

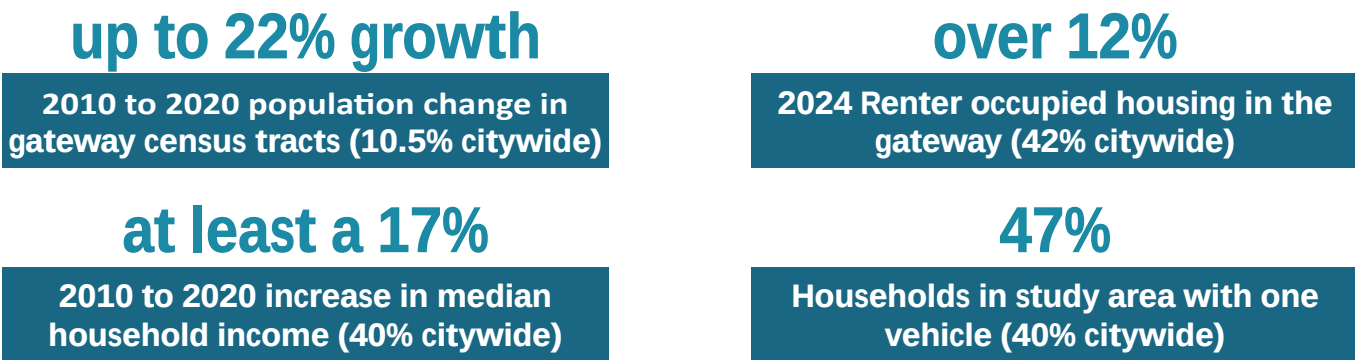
Wooddale Gateway

The Wooddale Gateway is centrally located within the City of St. Louis Park and is the middle station of the METRO Green Line Extension in the community. This gateway has many investments over the last twenty years, as the city has implemented a majority of the investments in the area’s 2003 study. The Arrive + Thrive process set out to review recent investments and understand the benefit/impacts to the Wooddale Gateway.

Today, single-family and multifamily residential developments make up a large area within the gateway, with scattered commercial and mixed-use developments. While many of the areas identified for redevelopment in past planning efforts have been completed, there are a few remaining sites with redevelopment potential to enhance the transit oriented development within the station area. With its central location near the other gateways, the Wooddale Gateway must also consider the connections that support and enhance the investments identified within the other gateways.

Wooddale Gateway Current Conditions

Demographics



Previous Plan

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. 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. The few remaining actions include:

Land use + development	Mobility + access
- Redevelopment of the Micro Center and Burlington Coat Factory Site - Redevelopment of the areas between Xenwood and Yosemite Avenues	Extension of Wooddale Ave to overpass Hwy 100 was not completed and is unlikely with development. However, a pedestrian/bicycle connection may be possible.

