

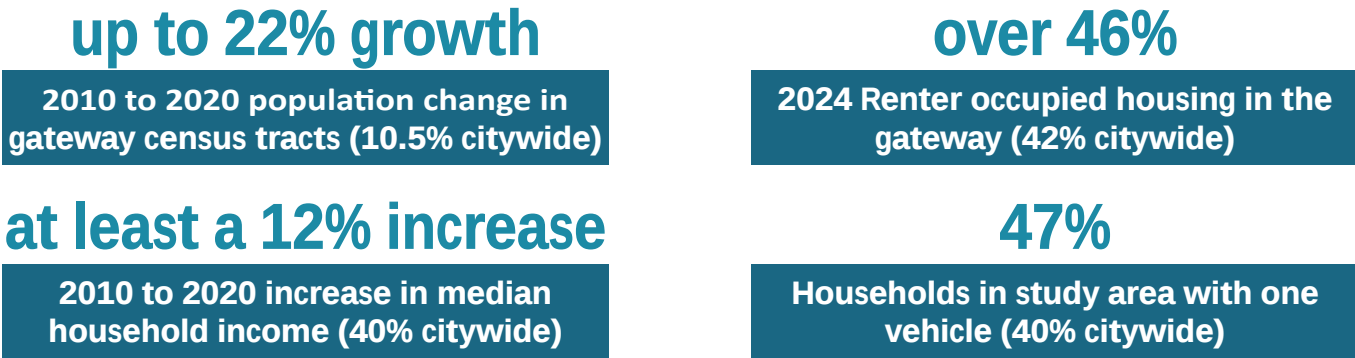
Beltline Gateway

The Beltline Gateway is located on the eastern side of the City of St. Louis Park, and is the first station in the community along the METRO Green Line Extension from Minneapolis. This gateway has experienced a number of investments as the city has implemented strategies identified in the existing 2012 study. The Arrive + Thrive process set out to review recent investments and understand the benefit/impacts to the Beltline Gateway.

The Beltline Gateway is a growing regional employment center with great potential for redevelopment. Future redevelopments can create jobs and other community assets, while enhancing livability in the area. The aging business park around 35th Street and Raleigh Avenue presents an opportunity for a unique district with smaller businesses and spaces for desired amenities in the community. Improved street connectivity, mobility, and greenway connections can help weave together the distinct Beltline districts, while improving water quality for nearby Bass Lake.

Beltline Gateway current conditions

Demographics



Previous plan

Developed in 2012, the Beltline Area Framework and Design Guidelines provided a set of planning principles, recommended public investments, and land use guiding recommendations for the Beltline Gateway. Investments that have occurred since the plan’s adoption include redevelopment along County Highway 25 and rezoning of employment oriented areas. Mobility improvements have also included County Highway 25 redesign efforts and bike facilities on Beltline Boulevard. The remaining actions include:

Land use + development	Mobility + access
• Create a transit overlay for the station area. • Consider a detailed development study for County Highway 25, where still needed. • Continue rezoning of the employment-oriented development areas to support further investment.	• Various bike connections as identified in the plan. • Implementation of the County Highway 25 Conceptual Roadway Layout. • Continue to pursue street connections as identified in the plan.

Comprehensive Plan

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

Land use + development	Mobility + access	Parks + natural systems
The future land use plan supports continued TOD investments near the station and along Beltline Avenue.	On-going maintenance of existing bikeways, sidewalks, and roadways throughout the gateway.	Support for investments in existing parks and connections to these resources. Enhancements and maintenance activities identified for Bass Lake Preserve.

Beltline Gateway engagement themes

The three phases of engagement included similar themes and concepts for the Beltline Gateway. Overall, the community supports continued development, mobility and natural system investments in the gateway, with specific areas of support (green) and concern (red) identified below.



