



LOUISIANA STATION AREA FRAMEWORK + DESIGN GUIDELINES

City of St. Louis Park

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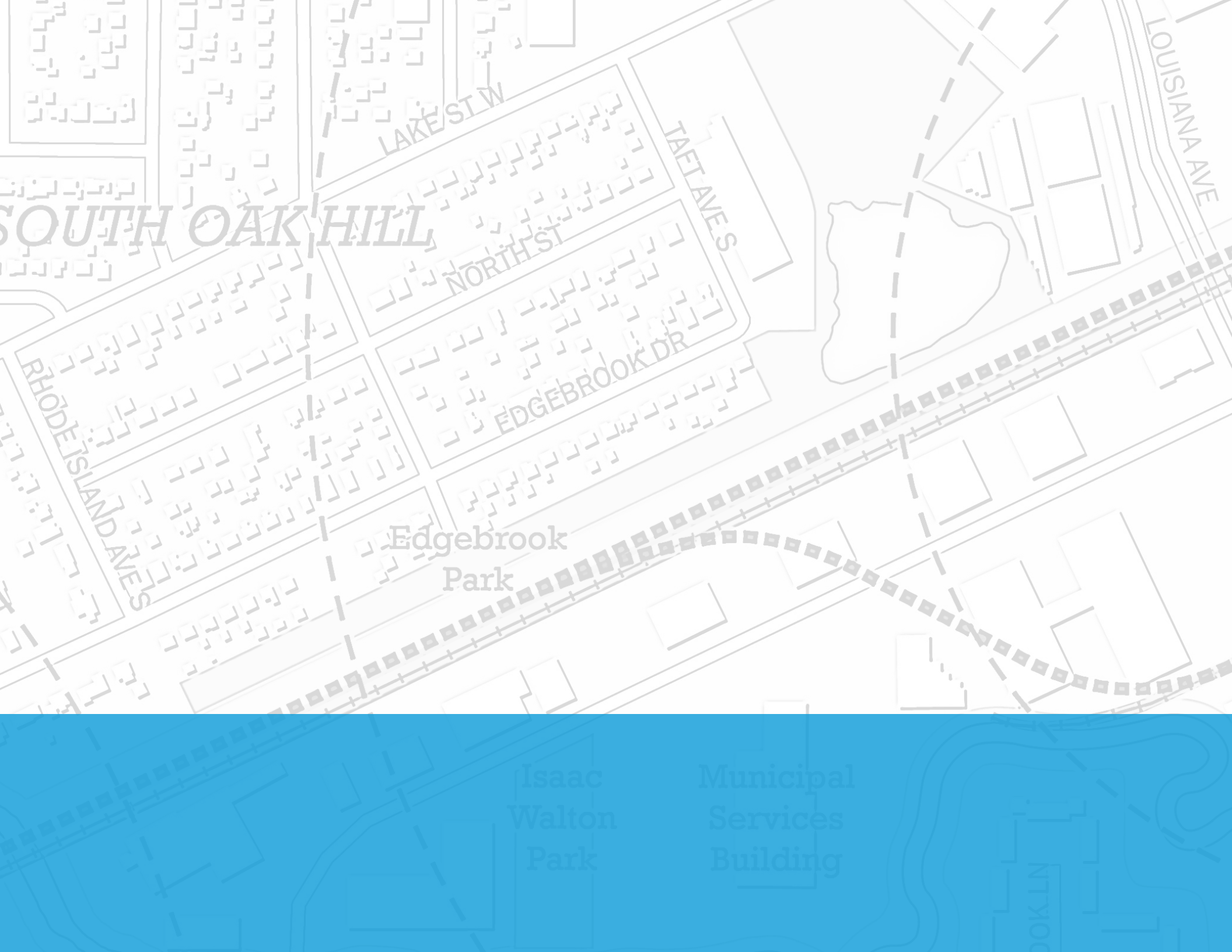
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SOUTH OAK HILL

LAKE ST W

TAFT AVE S

NORTH ST

EDGEBROOK DR

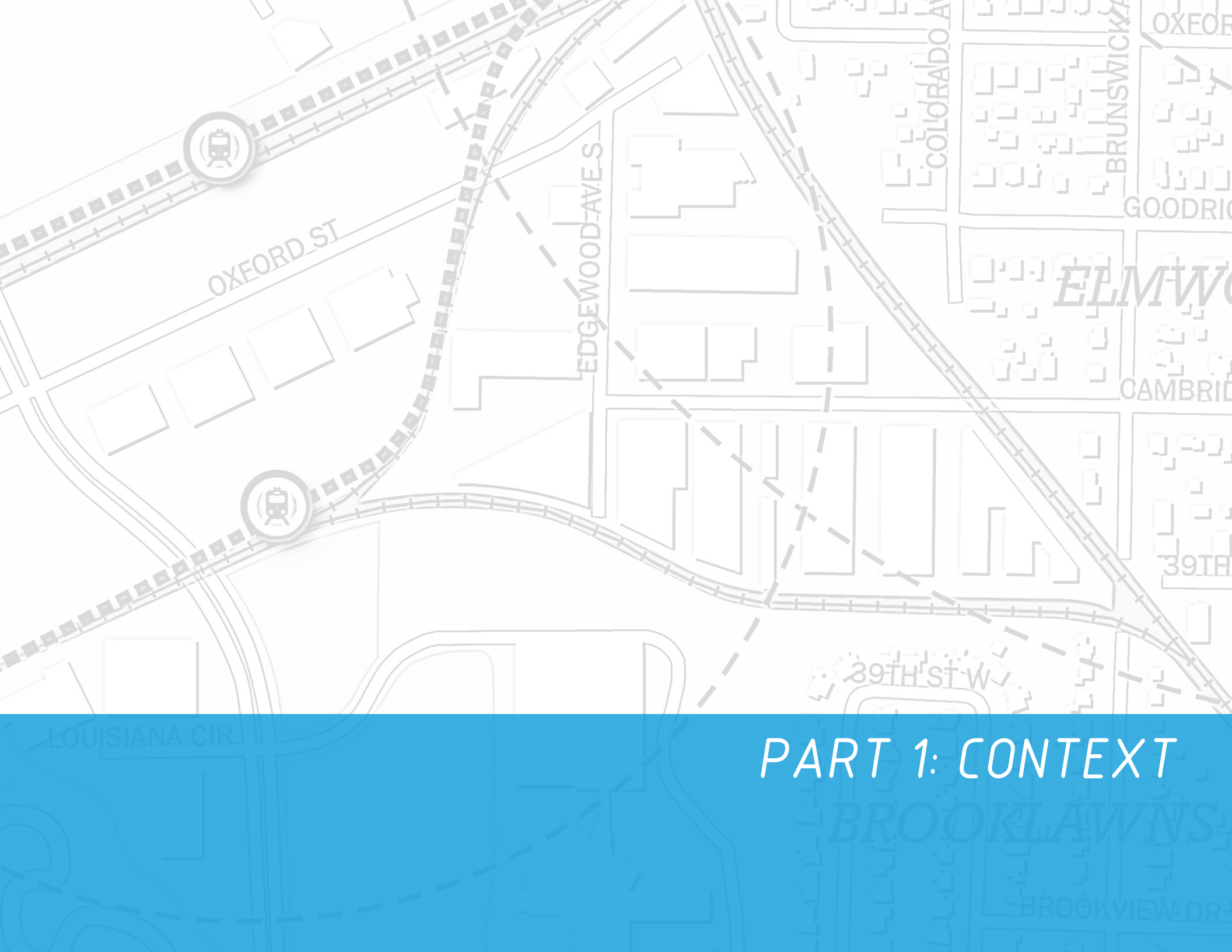
RHODE ISLAND AVE S

LOUISIANA AVE

Edgebrook
Park

Isaac
Walton
Park

Municipal
Services
Building



PART 1: CONTEXT



The Louisiana Ave LRT station area is located midway along the SW LRT line between downtown Minneapolis and Eden Prairie. As one of the largest employment centers on the SW LRT line, it has great potential for high transit ridership in all seasons.

INTRODUCTION



Planning for the future Louisiana Avenue light rail transit (LRT) station area, which is part of the planned Southwest LRT line, involves big-picture and long-term thinking. What could this place be? What does the community want this place to be, ideally and realistically? The Louisiana Station Area Framework & Design Guidelines provides guidance for the community, property owners and developers seeking to enhance or redevelop properties in the station area and to help define future public infrastructure investments, such as streets, sidewalks, parks/plazas, trails, and parking.

The Louisiana Station Framework & Design Guidelines are comprised of three sections:

- Context
- Framework
- Design Guidelines

In order to lay out the Framework & Design Guidelines, it is important to analyze and understand the context of this station area. The Context section of the document consists of three chapters:

- Introduction
- Existing Conditions
- Precedent Studies

PROJECT OVERVIEW

Southwest LRT Planning

The Southwest LRT line is a proposed 15-mile high-frequency train line that will serve the growing southwest metro area from downtown Minneapolis to St. Louis Park, Hopkins, Minnetonka and Eden Prairie. The Southwest LRT line will connect to the Twin Cities' other rail lines, including Hiawatha, Central and Northstar, and high-frequency bus lines in downtown Minneapolis. There are currently 17 stations planned within these five cities as shown in the map on the opposite page. Three LRT stations are planned for St. Louis Park as part of the Southwest LRT line: Beltline Boulevard, Wooddale Ave and Louisiana Ave.

Southwest LRT is currently in the Preliminary Engineering phase of planning, and is anticipated to begin operations in 2018. As part of Preliminary Engineering, the Metropolitan Council will select an alignment alternative; finalize plans for station placement and design; refine estimates of project costs, benefits and impacts; finalize management plans; and identify and fully commit local funding sources.

Louisiana Station Area Planning

The planned Louisiana Ave LRT station and the surrounding station area has been part of a number of previous and planning initiatives, including preliminary station area planning (2009), SW LRT Draft Environmental Impact Statement (EIS), SW LRT Preliminary Engineering, and Transitional Station Area Action Planning (TSAAP).

This Louisiana Station Area Framework & Design Guidelines planning process is funded in part through a Metropolitan Council grant awarded to the City of St. Louis Park. This planning document is intended to help guide future development towards the desired vision, character, and function for this future LRT station area. The design guidelines will address land use patterns, building types and scale, street connections, streetscape, sidewalks, trails, parking, parks, open space and community identity/character. Instituting design guidelines and parameters in advance of development pressure has been shown to expedite redevelopment in St. Louis Park.

Framework & Design Guidelines Project Goals

- Establish a vehicle for meaningful communication between the city, neighborhood residents, businesses, property owners, and other agencies
- Provide input into Preliminary Engineering and Final Design for the Southwest LRT line
- Assist in the creation of a framework and design guidelines for future land use, redevelopment, transportation, and connectivity improvements
- Create a unified future vision for the district

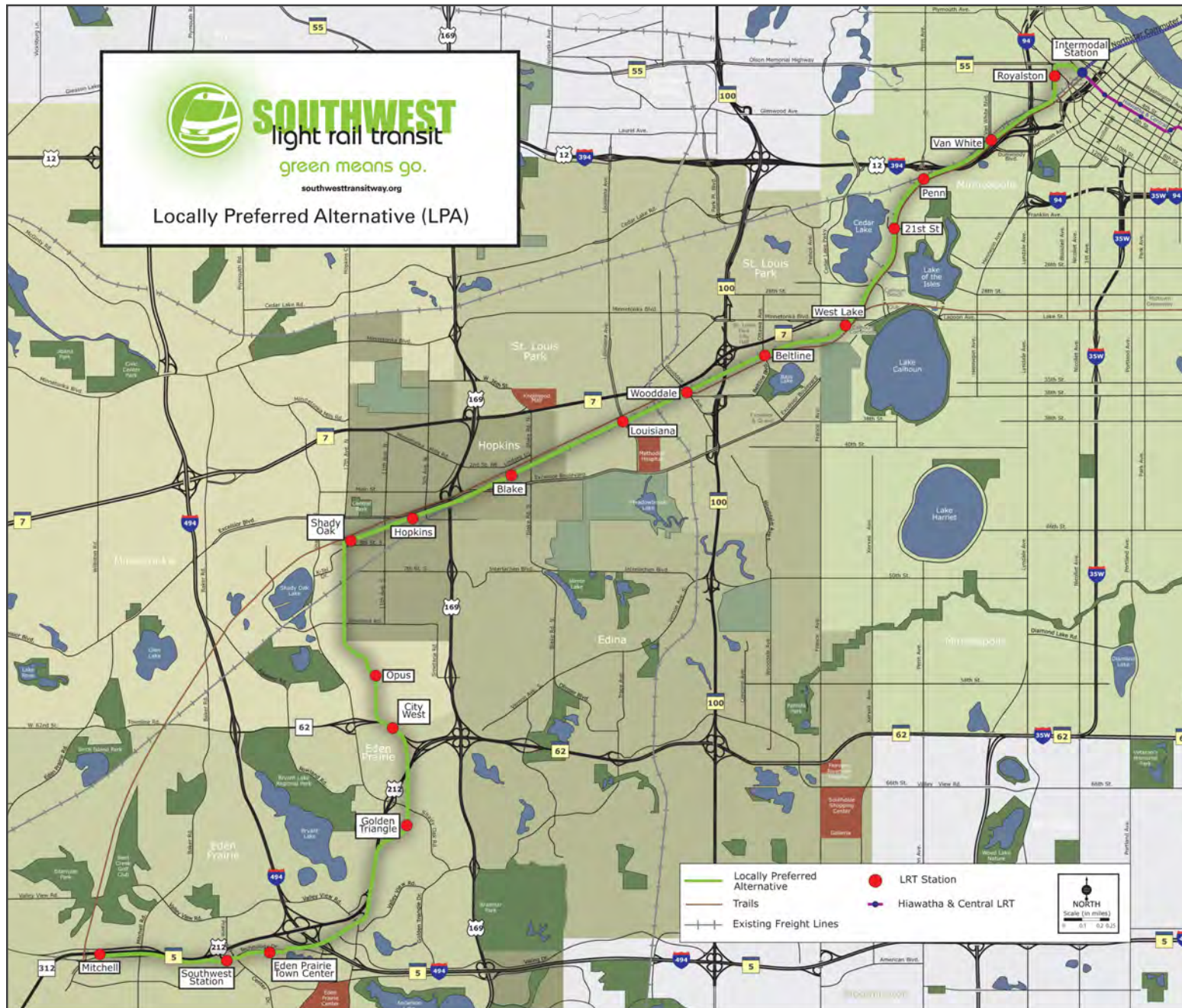
Public Process

Community stakeholders have been instrumental to this planning process from the start, helping to identify key issues, opportunities, needs, and desired outcomes for the station area. Since June 2013, City staff and consultants have met regularly with an advisory committee comprised of neighborhood representatives, as well as local business and institutional property owners, to share, discuss, and develop concepts for the framework plan and design guidelines.

In addition to regular meetings with the Advisory Committee, consultants also conducted a Community Open House at which preliminary concept plans were shared with the public for comment and discussion.

City staff and consultants also conducted individual stakeholder meetings, including some property owners, Methodist Hospital, Meadowbrook Collaborative, and Minnehaha Creek Watershed District.

FIG. 1-1. SOUTHWEST LRT (GREEN LINE EXTENSION) - PLANNED ROUTE AND STATION LOCATIONS



The SW LRT (Green Line Extension) is a planned 15-mile LRT line connecting 17 stations between downtown Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie. The Louisiana station is located midway along the line at one of the corridor's largest employment centers, including the Methodist Hospital campus, and near Minnehaha Creek, a regional open space amenity (Image source: Hennepin County Community Works).

Louisiana Station: Area + Location Alternatives

The Louisiana LRT station will be located near the intersection of Louisiana Avenue and Oxford Street, south of the existing freight rail line, and north of the Park Nicollet Methodist Hospital medical campus. For the purposes of this planning process, the “station area” is defined as the area within a half-mile radius of the station or approximately 10-minute walking distance from the station. The station area is generally bounded by:

- Excelsior Boulevard (south)
- eastern edge of Methodist Hospital campus (southeast)
- north-south rail line (northeast)
- Highway 7 (north)
- eastern and southern edges of South Oak Hill neighborhood (northwest)
- creek/wetlands (southwest).

The station area is approximately 260 acres.

Metro Transit is currently considering two alternative locations for the Louisiana station, both on the east side of Louisiana Avenue. In anticipation of a final decision about the Louisiana station location; this document presents framework plans for both of the alternative station locations.

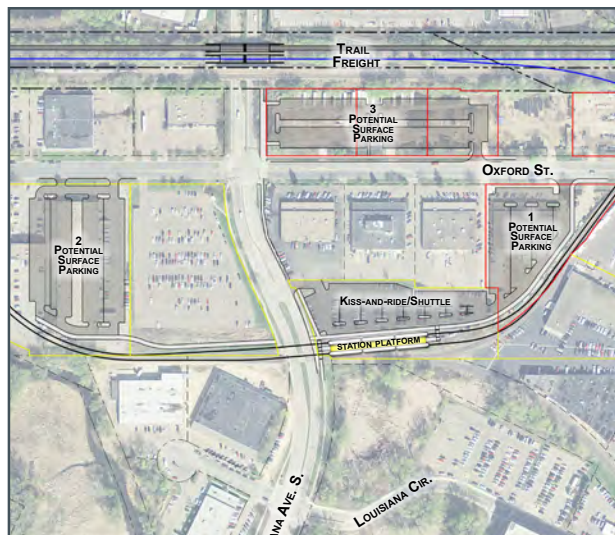
The more northerly option (noted in Figure 1-2 on the opposite page as the “North Station” is located on Oxford Street east of Louisiana Avenue. With this option, the LRT platform is located at street level adjacent to and below the grade of the existing elevated freight rail line. The “South Station” option swings the LRT tracks farther south, closer to the Methodist Hospital medical campus. This LRT tracks alignment utilizes part of the existing freight rail switching wye, bringing the tracks and the station platform down to street level with the LRT platform located along the east side of Louisiana Avenue.



FIG. 1-2. LOUISIANA STATION AREA LOCATOR MAP

RELATED PROJECTS

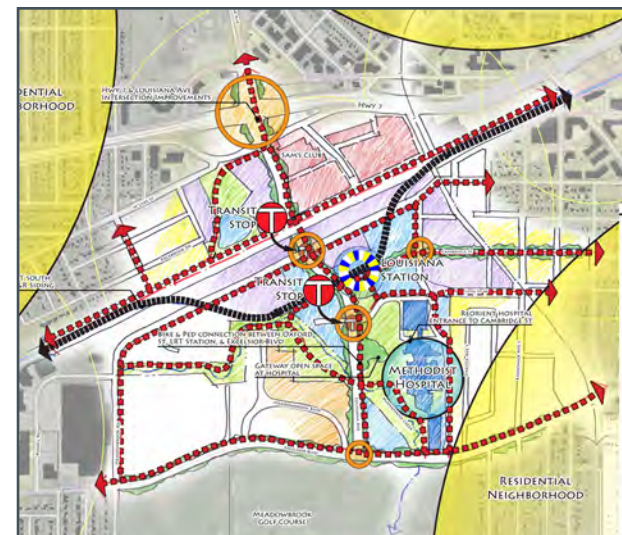
Several planning and public works projects are currently underway related to the Louisiana station area, including the Transitional Station Area Action Planning (TSAAP) process- a multi-city initiative led by Hennepin County Community Works to ensure opening day readiness for the all 17 planned stations along the Southwest LRT line. The City and consultant team have maintained on-going coordination with related projects to ensure consistency of planning objectives and recommendations. The following is a summary of concurrent planning and public works projects in the station area.



Louisiana station preliminary engineering plan - south station alternative (Source: Metropolitan Council)

SOUTHWEST LRT - PRELIMINARY ENGINEERING

- Project led by the Metropolitan Council.
- Preliminary Engineering to be completed in 2015.
- In Preliminary Engineering, the Metropolitan Council will select an alignment alternative; finalize plans for station placement and design; refine estimates of project costs, benefits and impacts; finalize management plans; and identify and fully commit local funding sources.
- Louisiana station area planning concepts in this Framework & Design Guidelines reflect the alternatives identified for rail alignments and station locations in the Preliminary Engineering project.



TSAAP - Louisiana station area initial charrette concept (Source: Hennepin County Community Works)

TRANSITIONAL STATION AREA ACTION PLANNING (TSAAP)

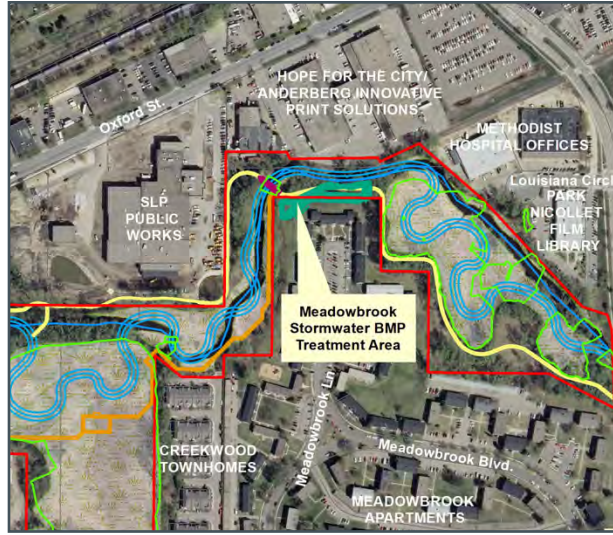
- Project led by Hennepin County Community Works.
- Plan to be completed in December 2013.
- Intended to promote opening day readiness for all 17 planned Southwest LRT stations by bridging the gap between current station area conditions and future needs.
- Plans will address access and circulation, infrastructure needs, station amenities, future development potential, and development character.
- Louisiana station area planning concepts in this Framework & Design Guidelines are being coordinated with TSAAP planning.



Planting plan for Louisiana Ave & Highway 7 interchange

LOUISIANA AVENUE/HIGHWAY 7 INTERCHANGE IMPROVEMENTS

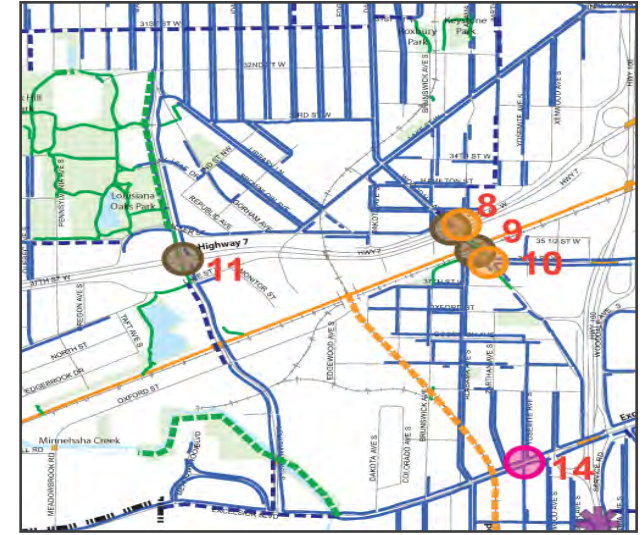
- Project led by the City and Minnesota Department of Transportation (MNDOT).
- Reconstruction is underway and will be completed by end of 2014.
- The project includes the construction of a grade-separated interchange at the Highway 7 & Louisiana Ave intersection in order to improve access, safety and operations for all modes of transportation including vehicle, pedestrian, bicycle, and bus.
- Louisiana station area concepts in this Framework & Design Guidelines incorporate the future reconstruction of the Hwy 7 & Louisiana Ave interchange.



Minnehaha Creek remeander and restoration project west of Louisiana Ave

MINNEHAHA CREEK REMEANDER - REACH 20

- Project led by Minnehaha Creek Watershed District and the City.
- Remeandering of creek was completed in May 2013.
- The creek has been restored to its former state by redirecting the water through a series of curves, rebuilding wetlands and wildlife habitat, and incorporating opportunities for public access.
- Louisiana station area concepts in this Framework & Design Guidelines incorporate the remeandered creek and plans for future creek trails and bridges.



Planned sidewalk and trail improvements within the Louisiana station area

CONNECT THE PARK

- Project led by the City of St. Louis Park.
- Connect the Park!, was developed through a community-wide participation process that spanned several years, beginning with the Active Living Sidewalks and Trails Plan, which was completed in 2008.
- In June 2013 the St. Louis Park City Council adopted a plan to construct additional sidewalks, trails, and bikeways over a 10-year period as part of the Vision St. Louis Park initiative.
- New sidewalks are planned for both Louisiana Ave and Oxford Street.

HOW TO USE THIS DOCUMENT

The purpose of the Louisiana Station Area Framework and Design Guidelines is to guide both public and private development and infrastructure investment towards the desired character and vision for the station area. The document is divided into three sections: (1) Context, (2) Framework, and (3) Design Guidelines. The Framework and Design Guidelines are advisory and are intended to complement the City's policies and regulations.



PART ONE: CONTEXT

This section provides background on the project, the station area, and precedent planning projects.

Chapter 1: Introduction

- Provides a project overview, project goals, planning context, and potential station locations.

Chapter 2: Existing Conditions

- Examines current land use and development patterns, connectivity issues, and parks and open space networks- and identifies key constraints and opportunities.

Chapter 3: Precedent Studies

- Summarizes key takeaways from five precedent station area planning projects related to development around a healthcare/medical campus.

PART TWO: FRAMEWORK

This section describes the preferred vision, guiding principles, and future development patterns for the station area.

Chapter 4: Vision + Guiding Principles

- Presents the future vision and guiding principles for the Louisiana station area.

Chapter 5: Framework Plans

- Presents framework plans and descriptions of preferred future development patterns in the station area.
- **Four Framework Plans:**
 - » Access + Circulation Plan
 - » Land Use + Development Plan
 - » Parks + Open Space Plan
 - » Illustrative Master Plan
- All framework plans are developed for both north and south station alternatives.

PART THREE: DESIGN GUIDELINES

The design guidelines provide written and graphic description of the desired design character for future development, infrastructure, and parks/open spaces in the station area.

Chapter 6: Access + Circulation Design Guidelines

- Addresses streets, pedestrian facilities, bike facilities, LRT station, and wayfinding/signage. It also establishes a street typology for the station area.

Chapter 7: Land Use + Development Design Guidelines

- Addresses site development and buildings, such as building relationship to the street, height, massing, and facade features.

Chapter 8: Parks + Open Space Design Guidelines

- Addresses parks, open spaces, stormwater management, public art, and a potential transit plaza.

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Bird's eye view of the Louisiana station area today. The area surrounding the future LRT station is dominated by the Methodist Hospital campus, light industrial businesses, and large surface parking lots; Minnehaha Creek meanders through the southern portion of the area.

EXISTING CONDITIONS

Existing physical, economic, and social conditions in the Louisiana LRT station area will be a major determinant in its future transformation. The existing patterns of land uses, building types, highways, local streets, rail lines, trails, parking, parks, and open spaces are generally oriented to the Oxford/Louisiana Industrial Park, Methodist Hospital medical campus, and automobile circulation. The two elevated freight rail lines, rail switching wye, large industrial blocks, limited street network, and Minnehaha Creek are key components of the station area's existing conditions. This chapter provides an analysis of the station area's existing conditions and identifies key constraints and opportunities relating to key urban design elements:

- Businesses + Neighborhoods
- Land Use + Development
- Access + Circulation
- Parks + Open Space

BUSINESSES + NEIGHBORHOODS

The two alternative locations under consideration for the Louisiana LRT Station are located east of the intersection of Louisiana Avenue and Oxford Street, south of the existing freight rail line, and north of the Methodist Hospital medical campus.

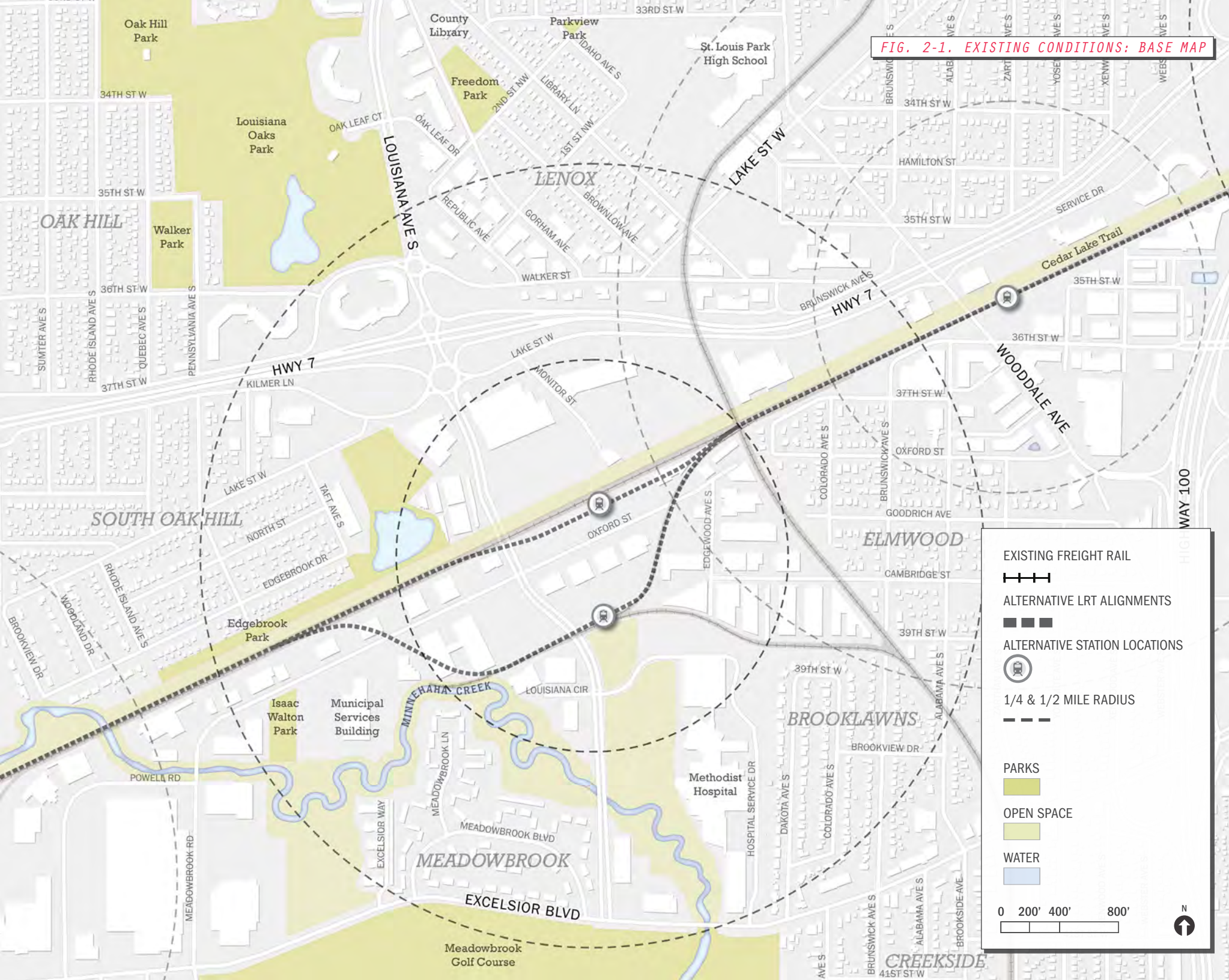
The Louisiana station area is one of the largest employment centers along the proposed Southwest LRT line. Approximately 7,500 jobs were located here in 2009 with 15% growth from 2002-2009. The largest employment sectors were healthcare and social assistance (23%), finance and insurance (14%), management (11%), and professional/scientific/technical services (11%). Methodist Hospital is the largest employer in the area with approximately 3,900 jobs. Park-Nicollet Health Services, of which Methodist Hospital is part, is the city's largest employer. The Methodist Hospital campus is expected to be a major generator of transit ridership. With thousands of employees commuting to the area as well as patients and visitors. The Oxford/Louisiana Industrial Park, which is a fairly traditional industrial park, comprises the rest of the core station area. There is a mix of individual and multi-tenant business buildings today.

