

# Louisiana Gateway

The Louisiana Gateway is the most western station for the METRO Green Line Extension within the City of St. Louis Park. The gateway has been home to a number of industrial businesses, medical uses, and nearby neighborhoods for a number of years. 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 the 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.

## Louisiana Gateway current conditions

### Demographics

**up to 13% growth**

2010 to 2020 population change in gateway census tracts (10.5% citywide)

**at least 12%**

2024 Renter occupied housing in the gateway (42% citywide)

**at least 46% growth**

2010 to 2020 increase in median household income (40% citywide)

**47%**

Households in study area with one vehicle (40% citywide)

### Previous plan

Developed in 2013, the Louisiana Station Area Framework and Design Guidelines provided a set of planning principles, a range of recommendations, and land use guiding recommendations for the Louisiana Gateway. Development and mobility improvements have been completed to align with the gateway's goals. There remaining actions include:

#### Land use + development

- 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

- 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 connection.
- Continue to improve street connectivity for all modes.
- Coordinate bus connections to SWLRT with Metro Transit.
- Construct a Meadowbrook Lane bridge over Minnehaha Creek.

## Comprehensive Plan

The Comprehensive Plan supports continued investment in the Louisiana Gateway. Specific policies and concepts include:

### Land use + development

The future land use plan supports TOD investments at the Light Rail station. Other areas of the gateway are guided for business park and industrial uses.

### Mobility + access

Continued maintenance of existing bikeways, trails, and sidewalks throughout the gateway. Future intersection improvements and roadway raising identified for Louisiana Avenue.

### Parks + natural systems

Support for investments in existing parks and connections to these resources. Targeted improvements to the Minnehaha Creek Preserve include future trail enhancements and creek re-meander.

## Louisiana Gateway engagement themes

The three phases of engagement included similar themes and concepts for the Louisiana Gateway. Overall, the community supports continued development, mobility and natural system investments in the gateway, with specific areas of support (green) and concern (red) identified below.

Create a vibrant mixed-use destination

Connection to surrounding neighborhoods

Opportunities for blue and green infrastructure

Multimodal connections to gateway

## Louisiana Gateway vision statement

### VISION

The Louisiana Gateway has served as a major employment center with a growing medical/healthcare facility and long-term industrial businesses for decades. This history and recent investments provide opportunity for future action to support continued growth of the healthcare facility, existing and future businesses, and include new residential opportunities. These development investments are supported by unique amenities including, attractive open spaces, regional trail connections, Minnehaha Creek and proximity to regional roadways, providing great opportunities to evolve into a unique and vibrant community destination. The Louisiana Gateway vision embraces the following elements:

Business growth + enhancement

Healthcare + wellness

Pedestrian connection

Minnehaha Creek connection

Unique sense of identity

Connected streets

Investment in community

# Louisiana Gateway illustrative plan



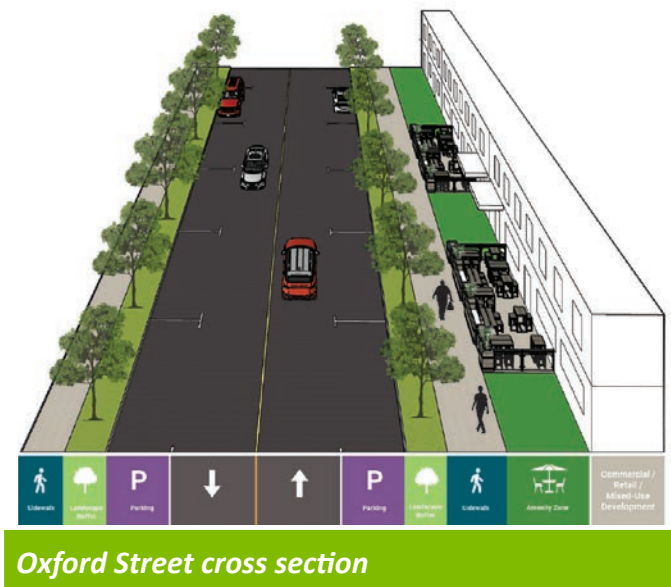


# Oxford Street design

This outcome includes a revised cross-section design for Oxford Street to inform future reconstruction efforts.

## Outcome features

Oxford Street includes two wide driving lanes with on-street parking that accommodates personal and freight vehicles. This revised cross section includes a modified design that would support the land use + development recommendations identified for the gateway. This includes narrowed driving lanes, maintained on-street parking, sidewalks, landscaped boulevards and space for public realm activation like cafe seating. This design concept can be used to inform upcoming reconstruction activities.



## Roadway design

- » There is consistently 80-feet of right-of-way throughout the gateway, providing flexibility for future design changes.
- » Narrowing the driving lanes to 12-feet provides space to maintain on-street parking and introduce multimodal features.
- » The proposed cross section will accommodate existing freight traffic as redevelopment occurs.

## Multimodal features

- » Narrowing the driving lanes create options to include 6- to 9-foot sidewalks on either side of the roadway and cafe seating or space for innovative blue infrastructure near commercial, retail, and mixed-use development.

## Public Realm

- » The revised design proposes the construction of sidewalks on the property line to provide a direct connection to future developments. This provides opportunities for public realm enhancements to support the creation of an identity or sense of place for the Louisiana Gateway.

## What is the impact?

This outcome supports mobility and placemaking goals established for the Louisiana Gateway. The redesign creates a street that supports mobility for all modes and the redevelopment guided for the area. While this exact cross section may not be implemented, future maintenance and street projects will reference the concepts proposed.

