

# Impact analysis

The individual outcomes within the four gateways were assessed for their individual and collective impact on the gateway and the city. The analysis considered both the potential positive and negative impacts of implementation of the outcomes. Across the five topics of race + equity, environmental, public infrastructure, mobility and land use + development, the potential for negative, unintended or positive impacts were assessed. The following pages summarize the overall methodology for assessing impacts and mitigation considerations, share considerations by gateway and provide metrics that can be monitored to assess these impacts through implementation.

## Race + equity impacts

The race + equity impact analysis provided an examination of how different racial and equity groups may be affected, positively or negatively, by actions or decisions identified within each gateway. Early examination of these potential impacts was used to refine identified outcomes to reduce impacts and deploy mitigation strategies were applicable. The planning team utilized the City of St. Louis Park's Race and Equity Toolkit process during the exploration of outcomes to inform the idea refinement and incorporation of mitigation measures.



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| <p><b>Race + equity features</b></p>         | <p>This analysis considers the racial/ethnic and equity groups that may be most effected by and concerned with the outcomes of the Arrive + Thrive actions. Racial/ethnic groups included populations of color within the gateways and other equity groups included low income groups, youth and senior age groups, and cultural/religious groups within the community.</p>  |
| <p><b>Negative impact considerations</b></p> | <p>The consideration of adverse or negative impacts to race and equity considered:</p> <ul style="list-style-type: none"> <li>» Reduced ability to access or afford housing within the gateway</li> <li>» Reduction of available employment opportunities within the gateway, specifically changes across employment groups</li> <li>» Impacts to the ability to travel by every mode within the gateway, including access to employment centers</li> <li>» Modifications to economic conditions and access to varied commercial destinations</li> </ul>   |
| <p><b>Positive impact considerations</b></p> | <p>The consideration of positive impacts on equity and inclusion considered:</p> <ul style="list-style-type: none"> <li>» Increased access to housing across affordability levels</li> <li>» Increased or maintained employment opportunities across multiple industries</li> <li>» Increased mobility and safety for all modes</li> <li>» Changes in economic conditions and access to varied commercial destinations</li> <li>» Inclusion of features or elements that celebrate diversity and culture</li> </ul>  |
| <p><b>Potential mitigation</b></p>           | <p>Mitigation measures to reduce anticipated adverse impacts or features to enhance positive impacts were incorporated into outcomes, including increased modal infrastructure, varied housing types, etc. Mitigation measures that may be considered with future implementation include:</p> <ul style="list-style-type: none"> <li>» Use of policies and incentives to promote the development of a range of affordability levels within housing developments, including market rate and units affordable to 80%, 50%, and 30% of the area median income.</li> <li>» Economic development actions that support the creation of employment opportunities for varied educational and technical levels, as applicable.</li> <li>» Enhancements within the public realm that celebrate the community and create opportunities for connection and sense of place to support a welcoming community.</li> </ul> |

## Beltline Gateway

The Beltline Gateway includes a number of outcome features that include impacts considerations for race + equity:

- » Increased mobility options and connections for people of all ages and abilities to move throughout the corridor.
- » Additional housing development options that could support higher density housing at a variety of styles and price points.
- » Redevelopment opportunities that can support the maintenance of current industries in the gateway while also supporting new commercial and service offerings.
- » A focus on maintaining and enhancing natural features within the gateway, including increased trails and refuge areas to increase interaction opportunities.
- » As investments occur within the gateway, unintended displacement of housing, employment, and service opportunities should be assessed. Displacement may result from changes in rental costs, change in uses that provide employment opportunities, etc.

## Wooddale Gateway

The Wooddale Gateway includes a number of outcome features that include impacts considerations for race + equity:

- » Increased mobility options and connections for people of all ages and abilities to move throughout the corridor.
- » Additional mobility outcomes that support mobility and connection for walkers and bikers to other areas of St. Louis Park, including the Walker Street realignment and the Highway 100 overpass.
- » Additional housing development options that could support higher density housing at a variety of styles and price points.
- » Redevelopment opportunities that can support the maintenance of current industries in the gateway while also supporting new commercial and service offerings.

