



Wooddale Gateway

Current Conditions Summary

Wooddale Gateway: June 2023



Wooddale Gateway area, looking north



Wooddale Gateway area, looking northwest



Wooddale Gateway area with 36th Street reconstruction, looking east



Wooddale Gateway area, looking southeast

Elmwood Area Land Use Transit, and Transportation Study

Developed in 2003, the Elmwood Area Land Use, Transit, and Transportation Study provided a set of planning principles, a range of recommendations, and land use guiding recommendations for the Wooddale Gateway. The following outlines specific goals of the plan and the recent investments within the gateway area.

Plan goals



Redevelop opportunity sites for residential, office, and mixed-uses in line with future transit developments.



Maintain or redevelop opportunity sites to support current and future job sectors.



Redevelop opportunity sites for multimodal transit developments, such as park and rides.



Improve pedestrian and bicycle accommodations to current and future amenities.



Enhance the public realm by way of streetscaping and open space improvements.

Illustrative plan: 2003

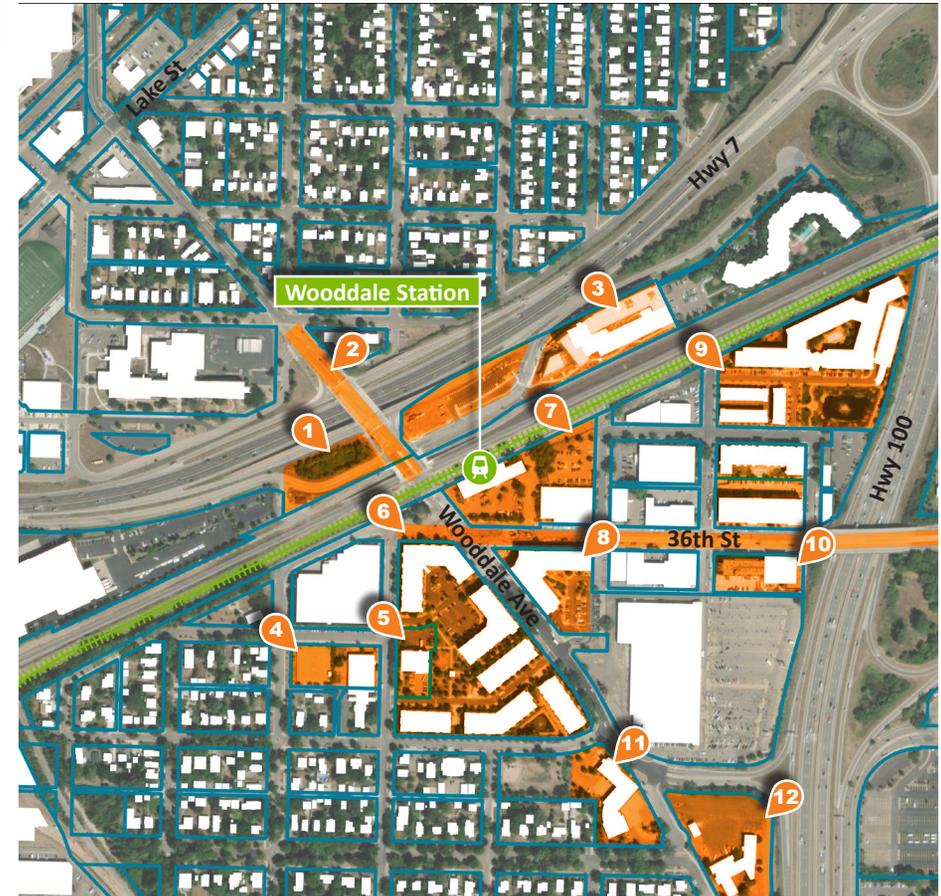


Elmwood Area Land Use Transit, and Transportation Study

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

What has been completed?