## Race + equity impact

- » The roadway design provides infrastructure that supports increased mobility and safety for all users (walkers, bikers, drivers, and freight).
- » Opportunities to enhance the public realm with lighting, public art, gathering spaces, etc. will foster the sense of place and support a welcoming atmosphere.

## Environmental impact

- » A revised cross section presents opportunities for the inclusion of green space and blue infrastructure elements within the public right-of-way. Specific stormwater design should be explored through the design process, which is a key feature with the floodplain and proximity to Minnehaha Creek.

## Public infrastructure impact

- » The existing right-of-way of Oxford Street would accommodate the features proposed within the revised cross section.
- » The revised design does include the addition of a new infrastructure element with the bikeway, requiring additional maintenance responsibilities.

## Mobility impact

- » The revised Oxford Street design increases multimodal connections within the gateway by providing dedicated infrastructure for multiple modes.
- » The narrowed lanes may impact the freight mobility experience while uses in the area transition from industrial to commercial and residential uses.

## Land use + development impact

- » Design features proposed respond to the existing and guided uses along Oxford Street and increase opportunities for placemaking and connection.

## Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Support the reconstruction of Oxford Street with on-street parking, landscaped boulevards, and public realm space with the inclusion of improvements on the Capital Improvement Plan.	Infrastructure	Near term	● ● ○	● ● ●	Community

## Linked outcomes



The implementation of the Oxford Street design is linked to three other outcomes:



Blue infrastructure and stormwater management



Pedestrian street connection



Oxford Street mixed use development

## Strategic priorities

Mobility improvements with the redesign of Oxford Street create opportunities for all users, supporting mobility and racial equity. The redesign also creates opportunities to support future development and engage the community in placemaking activities.

### Strategic priorities





# Minnehaha Creek connection

This outcome focuses on ensuring public access to the creek is maintained as redevelopment occurs. Opportunities can include development that prioritizes views and physical access to the creek.

## Outcome features

Minnehaha Creek is a critical amenity within the Louisiana Gateway. The creek provides a stormwater function but is also an amenity that draws visitors and recreational users. Through the redevelopment outcomes identified, Minnehaha Creek should be emphasized as the key feature that is emphasized through the development of sites, rather than being a feature in the “backyards” of development.

The Minnehaha Creek Watershed District, along with the 2040 Comprehensive Plan, have identified maintenance and enhancement activities to both the creek and recreational network. This outcome supports these activities while emphasizing future development that includes access to the creek and orients buildings to support views.

### Trails

- » Opportunities to connect to and expand the trail network around Minnehaha Creek should be explored. This includes future trail expansion plans to the east of Louisiana Avenue and south of Excelsior Boulevard.

### Stormwater

- » Investments and improvements must factor the potential impacts to stormwater management and consider the inclusion of any stormwater management best practices.

### Interaction

- » Future investments near the creek should leverage opportunities to increase physical access and views of the creek should be emphasized.
- » Additional investments may include the creation of places of refuge or gathering, creating spaces for interaction.
- » Educational opportunities may also be explored to share information with visitors.



Minnehaha Creek

## What is the impact?

Investments near Minnehaha Creek create opportunities to provide many benefits with an understanding of the potential impacts and mitigation measures.

### Race + equity impact

- » Investments near the creek provide access to greenspace and recreational opportunities for gateway residents and visitors.

### Environmental impact

- » Additional greenspace and tree canopy will enhance this area of the gateway that is currently covered with impervious surface area and minimal tree cover.
- » Stormwater best practices must be included with any investments to limit impacts in the flood plain.

### Public infrastructure impact

- » Coordination with the Watershed District will inform future ownership and maintenance responsibilities of public investments near the creek.

### Mobility impact

- » Multimodal connections will enhance access to the creek and surrounding areas.

### Land use + development impact

- » Future development activity near the creek or within the floodplain should include stormwater management features to support the city’s overall goals.
- » Adjacent developments will benefit from the additional park space, providing greenspace and amenities within the gateway.

## Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Support the on-going maintenance of trails and walkways that connect people to Minnehaha Creek. Support future investments as identified within Watershed District planning.	Policy	On-going	● ○ ○	● ● ●	Community
Emphasize the use of best management practices for stormwater management for private properties near Minnehaha Creek.	Infrastructure	On-going	● ● ○	● ● ○	Property Owner(s)
Encourage the establishment of pedestrian connections to Minnehaha Creek as redevelopment occurs.	Policy	On-going	● ○ ○	● ● ○	Community, Watershed District
Establish blue infrastructure standards for new roadway development and incorporate with all redesign efforts.	Infrastructure	Mid term	● ● ○	● ● ○	Minnehaha Creek Watershed District
Explore blue infrastructure policies to be incorporated into new public spaces.	Policy	Long term	● ● ○	● ○ ○	Minnehaha Creek Watershed District

## Strategic priorities

This outcome aligns with each of the city’s five strategic priorities as it creates opportunities to engage community in investments that are accessible to all, provides connections for transportation and recreation use, and serves as an amenity and greenspace access for adjacent development.