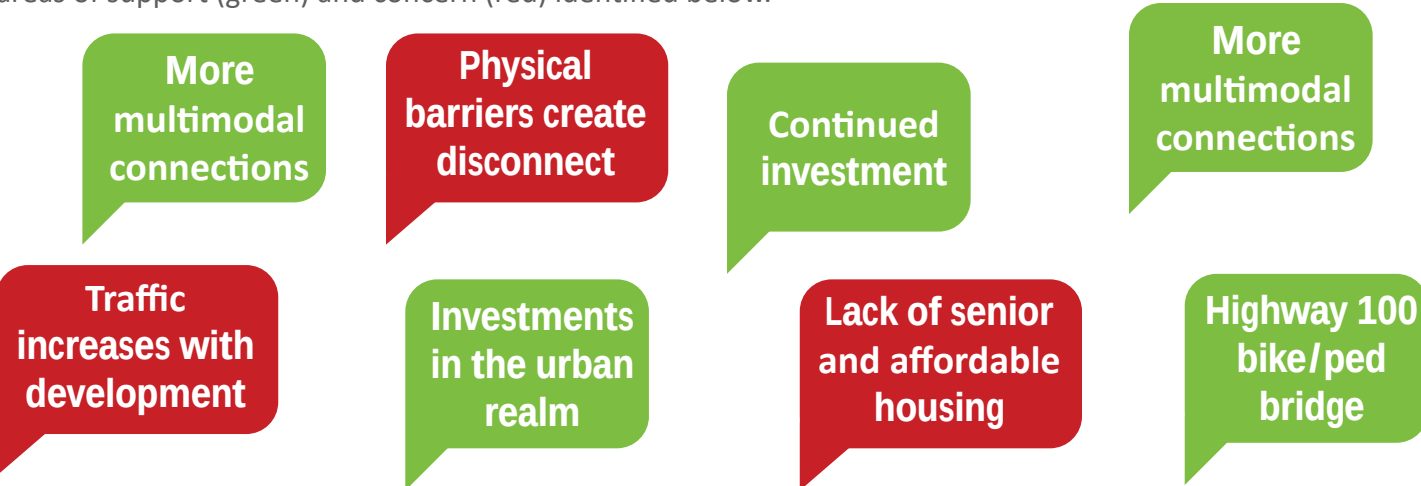
Comprehensive Plan

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

Land use + development	Mobility + access	Parks + natural systems
The future land use plan supports continued TOD investments near the station.	Continued multimodal investments, including a bikeway along Alabama Avenue.	Support for investments in existing parks and connections to these resources.

Wooddale Gateway Engagement Themes

The three phases of engagement included similar themes and concepts for the Wooddale Gateway. Overall, the community supports continued investment in the gateway with specific ideas for investment, with specific areas of support (green) and concern (red) identified below.



Wooddale Gateway Vision Statement

VISION

The Wooddale Gateway is a central location of development and activity within the St. Louis Park community. The gateway has been a center for investment through the community’s history - from the construction of some of the first homes in St. Louis Park to today’s redevelopment activities. Investments in the gateway have supported a vision that welcomes a variety of residents and visitors with housing options, active living opportunities, and economic development destinations. The Wooddale Gateway vision embraces the following elements:

Housing options + amenities	Neighborhood + regional economic development	Building on existing assets	Historic significance
Unique sense of identity	Multimodal connection	Green corridors + gathering spaces	

Wooddale Gateway illustrative plan





Public realm enhancements

This outcome includes trees, plantings, public art, lighting, seating, and other public realm improvements with future street redesign and redevelopment activities.

PUBLIC REALM refers to the publicly-owned physical and social spaces including streets, pathways, parks, rights-of-way, and public buildings. Public realm areas include those that are open to all and are generally the space of travel or socialization. For example, you are in the public realm as you drive or walk along a city street or as you socialize with a friend on a bench at a city park.

Outcome features

The existing urban realm features along the 36th Street corridor serve as great examples of these enhancements that establish a sense of place and overall feeling of safety. Features that should be considered with this outcome include:

Location + mobility

- » Public realm enhancements can occur on any public roadway and should be considered with any street rehabilitation or reconstruction work.
- » Enhancements should be tailored to the users of the street, and standard typologies could be developed to inform future action. For example, a higher volume roadway with no sidewalks warrants a taller lighting design to support vehicle movement.
- » Incorporate features that provide space for increased vegetation and tree canopy enhancements within the public realm.

Trees as infrastructure

- » Trees offer multiple benefits to communities. Shade provided by tree canopy helps reduce urban heat island effects and provide relief to pedestrians and bicyclists from hot sunlight.
- » Trees act as a visual elements for drivers and have been shown to slow driving speeds, increasing safety
- » Trees help improve air quality as well as reduce noise pollution.



36th Street public art



Urban realm example

What is the impact?

Public realm enhancements create opportunities to improve the sense of place and mobility experience. For example, pedestrian scale lighting can make walkers and rollers fell safer as they travel.

Race + equity impact

- » Public realm enhancements support a vibrant destination and sense of place, providing opportunities to showcase community culture and art and providing areas for gathering.
- » Black, indigenous, and people of color (BIPOC) populations disproportionately live in areas that feel the worst effects of urban heat island; adding trees and shade to the public realm as well as within developments would lessen this impact.