## Louisiana Gateway

The Louisiana Gateway includes a number of outcome features that include impacts considerations for race + equity:

- » Increased mobility options and connections for people of all ages and abilities to move throughout the corridor.
- » Additional mobility outcomes that support mobility and connection across both sets of railroad tracks to connect community members to new destinations.
- » Additional housing development options that could support higher density housing at a variety of styles and price points.
- » Redevelopment opportunities that support new commercial and service offerings within the gateway.
- » As investments occur within the gateway, unintended displacement of housing, employment, and service opportunities should be assessed. Displacement may result from changes in rental costs, change in uses that provide employment opportunities, etc.

## Excelsior Gateway

The Excelsior Gateway includes a number of outcome features that include impacts considerations for race + equity:

- » Increased mobility options and connections for people of all ages and abilities to move throughout the corridor.

- » A focus on safety improvements for those moving along or across Excelsior Boulevard, reducing the effects the roadway has on a north/south barrier to movement.
- » Additional housing development options that could support higher density housing at a variety of styles and price points.
- » Redevelopment opportunities that can support the maintenance of current industries in the gateway while also supporting new commercial and service offerings.
- » As investments occur within the gateway, unintended displacement of housing, employment, and service opportunities should be assessed. Displacement may result from changes in rental costs, change in uses that provide employment opportunities, etc.

## Race + equity metrics

The potential impacts to race and equity should continue to be measured throughout implementation. A few metrics that can be used to monitor impacts include:

- » Changes in the demographics within the neighborhoods, including race/ethnicity, household income, and age.
- » Changes in housing and rental prices within the gateway and the relationship to changing household income.
- » Changes in the number of employment opportunities and changes in the industries offered.
- » Changes in bicycle and pedestrian volumes and movement throughout the gateway.



## Environmental impacts

The environmental impact analysis explored potential impacts to open spaces and natural systems within the gateways by the identified gateway actions. At a planning level, outcomes were refined to reduce negative impacts and identify opportunities to benefit resources. However, further planning and design of various features will require further exploration of potential impacts and refined design features.

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| <b>Race + equity features</b>         | This analysis explored existing and potential future park, open space, and natural system features within each gateway. Features included regional water features (e.g., Bass Lake and Minnehaha Creek), existing public park spaces (e.g., Jorvig Park), available green space, impervious surface areas, and tree cover.   |
| <b>Negative impact considerations</b> | Negative impacts to open spaces and natural systems include those that would reduce, degrade, or eliminate the presence of these features throughout the gateways.   |
| <b>Positive impact considerations</b> | Positive impacts include outcomes that would preserve, enhance or expand open spaces and natural systems. Examples include the inclusion of stormwater management features, increased access to open space areas, and expanded tree canopy.  |
| <b>Potential mitigation</b>           | Mitigation measures were incorporated into outcomes at a planning level, including the identification of stormwater best practices, identification of green spaces, etc. Future policy mitigation should be incorporated into decision making as actions are taken and refined. Many of the city's existing stormwater and climate actions will support these actions. |

Stormwater management is a critical environmental consideration with future implementation of outcomes, particularly in the Louisiana and Beltline gateways. Both gateways include stormwater and open space outcomes, but each gateway can benefit from the inclusion of blue and green infrastructure into both public and private actions. The following descriptions of blue and green infrastructure that may be considered in future implementation are identified below with examples identified in the appendix.

**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



### Beltline Gateway

The Beltline Gateway includes a number of outcome features that identified positive and negative impacts or considerations for the environment:

- » Efforts to preserve and enhance the stewardship and connection to Bass Lake will support the preservation of the resource for future generations.
- » Increased stormwater and greenspace areas will provide overall stormwater management during events. These spaces also provide opportunities for the community to connect to natural areas. The outcomes include a new park opportunities that includes an opportunities for 4 acres of new stormwater and open space development.
- » Investments in new and enhanced green spaces through development activities create opportunities for more pervious surfaces and increased tree canopy within the gateway.
- » The gateway outcomes identified a variety of new development and reuse opportunities that may impact natural systems during construction and should incorporate natural systems and landscaping into future design. A total of 38.6 acres have been identified as redevelopment opportunities and 17.3 acres for reuse opportunities.
- » Mobility improvements within the gateway support new multimodal connections for walking, biking and transit which can support a change in modal choice for users and support the city's overall goal for reduction in vehicle miles traveled.

