



ARRIVE + THRIVE

Gateway plans

June 2025



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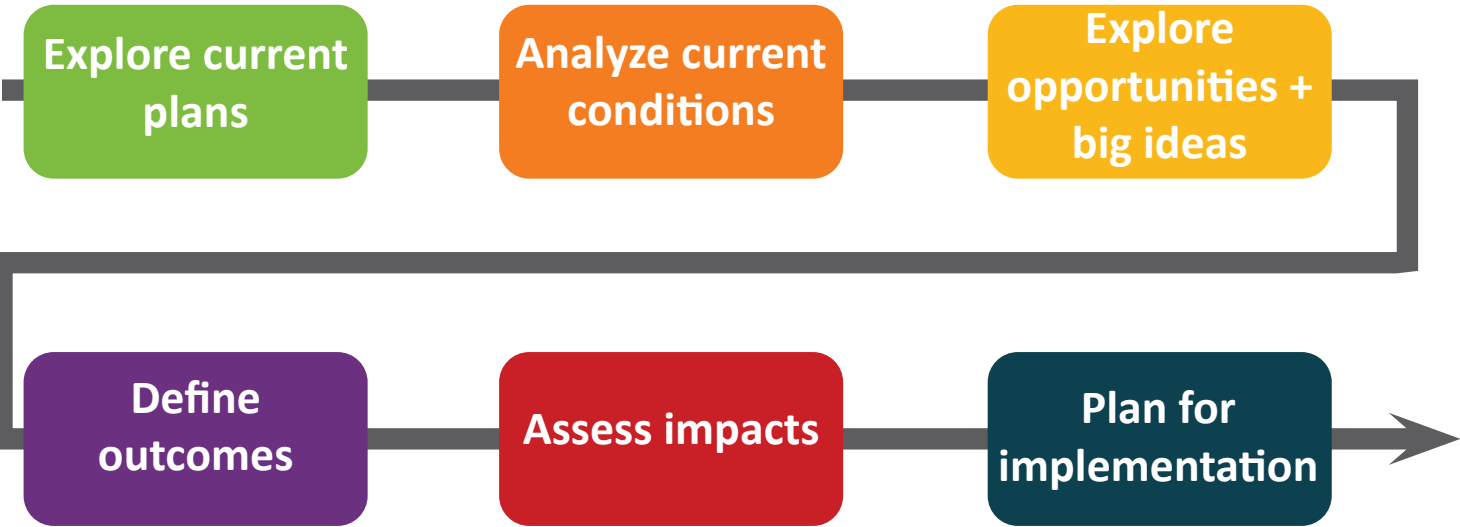
Introduction

The Arrive + Thrive Gateway Plans is the result of a community-led process to create four small area plans for gateway areas within the community to guide decisions about development and investment. The result includes updates to the existing plans for the three METRO Green Line light rail stations: Beltline Boulevard, Wooddale Avenue and Louisiana Avenue, and the creation of a new plan to guide investments along West Excelsior Boulevard.

The gateway plans provide guidance and implementation actions to support development that aligns with the community’s interests, the city’s strategic priorities, and the 2040 Comprehensive Plan.

Framework + analysis overview

The following framework was used to develop each gateway plan. The graphic below illustrates the general development process.



ARRIVE + THRIVE GATEWAY PLANS - JUNE 2025



Analysis areas

The overall planning process reviewed current conditions, explored new ideas, and identified outcomes across four topics. This approach ensured the planning process considered development potential, impacts to the surrounding context, multimodal connections, and available parks and open spaces. The three categories are described below.

<i>Land use + development</i>	The land use + development analysis area explores the existing development uses and built environment. Future implementation of this area may include zoning changes and housing and economic development programs.
<i>Mobility + access</i>	The mobility + access analysis area explores how people move within the gateway, considering the overall travel experience and safety. Future actions could include sidewalk/trail improvements and roadway network connections.
<i>Parks + natural systems</i>	The parks + natural systems analysis area explores natural environment and recreation features, including access to these areas, health of the resources, and future needs. Implementation may include additional infrastructure, planting policies, and more.

What is included?

The Arrive + Thrive Gateway Plans document is organized into three primary sections identified below.

