

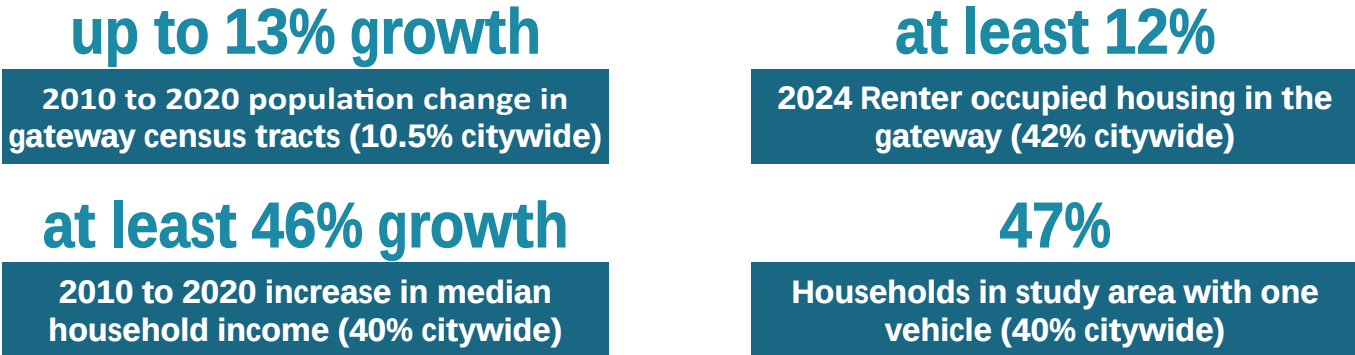
Louisiana Gateway

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



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	Mobility + access
- 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.	- 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	Mobility + access	Parks + natural systems
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.	Continued maintenance of existing bikeways, trails, and sidewalks throughout the gateway. Future intersection improvements and roadway raising identified for Louisiana Avenue.	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.



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:



Louisiana Gateway illustrative plan



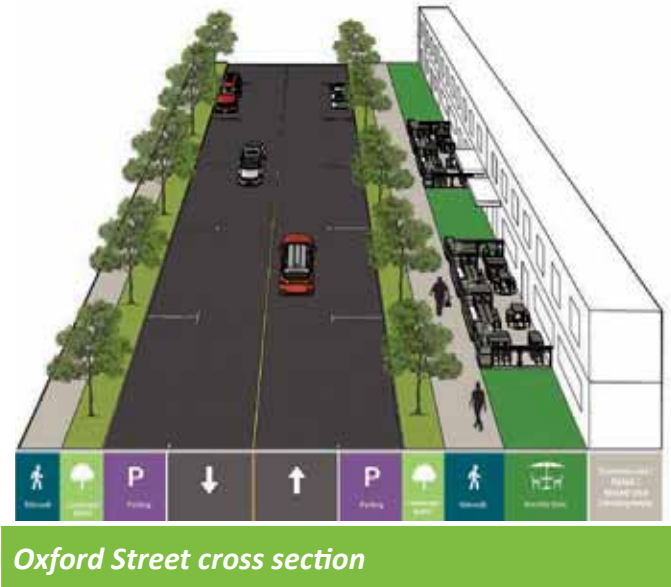


Oxford Street reconstruction

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 place-making 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 place-making and connection.

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Establish blue infrastructure standards for new roadway development and incorporate with all redesign efforts.	Policy	Near term	● ● ●	● ● ●	Engineering, MCWD
Design and reconstruct Oxford Street with on-street parking, landscaped boulevards, and public realm space.	Infrastructure	Near term	● ● ○	● ● ●	Engineering

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 place-making activities.