### Wooddale Gateway

The Wooddale Gateway includes a number of outcome features that identified positive and negative impacts or considerations for the environment:

- » Increased greenspace areas provide access to new green spaces, stormwater management, and connection to parks. These spaces also provide opportunities for the community to connect to natural areas. The plan identifies the creation of a new public park as a part of redevelopment activities at the Burlington Coat Factory and Micro Center site.
- » The gateway outcomes identified a variety of new development and reuse opportunities that may impact natural systems during construction and should incorporate natural systems and landscaping into future design. A total of 17.1 acres have been identified as redevelopment opportunities.
- » Mobility improvements within the gateway support new multimodal connections for walking, biking and transit which can support a change in modal choice for users support the city's overall goal for reduction in vehicle miles traveled. The gateway includes the identification of at least 1 mile of new multimodal infrastructure.
- » The Walker Street realignment outcome does include the vacation of the public street, which can include the removal of the impervious roadway and replacement with permeable land cover.

## Louisiana Gateway

The Louisiana Gateway includes a number of outcome features that present positive and negative impacts or considerations for the environment:

- » Efforts to preserve and enhance the stewardship and connection to Minnehaha Creek will support the preservation of the resource for future generations.
- » Increased stormwater and greenspace areas will provide overall stormwater management during events. These spaces also provide opportunities for the community to connect to natural areas. The plan identifies 10.4 acres for new stormwater and open space development.
- » Investments in new and enhanced green spaces through development activities create opportunities for more pervious surfaces and enhance tree canopy within the gateway.
- » The gateway outcomes identified a variety of new development and reuse opportunities that may impact natural systems during construction and should incorporate natural systems and landscaping into future design. A total of 47.9 acres have been identified as redevelopment opportunities and 5.2 acres for reuse opportunities.
- » Mobility improvements within the gateway support new multimodal connections for walking, biking and transit which can support a change in modal choice for users. This would support the city's overall goal for reduction in vehicle miles traveled. The gateway plan proposes a new nearly mile long bikeway along the south rail spur, a new pedestrian street connecting to the station, and a number of new internal trail connections along the creek and new development.