Environmental impact

- » Minimal impacts are anticipated and benefits may be experienced with additional plantings or infrastructure enhancements.
- » Increasing tree canopy within this corridor would reduce the urban heat island effect within the gateway

Public infrastructure impact

- » Additional public realm enhancements will be constructed within public right-of-way and maintenance responsibilities must be considered during development.

Mobility impact

- » Future enhancements should be designed to enhance mobility for all users.

Land use + development impact

- » Improvements can enhance the overall identity of the gateway and enhance the sense of place, creating a unique district and experience.

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Develop streetscape standards for multimodal roadways within a walking distance of the Wooddale Station to increase tree canopy cover and promote a unique sense of place.	Policy	Mid term	●●●○	●●●●	Community
Enhance the public realm within the Wooddale Gateway with art, landscaping, seating, lighting, and other features as new roadway projects are pursued.	Policy	On-going	●●●○	●●●○	Community

Linked outcomes

The implementation of public realm enhancements is linked to two other outcomes:

- B** Bike + pedestrian connections
- C** Redevelopment along 36th Street

Strategic priorities

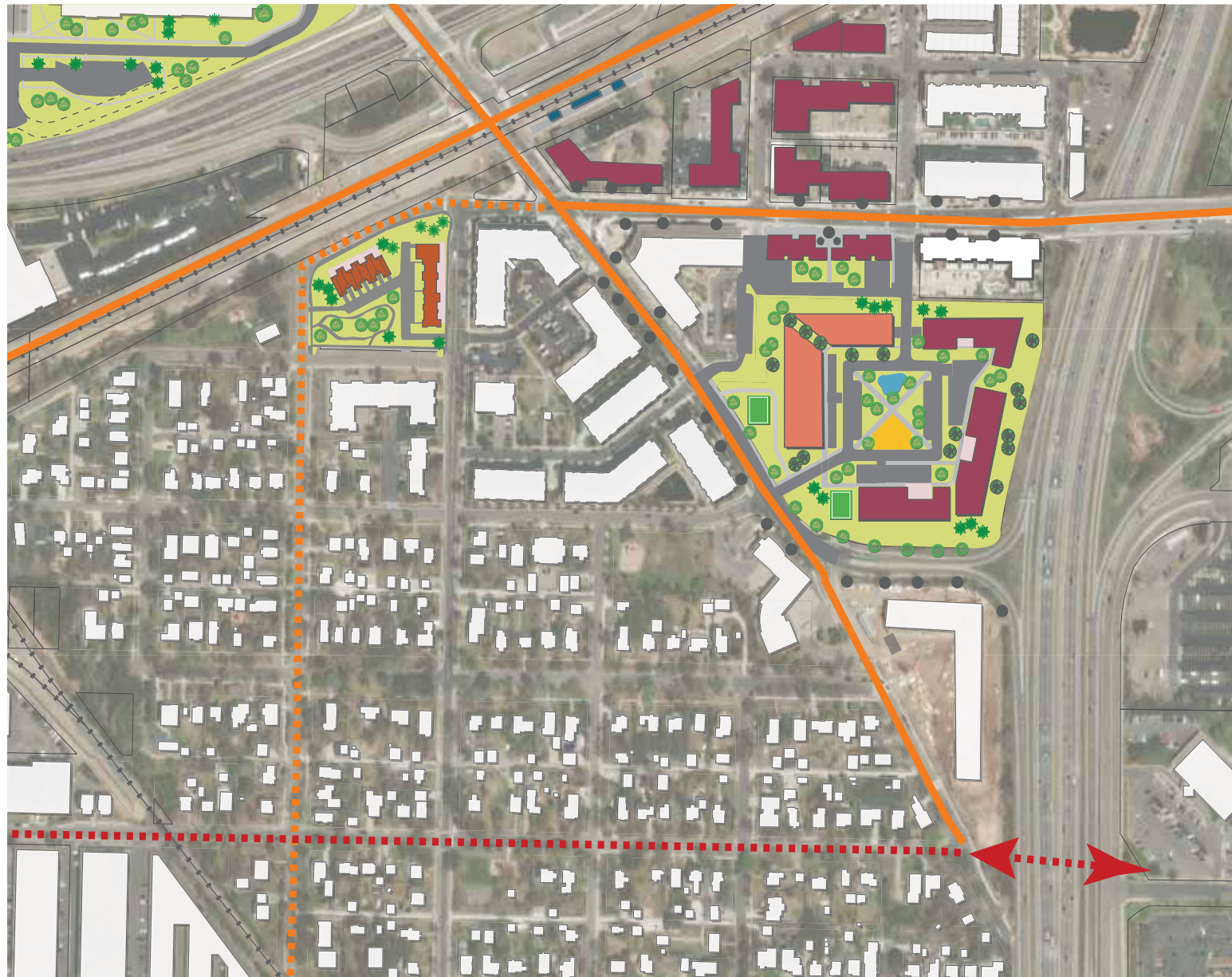
Enhancements with the public realm align with three of the city's strategic priorities. Enhancements may consider green and/or blue infrastructure which assist in advancing the environmental stewardship priority. The mobility priority is supported by the overall design that will improve the pedestrian experience. Finally, community engagement can be woven into the design and development process.