Strategic priorities





Minnehaha Creek connections

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

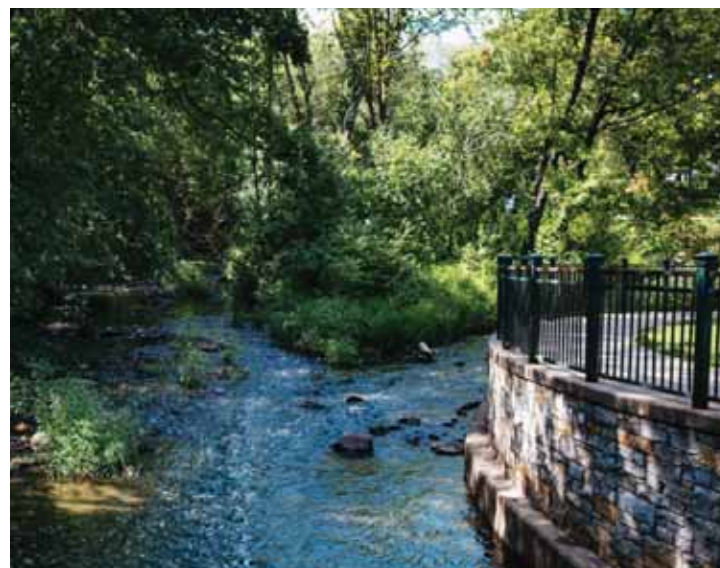
- » Opportunities to connect to and expand the trail network around Minnehaha Creek should be explored. This includes future trail expansion plans to the east of Louisiana Avenue and south of Excelsior Boulevard.

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 green space and recreational opportunities for gateway residents and visitors.

Environmental impact

- » Additional green space 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 green space and amenities within the gateway.

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Establish standards or incentives for private properties to utilize innovative design and best management practices for stormwater management.	Policy	Near term	● ● ○	● ● ○	Engineering, Property Owner(s)
Establish standards or incentives for redevelopments to create pedestrian connections to Minnehaha Creek.	Policy	Mid term	● ○ ○	● ○ ○	MCWD, Property owner(s)
Explore blue infrastructure policies to be incorporated into new public spaces.	Policy	Long term	● ● ○	● ● ○	MCWD
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	● ○ ○	● ● ●	MCWD

Linked outcomes



The implementation of the Minnehaha Creek connections is linked to these other outcomes:



Minnehaha Creek connections



Pedestrian + bike infrastructure



Transit oriented dev. near Louisiana Station



Blue infrastructure + stormwater management

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 green space access for adjacent development.

Strategic priorities





Cambridge Street extension + new road network

This outcome includes the extension of Cambridge Street to the west to create new intersections with Louisiana Boulevard and Oxford Street. This outcome also creates a new road network south of Oxford Street to allow pedestrian-scale redevelopment.

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 connection 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.

Road design and right-of-way

- » The City of St Louis Park maintains 60-feet of 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 throughout the new road network.

Intersection design

- » Future analysis will be needed to determine the intersection design of the new Cambridge Street and Louisiana Avenue intersection. A roundabout is being considered 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 direction 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.



Establishing a street network allows for redevelopment as well as connects the gateway

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.



Cambridge Street extension + new road network (continued)

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Coordinate stormwater infrastructure upgrades and the Louisiana Avenue grade raise with the extension of Cambridge Street.	Policy	Near term			Engineering, CP Rail
Study and establish the alignment of Cambridge Street extension and new roadway network including a pedestrian street connection between Louisiana Station and Methodist Hospital.	Planning	Mid term			Engineering
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.	Regulatory	Mid term			Engineering
Secure the existing south railroad spur right-of-way to enable reconstruction of Louisiana Avenue and establish the new road network. Convert the remaining rail bed to a trail.	Regulatory	Mid term			Property owner(s), CP rail
Construct the Cambridge Street extension and new roadway network south of Oxford as properties redevelop or as part of Louisiana Avenue upgrades.	Infrastructure	Mid term			Engineering

Linked outcomes

 The implementation of the Cambridge Street extension + new road network is linked to these other outcomes:

 **Transit oriented dev. near Louisiana Station**

 **Pedestrian + bike infrastructure**

 **Preserving + enhancing employment centers**

 **Blue infrastructure + stormwater management**

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





Redevelopment focused around Louisiana Station

This outcome includes the redevelopment of the properties on the south side of Oxford street, the properties on the new Cambridge Street extension and the properties north of the Louisiana Station with excess surface parking lots. These redevelopment opportunities emphasize connections to the Louisiana Station and employment centers in the area.

Outcome features

Following the development of the 2040 Comprehensive Plan, adaptive reuse and redevelopment of the former Sam's Club site was pursued. Loffler 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.
- » High density residential uses will likely be on the upper floors of these buildings, with the possibility of offices and hotels as other uses.



Example development: Excelsior + Grand

Building Height

- » 3 to 6 story buildings throughout the area.
- » 7+ story buildings as a potential incentive.

Creating a new grid

- » Consolidation and subdivision of properties will be needed to accomplish the ambitious redevelopment adjacent to the light rail.
- » The new resulting road network and block grid should be sized for walkable access and also limit the width of buildings.