### Strategic priorities



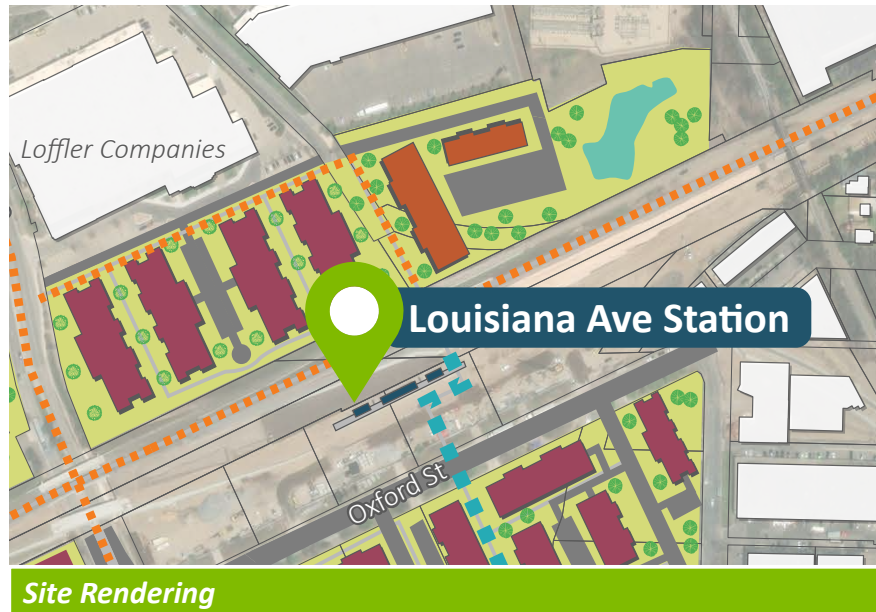


# Monitor Street redevelopment

This outcome includes the redevelopment of surface parking lots into mixed use developments near the Louisiana Station. These redevelopment opportunities emphasize connection to the pedestrian underpass to connect future developments and the station area.

## Outcome features

Following the development of the 2040 Comprehensive Plan, adaptive reuse and redevelopment of the former Sam's Club site was pursued. Loeffler redeveloped the former building to create their own campus. The existing large surface parking lots on the southern half of their lot create opportunities for redevelopment near the station. Mixed-use development supports the overall goals of the gateway, creating more employment opportunities and neighborhood destinations while supporting higher density near the station. The existing railroad underpass will provide a needed multimodal connection to the station from this development area.



### Mixed-use development

- » Ground floor commercial uses that provide amenities and services for gateway residents and draw visitors to the gateway.
- » Residential development of various styles to support diverse housing needs.

### Building Height

- » 3 to 6 story buildings throughout the site.

### Building orientation

- » Future subdivision and lot split activities will determine the final access and lot arrangement that supports future redevelopment. This will inform future building orientation considerations for the mixed use development areas. The proximity to the Cedar Lake Trail and other future multimodal infrastructure should be considered in the development of each project.

### Shared parking

- » Support shared parking structures across redevelopment to support resident and patron parking and reduce the impervious surface area of the site.

### Site remediation

- » Remediation of the site will be needed to support redevelopment of the existing parking lots. As a result of past uses, soil remediation and environmental clean up is needed.

## What is the impact?

Redevelopment near Lake Street will bring additional investment and use opportunities to the gateway. The introduction of mixed-use properties will also support transit oriented development near the Louisiana Avenue Station and continues to build on the recent investments to a formerly vacant site.

### Race + equity impact

- » A variety of housing styles will welcome diverse groups into the gateway.
- » New commercial development can create destinations that serve many audiences.

### Environmental impact

- » Redevelopment will decrease the amount of impervious surface and should include stormwater management investments. Soil and site remediation will be needed to support the identified redevelopment. The impact of remediation efforts will be defined through specific site analysis.

### Public infrastructure impact

- » Increased utility needs with the potential for 200 to 550 new residential units using the Transit Oriented Development guidance. The impact of these additional units must be considered through future planning efforts

### Mobility impact

- » Change of use may result in an increase in vehicles, though proximity to the Louisiana Station may reduce personal vehicle dependence. Time of travel will shift with the introduction of residential travelers.

### Land use + development impact

Mixed use, commercial and medium density residential development support the overall goals established for the gateway through this process. These uses vary from the guidance of the 2040 Comprehensive Plan which guided the areas for industrial and business park essentially maintaining.

## Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Rezoning of existing Industrial Park zoning to the north of the station area to support TOD and reinvestment in the area.	Regulatory	Near term	● ○ ○	● ● ○	Property owner(s)
Support future enhancement of the Loeffler site, including future master planning, PUD updates, and subdivisions for the redevelopment of the southern half of the site.	Planning Regulatory	Mid term	● ● ○	● ● ○	Property owner(s)

## Strategic priorities

This outcome supports each of the identified priorities, creating connected and accessible housing options, reducing impervious surfaces, and creating opportunities for engagement through the development process.

### Strategic priorities





# South Oak Hill Neighborhood redevelopment opportunities

This outcome includes the redevelopment of existing commercial uses to residential uses of varying densities to align with the existing neighborhood.



Site Rendering

## Outcome features

The South Oak Hill neighborhood is an established neighborhood that is home to single-family homes and smaller scale multifamily. The northeast corner of the neighborhood has supported a variety of commercial and light industrial development that could be redeveloped to support a unified sense of place and bring additional density near the station.

### Residential uses

- » Medium density residential development at 6 to 30 units per acre and low density residential development at 3 to 10 units per acre.
- » Support housing types that provide a transition from the more intense uses near the station and Louisiana Avenue into the neighborhood.

### Building orientation

- » Focus development that supports the overall look and feel of the existing neighborhood.

### Shared parking + access management

- » Support shared parking structures across redevelopment to support resident and patron parking and reduce the impervious surface area of the site.
- » Utilize access management strategies to consolidate access points for shared uses and like developments.

### Commercial Redevelopment

- » A city owned parcel in the northeast corner of the South Oak Hill neighborhood has been identified for future commercial uses.

