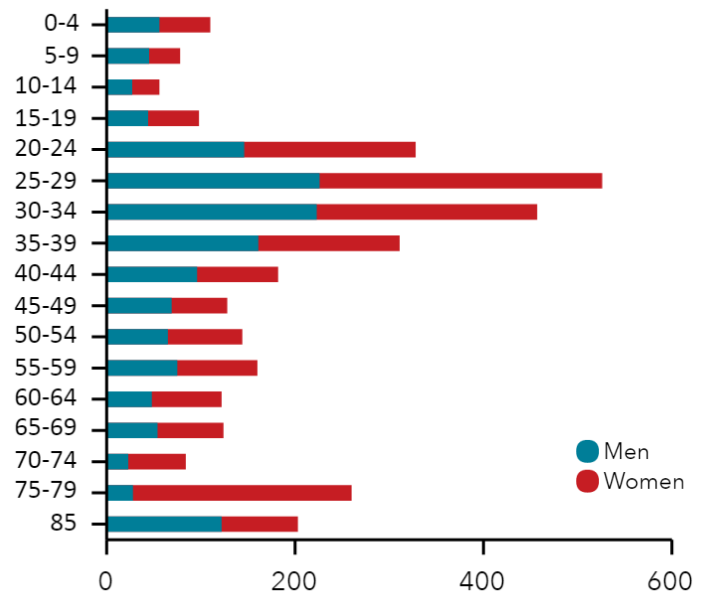


Figure 7-22. Race/Ethnicity Distribution in Wolfe Park

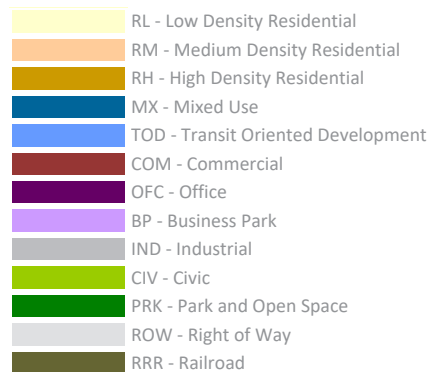
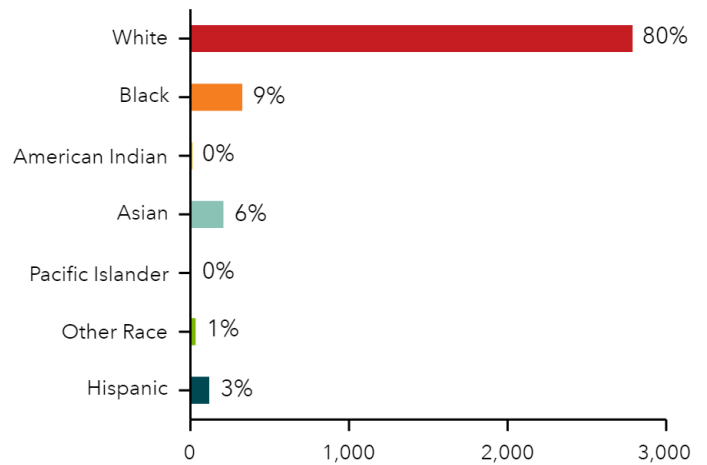
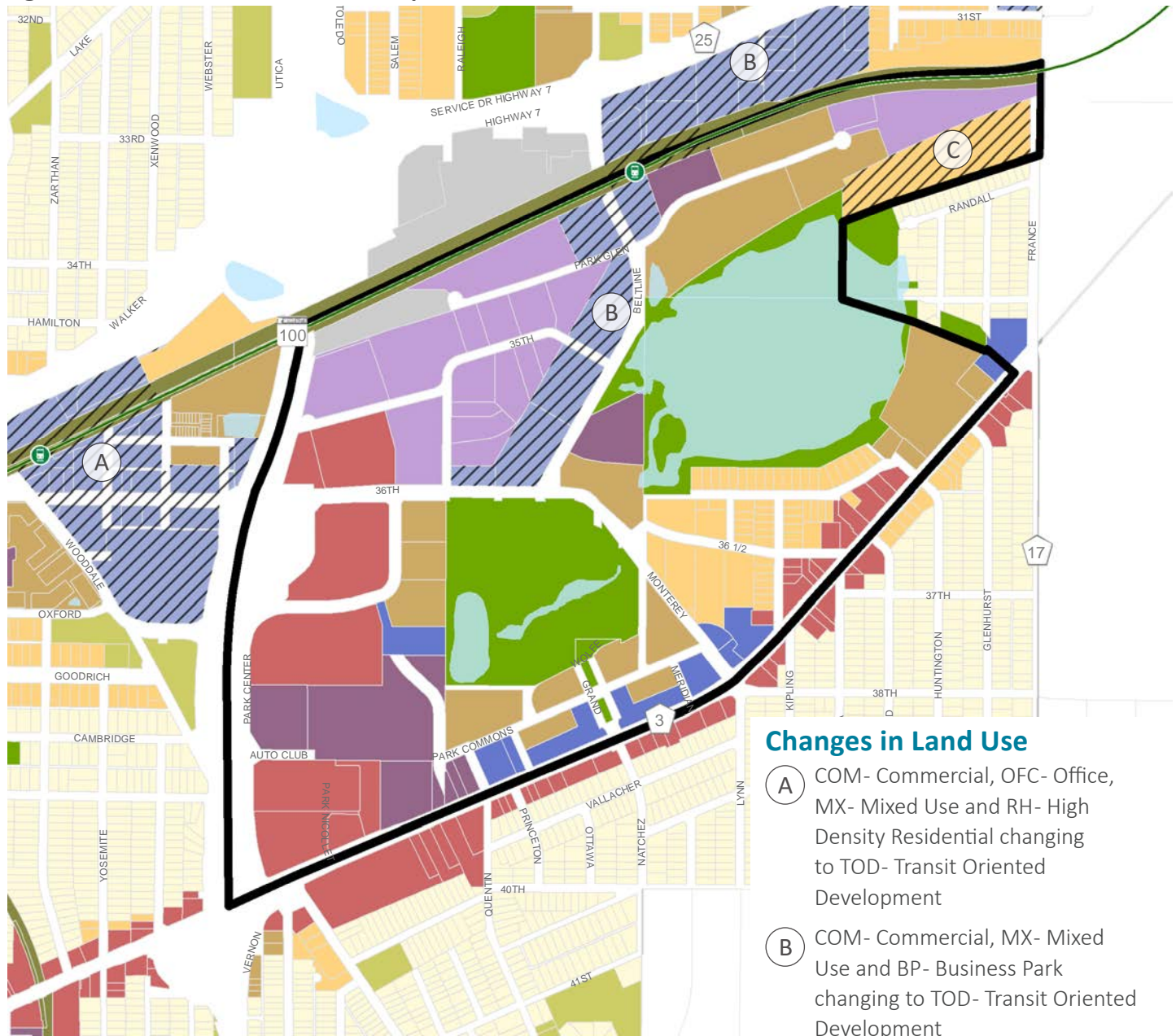


Figure 7-24. 2040 Land Use Plan Map: Wolfe Park



Changes in Land Use

- (A) COM- Commercial, OFC- Office, MX- Mixed Use and RH- High Density Residential changing to TOD- Transit Oriented Development
- (B) COM- Commercial, MX- Mixed Use and BP- Business Park changing to TOD- Transit Oriented Development
- (C) IND- Industrial changing to RM- Medium Density Residential

Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

2017 City of St. Louis Park
Community Development

Southeast Planning Area Improvement Priorities

2040 Comprehensive Plan Future Directions

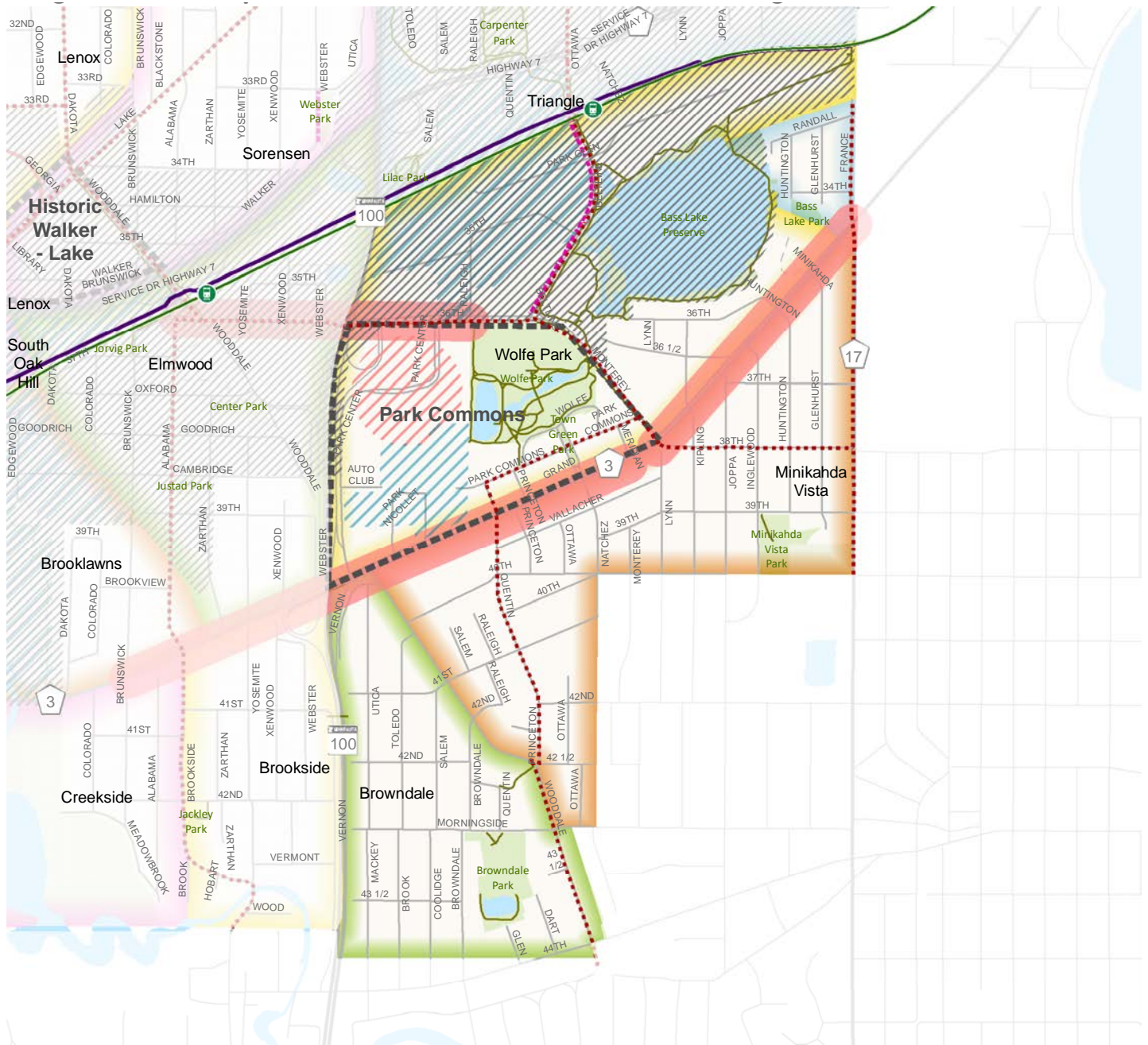
- » Redevelopment along Beltline Blvd in the Wolfe Park neighborhood should be transit-oriented development with high quality walking, biking and bus connections to the future Beltline LRT station.
- » Promote intensification and enhancement of Park Commons West, including potential redevelopment sites and improvement of the area's internal connectivity.
- » Future redevelopment within Park Commons is guided towards commercial and employment opportunities.
- » Future redevelopment along Excelsior Blvd should be compatible with the character and scale of adjacent residential uses.
- » Potential redevelopment of the east end of Park Glen Rd should be transit-oriented development.
- » Fill in sidewalk gaps on key neighborhood roadways including Monterey Drive, Wooddale/Browndale, and France
- » Future bikeways along Quentin/Princeton/Wooddale, 38th St, Monterey Drive, 36th St, and France.
- » Future improvements to Excelsior Blvd as a future Transit Priority Street.
- » Future improvements to Beltline Blvd, 36th St and Monterey Drive as Multi-Modal Streets.

Neighborhood Planning Area Improvement Priorities and Opportunities

(Identified through the Neighborhood Planning Process)

- » Compact residential neighborhood, character of housing, and ability to walk to local businesses and parks are highly valued in the East Central neighborhoods. Maintaining these existing community assets is a priority.
- » Creating opportunities for more restaurants and locally-owned food outlets is a strong priority for the Southeast neighborhoods, and future development sites have been identified primarily along Excelsior Boulevard.
- » Addressing overall affordability and reducing the number of tear-downs of existing housing stock are all priorities identified.
- » Addressing pedestrian safety, especially at high-traffic intersections and along Excelsior Boulevard and Monterey Drive, as well as improved pedestrian-scaled lighting are important concerns in the Southeast neighborhoods.
- » In general, residents in the Southeast neighborhoods are in favor of creating a completed sidewalk network throughout.
- » Maintaining an intact tree canopy and reducing the number of trees removed during construction projects is a priority.
- » Bass Lake Preserve and Wolfe Park are the Southeast neighborhood's most important environmental assets.

Figure 7-25. Southeast Planning Area Neighborhood Improvement Map



Legend

- Planned LRT Stations
- Green Line Extension
- Regional Trails
- Future Local Trails
- Existing Local Trails
- Future Bikeways
- Existing Bikeways
- Local Park Trails
- Districts
- Employment Areas
- Commercial Centers
- Neighborhood Commercial Nodes
- Commercial Corridors
- Waterbody
- Parks
- Open Space
- Municipal Boundaries
- LRT Station Areas Corridor



2017 City of St. Louis Park
Community Development

Page Intentionally Left Blank



Chapter 8

Southwest

Brooklawns

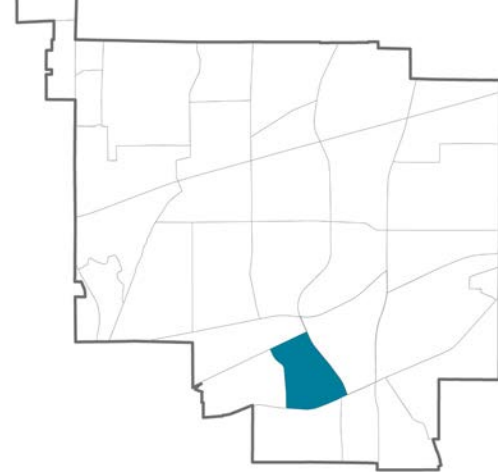
History and Character

The Brooklawns neighborhood is located in the southern portion of the city, northeast of the intersection of Excelsior Boulevard/Cty Rd 3 and Louisiana Avenue. This diverse neighborhood encompasses a small residential neighborhood, Methodist Hospital, Park Nicollet Clinic, and a large industrial park. As such, this neighborhood is a major employment center within the City. Minnehaha Creek runs through the southwest corner of the neighborhood. The neighborhood's boundaries are Excelsior Boulevard/Cty Rd 3 (south); Louisiana Avenue (west); CP Rail/Bass Lake Spur line and Cedar Lake LRT Regional Trail (north); and CP Rail/MN & S Spur line (east). The Meadowbrook Golf Course is located directly south of the neighborhood along Excelsior Boulevard/Cty Rd 3.