Loffler site

- » Following the development of the 2040 Comprehensive Plan, the Sam's Club on the site unexpectedly closed, providing an opportunity for redevelopment, adaptive reuse and redevelopment of the former Sam's Club site was pursued.
- » Loffler Companies utilized adaptive reuse of the for Sam's Club building, creating a stylish headquarters for the company, and bringing 500 new jobs to the gateway. The existing large surface parking lots on the southern half of their lot create opportunities for redevelopment near the station.

Site remediation

- » Soil contamination is a reality of many of the sites within the gateway.
- » Remediation of the sites will be needed to support redevelopment. 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.



The sites closest to Louisiana Station have been identified for subdivision and redevelopment



Redevelopment focused around Louisiana Station (continued)

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 high 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.



Example development: Zelia on 7

Linked outcomes



The implementation of mixed use redevelopment around Louisiana Station is linked to three other outcomes:



Minnehaha Creek connections



Cambridge St. extension + new road network



Pedestrian + bike infrastructure



Blue infrastructure + stormwater management



Redevelopment in South Oak Hill neighborhood

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Establish standards or incentives for private properties to utilize innovative design and best management practices for stormwater management.	Policy	Near term	●●○	●●○	Engineering, Property Owner(s)
Reguide and rezone the properties on the south side of Oxford Street, along the new Cambridge extension, and the properties north of Louisiana Station to support TOD and redevelopment in the area.	Regulatory	Near term	●○○	●●○	Property owner(s)
Establish standards or incentives for redevelopments to create pedestrian connections to Minnehaha Creek.	Policy	Mid term	●○○	●○○	MCWD, Property owner(s)
Support future enhancement of the Loffler site, including future master planning, PUD updates, and subdivisions for the redevelopment of the southern half of the site.	Policy	Mid term	●●○	●●○	Property owner(s)
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.	Regulatory	Mid term	●●●	●●●	Engineering
Secure right-of-way for the future construction of the pedestrian street as part of redevelopment and subdivision process	Regulatory	Mid term	●●○	●●○	Property owner(s)
Construct the Cambridge Street extension and new roadway network south of Oxford as properties redevelop or as part of Louisiana Avenue upgrades.	Infrastructure	Mid term	●●●	●●●	Engineering
Utilize economic development tools to support the reuse and reinvestment of existing industrial buildings and avoid displacement of local businesses in the Cambridge Street and west Oxford Street employment areas.	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





Preserving + enhancing employment centers

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

Maintaining and enhancing the gateway as an employment center, while also allowing redevelopment of residential and commercial uses close to the Louisiana Station, will create a more vibrant neighborhood, with uses that offer opportunities for people to live, work, and play. Preserving employment opportunities should consider the following features:

Business + industrial parks

- » The gateway has a combination of business park and industrial uses, mostly oriented around Oxford Street, Cambridge Street, and Monitor Street.
- » Some of the aging buildings closest to the Louisiana Station have been identified for redevelopment, while the Cambridge Street and west Oxford Street areas will remain employment centers where business investments should continue to be made.

Methodist Hospital

- » One of the highest employers in the city, but the campus is isolated from the rest of the gateway
- » The establishment of a new road system could allow for the removal of the campus' Louisiana access, instead orienting to the extended Cambridge street, allowing for orientation towards the Louisiana Station as well as wetland restoration.



Louisiana Gateway

Establishing connections

- » The gateway has historically been bisected by a number of barriers, namely the convergence of two major railroads, along with railroad spurs, within the gateway. Employment centers have also been isolated from services, such as restaurants, for employees
- » The removal of the remaining railroad spur and establishment of new road network could create beneficial connections to employment areas



Site Rendering

What is the impact?

Preserving and enhancing employment centers will ensure the long-term success of the gateway, by connecting new residents to employment opportunities.

Race + equity impact

- » Business investment and development can create employment opportunities that serve the community.

Environmental impact

- » Better connected employment areas may reduce vehicle usage by workers and customers.
- » The removal of the Methodist access would increase flood storage on the site.

Public infrastructure impact

- » The realignment of the Methodist access will require coordination with the city.

Mobility impact

- » Better connected employment areas may reduce vehicle usage by workers and customers.

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.