Several residential neighborhoods surround the non-residential core station area, including Meadowbrook, Brooklawns, South Oak Hill, Oak Hill, Elmwood, and Creekside. The LRT station will also serve the residents of all these neighborhoods. Since the neighborhoods are located at the edges of the station area, the population within the 10-minute walkable area of the future LRT station in 2010 was approximately 430 people. Meadowbrook is a high density residential neighborhood but is not well-connected physically to the station area. South Oak Hill, Brooklawns, and Creekside are predominantly single-family residential neighborhoods. Oak Hill and Elmwood are home to a mix of housing types from single-family houses to higher density apartment buildings.



Top: Methodist Hospital is a large medical campus and employer with a suburban site design
Bottom Left: Industrial and commercial buildings are typically single-story with surface parking lots surrounding them
Bottom Right: The Meadowbrook neighborhood consists of high density housing but is not well-connected to the core LRT station area

FIG. 2-1. EXISTING CONDITIONS: BASE MAP



EXISTING LAND USE + DEVELOPMENT PATTERNS

Figure 2-2 shows the existing land use and development patterns in the Louisiana station area and surrounding areas. The core station area south of the existing freight rail line predominantly consists of industrial, medical office, commercial, and open space land uses today. A substantial portion of the core station area is large surface parking lots today. The Methodist Hospital medical campus lies in the southeastern quadrant of the station area, east of Louisiana Ave, and includes hospital, clinic, office, parking, and open space land uses. In addition to the main hospital facilities east of Louisiana Ave, Methodist Hospital owns properties on the west side of Louisiana that it uses for additional storage, office space, and surface lot parking.

With the exception of the Methodist Hospital campus, existing development in the station area is characterized by 1-2 story buildings, low lot coverage, and large surface parking lots. Although Methodist Hospital has large above-ground parking structures on its campus, it also has large off-site surface parking lots located in the core station area to meet its parking needs.

North of the existing freight rail line and along Highway 7, there are additional industrial and commercial uses, including big box retail, as well as large surface parking areas.

While it is a fairly traditional industrial park today, the City's Comprehensive Plan guides the sites along Louisiana Ave to transition to more of a business park area in the future. The City also plans to rezone these properties to its Business Park district, which expands the range and intensity of land uses that can be developed on these properties, including office and supportive commercial.

The Meadowbrook Manor residential area in the southwest quadrant of the station area consists of 560 apartments in 64 buildings. Higher density, multi-story residential also exists in the Oak Hill neighborhood at the intersection of Louisiana Ave and Hwy 7. The residential neighborhoods to the east and west are predominantly

single-family homes. In 2009, approximately 55% of the housing was renter-occupied with 45% owner-occupied.

Minnehaha Creek meanders to the south of the station and through the medical campus. The creek and its wetlands create a significant amount of open space land use in the station area. Likewise, north of the existing freight rail line is a large wetland and stormwater ponding area.

Finally, the existing rail lines, north-south and east-west, and the railroad switching wye in the core station area represent a significant land use component as well.

Challenges:

- Large industrial and medical blocks are not compatible with the kind of walkable, urban-scale development desirable around a transit station.
- Streets, sites, and buildings are auto-oriented and not particularly pedestrian-friendly.
- Low-rise industrial and commercial development are not typically generators of high job density and transit ridership.
- Residential neighborhoods are located at the edges of the walkable area.

Opportunities:

- Manage parking needs to increase land use efficiency.
- Large surface parking lots and undeveloped sites offer significant redevelopment and job growth potential.
- Business Park zoning enables infill, reuse, and intensification of existing industrial land uses.
- Methodist Hospital, other local businesses, and higher density residential are likely to be key generators of transit ridership.
- Leverage growth in healthcare needs to expand medical/office development.
- Create an identifiable center for this station area.



Top: Nearby higher density housing includes Louisiana Oaks Apartments

Middle: Existing development reflects freight rail patterns

Bottom: Big box retail near Highway 7

FIG. 2-2. EXISTING CONDITIONS: GENERALIZED LAND USE AND DEVELOPMENT



EXISTING ACCESS + CIRCULATION PATTERNS

Figure 2-3 shows the existing automobile, bus, pedestrian, bike, and freight rail connections, Louisiana Ave is the primary street in the station area and the only north-south through-street in this part of the city. It is a 4-lane street with a continuous sidewalk on one side. Major east-west roadways are Excelsior Blvd/CSAH 3 to the south and Highway 7 to the north. Oxford St, Edgewood Ave, and Cambridge St combined create the only east-west route in the core station area.

Construction is currently underway to rebuild the Louisiana Avenue and Highway 7 interchange. The reconstruction will elevate Highway 7 over Louisiana Ave and introduce a series of roundabouts to alleviate congestion and improve safety at the interchange. The roundabout design also calls for landscape improvements and the introduction of 10-foot wide multi-use paths on both sides of Louisiana Avenue.

Bus routes exist on Louisiana Ave and Excelsior Blvd, and also serve the medical campus. Sidewalks are limited primarily to Louisiana Ave and Excelsior Blvd but are generally disconnected in the area. Cedar Lake LRT Regional Trail is the only bikeway in the station area.

Figure 2-3 also highlights challenges to connectivity in the station area. Existing highways, rail infrastructure, creek, wetlands, and block patterns create barriers for local travel for all modes, limiting access to the two alternative station locations and hindering circulation in the area in general.

A number of existing freight rail lines cut through the station area, which are elevated both east-west and north-south. There is also an at-grade switching wye. These lines present physical and psychological barriers to the station area and reduce visibility of the proposed station locations.

While Minnehaha Creek is a valuable open space amenity in the area, it also acts as a barrier for residents of the Meadowbrook neighborhood. Planned

trail construction and pedestrian crossings of the creek will help to mitigate this issue.

The 10-minute walkshed (shown in pink in Figure 2-3) indicates the areas within a 10-minute walking distance from the north station location using existing sidewalks and trails. As a result of the limited sidewalk/trail network and various physical barriers, almost none of the surrounding residential areas are within the 10-minute walkshed.

Challenges:

- Major physical barriers include the elevated freight rail lines (east-west and north-south), freight rail switching wye, Highway 7, Minnehaha Creek, and wetlands.
- Limited street network.
- Limited bike/walk network.

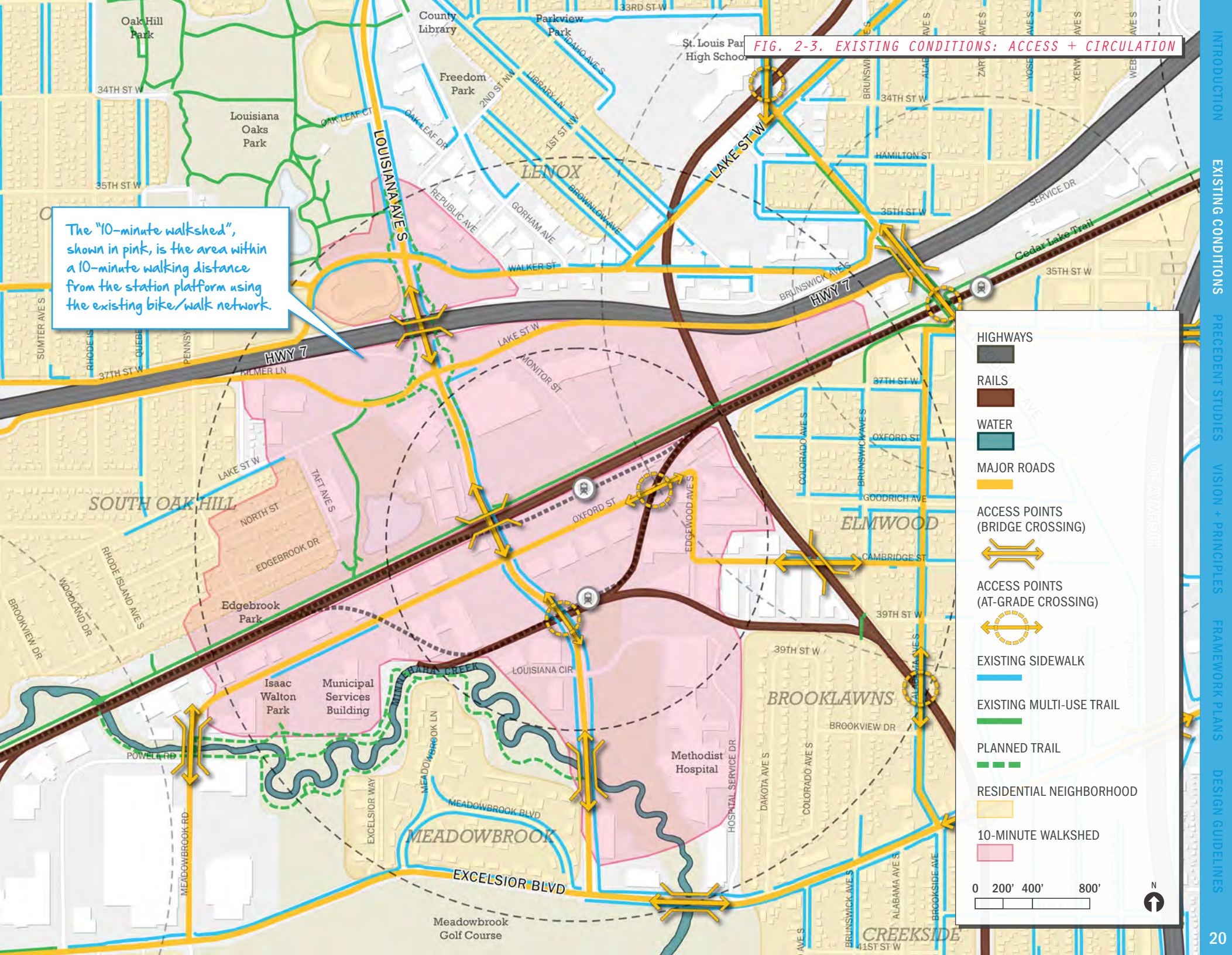
Opportunities:

- Reconstruction of the Highway 7/Louisiana Avenue interchange will relieve automobile congestion, reduce traffic crashes, and expand the bike/walk network.
- Removal of the freight rail switching wye will create opportunities to restructure and reduce the block pattern around the station, increase street connections, enable a finer grained network of streets, and create a direct connection between the transit station and the hospital campus.
- Upgrading of Louisiana Ave and Oxford Street to accommodate all transportation modes will make travel more convenient in the area.
- Enhanced sidewalks and streetscapes will promote a more pedestrian-friendly environment.
- Planned trails along the creek and pedestrian bridges over the creek will improve pedestrian access.



Top: Louisiana Ave is one of the few entries into the area
Middle: New Hwy 7/Louisiana separated-grade interchange
Bottom: Streets and trails are not well-connected

The "10-minute walkshed", shown in pink, is the area within a 10-minute walking distance from the station platform using the existing bike/walk network.



EXISTING PARKS + OPEN SPACE PATTERNS

Figure 2-4 shows the existing parks, open spaces, and water features in the station area. Existing and planned sidewalks and multi-use trails are also shown, including planned trails along Minnehaha Creek. There are a wealth of open space amenities near or in the station area, including a number of parks, Cedar Lake LRT Regional Trail, Minnehaha Creek, large open wetland areas, and the boardwalks crossing the natural area on the Methodist Hospital campus.

There are two small neighborhood parks in the station area: Isaac Walton League/Creekside Park and Edgebrook Park. Both of these parks, which are at the edge of the station area, are somewhat isolated and lack visibility from public streets. Louisiana Oaks Park and Oak Hill Park - large community park with a number of athletic fields - are just to the north of Highway 7 at the edge of the station area.

The Cedar Lake LRT Regional Trail runs along the existing freight rail east-west through the center of the station area. Connecting Minneapolis, the Chain of Lakes, and neighboring communities to the southwest, it is a popular tree-lined bike commuter and walking trail. The Cedar Lake LRT Regional Trail is part of the regional trail system and under jurisdiction of the Three Rivers Park District.

The Minnehaha Creek Watershed District has recently completed work to remeander both portions of the creek within the station area, east and west of Louisiana Ave. Two canoe launch sites on the creek are located west of Louisiana Ave. An historic mill site, Globe Mill, is also located west of Louisiana. Additional trails and pedestrian bridges over the creek have been proposed as part of the watershed district's plan.

Large open wetland areas exist in the center of the core station area, on and adjacent to the existing medical campus, as well as northwest of the intersection of

Louisiana Ave and the freight rail line in the South Oak Hill neighborhood.

Challenges:

- Lack of a connected trail network.
- Limited access points to Cedar Lake LRT Regional Trail.
- Limited access to the two community parks from the station area due to the challenge of crossing Highway 7.
- Limited visibility of neighborhood parks and the Minnehaha Creek natural area.

Opportunities:

- Planned pedestrian trails and bridges will improve pedestrian access along and across Minnehaha Creek.
- Potential to work with the watershed district to develop additional stormwater ponds and open water features.
- Develop a more formal network of parks, plazas, open spaces, and on/off street trails by filling in "gaps" in the existing network.
- Market the Louisiana station area as a destination for scenic/recreational amenities.

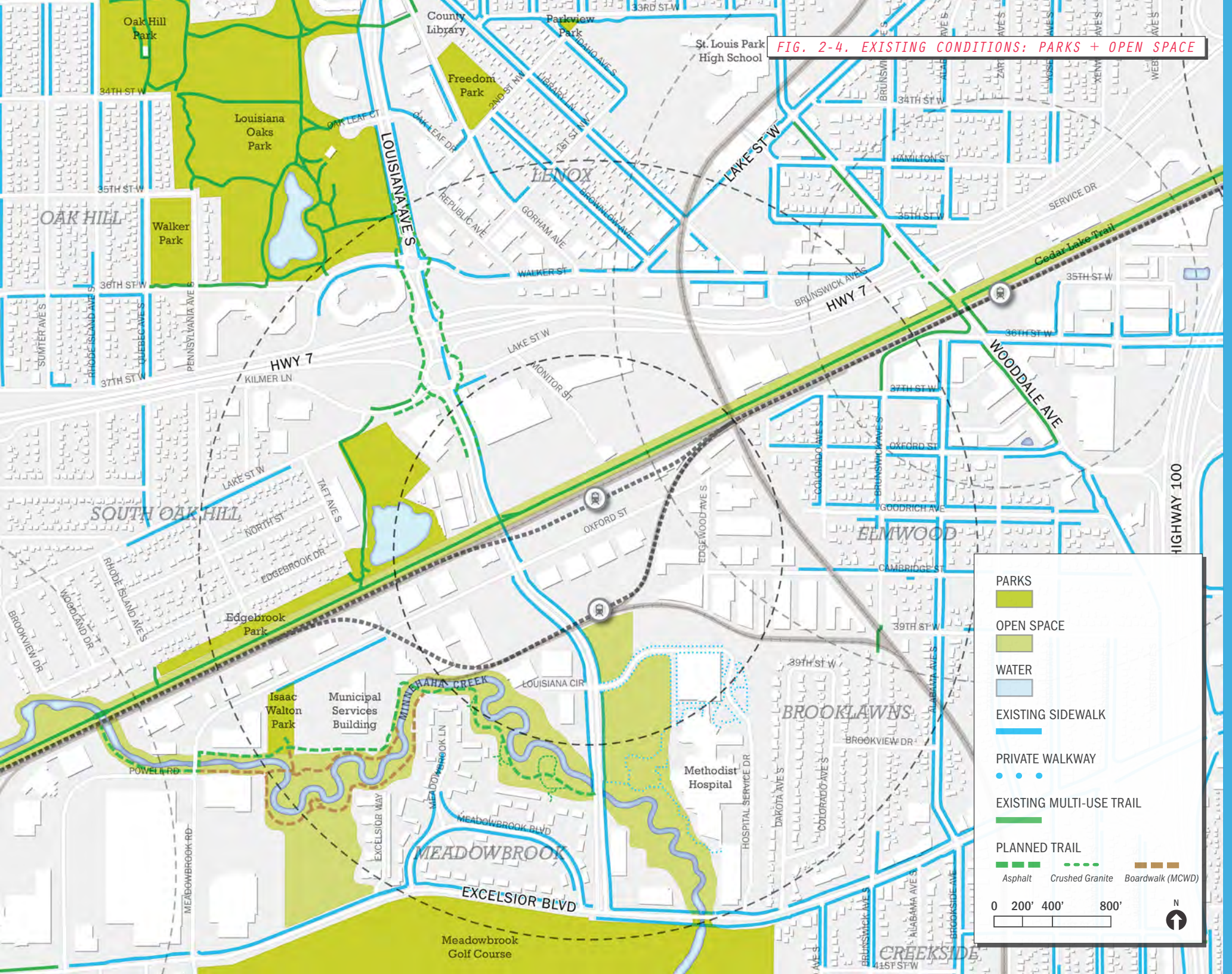


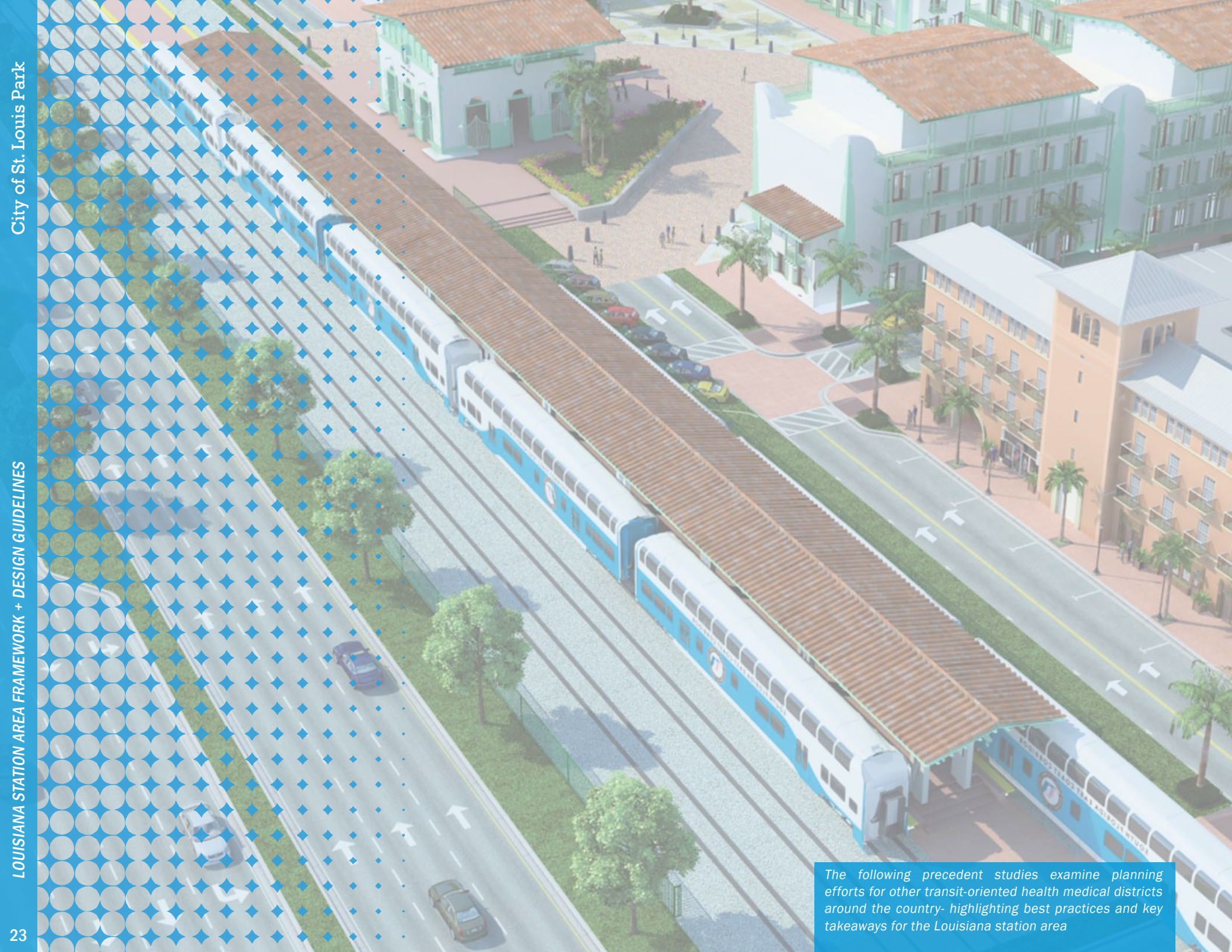
Top: Cedar Lake LRT Regional Trail

Middle: Minnehaha Creek

Bottom: Methodist Hospital's wetlands boardwalk

FIG. 2-4. EXISTING CONDITIONS: PARKS + OPEN SPACE





The following precedent studies examine planning efforts for other transit-oriented health medical districts around the country- highlighting best practices and key takeaways for the Louisiana station area

PRECEDENT STUDIES

Envisioning the future Louisiana Avenue transit station area can be informed by looking at precedents of transit station areas with major medical facilities. While the Louisiana Avenue transit station will serve a broad area and all types of transit riders, the existing Park Nicollet Methodist Hospital will be one of the major destinations and source of transit riders for this station. Consequently, this review of precedent places is focused on medical districts linked to a transit station. The lessons learned from these precedent studies, however, address the full range of station area elements rather than being relevant only to medical districts.

The five (5) precedent places studied were:

- Seattle Children's Hospital - Major Institution Master Plan
- Jupiter Medical Center Station at Toney Penna Drive in Jupiter, FL
- College Station Medical District in College Station, TX
- Rosa Parks Station Area in Willowbrook, CA (Los Angeles metro) - Martin Luther King Medical Center
- Overlake Village Transit Station in Redmond, WA - redevelopment of the Group Health Campus

Summaries of the lessons learned from these precedents are provided on the following pages.

STATION AREA SCALE COMPARISON:

The Louisiana station area is defined generally as the area bounded by: Excelsior Boulevard (south), eastern edge of Methodist Hospital campus (southeast), north-south rail line (northeast), Highway 7 (north), eastern and southern edges of South Oak Hill neighborhood (northwest), and creek/wetlands (southwest). The station area is approximately 260 acres.

These five (5) precedent places represent a range of medical-related transit districts in size and shape. Each precedent summary includes a map comparing the Louisiana station geographic area to that of the precedent station area.

- 40-acre medical campus adjacent to a bus transit center - Seattle Children's Hospital
- 120-acre commuter rail station area with a medical center - Jupiter, FL
- 150-acre LRT station area with medical center - Willowbrook, CA (Los Angeles metro)
- 170-acre LRT station area that includes medical campus redevelopment site - Redmond, WA
- 1,700-acre medical district with an expanding medical center - College Station, TX



Louisiana Station Area and Methodist Hospital Footprints

PRECEDENT STUDY:

Group Health Redevelopment- Overlake Village Master Plan

Location: Redmond, WA

Acreage: approx. 170 acres

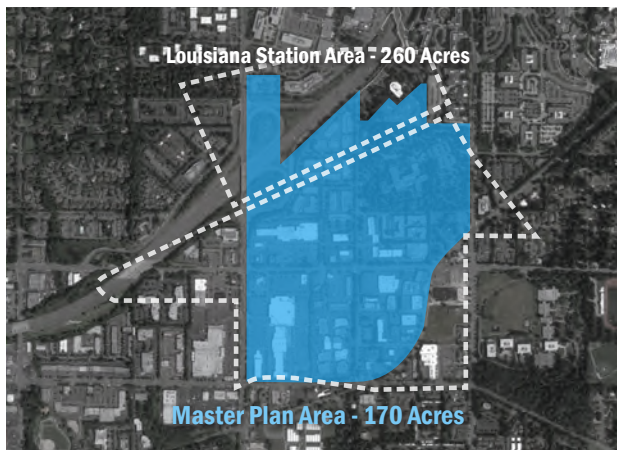
Description: Master plan for an LRT station area that includes redevelopment of an existing medical campus and connecting it to the transit station

Similar Land Use Issues: Existing medical campus, future LRT station area, suburban land use and development pattern, transit station area size

Similar Connectivity Issues: Major connectivity barrier is the adjacent freeway, transit station is planned adjacent to freeway, existing street network has low connectivity (creates superblocks), street design is auto-oriented

Takeaways for Louisiana Ave Station Area:

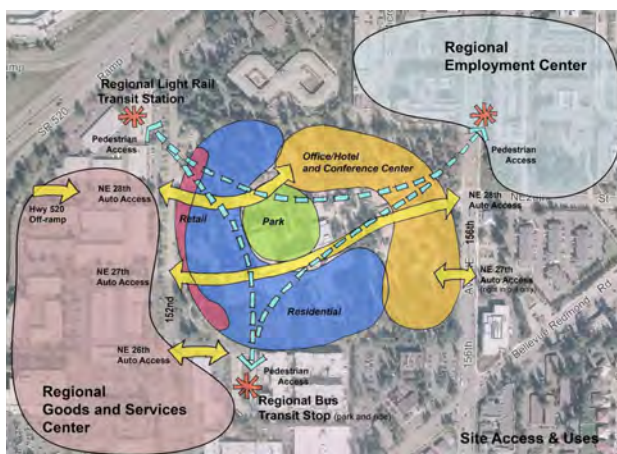
- Incorporate a transit station street and plaza to create a “front door” connection between the transit station and the district
- Expand the street network to provide more access to the transit station for all travel modes with a strong emphasis on walking and bicycling
- Create street connections through superblocks
- Create a unique and contextual pedestrian pathway network highlighted by an urban hillclimb pathway
- Create links between different land use areas



Overlake Village vs. Louisiana Ave Station Area



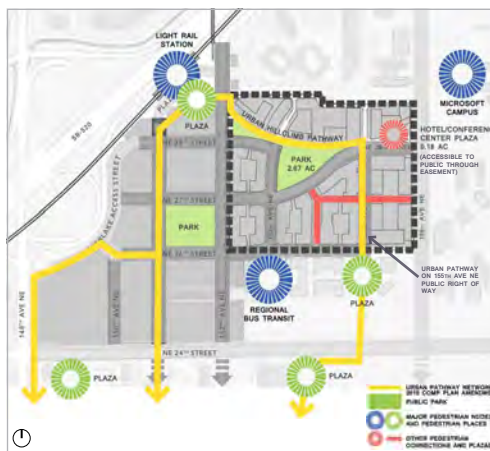
Overlake Village's 5 Zones



Station Area Uses and Connections Diagram



Land Use Framework



Pedestrian Network Concept



Circulation Framework

PRECEDENT STUDY:

Seattle Children's Hospital-Major Institution Master Plan

Location: Seattle, WA

Acreage: approx. 40 acres

Description: Master plan for a major medical institution that is adjacent to a transit hub

Similar Land Use Issues: Medical campus, major employer, parking needs, expansion planning, adjacent to residential neighborhoods

Similar Connectivity Issues: Limited street access points, auto-oriented street design, proximity to regional bike trail, hospital's "front door" not street-oriented

Takeaways for Louisiana Ave Station Area:

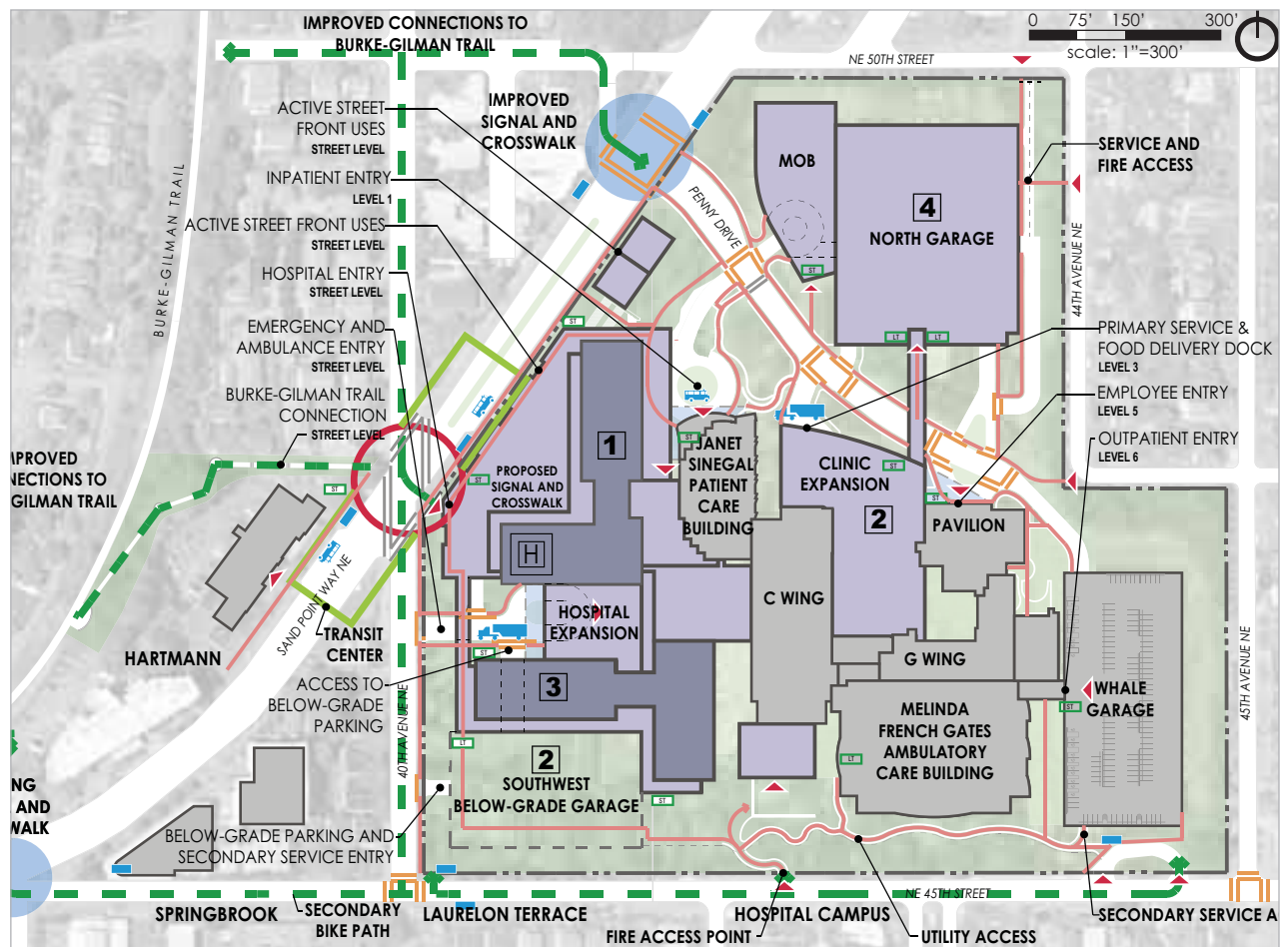
- Identify and create appropriate medical campus edges, such as street frontage, transition, garden
- Provide a complete network of nonmotorized connections, including improved streetscapes, transit access, and regional bike trail connections
- Create an innovative transit hub that incorporates a transit street, regional trail, and the hospital's new "front door" to make it easier for people to get safely to and from the hospital and the neighborhood without an automobile
- Create community gathering places and green space, including access to rooftop gardens and courtyards, and link medical campus open space/pedestrian network to station area's open space/pedestrian network
- Screen parking structures that front streets with plantings (vines, hanging plants, trees)