Bike + pedestrian connections

This outcome identifies a number of multimodal improvements within the Wooddale Gateway to improve connections within and outside of the gateway. Specific improvements include a bikeway on Brunswick Avenue, pedestrian improvements along Cambridge Street, and multimodal infrastructure along Wooddale Avenue.



Wooddale bike + pedestrian connections

Future bikeway

Future pedestrian connection

Future Pedestrian Overpass

Outcome features

A variety of bicycle and pedestrian improvements were identified as possibilities within the gateway. Some of the connections would improve mobility within the gateway, while others would improve connections to other areas of the community. Identified improvements included:

Wooddale Avenue and 36th Street

- » Existing on-street and off-street bicycle and pedestrian infrastructure along these roadways supports multimodal movements within and outside of the gateway. Opportunities to continue to expand this infrastructure should be explored with roadway upgrades and redevelopment in the gateway.

Brunswick Avenue bikeway

- » Construct a north-south on-street bikeway along Brunswick Avenue. This alignment would replace the Alabama Avenue bikeway identified in the Connect the Park plan.
- » The bikeway would connect the Cedar Lake Regional Trail with Excelsior Boulevard and beyond.

Cambridge Street pedestrian connection to Louisiana Gateway

- » 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 Louisiana Gateway.

Cambridge Street pedestrian bridge over Highway 100

- » The 2003 Elmwood plan identified an extension of Wooddale Avenue south that crossed over Highway 100. While this connection is no longer feasible, the city identified the desire to have a pedestrian crossing over Highway 100, between 36th Street and Excelsior Boulevard.
- » Cambridge Street was identified as a pedestrian corridor in this plan and further study of the ideal alignment will need to be explored.

Other connections

- » Improvements and enhancements to multimodal infrastructure should be explored as part of any roadway updates or redevelopment within the gateway. Efforts may include the construction or expansion of sidewalks and crossing enhancements to improve connections.



Bike + pedestrian connections (continued)

What is the impact?

These connections were identified to support mobility improvements throughout the gateway. The multimodal improvements identified on Brunswick Avenue and Cambridge Street identify enhancements that not only connect destinations in the gateway, but also connect them to other neighborhoods. The pedestrian bridge over Highway 100 could impact the fully-developed properties on both sides of the highway.

Race + equity impact

- » The improved bike and pedestrian connections provide enhanced multimodal movement for all users within the gateway.
- » The pedestrian bridge would provide a new multimodal connection over a major transportation barrier, connecting the Elmwood Neighborhood to a commercial and institutional center in the city.

Environmental impact

- » These improvements support multimodal movement and could support a reduction in vehicle miles traveled through the gateway.