## Excelsior Gateway

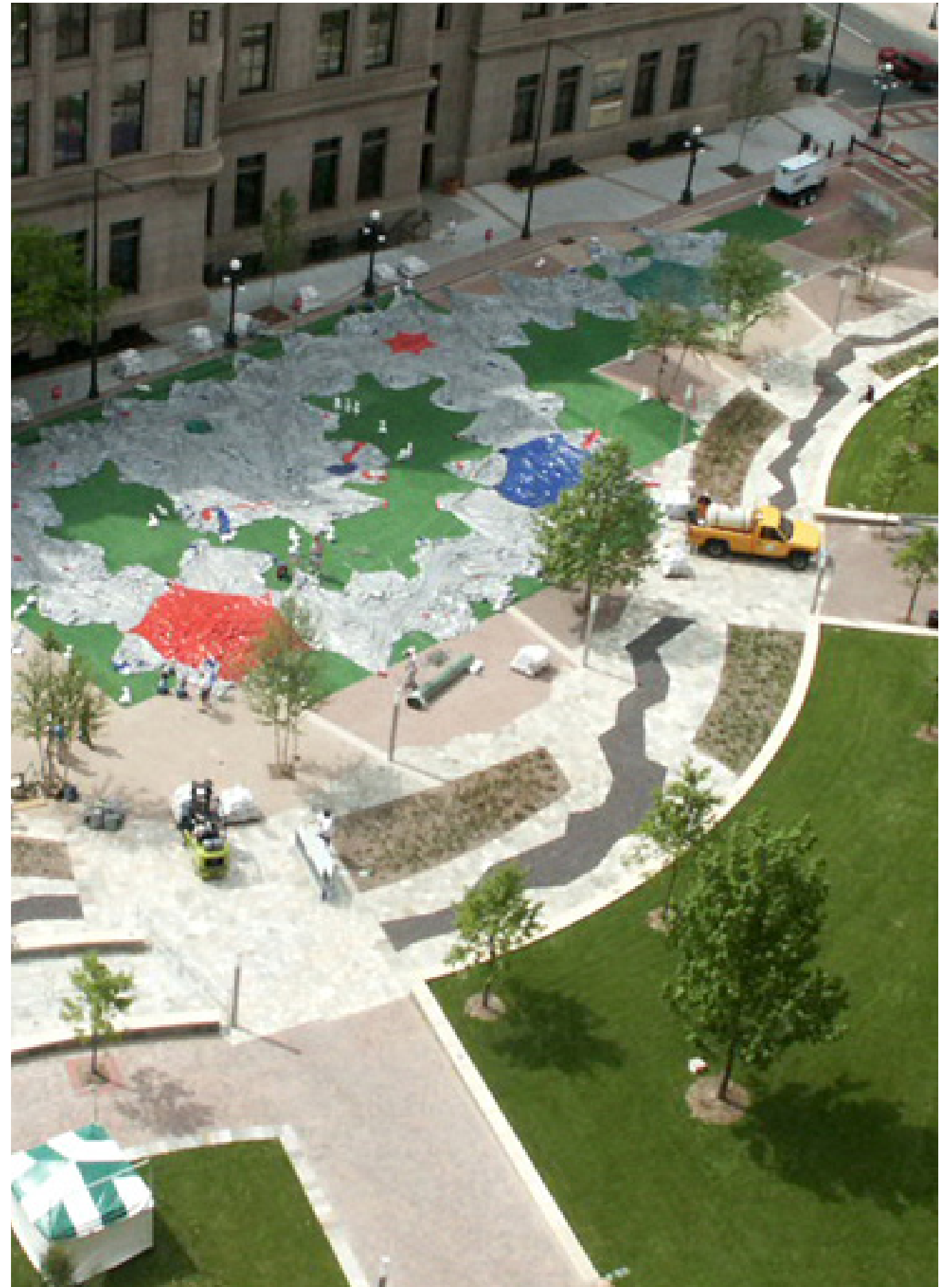
The Excelsior Gateway includes a number of outcome features that present positive and negative impacts or considerations for the environment:

- » Investments in new and enhanced green spaces through development activities create opportunities for more pervious surfaces and increased tree canopy within the gateway.
- » The gateway outcomes identified a variety of new development and reuse opportunities that may impact natural systems during construction and should incorporate natural systems and landscaping into future design. A total of 4 acres have been identified as redevelopment opportunities and 7.7 acres for reuse opportunities.
- » Mobility improvements within the gateway support new multimodal connections for walking, biking and transit which can support a change in modal choice for users support the city's overall goal for reduction in vehicle miles traveled. The gateway outcomes include the creation of a new bikeway and pedestrian street within existing infrastructure.
- » Improvements to Excelsior Boulevard are also included to expand the existing landscaped median by over 900 feet, offering additional opportunities for landscaping and trees within the right-of-way.

## Environmental metrics

The potential impacts to environmental factors should be measured throughout implementation. A few metrics that can be used to monitor impacts include:

- » Increase in the acreage of greenspace and park space
- » Increase in stormwater capacity within created stormwater features
- » Changes in vehicle miles traveled
- » Increase in multimodal movement
- » Improvements to and expansion of tree canopy



## Public infrastructure impacts

Public infrastructure impact analysis explored the impacts to existing infrastructure or the need for additional infrastructure or maintenance with identified actions. At a planning level, this analysis identified a potential increase in utility use, the need for dedication of public right-of-way or easements and the construction of new public infrastructure.

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| <b>Race + equity features</b> | For this analysis, public infrastructure focused on publicly owned and maintained utilities and transportation infrastructure. Stormwater and parks were also considered, but further analysis of these elements was completed within the environmental impacts analysis.  |
| <b>Impact considerations</b>  | Public infrastructure impacts were not organized into negative or positive impacts, as the considerations are closely tied within this analysis. For example, new residential development will increase water utility needs to serve the development. This outcome will require the construction of new infrastructure and increase the city's water usage; however, the cost of infrastructure can be incorporated into the development process and service fees will be incurred for future use. |
| <b>Potential mitigation</b>   | Mitigation measures were incorporated into the planning process regarding the siting of development and efficient identification of future transportation infrastructure alignments. The future design of infrastructure must align with city policies and standards.  |