Seattle Children's Hospital vs. Louisiana Ave Station Area



Medical Campus Edges



Nonmotorized Connections

PRECEDENT STUDY:

Jupiter Medical Center- Transit-Oriented Development (TOD) Master Plan

Location: Jupiter, FL

Acreage: approx. 120 acres

Description: TOD master plan for a commuter rail station that includes the Jupiter Medical Center within the walkable area

Similar Land Use Issues: Medical campus, major employer, primarily one-story commercial and industrial buildings along major streets, large surface parking lots, transition to residential neighborhoods

Similar Connectivity Issues: Superblocks, rail and highway barriers, separation between residents and transit station

Takeaways for Louisiana Ave Station Area:

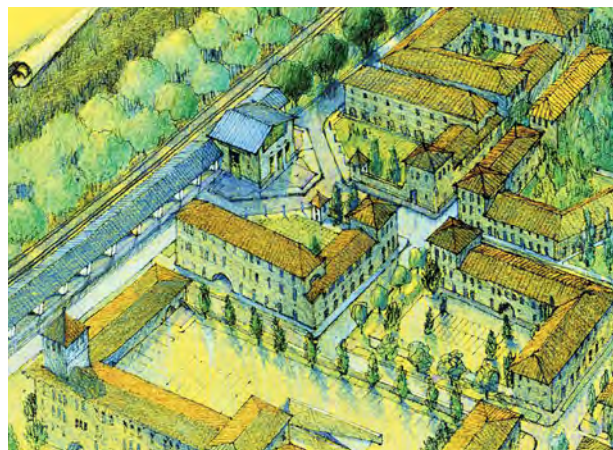
- Create interconnected street network and smaller blocks to breakdown superblocks
- Connect well-designed public streets to the medical campus
- Incorporate a transit street/plaza as a focal point
- Place parking structures in locations that allow better street orientation for medical buildings and line parking structures with active uses on sides facing streets
- Create a pedestrian-oriented street network



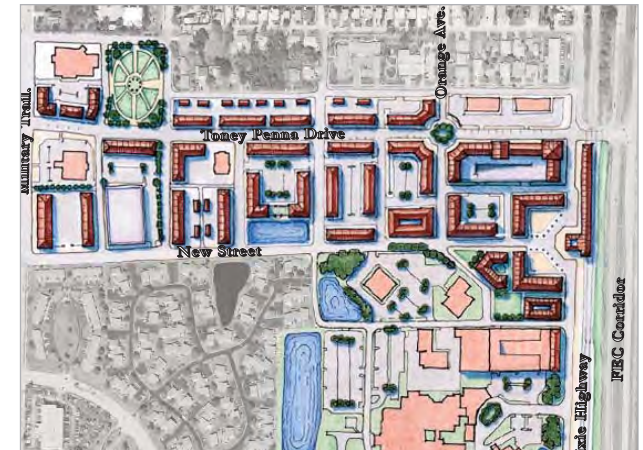
Jupiter Medical Center vs. Louisiana Ave Station Area



Simulated view of station plaza



Aerial view of station area concept



Master plan for medical center and transit station area



Simulated view of medical center street

PRECEDENT STUDY:

College Station Medical District

Location: College Station, TX

Acreage: approx. 1,700 acres

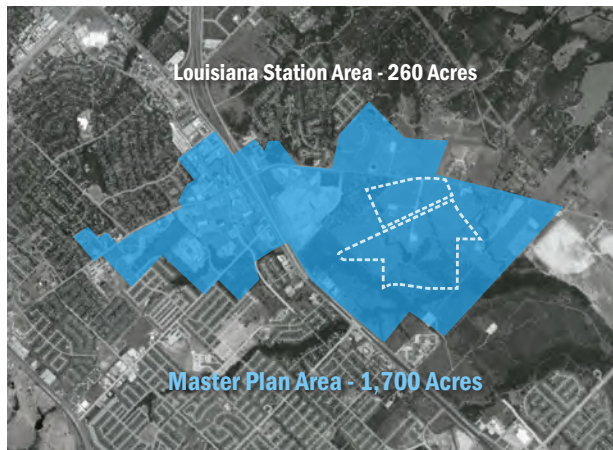
Description: Medical District Master Plan for an existing and expanding medical center intended to create a health and wellness district within the community

Similar Land Use Issues: Existing medical center, medical district has limited visibility from major roadways, adjacent to creek open space, broad mix of existing land uses

Similar Connectivity Issues: Transit station area is bisected by a major highway; a major thoroughfare links the entire district like Louisiana Avenue

Takeaways for Louisiana Ave Station Area:

- Focus on healthcare sector as key opportunity for growth in services, jobs, and development
- Leverage the growing demand for healthcare to create a special district that links medical care services and health-conscious/wellness lifestyle needs
- Create branding of the medical district, e.g. greenway medical district name and logo, incorporate branding into infrastructure design
- Design bridge and underpass street entries into the district as station area gateways and landmarks
- Design Complete Streets that reflect the community's focus on wellness/health-consciousness
- Connect the green space network



College Station vs. Louisiana Ave Station Area



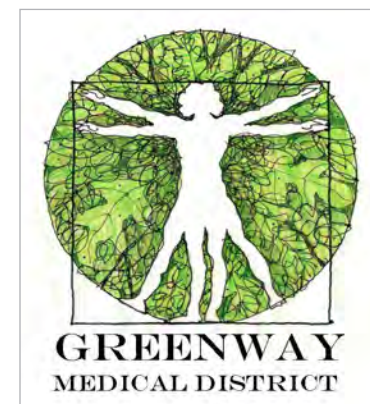
Circulation and Open Space Connectivity Framework



District Identity Concept at Bridge



District Identity Concept at Transit Station



District Identity Logo Concept

PRECEDENT STUDY:

Martin Luther King Medical Center/Rosa Parks Station Area

Location: Willowbrook, CA (Los Angeles metro)

Acreage: approx. 150 acres

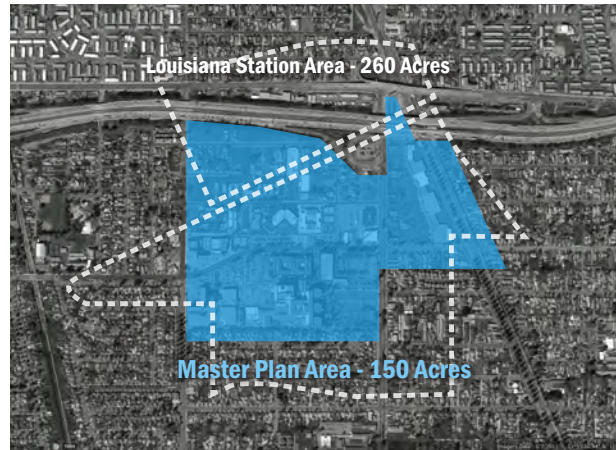
Description: LRT station area plan and transit-oriented district plan for Rosa Parks Station, which includes Martin Luther King Medical Center within the walkable area.

Similar Land Use Issues: Existing medical facility, existing transit station site is challenged by different grades (the station is under the freeway), lack of transit-oriented development near transit station, transit station location does not create a feeling of safety for people

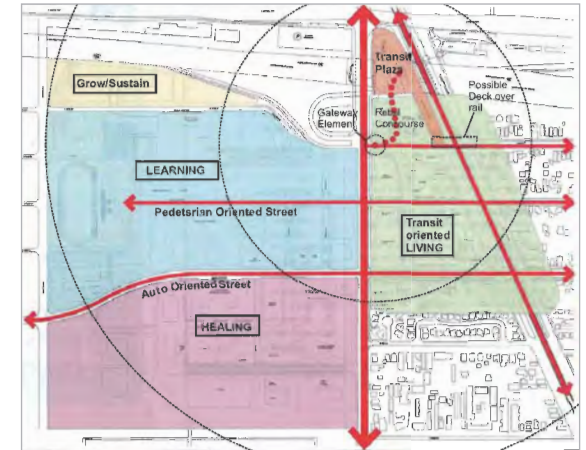
Similar Connectivity Issues: Existing LRT station near medical facility but not well connected, freeway limits station area connectivity, poor pedestrian and bike facilities, large blocks surround the transit station

Takeaways for Louisiana Ave Station Area:

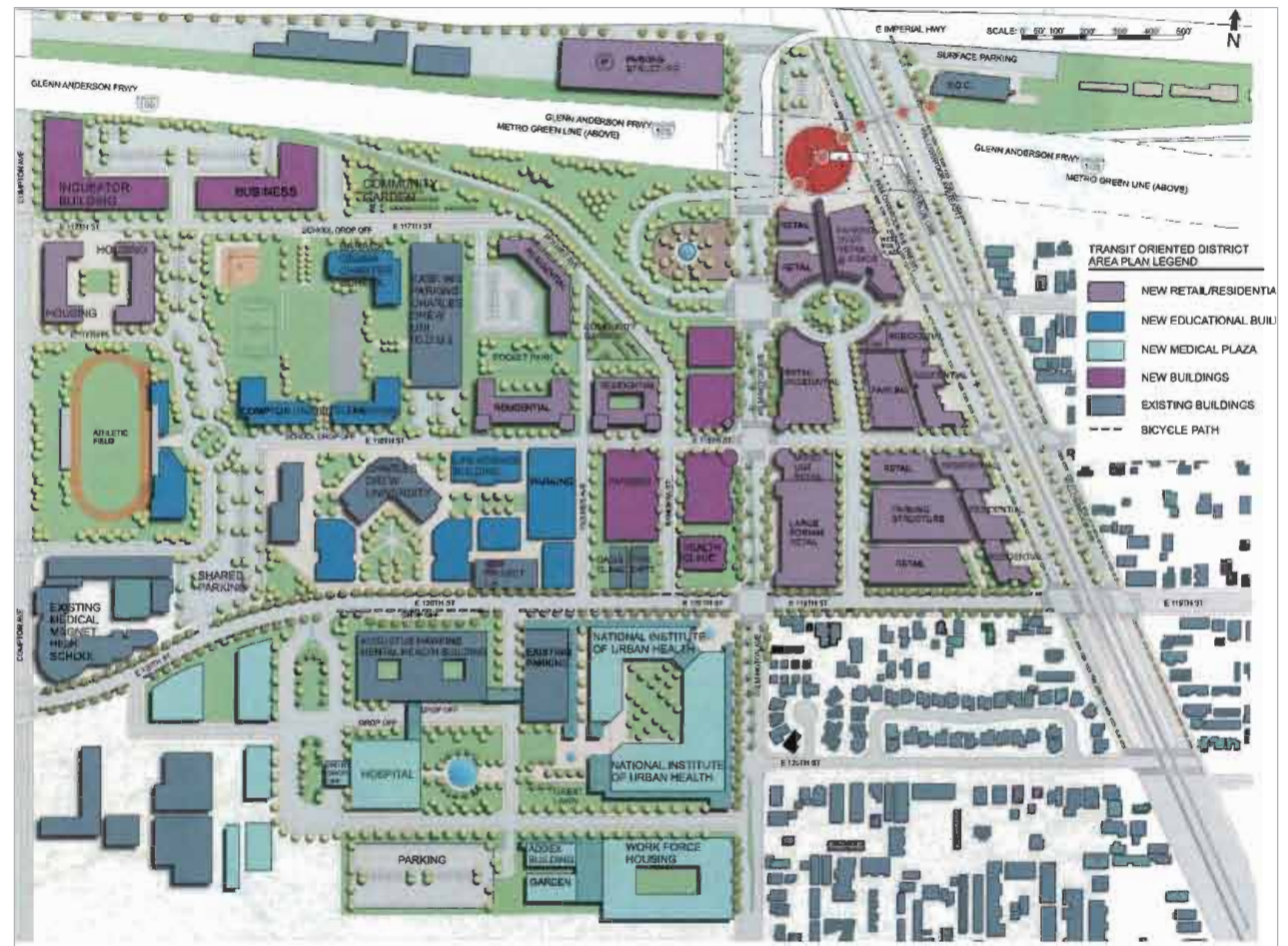
- Station location should create a feeling of safety which can be challenging with multiple site grades
- Creating a new identity for the area to reflect area's history (e.g. willow tree, Rosa Parks), existing assets, and sustainability through branding and wayfinding
- Potential for creating a “wellness” oriented district that builds upon existing healthcare assets
- Develop a “front door” to the medical facility oriented to transit station, public street, or pathway
- Create a pedestrian-oriented outdoor plaza at transit station that is inviting for people and activities, also increasing station's identity and safety
- Provide attractive streets and open spaces to be enjoyed by transit users, residents and employees



Rosa Parks vs. Louisiana Ave Station Area



Rosa Parks Station Sub-Areas



Rosa Parks Station TOD Plan



SOUTH OAK HILL

Open Water

EDGE BROOK DR

Edgebrook
Park

Stormwater

OXFORD ST

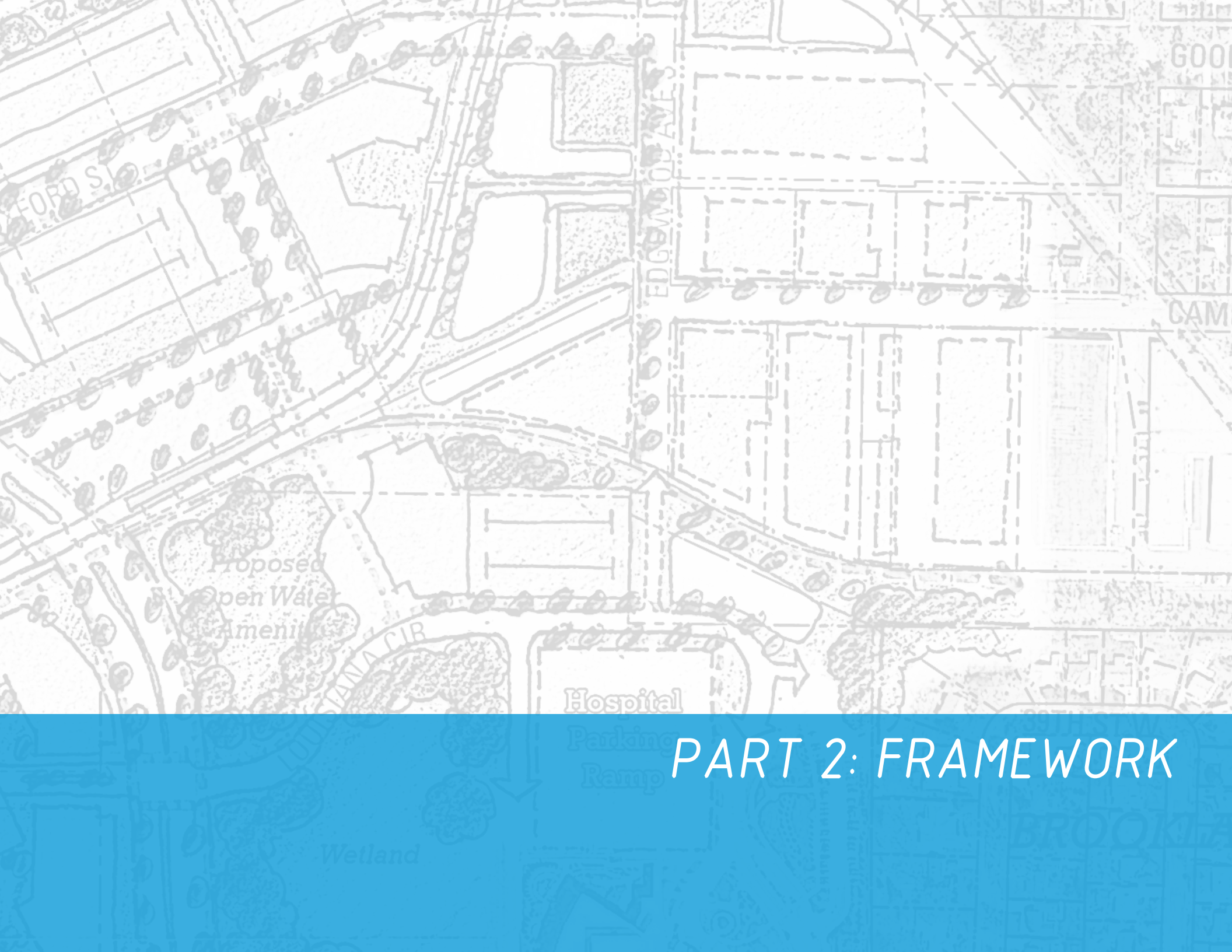
Stormwater



Municipal
Services
Building

Isaac Walton

Minnehaha Creek
Remeander



PART 2: FRAMEWORK



VISION + GUIDING PRINCIPLES

Envisioning the future Louisiana transit station area brings together long-term community plans and goals with more recent planning initiatives focused specifically on this transit station area. At the community-level, St. Louis Park has established a vision of creating and maintaining a very livable community where people choose to stay long-term. The City has adopted ten Livable Community Principles that embrace the best community design practices from the past and present for creating a complete and connected community. The vision for the Louisiana station area builds upon this community vision.

LOUISIANA STATION AREA VISION STATEMENT:

As a major employment center with a growing medical/healthcare facility, attractive open spaces, regional trail connection, and proximity to regional roadways, the Louisiana transit station area has great opportunities to evolve into a unique and vibrant community destination for jobs, healthcare, and recreation. The Louisiana Station Area vision embraces the following key elements:

LOUISIANA/OXFORD EMPLOYMENT CENTER

Preservation and integration of a broad range of medical, office, industrial, and supporting commercial businesses that maintain and grow jobs

HEALTHCARE AND WELLNESS DISTRICT

Leveraging the growing demand for healthcare and healthy active lifestyles to create a unique wellness district

TRANSIT-ORIENTED LOOP STREETS AND TRAILS

Loop streets and trails provide connections from Louisiana Ave to the transit station, employment center, and healthcare/wellness district for residents, employees and visitors of the station area

PEDESTRIAN PATHWAY

Creation of attractive and identifiable pedestrian pathway between the transit station and the medical campus

OPEN SPACE AND RECREATIONAL DESTINATION

Connected open space and recreation area, including walking, biking, and canoeing, for residents, employees, and the broader community, that builds upon the existing assets of Minnehaha Creek and the Cedar Lake LRT Regional Trail

UNIQUE SENSE OF IDENTITY

Enhanced public streets, gateways, and gathering places along with private redevelopment contribute to creating a unique and identifiable place

GUIDING PRINCIPLES

To support the master plan vision, 10 guiding principles have been established to clarify the priority directions for achieving the vision. The guiding principles should provide a means for directing and evaluating future planning, designing, and investing in improvements to the station area. The guiding principles encompass the station area's future identity, economic development, land use and building patterns, connectivity, parking management, and important community amenities.

As the community moves forward with public improvements and private development projects in the station area, the guiding principles should serve as the first tool for evaluating projects regarding their fit with the master plan. The guiding principles are also intended to be touchstones for future City policies, plans, and decision-making related to the Louisiana station area.

1

Promote investment, intensification, and redevelopment in the Louisiana Ave station area to support its growth as an **EMPLOYMENT CENTER** with a broad range of business sectors, including healthcare, office, industrial, and commercial.

2

Leverage the growing demand for healthcare to create an identifiable district that links expanding **MEDICAL** services with **HEALTH-CONSCIOUS/WELLNESS** lifestyle preferences, which may include housing linked to wellness amenities.

6

Design a **CONNECTED WALK/BIKE NETWORK** that creates a very pedestrian- and bike-oriented district, including a pedestrian pathway between the transit station and the medical campus.

7

Create a **CONNECTED RECREATIONAL SYSTEM OF PARKS, PLAZAS AND NATURAL OPEN SPACES** for the business district and surrounding neighborhoods.

3

Provide a **SAFE, CONVENIENT,** and **PLEASANT** transit station area with user-friendly features, such as walking access, bicycling access, vehicle drop-off/pick-up, bus connections, parking, lighting, and a transit plaza for waiting and gathering purposes.

4

Create a unifying **STATION AREA IDENTITY** that builds upon its assets (such as large employment center, healthcare services, Minnehaha Creek, Cedar Lake Trail, surrounding neighborhoods), promotes its future potential, and provides a **UNIQUE SENSE OF PLACE.**

5

Create a **CONNECTED AND COMPLETE STREETS NETWORK** within the station area, including transit-oriented loop streets off of Louisiana Ave.

8

Encourage **TRANSIT-ORIENTED DEVELOPMENT** that supports transit use, establishes an identifiable station area center, increases the mix and density of land uses, strengthens surrounding neighborhoods, and improves the street environment.

9

MANAGE PARKING effectively to support station area parking needs while lessening the negative impacts on development potential and the pedestrian environment.

10

Capture the value potential of investing in high quality transit service, including maximizing **TRANSIT RIDERSHIP**, optimizing **ECONOMIC DEVELOPMENT**, and leveraging desirable **STATION AREA AMENITIES** for the surrounding business district and neighborhoods.



FRAMEWORK PLANS

Laying out a framework for the Louisiana Station Area involves the key elements of land use, development, access, circulation, parks, and open spaces. Framework plans are general and high-level descriptions and concepts of the future station area, including key elements and visual diagrams. Since two alternative station locations - North Station and South Station - are under consideration as part of the LRT planning process, two sets of framework plans are included here.

The framework plans for the Louisiana Station Area consist of:

- Access + Circulation
 - Street Network
 - Pedestrian + Bike Network
 - Hospital Connection
- Land Use + Development
- Parks + Open Space
- Illustrative Master Plans

ACCESS + CIRCULATION FRAMEWORK: STREET NETWORK

For the Louisiana station area to evolve into a transit-oriented district, the Access + Circulation Framework illustrates how street access and circulation can be improved within the area. The existing freight rail switching wye is a major physical barrier within the area because it limits street crossings. In order to improve street connectivity, it is anticipated that the switching wye will be removed in the long-term. A proposed southerly freight rail connection would be added to replace the switching wye and provide a connection between the east/west and north/south freight rail lines. See diagram on pages 41 and 42.

The Access + Circulation Framework diagram shows an expanded and more connected street network. New streets and extensions of existing streets break through the area's existing large blocks. Louisiana Ave and Oxford Street should be supplemented with loop streets off of Louisiana Ave to significantly improve travel route options and convenience. East of Louisiana Ave, a loop street would also provide a bus loop connection to the LRT station. An additional north-south street connection to Louisiana Circle, which is a private access street, should be considered to shorten the distance between the transit station and the hospital.

Existing and new streets should be designed as "complete green streets" that accommodate all travel modes. Each street should have either sidewalks, multi-use trails, and/or on-street bike facilities. Existing streets are primarily auto-oriented and do not offer a comfortable environment for walking, biking, and taking the bus.

Since the station area has a limited number of street entries, a key opportunity will be to create gateway entries that are landmarks and create a sense of identity. A unique characteristic of the Louisiana station area is that all street entries into the area are either a bridge over Minnehaha Creek or an underpass of an elevated freight rail line. Since the Louisiana bridge over Minnehaha Creek is planned for reconstruction and there may be a new bridge over Louisiana for the LRT line, these gateway entries should be viewed as opportunities for wayfinding and placemaking.

KEY ELEMENTS:

- Increase connectivity of the street network
 - » Loop streets off of Louisiana Ave
 - » Improved north-south street connection between Oxford St and Cambridge St
 - » Potential Edgewood Ave connection to Methodist Hospital medical campus
- Connect bus routes to LRT station
 - » Loop street for buses to connect directly with the LRT station
 - » Bus transfer area
- Create district entries as gateways
 - » Key southern district gateway is the Louisiana Ave bridge over Minnehaha Creek which is planned for reconstruction and could be designed with features that reflect the station area's unique identity as well as celebrate the creek
 - » Key northern district gateway is the Louisiana Ave underpass of the freight rail line/LRT line from the north which could incorporate the rail bridge as a gateway arch into the district
 - » Other potential district gateways could be the Meadowbrook bridge over Minnehaha Creek and the Cambridge Street underpass

NORTH STATION CONCEPT:

- LRT station is about 1/4 mile from edge of Methodist Hospital campus (parking ramp), farther from the hospital's front door
- Pedestrian pathway proposed to connect the LRT station to the edge (a future front door) of hospital campus
- Edgewood Ave proposed as a multi-modal connector street that would also provide a direct connection between the LRT station and the hospital campus
- Proposed LRT tracks would require an additional bridge over Louisiana Ave
- Loop streets could be added both east and west of Louisiana Ave
- Potential trail in converted south freight rail spur would create a convenient trail connection to both the LRT station and the Cedar Lake LRT Regional Trail from the south and east

SOUTH STATION CONCEPT:

- LRT station is closer and more conveniently accessible to Methodist Hospital for employees to walk
- LRT tracks would potentially cross streets at-grade at three locations
- LRT station could be accessed both from Louisiana Ave and a new loop street east of Louisiana Ave
- Oxford St/Edgewood Ave realignment to respond to proposed southern LRT rail alignment



FIG. 5-1. NORTH STATION - ACCESS + CIRCULATION FRAMEWORK: STREET NETWORK

EXISTING STREET



PROPOSED STREET



PLANNED LOUISIANA AVE/HWY 7
RECONSTRUCTION



PROPOSED PEDESTRIAN STREET



EXISTING PRIVATE ACCESS



PROPOSED PRIVATE ACCESS



BUS ROUTE



PROPOSED BUS ROUTE



LRT ALIGNMENT



FREIGHT RAIL



DISTRICT GATEWAY

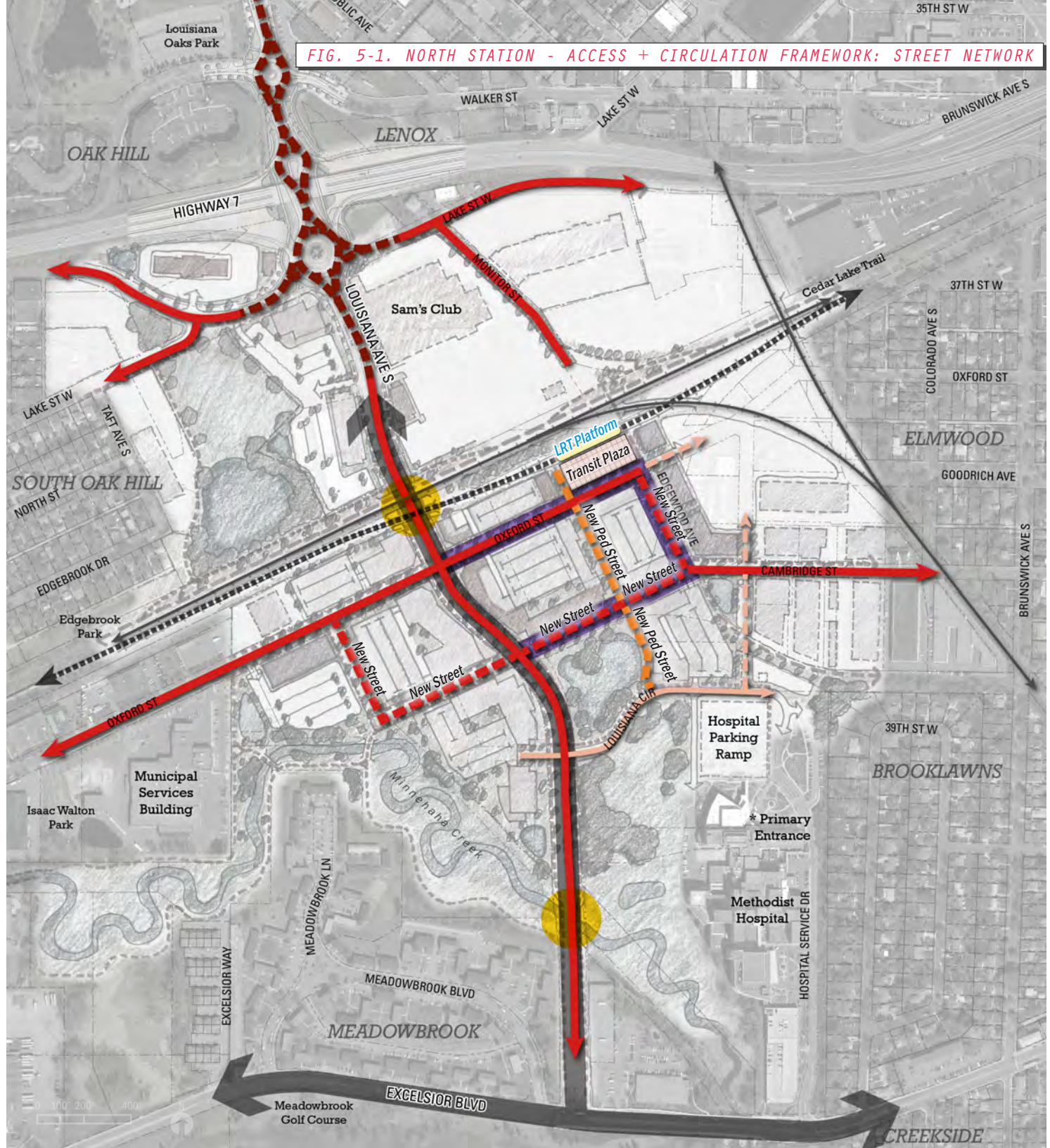
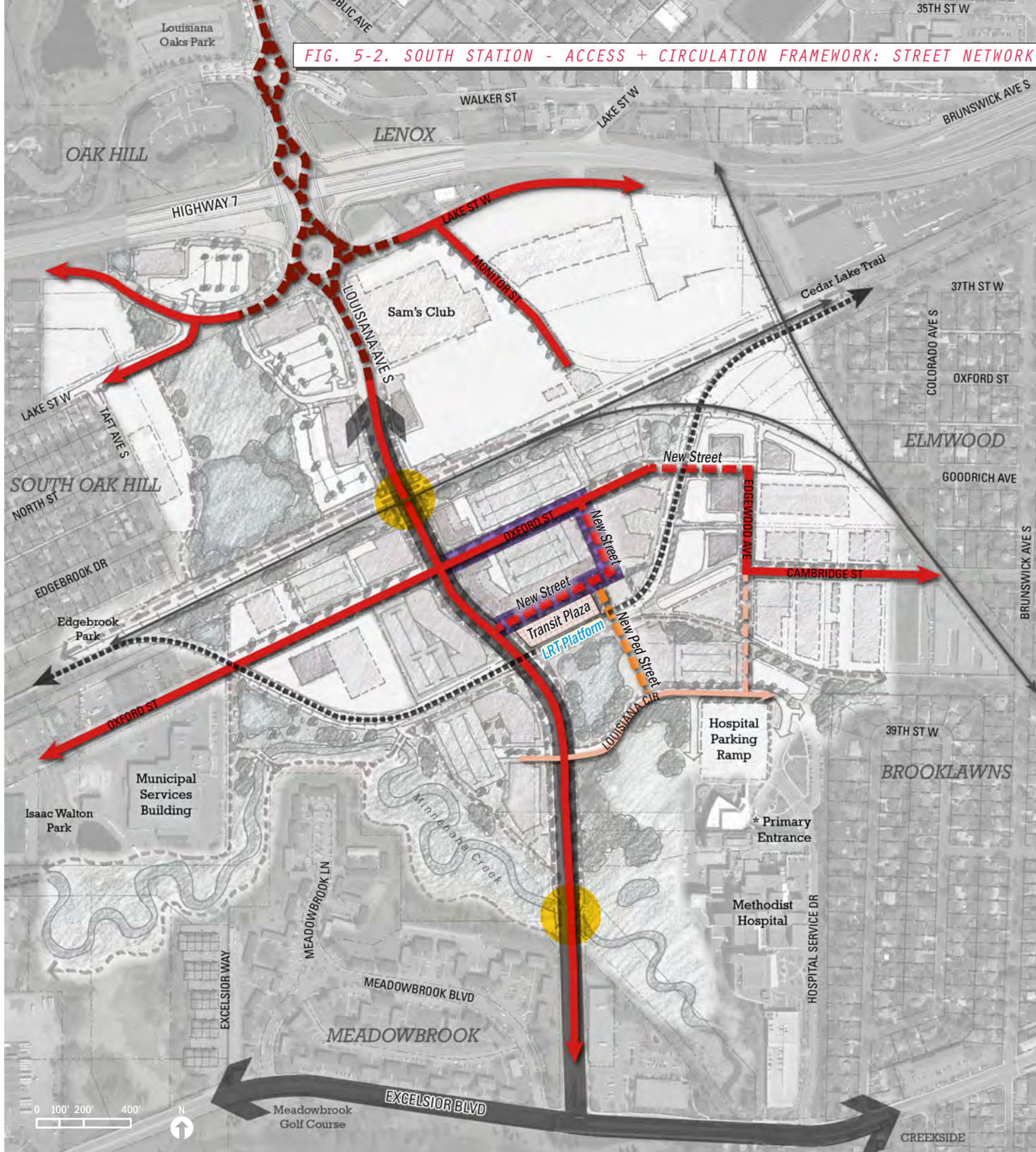


FIG. 5-2. SOUTH STATION - ACCESS + CIRCULATION FRAMEWORK: STREET NETWORK



EXISTING STREET

PROPOSED STREET

PLANNED LOUISIANA AVE/HWY 7
RECONSTRUCTION

PROPOSED PEDESTRIAN STREET

EXISTING PRIVATE ACCESS

PROPOSED PRIVATE ACCESS

BUS ROUTE

PROPOSED BUS ROUTE

LRT ALIGNMENT

FREIGHT RAIL

DISTRICT GATEWAY

ACCESS + CIRCULATION FRAMEWORK: PEDESTRIAN/BIKE NETWORK

With the introduction of the LRT station, the Louisiana Ave station area is intended to evolve into a walk/bike-friendly area that makes it very convenient and safe to get to the LRT station as well as the employment and recreation destinations within the station area. A significantly expanded pedestrian and bicycle network will be needed, including sidewalks, multi-use trails, and on-street bike lanes. The function, convenience and enjoyment of the Cedar Lake LRT Regional Trail for non-motorized travel and recreation should be preserved and enhanced, if possible, as part of the Southwest LRT project. Thinking about the Southwest LRT as moving people, not cars, also means making the Cedar Lake LRT Regional Trail an even better bicycle commuting route.