Gateway plans

The four Gateway Plans are presented within the document, highlighting key existing conditions and details of each of the identified outcomes. The three main features include:

Gateway introduction

The introduction provides an overview of current conditions within each gateway area and highlights recent activities and investments.

Beltline Gateway

The Beltline Gateway is located on the western side of the City of St. Louis, near I-44 and I-64. The Gateway is a 1.5-mile long, 100-foot wide corridor that runs parallel to the Beltline. The Gateway is a key transportation corridor that connects the downtown area to the western side of the city. The Gateway is a key transportation corridor that connects the downtown area to the western side of the city.

Louisiana Gateway current conditions

The Louisiana Gateway is a key transportation corridor that connects the downtown area to the western side of the city. The Gateway is a key transportation corridor that connects the downtown area to the western side of the city.

Louisiana Gateway vision statement

The Louisiana Gateway is a key transportation corridor that connects the downtown area to the western side of the city. The Gateway is a key transportation corridor that connects the downtown area to the western side of the city.

Illustrative plan

Each illustrative plan illustrates the outcomes developed for each gateway, providing a planning level example of future investment.

[illegible]

Gateway outcomes

The features, impact considerations and implementation actions for each identified outcome are summarized for each gateway outcome.

[illegible]

Impact analysis

The impact analysis explores the potential positive and negative impacts of each of the outcomes that must be considered and explored during implementation.

Environmental impacts

The impacts on water resources associated with the proposed project are related to the proposed project's location, design, and construction. The project is located in an area with a high potential for water resource impacts. The project's location, design, and construction are expected to result in water resource impacts. The project's location, design, and construction are expected to result in water resource impacts. The project's location, design, and construction are expected to result in water resource impacts.

Soil & earth impacts

The project's location, design, and construction are expected to result in soil and earth impacts. The project's location, design, and construction are expected to result in soil and earth impacts. The project's location, design, and construction are expected to result in soil and earth impacts.

Negative impacts

The project's location, design, and construction are expected to result in negative impacts. The project's location, design, and construction are expected to result in negative impacts. The project's location, design, and construction are expected to result in negative impacts.

Positive impacts

The project's location, design, and construction are expected to result in positive impacts. The project's location, design, and construction are expected to result in positive impacts. The project's location, design, and construction are expected to result in positive impacts.

Net impact

The project's location, design, and construction are expected to result in a net impact. The project's location, design, and construction are expected to result in a net impact. The project's location, design, and construction are expected to result in a net impact.



Gateway outcomes: impact analysis

The project's location, design, and construction are expected to result in gateway outcomes. The project's location, design, and construction are expected to result in gateway outcomes. The project's location, design, and construction are expected to result in gateway outcomes.

Baseline Gateway

The project's location, design, and construction are expected to result in a baseline gateway. The project's location, design, and construction are expected to result in a baseline gateway. The project's location, design, and construction are expected to result in a baseline gateway.

Gateway outcomes

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Gateway outcomes

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Implementation

The implementation plan highlights specific actions that are needed to achieve the identified outcomes.

