



Louisiana Gateway

Current Conditions Summary

Louisiana Gateway: June 2023



Louisiana Gateway area, looking south



Louisiana Gateway area, looking northwest



Louisiana Gateway area, looking southeast



Louisiana Gateway area showing Metro Green Line LRT construction, looking east

Louisiana Station Area Framework + Design Guidelines

Developed in 2013, the Louisiana Station Area Framework and Design Existing Guidelines provided a set of planning principles, a range of recommendations, and land use guiding recommendations for the Louisiana Gateway. The following outlines specific goals of the plan and the recent investments within the gateway area.

Plan goals



Encourage **transit-oriented development** that supports transit use, increases the mix and density of land uses, strengthens nearby neighborhoods, and improves pedestrian environments.



Promote **investment, intensification, and redevelopment** in the Louisiana Ave station area to support its growth as an **employment center**.



Leverage healthcare demand to **create a healthcare-oriented district** that links services with housing and amenities.

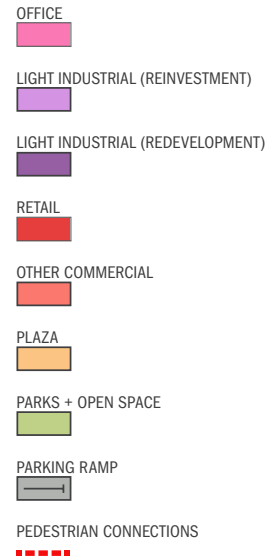
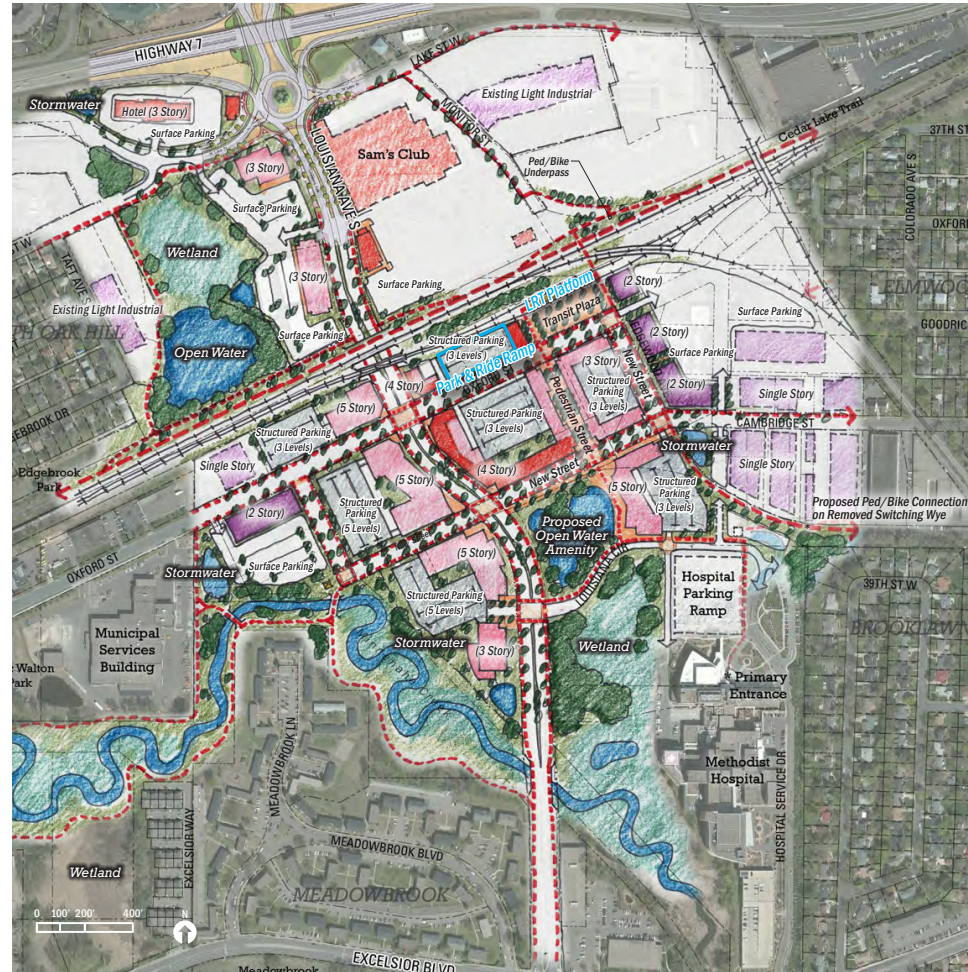


Manage parking to **support multimodal transit**, while lessening impacts to development potential and pedestrian environments.