Beltline Gateway vision statement

VISION The Beltline Gateway is home to a number of community assets and continued investment. Regional transportation investments present a valuable opportunity for building and connecting the gateway’s assets to create a vibrant community hub full of activity and amenities. Investments should build upon existing assets, enhancing the existing destination. Opportunities to create a vibrant and connected community hub for jobs, neighborhoods, and recreation should also be enhanced. The Beltline Gateway vision embraces the following elements:

Create a unique sense of identity	Increase street connectivity + mobility	Assure superior walking + biking	Support regional employment growth
Capture the value of transit	Support transit-oriented development	Manage parking and access	

Beltline Gateway illustrative plan



BELTLINE GATEWAY PLAN - JUNE 2025



35th Street + Raleigh Avenue design

This outcome includes a revised cross-section design for 35th Street and Raleigh Avenue to inform future reconstruction efforts.

Outcome features

35th Street and Raleigh Avenue are two key roadways within the gateway that include wide driving lanes that accommodate both personal and freight vehicles. A revised cross section creates an opportunity to include design features that respond to the changing development context and mobility. This includes narrowed driving lanes, maintained on-street parking on one side of the street, sidewalks, and landscaped boulevards. This design concept can be used to inform upcoming reconstruction activities.

Roadway design

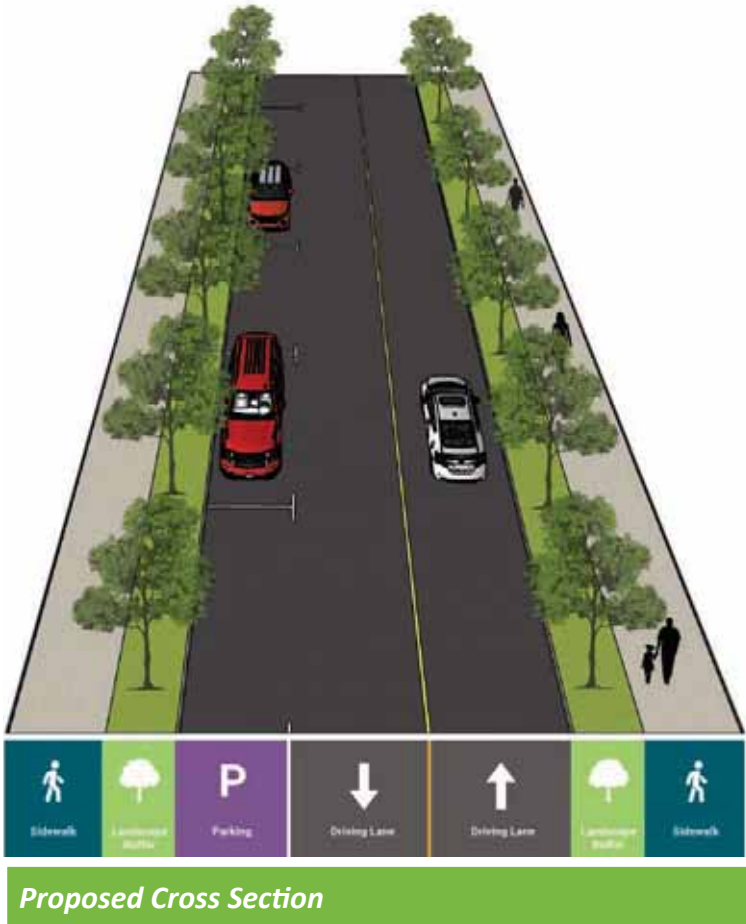
- » There is consistently 60-feet of right-of-way throughout the gateway, providing flexibility for future design changes.
- » Narrowing the driving lanes provides space to maintain on-street parking and introduce multimodal features.
- » The proposed cross section will accommodate existing freight traffic as redevelopment occurs.

Multimodal features

- » The wider right-of-way and narrowed driving lanes create options to include sidewalks on sides of the roadway to facilitate continued pedestrian connectivity.

Public realm

- » The revised design proposes the construction of sidewalks on the property line to provide a direct connection to future developments. This provides opportunities for public realm enhancements to support the creation of an identity or sense of place for the Beltline Gateway.



What is the impact?

This outcome supports mobility and place-making goals established for the Beltline Gateway. The redesign creates a street that supports mobility for all modes and the redevelopment guided for the area. While this exact cross section may not be implemented, future maintenance and street projects will reference the concepts proposed.

Race + equity impact

- » Improved mobility and safety for all users.
- » Narrowed roadway decreasing crossing distance.