## What is the impact?

Redevelopment within the South Oak Hill neighborhood creates opportunities to reinvest in the neighborhood and support an existing identity and sense of place. The change in uses will change mobility and utility needs.

### Race + equity impact

- » A variety of housing styles will welcome diverse groups into the gateway.
- » New commercial development can create destinations that serve many audiences.

### Environmental impact

- » Redevelopment may decrease the amount of impervious surface and should include stormwater management investments.

### Public infrastructure impact

- » The 47 to 210 new residential units proposed under transit oriented development guidance would increase utility needs. Residential development was not planned as part of the 2040 Comprehensive Plan.

### Mobility impact

- » Change of use may result in an increase in vehicles, though proximity to the Louisiana Station may reduce personal vehicle dependence. Time of travel will shift with the introduction of residential travelers.

### Land use + development impact

- » Low and medium density residential and commercial development support the overall goals established for the gateway through this process. These uses vary from the guidance of the 2040 Comprehensive Plan which guided the areas of South Oak Hill Neighborhood for Business Park and Office, essentially maintaining current uses. Modifications to the Comprehensive Plan must be explored as an action of this plan to support implementation.



Example residential development

## Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Rezoning of existing Industrial Park zoning to the north of the station area to support medium density residential and reinvestment in the area.	Regulatory	Near term	● ○ ○	● ● ○	Property owner(s)
Support the redevelopment of the South Oak Hill redevelopment areas by coordinating with property owners to discuss redevelopment potential.	Planning	Mid term	● ● ○	● ● ○	Property owner(s)

## Strategic priorities

This outcome supports each of the identified priorities, creating connected and accessible housing options, reducing impervious surfaces, and creating opportunities for engagement through the development process.

### Strategic priorities





# Oxford Street mixed use redevelopment

This outcome supports the reuse and/or redevelopment of properties and buildings along Oxford Street to provide future commercial, service, and residential uses.

## Outcome features

Redevelopment along Oxford Street includes the transition from existing industrial, office and service use to a mix of commercial and residential uses with the reuse and redevelopment of existing structures. The reuse of existing buildings creates opportunities to repurpose the existing structure to support a new use, reducing the overall construction scope. Sites may also be redeveloped to support new uses, changing the building and site layout. Four existing properties along the northern edge of Oxford Street have been identified as reuse opportunities with this outcome and should consider the following features.



Site Rendering

## Building reuse

- » The existing structures likely support future commercial or service uses with the existing building height and layout. These commercial uses will serve as a logical transition to the existing business uses along Oxford Street to the west.

## Mixed-use development

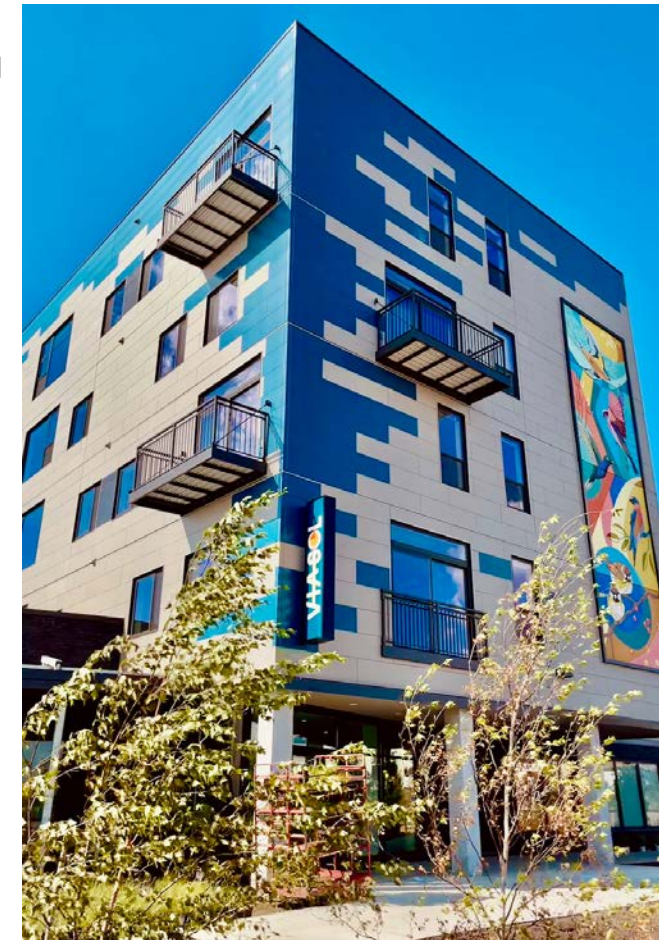
- » Opportunities for mixed-use development were identified at the intersection of Louisiana Avenue and Oxford Street. Ground floor commercial uses that provide amenities and services for gateway residents that also draw visitors to the gateway
- » Residential development of various styles to support varied housing needs.

## Building orientation

- » Building reuse and redevelopment projects should support building orientation to Oxford Street and Louisiana Avenue, as applicable. The Oxford Street design outcome includes sidewalks and a bikeway which may be beneficial amenities that should be considered with development.

## Street activation

- » Future development should look to activate the streetscape of new internal roadways, along with Wooddale Avenue frontage.
- » Activation may include pedestrian connections from sidewalks and bikeways to ground floor uses and/or public realm design to enhance the pedestrian experience and amenity access.



Example development: Zelia on 7



Example development: Excelsior + Grand

# Oxford Street mixed use redevelopment (continued)

## What is the impact?

Redevelopment along Oxford Street will offer new investment and use opportunities within the gateway. The introduction of mixed-use properties will also support transit-oriented development near the Louisiana Avenue Station.