Create a **connected system of parks and open spaces, pedestrian and bike network, and complete streets** in the station area.

Illustrative plan: 2013



Louisiana Station Area Framework + Design Guidelines

The current plan lists a number of recommendations and actions that will assist the community in achieving the established goals for the Louisiana Station area. While progress has been made, there is still work to do.

What has been completed?

- ✔ **Land use + development:** The plan recognized the unique employment offerings within the gateway and identified opportunities to maintain those opportunities as they are not allowed elsewhere in the community. These uses have generally remained in the Louisiana Gateway. Redevelopment opportunities have been pursued included the Loeffler reuse to the north of the station and a variety of investment in the Historic Walker Lake district.

- ✔ **Mobility + access:** A number of transportation investments have improved mobility in the gateway:
 - Alignment of the Louisiana Station was solidified and construction way completed.
 - A rail and Cedar Lake Trail overpass of Louisiana Avenue was completed.
 - The Louisiana Avenue bridge over Minnehaha Creek was completed.
 - Construction of sidewalks to close gaps continues throughout the gateway.
 - Cycle tracks were constructed on each side of Louisiana Avenue.



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|---------------------------------------------------------------------------------|---------------------------------------------------------------|
| 1. Redevelopment opportunity | 5. Stormwater opportunity |
| 2. Historic Walker Lake district, rezoned for mixed-use development, 2021 | 6. Louisiana Avenue reconstruction |
| 3. Stormwater facility and pumphouse | 7. Minnehaha Creek restoration and water quality improvements |
| 4. Loeffler, rezoned for adaptive reuse commercial and residential developments | |

Louisiana Station Area Framework + Design Guidelines

What is left to accomplish?

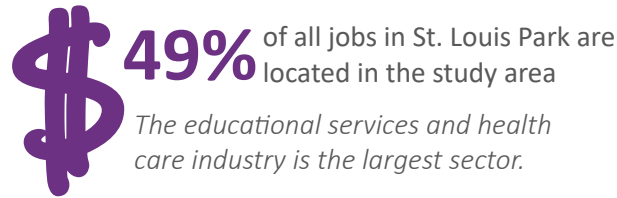
- Land use + development:** Limited redevelopment opportunities were identified in the plan. The following policy or guidance recommendations have yet to be completed:
 - Transition of larger surface parking due to a struggle with soil contamination and required mediation.
 - Introduction of street level commercial, which could be considered with potential Oxford Street redevelopment.
 - Maintaining access and viability to Highway 7.
- Mobility + access:** While many improvements were made, the following recommendations have yet to be implemented:
 - Pedestrian pathway to connect the Louisiana Station to the hospital campus.
 - Construct loop streets for both east and west of Louisiana.
 - Convert the south rail spur into a trail connect. The south spur is currently active, serving businesses within the gateway.
 - Continue to improve street connectivity for all modes.
 - Coordinate bus connections to SWLRT with Metro Transit.
 - Construct a Meadowbrook Lane bridge over Minnehaha Creek.



1. Introduce street level commercial opportunities
2. Pedestrian pathway connecting the station to the medical campus
3. Conversion of the south rail spur
4. Meadowbrook Lane extension over Minnehaha Creek

Social conditions

Arrive + Thrive study area conditions



Louisiana gateway conditions

Population

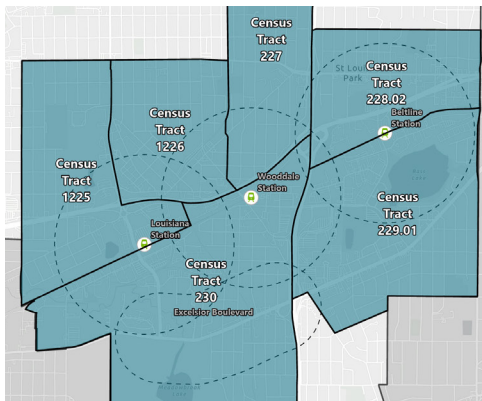
Between 2010 and 2020, the **population** in census tracts in the Louisiana Gateway area **grew by between 3.7 percent and 13.0 percent (10.5 percent citywide).**

Age

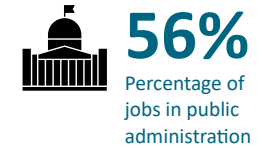
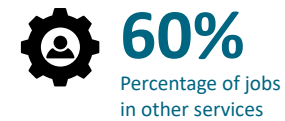
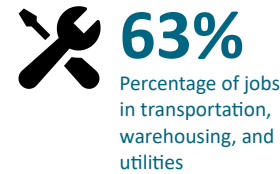
The median age for the Louisiana Gateway ranged from **32.4 to 35.3 years** in 2021, representing a similar age demographic to the city as a whole.