A key connection is a pedestrian pathway that directly links the LRT station to the Methodist Hospital medical campus, which will be a key destination/origin for LRT riders. The specific type of pedestrian pathway will depend upon the ultimate location of the LRT station - north on Oxford St or south on Louisiana Ave.

Leveraging the need for improved connectivity to the LRT station, a complete and highly connected trail system can be created that also links to recreational destinations. The Access & Circulation Framework shows a trail system connecting the Cedar Lake LRT Regional Trail with Minnehaha Creek trails, the hospital's boardwalks, and parks.

KEY ELEMENTS:

- Expand pedestrian network and access to the LRT station
 - » Add sidewalks to existing streets
 - » Create a pedestrian corridor that directly connects the LRT station to the medical campus
 - » Create a direct pedestrian connection between the LRT station and the Meadowbrook neighborhood
 - » Add trail bridges across Minnehaha Creek
 - » Convert south freight rail spur to a multi-use trail that connects to the LRT station
- Create a convenient commuting and recreational biking network
 - » Add bike facilities to Louisiana Ave
 - » Add local trail connections to the Cedar Lake LRT Regional Trail
 - » Add trail bridges across Minnehaha Creek
 - » Convert south freight rail spur to a multi-use trail that connects to the LRT station

NORTH STATION CONCEPT:

- LRT station is about 1/4 mile from edge of Methodist Hospital campus (parking ramp), farther from the hospital's front door
- Pedestrian pathway shown from LRT station to a new front door of the Methodist Hospital campus
- Edgewood Ave becomes a pedestrian and bike connector street
- Loop streets could be added both east and west of Louisiana Ave to shorten walking and biking connections
- Potential trail in south freight rail spur would create a convenient trail connection to both the LRT station and the Cedar Lake LRT Regional Trail from the south and east

SOUTH STATION CONCEPT:

- LRT station is adjacent to Louisiana Ave sidewalks and bike trails
- LRT station is closer and more conveniently accessible to Methodist Hospital for employees to walk
- Shorter pedestrian pathway shown from LRT station to a new front door of the Methodist Hospital campus



- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- EXISTING MULTI-USE PATH
- PROPOSED MULTI-USE PATH
- ON-STREET BIKEWAY
- PRIVATE SIDEWALK/TRAILS
- PRIMARY HOSPITAL-TO-STATION CONNECTION (see p. 47 for detail)
- BRIDGE
- LRT ALIGNMENT
- FREIGHT RAIL

FIG. 5-3. NORTH STATION - ACCESS + CIRCULATION FRAMEWORK: PEDESTRIAN/BIKE NETWORK

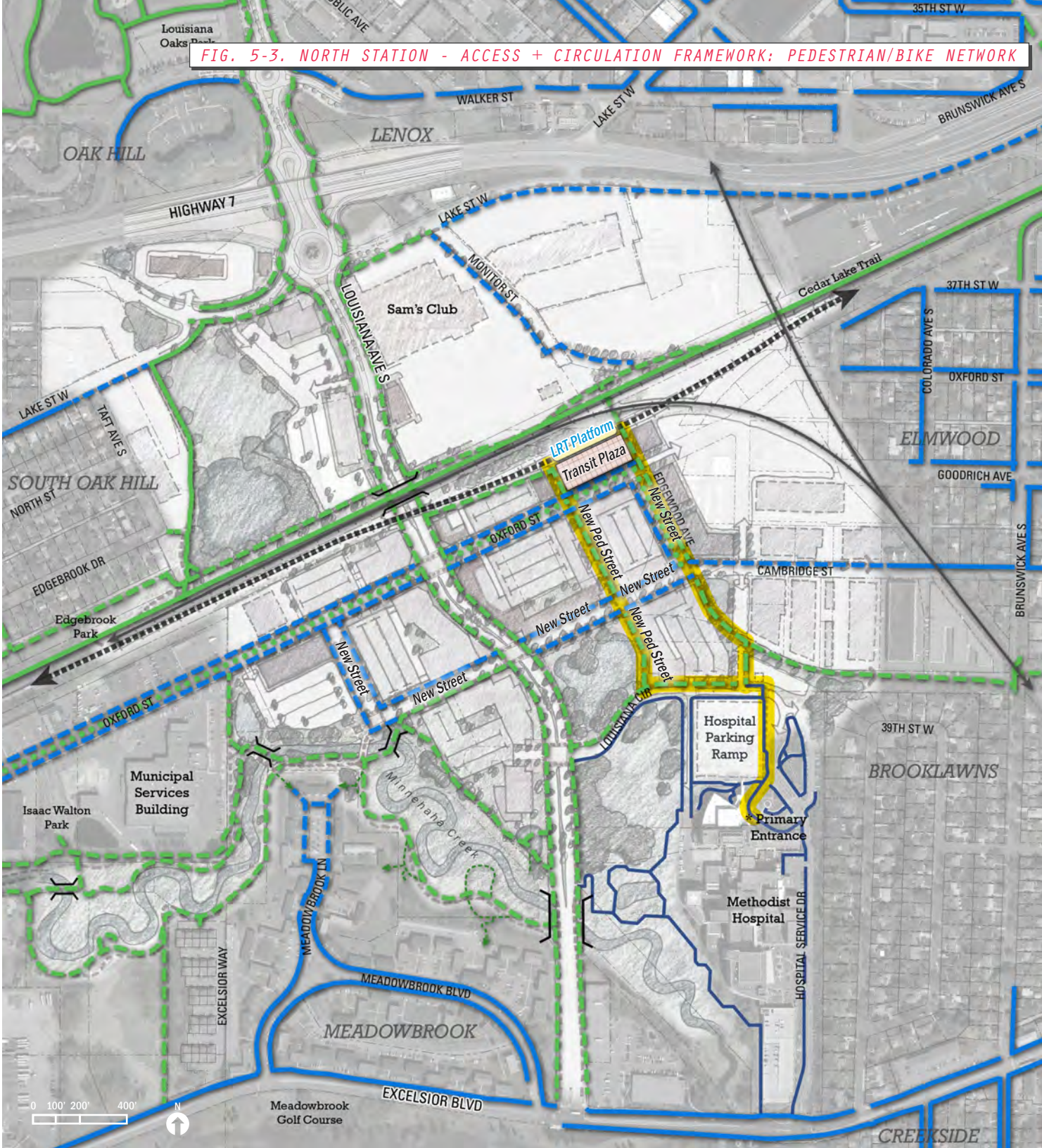
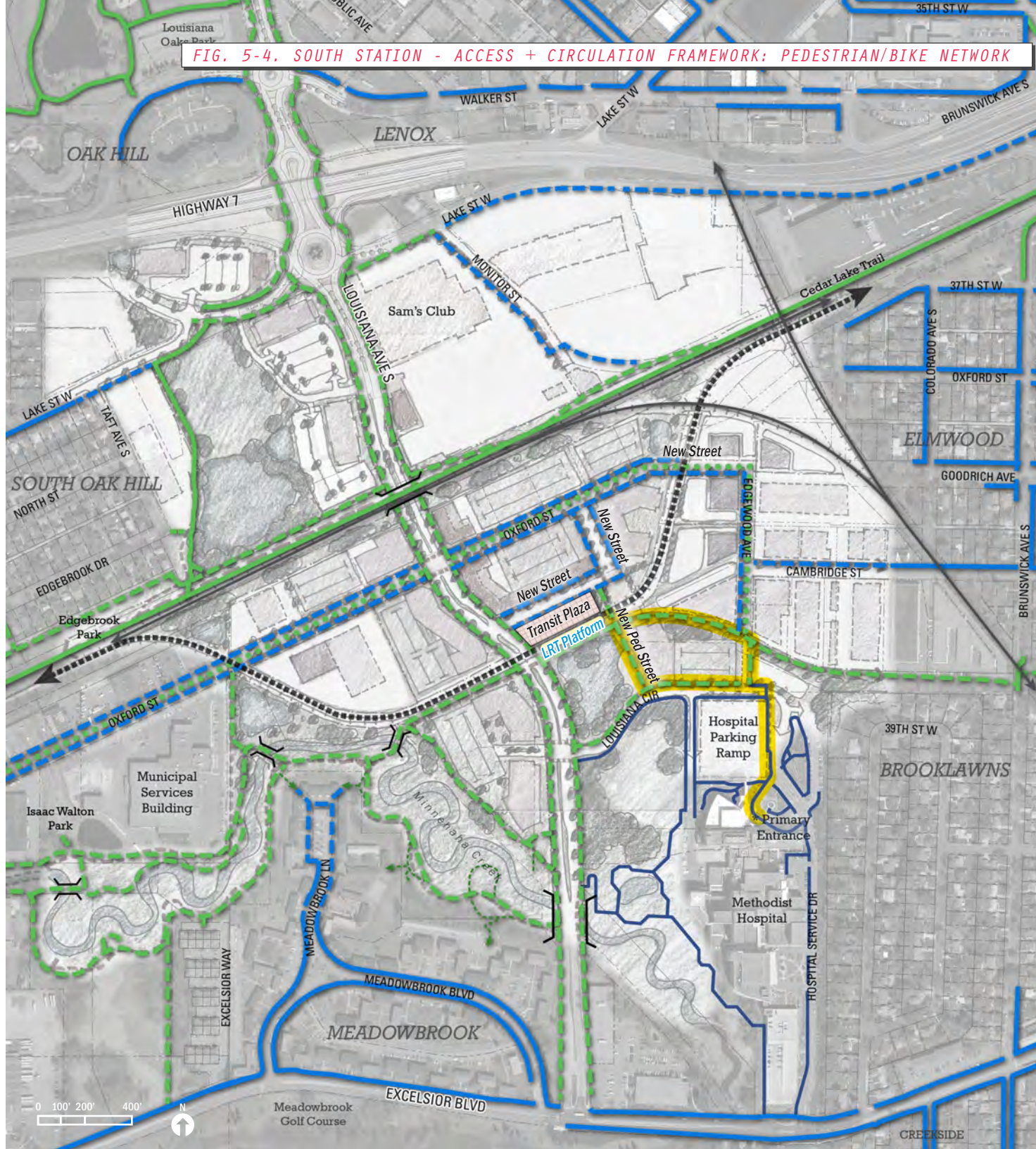


FIG. 5-4. SOUTH STATION - ACCESS + CIRCULATION FRAMEWORK: PEDESTRIAN/BIKE NETWORK



EXISTING SIDEWALK

PROPOSED SIDEWALK

EXISTING MULTI-USE PATH

PROPOSED MULTI-USE PATH

ON-STREET BIKEWAY

PRIVATE SIDEWALK/TRAILS

PRIMARY HOSPITAL-TO-STATION
CONNECTION (see p. 106 for detail)

BRIDGE

LRT ALIGNMENT

FREIGHT RAIL

ACCESS + CIRCULATION FRAMEWORK: HOSPITAL CONNECTION

NORTH STATION HOSPITAL CONNECTION

Creating a safe, comfortable connection between Methodist Hospital and the station platform for the north station alternative near Oxford Street is critical. A pedestrian street off of the west end of the platform is proposed to make a direct connection from the station to the hospital. The pedestrian street would be a well-lit, landscaped corridor helping to frame surrounding development. The corridor could be designed as a four-season street with heated walkways or overhanging heating elements for winter comfort (see p. 79 for details on the pedestrian street connection).



Landscaping and pedestrian amenities help to frame the surrounding development



The linear nature of the pedestrian street should draw the eye of hospital patrons down the walk toward the hospital through the use of landscape materials, tree plantings benches, and pedestrian scaled lights.

FIG. 5-5. NORTH STATION - ACCESS + CIRCULATION FRAMEWORK: HOSPITAL CONNECTION





The Centennial walk on the campus of Northeastern University in Boston, MA provides a strong precedent for the pedestrian walk connection envisioned between the north station location and Methodist Hospital.



Designated off-track, electric people moving vehicles could be used to assist those with mobility issues make their way from the station to the front door of the hospital.



The West End development in St. Louis Park features an arcade (covered walkway) with seating, landscaping, and other pedestrian amenities. Features like awnings and covered walkways will create a more comfortable pedestrian experience and allow for year-round use of the street.



Stormwater treatment from adjacent sites could be incorporated into the open space / landscape areas of the pedestrian street.

LAND USE & DEVELOPMENT FRAMEWORK

The Land Use + Development Framework illustrates the future potential for creating a central medical/office district that encompasses the core LRT station area. This district is guided to transition from today's suburban medical campus to a more urban mixed-use district and builds upon its existing medical assets to create a broader healthcare/wellness district. The Louisiana Ave station area can leverage the growing demand for healthcare and its proximity to open space/recreational amenities to create a vibrant mixed-use medical/office district. This type of district has great potential to attract investment and employment growth. The existing prevalence of large surface parking lots and low building coverage offers significant opportunities for pursuing more efficient land use, improving parking management, and attracting new development.

As a mixed-use district, the Louisiana core station area is envisioned to be primarily an employment center. While housing is not anticipated to be a major component of the core station area, there may be opportunities for housing as part of mixed-use buildings or adjacent to the station area's open space amenities, such as Minnehaha Creek. The City's Business Park zoning district is intended to allow this type of flexibility for existing industrial areas within the station area.

Outside the core station area, the Land Use + Development Framework supports the potential for continuing industrial land uses and protection of the surrounding residential neighborhoods. To accommodate the future LRT line and station facilities, the existing street network will need to be reconfigured. As a result, the industrial sites adjacent to the core station area may be attractive for intensification, infill, or redevelopment, while the remaining industrial sites may be attractive for reinvestment in or reuse of existing buildings. Site design at the edges of the industrial districts should provide an attractive transition/buffer to the medical/office district and LRT station.

KEY ELEMENTS:

- LRT station
 - » Covered platform area
 - » Open space plaza
 - » Park & ride facility
- Expansion of medical/office district
 - » Existing Methodist Hospital medical campus
 - » Expansion area for related medical/healthcare land uses
 - » Existing and future office/commercial development
- Transition away from large surface parking areas
 - » Promote parking structures
 - » Shared parking opportunities
- Preservation of industrial land uses
 - » East and west of core station area
 - » Potential redevelopment sites adjacent to the core station area due to new rail and street infrastructure
 - » Potential reinvestment in existing buildings farther away from the core station area
- Street level commercial
 - » Adjacent to transit station and plaza
 - » Fronting onto Louisiana Ave
- Highway-oriented business area
 - » Areas near Highway 7, north of existing rail line
 - » Mix of business park and commercial land uses
- Major parks, open spaces and trails
 - » Minnehaha Creek corridor
 - » Cedar Lake LRT Regional Trail
 - » Community and neighborhood parks
 - » Open wetland areas
 - » Stormwater ponding areas
 - » Transit plaza

NORTH STATION CONCEPT:

- LRT station and plaza located at edge of core station area since the existing above-grade freight rail line divides the station area north and south.
- Oxford Street and proposed loop street serve as primary transit streets and focus of potential street level commercial.
- Louisiana Ave serves as transit street and focus of potential street level commercial.

SOUTH STATION CONCEPT:

- LRT station and plaza located centrally in core station area - 360 degree TOD site.
- Louisiana Ave serves as the primary transit street and focus of potential street level commercial.
- Potential for larger medical/office district due to LRT tracks swinging south through the core station area.



- OFFICE MEDICAL DISTRICT

- EXISTING MEDICAL CAMPUS

- INDUSTRIAL (REINVESTMENT)

- INDUSTRIAL (REDEVELOPMENT)

- STREET LEVEL COMMERCIAL

- HIGHWAY COMMERCIAL

- TRANSIT PLAZA

- OFFICE/BUSINESS PARK

- PARK + OPEN SPACE

- EXISTING RESIDENTIAL

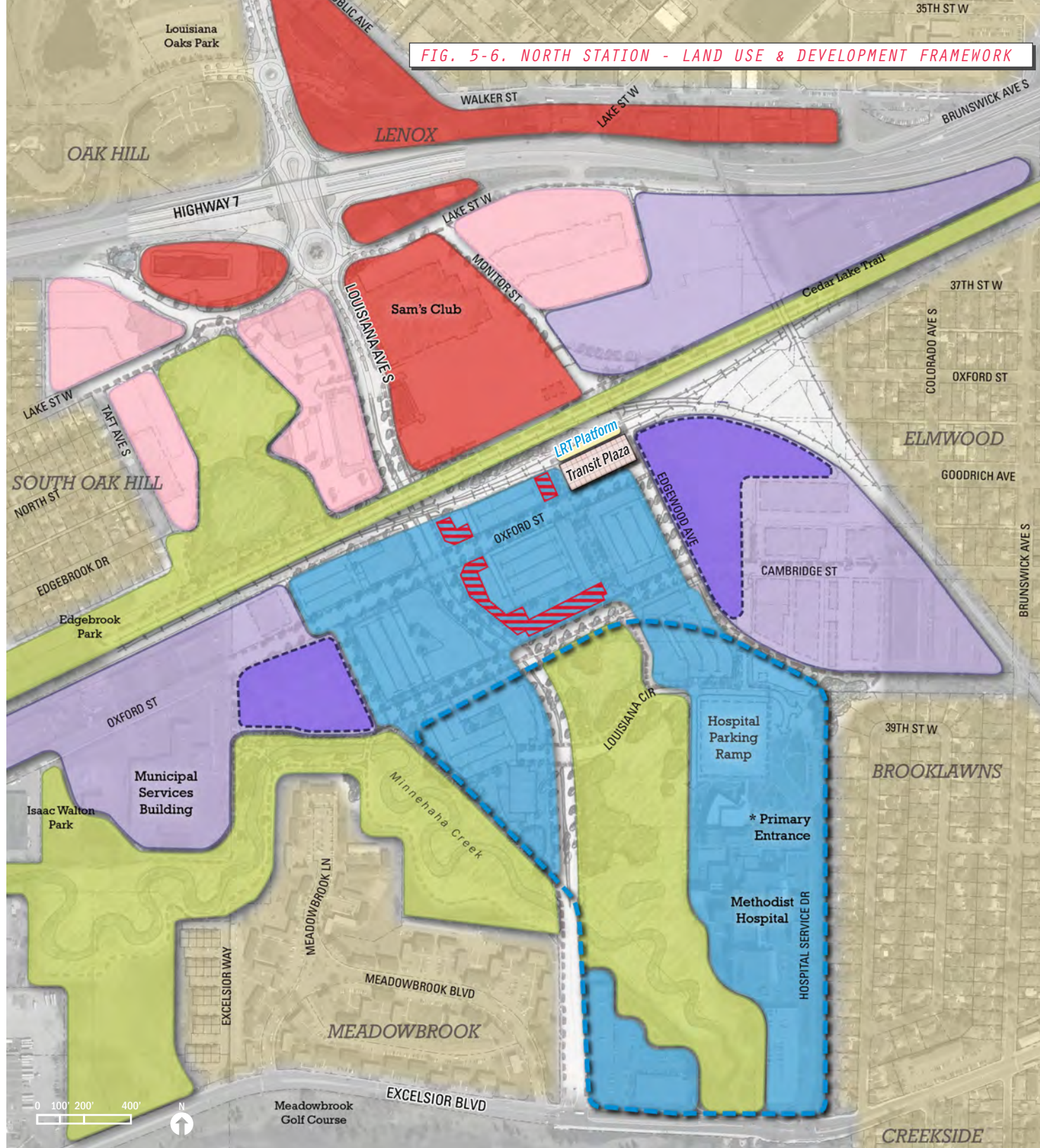
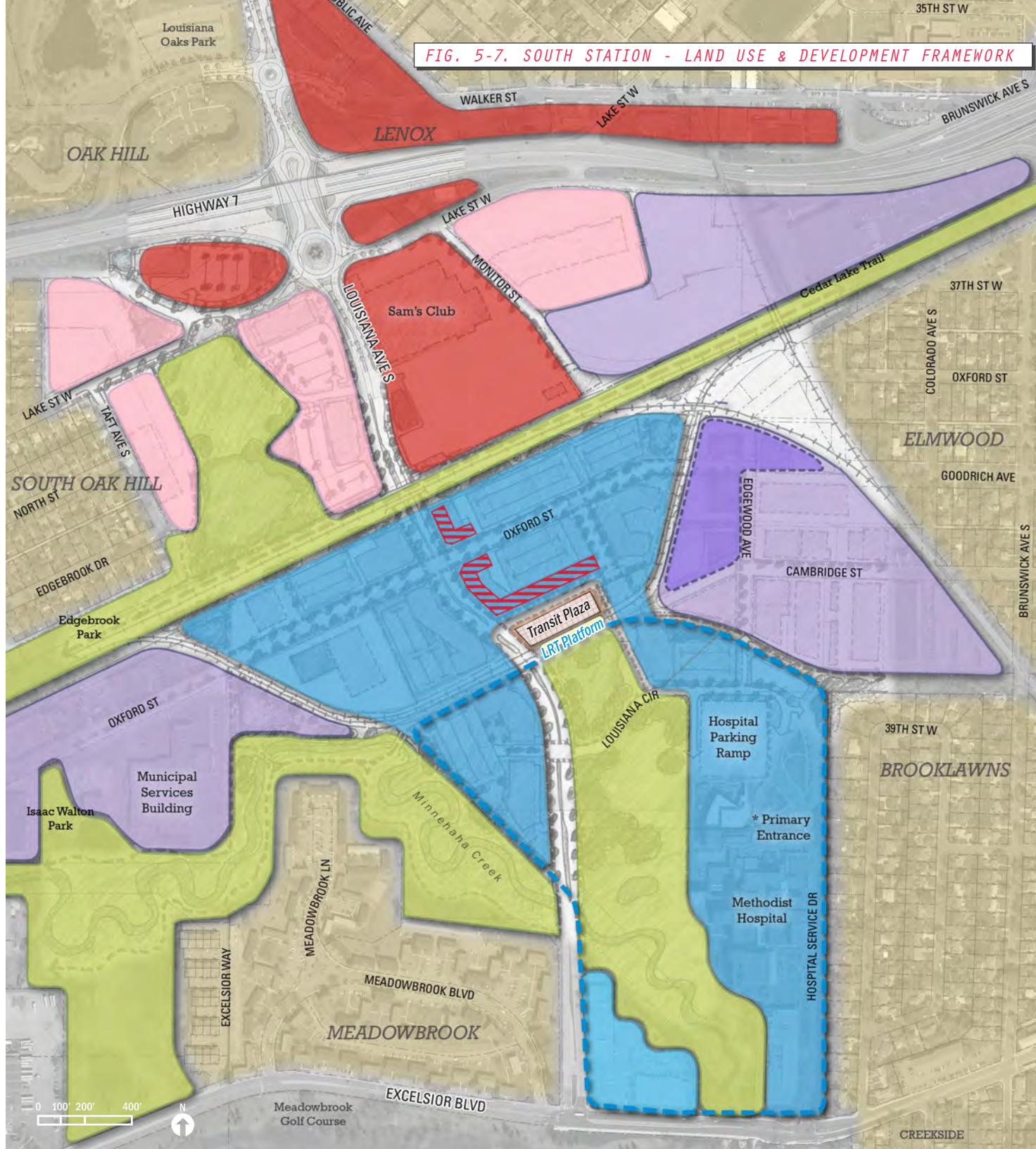



FIG. 5-7. SOUTH STATION - LAND USE & DEVELOPMENT FRAMEWORK



- OFFICE MEDICAL DISTRICT
- EXISTING MEDICAL CAMPUS
- INDUSTRIAL (REINVESTMENT)
- INDUSTRIAL (REDEVELOPMENT)
- STREET LEVEL COMMERCIAL
- HIGHWAY COMMERCIAL
- TRANSIT PLAZA
- OFFICE/BUSINESS PARK
- PARK + OPEN SPACE
- EXISTING RESIDENTIAL

PARKS + OPEN SPACE FRAMEWORK

There is a wealth of existing park, open space and recreation amenities in close proximity to the Louisiana Ave station area, including Minnehaha Creek, community parks, neighborhood parks, Cedar Lake LRT Regional Trail, Meadowbrook Public Golf Course and Lake, open wetland and stormwater ponding areas. The Parks and Open Spaces Framework illustrates how these existing assets could be enhanced, expanded and connected into an open space network that would be very desirable for existing residents, workers and the broader community, but also create an exciting amenity that attracts new development and people to the station area.

Branching out from the Cedar Lake LRT Regional Trail at the center of the station area, the future trails network could create loop trails that connect to the Cedar Lake Trail. The trails network could include a Louisiana transit station loop, Minnehaha Creek loop, medical campus loop, and South Oak Hill loop. The trails network could encompass sidewalks/trails along streets, separate trail corridors (e.g. along Minnehaha Creek), on-street bike lanes, and boardwalks (e.g. Methodist Hospital's open wetland area). A key opportunity for creating strong trail connections east of Louisiana Ave is the potential conversion of the existing freight rail spur to a trail corridor. A key opportunity for better connecting the Meadowbrook Manor residential area to both the overall trail network and future transit station is the addition of bridges across Minnehaha Creek. This proposed trails network would significantly enhance the quality of life for both residents and workers, as well as create a potential recreational destination for the broader community.

Since there are a number of community and neighborhood parks already located in the station area, the Parks and Open Spaces Framework promotes enhancements to existing parks, adding a central transit-oriented open space plaza, and providing convenient,

safe, comfortable, and attractive pedestrian and bicycle connections to the various parks.

As new development occurs in the station area, stormwater management will need to be addressed. The traditional approach has been to handle the stormwater on each site. Alternatively, stormwater management can be approached more regionally for the entire station area and stormwater management needs can be designed as shared natural areas that are more efficient and also provide visually attractive open areas. For example, an open water feature next to the proposed transit station and plaza could make this area more attractive for public and private investment as well as creating a great public gathering space.

KEY ELEMENTS:

- Connected network of regional and local trails
 - » Cedar Lake LRT Regional Trail
 - » Proposed additional local trail connections to Cedar Lake Trail
 - » New trails along Louisiana Avenue
 - » Planned trails along Minnehaha Creek
 - » Potential trails in freight rail spur connecting to Louisiana Ave and transit station
- Accessible Minnehaha Creek corridor
 - » Canoe launches
 - » Planned creekside trails and bridges
 - » Methodist Hospital wetlands and boardwalk
 - » Open wetland area west of Meadowbrook Manor
- Community Parks & Plazas
 - » Proposed Louisiana transit station and plaza
 - » Louisiana Oaks Community Park
 - » Oak Hill Community Park
- Neighborhood Parks
 - » Izaak Walton League/Creekside Park, canoe launch
 - » Meadowbrook Manor Park
 - » Edgebrook Park
 - » Meadowbrook Public Golf Course and Lake
- Attractive stormwater ponding areas
 - » Proposed pond in medical/office district
 - » Pond east of South Oak Hill neighborhood

NORTH STATION CONCEPT:

The North Station concept shows the LRT station and plaza directly adjacent to the Cedar Lake LRT Regional Trail. The primary connections to the overall parks and open space network would be a new street connection between Oxford St and Cambridge St, essentially relocating Edgewood Ave, and a new pedestrian/bike-only corridor between the LRT station and the medical campus. There would be a new trail connection to the Cedar Lake LRT Regional Trail east of Louisiana Ave from the LRT station as well.