The southeast portion of the neighborhood is primarily single-family homes, which were developed in the second quarter of the 20th century. Along Excelsior Boulevard/Cty Rd 3, there are some commercial businesses and apartment residences. The neighborhood lacks a neighborhood park with the closest park, Justad Park, located two blocks northeast of the neighborhood's eastern boundary.

The neighborhood has rail lines as its eastern and northern boundaries. The Oxford/Louisiana Industrial Park is located at the junction of these two rail lines in the northern half of the neighborhood and also contains railroad tracks used for switching trains. The primary street access to the industrial park is Oxford St off of Louisiana Ave. The SW LRT line is planned for the CP Rail line along the neighborhood's northern edge with an LRT station located at Louisiana

Figure 8-1. Neighborhood Context



Ave. The land between the future SW LRT Louisiana Station and the Park Nicollet medical campus has been re-guided from Industrial to Business Park land uses. This change is intended to enable future reinvestment and redevelopment that supports transit use and the medical campus. The actual LRT station land has been re-guided to TOD land uses.

The Park Nicollet medical campus, which includes Park Nicollet Methodist Hospital and Park Nicollet Clinic – Creekside, occupies the southwestern portion of the neighborhood. The campus is accessed from both Excelsior Boulevard/Cty Rd 3 and Louisiana Ave. Park Nicollet partnered with the Minnehaha Creek Watershed District on the Minnehaha Creek Re-meander and Boardwalk Project, which was completed in 2009. The project involved the restoration of a stream meander to the existing straight-line configuration of the creek, wetland vegetation restoration and construction of a boardwalk. The project increased public access and provides educational signage throughout the site.



Figure 8-2. Neighborhood Features Map: Brooklawns

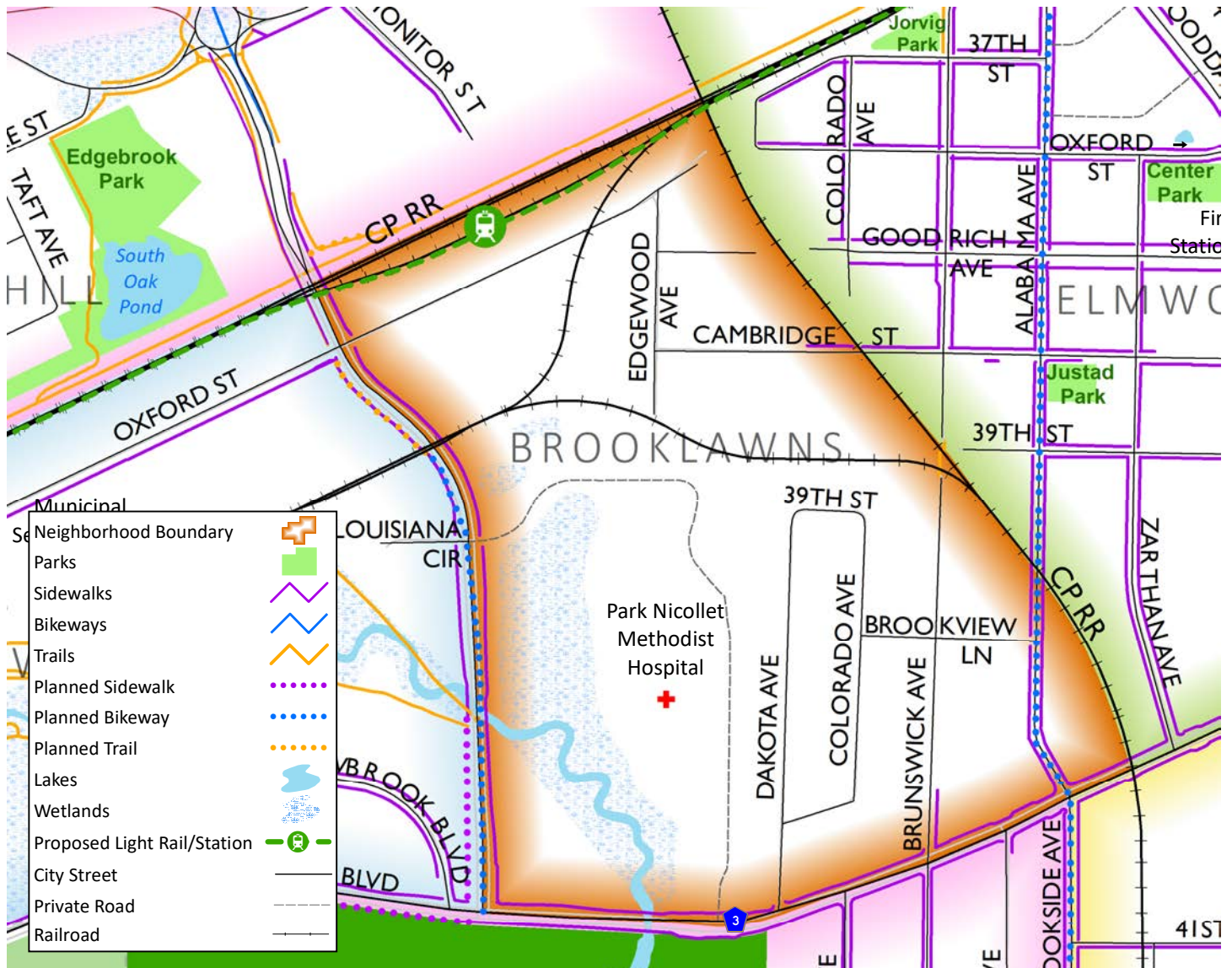


Table 8-1. Neighborhood Statistics: Brooklawns

Neighborhood Name:	Brooklawns
Neighborhood spatial size:	150.4 acres or 0.24 square miles
Neighborhood population:	400 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	174 (2009) / 175 (2018)
Average household size:	2.44
Percent owner occupied:	80%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Louisiana Bridge, 2017 (Reconstruction 2019)
- » Minnehaha Creek Watershed District, Minnehaha Creek Greenway, 2016
- » Louisiana Station Area Framework + Design Guidelines, 2014
- » Form Based Code (Draft), 2013
- » Connect the Park!, 2013
- » Transitional Station Area Action Plans (TSAAP), 2013
- » CP Rail Regional Trail Feasibility Study, 2010
- » Southwest Transitway Station Area Planning, 2009
- » Active Living Sidewalks and Trails Plan, 2008

Table 8-2. Neighborhood Features Information: Brooklawns

Neighborhood Name:	Brooklawns
Institutions:	Methodist Hospital, Park Nicollet Clinic-Creekside, Meadowbrook Golf Course
Parks (active):	None
Open spaces (passive):	Minnehaha Creek
Major streets:	Excelsior Blvd/Cty Rd 3, Louisiana Avenue, Alabama Avenue, Cambridge/Edgewood/Oxford
Light rail stations:	Louisiana Station
Transit corridors:	Excelsior Blvd, Louisiana Avenue.
Sidewalks:	Excelsior Blvd, Alabama Avenue, Louisiana Avenue
Bikeways:	None
Trails:	Cedar Lake LRT Regional Trail, Minnehaha Creek
Commercial corridors & nodes:	Excelsior Blvd
Industrial areas:	Oxford/Louisiana Industrial Park
Rail lines:	CP Rail (both the Bass Lake Spur and the MN & S Spur lines)

Figure 8-5. 2040 Future Land Use Distribution: Brooklawns

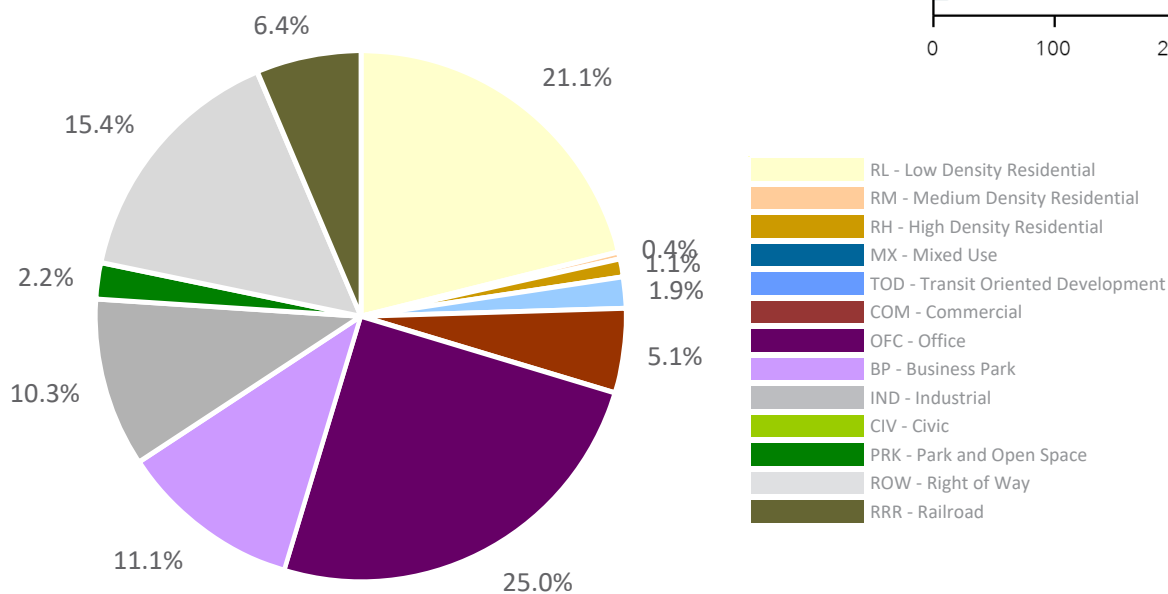


Figure 8-3. Age Distribution in Brooklawns

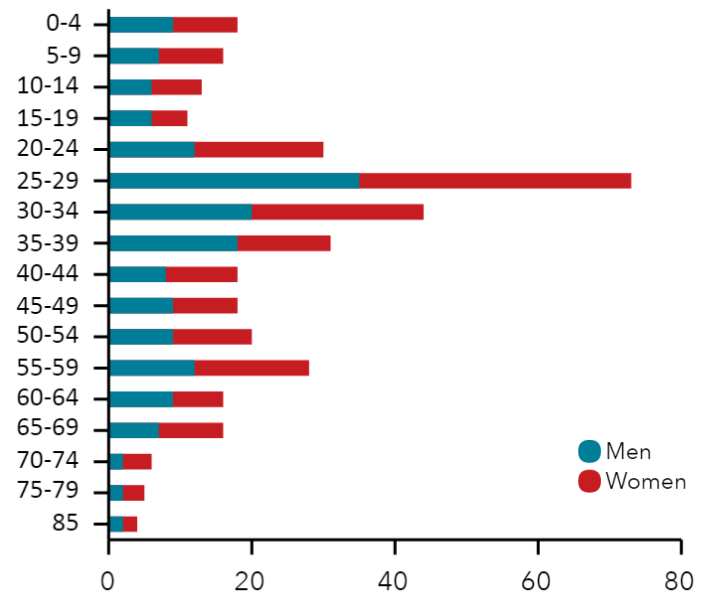


Figure 8-4. Race/Ethnicity Distribution in Brooklawns

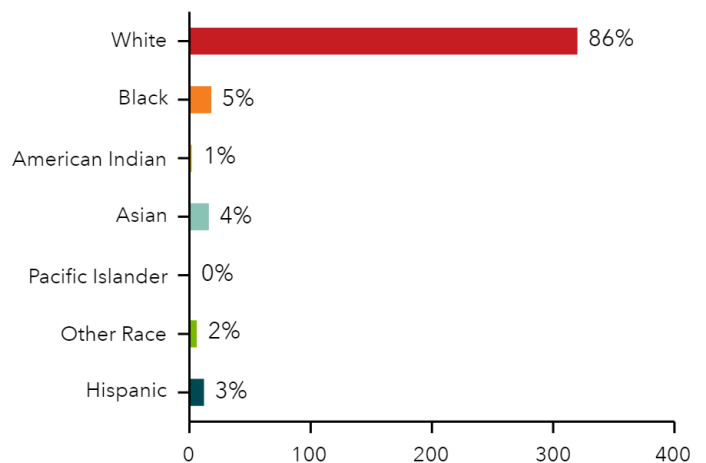
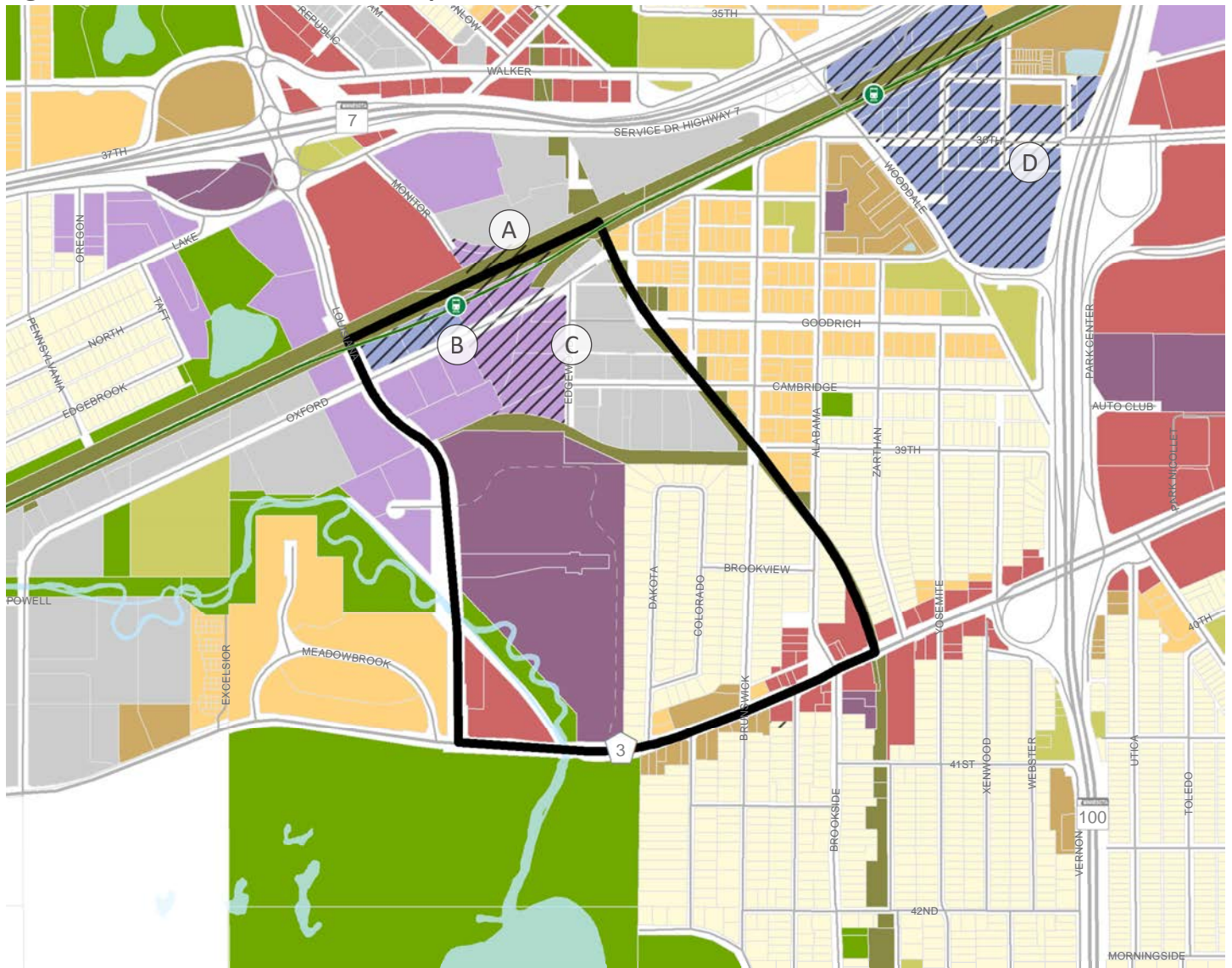