Public infrastructure impact

- » The connections include new and/or improved multimodal infrastructure within existing city streets and right-of-ways that must be considered within the maintenance cycle.
- » The pedestrian bridge would add a new infrastructure element that would require on-going maintenance within the city’s transportation system.



Highway 7 overpass in the Beltline Gateway

Mobility impact

- » The connections enhance multimodal infrastructure and provide connection opportunities within the Wooddale 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
Update the Connect the Park Plan to include the appropriate multimodal connections along Brunswick Avenue, Cambridge Street and through the MicroCenter site.	Policy	Near term	●○○	●●●	Community
Study the alignment and feasibility of a Cambridge St. bike + pedestrian bridge extension over Highway 100.	Planning	Mid term	●●○	●●○	MnDOT, Community
Support investments to Cambridge Street to improve pedestrian connections that extend to the Louisiana Gateway.	Policy	Mid term	●●○	●●○	Community
Design and build a bikeway along Brunswick Avenue in alignment with the Excelsior Gateway.	Infrastructure	Mid term	●●○	●●●	Engineering, Three Rivers Park District
Dedicate funding to design and construct a Cambridge St. pedestrian bridge extension over Highway 100.	Policy	Long term	●●●	●●○	MnDOT, Community
Explore opportunities to continue to enhance mobility and safety for multimodal users along Wooddale Avenue and 36th Street.	Policy	On-going	●●○	●●○	Community
Pursue other multimodal connections within the gateway.	Policy	On-going	●●○	●●○	Community

Linked outcomes



The implementation of the new bike + pedestrian connections linked to two other outcomes:



Public realm enhancements



Micro Center + Burlington Coat Factory redevelopment

Strategic priorities

Bicycle and pedestrian infrastructure improvements support the mobility priority by enhancing options for all users and abilities, racial equity and inclusion by expanding access to these facilities, environmental stewardship by increasing access to people powered modes, and community engagement by engaging the community in the design process and creating opportunities for community connection.