### Race + equity impact

- » A variety of housing styles will welcome diverse groups into the gateway.
- » New commercial development can create destinations that serve many audiences.

### Environmental impact

- » Redevelopment will decrease the amount of impervious surface and should include stormwater management investments.
- » The proximity of the development to Minnehaha Creek must be closely monitored.

### Public infrastructure impact

- » Changes from existing uses will modify the utility use/need for the area. Reuse opportunities may result in nearly 5 acres converted from industrial uses to commercial uses, resulting in changes in water usage.
- » The mixed-use properties along Louisiana Avenue could result in 95 to 350 new residential units, with the potential for an additional 30 to 100 units of medium density residential development to the south of Oxford. Residential development was not planned as part of the 2040 Comprehensive Plan.

### Mobility impact

- » Change of use may result in an increase in vehicles, though proximity to the Louisiana Station may reduce personal vehicle dependence. Time of travel will shift with the introduction of residential travelers.

### Land use + development impact

- » Mixed use, commercial and medium density residential development support the overall goals established for the gateway through this process. These uses vary from the guidance of the 2040 Comprehensive Plan which guided the areas near Oxford Street for Business Park and Industrial, essentially maintaining current uses.



Louisiana Gateway

## Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Utilize economic development tools to support the reuse and reinvestment of existing industrial buildings along Oxford Street.	Planning	Near term	● ○ ○	● ● ○	Community
Explore a comprehensive plan amendment to identify future land uses within this gateway that support reuse opportunities.	Planning	Near term	● ○ ○	● ● ○	Planning Commission
Support the redevelopment of properties south of Oxford Street to include mixed use and residential development through ongoing coordination with property owners.	Planning	Mid term	● ○ ○	● ● ●	Community
Coordinate site assembly and area subdivision to establish a new block pattern and grid network for the area. Support smaller blocks that promote pedestrian connections.	Planning	Mid term	● ● ●	● ● ●	Property owner(s)
Utilize mixed-use and medium to high density residential zoning within the new growth areas to support future TOD and residential development near the station.	Regulatory	Mid term	● ● ○	● ○ ○	Property owner(s)

## Linked outcomes

The implementation of the Oxford Street mixed use development is linked to three other outcomes:

- I** Blue infrastructure and stormwater management
- F** Pedestrian street connection
- A** Oxford Street design

## Strategic priorities

This outcome supports each of the identified priorities, creating connected and accessible housing options, reducing impervious surfaces, and creating opportunities for engagement through the development process.

### Strategic priorities







# Pedestrian street connection

The pedestrian street outcome creates a dedicated pedestrian street to connect the Louisiana Avenue Station to Methodist Hospital. It will also support redevelopment opportunities for adjacent properties and connect the areas north and south of the railroad tracks.

## Outcome features

This future pedestrian street is a concept carried forward from the last plan. A direct connection between Methodist Hospital and the Louisiana Avenue Station has been a shared desire for many years with the redevelopment and investment in the gateway. The concept includes a pedestrian only street that is wide enough to support many users with direct connections to future developments along the pedestrian street.

### Street design

- » Detailed design of the pedestrian street should primarily support movement primary by walking and rolling followed by bicycle mobility.
- » In addition to a paved pedestrian street, opportunities for including open space, stormwater infrastructure, and other key design features should be considered.
- » The street may be developed within future dedicated right-of-way similar to a public street or through the use of easements.

### Land use connection

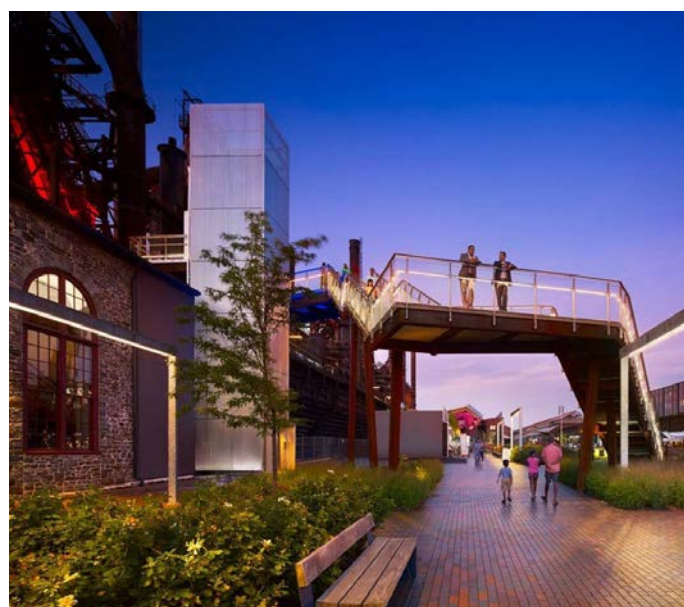
- » Mixed-use and commercial redevelopment opportunities have been identified along the pedestrian street alignment. These developments should incorporate the pedestrian street into their overall design, ensuring future connection to this amenity.
- » Ground floor commercial uses should consider direct access to the pedestrian street and may consider orienting their storefronts and main access points to the pedestrian street rather than adjacent roadways.

### Sense of place

- » Future implementation of this connection poses opportunities to enhance the identity of the gateway and support a safe and welcoming travel experience. Public realm enhancements should be incorporated into the overall design, including lighting, signage/wayfinding, and places of refuge.
- » Additionally, the public right-of-way could include opportunities to support other public uses and amenities, such as recreational features.