Figure 8-6. 2040 Land Use Plan Map: Brooklawns



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



Changes in Land Use

- (A)** COM- Commercial changing to BP- Business Park
- (B)** MX- Mixed Use changing to TOD- Transit Oriented Development
- (C)** IND- Industrial changing to BP- Business Park
- (D)** COM- Commercial, OFC- Office, MX- Mixed Use and RH- High Density Residential changing to TOD- Transit Oriented Development

2017 City of St. Louis Park
Community Development

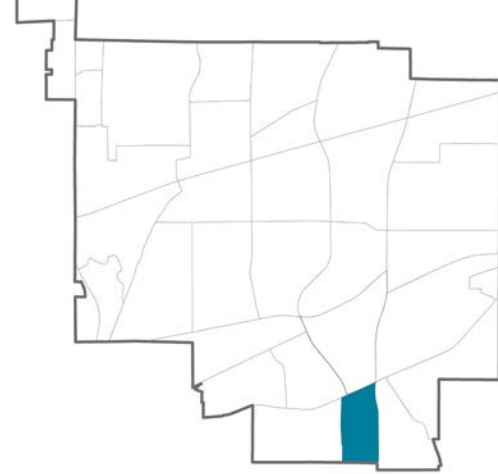
Brookside

History and Character

The Brookside neighborhood is located at the southern edge of the city, southwest of the intersection of Excelsior Boulevard/Cty Rd 3 & MN Hwy 100. Minnehaha Creek runs along the southern edge of the neighborhood. Like most St. Louis Park neighborhoods south of Excelsior Boulevard/Cty Rd 3, Brookside is one of the city's oldest neighborhoods. The Brookside neighborhood developed as the result of the Lake Minnetonka / Como-Harriet streetcar line that went along 44th Street. There was even a Brookside station, which was located just south of Minnehaha Creek on Brookside Avenue, the neighborhood's "Main Street". Brookside was designed and marketed as "the ideal suburb" on the street car line. This primarily residential neighborhood was subdivided prior to WWI (1908) with half of the homes constructed prior to 1933. The neighborhood's boundaries are Excelsior Boulevard/Cty Rd 3 (north); Brookside Avenue (west); Minnehaha Creek / city's border (south); and MN Hwy 100 (east). The Brookside neighborhood shares its southern border with the City of Edina, just south of Minnehaha Creek.

Brookside is primarily a residential neighborhood of single-family homes with a neighborhood park (Jackley Park) and a couple of churches. The former Brookside Elementary School building, which was built in 1921, is a valued community and neighborhood landmark. Although the school building was closed as a public school in 1975, it then served as the Brookside Community Center until it was finally sold and renovated for residential condominiums. As the Brookside Lofts, the renovated building remains a neighborhood asset and expands the types of housing available within the neighborhood. In addition, a number of older historic buildings remain along Brookside Avenue. The neighborhood is within walking distance (via Excelsior Blvd/Cty Rd 3 or the MN Hwy 100 pedestrian bridge) of Susan Lindgren Elementary School, and the commercial areas along Excelsior Boulevard/Cty Rd 3, which includes the Park Commons area and Miracle Mile. To the west, the neighborhood is within walking distance of the Meadowbrook Lake and Minnehaha Creek open space areas.

Figure 8-7. Neighborhood Context



The neighborhood also includes the commercial and office corridor along the south side of Excelsior Boulevard/Cty Rd 3. The neighborhood's street connections to Excelsior Blvd are Brookside Avenue and Yosemite Avenue. Brookside Avenue is the only street in the community west of MN Hwy 100 that connects south to Edina. The CP Rail/MN & S Spur line runs north-south through the neighborhood between Brookside Avenue and Yosemite Avenue.

The Brookside Neighborhood steering committee formed in 1999. They have a number of events throughout the year, including National Night Out gathering, block parties, outdoor movies in the park, patriotic parade, ice cream social, ice skating and sledding parties, pizza in the park, annual neighborhood garage sale and more.



Figure 8-8. Neighborhood Features Map: Brookside



Table 8-3. Neighborhood Statistics: Brookside

Neighborhood Name:	Brookside
Neighborhood spatial size:	116.4 acres or 0.18 square miles
Neighborhood population:	772 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	339 (2009) / 371 (2018)
Average household size:	2.19
Percent owner occupied:	92%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Connect the Park!, 2013
- » CP Rail Regional Trail Feasibility Study, 2010
- » Active Living Sidewalks and Trails Plan, 2008

Table 8-4. Neighborhood Features Information: Brookside

Neighborhood Name:	Brookside
Institutions:	None
Parks (active):	Jackley Park
Open spaces (passive):	Minnehaha Creek, Meadowbrook Lake (immediately west of neighborhood)
Major streets:	MN Hwy 100, Excelsior Blvd, Yosemite Avenue, Brookside Avenue
Light rail stations:	Wooddale Station
Transit corridors:	Excelsior Blvd
Sidewalks:	Excelsior Blvd, Brookside Ave, Yosemite Ave, Xenwood Ave, Webster Ave, 41st St, Vermont St, Vernon Ave
Bikeways:	None
Trails:	Jackley Park, pedestrian bridge over Hwy 100
Commercial corridors & nodes:	Excelsior Blvd
Industrial areas:	CP Rail/MN & S Spur line
Rail lines:	None

Figure 8-9. Age Distribution in Brookside

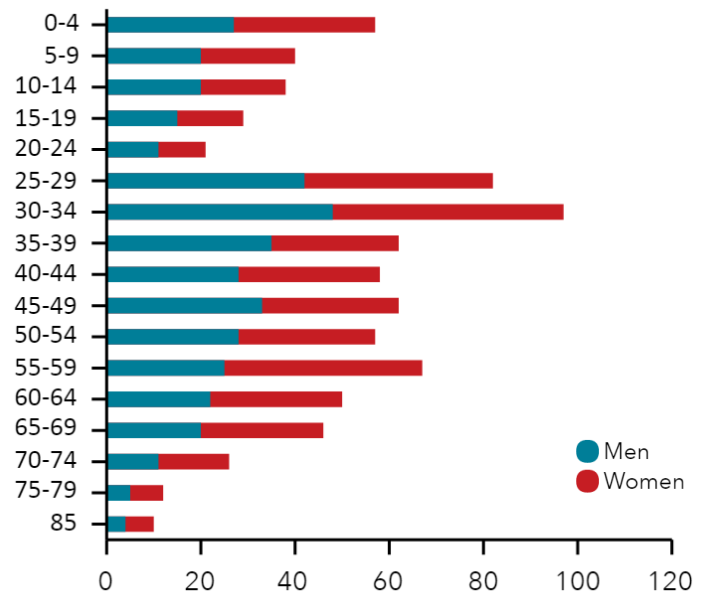


Figure 8-10. Race/Ethnicity Distribution in Brookside

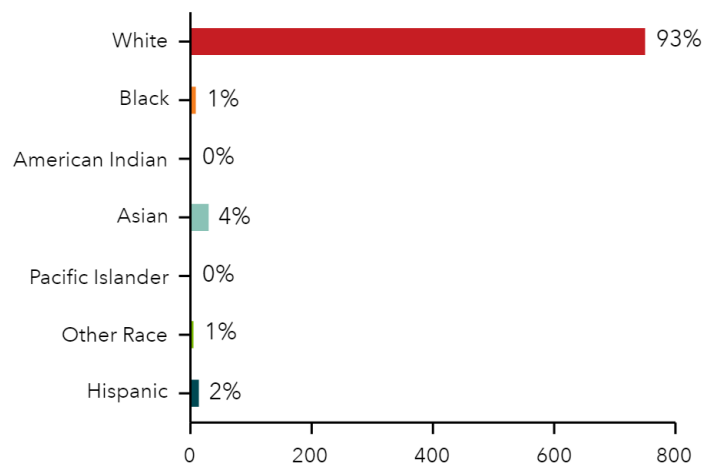


Figure 8-11. 2040 Future Land Use Distribution: Brookside

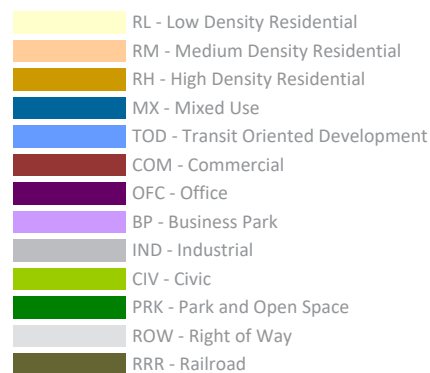
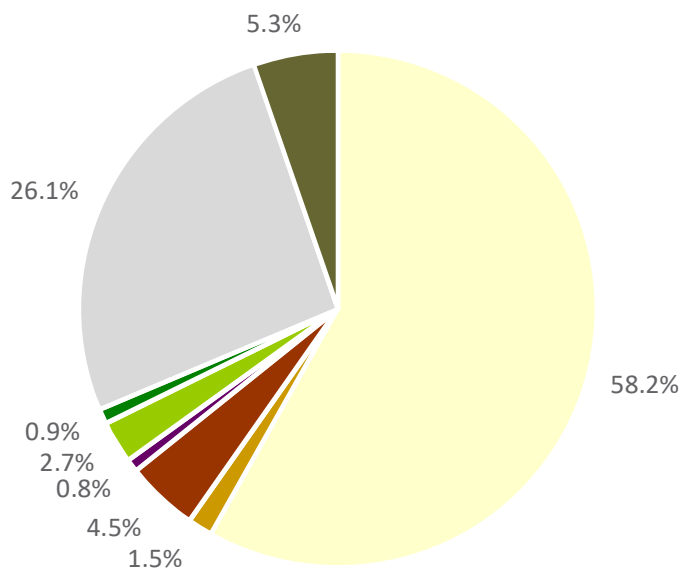
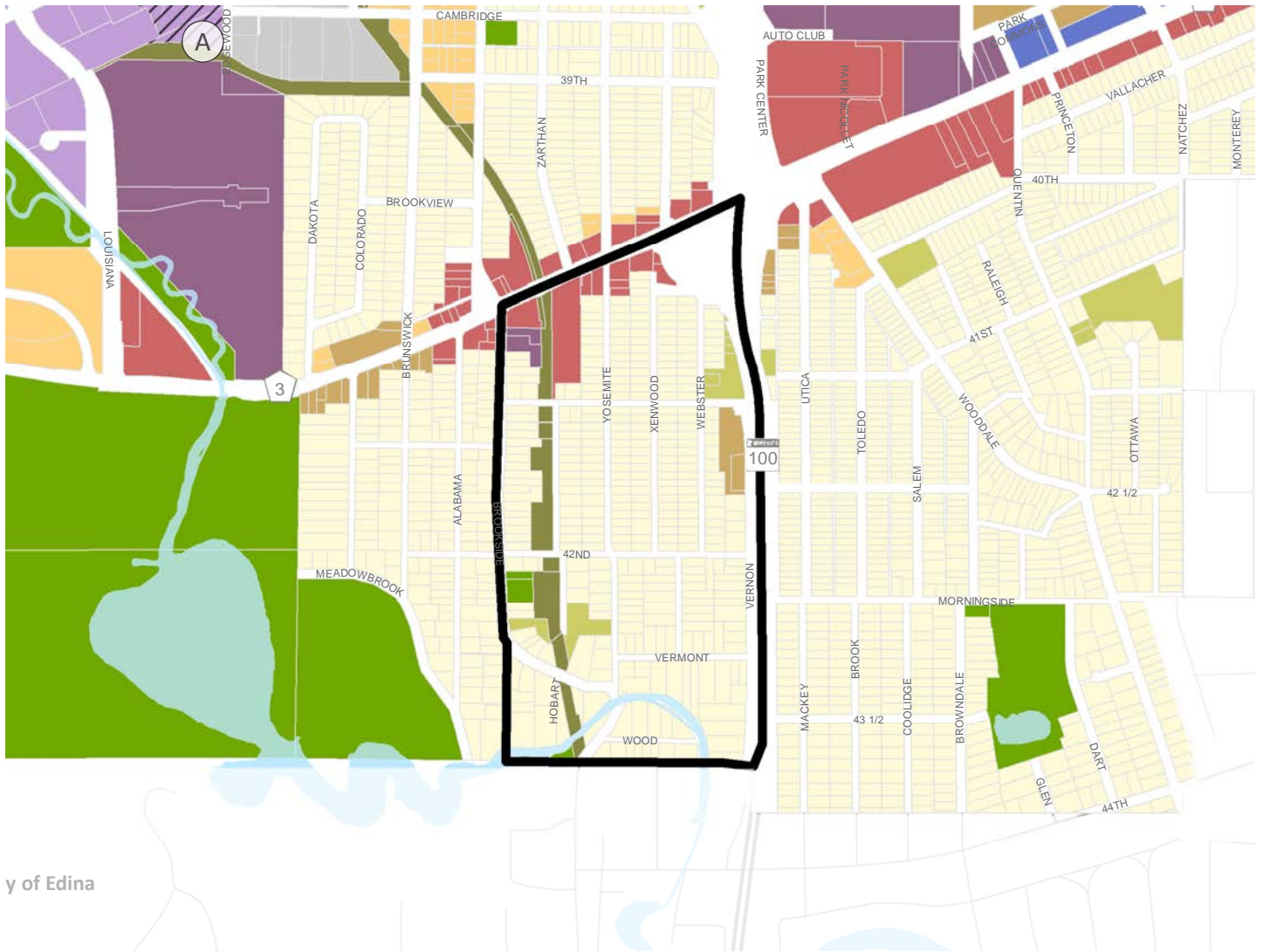


Figure 8-12. 2040 Land Use Plan Map: Brookside



City of Edina

Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody



Changes in Land Use

- A IND- Industrial changing to BP- Business Park

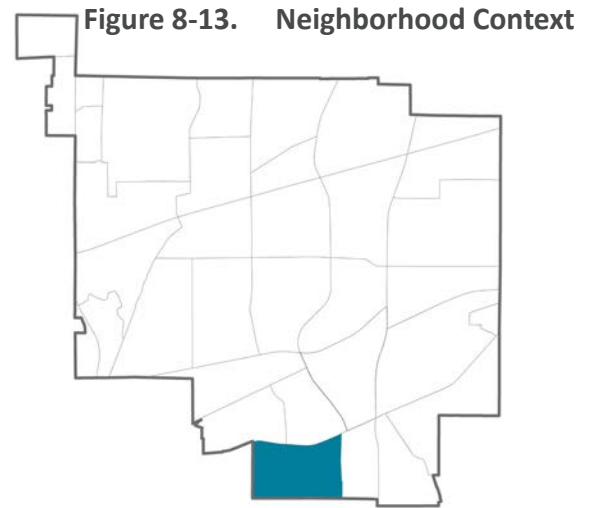
2017 City of St. Louis Park
Community Development

Creekside

History and Character

The Creekside neighborhood is located at the southern edge of the city, south of Excelsior Boulevard/Cty Rd 3 and on the east side of Meadowbrook Golf Course. Like most St. Louis Park neighborhoods south of Excelsior Boulevard/Cty Rd 3, Creekside is one of the city's oldest neighborhoods. Meadowbrook Golf Course, which includes Meadowbrook Lake, occupies 65% of the neighborhood. Minnehaha Creek, for which the neighborhood is named, runs through the center of the neighborhood and Meadowbrook Golf Course. The neighborhood's boundaries are Excelsior Boulevard/Cty Rd 3 (north); Brookside Avenue (east); Minnehaha Creek / city's border (south); and Meadowbrook Golf Course / city's border (west). The Creekside neighborhood shares its southern border with Edina neighborhoods located along the southside of Minnehaha Creek and Meadowbrook Golf Course.