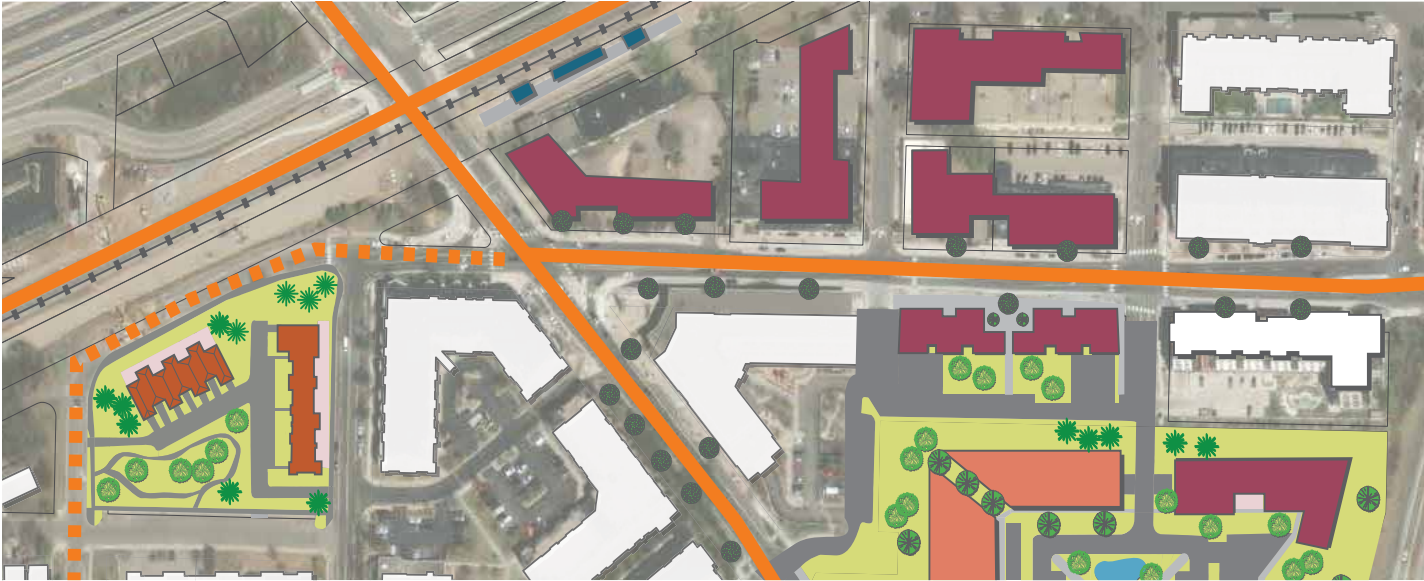
Strategic priorities





Redevelopment along 36th Street

This outcome identifies continued redevelopment to be oriented to 36th Street and the Wooddale transit station, creating an active and vibrant corridor.



Redevelopment west of Wooddale should provide a transition in intensity

Outcome features

The 2003 station-area plan focused redevelopment along 36th Street, resulting in the successful redevelopments of TowerLight, Hoigaard Village, and The Elmwood. 36th Street also recently underwent a roadway transformation which reduced driving lanes, added a cycle track, and provided enhanced crossings for pedestrians. This outcome seeks to continue that success by directing redevelopment along the corridor.

A mix of uses

- » Ground floors should have “active” uses, such as retail or restaurants, that encourage use throughout the day and interact with the public realm. Upper floors can have high density residential or offices.
- » Sites west of Wooddale should be developed at a slightly smaller scale, promoting low-rise apartments and townhomes as housing options.

Building orientation

- » Focus development in the direction of the station area and 36th Street.
- » Utilize internal circulation to reduce access needs and support shared parking.

Connections to amenities

- » Emphasize redevelopments create internal connections, such as sidewalks, trails, pathways and woonerfs, to neighborhood amenities, like the light rail station, Jorvig Park and Center Park.

Linked outcomes



The implementation of redevelopment on 36th Street is linked to one other outcome:



Public realm enhancements

What is the impact?

The redevelopment of properties along 36th Street will bring additional investment to the gateway and continue to create a vibrant transit-oriented neighborhood.

Race + equity impact

- » Redevelopment will support a range of housing style varieties in the gateway.

Environmental impact

- » Redevelopment will reduce hardcover and increase landscaping to manage stormwater and increase tree canopy.

Public infrastructure impact

- » Increased utility needs with the potential for new residential units. TOD density of 50 - 125 units per acre was assumed in the 2040 Comprehensive Plan utility calculations.

Mobility impact

- » Change and intensification of use will increase vehicle traffic in the area. Opportunities for multimodal transportation may help address this change, with opportunities for varied modal use with access to transit and multimodal infrastructure.

Land use + development impact

- » TOD development aligns with the land use guidance of the 2040 Comprehensive Plan.



Volo Development - Texa-Tonka

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Rezone properties on 36th Street east of Wooddale to a district that promotes TOD development	Regulatory	Near term	●○○	●○○	Property owner(s)
Rezone the former Johnny Pop’s site to N-3 to support mid-rise and low-rise scale residential development.	Regulatory	Near term	●○○	●○○	Property owner(s)
Through the redevelopment process, complete environmental remediation of sites.	Infrastructure	Mid term	●●●	●●●	Property owner(s)
Property owner coordination and collaboration regarding the redevelopment of identified sites within the gateway.	Policy	On-going	●○○	●●○	Property owner(s)
Use identified economic development strategies to support commercial growth and investment, especially near the Wooddale Station.	Policy	On-going	●○○	●●○	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





MicroCenter + Burlington Coat Factory redevelopment

This outcome identifies mixed-use redevelopment opportunities for property currently housing the Micro Center and Burlington Coat Factory retail stores (referred to as the “MicroCenter site” in this plan).