- ✓ **Land use + development:** Multiple properties were redeveloped within the study area. Some sites were redeveloped in alignment with the future land use guidance of the plan (e.g., former McGarvey Coffee to PLACE Via Sol (217 units), while other areas redeveloped into thriving destinations, with slight variations from the land use guidance (e.g., Pechiney Plastics was guided for medium-density residential, but was redeveloped with an industrial use, the Johnny Pops site).
- ✓ **Transit + Transit Oriented Development (TOD):** Specific transit and transit oriented development recommendations were identified and completed within the study area:
 - Freight rail and Light Rail will be co-located on the existing rail line.
 - Mixed-use development is underway near the station with 315 units and 12,000 sf of commercial space proposed.
 - The station will be accessible by walking and biking, with no dedicated parking at the station. However, will be available with a parking structure at the Beltline station and surface parking at the Louisiana station.
- ✓ **Mobility + access:** A number of transportation investments have improved mobility in the gateway:
 - Reconstruction of Wooddale Avenue in 2022 with off-street trails and lane configuration improvements.
 - Interchange at TH 7 and Wooddale Avenue with frontage road improvements.
 - Cedar Lake Trail underpass of Wooddale Avenue (to open with light rail)
 - Cycle track construction on south side of 36th Street in 2022.
 - West 36th Street streetscape standards established with implementation of some improvements.