Implementation actions		Implementation				
Table 10 lists current, identified and future action items for the planning and implementation of the activities identified in the Arrive + Thrive process. This is not an extensive list of Arrive+ but can be used to inform future city actions and policy changes.						
Action	Action type	Timeline	Complexity	Benefit	Community partners	Connectors
Enhance the 225 Commercial Street Rehabilitation project for 35th Street and through streets to include use an street lighting and street trees and sidewalks.	Infrastructure	Short term	Low	Community		
Study the potential future alignment of the Park 25th Road intersection, evaluating preliminary design of the connection points with low design costs and a pedestrian focus.	Planning	Short term	Low	Property Owner(s)		
Review the right-of-way for the extension of Park 35th Road.	Regulatory	Mid-term	Low	Property Owner(s)		
Initiate economic development tasks to support the reuse and rehabilitation of industrial buildings along Park 25th Road.	Policy	Mid-term	Low	Potential Developer(s)		
Design temporary pond expansion in the area open space to determine size, goals, etc.	Infrastructure	Short term	Low	Watershed District		
Coordinate with property owners to determine the ownership structure of the expanded drainage area and open space. Clarify drainage and access agreements for the construction and maintenance of the pond and sidewalk, if appropriate, determine on-site property. Secure right-of-way dedication if public space.	Planning	Mid-term	Low	Property Owner(s)		
Survey funding and assess the stormwater impact.	Infrastructure	Short term	Low	Property Owner(s)		
Reopening of road use after north of the station area to support TOD and investment in the area. Support development that encourages pedestrian space development.	Regulatory	Short term	Low	Community		
Support new development and collaborations regarding the redevelopment of identified sites, especially near the Station.	Planning	Short term	Low	Community		
Initiate economic development strategies to support commercial growth and investment, especially near the Station.	Policy	Mid-term	Low	Community Potential Developer(s)		
Carrying of the station development area, north of the Station, Station to 35th, High-Density, Mid-Density, Residential support residential development.	Regulatory	Short term	Low	Community Property Owner(s)		
Initiate review plan and standards and incentives to support a residential and mixed-use building form that supports the overall vision for the corridor.	Regulatory	Short term	Low	Community		
Initiate the design, maintenance of trails and walkways that connect people to transit.	Infrastructure	On-going	Low	Administration, Property Owner(s)		

Table 10: Arrive + Thrive Gateway Plans Implementation Actions

Implementation actions (continued)		Implementation				
Table 11 lists current, identified and future action items for the planning and implementation of the activities identified in the Arrive + Thrive process. This is not an extensive list of Arrive+ but can be used to inform future city actions and policy changes.						
Action	Action type	Timeline	Complexity	Benefit	Community partners	Connectors
Support the reconstruction of 35th Street with on-street parking, landscaped boulevards, and public open space with the inclusion of improvements in the Capital Improvement Plan.	Infrastructure	Short term	Low	Community		
Initiate economic development tasks to support the reuse and rehabilitation of existing industrial buildings along 35th Street.	Policy	Mid-term	Low	Community		
Support the reconstruction of the South Hill TOD redevelopment area by coordinating with property owners to support commercial growth.	Planning	Mid-term	Low	Property Owner(s)		
Reopen access from Business Park to a residential district and establish a support redevelopment opportunities.	Regulatory	Short term	Low	Property Owner(s)		
Support future redevelopment of the center, including future master planning, TOD updates, and subdivisions for the redevelopment of the northern half of the site.	Planning	Mid-term	Low	Property Owner(s)		
Reopening of existing industrial half opening to the north of the station area to support TOD and investment in the area.	Regulatory	Short term	Low	Property Owner(s)		
Support the redevelopment of an open space north of 35th Street to include mixed use and incidental development through engineering coordination with property owners.	Planning	Mid-term	Low	Community		
Coordinate the assembly and area subdivisions to establish a new stock pattern and a network for the area. Support smaller blocks that promote pedestrian space.	Regulatory	Short term	Low	Property Owner(s)		
Initiate mixed use and medium to high density residential using within the new growth area to support future TOD and redevelopment development near the station.	Regulatory	Mid-term	Low	Property Owner(s)		
Initiate economic development tasks to support the reuse and investment of existing industrial buildings along Lindberg Street.	Policy	Mid-term	Low	Property Owner(s)		
Support the ongoing maintenance of trails and walkways that connect people to Minneapolis Park. Support future investments as identified within Landmark District planning.	Infrastructure	On-going	Low	Community		
Emphasize the use of best management practices for stormwater management for greater properties near Minneapolis Creek.	Policy	On-going	Low	Community		
Promote the establishment of pedestrian connections to Minneapolis Creek as redevelopment occurs.	Infrastructure	On-going	Low	Community, Watershed District		

Table 11: Arrive + Thrive Gateway Plans Implementation Actions (continued)