Creekside is primarily a residential neighborhood of single-family homes, which was subdivided prior to WWI with half of the homes constructed prior to 1940. The neighborhood is rich in natural open spaces, including Minnehaha Creek, Meadowbrook Lake and marsh area, and Meadowbrook Golf Course. On the south side of Minnehaha Creek, in Edina, is Todd Park. The neighborhood is within walking distance of the Excelsior Boulevard commercial corridor as well as (via Excelsior Blvd/Cty Rd 3 or the MN Hwy 100 pedestrian bridge) Susan Lindgren Elementary School, and the commercial areas along Excelsior Boulevard/Cty Rd 3, which includes the Park Commons area and Miracle Mile. Meadowbrook Golf Course is a public golf course developed



and opened in 1926 and leased to the Minneapolis Park Board. The golf course was sold to the City of Minneapolis in 1945 and continues to be operated as a public golf course by the Minneapolis Park & Recreation Board.

The neighborhood also includes a small commercial node at the intersection of Excelsior Boulevard/Cty Rd 3 & Brookside Avenue and higher density residential buildings along Excelsior Boulevard/Cty Rd 3. Brookside Avenue is the only street in the community west of MN Hwy 100 that connects south to Edina. In addition, a number of older historic buildings remain along Brookside Avenue. The CP Rail/MN & S Spur line runs north-south just east of the neighborhood between Brookside Avenue and Yosemite Avenue.

Creekside has a small, but active neighbors association which formed in 1996. They coordinate an annual summer block party for all neighbors. The steering committee, made up of officers and Creekside neighbors, meets twice a year to conduct business. Neighbors are encouraged to join. The annual meeting for the entire neighborhood is in April.



Figure 8-14. Neighborhood Features Map: Creekside

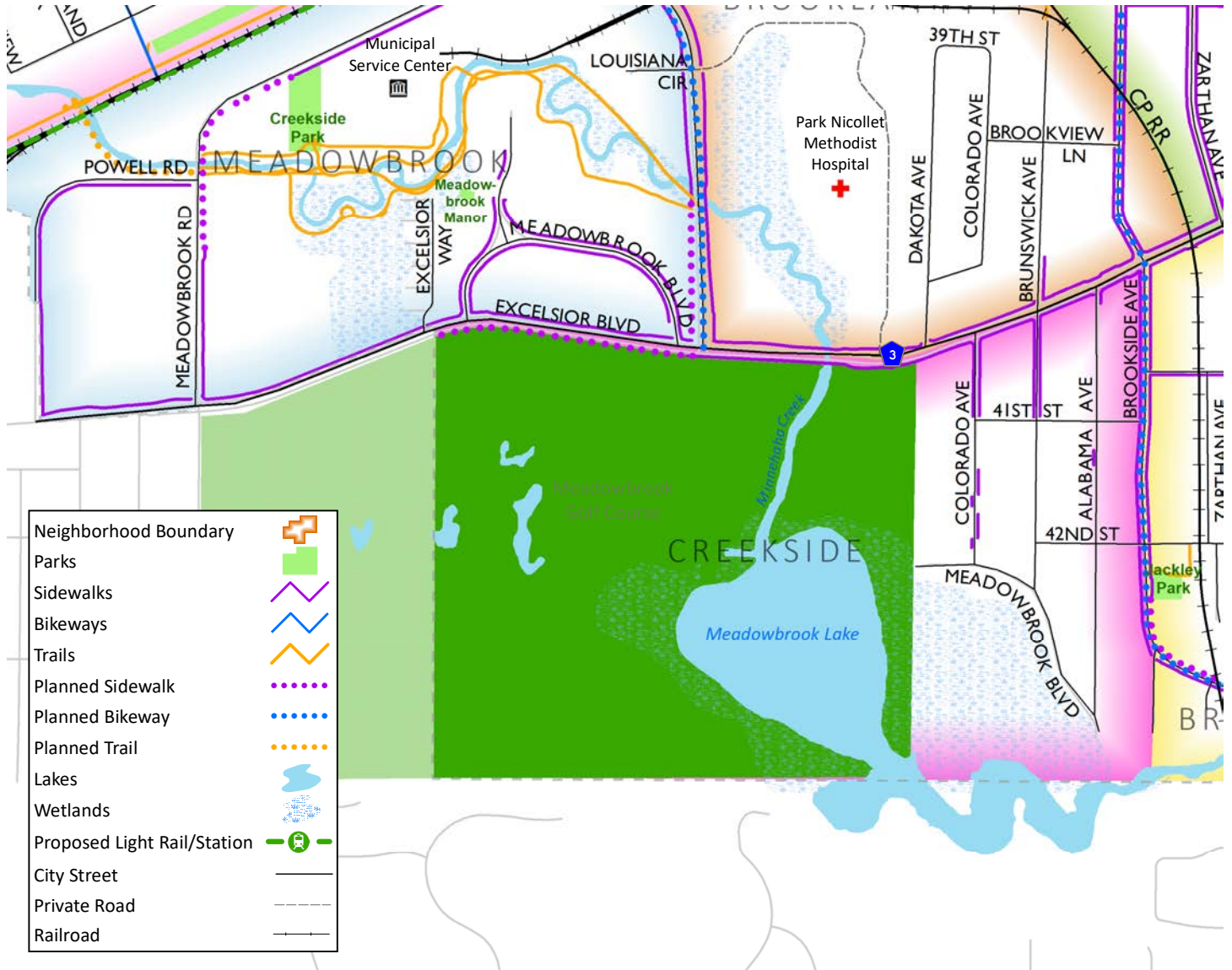


Table 8-5. Neighborhood Statistics: Creekside

Neighborhood Name:	Creekside
Neighborhood spatial size:	218.9 acres or 0.34 square miles
Neighborhood population:	396 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	188 (2009) / 191 (2018)
Average household size:	2.18
Percent owner occupied:	84%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Minnehaha Creek Watershed District, Minnehaha Creek Greenway, 2016
- » Minneapolis Park Board, Meadowbrook Golf Course Planning, 2016
- » Connect the Park!, 2013
- » Active Living Sidewalks and Trails Plan, 2008

Table 8-6. Neighborhood Features Information: Creekside

Neighborhood	Creekside
Name:	
Institutions:	Meadowbrook Golf Course
Parks (active):	Jackley Park (just east of neighborhood)
Open spaces (passive):	Minnehaha Creek, Meadowbrook Lake & Marsh, Meadowbrook Golf Course
Major streets:	Excelsior Blvd, Louisiana Ave, Brookside Ave
Light rail stations:	Louisiana Station
Transit corridors:	Excelsior Blvd
Sidewalks:	Excelsior Blvd, Louisiana, Colorado Avenue
Bikeways:	None
Trails:	None
Commercial corridors & nodes:	Excelsior Blvd
Industrial areas:	None
Rail lines:	None

Figure 8-17. 2040 Future Land Use Distribution: Creekside

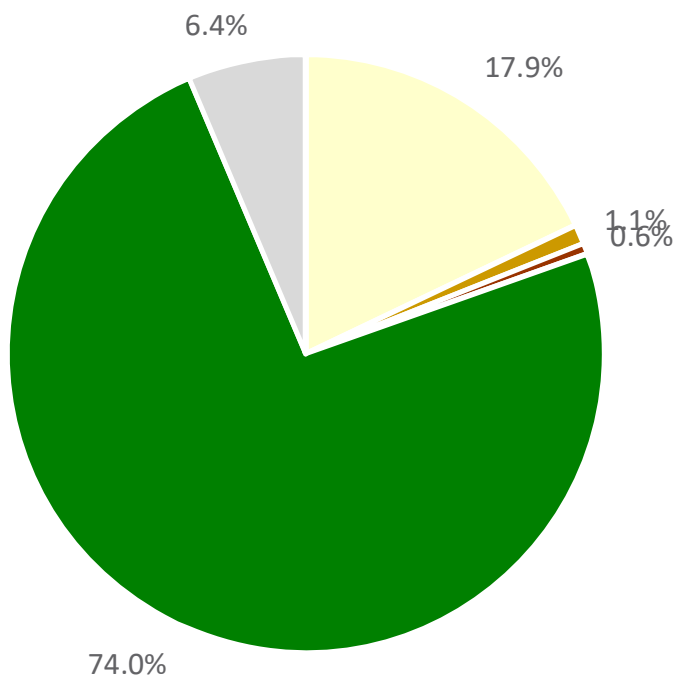


Figure 8-15. Age Distribution in Creekside

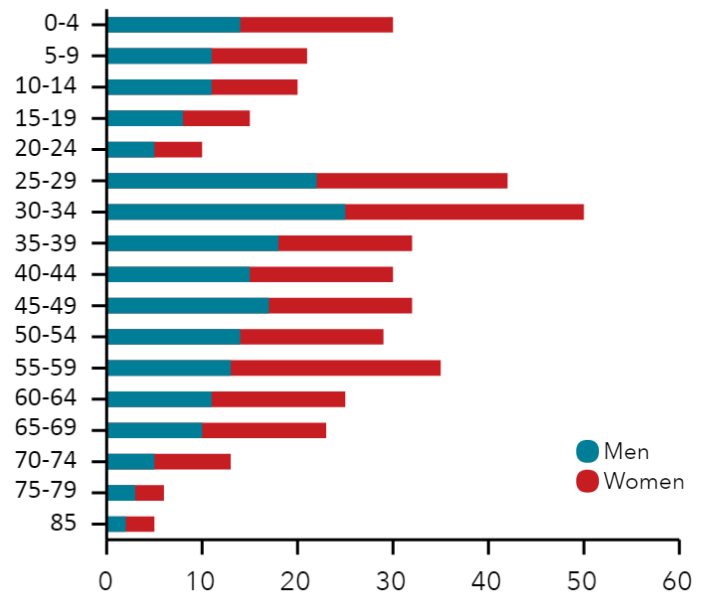


Figure 8-16. Race/Ethnicity Distribution in Creekside

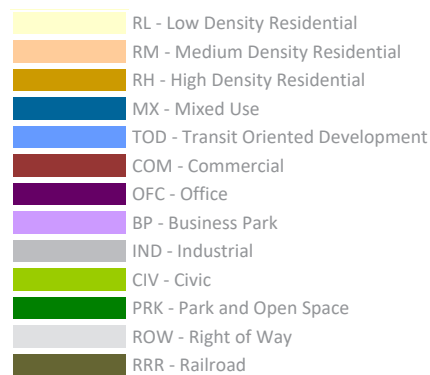
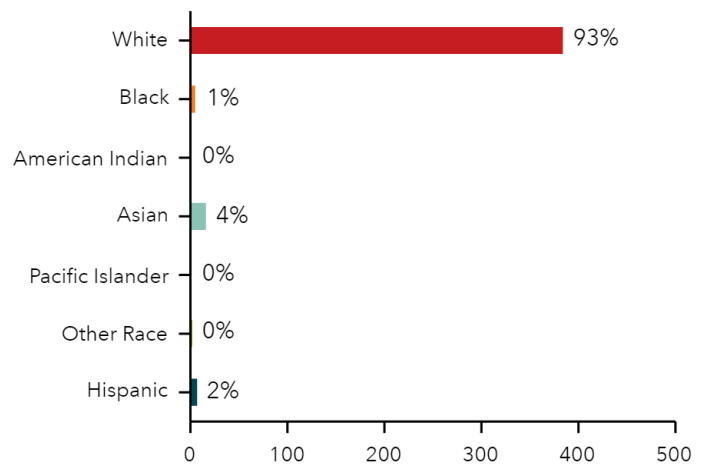
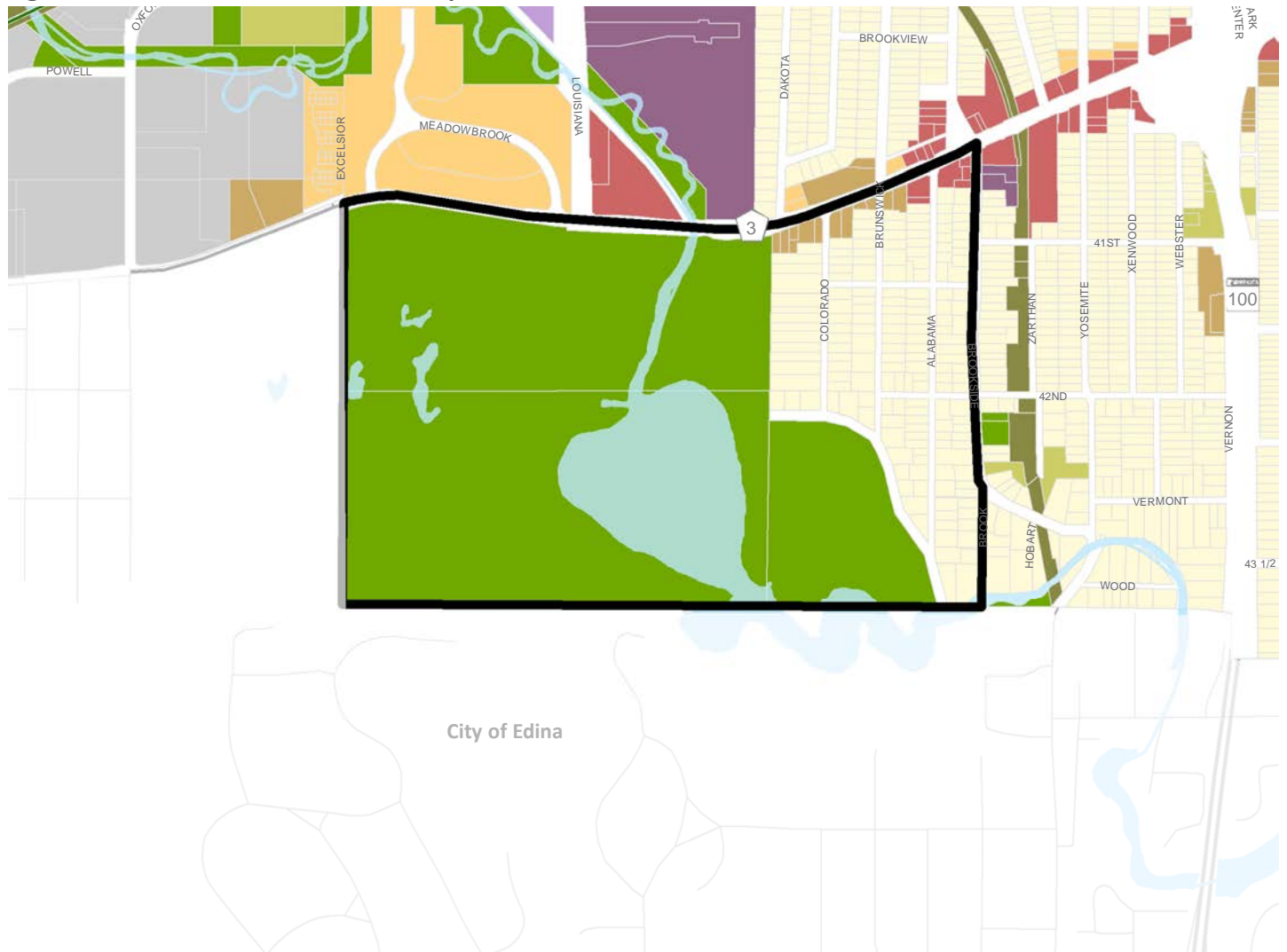



