Housing

In census tracts in the Louisiana Gateway area, the percentage of **renter-occupied housing** is **between 12.0 percent and 52.0 percent (41.9 percent citywide).**

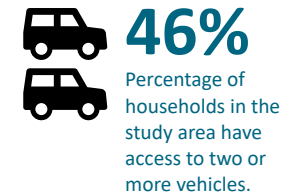
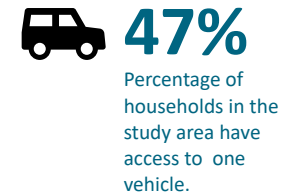
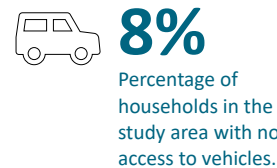


Employment & Income



Between 2010 and 2020, the **median household income** in census tracts in the Louisiana Gateway area **grew between 46.2 percent and 63.0 percent (39.7 percent citywide).**

Mobility





Land use + development

Current land uses: The primary land uses include Industrial, Institutional, and Retail, with surrounding single family and multi-family residential to the east and west.

Future land use: The 2040 Comprehensive Plan guides a transition of industrial uses to business park, while maintaining some industrial areas. Retail areas near the station are identified as Transit Oriented Development. Mixed use opportunities are presented in the Historic Walker Lake area.

Recent development: Recent development in the Louisiana Gateway has been limited to the Loeffler building and larger investments within Historic Walker Lake.



Mobility + access

Infrastructure: The existing street network is not well connected, with limited opportunities to move throughout the gateway by personal vehicle, bicycle, or pedestrian. The south rail spur still remains active through the gateway serving at least one business. There is limited sidewalk connectivity.

Bike and pedestrian mobility: The western edge of Louisiana is the most used for walkers and bikers in the study. However, volumes are the lowest for this gateway compare to others. The Cedar Lake Trail, however, carries at least 150 trips per day. Between 75 and 150 walkers and bikers cross Highway 7 on either side of Louisiana Avenue.

Access: Individual property access does not generally present concerns within the study area.



Businesses + neighborhoods

Neighborhoods: The Louisiana Gateway includes portions of the **South Oak Hill**, **Brooklawns** and **Meadow Brook** neighborhoods.

Employment centers: The industrial uses within the gateway are identified as an employment area.

Parcel utilization: There are a number of parcels identified as under utilize near the station. Very few industrial or commercial properties are identified as well utilized (where the land value is 25 percent or less than the total property value). Areas of recent development in Historic Walker Lake are well utilized.



Parks + natural systems

Parks: Meadowbrook Manor Park and Louisiana Oaks Park are located within the gateway. Meadowbrook Golf Course is also located to the south of the study area. All areas are located within a half mile walk-shed to a park.

Natural systems: The Louisiana Gateway study area consists of primarily impervious surfaces (pavement and buildings). The surrounding neighborhoods have a larger tree canopy and neighborhood streets include boulevard trees.

Wetlands: Minnehaha Creek is located within the southwest quadrant of the study area, which is supported by green infrastructure. The creek continues to experience improvements and enhancements.

Louisiana Gateway

Of the four gateway areas, the Louisiana Gateway has seen the least amount of private redevelopment in the last 20 years, but it has been transformed by public investment in infrastructure and Minnehaha Creek corridor. Future redevelopment of this commercial and industrial area will need to take a balanced approach to appreciate and improve nearby amenities. Redevelopment can provide safe and convenient connections between public transit, Methodist Hospital, nearby neighborhoods, and parks and natural areas. Redevelopments can also foster positive relationships with nearby amenities, such as Minnehaha Creek, to sustain those resources for future generations.

Focus areas to explore:

- Redevelopment opportunities in industrial areas and older multifamily
 - Preservation efforts of existing small businesses
 - Balance/compatibility between uses
- Avoiding/mitigating displacement of current residents and preserving affordability
- Connections to and potential expansion of open spaces and public amenities, especially in flood prone areas

Big ideas to test:

- Introduction of street level commercial uses that provide employee based amenities that encourage movement throughout the gateway.
- Continued support of existing industrial uses, with opportunities for reinvestment if the opportunity arises.
- Preserve affordable housing options currently available within the gateway.
- Enhance connections and experiences with natural resources the study area.
- Improve trail and sidewalk connectivity.