Arrive + Thrive planning process

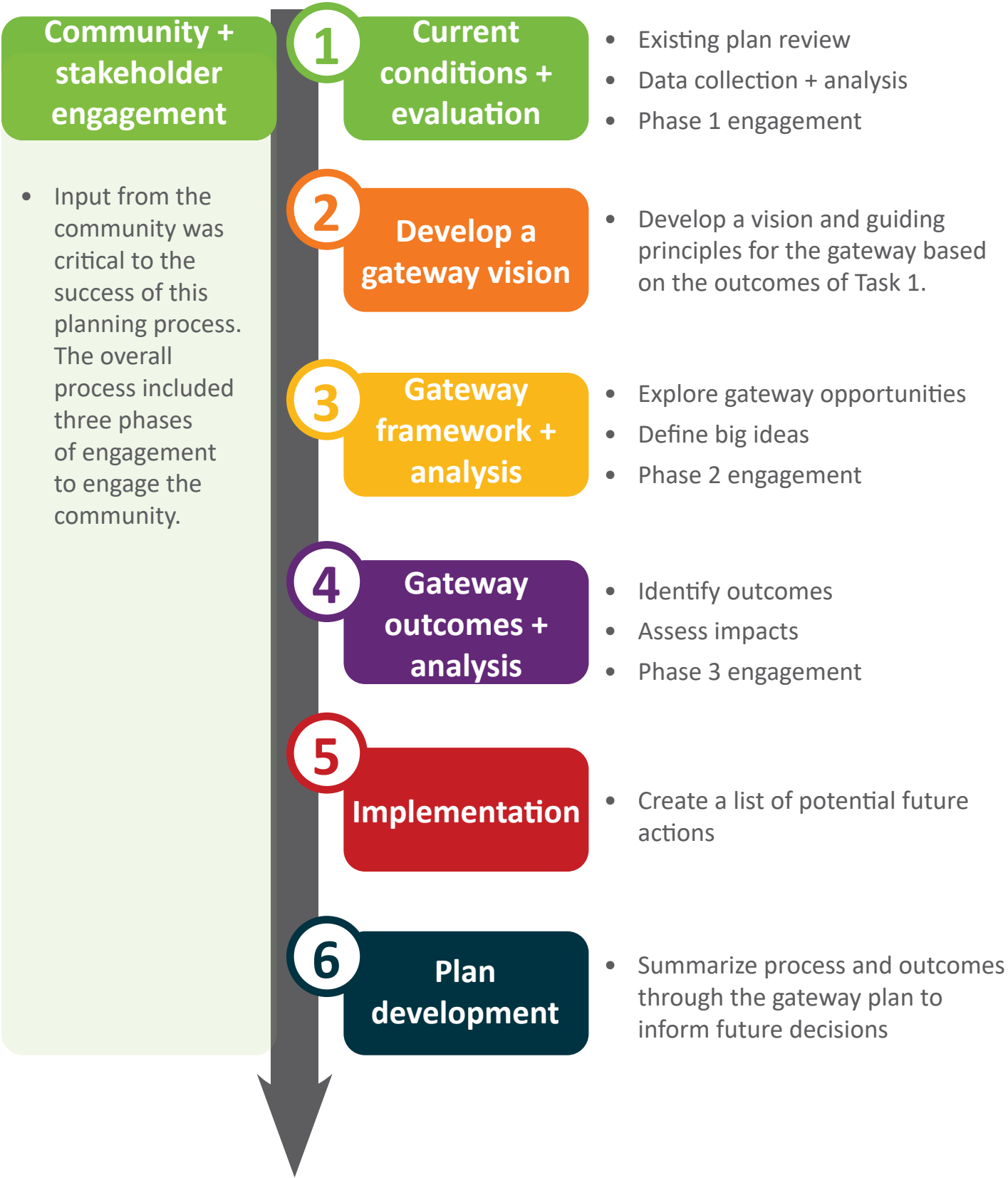
The Arrive + Thrive process began in 2023 to explore future investments and guidance around the three station areas in the community along the METRO Green Line Extension. These gateways were previously analyzed; each having a previous plan that has informed investments over the last decade. The West Excelsior Gateway was added as a fourth study area to explore investment opportunities; however, there is no existing plan for the gateway. The intent of the Arrive + Thrive process was to analyze outcomes for each gateway that supported individual visions and their relationship to one another. Individual gateway plans were created for each gateway. The study areas are shown in the graphic below.