Figure 8-18. 2040 Land Use Plan Map: Creekside



Legend

-  Planned LRT Stations
-  Green Line Extension
-  Change in Land Use
- 2040 Land Use**
-  RL - Low Density Residential
-  RM - Medium Density Residential
-  RH - High Density Residential
-  MX - Mixed Use
-  TOD - Transit Oriented Development
-  COM - Commercial
-  OFC - Office
-  BP - Business Park
-  IND - Industrial
-  CIV - Civic
-  PRK - Park and Open Space
-  ROW - Right of Way
-  RRR - Railroad
-  Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

Elmwood

History and Character

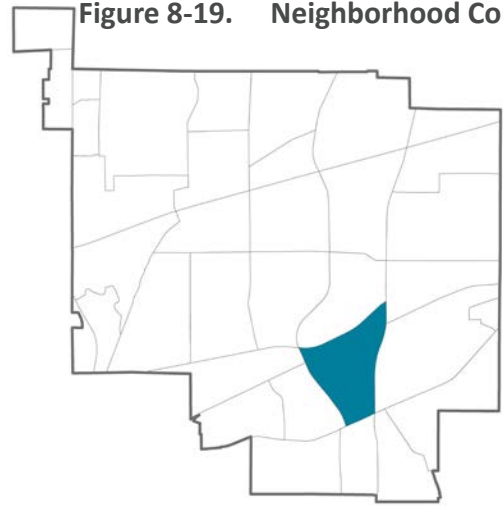
The Elmwood neighborhood is located in the south central portion of the city, on the west side of MN Hwy 100 between MN Hwy 7 and Excelsior Boulevard/Cty Rd 3. Elmwood is one of the oldest neighborhoods in St. Louis Park, particularly the residential area west of Wooddale Ave. The northeastern portion of the neighborhood is in the midst of significant transformation as its industrial and commercial areas continue to undergo major redevelopment into a mixed-use neighborhood. The neighborhood has three neighborhood parks: Jorvig, Justad and Center Parks. Jorvig Park, which is a historical park, is home to a historic building – the Chicago, Milwaukee, St. Paul and Pacific Depot. The neighborhood’s boundaries are Excelsior Boulevard/Cty Rd 3 (south); MN Hwy 100 (east); MN Hwy 7 (north); and CP Rail/MN & S Spur line (west).

Elmwood has retained many of its original homes west of Wooddale Ave. The area north of 39th St is part of the original subdivision dating from the late 1800s. The neighborhood is home to many commercial businesses along 36th Street and Excelsior Boulevard.

In 2003, the Elmwood Area Land Use, Transit and Transportation Study was completed for the area primarily east of Wooddale Ave and the large block west of Wooddale Ave. The study identified a future Wooddale transit station location at the northeast corner of 36th St and Wooddale Ave to accommodate the future SW LRT line. The study made land use and transportation recommendations for the entire study area. In addition, the study identified planning principles to be used to evaluate any future land use, transportation, and private sector development initiatives. Subsequent station area plans have been completed to guide future design of the Wooddale Station area as a mixed use, transit-oriented neighborhood.

Along Wooddale Ave and 36th St, the neighborhood has experienced significant redevelopment beginning with Village in the Park and Hoigaard Village. High-density residential now lines Wooddale Ave with mixed-use buildings along 36th St. Most of the industrial uses in the Wooddale Ave & 36th St area have been redeveloped with non-industrial uses. The Wooddale Station area has potential for additional future redevelopment. However, the influence of the two rail lines running through the

Figure 8-19. Neighborhood Context



neighborhood remains significant to residents, particularly the noise from trains switching from east-west to north-south tracks. The revamping of the 36th St sidewalks included widening and lighting, as well as public art benches and bollards along the corridor. The new sidewalks vastly improve the neighborhood’s pedestrian environment, including the pedestrian connection across MN Hwy 7 (via the new Wooddale bridge) to the north and across Hwy 100 east to Park Commons (Wolfe Park, Rec Center and Excelsior & Grand).

The Elmwood neighbors association formed in 1997. They host an annual fall gathering each year.



Figure 8-20. Neighborhood Features Map: Elmwood

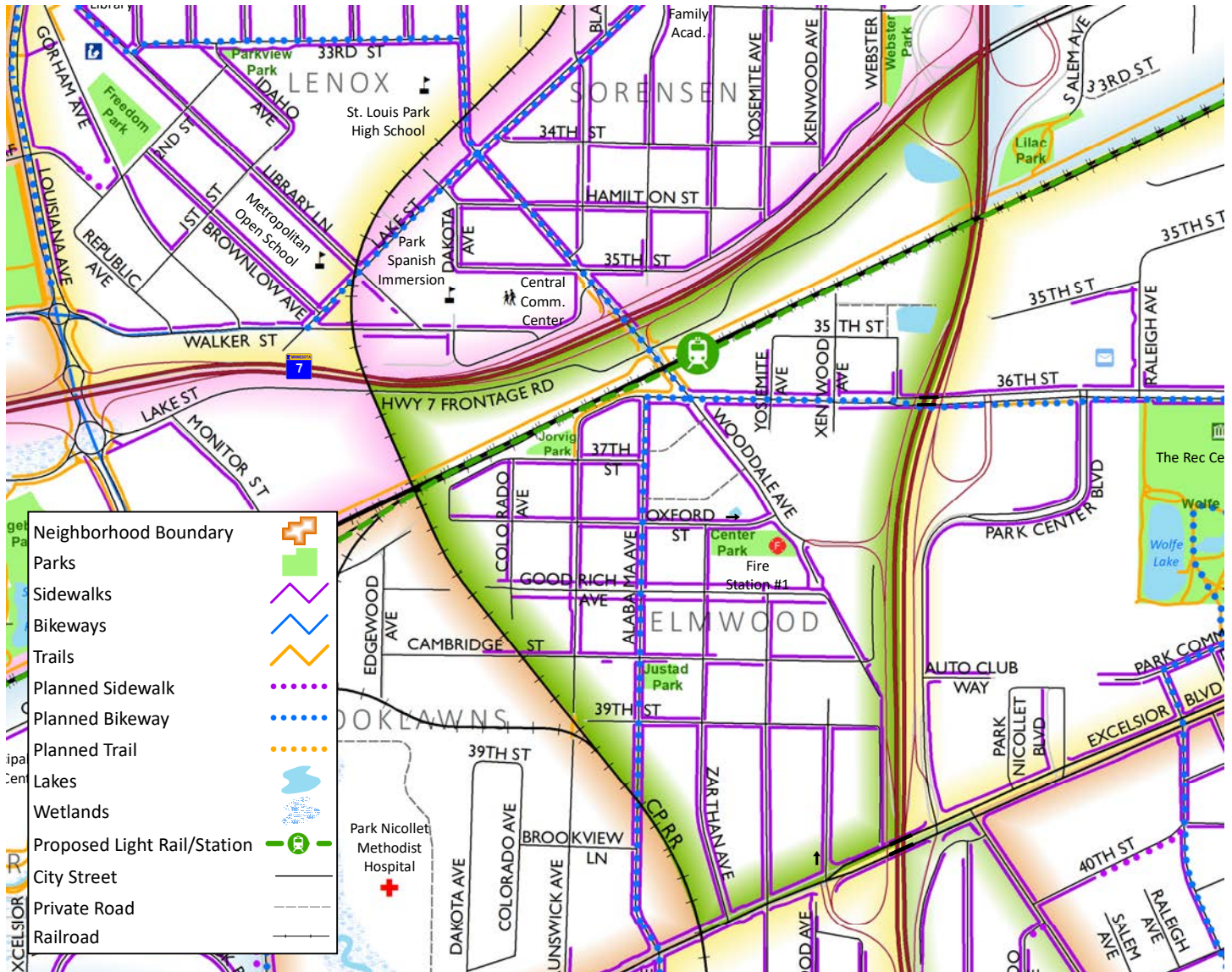


Table 8-7. Neighborhood Statistics: Elmwood

Neighborhood Name:	Elmwood
Neighborhood spatial size:	231.9 acres or 0.36 square miles
Neighborhood population:	1,627 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	668 (2009) / 1,583 (2018)
Average household size:	1.92
Percent owner occupied:	40%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Neighborhood Traffic Study, 2017
- » Wooddale/Hwy 7 Bridge Study, 2015-2017
- » 36th Street/Wooddale Avenue Traffic Study, 2016
- » Form Based Code (Draft), 2013
- » Connect the Park!, 2013
- » Transitional Station Area Action Plans (TSAAP), 2013
- » Community Recreation Facility Study, 2012
- » CP Rail Regional Trail Feasibility Report, 2010
- » Southwest Transitway Station Area Planning, 2009
- » Active Living Sidewalks and Trails Plan, 2008
- » Elmwood Area Land Use, Transit, and Transportation Study, 2003

Table 8-8. Neighborhood Features Information: Elmwood

Neighborhood Name:	Elmwood
Institutions:	Fire Station #1, The Depot in Jorvig Park (designated site on National Register of Historic Places), Union Congregational Church, Aldersgate Methodist Church
Parks (active):	Jorvig Park, Center Park, Justad Park
Open spaces (passive):	None
Major streets:	MN Hwy 7, MN Hwy 100, Excelsior Blvd, Wooddale Ave, 36th St, Alabama Ave, Cambridge St
Light rail stations:	Wooddale Station
Transit corridors:	Excelsior Blvd, Wooddale Ave, 36th St
Sidewalks:	Excelsior Blvd, Alabama, Louisiana Ave
Bikeways:	None
Trails:	Cedar Lake LRT Regional Trail, Wooddale Ave
Commercial corridors & nodes:	Excelsior Blvd, 36th St, Park Commons
Industrial areas:	Oxford/Louisiana Industrial Park
Rail lines:	CP Rail