Environmental impact

- » Opportunity to include landscaping to increase the tree cover and additional pervious surface area.

Public infrastructure impact

- » The existing right-of-way limits for 35th Street and Raleigh Avenue would accommodate the features proposed within the revised cross section.

Mobility impact

- » The revised design for 35th Street and Raleigh Avenue facilitates movement and connection throughout the gateway.
- » The narrowed lanes may impact the freight mobility experience while uses in the area transition from industrial to commercial and residential uses.

Land use + development impact

- » Design features proposed for the roadway respond to the existing and guided uses along 35th Street and Raleigh Avenue and increase opportunities for place-making and connection.

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Design the 2025 Commercial Street Rehabilitation project for 35th Street and Raleigh Avenue to include one on-street parking lane and increased green space and sidewalks.	Infrastructure	Near term			Engineering

Linked outcomes



The implementation of the 35th Street + Raleigh Avenue design is linked to two other outcomes:



New open space, stormwater + Bass Lake Connection



Roadway network updates

Strategic priorities

This outcome centers around improved mobility for all users using a corridor vision that was established based upon community input gathered through this planning process. Future design also can support other connection and natural systems goals.

Strategic priorities





Reinvestment + adaptive reuse opportunities

This objective supports the reuse and/or redevelopment of existing structures to support new commercial and service uses on Park Glen Road and 35th and Raleigh.

Outcome features

Redevelopment of properties southwest of the Beltline LRT station support reinvestment and enhancement of the gateway as an industrial and commercial destination. With investments to existing structures, current industrial uses can be repurposed into commercial and service uses, similar to Steele Toe Brewing. Opportunities for mixed-use development closer to the station are also supported, providing a variety of high-density uses near the station.

Mixed-use development

- » Opportunities for mixed-use development were identified at the intersection of Park Glen Road and Beltline Boulevard. Ground floor commercial uses that provide amenities and services for gateway residents that also draw visitors to the gateway.
- » Residential development of various styles to support varied housing needs.

Commercial + service development

- » The Beltline Gateway currently has a few scattered commercial businesses among one-story offices and low-impact industrial employers. Future uses should focus on enhancing the gateway by creating a destination and providing high-quality employment.

Shared access + parking

- » Support shared parking and access across reuse activities to support parking needs and reduce the impervious surface area of the site today.



Example: Industrial building reuse

What is the impact?

This outcome focuses on the reuse of existing properties as an opportunity to limit the overall investment needed, support existing uses, and limit development impacts.

Race + equity impact

- » Support commercial destinations that serve many audiences.
- » Support varied housing styles to welcome various groups into the gateway.

Environmental impact

- » Adaptive reuse of buildings allows for the life of buildings to extend, minimizing the environmental impact versus demolition and new construction.

Public infrastructure impact

- » This outcome supports the maintenance of existing uses for future redevelopment and likely includes the maintained utility needs. The future land use plan supports these uses and assumed planning level utility needs will not change.

Mobility impact

- » Opportunities to explore shared parking within the gateway would reduce the overall need and amount of surface parking.
- » Existing roadways and access points can serve future uses, however traffic patterns or travel increases should be considered.

Land use + development impact

- » The 2040 Comprehensive Plan guides the Park Glen Road areas west of Beltline Boulevard for a combination of business park uses and Transit Oriented Development.

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Utilize economic development tools to support the reuse and reinvestment of industrial buildings southwest of the Beltline LRT station.	Policy	Mid term	● ● ●	● ● ●	Potential developers
Use identified economic development strategies to support commercial growth and investment, especially near the Beltline Station.	Policy	On-going	● ● ●	● ● ●	Community, Potential developers
Property owner coordination and collaboration regarding the redevelopment of identified sites within the gateway.	Policy	On-going	● ● ●	● ● ●	Property owner(s) Community

Strategic priorities

This outcome supports each of the identified priorities, creating connected and accessible housing options, reducing impervious surfaces, and creating opportunities for engagement through the development process.

Strategic priorities





Mixed use + residential redevelopment

This outcome includes redevelopment opportunities that support transit-oriented development near the Beltline Boulevard Station. The redevelopment of properties to increase medium housing opportunities near the extension of Park Glen Road is also identified.