## What is the impact?

The construction of the pedestrian street connection was identified to increase multimodal mobility in the gateway, specifically connecting Methodist Hospital to the Louisiana Station. This amenity would support mobility improvements throughout the gateway, while also supporting investments in surrounding development areas.



Pedestrian Street Example

### Race + equity impact

- » The new pedestrian connection provides a new and enhanced connection for walkers, bikers, and rollers within the gateway.
- » Future design of adjacent development provide increased connection between commercial users and this multimodal infrastructure.

### Environmental impact

- » The improvement supports multimodal movement, specifically enhancing connections to the regional transit system, that may support a reduction in vehicle miles traveled to and from the gateway.
- » The future design of the street connection should also incorporate thoughtful stormwater design with the addition of new impervious surface area blue infrastructure may also be added as an amenity.

### Public infrastructure impact

- » The connection would include new dedicated infrastructure for the city to maintain as part of their greater system.
- » Future maintenance agreements will need to be established to plan for general maintenance agreements, specifically snow removal, with adjacent development.

### Mobility impact

- » The connection enhances multimodal infrastructure and connection opportunities within the Louisiana Gateway, specifically enhancing the connections to the station area.
- » The alignment of the pedestrian street can also serve as a connection to the existing underpass, enhancing the connection opportunities for development north of the railroad tracks.

### Land use + development impact

- » Existing and future development will benefit from additional transportation options and connections.
- » This amenity can be used as a siting feature as redevelopment is pursued in the gateway.

## Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Secure right-of-way for the future construction of the pedestrian street.	Planning	On-going	● ● ○	● ● ○	Property owner(s)
Identify the realignment of the pedestrian street connection between the Louisiana Station and Methodist Hospital.	Planning	On-going	● ● ○	● ● ●	Property owner(s)

## Strategic priorities

The pedestrian street connection is intended to improve multimodal connections within the gateway and enhance connections to the Louisiana Station. The connection will support movement specifically for walkers and bikers, enhance connections to a regional transportation amenity, and will serve as an amenity for future development.

### Strategic priorities





# South railroad spur bikeway

This outcome would remove the existing south railroad spur and utilize the right-of-way to create a bicycle connection to the east.

## Outcome features

The south railroad spur bikeway would repurpose the existing railroad bed and right-of-way to create a bicycle connection throughout the Louisiana Gateway. The current right-of-way supports a rail connection that serves industrial uses in the gateway. The future vacation of the railroad use opens an opportunity to provide a multimodal connection – an outcome that has been supported since the last plan was competed. This bikeway connection would not only create multimodal connections in the gateway but supports direct connections to future development areas.

### Bikeway design

- » As public bike infrastructure, existing St. Louis Park design standards will be used to inform the design of the bikeway.
- » The existing railroad right-of-way is 75 to 100-foot wide, providing a variety of opportunities to include unique design features with the bikeway. Opportunities to enhance the open space and provide places of refuge will enhance this amenity.



Example bikeway

### Natural systems

- » The existing rail-bed is bordered by grassed areas throughout the existing spur. Opportunities to enhance the natural systems with the conversion to a bikeway should be explored. For example, trees and other vegetation may be planted with a bicycle use.

### Development connection

- » Mixed-use and commercial redevelopment opportunities have been identified along the bikeway. These developments should incorporate the bikeway into their overall design, ensuring future connection to this amenity.

## What is the impact?

The conversion of an existing rail spur to a bikeway provides many benefits – new modal connection, additional green spaces, supports future development, etc. Each of these should be considered in the future design of the bikeway.

### Race + equity impact

- » The new bikeway will provide enhanced multimodal connections, supporting movement within the gateway and to other parts of the city such as the Wooddale Gateway to the east.

### Environmental impact

- » These improvements could support a reduction in vehicle miles traveled through the gateway by providing opportunities for multimodal transportation.
- » Opportunities to increase plantings and add stormwater management infrastructure would manage overland water flow during rain events, support cleaner air and provide additional shade.

### Public infrastructure impact

- » New bikeway infrastructure in the city's system will add to maintenance responsibilities.

### Mobility impact

- » The bikeway will enhance multimodal infrastructure and connection opportunities within the Louisiana Gateway and connections to other parts of St. Louis Park.

### Land use + development impact

- » Existing and future development will benefit from additional transportation options and connections.

## Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Secure the existing south rail road spur right-of-way. Convert the existing rail bed to a trail.	Infrastructure Planning	Mid term	● ● ○	● ● ○	Property owner(s), CP Rail

## Strategic priorities

This outcome will support an increase in multimodal connectivity within and around the gateway. In addition, it supports opportunities to enhance natural systems amenities within the gateway and provides an opportunity for the community to come together.

### Strategic priorities



Existing Rail Spur



# Realignment of Methodist Hospital access

This outcome includes the realignment of the existing northern Methodist Hospital access to align with a future Cambridge Street extension into the gateway. The revised alignment would intersect Cambridge Street to provide a connection to Louisiana Avenue.

## Outcome features

Access management is a key function of mobility and safety along a roadway. The extension of Cambridge Street into the gateway created a potential intersection with Louisiana Avenue near the existing Methodist Hospital access. This access currently serves Methodist traffic only, offering an opportunity to realign the access to connect the hospital to other uses. The vacation of the existing right-of-way also creates the opportunity to connect two existing stormwater ponds, expanding flood storage capacity.

## Road design and right-of-way

- » The existing access is a private roadway, owned and maintained by Methodist Hospital. The revised alignment would provide access to other development areas and support the future dedication of a public street to create this access point. This future right-of-way could stub a public street to connect to the existing private driveway that connects to Excelsior Boulevard on the southern edge of the hospital.
- » As a public roadway, the future alignment should be designed to meet city standards. Future on-street parking may be considered to support adjacent developments if warranted.