Figure 8-23. 2040 Future Land Use Distribution: Elmwood

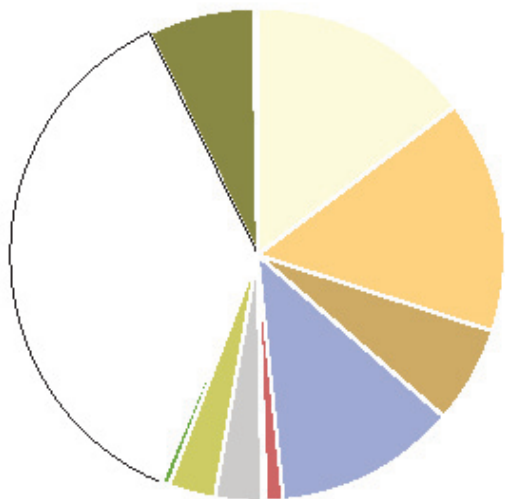


Figure 8-21. Age Distribution in Elmwood

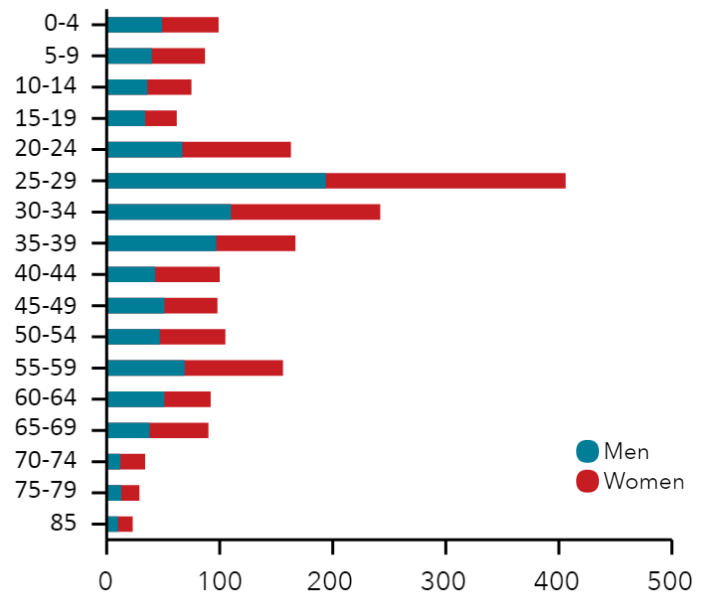


Figure 8-22. Race/Ethnicity Distribution in Elmwood

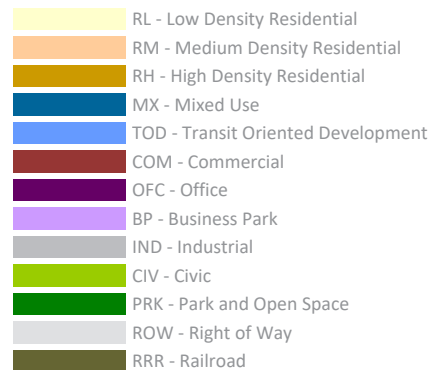
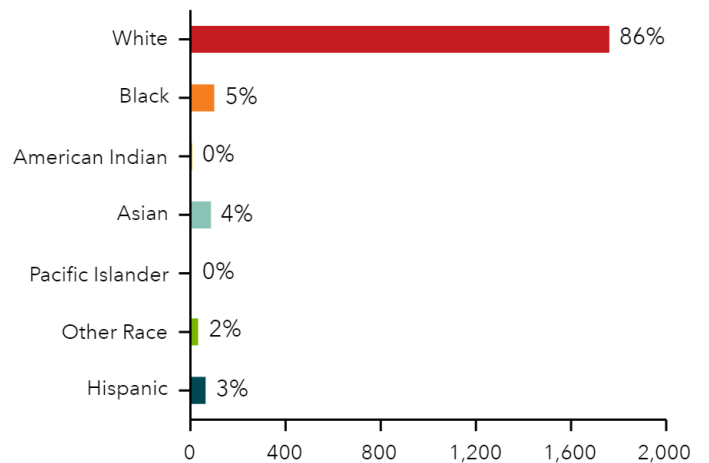
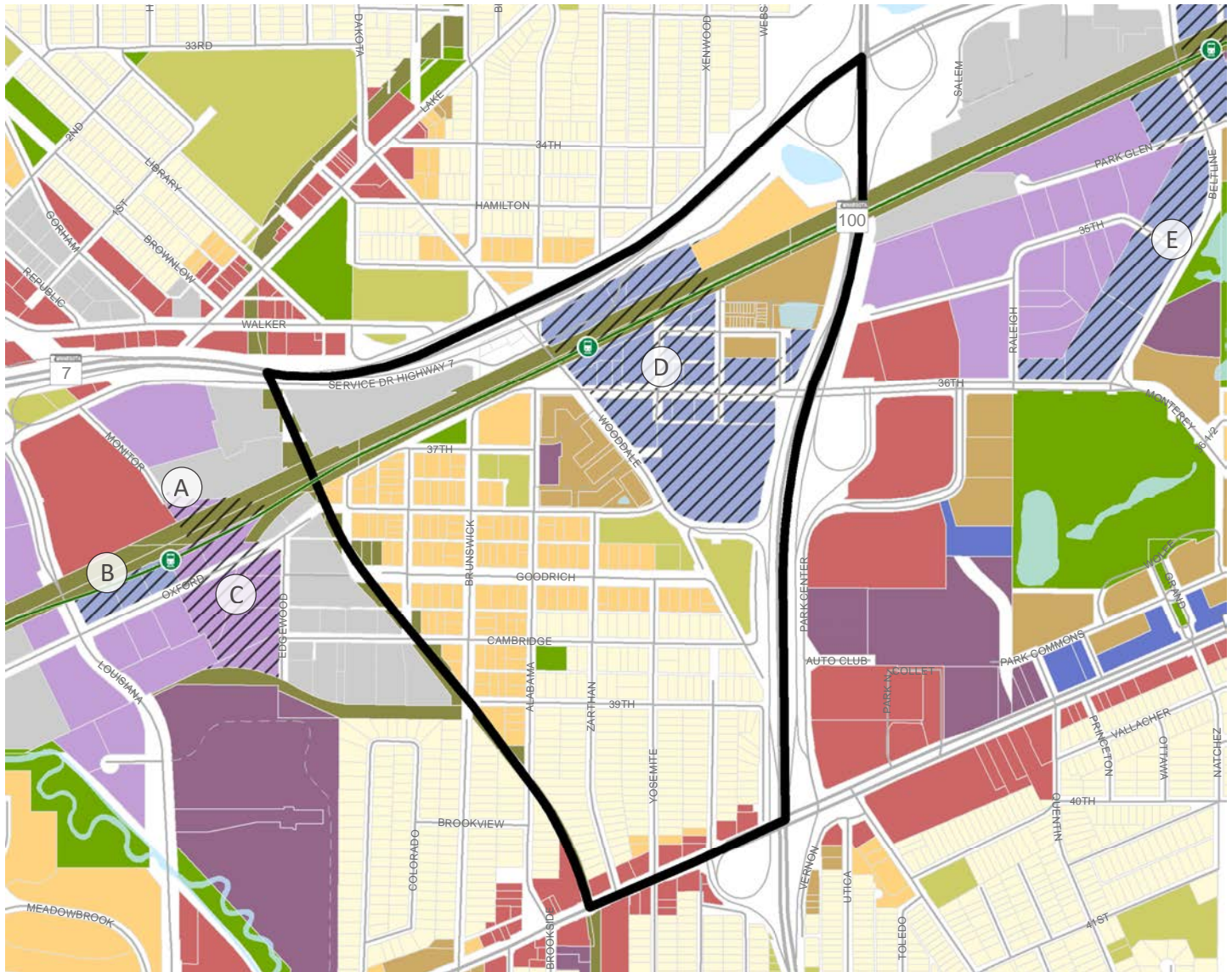


Figure 8-24. 2040 Land Use Plan Map: Elmwood



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody



Changes in Land Use

- (A)** COM- Commercial changing to BP- Business Park
- (B)** MX- Mixed Use changing to TOD- Transit Oriented Development
- (C)** IND- Industrial changing to BP- Business Park
- (D)** COM- Commercial, MX- Mixed Use, and RH- High Density Residential changing to TOD- Transit Oriented Development
- (E)** COM- Commercial, MX- Mixed Use, and BP- Business Park changing to TOD- Transit Oriented Development

2017 City of St. Louis Park
Community Development

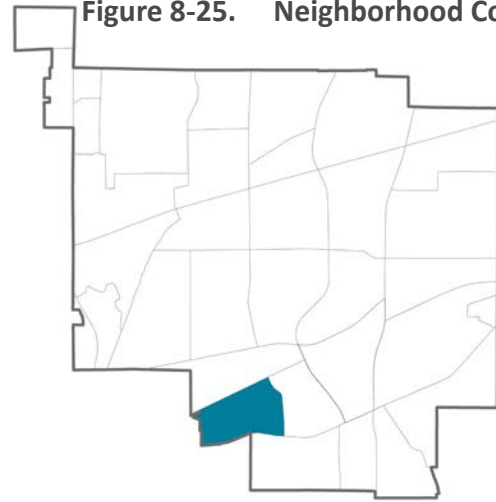
Meadowbrook

History and Character

The Meadowbrook neighborhood is located in the southern portion of the city, northwest of the intersection of Excelsior Boulevard/Cty Rd 3 and Louisiana Avenue. The neighborhood consists of the Meadowbrook Manor residential area along Excelsior Boulevard/Cty Rd 3 and the Oxford/Louisiana Industrial Park. Minnehaha Creek runs east-west through the center of the neighborhood and separates the neighborhood's residential and industrial areas. The neighborhood overlooks Meadowbrook Lake and Golf Course to the south, for which the neighborhood is named. The neighborhood's boundaries are Excelsior Boulevard/Cty Rd 3 (south); Louisiana Avenue (east); CP Rail/Bass Lake Spur line and Cedar Lake LRT Regional Trail (north); and Powell Road / city's border (west). The neighborhood shares its western and southern borders with the City of Hopkins.

Meadowbrook Manor, which is located between Minnehaha Creek (north) and Excelsior Boulevard/Cty Rd 3 (south), consists of 560 apartments in 64 buildings on approximately 25 acres and was completed in 1953. At the time, it was the largest apartment housing complex constructed in the Midwest. Many improvements were made to the buildings in the 1990s and the Meadowbrook Collaborative was formed in 1993. The Meadowbrook Collaborative is a partnership among the City of St. Louis Park, St. Louis Park School District, Park Nicollet Health Services and the Ridgedale Branch of the YMCA. The collaborative works with the Meadowbrook property owner and residents to offer services and activities aimed at ensuring that residents' health, education and safety needs are met. In 2017, this housing complex was sold to a new owner, significantly renovation took place, and it is now called Era on Excelsior. In 2000, the Excelsior Townhomes development was completed on Excelsior Way just to the west side of Meadowbrook Manor, which consists of 38 rental townhomes.

Figure 8-25. Neighborhood Context



The Oxford/Louisiana Industrial Park occupies the northern and western portions of the neighborhood and contains approximately 1.2 million square feet of general industrial development. This industrial park, which also extends east of Louisiana Avenue, is one of the largest employment centers within the City and by far the largest industrial employment center. In addition, the Park-Nicollet medical facilities have expanded to the west side of Louisiana Ave. The future Louisiana Station is planned at the intersection of Louisiana Ave and the freight rail line as part of the Southwest LRT line. These major transportation changes will also have a major influence on redevelopment opportunities in this area.

The residential and industrial areas are separated by Minnehaha Creek and the large wetland area west of Meadowbrook Manor. The Municipal Service Center and Creekside Park, a neighborhood park, are both located on Oxford Street within the industrial park on the north side of Minnehaha Creek. Creekside Park connects to the creek and a trail is planned along the creek.



Figure 8-26. Neighborhood Features Map: Meadowbrook

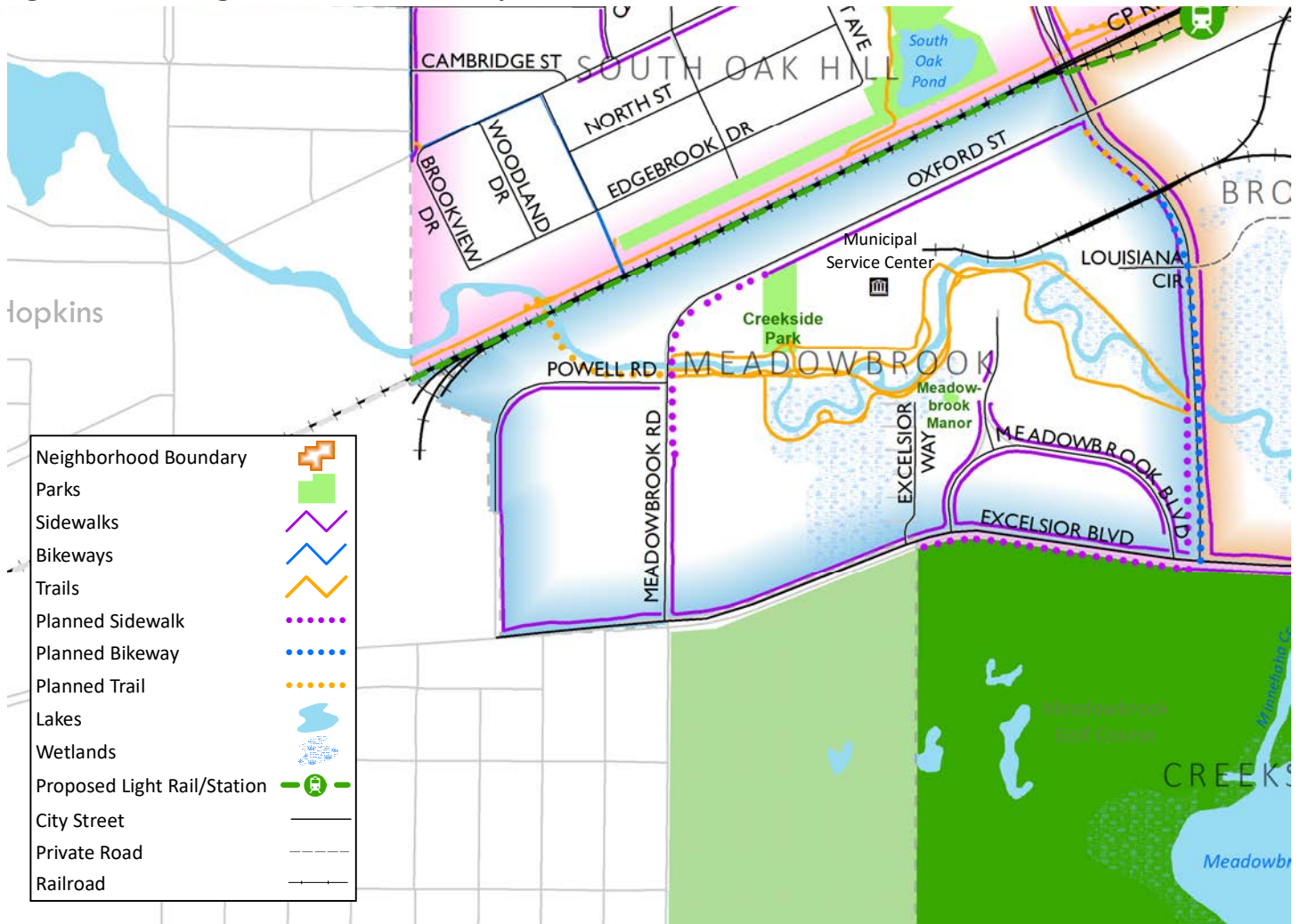


Table 8-9. Neighborhood Statistics: Meadowbrook

Neighborhood Name:	Meadowbrook
Neighborhood spatial size:	172.8 acres or 0.27 square miles
Neighborhood population:	982 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	587 (2009) / 597 (2018)
Average household size:	1.87
Percent owner occupied:	1%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Minnehaha Creek Watershed District, Minnehaha Creek Greenway, 2016
- » Minneapolis Park Board, Meadowbrook Golf Course Planning, 2016
- » Louisiana Station Area Framework + Design Guidelines, 2014 Open
- » Hwy 7 / Louisiana Avenue Interchange, 2014
- » Form Based Code (Draft), 2013
- » Connect the Park!, 2013
- » Transitional Station Area Action Plans (TSAAP), 2013
- » Southwest Transitway Station Area Planning, 2009
- » Active Living Sidewalks and Trails Plan, 2008

Table 8-10. Neighborhood Features Information: Meadowbrook

Neighborhood Name:	Meadowbrook
Institutions:	Municipal Service Center, Meadowbrook Cop Shop, Methodist Hospital, Park Nicollet Clinic- Creekside, Meadowbrook Golf Course
Parks (active):	Creekside Park
Open spaces (passive):	Minnehaha Creek, Meadowbrook Lake & Marsh, Meadowbrook Golf Course
Major streets:	Excelsior Blvd, Louisiana Ave, Oxford St/ Meadowbrook Rd.
Light rail stations:	Louisiana Station
Transit corridors:	Excelsior Blvd, Louisiana Ave
Sidewalks:	Excelsior Blvd, Louisiana Ave, Meadowbrook Blvd
Bikeways:	Rhode Island/Texas Aves
Trails:	Cedar Lake LRT Regional Trail
Commercial corridors & nodes:	None
Industrial areas:	Oxford/Louisiana Industrial Park
Rail lines:	CP Rail Line