Site Rendering

Outcome features

This site has been identified as a candidate for redevelopment, with a mix of residential and commercial uses. The proximity to the Wooddale Avenue Station makes it a great opportunity for transit-oriented development and higher residential densities. Future development and design of this redevelopment opportunity should consider:

Mixed-use development

- » Ground floor commercial uses that provide amenities and services for gateway residents that also draw visitors to the gateway encouraged, but not required.
- » Residential development of various styles to support diverse housing needs.

Building height

- » 3 to 6 story buildings throughout the site.
- » 7+ story buildings for portion of the site as a potential incentive.

On-site parking

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

Street activation

- » Streetscape activation of new internal roadways and the Wooddale Avenue frontage, which 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.

What is the impact?

The MicroCenter site redevelopment will bring investment to the gateway with new residents and destinations.

Race + equity impact

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

Environmental impact

- » Redevelopment will decrease the amount of impervious surface and improve stormwater management with new infrastructure investments.

Public infrastructure impact

- » 200 to 300 new residential units will increase utility needs for the area. Mixed use growth was assumed in the 2040 Comprehensive Plan utility calculations.

Mobility impact

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

Land use + development impact

- » Mixed use development aligns with the land use and economic development guidance of the 2040 Comprehensive Plan.

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Rezone the MicroCenter site to support TOD and reinvestment in the area.	Regulatory	Near term	● ○ ○	● ● ○	Property owner(s)
Require the redevelopment and subdivision of the MicroCenter site to dedicate right of way for a road connection from Xenwood Avenue to Oxford Street.	Regulatory	Mid term	● ● ○	● ● ○	Engineering, Potential developers
Require the redevelopment and subdivision of the MicroCenter site to include a new park, either publicly owned or privately owned but open to the public.	Regulatory	Mid term	● ● ○	● ● ○	Parks and recreation, Potential developers
Property owner coordination and collaboration regarding the redevelopment of identified sites within the gateway .	Policy	On-going	● ○ ○	● ● ○	Property owner(s)

Linked outcomes



The implementation of redevelopment of the MicroCenter site is linked to one other outcome:



New park + open spaces



Roadway connections

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





Roadway connections

This outcome includes the expansion of the roadway network to create a new public street from the intersection of 36th Street and Xenwood Avenue to the intersection of Wooddale Avenue and Oxford Street, through the existing Micro Center and Burlington Coat Factory site.

Outcome features

The general alignment for the new roadway through the existing Micro Center lot would connect the intersections of 36th Street and Xenwood Avenue on the north and Wooddale Avenue and Oxford Street to the south. A general alignment was identified at a planning level but will need further study and analysis in the design phase. Features that should be considered with this outcome include:

Roadway design

- » As a public street, St. Louis Park roadway standards would need to be included in the redesign of Walker Street.
- » Explore opportunities for unique design features, including a central square to slow cut through traffic and reduce the physical barrier created within the development area.



Alignment

- » The northern connection can easily serve as an extension of Xenwood Avenue south.
- » The southern connection should be shifted to the Oxford Street and Wooddale Avenue S intersection to align with the existing network.
- » Impacts to the existing Wooddale Avenue and Highway 100 ramps should also be monitored through the design process, including considerations for the spacing and overall lane design.

Access management

- » The new road will likely serve a local function, with a number of access points for commercial and residential uses. The spacing and coordination of these access points is recommended to support the overall flow of the roadway.

What is the impact?

This new roadway connection provides multiple benefits. The new connection expands the roadway network, providing connections in the gateway. Additionally, the new roadway would help the Micro Center and Burlington Coat Factory redevelopment outcome achieve broader goals by breaking the large site into smaller blocks. The design of the roadway would also create multimodal and greening opportunities to be considered in design.

Race + equity impact

- » The new roadway provides additional connection opportunities.

Environmental impact

- » Specific environmental impacts will be determined as the design of the roadway is determined. However, the design should include green and blue infrastructure features to manage stormwater and increase the tree canopy and green space.

Public infrastructure impact

- » The new street will require the dedication of right-of-way and create opportunities for utility extensions to serve new development areas.