## Beltline Gateway

The Beltline Gateway includes a number of outcome features that identified positive and negative impacts or considerations for public infrastructure:

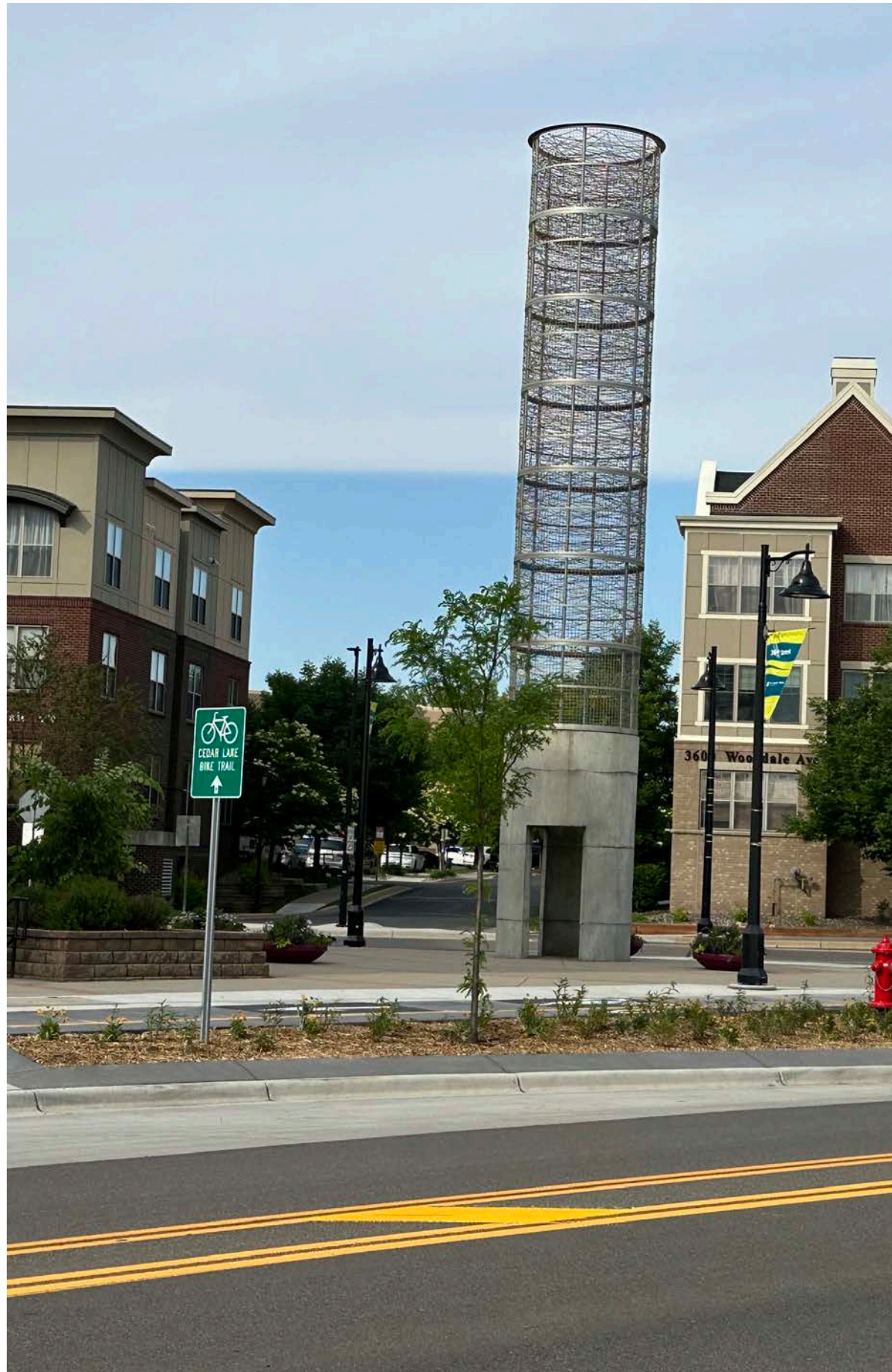
- » New roadway connections identified within the gateway provide additional connection opportunities for travelers. Approximately one quarter mile of new roadway connections have been identified and would require the dedication of approximately one acre of new right-of-way. These connections would require the creation of three new intersections on existing roadways and the addition of a fourth leg to a signalized intersection.
- » A new pedestrian connection is identified within the gateway along existing alley right-of-way. The creation of the pedestrian street would include the construction of an approximately .25 mile sidewalk/trail connection within public right-of-way.
- » Land use outcomes include the potential for an additional 285 to 775 new households within the gateway that will require connection to city utilities. Additionally, ground floor commercial uses may be constructed on nearly 20 acres, including reuse opportunities, that may change overall utility use and needs.