Preserving + enhancing employment centers (continued)



Site Rendering

Linked outcomes



The implementation of enhancing employment centers is linked to two other outcomes:



Cambridge St. extension + new road network



Pedestrian + bike infrastructure

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



Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Coordinate with Methodist Hospital's capital planning staff to facilitate a connection between the hospital and the light rail station.	Planning	Mid term			Methodist Hospital, Engineering
Emphasize pedestrian and bike connections from the Louisiana Station to the existing industrial centers on Cambridge Street and west Oxford Street as properties redevelop and roadways are created.	Policy	Mid term			Property owner(s)
Utilize economic development tools to support the reuse and reinvestment of existing industrial buildings and avoid displacement of local businesses in the Cambridge Street and west Oxford Street employment areas.	Policy	On-going			Property owner(s)



Existing Rail Spur



Pedestrian + bike infrastructure

This outcome focuses on establishing pedestrian and bike connections throughout the gateway as key infrastructure for the success of the gateway.

Outcome features

A robust network of pedestrian and bike facilities will support redevelopment for adjacent properties and connect workers and residents to the Louisiana Station.

Walkability

- » Pedestrian access should be at the forefront of planning and design of infrastructure and redevelopment in the gateway.
- » The new street network should be designed with small blocks to increase walkability and wide sidewalks and a vibrant public realm.
- » Redevelopment in the gateway should have internal pedestrian connections between destinations in the gateway, particularly to Minnehaha Creek

Bikeway design

- » The new street network should consider cycle-tracks or other bike facilities to encourage cycling through the gateway.
- » Once the south railroad spur is removed, the city will have an opportunity to create a multi-use trail that connects Minnehaha Creek to the future Brunswick Avenue bike connection.

Pedestrian street

- » The pedestrian street is a concept carried forward from the last plan.
- » 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.

Sense of place

- » Future implementation of these connections pose 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.

What is the impact?

Pedestrian and bike connections would multimodal mobility in the gateway, connecting Methodist Hospital to the Louisiana Station and other gateway destinations.

Race + equity impact

- » New pedestrian and bike connections provide enhanced mobility for walkers, bikers, and rollers within the gateway.



Pedestrian Street Example

Environmental impact

- » The outcome 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.

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.
- » These amenities could be used as a siting feature as redevelopment is pursued in the gateway.



Pedestrian + bike infrastructure (continued)

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Study and establish the alignment of Cambridge Street extension and new roadway network including a pedestrian street connection between Louisiana Station and Methodist Hospital.	Planning	Mid term	● ● ●	● ● ●	Engineering
Establish standards or incentives for redevelopments to create pedestrian connections to Minnehaha Creek.	Policy	Mid term	● ○ ○	● ○ ○	MCWD, Property owner(s)
Emphasize pedestrian and bike connections from the Louisiana Station to the existing industrial centers on Cambridge Street and west Oxford Street as properties redevelop and roadways are created.	Policy	Mid term	● ● ○	● ● ○	Property owner(s)
Secure right-of-way for the future construction of the pedestrian street as part of redevelopment and subdivision process	Regulatory	Mid term	● ● ○	● ● ○	Property owner(s)
Secure the existing south railroad spur right-of-way to enable reconstruction of Louisiana Avenue and establish the new road network. Convert the remaining rail bed to a trail.	Regulatory	Mid term	● ● ○	● ● ○	Property owner(s), CP rail

Linked outcomes

The implementation of pedestrian and bike infrastructure is linked to four other outcomes:

- Minnehaha Creek connections
- Cambridge St. extension + new road network
- Redevelopment focused around Louisiana Station
- Preserving + enhancing employment centers



Example bikeway

Strategic priorities

Investments in pedestrian and bike infrastructure is intended to improve multimodal connections within the gateway and enhance connections to the Louisiana Station.

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.

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 green space and amenities within the gateway.



Tree trenches in Hoyer Heights Neighborhood, Minneapolis

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Establish blue infrastructure standards for new roadway development and incorporate with all redesign efforts.	Policy	Near term	●●●	●●●	Engineering, MCWD
Establish standards or incentives for private properties to utilize innovative design and best management practices for stormwater management.	Policy	Near term	●●○	●●○	Engineering, Property Owner(s)
Coordinate stormwater infrastructure upgrades and the Louisiana Avenue grade raise with the extension of Cambridge Street.	Policy	Near term	●●○	●●○	Engineering, CP Rail
Explore blue infrastructure policies to be incorporated into new public spaces.	Policy	Long term	●●○	●●○	MCWD

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 green space access for adjacent development.

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
Reguide and rezone the properties northwest of Edgewood Park to support medium and low density residential uses.	Regulatory	Near term			Property owner(s)
Property owner coordination and collaboration regarding the redevelopment of identified sites within the gateway.	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