Figure 8-29. 2040 Future Land Use Distribution: Meadowbrook

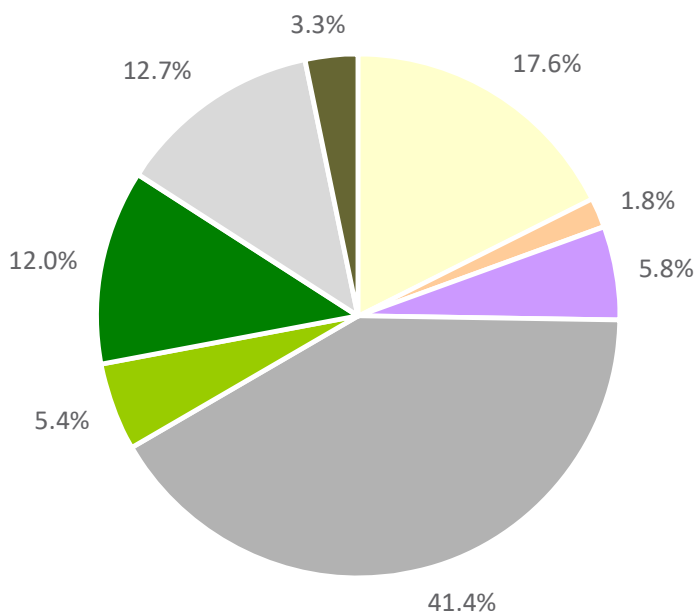


Figure 8-27. Age Distribution in Meadowbrook

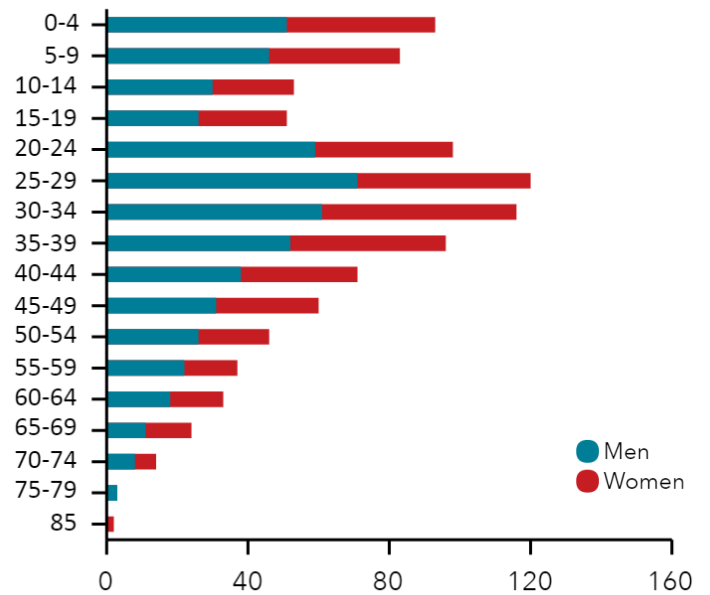


Figure 8-28. Race/Ethnicity Distribution in Meadowbrook

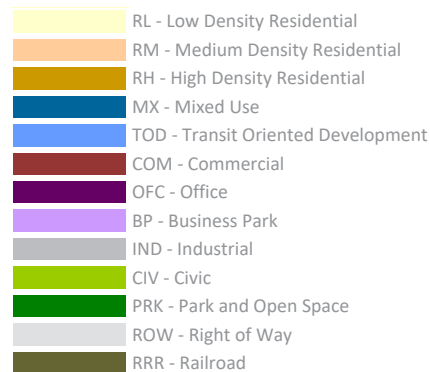
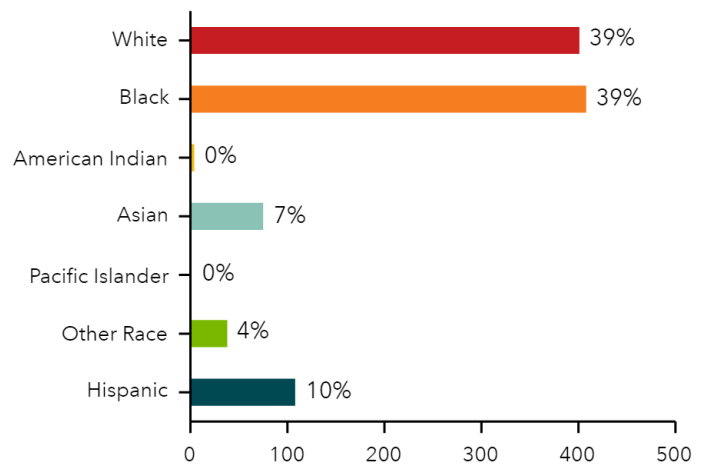
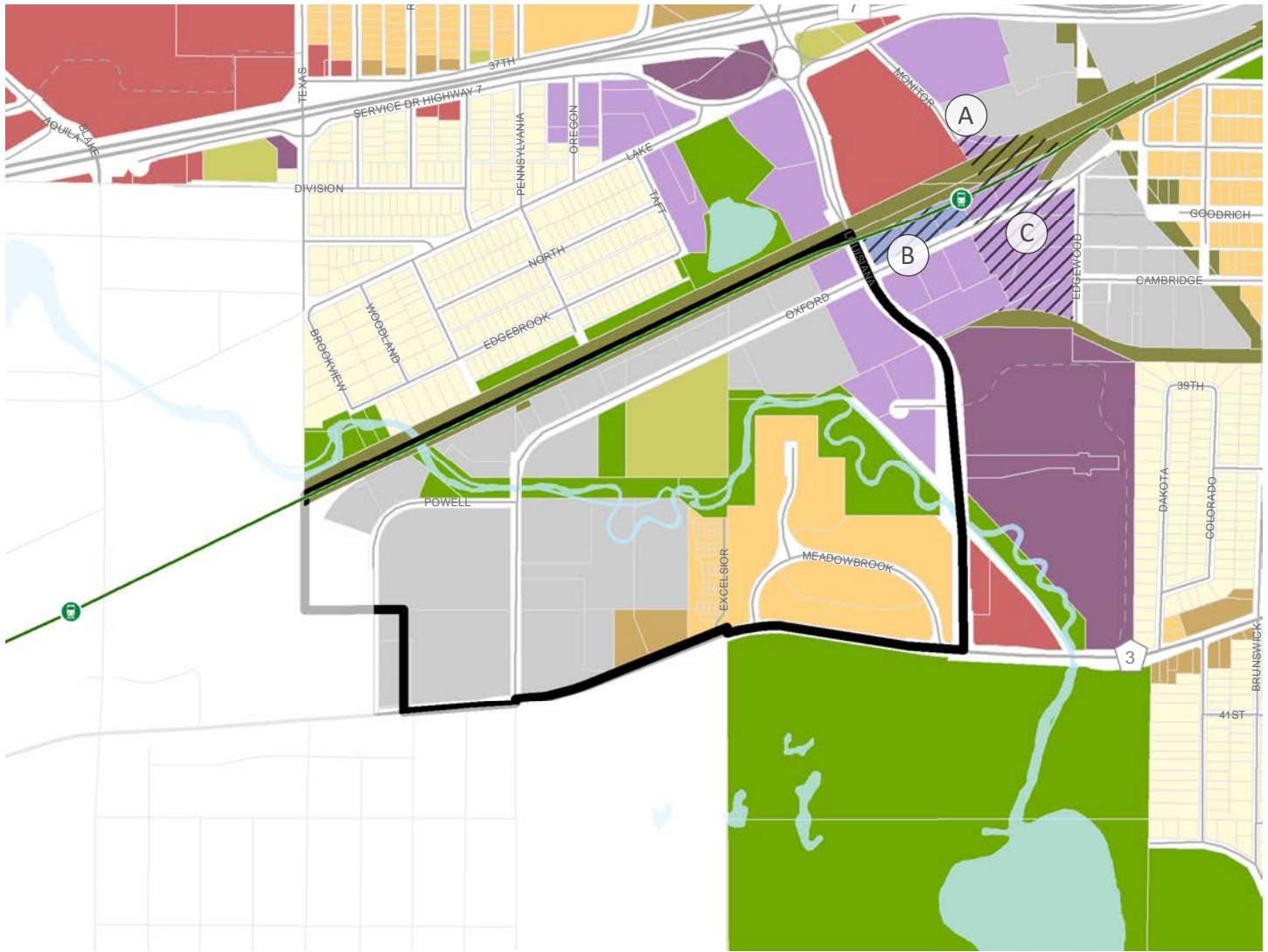


Figure 8-30. 2040 Land Use Plan Map: Meadowbrook



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody

0 0.25 0.5 Miles



2017 City of St. Louis Park
Community Development

Changes in Land Use

- (A) COM- Commercial changing to BP- Business Park
- (B) MX- Mixed Use changing to TOD- Transit Oriented Development
- (C) IND- Industrial changing to BP- Business Park

South Oak Hill

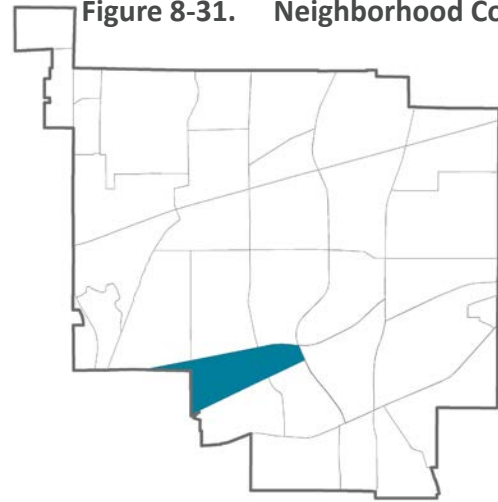
History and Character

The South Oak Hill neighborhood is in the southern portion of the city, located on the south side of MN Hwy 7 between Texas Avenue and the CP Rail (MN & S Spur) line. Louisiana Avenue is the primary north-south street running through the neighborhood. This diverse neighborhood encompasses a small residential neighborhood, industrial areas, and some commercial businesses. Minnehaha Creek runs through the southwest corner of the neighborhood. The neighborhood's boundaries are MN Hwy 7 (north); Texas Avenue (west); CP Rail/Bass Lake Spur line and Cedar Lake LRT Regional Trail (south); and CP Rail/MN & S Spur line (east). The neighborhood shares its western and southern borders with the City of Hopkins.

The residential neighborhood is oriented around Lake Street and consists primarily of single-family houses with some duplexes. South Oak Hill is one of the City's oldest neighborhoods as it was part of an 1892 subdivision called "Rearrangement of St. Louis Park". More than a dozen houses still existing in the neighborhood were constructed before 1900. The neighborhood park, Edgebrook Park, is located on the south edge of the neighborhood. As a linear park located along the rail line, it connects to the South Oak Pond open space area, which has a city trail along the western side of the pond that connects between Louisiana Ave and the Cedar Lake LRT Regional Trail. A neighborhood creek side access point to Minnehaha Creek is provided in the southwest corner of the neighborhood.

The industrial areas on the east and west sides of Louisiana Avenue are considered part of the Oxford/Louisiana Industrial Park. A number of industrial buildings line the

Figure 8-31. Neighborhood Context



west side of Louisiana Ave between MN Hwy 7 and the rail line, which essentially surround the South Oak Pond. East of Louisiana Ave, the MN Hwy 7 Corporate Center development, which was completed in 2007, is an example of the City's evolution toward new industrial buildings that meet contemporary business needs. The big box retail building on the east side of Louisiana Ave was built in 2006 but went vacant in 2018. Due to the disconnection of this property from other commercial properties and its close proximity to the future Louisiana Station, it has been re-guided from Commercial to Business Park land uses. An electrical substation is located on the east edge of the neighborhood next to the rail line.

The MN Hwy 7 & Louisiana Ave intersection has recently been upgraded to a separated grade interchange, which is intended to improve the flow and safety of traffic through this busy intersection. A future LRT station is planned at the intersection of Louisiana Ave and the freight rail line as part of the Southwest LRT line. These major transportation changes will also have a major influence on redevelopment opportunities in this area.



Figure 8-32. Neighborhood Features Map: South Oak Hill

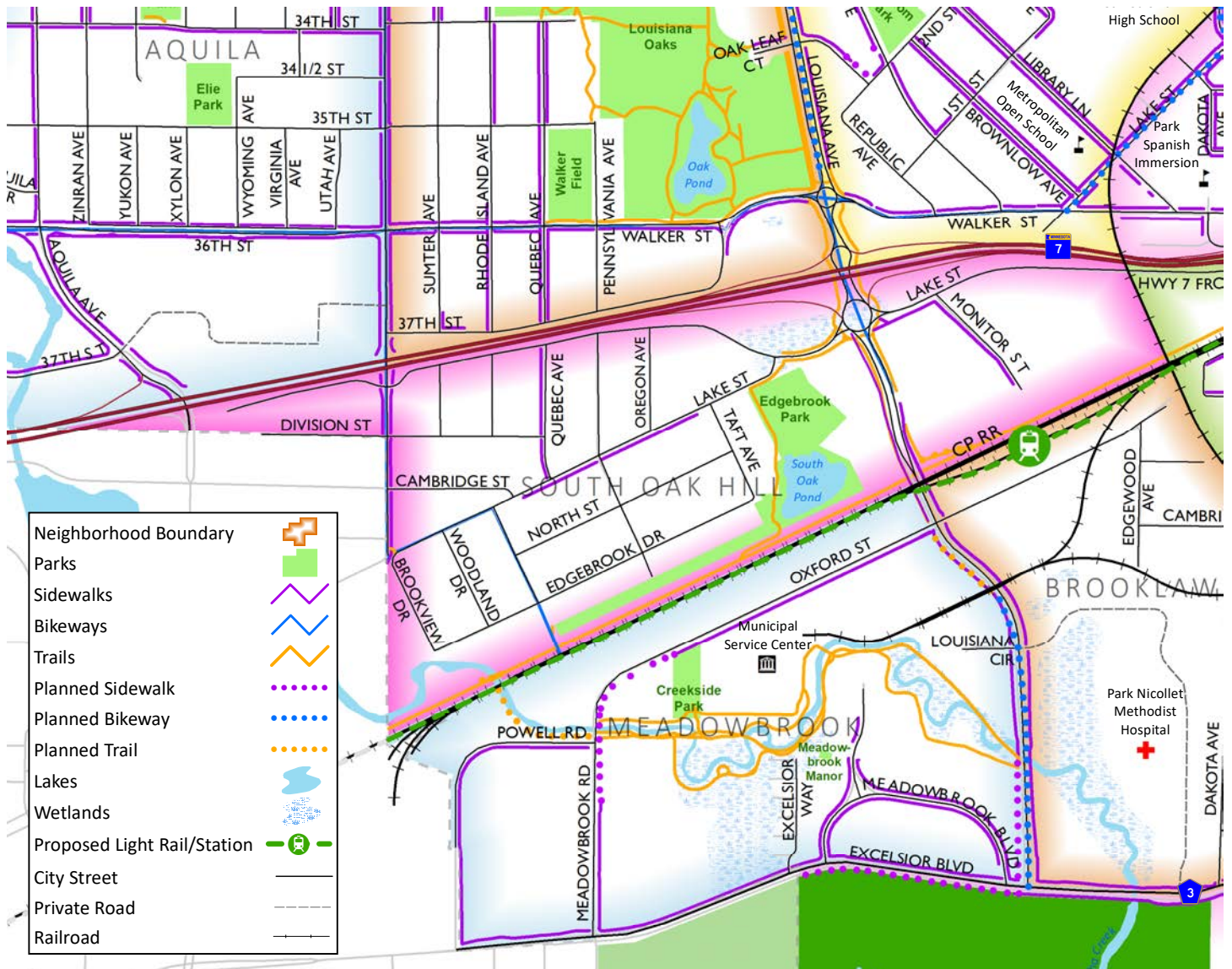


Table 8-11. Neighborhood Statistics: South Oak Hill

Neighborhood Name:	South Oak Hill
Neighborhood spatial size:	194.7 acres or 0.30 square miles
Neighborhood population:	700 (2010)
Total number of housing units 2009/ Total number of housing units 2018:	298 (2009) / 296 (2018)
Average household size:	2.39
Percent owner occupied:	90%

Sources: ESRI 2017 & Metropolitan Council 2018

Recent Plans and Studies

- » Minnehaha Creek Watershed District, Minnehaha Creek Greenway, 2016
- » Blake Road Corridor Study, 2015
- » Louisiana Station Area Framework + Design Guidelines, 2014
- » Form Based Code (Draft), 2013
- » Transitional Station Area Action Plans (TSAAP), 2013
- » Connect the Park!, 2013
- » CP Rail Regional Trail Feasibility Study, 2010
- » Southwest Transitway Station Area Planning, 2009
- » Active Living Sidewalks and Trails Plan, 2008

Table 8-12. Neighborhood Features Information: South Oak Hill

Neighborhood Name:	South Oak Hill
Institutions:	Prince of Peace Lutheran Church
Parks (active):	Edgebrook Park, Oak Hill/Louisiana Oaks Park (Immediately north)
Open spaces (passive):	Minnehaha Creek, South Oak Pond
Major streets:	MN Hwy 7, Louisiana Ave, Lake St, MN Hwy 7 Frontage Rd
Light rail stations:	Louisiana Station
Transit corridors:	Louisiana Ave, Texas Ave, 36th St, 37th St
Sidewalks:	Louisiana Ave, Lake St, Quebec Ave, South Oak Pond Trail
Bikeways:	Rhode Island/Texas Aves
Trails:	Cedar Lake LRT Regional Trail
Commercial corridors & nodes:	Shoppes at Knollwood, Historic Walker Lake
Industrial areas:	Oxford/Louisiana Industrial Park
Rail lines:	CP Rail Lines