Gateway areas overview



Planning process

The Arrive + Thrive planning process included technical analysis, stakeholder coordination, and public engagement to inform the development of the plan. The following graphic illustrates the planning process and engagement efforts.



Previous planning efforts

Station area plans + design guidelines

Station area plans were completed for the three METRO Green Line Extensions stations within the community over the last 20 years. These documents have guided decision making within the gateways since their adoption.

- Beltline Area Framework & Design Guidelines (2012)*
- Elmwood Area Land Use, Transit, and Transportation Study (2003)*
- Louisiana Station Area Framework – Design Guidelines (2013)*
- Design Guidelines for the South Side of Excelsior Boulevard (2015)*

The Beltline Area Framework and Design Guidelines document provides a Beltline Area vision, a range of guiding principles, a set of recommendations, and private development design guidelines. Building upon existing assets and creating a vibrant and connected community were two of the major themes of the study.

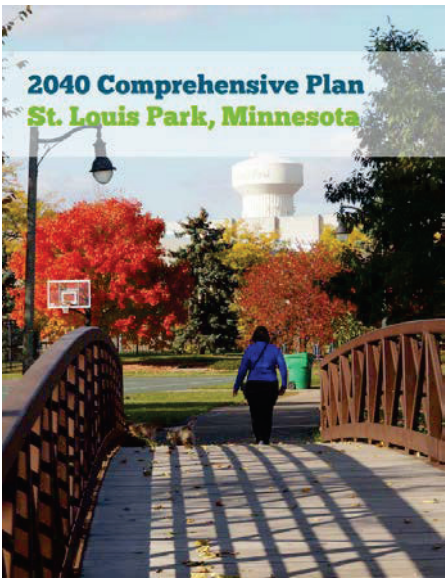
The Elmwood Area Land Use, Transit, and Transportation Study document provides a set of Elmwood Area planning principles, a range of recommendations, and land use guiding recommendations. Planning principles of this study focused on investments in land use and development, circulation and open space/stormwater.

The Louisiana Station Area Framework – Design Guidelines document provides a Louisiana Station Area Vision, a set of guiding principles, a set of recommendations, and design guidelines.

The design guidelines were established for Excelsior Boulevard to shape future development. The guidelines address a series of parcels that exist in a narrow band along the south side of Excelsior Boulevard between Quentin Avenue and France Avenue.

2040 Comprehensive Plan

The city comprehensive plan is an official document that guides the future of the City of St. Louis Park. It sets forth policies and programs that govern land use, transportation, public facilities, economic development, housing and other areas of city government. The 2040 plan builds on the Vision 3.0 foundation and integrates it into plan elements. The plan shapes the practical goals and strategies for the future of St. Louis Park. The gateway plans are intended to supplement the comprehensive plan and aid in decision making processes.



Vision 3.0

Vision 3.0 established a vision for the community rooted in community input that is used as a decision making tool for many actions and activities throughout the city. For example, the 2040 comprehensive plan utilized the Vision 3.0 as goals to strive for in the establishment of land use and development policies and future action.

Five strategic priorities were identified through the community led process that also guided the development of outcomes and implementation considerations for the gateway plans.



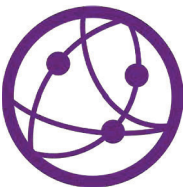
Racial equity & inclusion

St. Louis Park is committed to being a leader in racial equity and inclusion in order to create a more just and inclusive community for all.



Environmental stewardship

St. Louis Park is committed to continue to lead in environmental stewardship.



Mobility

St. Louis Park is committed to providing a variety of options for people to make their way around the city comfortably, safely and reliably.



Community engagement

St. Louis Park is committed to creating opportunities to build social capital through community engagement.



Housing & neighborhood-oriented development

St. Louis Park is committed to providing a broad range of housing and neighborhood-oriented development.

Connect the Park

Connect the Park is the city’s implementation plan to create more bikeways, sidewalks and trails throughout the community. The individual segments in the plan were identified by a citizen advisory committee as a part of the Active Living Sidewalk and Trail Plan. The location of the segments included in Connect the Park was finalized with community input through a process that took several years. The city council approved the plan in 2013, and construction began in 2015.