SOUTH STATION CONCEPT:

The South Station concept shows the LRT station and plaza more centrally located in the station area as well as the parks and open space network. Multiple east-west and north-south sidewalks/trails would connect directly to the LRT station and plaza. The LRT station and plaza would front onto the proposed open water feature on the south side of the LRT tracks, creating a very visual link to the station area's open space network. Proposed east-west The LRT station would be connected to the Cedar Lake LRT Regional Trail via Louisiana Ave.



- PARKS

- OPEN SPACE

- EXISTING MULTI-USE PATH

- PROPOSED MULTI-USE PATH

- PROPOSED BOARDWALK (MCWD)

- PROPOSED TRAIL (UNPAVED)

- ON-STREET BIKEWAY

- PRIVATE WALKWAY

- ON-STREET TRAIL CONNECTION

- WETLAND/OPEN WATER

- STORMWATER POND

- CANOE LAUNCH

- BRIDGE

- LRT ALIGNMENT

- FREIGHT RAIL

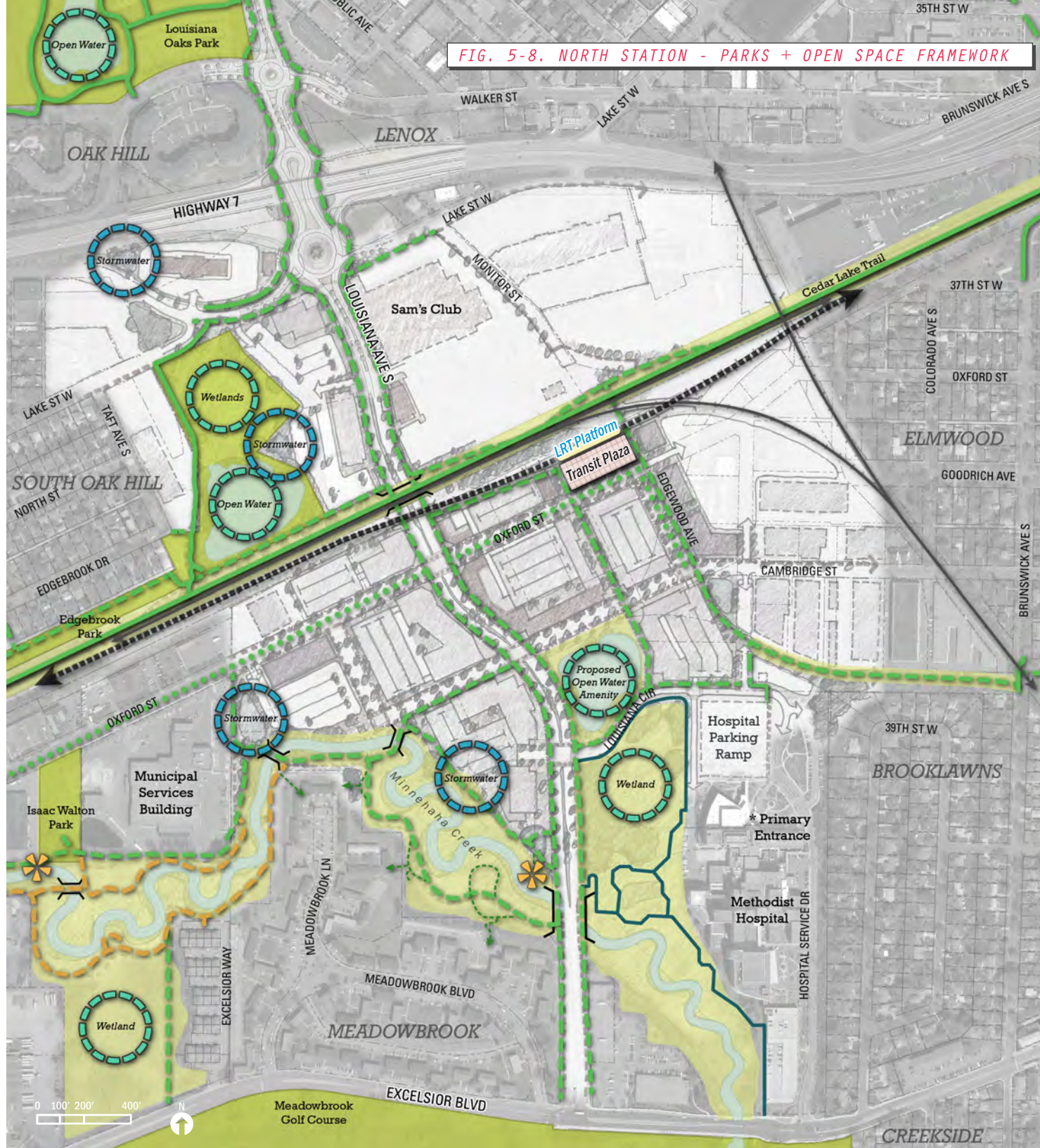
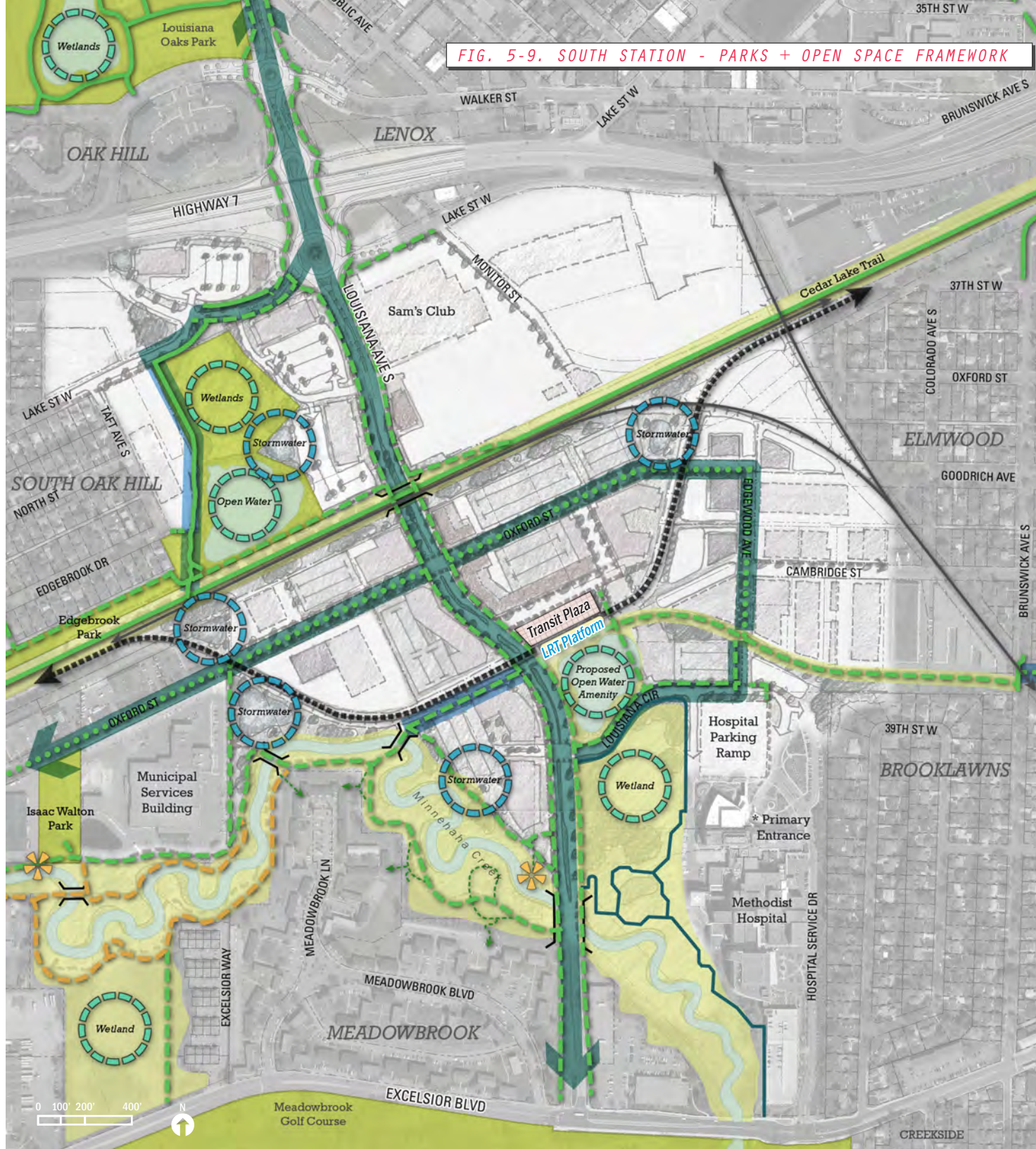



FIG. 5-9. SOUTH STATION - PARKS + OPEN SPACE FRAMEWORK



- PARKS**
- OPEN SPACE**
- EXISTING MULTI-USE PATH**
- PROPOSED MULTI-USE PATH**
- PROPOSED BOARDWALK (MCWD)**
- PROPOSED TRAIL (UNPAVED)**
- ON-STREET BIKEWAY**
- PRIVATE WALKWAY**
- ON-STREET TRAIL CONNECTION**
- WETLAND/OPEN WATER**
- STORMWATER POND**
- CANOE LAUNCH**
- BRIDGE**
- LRT ALIGNMENT**
- FREIGHT RAIL**

ILLUSTRATIVE MASTER PLAN: NORTH STATION

Purpose of an Illustrative Master Plan

The illustrative master plan is intended to visualize the general pattern and types of streets, blocks, buildings, parking areas, open spaces, and trails that is preferred in the long-term evolution of the Louisiana station area. Based upon the anticipated location of the future LRT line and station, the illustrative master plan shows future development that is transit-oriented and would involve a combination of public infrastructure improvements (e.g. streets, trails, transit plaza) and private intensification, reuse, infill, and redevelopment of properties. In general, the master plan is intended to illustrate preferred station area features, including a complementary mix of land uses, how buildings can be oriented to streets, appropriate heights for buildings, parking management needs, improved multi-modal access network, and a strong public realm.

With the transit station located adjacent to the existing freight rail corridor and to the east of Louisiana Ave, the key transit street will be Oxford Street. A new transit loop street east and west of Louisiana Ave, which includes Oxford Street, will enable people to get to the station a number of ways from Louisiana Ave, Cambridge Street, Cedar Lake LRT Regional Trail, a new trail in the vacated switching wye corridor, pedestrian bridge crossing of Minnehaha Creek, and from the medical campus via a new pedestrian corridor (approximately 1/4 mile). A park & ride facility will be just to the west of the station. It will be important to create an attractive and safe transit station by providing transit-oriented amenities at and around the station. The illustrative master plan shows the potential for a transit plaza that has buildings fronting onto it from three sides, with the station on the fourth side. Since the station will be located at the edge of the expanded medical/office district and adjacent to the industrial district, the buildings will range from 1-4 stories. The new pedestrian corridor between the station and the medical campus will also be lined with 3-5 story buildings and green space to make it an inviting and safe travel route and gathering place.

Louisiana Ave and the transit loop street will be the priority streets and have 3-5 story medical/office buildings lining them. With the removal of the switching wye, the existing medical campus has the potential to expand northward toward the station along the pedestrian corridor. Opportunities for street-level retail/restaurant businesses are likely to be in multi-story mixed-use buildings along the east side of Louisiana Ave, near the medical campus green space, and possibly adjacent to the transit station.

Parking will be primarily located in below- or above-ground structures that do not front onto Louisiana and the transit loop street, as much as possible. Surface parking lots are shown behind buildings.

East and west of the core station area, the light industrial districts will have predominantly 1-2 story industrial/commercial buildings.

North of the rail lines and the core station area, a mix of office, retail and other commercial buildings will be oriented to Louisiana Ave as much as possible to create a more attractive and safe entry to the core station area, particularly for neighborhood residents to the north. Outside of the Louisiana Ave corridor, 1-2 story industrial/commercial buildings.

FIG. 5-10. NORTH STATION - ILLUSTRATIVE MASTER PLAN



- OFFICE
- LIGHT INDUSTRIAL (REINVESTMENT)
- LIGHT INDUSTRIAL (REDEVELOPMENT)
- RETAIL
- OTHER COMMERCIAL
- PLAZA
- PARKS + OPEN SPACE
- PARKING RAMP
- PEDESTRIAN CONNECTIONS

ILLUSTRATIVE MASTER PLAN: SOUTH STATION

With the southern alignment of the LRT line, the transit station is more centrally and located directly adjacent to Louisiana Ave where the LRT line crosses Louisiana. The key transit street is Louisiana Ave and access to the station is focused on Louisiana Ave. A smaller transit loop street east of Louisiana Ave facilitates circulation for connecting buses and the park & ride, which will be located about a block north of the station. In addition to Louisiana Ave, key connections to the station are a short pedestrian corridor to the medical campus, a trail connection to the Meadowbrook neighborhood, and a trail connection in the vacated switching wye corridor for neighborhood residents to the east.

The illustrative master plan shows 4-6 story buildings clustered around the station and along Louisiana Ave, creating active, safe and interesting streets for all travel modes. The heart of the station area is comprised of the station, transit plaza, an open water feature, expansion of the medical campus to create a “front door” right at the station, and street-level retail/restaurant businesses in multi-story mixed-use buildings facing the station and Louisiana Ave.

Parking will be primarily located in below- or above-ground structures that do not front onto Louisiana and the transit loop street, as much as possible. Surface parking lots are shown behind buildings.

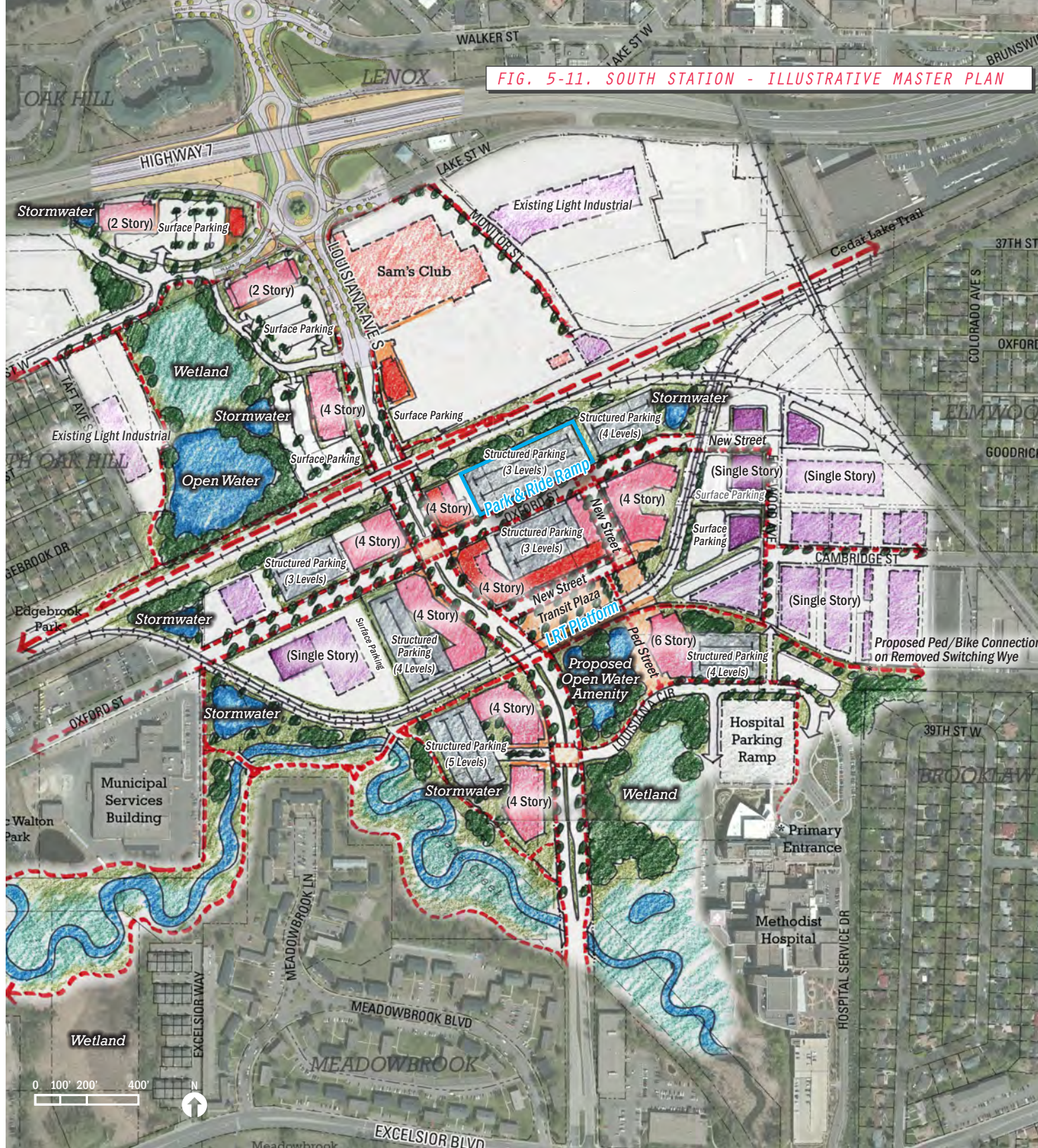
East and west of the core station area, the light industrial districts will have predominantly 1-2 story industrial/commercial buildings.

North of the rail lines and the core station area, a mix of office, retail and other commercial buildings will be oriented to Louisiana Ave as much as possible to create a more attractive and safe entry to the core station area, particularly for residents of neighborhoods to the north. Outside of the Louisiana Ave corridor, 1-2 story industrial/commercial buildings.

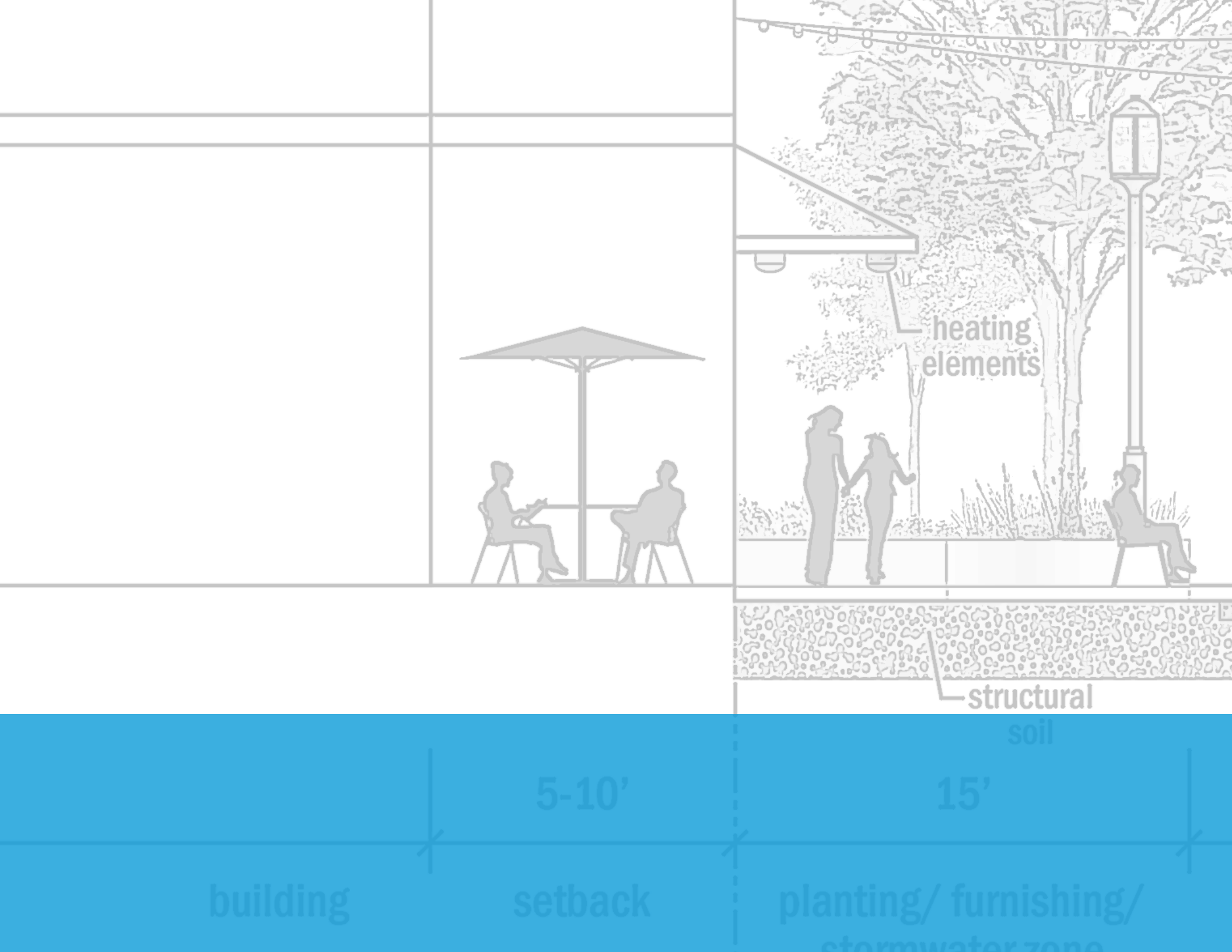
Implementing the Master Plan with a Form-Based Code

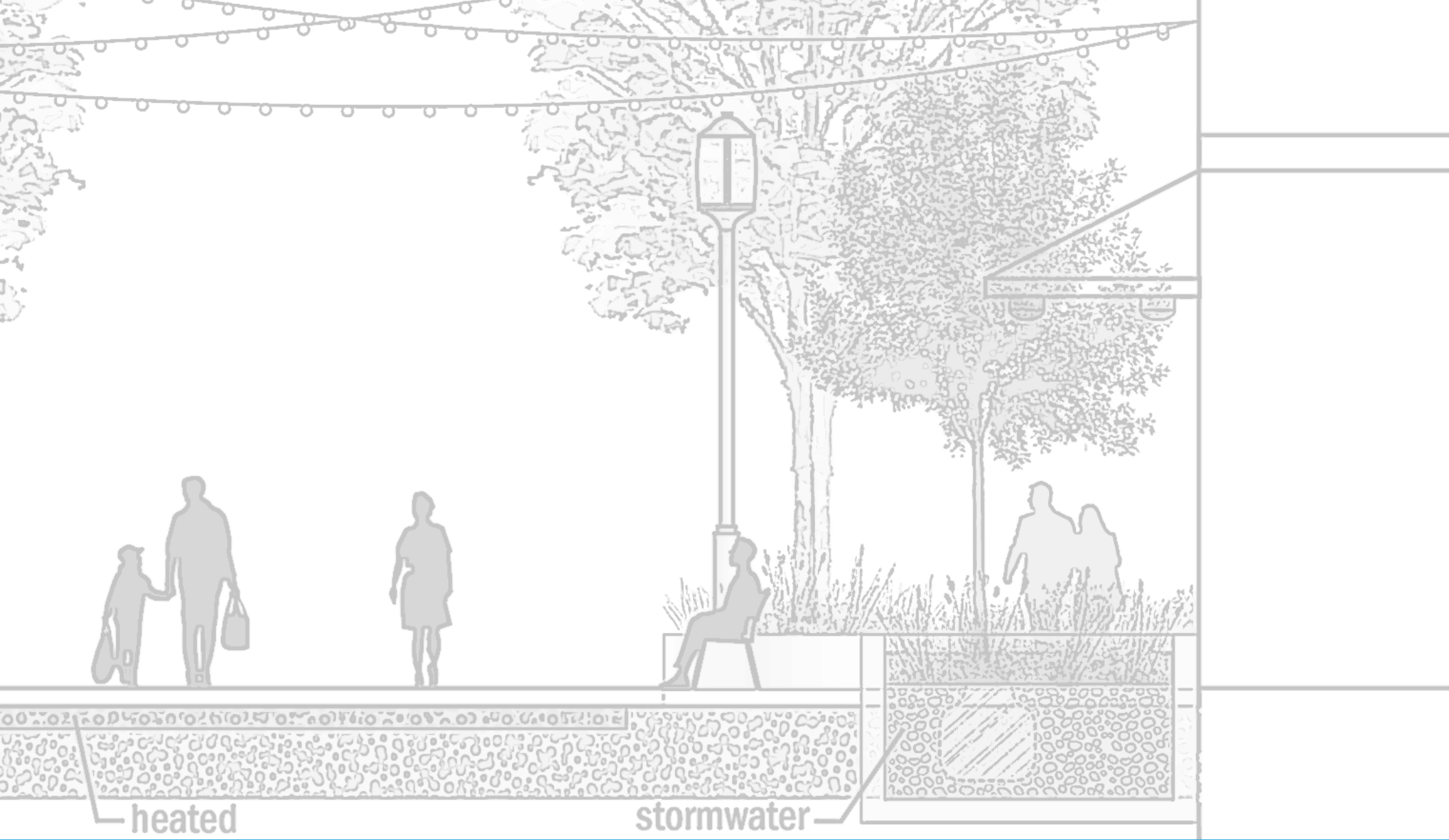
In order to implement the Louisiana station area master plan, the City is exploring the potential for establishing a form-based code for the station area. The intent of a form-based code is to regulate development to ensure high-quality public spaces defined by a variety of building types and uses, with increased flexibility on the mix of land uses. The new code will likely incorporate a regulating plan, building form standards, street standards (plan and section), use regulations as needed, descriptive building or lot types, and other elements needed to implement the principles of functional and vital urbanism and practical management of growth.

FIG. 5-11. SOUTH STATION - ILLUSTRATIVE MASTER PLAN



- OFFICE
- LIGHT INDUSTRIAL (REINVESTMENT)
- LIGHT INDUSTRIAL (REDEVELOPMENT)
- RETAIL
- OTHER COMMERCIAL
- PLAZA
- PARKS + OPEN SPACE
- PARKING RAMP
- PEDESTRIAN CONNECTIONS





PART 3: DESIGN GUIDELINES

20'

15'

5-10'

pedestrian zone

planting/ furnishing/
stormwater zone

setback



DESIGN GUIDELINES **ACCESS + CONNECTIVITY**

The design of the streets, sidewalks, and streetscape will play a critical role in enhancing the character of the Louisiana Station Area and promoting a safe and pedestrian-oriented environment. Elements such as street widths, trees, lighting, street furniture, and pavement materials must be integrated to ensure that a truly pedestrian oriented district will evolve here. The pedestrian realm is a significant aspect to the success of the station area. It is important to create a safe and legible route to the station for residents of the surrounding neighborhood.

In addition to creating a pedestrian oriented environment, the following guidelines prescribe the implementation of sustainable infrastructure. These guidelines are intended to establish a new standard for the City with regard to green infrastructure. Through promotion of sustainable elements, such as permeable hardscaping and the incorporation of stormwater treatments elements in the public realm, the guidelines will assist in creating vital and enduring public spaces.

Overview

As the primary conduit for people moving to and from the station area, through the use of multiple modes of transportation the character of these public spaces has significant importance to the station area. The following design guidelines focus on the design of streets and the public realm.



On-street parking, wide sidewalks pedestrians and amenity zones against the building for seating or display areas should be incorporated into the streetscape design for mixed use areas.



Broad areas for pedestrian only circulation should be considered, particularly between the station and the hospital.

Goals

Unified streetscape design: Street trees as defining the streetscape rhythm; integrated site furnishings; regular pedestrian-oriented lighting; minimizing cluttering elements.

Universal design: Generous, unobstructed sidewalks; curb ramps for all users; accessible pedestrian signals.

Integrating pedestrians with transit: Transit rider amenities at key stops; safe, convenient pedestrian routes to transit; mutual features that benefit pedestrian safety and comfort and transit operations, such as bus pull-outs and boarding islands.

Improved street ecology: Stormwater elements within the landscape boulevards and landscape areas, the use of porous pavers for the parking and sidewalks.

Extensive greening: Healthy, well-maintained urban forest; expanded sidewalk plantings; efficient utility location to provide more potential tree planting locations.

Space for public life: Safe, useable public seating for neighborhood gathering; landscaping; reclaiming of excess street space for public use; space for outdoor cafe and restaurant seating and merchant displays, particularly around the station area.

Enhanced pedestrian safety: Safe, convenient pedestrian crossings; curb radii and curb bump-outs that slow traffic, shorten crossing distance, and enhance visibility; pedestrian countdown signals and other pedestrian priority signals.

Four season streets: comfortable environments to enhance the movement of people in the public realm throughout the district, especially from the station platform to the primary anchor of the district, Methodist Hospital.



Utilizing boulevard and median areas within street right-of-way should be considered to help manage stormwater treatment.



Flow-through curbs allow stormwater to be treated in specially designed treatment cells along streets.

Design Guidelines

STREET NETWORK + DESIGN

- 1) Breakdown the large existing “superblocks” of development in the station area by creating new street connections that reduce the block size, both east and west of Louisiana Avenue to create a more pedestrian and walkable district.
- 2) Build off of the existing pattern of development established by the freight rail alignment / Cedar Lake LRT trail / Oxford Street to create a navigable grid pattern for the center of the district.
- 3) Create a hierarchy of street types based on roadway design, available right-of-way, and intended adjacent uses to create a multi-functional network of streets and to guide a range of adjacent development types for the district.
- 4) Recognize existing infrastructure investments and right-of-way corridors and build the new street network to maximize redevelopment potential and to create a new pattern and scale of development in the area.



An interconnected system of stormwater treatment trenches should be developed to treat run-off from streets.



The integration of multiple modes of transportation to the station area is critical to the success of the district. Providing designated areas for pedestrians and bicycle commuters, such as the cycle track above, is recommended.



Bike maintenance stations should be considered along major bike routes and at the station.

STREETS (CONT.)

SIDEWALKS

- 1) Provide continuous sidewalks on both sides of the street within each street type (street types are identified later in this section on pages 65 & 66).
- 2) Align sidewalks with one another and connect them to the Methodist Hospital campus and the trails along Minnehaha Creek, providing an unbroken circulation system.
- 3) Provide an expanded pedestrian zone to accommodate anticipated pedestrian traffic levels and allow for street furnishings, lighting, plantings, and outdoor restaurant seating on Business District Streets within the mixed-use areas near the transit station or along loop streets



Provide wide sidewalks for pedestrians with enhanced paving and landscaping. Direct pedestrian connections from the station platform to Methodist Hospital should reflect this level of design.

- 4) Create a broad pedestrian only street should be developed between the north station location and Methodist Hospital (see pages 65 and 72).

WALK/BIKE CROSSINGS

- 1) Minimize the number of curb cuts on sidewalks.
- 2) Provide frequent pedestrian connections between the station platform and Methodist Hospital via walks, trails, and pedestrian streets.
- 3) Provide curb bump-outs at street intersections, wherever feasible, to shorten crosswalk distances, calm traffic, provide areas for street furnishings/landscaping, and delineate limits of on-street parking.

- 4) Provide clearly marked walk/bike crossings at all arterial and collector street intersections with reflective paint, special paving materials, light signal and/or signage alerting motorists to the walk/bike crossing.
- 5) Utilize pedestrian-activated countdown crossing lights at key signalized intersections.



Promote enhanced crosswalks with unique paving and striping.



Utilize countdown signal timings at all signalized intersections.