## Wooddale Gateway

The Wooddale Gateway analysis identified positive and negative impacts and other considerations for public infrastructure:

- » New roadway connections identified within the gateway provide additional connection opportunities for travelers. Approximately one quarter mile of new roadway connections have been identified through the current Micro Center site. The new roadway could connect into the system at existing intersections, reducing the need for new access points.
- » Pedestrian enhancements have been identified for Cambridge Street along its .4-mile alignment in the gateway to facilitate movement between the Louisiana Gateway and the proposed Highway 100 overpass.
- » The creation of a bikeway along Brunswick Avenue would add a half mile of dedicated bike infrastructure within the gateway.
- » Land use outcomes include the potential for an additional 212 to 500 new households within the gateway that will require connection to city utilities. Additionally, ground floor commercial uses may be constructed on nearly 15 acres that may change overall utility use and needs.





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## Louisiana Gateway

The Louisiana Gateway analysis identified positive and negative impacts and other considerations for public infrastructure:

- » New roadway connections identified within the gateway provide additional connection opportunities for travelers. Approximately one mile of new roadway connections have been identified throughout the gateway. These new connections would include a number of new intersections within the local system.
- » The realignment of the existing Methodist Access to a new Cambridge Street alignment would require the removal of a current and creation of a new intersection with Louisiana Avenue. The city is currently considering future upgrades to this intersection along with a planned grade raise of the roadway. Future investments in Louisiana Avenue should consider future roadway realignments.
- » Pedestrian enhancements have been identified for Cambridge Street along its .1-mile alignment and .25-mile extension in the gateway to facilitate movement within the gateway and to the east.
- » The reuse of the existing rail-bed into a bike connection creates a nearly .7-mile long bikeway within the gateway.
- » Land use outcomes include the potential for an additional 372 to 1,210 new households within the gateway that will require connection to city utilities. Additionally, ground floor commercial uses may be constructed on nearly 25 acres and a change in use of nearly 10 acres of current industrial and commercial properties that may change overall utility use and needs.

## Excelsior Gateway

The Excelsior Gateway analysis identified positive and negative impacts and other considerations for public infrastructure:

- » Access modifications at two intersections will require updates to Hennepin County facilities including the future extension of nearly 800 feet of median.
- » Enhanced crossings were identified at two locations within the gateway that will require additional signage, infrastructure, and maintenance responsibilities.
- » The creation of a bikeway along Brunswick Avenue would add .75-miles of dedicated bike infrastructure within the gateway.
- » Land use outcomes include the potential for 50 to 211 new households within the gateway that will require connection to city utilities. Additionally, ground floor commercial uses may be constructed on approximately 2 acres and a change in use of nearly 8 acres of current industrial and commercial properties that may change overall utility use and needs.

## Public infrastructure metrics

The potential impacts to public infrastructure should continue to be measured throughout implementation. A few metrics that can be used to monitor impacts include:

- » Increase and decrease in miles of public roadways and public right-of-way dedication
- » Additional mileage of dedicated bikeways and pedestrian infrastructure
- » Changes in multimodal transportation volumes
- » Changes in intersection operations with the creation of new intersections
- » Change in utility usage and monitor impacts as new developments are brought into the system

## Mobility impacts

Impacts to gateway mobility assessed improvements or modifications to safety, mobility, and connectivity across all modes of transportation. At a planning level, this analysis explored opportunities to enhance safety and improve connectivity within and between the gateways.