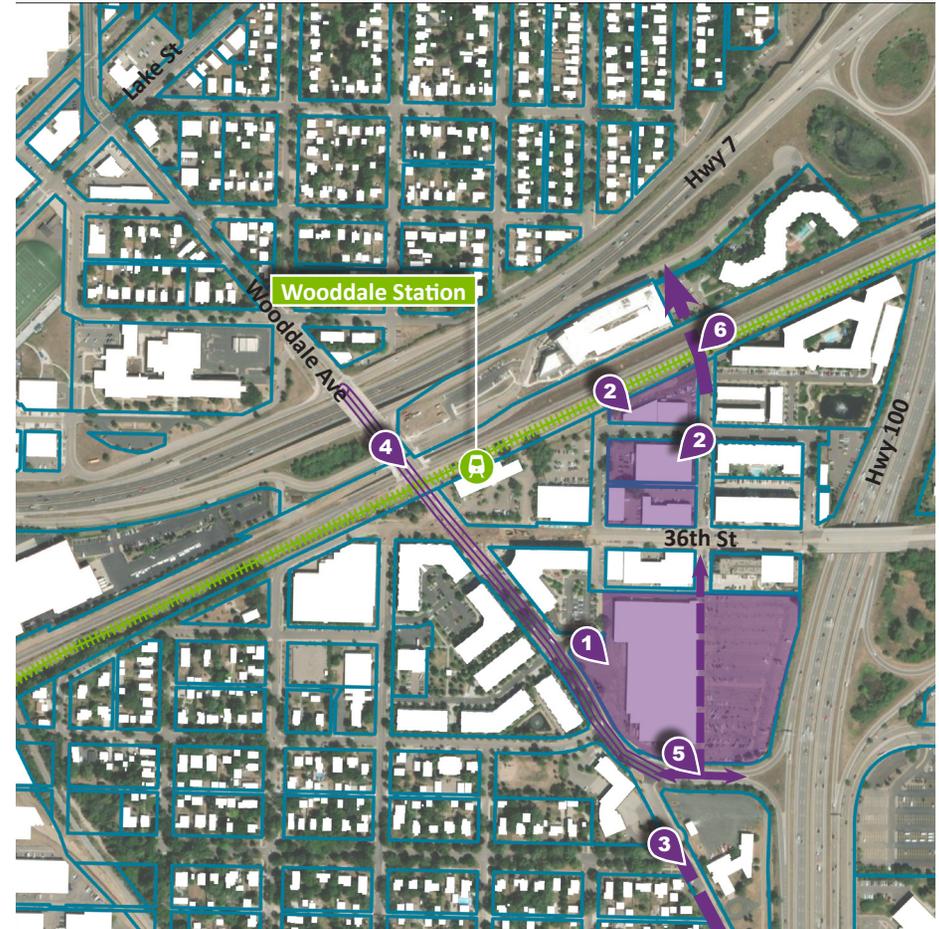


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|---|---|
| 1. Highway 7 interchange and improvements, 2011 | 7. OlyHi mixed-use development, 2025 |
| 2. Wooddale Ave bikeway improvements, 2020 | 8. Towerlight senior housing, 2012 |
| 3. Via Sol apartments, 2022 | 9. Hoigaard Village mixed-use development, 2007 |
| 4. Union Park Flats, 2024 | 10. The Elmwood apartments, 2019 |
| 5. Village in the Park condominiums and townhomes, 2006 | 11. Firestation 1, 2011 |
| 6. 36th Street reconstruction, 2022 | 12. Arbor House apartments, 2023 |

Elmwood Area Land Use Transit, and Transportation Study

What is left to accomplish?

- Land use + development:** All areas identified as opportunity sites have seen construction of new developments or have current proposals for redevelopment. A few additional sites may be considered for redevelopment based on current conditions include:
 - The Burlington Coat Factory and Micro Center site
 - Areas between Xenwood and Yosemite Avenues (north of 36th Street)
- Transit + Transit Oriented Development (TOD):** No specific transit recommendations remain to be accomplished.
- Mobility + access:** Although major changes occurred, a couple of recommendations were not completed as identified:
 - Extension of Wooddale to overpass Highway 100 was not completed and is unlikely due to development. A pedestrian/bicycle connection may still be possible.
 - A median was not included in the design for the reconstruction of Wooddale Avenue.
 - The Oxford, Xenwood, and Wooddale intersection has not been pursued until the redevelopment of the Micro Center site.
 - An Xenwood Avenue underpass of the rail line is not planned.



1. Redevelopment Opportunity: Burlington Coat Factory and Micro Center
2. Redevelopment Opportunity: Industrial and Commercial development between Xenwood Avenue and Yosemite Avenue
3. Extension of Wooddale Avenue with crossing over Highway 100
4. Inclusion of a median along Wooddale Avenue.
5. Oxford, Xenwood and Wooddale intersection
6. Xenwood Avenue underpass

Social conditions

Arrive + Thrive study area conditions



Wooddale gateway conditions

Population

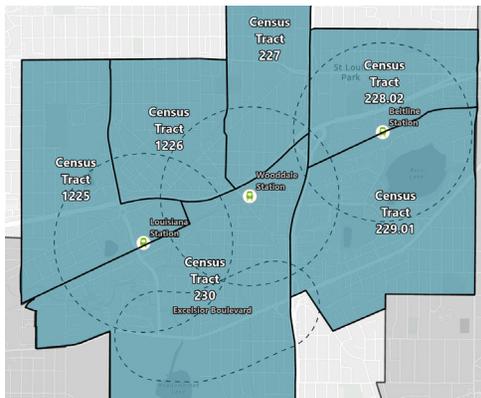
Between 2010 and 2020, the **population** in census tracts in the Wooddale Gateway area **changed between -6.3 percent and 22.4 percent (10.5 percent citywide).**

Age

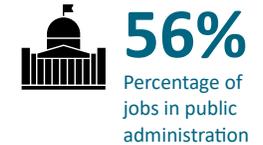
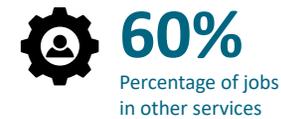
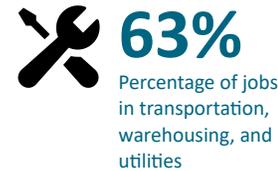
The median age for the Wooddale Gateway ranged from **32.4 to 34.4 years** in 2021, representing a population that is an average of **1 year younger than the city as a whole.**