BIKE FACILITIES

- 1) Explore the potential for incorporating marked bike boxes for bicyclists at signalized intersections.
- 2) Provide multiple bikeway connections to the Station Platform, Methodist Hospital, Cedar Lake LRT Trail, and Minnehaha Creek.
- 3) Provide bike parking/storage facilities at the transit station/shelters/stops along key routes to the station such as Louisiana and Oxford.
- 4) Promote development of free bike maintenance stations that provide amenities, such as a tire pump, tire air gauge, tire levers, tools, etc., along major bike routes and at the station platform.
- 5) Promote expansion of bike sharing facilities (such as Nice Ride) at key destinations as redevelopment occurs.
- 6) Locate bike racks throughout the district to encourage and facilitate biking as a means of transportation. Bike racks should be placed in groups at convenient, safe, well lit paved areas in the building or curb zone. Bike racks should also be provided in parking garages.



Promote the expansion of bicycle sharing programs such as Nice Ride in and around the station area.



Bike maintenance stations should be considered along major bike routes and at the station.



Bike parking / bike racks present opportunities to integrate public art into their design.

BUS FACILITIES

- 1) Utilize the new loop street network off of Louisiana to bring local bus routes along Louisiana Avenue directly to the station platform (for either the north or south station alternative).
- 2) Design and implement bus shelters along Louisiana Avenue with a unique district brand.
- 3) Provide seating, lighting, informational and directional signage, and other pedestrian features.
- 4) Integrate public art into the design of the shelters.
- 5) Sign individual transit stops along Louisiana and direct riders to the station platform or stops along Louisiana Avenue.
- 6) Coordinate development proposals with long-term bus transit plans for the area.



Bus shelters should be designed with appropriate lighting and site furnishings and are an opportunity for creative expression.

STREETS (CONT.)

LIGHTING

- 1) Design streetscape lighting to accommodate both the vehicular traffic but also at a comfortable and safe light level for pedestrians.
- 2) Utilize a similar family of fixtures for the lighting design of all public streets within the district. Variation of pole height, mounting height, and accessories to be dictated by streetscape type.



Street lighting should be designed to accommodate the roadway and pedestrian zones and can help define the district.

STREET PLANTING

- 1) Plant street trees at regular intervals appropriate to the root structure and canopy of the tree species chosen.
- 2) Plant a minimum of two tree species per block face.
- 3) Install similar mix of street tree species and spacing on both sides of the street within a given block.
- 4) Plant native tree and plant species, whenever possible, to protect and restore the unique character and environmental qualities of Minnehaha Creek, reduce maintenance, reduce carbon emissions, and reduce the urban heat island effect.
- 5) Plant low-maintenance/drought-tolerant plants and trees to reduce irrigation needs; consider allowing exceptions for higher-maintenance materials in areas with high pedestrian traffic and community gathering spaces.
- 6) Plant appropriate native species for tree trenches to enhance stormwater filtration potential.
- 7) Use structural soils where street trees are planted within a paved strip.
- 8) On mixed-use streets, select plant materials that minimize visual obstruction of businesses facing the street.
- 9) Install flowering plants in hanging baskets or planters along mixed-use corridors and commercial streets to create a welcoming pedestrian environment and contribute to the unique identity of the Louisiana Station Area.
- 10) Prohibit plant materials, fencing, or landscape improvements greater than 18 inches in height within sight lines of any street intersection or driveway.
- 11) Prohibit artificial plant materials.



Plant street trees at regular intervals and utilize appropriate native species for stormwater treatment tree trenches.



Native plant materials and landscape elements should be incorporated into the streetscape design.

STREET FURNISHINGS

- 1) Place street furnishings (benches and seating, trash/recycling receptacles, bollards, bike racks, kiosks, etc.) at transit stops, building entry areas, plazas, near Minnehaha Creek, and along the Business District Streets.
- 2) Utilize a consistent design palette (style, materials, and color) of street furnishings that are visually interesting and reflect the character of the medical district and St. Louis Park to contribute to a strong sense of community identity.
- 3) Provide street furnishings that enhance the comfort, accessibility, safety, and functionality of the streetscape.
- 4) Utilize street furnishings that are made of durable materials, easily maintained/repaired, and are locally available, when feasible.
- 5) Install street light poles that accommodate banners, flower baskets, and holiday decorations that will improve the visual character and identity of the street.
- 6) Provide a mix of pedestrian-scale street light fixtures along Business District Streets and taller, more functional fixtures within the same family of fixtures for the industrial areas beyond.



Pedestrian amenities such as arbors, benches, seat walls and landscaped areas should be integrated into the public realm.



Create a unified streetscape appearance across all streetscape types in the district with similar lighting, seasonal banners, landscape plantings, signage and pedestrian oriented features.



Broad pedestrian walkways should be developed with landscaping and site furnishings.



Utilize native plant materials and street trees planted at regular intervals.

STREETS (CONT.)

STREET TYPOLOGY

Figures 6-1 and 6-2 highlight the proposed street network for the north and south station options and indicate where various street types apply. See the following pages for detailed street sections, dimensions, and descriptions of key features for the types listed below. These street sections are intended to express the design intent and key characteristics or features of each street type. As redevelopment begins to take place in the station area, more detailed design of the streets should occur.

LOUISIANA AVENUE
"HWY 7 INTERCHANGE"



LOUISIANA AVENUE "TRANSIT"



LOUISIANA AVENUE "GATEWAY"



OXFORD STREET "MIXED USE/OFFICE"



OXFORD STREET "INDUSTRIAL"



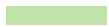
BUSINESS DISTRICT STREET



PEDESTRIAN STREET



LOUISIANA CIRCLE (PRIVATE ACCESS)



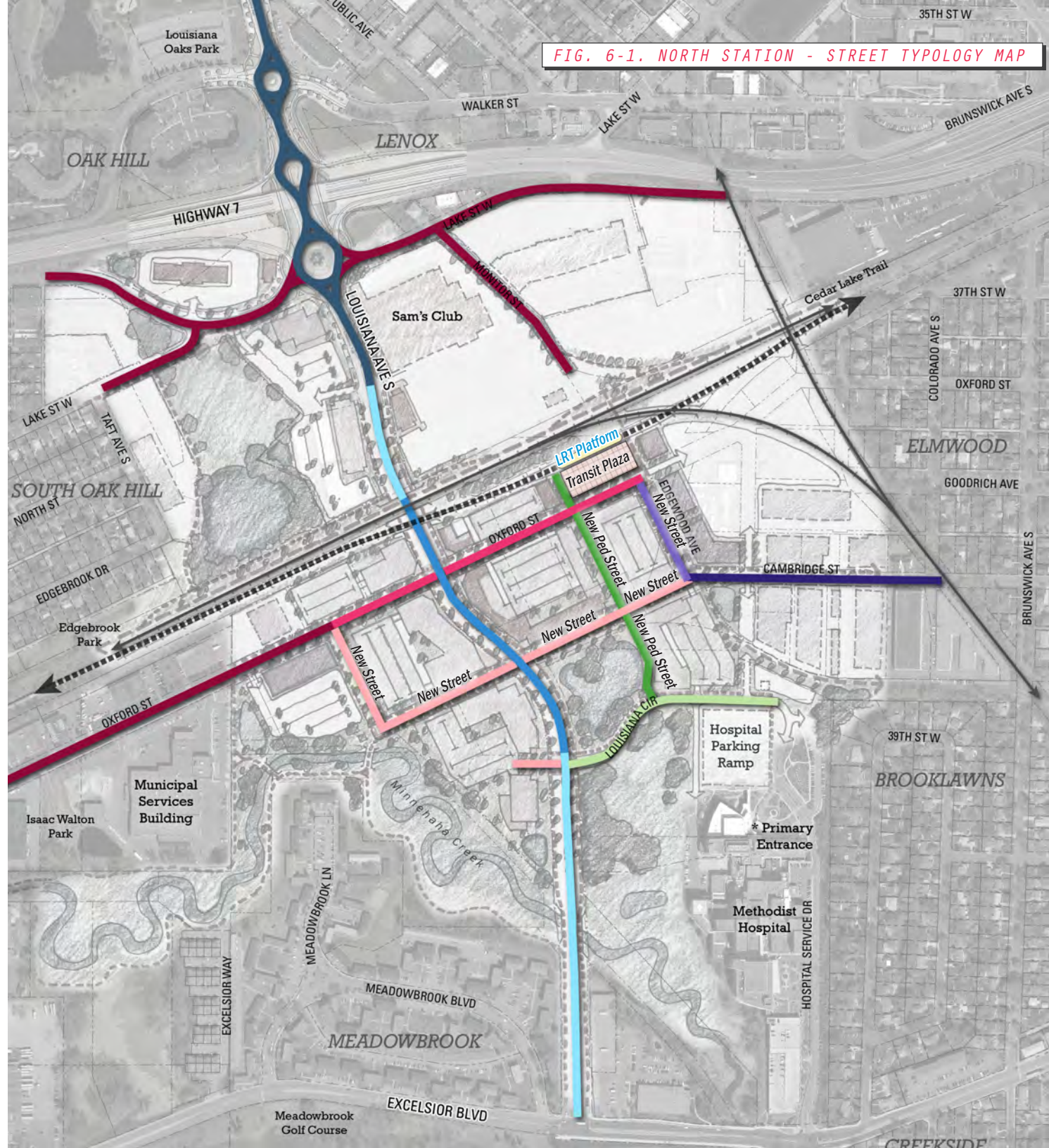
EDGEWOOD AVENUE "INDUSTRIAL/
TRANSITION"

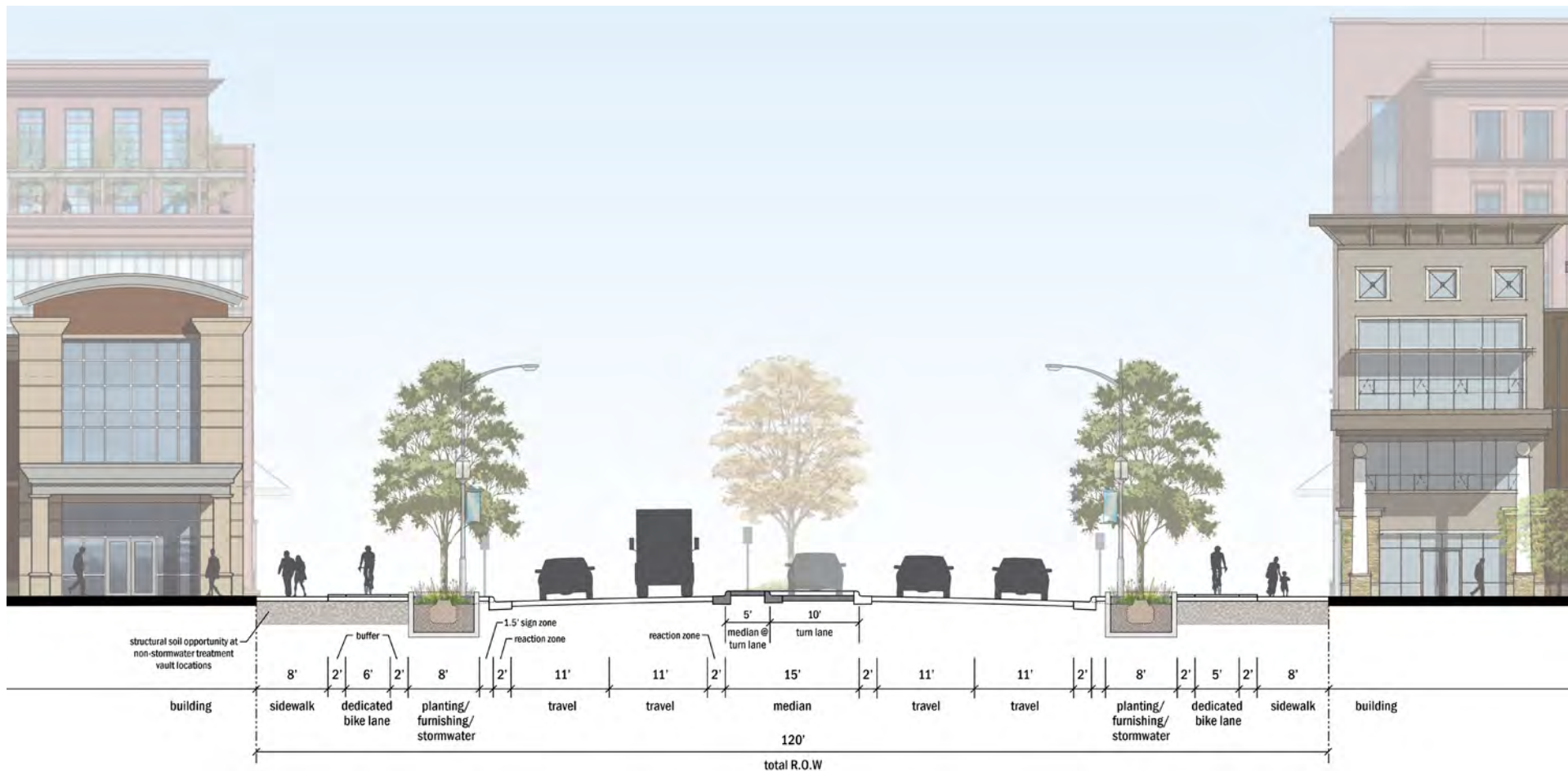


CAMBRIDGE STREET "INDUSTRIAL"



FIG. 6-1. NORTH STATION - STREET TYPOLOGY MAP





LOUISIANA AVENUE "TRANSIT"

This typology applies to the portion of Louisiana Avenue from the rail bridge south to Louisiana Circle. The section above accommodates bikes in dedicated off-street bike lanes that run alongside the pedestrian walkways. Bikes and pedestrians are buffered from automobile traffic by landscaping and trees. The street features pedestrian-friendly furnishings and dimensions suited to mixed used development and active street-level uses.

Design Features:

- Sidewalks
- Dedicated off-street bike lanes
- Tree trenches with stormwater treatment
- Streetscape furnishings (seating, planters, trash receptacles, bike racks)
- Roadway and pedestrian scale lighting
- Signage/wayfinding
- Enhanced intersection (markings, special paving, countdown traffic signals, ADA features)

Dimensional Criteria:

- Right-of-way width: 120' Typical
- Pavement width: 67'
- Sidewalks: 8'

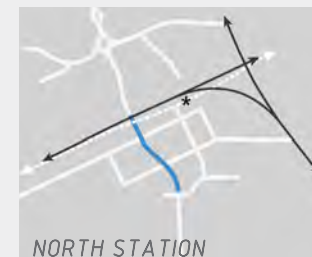
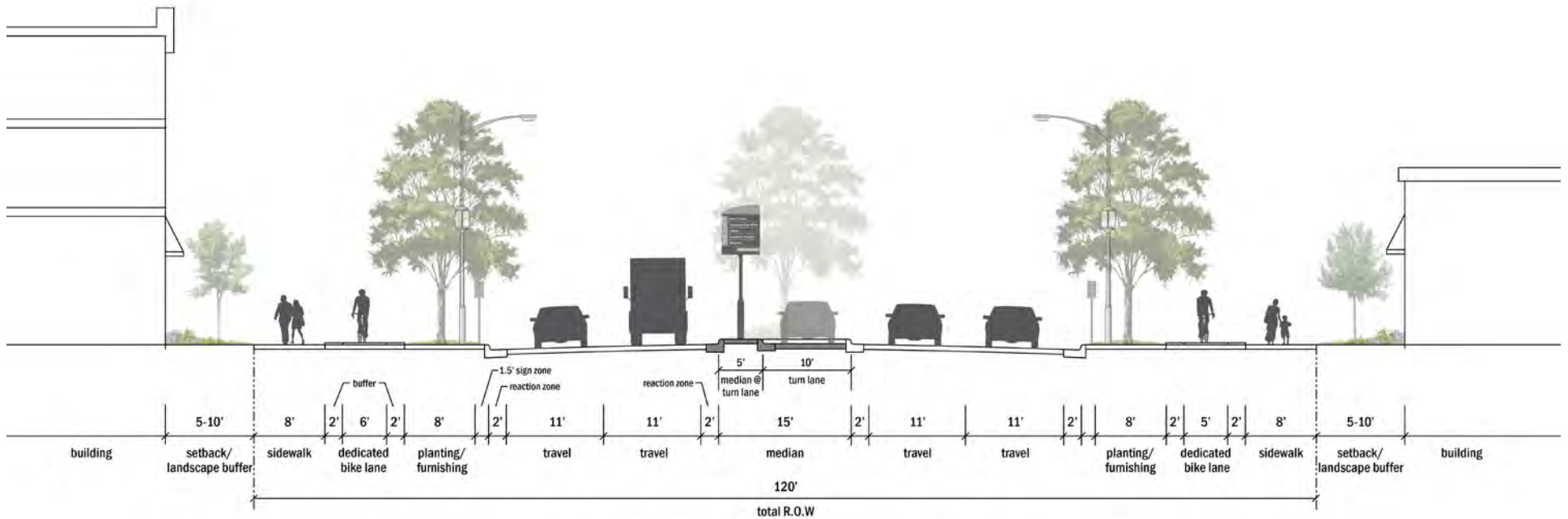


FIG. 6-4. STREET SECTION - LOUISIANA AVENUE "GATEWAY"



LOUISIANA AVENUE "GATEWAY"

This typology applies to the portion of Louisiana Avenue outside of the transit-oriented core. These gateway areas into the proposed health/medical district accommodate bikes in dedicated off-street bike lanes that run alongside the pedestrian walkways. Bikes and pedestrians are buffered from automobile traffic by landscaping and trees. Light industrial/office/flex development is set back from the sidewalk and buffered by landscaping. Prominent gateway and wayfinding signage directs pedestrians and drivers to the station and other destinations.

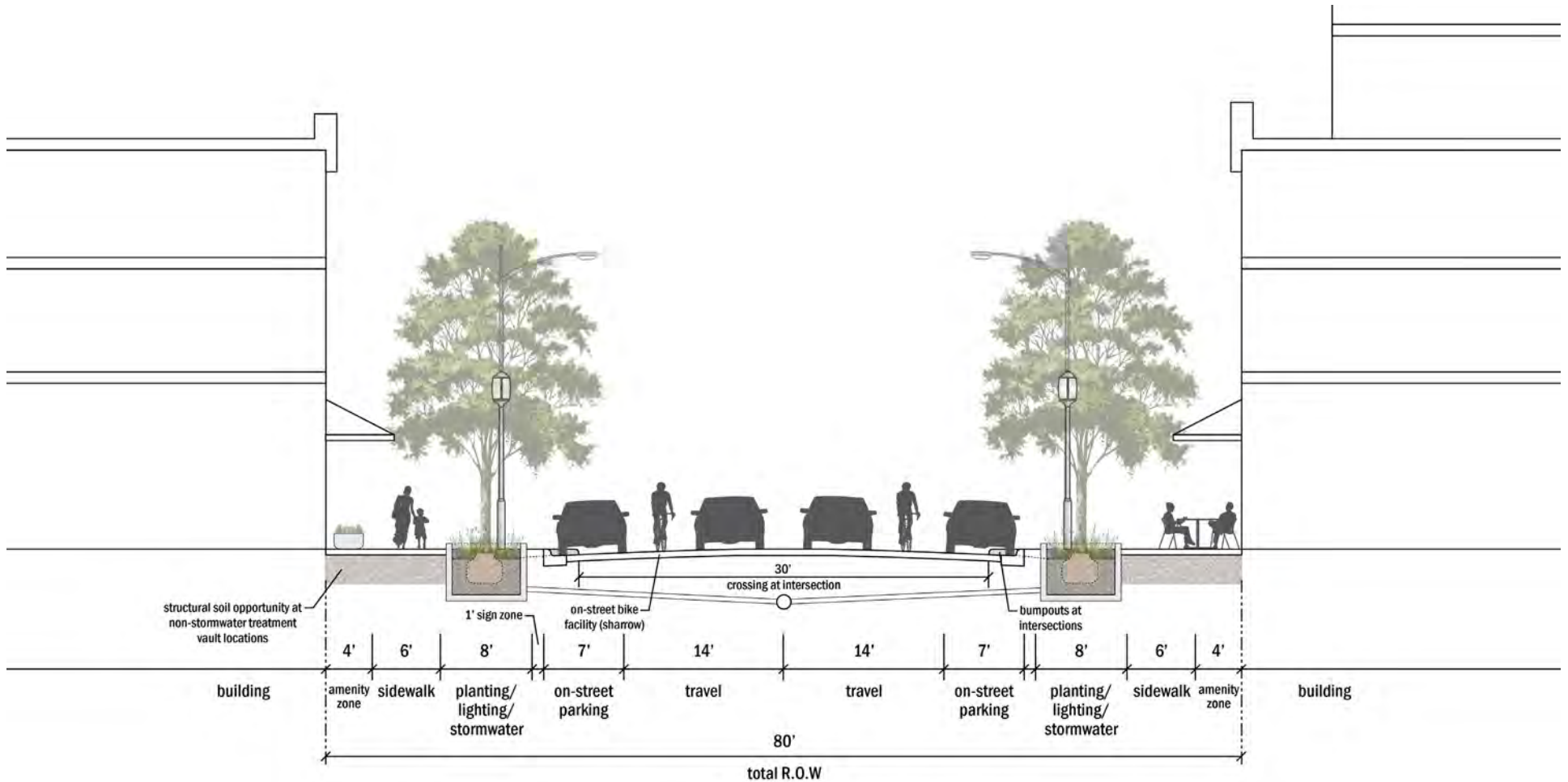
Design Features:

- Sidewalks
- Dedicated off-street bike lanes
- Street trees and planting
- Street and pedestrian scale lighting
- Signage/wayfinding
- Enhanced intersection (markings, special paving, countdown traffic signals, ADA features)

Dimensional Criteria:

- Right-of-way width: 120' typical
- Pavement width: 67'
- Sidewalks: 8'





OXFORD STREET "MIXED USE/OFFICE"

This typology applies to portions of Oxford Street closest to the station platform. As shown in the section above, pedestrian-friendly street furnishings, tree planting, lighting, and active frontages contribute to a more walkable environment. Shared lane markings (or "sharrows") indicate that bikes and cars share the road in this section, accommodating bikes in on-street facilities.

Design Features:

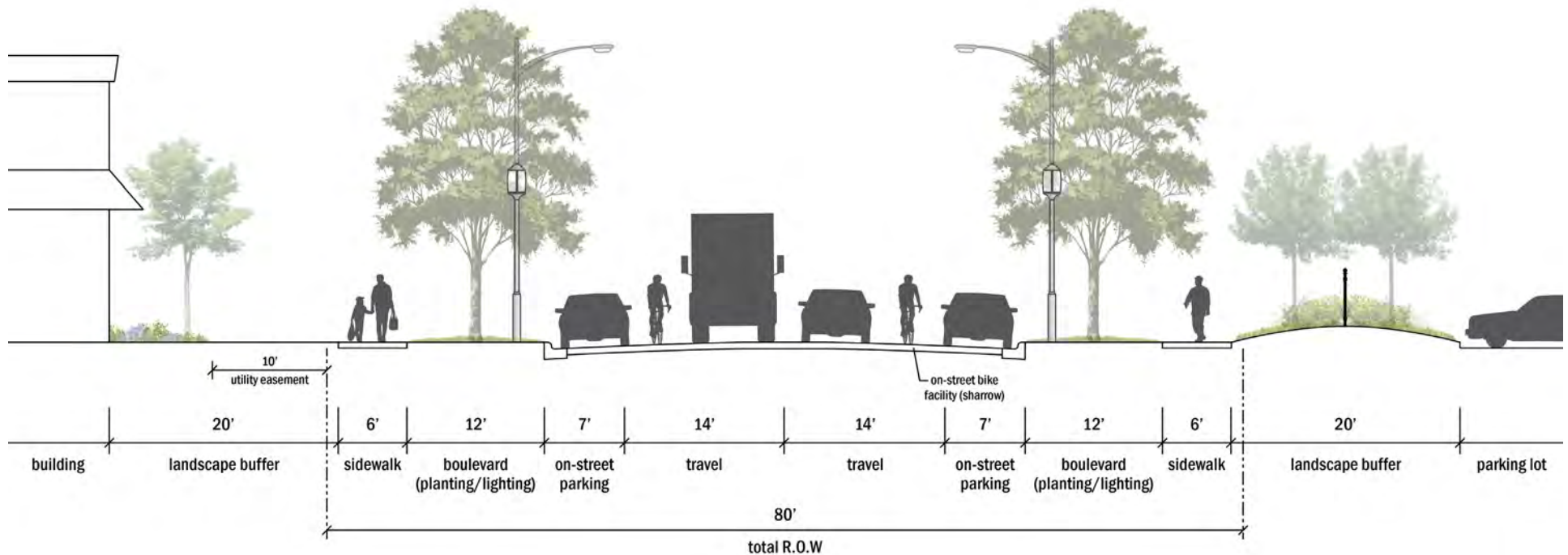
- Sidewalks
- On-street bike facility (sharrows)
- Tree trenches with stormwater treatment
- Streetscape furnishing (seating, planters, trash receptacles, bike racks)
- Street and pedestrian scale lighting
- Signage/wayfinding
- Bump-outs and other intersection enhancements (markings, special paving, countdown traffic signals, ADA features)

Dimensional Criteria:

- Right-of-way width: 80'
- Pavement width: 36'; 30' at intersections
- Sidewalks: 8' typical; 14' at building entrances and intersections



FIG. 6-6. STREET SECTION - OXFORD STREET "INDUSTRIAL"



OXFORD STREET "INDUSTRIAL"

This typology applies to portions of Oxford Street outside of the core station adjacent areas where light industrial development predominates. A wide boulevard buffers pedestrians from the roadway. Shared lane markings (or "sharrows") indicate that bikes and cars share the road in this section, accommodating bikes in on-street facilities. 14-foot travel lanes accommodate potential truck traffic to industrial parcels. Buildings and surface parking lots are set back from the sidewalk and buffered by landscaping/berms.

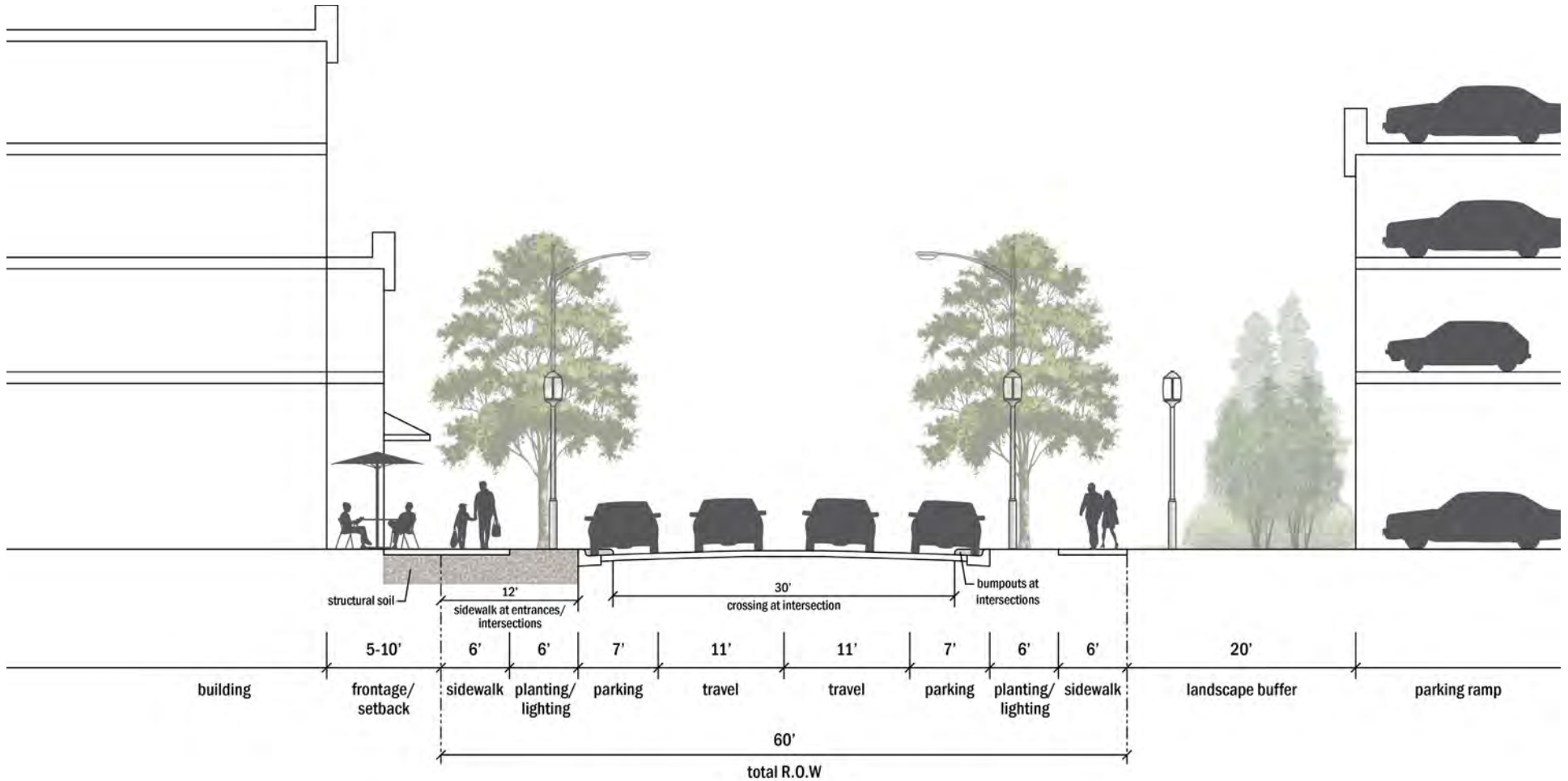
Design Features:

- Sidewalks
- On-street bike facility (sharrows)
- Street trees and planting
- Street and pedestrian scale lighting
- Signage/wayfinding
- Enhanced intersection (markings, special paving, countdown traffic signals, ADA features)

Dimensional Criteria:

- Right-of-way width: 80'
- Pavement width: 42'
- Sidewalks: 6'





BUSINESS DISTRICT STREET

This typology applies to new roadways that will be integrated into the street network to break down the existing industrial superblocks. As shown in the section above, pedestrian-friendly street furnishings, tree planting, lighting, and active frontages contribute to a more walkable environment. Parking ramps are set back from the street and screened with landscaping.