## Stormwater

- » The existing driveway divides two stormwater ponds on the Methodist Hospital site. The removal of this access point creates the opportunity to connect these two ponds and enhance the overall flood storage in the area.
- » Other enhancements to these ponds may also be considered during the reconstruction activities to enhance stormwater management within the floodplain.



## What is the impact?

The realignment of the existing Methodist Hospital Access will modify travel patterns for visitors of the hospital, but will enhance the operations of the Cambridge Street Extension.

### Race + equity impact

- » The realigned access point will modify the travel patterns to the Hospital, and should maintain pedestrian infrastructure as a design feature to support multimodal movement.
- » The realignment also provides additional connections to the hospital from areas to the north.

### Environmental impact

- » The removal of the current road provides a key opportunity to connect the two existing storage ponds and increase flood storage potential on the current site. The removal of the roadway alone could support the an additional ¼ acre of flood storage area on the site.

### Public infrastructure impact

- » The realignment of the roadway will require coordination between the City of St. Louis Park and Methodist Hospital to determine the desired ownership status and maintenance responsibilities of the roadway.
- » If developed as a public roadway, this outcome would increase the city's overall roadway mileage and add additional maintenance responsibilities to the system.

### Mobility impact

- » This outcome will modify the overall mobility experience for hospital travelers, shifting access to Cambridge Street rather than the existing intersection with Louisiana Avenue.
- » No changes are proposed for the southern access from Excelsior Boulevard.

### Land use + development impact

- » This realignment creates opportunities to better connect destinations in the gateway with Methodist Hospital.

## Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Explore the alignment for the extension of Cambridge Street into the gateway and the vacation of the Methodist Access.	Planning	Mid term	● ● ○	● ● ○	Property owner(s), Minnehaha Creek Watershed District

## Linked Outcomes



The implementation of the Realignment of Methodist Hospital access is linked to two other outcomes:



Blue infrastructure and stormwater management



Cambridge Street extension + pedestrian connection

## Strategic priorities

The realignment provides the opportunity to extend Cambridge Street into the gateway, supporting broader connections for all modes into the area. The outcome should enhance mobility for many users and support connections to other development area. The opportunity to enhance flood storage and increase green space support the environmental stewardship policy of the city.

### Strategic priorities



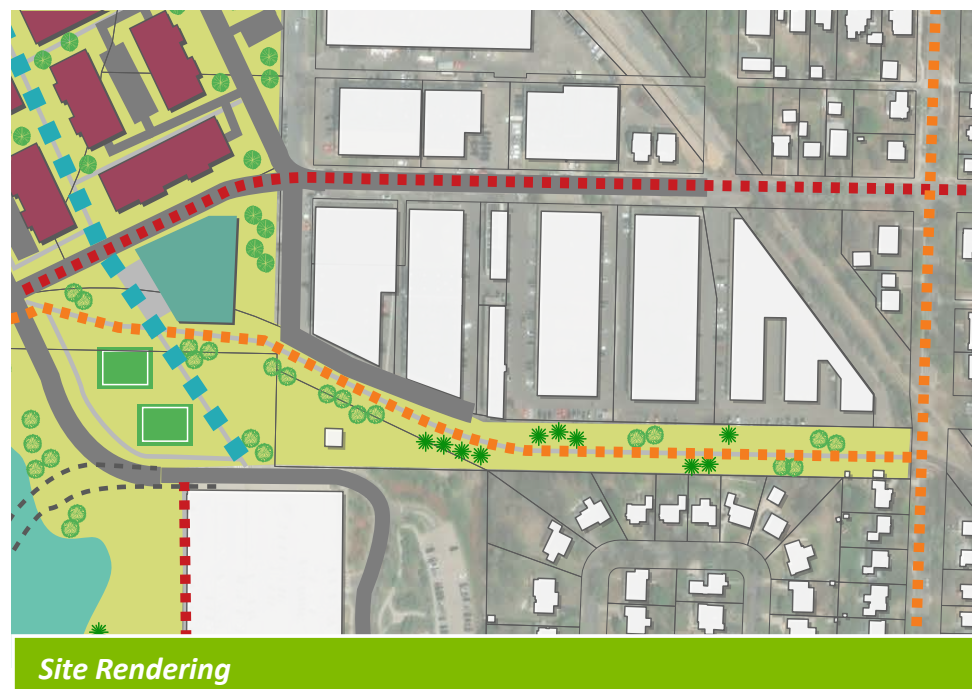


# Cambridge Street extension + pedestrian connection

This outcome includes the extension of Cambridge Street to the west to create a new intersection with Louisiana Boulevard. This extension allows for an enhanced pedestrian connection into the Wooddale Gateway.

## Outcome features

A number of outcomes address roadway modifications within the gateway to enhance connections to destinations within and outside of the gateway. The extension of Cambridge Street to the west to create a new intersection with Louisiana Avenue is one of these examples. A key feature of this extension is improved connectivity between the Louisiana and Wooddale Gateways. The designation as a pedestrian connection also supports multimodal movement and enhances connections to the pedestrian street.



Site Rendering

## Road design and right-of-way

- » The City of St Louis Park maintains 60-foot or right-of-way for Cambridge Street to the intersection with Edgewood Avenue. The extension of the roadway would require the dedication of right-of-way to the west to connect to Louisiana Avenue.
- » As a public roadway, the future alignment should be designed to meet city standards. Future on-street parking may be considered to support adjacent developments if warranted.