Example: mixed use development

Mixed-use development

- » Ground floor commercial uses that provide amenities and services for gateway residents that also draw visitors to the gateway.
- » Residential development of various styles to support varied housing needs.

Medium and high density residential uses

- » Support housing types that provide a transition from the more intense uses near the station into the existing neighborhood.
- » High density residential uses of 7 stories or higher should be close to the LRT station
- » 3 to 6 story buildings supported throughout the site and redevelopment to the north
- » Development of medium density residential at a density of 6 to 30 units per acre would be appropriate further from the station

Building orientation

- » Future subdivision and lot split activities will determine the final access and lot arrangement for future redevelopment. This will inform future building orientation for the mixed use development areas. The proximity to the Ceder Lake Trail and other future multimodal infrastructure should be considered in the development of each project.
- » Focus development that complements Bass Lake and utilizes the natural setting as an asset.

Outcome features

This outcome focused on the redevelopment of parcels near the Beltline Boulevard Station to support the Transit Oriented Development and Medium Density Residential guided for this area.

The extension of Park Glen Road requires the future dedication of right-of-way and the rearrangement of surrounding parcels. This creates an opportunity to explore a new use for the southern edge of the roadway extension that aligns with the goals of this gateway plan. A transition from commercial/industrial uses to medium density residential uses would align with existing uses and provide a complement to both the higher density development near the station to the existing single family homes. Future redevelopment should consider:

Shared parking

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



Transit oriented development + medium density development opportunities

What is the impact?

Redevelopment near the Beltline Boulevard Station will bring additional investment and use opportunities to the gateway. The introduction of mixed-use properties will also support transit oriented development near the station and continue to build on recent investments in formerly underutilized sites. Medium density redevelopment in this area will be infill development and will need to take the context of the existing neighborhood into consideration. The change in use will change mobility and utility needs, and must consider potential impacts with the proximity to Bass Lake.

Race + equity impact

- » Support varied housing styles to welcome various groups into the gateway.
- » Support commercial destinations that serve many audiences.

Environmental impact

- » Redevelopment may decrease the amount of impervious surface and incorporate stormwater management investments.
- » Redevelopment should consider the proximity to Bass Lake and incorporate stormwater best management practices (BMPs).

Public infrastructure impact

- » Increased utility needs with the potential for 240 to 575 new residential units using the Transit Oriented Development land use guidance. The growth was already accounted for in the 2040 Comprehensive Plan utility calculations.



Mixed use + residential redevelopment (continued)

- » Increased utility needs with the potential for 45 to 200 new residential units using the medium density residential guidance. Medium density residential development was planned as part of the 2040 Comprehensive Plan and was factored into future utility planning.
- » Overland stormwater management must be factored into the site design with the overall size of the site (approximately 10.26 acres) and its proximity to Bass Lake and other stormwater infrastructure.

Mobility impact

- » Change of use may result in an increase in vehicles, though proximity to the Beltline Station may reduce personal vehicle dependence. Time of travel will shift with the introduction of residential travelers.
- » Changing the use of the site from a self-storage facility to medium density residential will result in an increase in daily traffic. The new roadway extension will provide two outlets for travelers to and from this area. Time of travel will shift with the introduction of residential travelers.

Land use + development impact

- » Transit oriented development aligns with the land use and economic development guidance of the 2040 Comprehensive Plan.
- » Medium density residential development supports the overall goals established for the gateway through this process. This use is supported by the guidance of the 2040 Comprehensive Plan



Example cottage courtyard development

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Create zoning district standard and incentives to support a residential and mixed-use building form that supports the overall vision for the gateway	Regulatory	Near term			Community
Utilize new neighborhood zoning districts to allow future development of medium-density housing options for the self-storage site on Park Glen Road	Regulatory	Near term			Property owner(s)
Rezoning of mixed use sites north of the station area to support TOD and reinvestment in the area. Support development that emphasizes pedestrian scale development.	Regulatory	Near term			Community
With the platting process to dedicate right-of-way for the extension of Park Glen Road, establish new parcel layouts to support redevelopment to the north and south side of the road extension	Regulatory	Mid term			Property owner(s)
Use identified economic development strategies to support commercial growth and investment, especially near the Beltline Station.	Policy	On-going			Community, Potential developers
Property owner coordination and collaboration regarding the redevelopment of identified sites within the gateway.	Policy	On-going			Property owner(s) Community