Design Features:

- Sidewalks
- Streetscape furnishing (seating, planters, trash receptacles, bike racks)
- Street and pedestrian scale lighting
- Signage/wayfinding
- Bump-outs at intersections
- Enhanced intersection (markings, special paving, countdown traffic signals, ADA features)
- Landscaping screen along parking ramps

Dimensional Criteria:

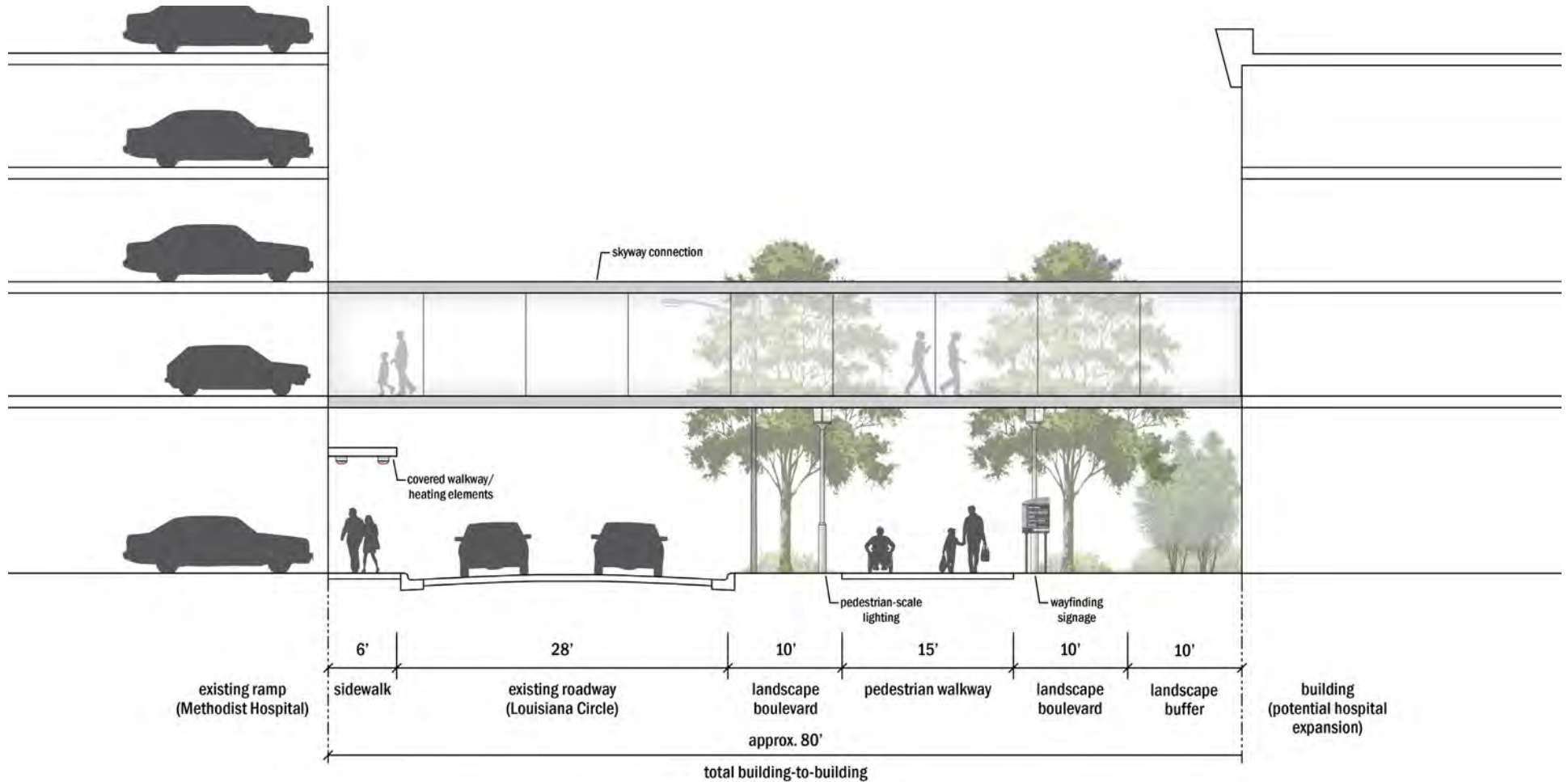
- Right-of-way width: 60'
- Pavement width: 36'; 30' at intersections
- Sidewalks: 6' typical; 12' at building entrances and intersections



NORTH STATION

SOUTH STATION

FIG. 6-8. STREET SECTION - LOUISIANA CIRCLE



LOUISIANA CIRCLE (PRIVATE ACCESS ROAD)

Louisiana Circle is a private access road that serves as the North entrance to Methodist Hospital. The proposed section retains the existing sidewalk on the south side of the street along the parking ramp and adds a 15-foot pedestrian walkway on the north side to strengthen pedestrian connections between the station platform and the hospital. Wayfinding signage and pedestrian lighting help to direct visitors to the hospital, station, and other destinations. A skyway between the parking ramp and potential hospital expansion buildings provides an important link for the hospital campus as well as an additional protected route to and from the station.

Design Features:

- Sidewalk (existing on south side)
- Enhanced pedestrian walkway (north side)
- Native landscape area
- Street and pedestrian scale lighting
- Signage/wayfinding
- Enhanced intersection (markings, special paving, countdown traffic signals, ADA features)

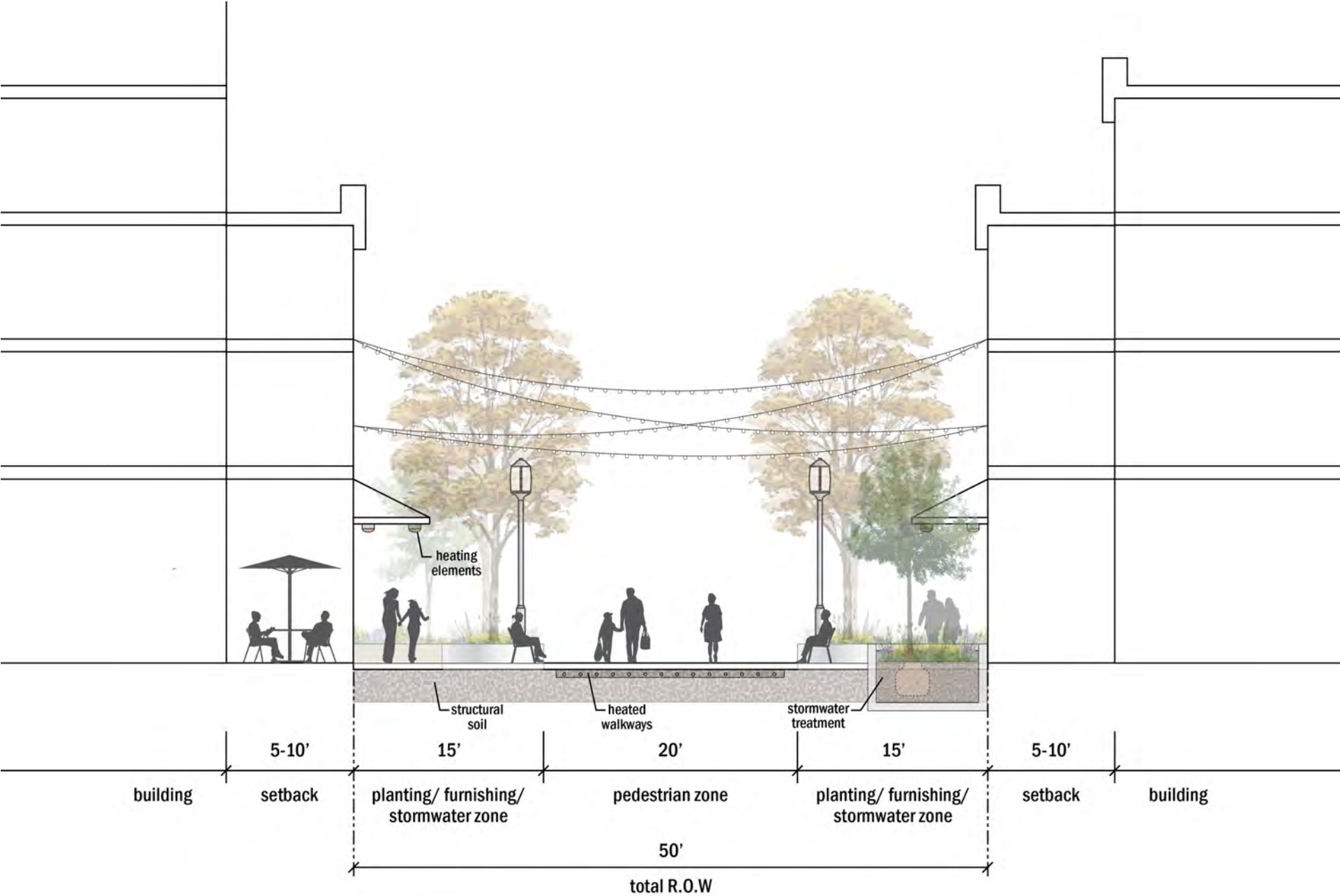
Dimensional Criteria:

- Building-to-building width: approx. 80'
- Pedestrian Walkway: 15'
- Pavement width: 28'



STREETS (CONT.)

FIG. 6-9. STREET SECTION - PEDESTRIAN STREET



PEDESTRIAN STREET

The pedestrian street is a key feature of the north station street network, designed to facilitate connection between the station platform and Methodist Hospital to the south. The pedestrian street should function as a four-season street, accessible to pedestrians year-round. Streetscape furnishings such as covered walkways, heating elements, shade trees, water features, and lighting contribute to a comfortable pedestrian environment.

Design Features:

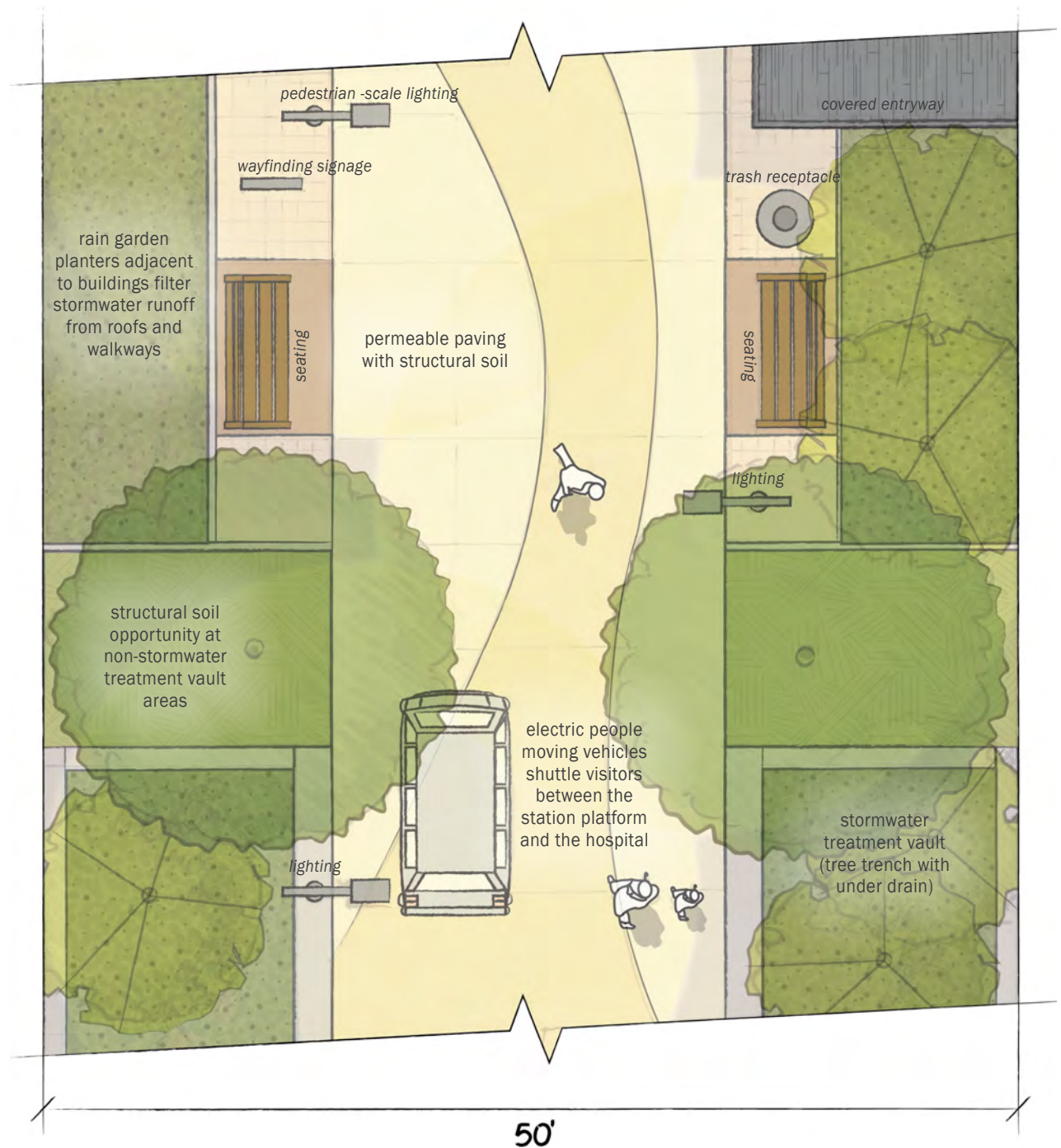
- Streetscape furnishing (seating, lighting, planters, trash receptacles, bike racks)
- Signage/wayfinding
- Four-season street amenities (covered walkways, heating elements, heated walkways, shade trees, etc.)
- Festive pedestrian scale street lighting (string lights, lanterns, street lamps, etc.)
- Banners, signs, or other vertical elements
- Potential to integrate stormwater treatment from adjacent buildings

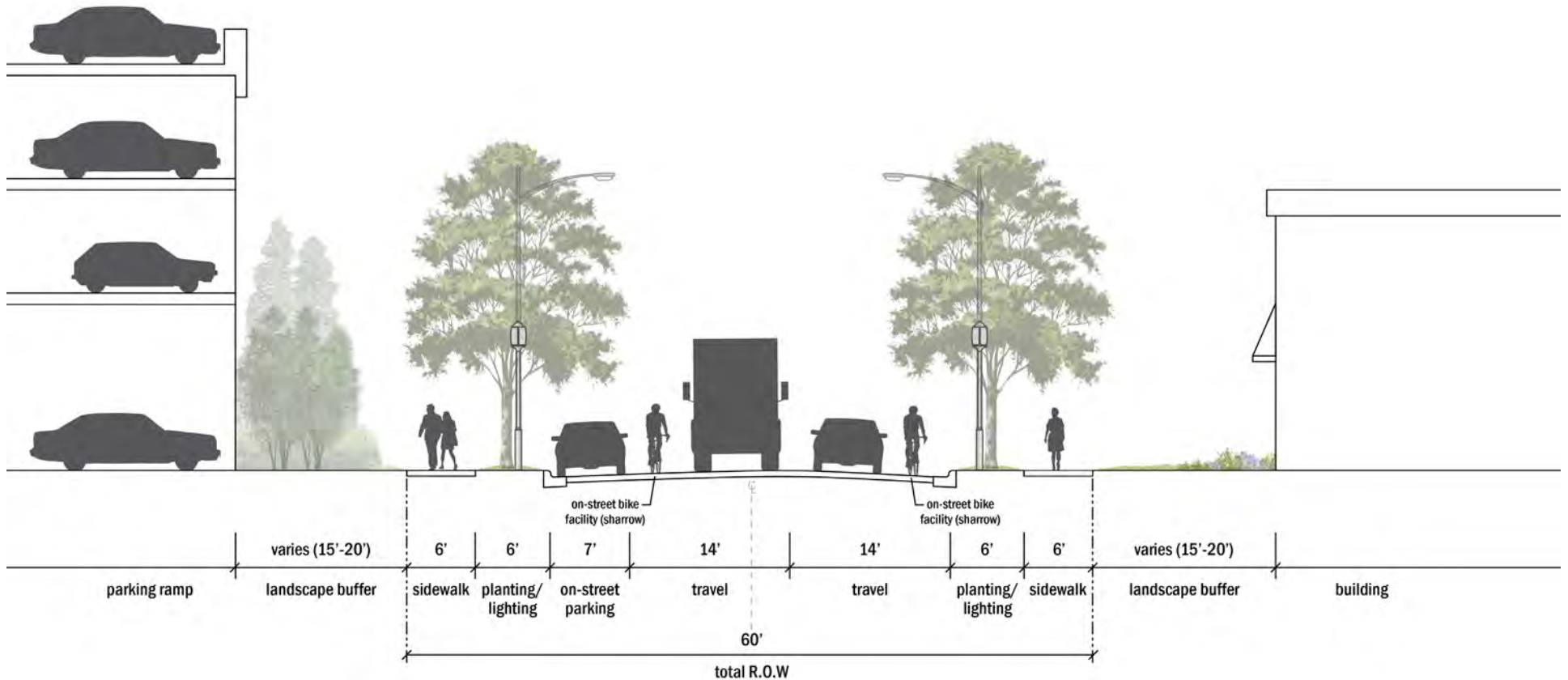
Dimensional Criteria:

- Right-of-way width: 50'
- Primary pedestrian zone: 20' continuous
- Frontage/walkway zone: Varies



FIG. 6-10. PEDESTRIAN STREET PLAN (TYPICAL SEGMENT)





EDGEWOOD AVE "INDUSTRIAL/TRANSITION"

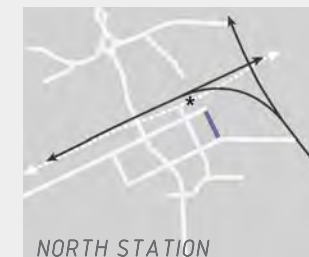
This typology is featured in the north station street network and is a unique transition zone between the mixed use/urban segments of Oxford Street and the light industrial areas outside of the station core. Both sides of the street feature 6-foot sidewalks. Shared lane markings (or "sharrows") indicate that bikes and cars share the road in this section, accommodating on-street bike connections between the station and the hospital (as well as neighborhoods to the south). 14-foot travel lanes accommodate potential truck traffic to industrial parcels.

Design Features:

- Sidewalks
- On-street bike facility (sharrows)
- Street trees and planting
- Street and pedestrian scale lighting
- Signage/wayfinding
- Enhanced intersection (markings, special paving, countdown traffic signals, ADA features)

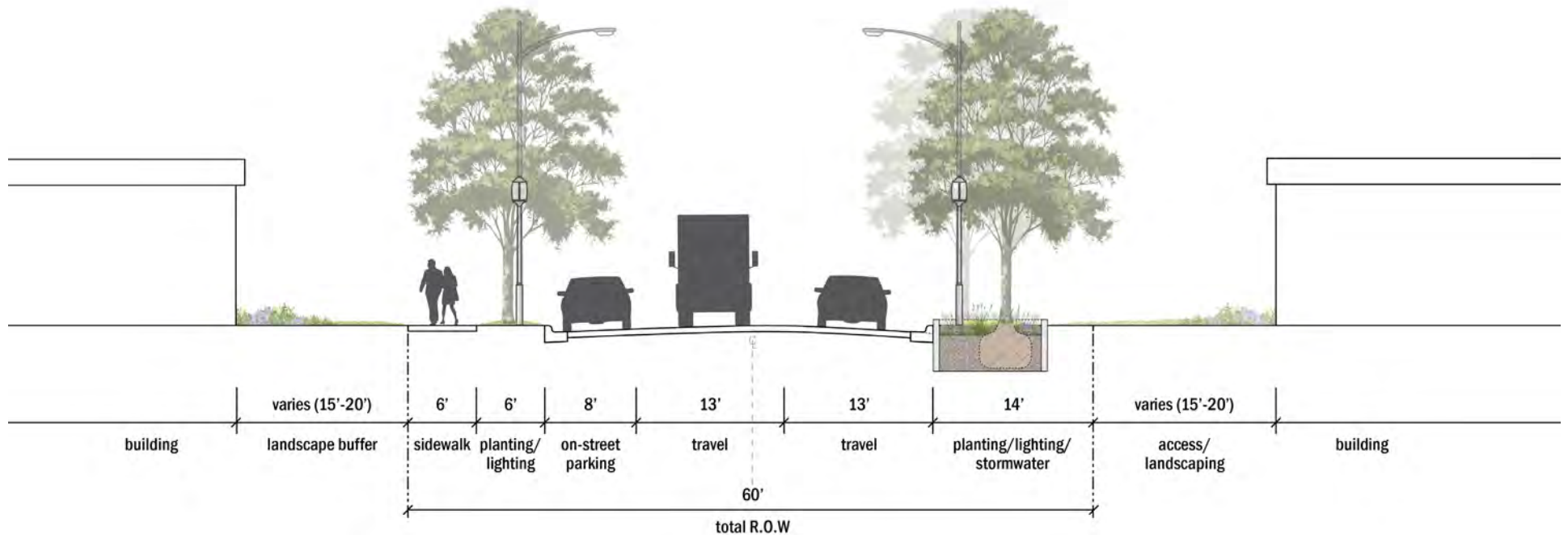
Dimensional Criteria:

- Right-of-way width: 60'
- Pavement width: 35'
- Sidewalk: 6'



NORTH STATION

FIG. 6-12. STREET SECTION - CAMBRIDGE STREET "INDUSTRIAL"



CAMBRIDGE STREET "INDUSTRIAL"

This typology applies to the existing industrial segment of Cambridge Street between Edgewood Ave and the freight rail. The north side of the street features a 6-foot sidewalk, while the south side features a wider boulevard/furnishing zone for planting and stormwater treatment. Buildings are set back from the street and buffered with landscaping where possible. 13-foot travel lanes accommodate potential truck traffic to industrial parcels.

Design Features:

- Sidewalk on west side of street
- Multi-use trail on east side of street
- Street trees and planting
- Street and pedestrian scale lighting
- Signage/wayfinding
- Enhanced intersection (markings, special paving, countdown traffic signals, ADA features)

Dimensional Criteria:

- Right-of-way width: 60'
- Pavement width: 34'
- Sidewalk: 6' (north side)



TRANSIT STATION

Overview

The transit station will become a hub of activity. The design of the architecture and site elements should provide a recognizable brand for those travelling along the Southwest LRT Corridor, creating a welcoming environment to the health and wellness district.

Goals

Multi-modal functionality: Bikes, buses, park and ride users and kiss and ride users all will interact at the station. Allowing for the overlapping functions of all of these modes of transit is paramount.

Provide a secure environment: Enhanced lighting, and increased visibility from surrounding public streets and plazas as well as surrounding development will help insure eyes on the station.

Create a community space: The integration of a plaza space and other public gather areas should be considered.

Become the focal point of the district: Particularly for the south station alternative, the central location off of Louisiana Avenue, near the potential future front door of Methodist Hospital and central to surrounding redevelopment, the station and adjacent transit plaza are prominent, focal elements for the district.



The activity around the transit station will provide opportunities for public gathering.



Functional, memorable architecture of the station and supportive transit facilities will help create a brand for the district.



Providing protection from the elements with enclosures and canopies should be considered for the transit station and bus stops along Louisiana Avenue.

Design Guidelines

TRANSIT-ORIENTED DEVELOPMENT

- 1) Orient surrounding development to front on the station and transit plaza to increase visibility.
- 2) For the south station location, the station area and plaza should provide the focus for activity with mixed use development to the north of the new mixed use street connection east of Louisiana Avenue.

WALK/BIKE ACCESSIBILITY

- 1) Provide a high level of pedestrian features along all public streets in the station area.
- 2) Create a legible network of bike and pedestrian connections to the station along public streets and trail corridors.

BUS/SHUTTLE ACCESSIBILITY

- 1) Site and design transit shelters and stops as integral elements of the streetscape with features that use patterns and materials reflecting the overall character of the Louisiana Station Area.

- 2) Encourage the shelters, seating, lighting, and bike parking at major transit stops, particularly along Louisiana Avenue.

SAFETY, SECURITY, AND COMFORT

- 1) Provide a comfortable environment for the transit station and transit plaza area and along the pedestrian street leading to Methodist Hospital (north station alternative) during all four seasons of the year. Utilize shade structures, covered or canopy areas, heated walkways, above ground heating elements, enhanced lighting and signage, and pedestrian scaled amenities and features such as benches.

COMMUNITY IDENTITY/PUBLIC ART

- 1) Allow the station area to become an iconic element of the district.
- 2) Work with local artists to assist in the design of key features of the station platform and transit plaza.



The integration of an informal transit plaza near the station provides opportunities for public gathering / festivals.



Bicycle infrastructure such as bike lockers should be integrated into the station design.



Heated sidewalks and other four season street initiatives should be explored in and around the transit station.



Public art should be considered to help create a unique district brand at the station.

WALK / BIKE NETWORK

Overview

A strong pedestrian realm and providing multiple modes of transportation is critical to the success of any transit district. An enhanced network of pedestrian and bike facilities will increase the number of transit riders from the surrounding neighborhoods and Methodist Hospital.

Goals

Connect the surrounding neighborhoods:

Fill in missing sidewalk connections, provide trail enhancements, and make each route to the station safe and comfortable.

Give priority to the pedestrian: Design streets and the public realm with the pedestrian movement first.

Breakdown the scale of large blocks: Introduce new public streets for better circulation and walkability immediately surrounding the station area.

Remove barriers: The switching wye serves as a significant barrier for redevelopment. Removing this rail spur (for either the north or south station location) is a priority.

Design Guidelines

LOCAL NETWORK

- 1) Enhance the connectivity throughout the district and to the station platform by providing pedestrian (sidewalk) connections and bicycle (off-street trail, cycle tracks, sharrows) connections along all streets in the district and in strategic rail road right-of-way or easement areas (switching wye).
- 2) Create a direct, safe, and comfortable connection between the entrance to Methodist Hospital and the station platform, in the case of the north station location, do so with a pedestrian street.
- 3) Create enhanced connections to the Meadowbrook neighborhood by installing a pedestrian bridge over Minnehaha Creek.



Creating a designated bike lane (one way) adjacent to a separate sidewalk for pedestrians is envisioned for Louisiana Avenue.

CEDAR LAKE REGIONAL TRAIL

- 1) Connect the surrounding neighborhoods to the Cedar Lake Regional Trail with a combined network of on-street and off-street bicycle routes.
- 2) Provide a pedestrian tunnel connection from the station, north under the freight rail line to the Cedar Lake Regional Trail in the north station alternative.

MINNEHAHA CREEK/WETLAND TRAILS

- 1) Integrate the Minnehaha Watershed District's plans for enhanced trails on both sides of the creek and anticipate future connections to the public realm of the station area with the construction of new loop streets through the district.



Dedicated bike lanes can be designed with colored concrete and a slightly raised elevation to differentiate from the pedestrian sidewalk.



Provide separate pedestrian routes from designated bicycle lanes.



A dedicated bicycle trail, such as a cycle track, could be developed to connect the hospital to the station off of the east end of the station platform from the north station.



Accommodate bicycle parking in the district.



Pedestrian amenities (benches, landscaping, lighting) are priorities for the district.

WAYFINDING / SIGNAGE

Overview

A unified signage plan will help to knit the district together. A wayfinding / signage system for the district should help residents navigate through the industrial and office development to the station, articulate a direct route from the station to the front door of the Hospital, and identify a way for people to get to the recreational amenities in along Minnehaha Creek and the Cedar Lake LRT Trail.



Create a distinctive style for directional and regulatory signage for the district.



Integrate public art into gateway design



Utilize entry markers at the edges of the district, particularly along Louisiana Avenue, to signify arrival into a unique place.



Create a brand for the open space connections and the pedestrian street connection to the hospital.



The freight rail bridge over Louisiana Avenue is an opportunity for a creative gateway celebration, such as the LED light installation example above.

Goals

Create a Louisiana Brand: Throughout the public realm an integrated network of signage and wayfinding elements should be developed to create an easily navigable experience.

Create a clear route between the Hospital and the Station: Clearly direct hospital patrons from the platform to the main door of the hospital throughout all phases of redevelopment.

Set the edge: Utilize entry markers at the edges of the district to signify the arrival to this unique place.

Celebrate the District: Involve local artists in the development of creative signage and wayfinding elements.

Design Guidelines

- 1) A comprehensive wayfinding system should be developed for the entire station area which is consistent with the City's wayfinding program and requirements. The final design and location of the wayfinding shall be approved as part of the development review process.
- 2) Develop a district gateway marking system
- 3) Enhance the freight rail bridge to signify the arrival to a unique district.
- 4) Utilize the reconstruction of the bridge over Minnehaha Creek at Louisiana as an opportunity to create a district gateway from the south.



Integrating informational kiosks with maps to highlight local businesses in the area should be integrated at the station and at key points within the district.



District signage should direct autos, bikes, and pedestrians to key destinations such as the hospital, transit station, park and ride, Cedar Lake Regional Trail and Minnehaha Creek.



Creative and distinctive signage could be developed to highlight public parking/park and ride parking for the district located off of Louisiana Avenue.



DESIGN GUIDELINES *LAND USE + DEVELOPMENT*

The following pages illustrate the design character intended for the sites and buildings within the Louisiana Station Area. Respecting the surrounding context for development and anticipating future transformation based on the preceding framework plans will help guide the district evolution. The combination of building design and placement will have a significant impact on the public realm and the combination of building architecture and streetscape design and site design ultimately create the character of the district.

SITE DEVELOPMENT

Overview

The site development guidelines articulate the desired development characteristics for redevelopment sites within the district. The development guidelines for the placement of parking, either surface or structured, landscaping, lighting, utility and delivery areas and on-site stormwater treatment are outlined on the following pages.

Goals

Implement context sensitive design for all redevelopment: Consider the broader context of the district when designing a redevelopment plan for individual sites. Thinking contextually about the bigger picture aid the in the transition of the overall district during earlier phases of redevelopment. Respecting the adjacent properties and planning the appropriate landscaping, lighting levels, building entry points and loading and delivery areas should thought about during all phases of redevelopment planning and design.

Utilize structured parking in the core transit district area: In order to support the necessary densities for redevelopment surrounding the station, structured parking must be utilized for mixed use and office / medical development.

Explore a district-wide approach to parking:

Design structured parking with the potential to serve both public and private functions.



Oxford Street "Mixed Use/Office" character.



Office Medical District character.



Mixed use along Business District street type.

Design Guidelines

GENERAL SITE DESIGN

1) Allow for and encourage a variety of complementary land uses as part of new development that enables a mix of office, retail, commercial, and employment within close proximity to the station area and existing surrounding neighborhoods, thereby reducing travel distances and vehicular trips, increasing non-vehicular travel (walking, biking, and transit), and improving air quality.

2) Design sites, blocks, and streets to encourage use of non-vehicular transportation alternatives, including walking, biking, transit, carpooling, carsharing, and electric vehicles; for example, bike racks/storage and electric vehicle charging stations should be considered for parking areas.

3) Encourage new development to use locally available building materials to reduce carbon emissions produced by the transport of the materials.

4) Encourage site development and building construction to minimize the amount of materials used on a given project. Development projects should seek to minimize waste to landfills and explore options to discard excess materials for local reuse. New development should utilize durable building materials with longer life spans.

5) Work with individual business operations to help plan for and/or modify existing operations to ensure waste materials are sorted for recycling and reuse. Coordinate with the local waste management hauler to ensure facilities and resources are adequate to accommodate the recyclable materials generated from the business and industrial uses.



Above: Office / Medical District character.
Right: Industrial character.



Integrate strong pedestrian elements such as plazas, arbors and landscaping into buildings into the Office / Medical District.

SITE DEVELOPMENT (CONT.)

LANDSCAPING

- 1) Maximize the ratio of planted surfaces to non-planted surfaces to reduce unnecessary hard surface cover wherever possible.
- 2) Encourage landscaped plazas, courtyards and gardens.
- 3) Native plant and tree species are encouraged as part of new development to reduce maintenance, reduce carbon emissions, and reduce the urban heat island effect.
- 4) Encourage landscaping along exterior building walls to provide shade and cooling.



Native plant materials should be integrated into site design.