## Pedestrian accommodations

- » Update pedestrian features along Cambridge Street to support its identification and use as a pedestrian street. Features include sidewalk and public realm improvements to enhance the experience.
- » Continue pedestrian street improvements into the Wooddale Gateway.

## Intersection design

- » Future analysis will be needed to determine the intersection design of the new Cambridge Street and Louisiana Avenue intersection. A roundabout will be constructed at the Oxford Street intersection and a similar treatment could be considered at this new intersection.

## What is the impact?

The extension of Cambridge Street will modify travel patterns for the immediate area and broader connections.

### Race + equity impact

- » The roadway extensions will modify the travel patterns in the area, including a more direct connection between Wooddale Avenue and Louisiana Boulevard.
- » Upgraded pedestrian infrastructure will increase multimodal connections and access.

### Environmental impact

- » The roadway extension will include the introduction of new impervious surface area.

### Public infrastructure impact

- » This outcome would increase the city's overall roadway mileage and add additional maintenance responsibilities to the system.

### Mobility impact

- » This outcome will modify the overall mobility experience for hospital travelers, providing improved connections through the gateway and serving as the new access to Methodist Hospital from Louisiana Boulevard.
- » Pedestrian enhancements will improve connectivity and provide new transportation options.

### Land use + development impact

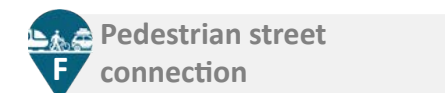
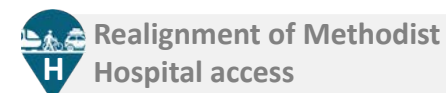
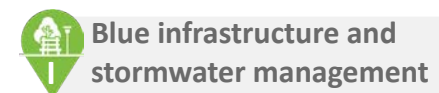
- » This realignment creates opportunities to better connect destinations in the gateway with Methodist Hospital.

## Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Explore the alignment for the extension of Cambridge Street into the gateway and the vacation of the Methodist Access.	Planning	Mid term	● ● ○	● ● ○	Property owner(s), Minnehaha Creek Watershed District

## Linked outcomes

The implementation of the Cambridge Street extension + pedestrian connection is linked to three other outcomes:



## Strategic priorities

The realignment provides the opportunity to extend Cambridge Street into the gateway, supporting broader connections for all modes into the area. The outcome should enhance mobility for many users and support connections to other development area.

### Strategic priorities





# Blue infrastructure + stormwater management

This outcome supports the enhancement of stormwater ponds through redevelopment and infrastructure activities. Actions may include the development of blue and green infrastructure through public infrastructure investments.

**Blue and green infrastructure includes features or areas within development and public infrastructure that provide stormwater management, reduce erosion, filter pollutants, and remove carbon from the atmosphere.**

**Green Infrastructure includes natural or designed features that include vegetation and soils. Examples of green infrastructure include:**

- Permeable pavement
- Green roofs
- Infiltration planters
- Tree boxes
- Pocket parks

**Blue infrastructure includes natural or design features that include water-based elements. Examples of blue infrastructure include:**

- Retention and detention basis
- Enhanced natural wetlands
- Rain gardens
- Bioswales
- Rainwater harvesting

## Outcome features

Stormwater management has been an on-going focus of the Louisiana Gateway for many years given that large sections of the gateway lie within a floodplain. Future investments may include the expansion of existing ponds or the creation of new ponds. Development and roadway improvements may also include blue infrastructure to manage stormwater. The blue infrastructure and stormwater enhancements identified with the Oxford Street redesign and the Cambridge Street extension are a prime example of implementation.

### Blue Infrastructure

- » Existing retention and detention basins near the creek are key stormwater management practices within the gateway. Opportunities to maintain and enhance these areas should be pursued.
- » Future development within the gateway must comply with existing stormwater policy.

### Green Infrastructure

- » Incorporate green infrastructure features into public investments, including park spaces and public rights-of-way.
- » Encourage the inclusion of green infrastructure with private development projects.



*Tree trenches in Hoyer Heights Neighborhood, Minneapolis*

## What is the impact?

Stormwater management activities reduce impacts to investments from stormwater events while also supporting the continued health of existing water resources.

### Race + equity impact

- » Blue and green infrastructure investments include vegetation and open spaces that increase green spaces and tree cover for all.

### Environmental impact

- » Additional stormwater management features will support the overall response to stormwater events, protecting both existing resources and investments.

### Public infrastructure impact

- » The inclusion of green and blue infrastructure into existing city infrastructure projects would result in additional maintenance considerations.

### Mobility impact

- » No impacts to mobility are anticipated.

### Land use + development impact

- » Future development activity within the floodplain should include stormwater management features to support the city's overall goals.
- » Adjacent developments will benefit from the additional park space, providing greenspace and amenities within the gateway.

## Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Coordinate infrastructure upgrades and the Louisiana Avenue grade raise with infrastructure upgrades.	Infrastructure	Near term	● ● ○	● ● ○	Community
Establish blue infrastructure standards for new roadway development and incorporate with all redesign efforts.	Infrastructure	Mid term	● ● ○	● ● ○	Minnehaha Creek Watershed District
Explore blue infrastructure policies to be incorporated into new public spaces.	Policy	Long term	● ● ○	● ● ○	Minnehaha Creek Watershed District

## Strategic priorities

This outcome aligns with of the city's strategic priorities as it creates opportunities to engage community in investments that are accessible to all, provides connections for recreation use, and serves as an amenity and greenspace access for adjacent development.

*Strategic priorities*