Housing

In census tracts in the Wooddale Gateway area, the percentage of **renter-occupied housing is between 12.0 percent and 71.9 percent (41.9 percent citywide).**

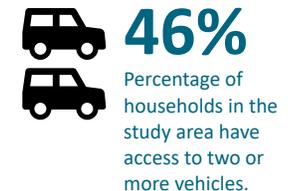
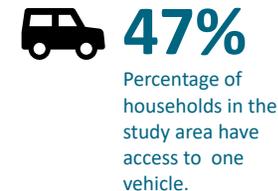
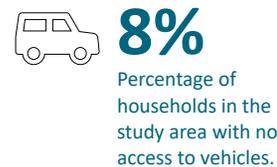


Employment & Income



Between 2010 and 2020, the **median household income** in census tracts in the Wooddale Gateway area **grew between 16.6 percent and 63.0 percent (39.7 percent citywide).**

Mobility





Land use + development

Current land uses: There are a wide mix of current uses south of Highway 7 including industrial, retail, mixed-use and multifamily. Uses north of Highway 7 consist of primarily single family residential

Future land use: The 2040 Comprehensive Plan includes a shift in land uses, including the designation of Transit Oriented Development (TOD) within the core study area, in addition to high and medium intensity residential. Land uses north of Highway 7 are maintained.

Recent development: The Wooddale Gateway has experienced the largest areas of redevelopment and investment in the last 10 years, including residential and mixed use developments.



Mobility + access

Infrastructure: The existing street network is well connected with Wooddale serving as the single crossing of Highway 7 and 36th Street as the single Highway 100 crossing. A majority of the local streets have sidewalks on either side, with limited trails within the gateway.

Bike and pedestrian mobility: Wooddale Avenue and 36th Street experience over 150 daily users individually. Wooddale Avenue experiences high volumes south of 36th Street to Oxford Street, consisting of mostly pedestrian movement (80% of travelers). Brunswick Avenue is highly utilized as a north/south route.

Access: The street network is well connected, providing access to destinations within the gateway. Individual property access is managed well on higher volume roadways.



Businesses + neighborhoods

Neighborhoods: The Wooddale Gateway includes portions of the **Elmwood** and **Sorenson** neighborhoods.

Employment centers: The commercial area in the southeast quadrant of the 36th Street and Highway 100 interchange is identified as a **commercial center**.

Parcel utilization: Parcels within the study area are generally highly utilized, likely as a result of recent development. The **Micro Center site is the largest underutilized parcel**. Neighborhoods are generally utilized well, with scattered underutilized parcels.



Parks + natural systems

Parks: Jorvig Park is the only city park located within the gateway, though Webster Park is located just to the northeast. All areas are located within a half mile walk-shed to a park.

Natural systems: The Wooddale 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: There are limited wetlands within the gateway.

Wooddale Gateway

The Wooddale Gateway has seen the greatest amount of recent development, with reported successes, ideas for improvement, and signs of emerging redevelopment opportunities. Housing within the area includes a variety of densities and the community recognizes services included in recent apartment developments and has ideas for modest improvements that would create better experiences for all modes of travel and ideas for new parks and green spaces. The community also recognizes a need to build connections across Highway 7, where conditions suggest new opportunities for residential redevelopment in the Sorenson Neighborhood.

Focus areas to explore:

- Housing redevelopment and the missing middle
- Optimization of roadways and public realm infrastructure
- Travel demand management for new and existing multifamily
- “Getting over” Highway 7

Big ideas to test:

- Designation of housing opportunity areas north of Highway 7 in the Sorenson Neighborhood.
- Micro Center and Burlington redevelopment opportunities.
- Parking and amenity offerings at multifamily to encourage transit usage.
- Land bridge over Highway 7.
- Pedestrian crossing of Highway 100 at 36th Street.
- Greening of commercial and employment area with boulevard and site landscaping.