Mobility impact

- » The new connection enhances the transportation network within the Wooddale Gateway by providing another route option.
- » Multimodal infrastructure should be included within the overall design.

Land use + development impact

- » A new street connection designed to segment the existing 9.7 acre site will create smaller, more pedestrian friendly parcels that align with the transit oriented development goals of the 2040 comprehensive plan.

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Study opportunities for the street dedication to create smaller blocks and network connections in a manner that supports overall TOD goals.	Planning	Near term	●○○○	●○○○	Engineering, Property owners
Require the redevelopment and subdivision of the MicroCenter site to dedicate right of way for a road connection from Xenwood Avenue to Oxford Street.	Regulatory	Mid term	●●○○	●●○○	Engineering, Potential developers
Pursue other multimodal connections within the gateway.	Policy	On-going	●●○○	●●○○	Community

Linked outcomes

The implementation of the new roadway connections is linked to one other outcome:

Micro Center + Burlington Coat Factory redevelopment



Roadway and green space connection example

Strategic priorities

The new roadway connection will primarily support the mobility priority, with increased connections within the overall network. The construction of the roadway also includes opportunities for community engagement through the design process and improvements to stormwater management and green space in the design to support the environmental stewardship policy.

Strategic priorities





New park + open spaces

This outcome includes the creation of a new public and/or private park and open space within the gateway. The identified redevelopment opportunities provide opportunities to enhance recreation and open space offerings in the gateway.

Outcome features

The redevelopment of properties within the gateway creates opportunities for new park spaces to increase green space and vegetation and additional recreation features if desired. These spaces can be developed by some combination of public and private investments. For example, Jorvig Park is owned and operated independently by the City of St. Louis Park and is open to any users, while the Zelia on Seven development north of the Cedar Lake Trail is an example of privately owned green space. Features that should be considered with this outcome include:

Design + features

- » The Wooddale Gateway currently has three public parks south of Highway 7 – Jorvig Park, Center Park, and Justad Park. Each park provides amenities and open space to gateway residents and visitors. Future park space should explore amenities and design that complement these other spaces.
- » Add park and open space to commercial and higher density residential areas in the gateway that currently have fewer trees, vegetation and public open spaces compared to the existing parks and lower density residential areas.

What is the impact?

Additional park and open space provides many benefits – additional green space, recreational opportunities, stormwater management, etc. Each of these should be considered in the design of new spaces. The overall ownership and maintenance roles of the park spaces should be considered. Private parks are developed and maintained by private entities, are often accessible to residents.



Example - town square

Race + equity impact

- » Additional park space provides access to green space and recreational opportunities for gateway residents and visitors.

Environmental impact

- » Additional green space and tree canopy will enhance areas of the gateway that is currently covered with impervious surface area and minimal tree cover. Cooling effects may also be experienced with the introduction of the additional green space.



Example - central square green space

Public infrastructure impact

- » The future ownership of the park is to be determined. The dedication as a public park would add another park space into the city's network and maintenance responsibilities.

Mobility impact

- » Multimodal connections within the park can increase access for walkers and bikers.

Land use + development impact

- » Adjacent developments will benefit from the additional park space, which will provide green space and amenities within the gateway.

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Direct the design of new park to support stormwater management, increase the tree canopy and provide recreational amenities to the neighborhood.	Policy	Mid term	●○○○	●●●●	Parks and recreation, Potential developers
Require the redevelopment and subdivision of the MicroCenter site to include a new park, either publicly owned or privately owned but open to the public.	Regulatory	Mid term	●●●○	●●●○	Parks and recreation, Potential developers

Linked outcomes



The implementation of the new park and open space is linked to one other outcome:



Micro Center + Burlington Coat Factory redevelopment

Strategic priorities

This outcome supports each of the identified priorities. It creates housing, business and recreational opportunities with improved access for all abilities and communities, enhancing the tree canopy and vegetation areas, and creates opportunities for engagement through the development process. The resulting parks will also create new spaces for the community to connect and engage with each other.

Strategic priorities