Figure 8-35. 2040 Future Land Use Distribution: South Oak Hill

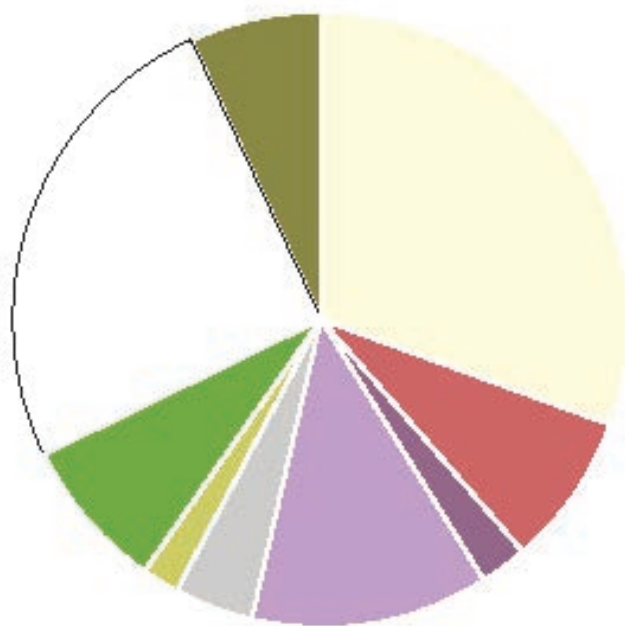


Figure 8-33. Age Distribution in South Oak Hill

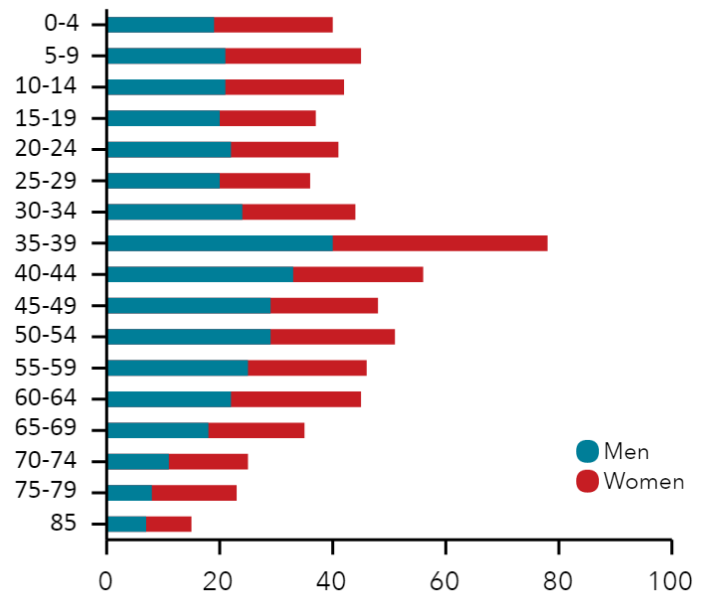


Figure 8-34. Race/Ethnicity Distribution in South Oak Hill

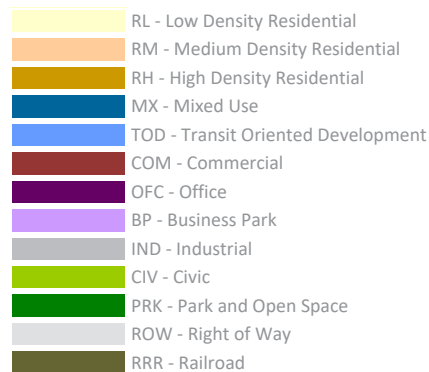
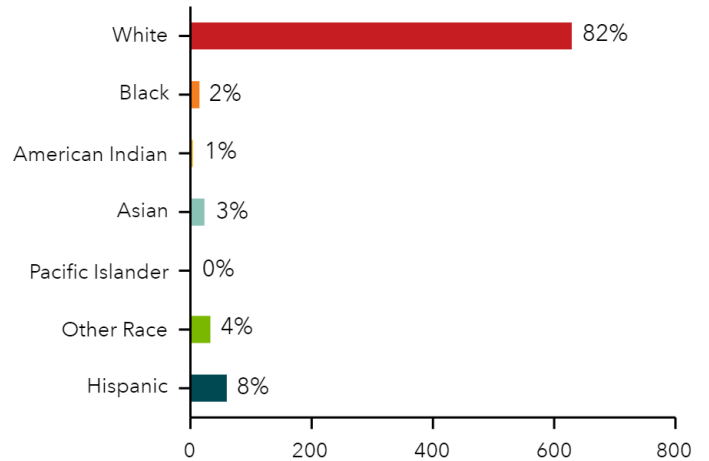
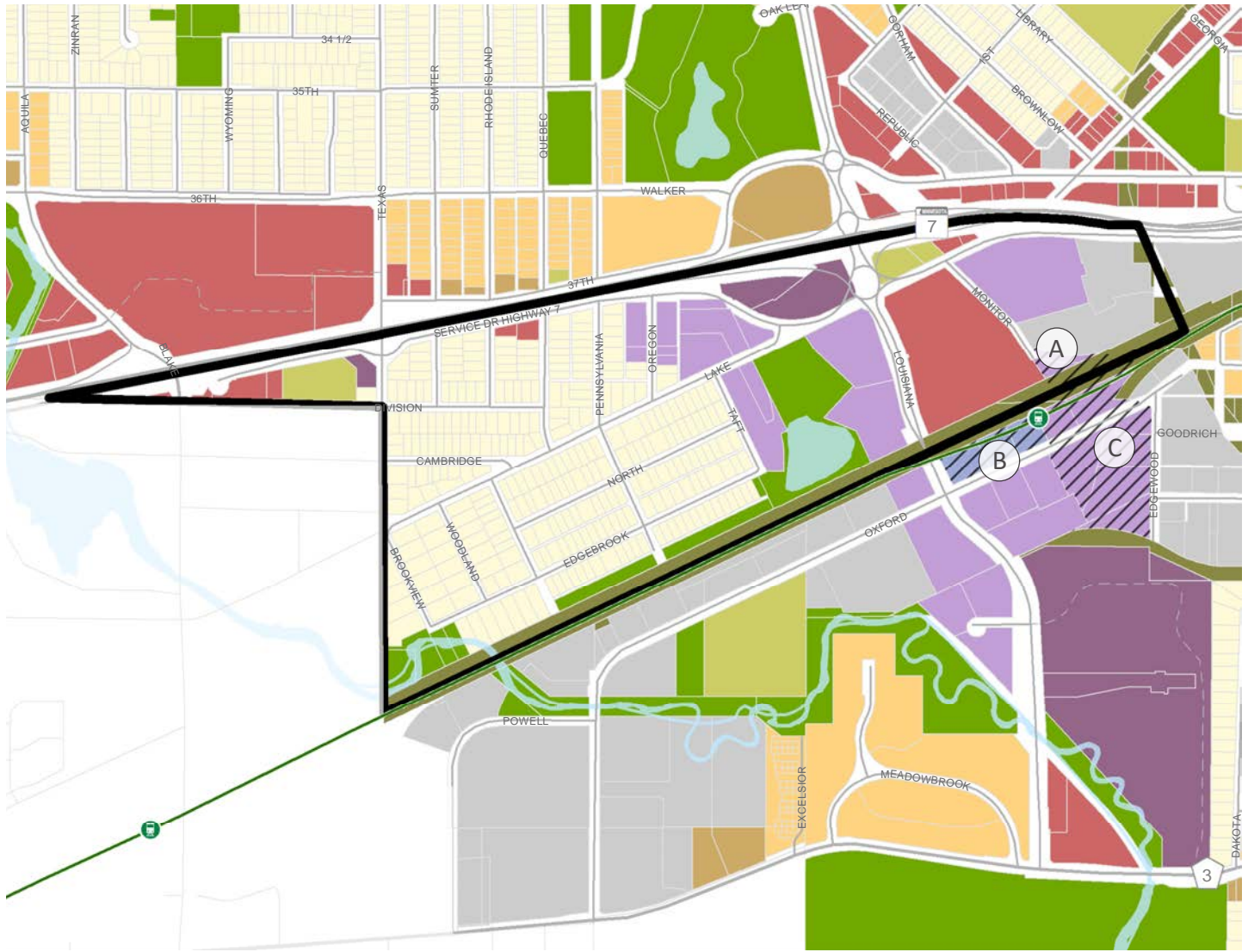


Figure 8-36. 2040 Land Use Plan Map: South Oak Hill



Legend

- Planned LRT Stations
- Green Line Extension
- Change in Land Use
- 2040 Land Use**
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- MX - Mixed Use
- TOD - Transit Oriented Development
- COM - Commercial
- OFC - Office
- BP - Business Park
- IND - Industrial
- CIV - Civic
- PRK - Park and Open Space
- ROW - Right of Way
- RRR - Railroad
- Waterbody



2017 City of St. Louis Park
Community Development

Changes in Land Use

- COM- Commercial changing to BP- Business Park
- MX- Mixed Use changing to TOD- Transit Oriented Development
- IND- Industrial changing to BP- Business Park

Southwest Planning Area Improvement Priorities

2040 Comprehensive Plan Future Directions

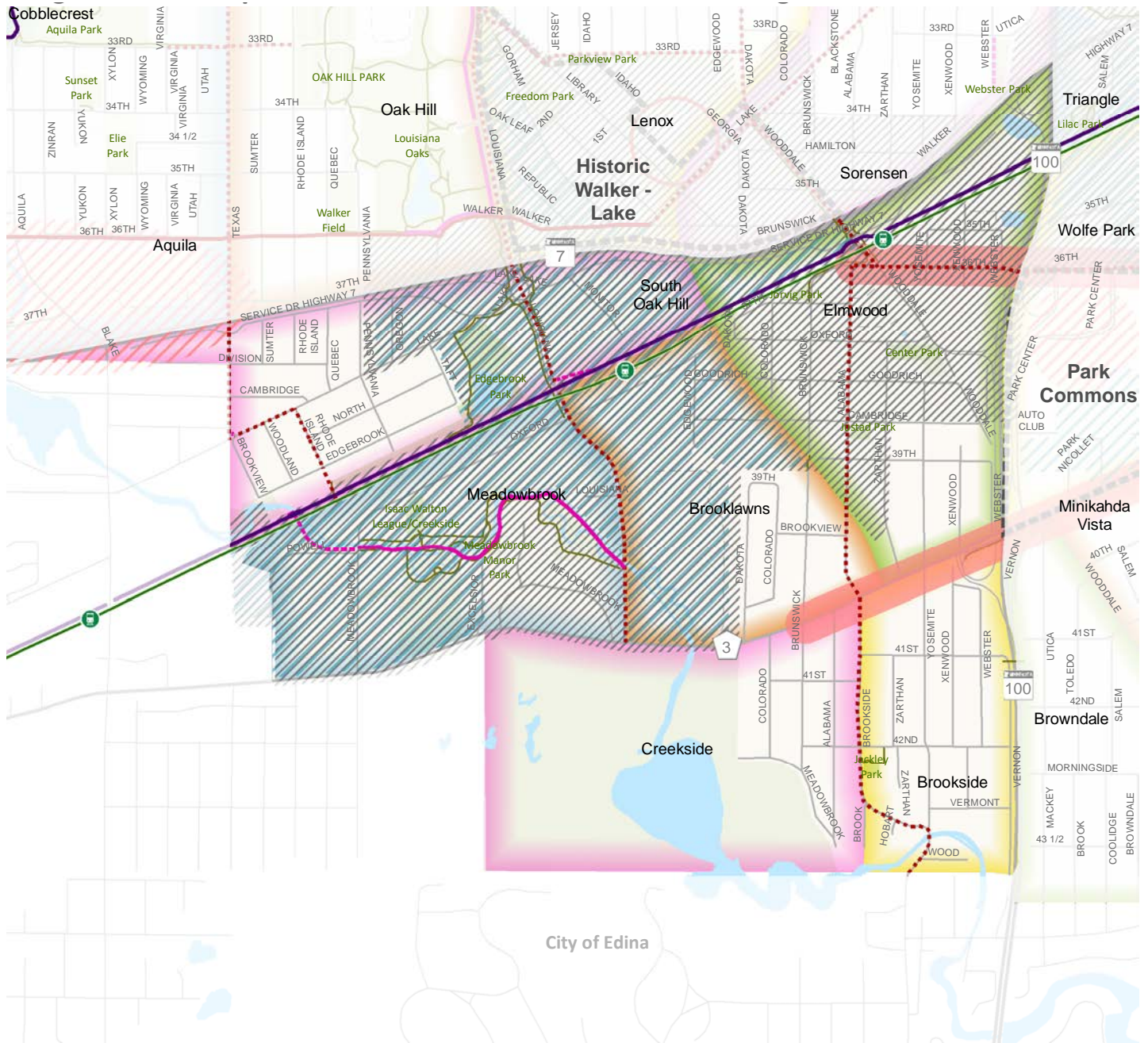
- » The majority of the Southwest neighborhoods lie within the SW LRT Louisiana or Wooddale Station Areas with future redevelopment guided toward transit-oriented development.
- » Future development in Meadowbrook, west and north portions of Brooklawns, and east portion of South Oak Hill should be focused on creating industrial and medical office employment opportunities.
- » Excelsior Boulevard has been designated as a Commercial Corridor.
- » Fill in sidewalk gaps on key neighborhood roadways including Excelsior Blvd, Louisiana, Oxford, and Texas.
- » Future bikeways along Louisiana Ave and Alabama Ave will improve bicycle connections for the neighborhoods and the community overall.
- » Future trail extension along Minnehaha Creek.
- » Future improvements to Excelsior Blvd and Louisiana Ave as future Transit Priority Streets.
- » Future improvements to Wooddale Ave, 36th St, and Alabama Ave as Multi-Modal Streets.

Neighborhood Planning Area Improvement Priorities and Opportunities


















(Identified through the Neighborhood Planning Process)

- » Residential neighborhood, character of housing, and ability to walk to local businesses and parks, and having mature tree-lined streets are highly valued in the Southwest neighborhoods. Maintaining these existing community assets is a priority.
- » There are a number of businesses that exist within walking distance of residential areas, and this meets many of the daily needs of residents. With any new commercial development or redevelopment, residents in the Southwest neighborhoods would like to see more locally-owned or non-chain coffee shops or small, affordable restaurants.
- » There is a wide range of opinions about housing priorities in Southwest neighborhoods. Maintaining a diverse range of housing options and maintaining the character of the Historic Walker Lake area are priorities. New development areas are preferred along Excelsior Blvd.
- » Filling gaps in the sidewalk network (without removal of mature trees), providing more pedestrian-scaled street lights and traffic calming are all priorities for increasing pedestrian safety in the Southwest neighborhoods.
- » The future site of the Wooddale LRT station is currently identified as a difficult intersection for traffic and safety. Addressing congestion here is priority for this station area.
- » Meadowbrook Park, Minnehaha Creek and Jackley Park are identified as environmental and recreational assets for the Southwest neighborhoods.

Figure 8-37. Southwest Planning Area Neighborhood Improvement Map



Legend

-  Planned LRT Stations
-  Green Line Extension
-  Regional Trails
-  Future Local Trails
-  Existing Local Trails
-  Future Bikeways
-  Existing Bikeways
-  Districts
-  Employment Areas
-  Commercial Centers
-  Neighborhood Commercial Nodes
-  Commercial Corridors
-  Waterbody
-  Parks
-  Open Space
-  Municipal Boundaries
-  LRT Station Areas Corridor



2017 City of St. Louis Park
Community Development

Page Intentionally Left Blank