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| <b>Mobility features</b>              | Mobility infrastructure considered in this analysis included roadways, bikeways, sidewalks, and transit services that facilitate the movement of people. Specific elements of this infrastructure include intersection design, crossing treatments, features of the public realm, etc.  |
| <b>Negative impact considerations</b> | Negative mobility impacts were identified for actions that would change the transportation condition to limit movement or create barriers for one or more mode, decrease connection points or access opportunities (particular for walkers, bikers, and transit users), and increase safety concerns.   |
| <b>Positive impact considerations</b> | Positive mobility impact considerations included outcomes that would result in one or more of the following: <ul style="list-style-type: none"> <li>» Support increased connection to destinations within the gateway by any mode</li> <li>» Improve safety for all modes</li> <li>» Provide new pedestrian or bicycle connections to provide dedicated facilities</li> <li>» Improve multimodal infrastructure to increase the overall efficiency of movement</li> </ul> |
| <b>Potential mitigation</b>           | At a planning level, mitigation measures were incorporated into outcomes to improve connection and safe movement for all users and abilities. The future design of these facilities should incorporate future policy and design guidelines to create safe and efficient infrastructure.   |

### Beltline Gateway

The Beltline Gateway includes new multimodal connections that should enhance connectivity for all users and abilities.

- » New roadway connections near 35th Street and Raleigh will provide vehicle and multimodal connections.
- » The creation of the pedestrian street between Park Glen and 35th Street will facilitate new walking and biking connections.
- » Access management changes will be a short term impact to connectivity, and impacts will last as new travel patterns are established.

### Wooddale Gateway

The Wooddale Gateway includes new multimodal connections that should enhance connectivity for all users and abilities.

- » New roadway connection through the Burlington Coat Factory and Micro Center site will provide a new north/south connection to alleviate some Wooddale Avenue traffic. The future design of this roadway may consider a parkway approach as noted in the outcome.

- » The realignment of Walker Street will provide a more direct connection for all users, facilitating an improved connection between the Historic Walker Lake Neighborhood and Wooddale Station.
- » The emphasis as a pedestrian street for Cambridge Street and the creation of a bikeway on Brunswick Avenue will facilitate new walking and biking connections.
- » The creation of a new pedestrian overpass over Highway 100 will provide important connections between the gateway and the commercial area east of the highway.
- » Access management changes will be a short term impact to connectivity, and impacts will last as new travel patterns are established.

### Louisiana Gateway

The Louisiana Gateway includes new multimodal connections that should enhance connectivity for all users and abilities.

- » Several new or realigned roadways throughout the gateway facilitate movement changes that accommodate multiple modes and connections within the gateway and to other areas of the city.
- » The extension of Cambridge Street into the gateway will provide a new connection to Louisiana Avenue through the gateway and provide a more direct public street connection. This extension requires the realignment of the existing Methodist Access to reduce the number of intersections along Louisiana Avenue.
- » New north/south streets are identified on both sides of Louisiana Avenue to provide increased connection and street frontage to support future development.
- » The pedestrian street connecting the Louisiana Station to Methodist Hospital and the emphasis on pedestrian movement for Cambridge Street will increase walking opportunities.
- » The creation of a new bikeway along the former rail spur will create new bicycle mobility options within and outside of the gateway.
- » Access management changes will be a short term impact to connectivity, and impacts will last as new travel patterns are established.

### Excelsior Gateway

The Excelsior Gateway includes new multimodal connections that should enhance connectivity for all users and abilities.

- » Enhanced crossings create dedicated crossing spaces that accommodate additional features to assist in safe crossing of the county roadway.
- » The emphasis on pedestrian movement on Yosemite Avenue, Zarthan Avenue, and 41st Street and the creation of a bikeway on Brunswick Avenue will facilitate new walking and biking connections.
- » Access management should be considered with new development applications to limit mobility and safety impacts as new developments are proposed.

### Mobility metrics

The potential impacts to mobility should continue to be measured throughout implementation. A few metrics that can be used to monitor impacts include:

- » Changes in the number of individual access points on public roadways to facilitate safe and efficient access spacing.
- » Increase and decrease in miles of public roadways and public right-of-way dedication.
- » Additional mileage of dedicated bikeways and pedestrian infrastructure.
- » Changes in multimodal transportation volumes.