LIGHTING

- 1) Use building lighting only for safe illumination of building entries, service areas, and pedestrian/vehicle movement areas.
- 2) Lighting at building entries, service areas, and pedestrian/vehicle movement areas should be limited to low wattage downcast or low cut-off fixtures that may remain on throughout the night.
- 3) Service area lighting should be confined within the service area boundaries and enclosure walls. No spill-over lighting should occur outside of the service or storage area. Lighting sources should not be visible from the street.
- 4) Accent lighting should be limited to indirect lighting of specific signage, architectural, and landscape features only; lighting should not exhibit or advertise the buildings itself. Unshielded bulbs or exposed neon lighting should not be used to accentuate building signage, architectural, and landscape features.



Site lighting should highlight building entries, loading zones and pedestrian / vehicular areas to provide increased safety / security.

SERVICE, DELIVERY, AND STORAGE AREAS

- 1) Locate service, delivery, and storage areas so that views of them from adjacent properties, streets, open spaces, and pathways are minimized.
- 2) Where feasible, utilize landscape and architectural screening to minimize visual impacts of service, delivery, and storage areas.
- 3) Use signage to clearly identify service entrances to discourage the use of main building entries for service and delivery areas.



Loading, service and delivery areas should not be visible from the public right-of-way.

PARKING

- 1) The overall parking supply should be managed to meet the needs of both short and long-term users.
- 2) Parking for new buildings should be provided in parking structures where possible, with a minimal amount of surface parking for visitors. On-street surface parking is encouraged on the Mixed-Use / Office and Business District Street Types.
- 3) The shared use of parking spaces is encouraged.
- 4) Single-use parking structures should be minimized.
- 5) Public parking facilities should be easily accessible and identifiable. District signage should be utilized to identify public parking facilities.
- 6) Entrances to parking facilities should generally be located on secondary streets, such as Oxford Street, in order to maintain building continuity along Louisiana Avenue and the new loop streets and mixed-use street frontages.
- 7) The presence of structured parking entrances should be minimized so that they do not dominate the street frontage of a building. Possible techniques include:
 - recessing the entry;
 - extending portions of the structure over the entrance;
 - using screening and landscaping;
 - using the smallest curb cut possible; and
 - creating a more dominant pedestrian entrance to the automobile entrance in terms of prominence on the streetscape.
- 8) Above-grade parking structures should fit with the character of surrounding buildings through the use of complementary exterior wall materials, treatments, forms, articulation, fenestration, patterns, and colors. Even though these buildings store automobiles, they should appear to be part of a collection of neighboring buildings along the street.

9) Above-grade parking structures should contain, or be lined by, commercial/retail uses at street level along Louisiana Avenue and Mixed Use Street types.

10) If above-grade parking structures do not contain active uses at street level, landscaping and other screening devices are encouraged to buffer parking structures from pedestrian view.

11) Design parking facilities to minimize impacts of vehicle headlights on office / medical uses.

12) Surface parking lots should have enhanced landscaping, tree planting and a strong separation from the pedestrian walkways and public streets.

13) Provide bike parking in accessible areas near building entrances. Parking should be easy to use and easy to locate.



Provide bike parking in easily accessible and visible locations



Parking structures should be designed to fit with the character of the surrounding buildings.

UTILITIES

1) As streets are reconstructed, existing above ground utilities should be relocated below ground within the public street rights-of-way whenever feasible.

2) Enhance the visual aesthetics of any above ground utility structures with landscaping, fencing, or other approved screening devices.

3) Design any new visible utility structures, particularly stormwater-related, with interpretive features that enable citizens to better recognize and understand the functions of public infrastructure and reinforce the Louisiana Station's unique sense of place.

4) Locate above ground utility structures away from major pedestrian and gathering areas, building entrances, windows, and stormwater drainage areas where feasible.

5) Integrate public art into the street and utility infrastructure.



Integrate artistic elements into the utility infrastructure.

ON-SITE STORMWATER MANAGEMENT

- 1) State of the art techniques should be considered for collecting, filtering, and treating stormwater runoff from development sites whenever feasible.
- 2) Design site irrigation facilities with water efficient systems.
- 3) Utilize native plant material to reduce water demand.
- 4) Incorporate porous pavers into hard surface areas to increase stormwater infiltration.
- 5) Encourage the use of green roofs in new building construction to reduce the amount of stormwater runoff.
- 6) Promote the harvesting and reuse of stormwater for irrigation and grey water purposes.
- 7) Design construction sites during the various phases of redevelopment to minimize impacts on water quality in stormwater drainage areas adjacent to the construction sites.



Consider state of the art techniques for collecting, filtering and treating stormwater runoff.



Utilize rain gardens to treat stormwater on site.



Above and right: Utilize green roofs to reduce impervious surfaces and create attractive amenities for employees.

Upper right: Utilize cisterns for stormwater reuse and explore the integration of artistic elements/features as part of water treatment.



Develop creative, highly visual on site stormwater treatment techniques to reinforce the significance of Minnehaha Creek.



Curb cuts leading to rainwater gardens with native plant materials can be used to treat stormwater runoff from surface parking lots.

Overview

The following guidelines provide direction on the placement and location of buildings on individual sites: the intended height, scale, and massing of the buildings, the articulation of the facades; and the identification of the desired construction materials. Sustainable design and building efficiency guidelines are also included.

Goals

Memorable Architecture: It is not the intent of these guidelines to impose a particular style or styles upon new development or construction within the Louisiana Station Area. The guidelines have been developed to encourage creativity and diversity of design and construction in a controlled way that promotes the creation of distinctive features not now repeated elsewhere within the community. These distinctive features and characteristics will contribute to the unique character of the station area and establish its identity within the community.

Sustainable Design: The buildings should reflect the green building policies set forth by the City of St. Louis Park.

Design Guidelines

BUILDING PLACEMENT AND FRONTAGE

- 1) Buildings along Louisiana Avenue should face the public street frontage and be built within 5-10 feet of the right-of-way as indicated by the Business Park guidelines.
- 2) Recessed building frontages for front door entries, outdoor seating, plazas and public art are encouraged along Business District streets, particularly along mixed-use segments in the station area.
- 3) Consistent setbacks should be maintained for all buildings on a block face in order to reinforce the scale and character of the street and to facilitate the ease of pedestrian circulation between uses.
- 4) Buildings located on corner lots of Louisiana Avenue and connecting streets should be oriented to both public rights-of-way.
- 5) Buildings adjacent to the transit plaza and transit stops should be placed in a manner to shape outdoor spaces or plazas around these key places for people.
- 6) Buildings located at key street intersections and viewsheds should have the appropriate scale and placement to create attractive and identifiable gateways to the station area.



Outdoor seating, plazas and public art are encouraged along Business District streets, particularly along mixed-use segments in the station area.



Buildings along Louisiana Avenue in the Office Medical District should be built to the right-of-way line or within ten feet of the right-of-way with primary orientation toward the street.

BUILDING HEIGHT + MASSING

- 1) Taller buildings are encouraged to be designed with stepbacks for upper stories to present a pedestrian-scale base at street level.
- 2) Buildings should generally present a perpendicular orientation toward the new street grid established by Oxford Street and the new loop streets.
- 3) Buildings should be sited and designed to frame views to and from the LRT Station and Methodist Hospital from public rights-of-way.
- 4) Multi-tenant buildings should be designed with breaks in the building mass to allow pedestrian access between the front (street) and rear (parking) side of the building.
- 5) Building mass should reinforce the definition and importance of the street or open space.
- 6) Building massing should create an overall appearance of multiple structures, building fronts, and tenants along a block face. A single, large, dominant building mass should be avoided. Where large structures are required, mass should be broken up through the use of street level setbacks, projecting and recessed elements, upper level stepbacks, and similar design techniques. Changes in mass shall be related to entrances, the integral structure, and/or the organization of interior spaces and activities and not merely for cosmetic effect.
- 7) Buildings should be lower in height in the industrial areas and increase in height as they approach the core station area south of the freight rail line.
- 8) Buildings should be sited and designed with a scale that maximizes views of open space features such as plazas, Minnehaha Creek, and other open water amenities.



Building massing should create the appearance of multiple structures, building fronts and tenants along a block face.



Buildings should be sited and designed to frame views to the station and Methodist Hospital.



Buildings should reinforce the street.



Utilize street level setbacks, projecting and recessed elements to break up larger, more dominant building mass.

BUILDING FORM + FACADE

- 1) Building design and character should generally reflect the context of the entire Louisiana Station Area.
- 2) Building design and architectural features should result in buildings that are clearly a product of their own time. Creative interpretation of these development guidelines is encouraged to introduce contemporary architecture that creates a unique sense of place and district identity.
- 3) Each building should have one or more clearly visible and identifiable “front doors” that address all public streets, sidewalks, public open spaces, and semi-public courtyards (where relevant). Buildings along Louisiana Avenue should have “front doors” oriented to both the Louisiana Avenue and adjacent public streets.
- 4) Emphasize building entries through projecting or recessed forms, display windows, architectural detail, awnings, color, materials, lighting, and signage as appropriate.
- 5) Building design should emphasize a human scale at ground level, at entryways, and along street frontages through the creative use of windows, doors, columns, canopies, and awnings or other architectural elements.
- 6) Building facades should include multiple changes in building materials, parapet heights, fenestration, and other elements which create variety in the building façade.
- 7) Encourage the incorporation of functional balconies or upper level terraces in buildings along streets and open spaces to create interest and variety of the building façade as well as put more “eyes on the street”.
- 8) Buildings should be designed to enhance the overall pedestrian character of the street, such as providing edges or enclosure to the street and open spaces along it, creating linkages and gateways, reinforcing pedestrian connections, as well as framing or terminating views.

9) Variations in a building’s facade treatment may be continued through the structure, including its roof line and front and rear facades to reduce the perceived size of the building.

10) Blank exterior walls should be avoided. Where this is not possible, walls should incorporate decorative features, such as architectural detailing, variations in building materials, art panels, murals, and plantings.

11) Mechanical equipment should be installed, whenever feasible, on the building’s roof so that it is not visible from public rights-of-way. Rooftop mechanical systems, and head houses for elevators and stairs, should be enclosed and concealed from view.



Variations in the building facade treatment should include the roofline and front and rear facades with a clearly articulated front door and entryway.

BUILDING EXTERIOR MATERIALS

1) Utilize primary building materials for commercial, office, and industrial structures should include brick, stone, cast stone, or pre-cast concrete panels with exposed aggregate, banding, texturing, or other similar decorative finish treatment.

2) Include a variety of accent materials such as finished architectural metals, metal curtain wall systems, stucco, and fabrics for canopies or awnings.

3) Synthetic materials that adequately duplicate natural materials may be acceptable.

4) Primary building colors should be muted earth tones.

5) Accent colors should harmonize with, and complement, primary colors. Use of color accents should be understated or reserved; garish use of color should be avoided.

6) The following building materials are prohibited:

- Reflective glass
- Unpainted galvanized metal
- Wood
- Plain or unpainted concrete block or cast-in-place concrete (permitted in industrial district)
- Painted concrete block, except on the rear side of a structure where the material is screened or visible only from a distance (permitted in industrial district)
- Prefabricated or “tilt-up” concrete panels with standard smooth or raked finish, whether painted or unpainted. (permitted in industrial district)
- EFIS (Exterior Insulating Finish Systems) is not permitted, for any component, on the principle façade of the building.

7) High quality, durable materials should be included on all public street facing facades. A variety of durable materials that also provide scale and detail should be incorporated throughout, particularly close to

pedestrian areas, and near streets and plazas.

8) Changes in material should generally occur at inside corners or where the transition is accommodated through an architectural detail such as a cap or belt course.

9) Material scale and detail may be provided through careful detailing and relief, as well as a variation of color, texture, and module.

10) The use of brick, architectural block, or stone masonry veneer should adhere to the following guidelines:

- Use of masonry where it can be seen as a thin veneer, such as an exposed brick edge at an outside corner, should be avoided.
- Use of masonry should be allocated to maintain an appearance of mass and closure such as continuing around an entire building base or all sides of a smaller projecting bay, rather than spread thinly across a single façade which makes its absence on other facades more evident.
- Transitions between masonry and other material should occur either at horizontal features such as floor lines and sills or vertically at inside corners.
- Details such as sills, belt courses, and water table courses should be used where material transitions occur across horizontal divisions.
- Masonry should be used to add scale and detail through patterning and relief.

11) Natural wood or wood panelling shall not be used as an exterior wall cladding system. Durable synthetic materials with the appearance of wood may be acceptable. Common CMU and tilt-up concrete construction is discouraged in all districts except for the industrial districts.

12) External glazing facing a public street, pedestrian walk, or bikeway should be generally transparent as viewed from the exterior during daylight hours.

13) Large walls of glass should incorporate a variety of mullion patterns, bay dimensions, glass types, or detailing to provide human scale. Glass should recess behind the plane of the primary façade surface and prominent mullion systems. To provide large monolithic, flush glass walls are strongly discouraged.

14) Synthetic stucco or EIFS (Exterior Insulating Finish Systems) is discouraged.



Large walls of glass should incorporate a variety of mullion patterns, bay dimensions, glass types or detailing to provide a human scale.

BUILDINGS (CONT.)

BUILDING ENERGY EFFICIENCY

- 1) Wherever possible, buildings should be sited, oriented, and designed to capitalize on solar exposure to lessen energy demands.
- 2) Buildings should be sited to minimize east and west exposures, where feasible, and incorporate overhangs and appropriate shading components to help minimize unwanted solar gains.
- 3) Buildings should be designed to incorporate and support passive heating, cooling, and ventilation strategies in their design.
- 4) Explore opportunities to incorporate renewable energy sources including solar, biomass, geothermal, and wind. Explore opportunities to install geothermal, solar, and wind harvesting systems in development projects to off-set energy consumption and reduce carbon emissions. Explore opportunities to use solar and wind harvesting devices in public areas (i.e., along rights of way, within parks, and atop public buildings).
- 5) Buildings should be constructed with water efficient utilities (e.g., toilets, sinks, showers, etc.).
- 6) For better energy performance, attempt to limit windows to 50% on any facade (for best performance, limit windows to 30%), taking into account other aesthetic and livability criteria.
- 7) If higher window-to-wall area ratios are desired, incorporate high performance windows or a double facade and optimize shading.
- 8) Use an air-tight envelope to minimize uncontrolled infiltration.
- 9) Use heat-recovery ventilation during heating season only, and design for natural ventilation and cooling by natural ventilation throughout the rest of the year.
- 10) Use clear glass with good insulating value (low U-value with low-e coating) for windows and doors.



Promote the use of sustainable building materials and options renewable energy sources such as solar, biomass, geothermal and wind.



Buildings should be sited to minimize east/west exposures where feasible and to incorporate overhangs and appropriate shading components such as sun screens to mitigate solar gains.

Mitigate unwanted solar gains with external shading and allow for passive cooling by natural ventilation.

11) Remove internal heat gains with other passive elements (e.g., natural ventilation).

12) Incorporate overhangs providing shading angles of 20° - 30° off vertical (measured from the bottom window sill to the edge of the overhang) on south-facing windows where feasible.

13) Incorporate operable external shading on east, south, and west-facing windows.

14) Use thermal mass that is exposed to the conditioned space and combine it with other passive elements to achieve its full energy-savings and comfort potential.

15) Incorporate buffer spaces on all exposures whenever possible to optimize comfort and reduce both peak load and overall heating and cooling energy requirements.

16) Design for cooling by natural ventilation in all building types.

17) Optimize the effects of passive heating and cooling strategies by strategically combining passive elements. Incorporate as many passive design elements as possible to optimize comfort and minimize overall energy use.

18) Optimize building placement and configuration to achieve maximum energy performance.

19) Design buildings for long-term adaptability.



Utilize green roof technologies to reduce stormwater runoff and to reduce energy demand on the building.



The use of clear glass with a strong insulating value and allow for passive cooling with natural ventilation.



DESIGN GUIDELINES **PARKS + OPEN SPACE**

Parks, plazas, and natural open spaces provide the community with valuable common places for public gathering and recreation. They may also provide the places to host community events and performances. If designed properly, they may also serve stormwater management and infiltration needs.

Today, there are large natural open spaces within the Louisiana Ave station area including the Minnehaha Creek corridor, open wetland areas, stormwater ponding areas, and the Cedar Lake LRT Regional Trail. Existing community parks include Oak Hill and Louisiana Oaks just north of Highway 7, while neighborhood parks include Isaac Walton League/Creekside Park, Meadowbrook Manor Park, and Edgebrook Park. These parks and open spaces help shape the character and identity of the Louisiana Ave station area and provide the community with important places to gather and recreate. They also provide important environmental functions. The goal for the area is not to add additional parks and open spaces but to focus on upgrading and improving these important assets and providing better connections to each park and open space destination.

While the area contains significant parks and open spaces, there will be a need for additional gathering spaces/plazas near the future LRT station. In particular, the development of a transit-oriented open space plaza adjacent to the future LRT station should be considered as design and development of the LRT station occurs.

PARKS, PLAZAS, AND OPEN SPACES

Overview

The following design guidelines are intended to help create a unified network of public open space amenities surrounding the Louisiana Station Area. These guidelines recommend strengthening the connections between the surrounding neighborhoods to the station with enhanced open space and park features, as well as providing an attractive amenity for anticipated new developments.

Goals

The design guidelines for parks, plazas, and open spaces in the Louisiana Avenue Station Area are based on the following goals:

Build on existing assets: Improve and enhance existing parks and open spaces within the Louisiana Avenue Station Area to meet the future needs of a growing transit-oriented regional employment center and surrounding residential neighborhoods.

Strengthen connections: Create stronger connections between existing parks, open spaces, and the Cedar Lake LRT Regional Trail in the Louisiana Avenue Station Area and to adjacent neighborhoods and businesses.

Develop a public transit plaza: Encourage the development of a publicly accessible outdoor plaza space for public circulation and gathering near the Louisiana Avenue LRT station. The plaza should be designed to safely and comfortably accommodate circulation of transit riders, trail users, and small community gatherings.

Highlight Minnehaha Creek: Provide enhanced access to Minnehaha Creek and raise the visibility of this tremendous natural resource unique to any other location along the Southwest LRT line.

Design Guidelines

PARKS + OPEN SPACES

- 1) Improve and enhance the performance and function of existing public spaces for their intended use by residents, employees, and visitors, including public gathering, recreation, and/or environmental functions.
- 2) Design all parks and open spaces with adequate visibility and lighting to ensure actual and perceived safety for recreational users.
- 3) Provide enhanced connectivity to, from, and between existing parks and open spaces in the area, particularly Cedar Lake LRT Regional Trail, Minnehaha Creek, Oak Hill and Louisiana Oaks community parks, Isaac Walton League/Creekside Park, and the future transit open space plaza.
- 4) Manage and maintain parks and open spaces to be easily accessible and comfortable for as much of the year as possible. They should provide shade in summer, sun in winter, and protection from wind at all times of the year. Consider establishing a special service district for parks/open spaces if needed to achieve an enhanced level of maintenance.
- 5) Park amenities such as restrooms, water fountains, and protected seating areas should be considered to provide comfort for park users and promote increased park use.
- 6) Consider opportunities to integrate public art and signage where appropriate.
- 7) Design future stormwater management areas as integral and visual attractive features of the station area's natural open space system.



Create a community gathering space at the station.



Provide protected areas for seating at the transit plaza.

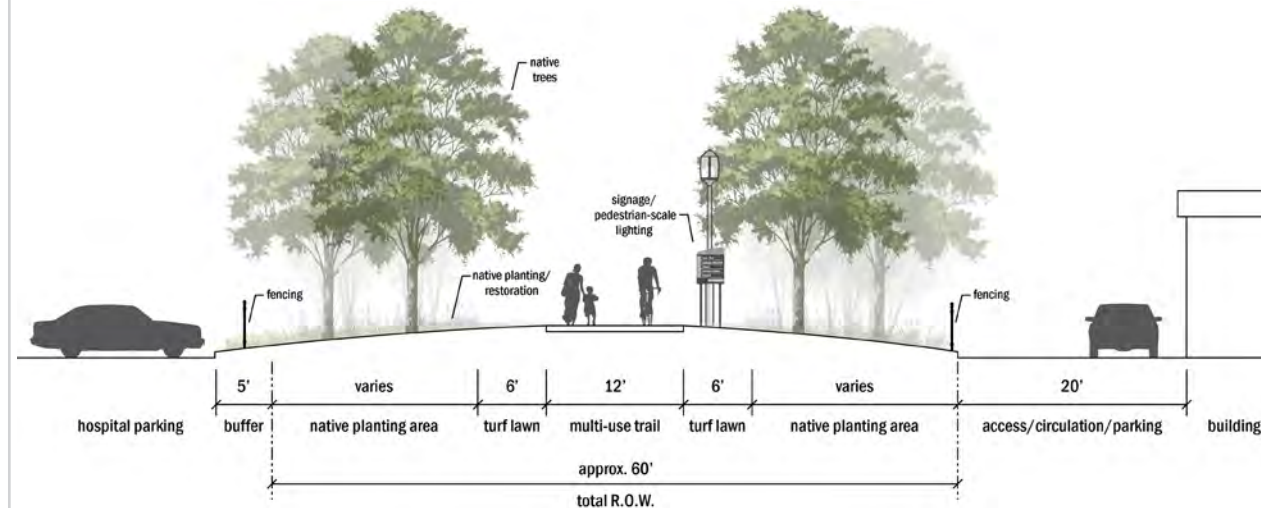


Consider opportunities to integrate public art into the design of the transit plaza and support facilities.

FIG. 8-13. SOUTH STATION - HOSPITAL CONNECTION



FIG. 8-14. TRAIL SECTION - SWITCHING WYE TRAIL



Provide enhanced landscaping & tree plantings at the plaza.



Use unique paving for the plaza and pedestrian street.



Integrate plaza or gathering areas with adjacent development..

TRANSIT PLAZA

Overview

The transit plaza is the primary public space in the station area district. The plaza should be a welcoming environment that helps to direct transit riders to their intended destination as well as provide a place for community events / activities throughout the year.

Goals

Make a statement: The design of the transit plaza should leave a lasting impression. Memorable architecture, unique site features and high quality design elements will establish the identity for the station area.

Community gathering: The plaza space should embrace a range of neighborhood and community gathering opportunities, and should have flexibility to accommodate a range of events.

Safety first: With the multiple shifts for hospital employees, creating a safe, secure and comfortable area over the early morning and nighttime hours is paramount. Well lit areas with clear site lines will increase the security for the plaza.

Design Guidelines

- 1) Create an welcoming and identifiable community gathering area around the transit station.
- 2) Allow for and create ample spaces for temporary retailers / vendors such as food trucks, farmers market, arts and crafts.
- 3) Design a safe and inviting space for all hours of the day and throughout all seasons of the year.
- 4) Design built-in flexibility for a range of uses for the plaza area.
- 5) Integrate surrounding development to reinforce the plaza as a featured public space for the district and provide a safe and comfortable environment with more eyes on the plaza.



Temporary vendors, such as food trucks and other merchants could utilize the transit plaza at peak times.



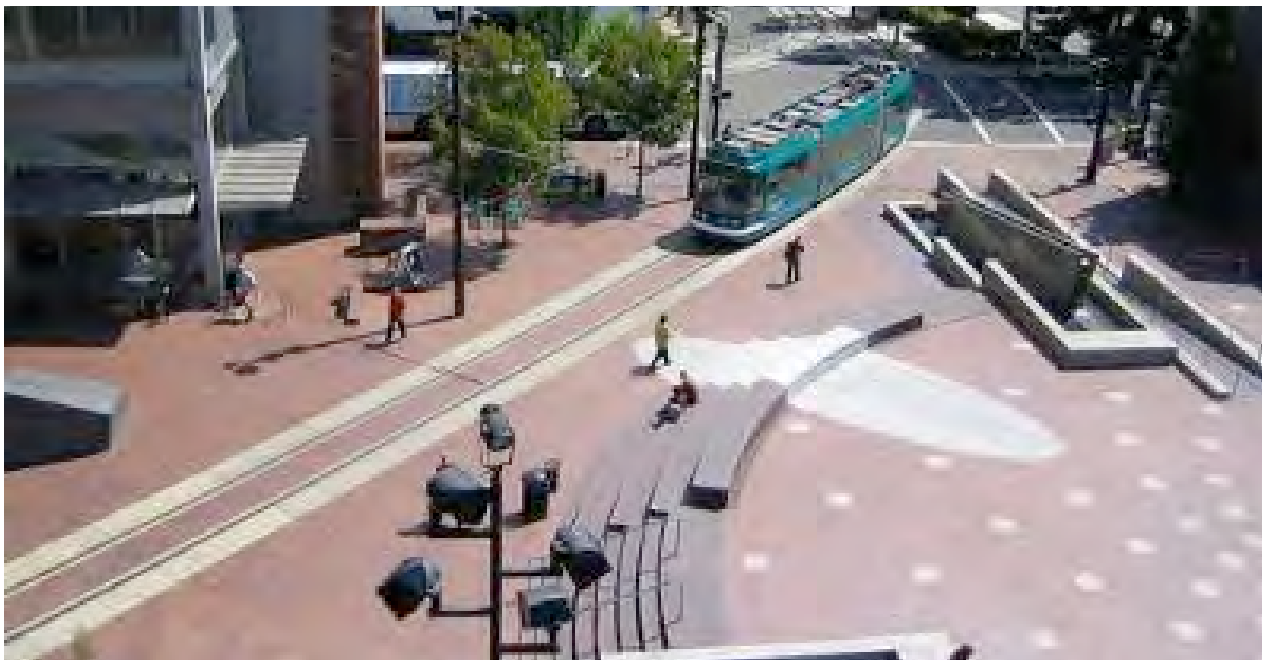
The transit plaza must integrate the functional needs of transit users.



The transit plaza should be integrated with the surrounding uses, particularly for the south station location, to become a true gathering place for the district.



The transit plaza could become a destination for the community for farmer's markets and festivals.



Surrounding development should front on and embrace the plaza space and transit station.



Consider opportunities to create neighborhood gathering areas at the station such as an interactive fountain and an informal performance space.



Consider the integration of stormwater treatment into the design of the transit plaza.



Kiosks or more permanent structures with wayfinding and restrooms could be considered in connection with the plaza.

STORMWATER MANAGEMENT

Overview

Stormwater treatment is an essential component to any development. Today, very few sites provide for adequate stormwater treatment and the Louisiana Station Area's close proximity to Minnehaha Creek means stormwater run-off can reach the creek waters quickly. Effectively treating stormwater on streets and private property must be accomplished to ensure the health of the areas most significant natural resource.

Goals

Develop a district-wide approach to stormwater treatment: Use a combination of techniques and strategies to achieve water quality and volume controls, combining on-site BMPs, streetscape features and regional detention basins.

Protect Minnehaha Creek: Reducing contaminants and controlling the runoff volume are critical to protect the areas most significant natural resource.

Utilize stormwater treatment areas as open space amenities: Whether its on-site treatment or regional facilities both should be designed with as amenities for adjacent development, not just functional site components.

Heighten awareness of water quality: Design treatment facilities to bring stormwater treatment to prominent areas and celebrate the process of cleaning water and protecting the creek.

Design Guidelines

- 1) Design treatment of stormwater from public infrastructure (streets, sidewalks, parks, etc.) to meet new state and federal stormwater volume control standards.
- 2) Filter and treat stormwater runoff sufficiently to ensure that the resulting quality of water runoff into Minnehaha Creek does not have negative impacts on people's experience of the natural area along the creek.



Utilize the boulevards of public streets for stormwater treatment opportunities.



Design stormwater treatment areas as amenities for the district.

3) Integrate the stormwater management system with the public streets and open spaces systems to provide unique public and private amenities and maximize use of valuable urban land for development.

4) Integrate regional stormwater treatment opportunities into park and open space areas, which complement recreational, multi-modal transportation, and ecological connections between the development areas and Minnehaha Creek.

5) Incorporate attractive rain garden and bio-retention systems to collect and filter stormwater in public spaces, including streetscapes, plazas, parks, and parking lot islands.

6) Install tree trenches as part of new and reconstructed streets with planted boulevards to improve stormwater management.

7) Plant stormwater pond edges with native plantings to contribute to restoration of the area's natural landscape.



Boulevards provide opportunities for stormwater treatment.



Medians along Louisiana Avenue are additional opportunity areas for stormwater treatment..



Provide an expanded, native vegetative buffer along the creek.



Tree trenches with native plantings should be developed for stormwater treatment.

Overview

The integration of public art within all facets of public space design can help create a unique, identifiable district along the Southwest LRT Corridor.

Goals

Use public art to help create an identifiable brand for Louisiana Station.

Increase public art awareness.

Design Guidelines

1) Identify existing and create new spaces, such as parking lots, plazas, parks, and temporary street closings that allow artists and audiences to interact in a participatory, temporary, and somewhat unstructured manner. Public art events could include temporary festivals, street painting events, concerts, flea markets, etc.

2) Encourage use of undeveloped, underutilized, and vacant spaces during the various phases of redevelopment in the Louisiana Station Area for alternative and temporary art spaces. Involve artists in planning, design, construction, marketing, and maximizing these temporary public art spaces.

3) Engage artists to create a Louisiana Station vibe by activating social spaces and visually enhancing areas that lack visual interest.

4) Collaborate with artists to identify innovative, unique and green approaches for the various phases of redevelopment near the Louisiana Station.

5) Promote the creation of signature public art works at gateway sites and other major destinations to create visible landmarks that draw attention from near and far, including from the LRT line and Louisiana Avenue.

6) Embrace Minnehaha Creek in public art works and programming as a way to increase visibility of and interest in Louisiana Station Area as a unique place.



The transit plaza is a great opportunity to introduce public art installations.

7) Create pedestrian-friendly wayfinding as an integral component of the public art plan to encourage audiences to move from one area to another within the station area.

8) Involve artists in creating unique, customized public realm furnishings, such as seating, bike racks, tree grates, light fixtures, etc.

9) Use public art to tap into Louisiana Station's unique history. Historical references can be manifested in a multitude of ways, from well-designed and informative signs or plaques to sculpted figures reenacting an historic scene to motion-activated speakers that offer a poetic narration.

10) Encourage demonstration projects that attract attention to what's going on in the Louisiana Station,

such as temporary visual and performance art events.

11) Use the City's public art policies and guidelines as tools for maximizing the potential of art projects in the public realm.

12) Leverage public-private partnerships for creating public art that enhances public infrastructure and open spaces to maximize synergy with other developers, both public and private.

13) Attract innovative funding sources from both the public and private sector to augment public art resources, such as partnerships with non-profits and crowd-funding events.

14) Attract media coverage for the Louisiana Station Area through innovative, colorful, or community engaged public art projects.



Temporary, nighttime installations could be integrated at the transit plaza and along the pedestrian street concept linking the station to the hospital.



Artistic features, such as the sculptural elements shown above, should be designed in conjunction with the transit plaza



Gateway features such as this light tower can announce the entrance to the district.



Streetscape elements such as tree grates can take on an artistic expression.



Site furnishings provide an opportunity for additional artist elements to create a unique character for the district.



Retaining walls and existing concrete block industrial buildings provide opportunities for large-scale art displays.