Linked outcomes



The implementation of the Mixed use + residential redevelopment is linked to one other outcome:



Park Glen Road extension

Strategic priorities

This outcome supports each of the identified properties, creating connected and accessible housing options, reducing impervious surfaces, and creating opportunities for engagement through the development process.

Strategic priorities





New open space, stormwater + Bass Lake connection

This outcome identifies new open space and stormwater ponds that could be created within the gateway to create more green space and improved stormwater management near Bass Lake.

Outcome features

Reinvestment and redevelopment in the area west of Beltline Boulevard provides an opportunity for the creation of a “green corridor” that serves multiple functions: providing green space and amenities, floodplain mitigation through innovative stormwater management, and increasing tree canopy in a previously industrial area. Green corridors include existing vegetated or green spaces within the gateway, including the areas surrounding Bass Lake, and also include the development of new vegetated areas.



Green corridor west of Beltline Boulevard

Private vs. public ownership

- » These spaces may be developed under private, public or a public/private ownership process. Coordination with property owners will determine the best ownerships structure.

Right-of-way/easements

- » This green corridor can be supported with either the dedication of right-of-way or through city purchase of the property for parks if the city will play a role in maintaining. This will require coordination with all property owners.
- » These uses could also be implemented on the private property, through the establishment of a declaration of public ingress/egress and a maintenance agreement by the private property owner.

Access + use

- » Opportunities to connect to and expand the trail network through this area should be explored. This includes the extension of the proposed pedestrian street into this area.

Interaction

- » Opportunities to increase physical access and views of the area should be emphasized.
- » Additional investments may include the creation of places of refuge or gathering, creating spaces for interaction.

What is the impact?

Stormwater and open space investments provide many benefits with an understanding of the potential impacts and mitigation measures.

Race + equity impact

- » Investments provide access to green space and recreational opportunities for gateway residents and visitors.

Environmental impact

- » Additional green space and tree canopy will enhance this area of the gateway that is currently covered with impervious surface area and minimal tree cover.
- » Inclusion of stormwater best practices must be included with any investments to limit any impacts in the flood plain.



Example: Blue Infrastructure in boulevard



New open space, stormwater + Bass Lake connection (continued)

Public infrastructure impact

- » Coordination with the property owners and potential developers around the green corridor will inform future ownership and maintenance responsibilities of public investments.

Mobility impact

- » Multimodal infrastructure will establish connections between gateway assets, such as the LRT station, the ROC, and Bass Lake.

Land use + development impact

- » Future development activity near the green corridor or within the floodplain should include stormwater management features to support the city's overall goals.
- » Adjacent developments may be impacted by future right-of-way or easement dedication, but will benefit from the additional park space, providing green space and amenities within the gateway.



Bass Lake

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Coordinate with property owners to determine the ownership structure of the expanded drainage area and open space.	Planning	Near term			Property owner(s)
Design stormwater pond expansion in the new open space to determine size, grade, etc.	Planning	Mid term			Engineering, Watershed District
Obtain drainage and access easements for the construction and maintenance of the pond and sidewalks, if stormwater remains on private property. Secure right-of-way dedication if public space.	Regulatory	Mid term			Property owner(s)
Secure funding and expand the stormwater pond.	Infrastructure	Long term			Property owner(s)

Strategic priorities

This outcome aligns with each of the city's five strategic priorities as it creates opportunities to engage community in investments that are accessible to all, provides connections for transportation and recreation use, and serves as an amenity and green space access for adjacent development.

Strategic priorities





Roadway network updates

This outcome includes updates to the roadway network to create new connections and improve connectivity.

Outcome features

The Beltline Gateway has a challenging road network that can be improved by a few strategic connections. These key connections would provide multimodal access to developments and destinations within the gateway, and improve access to the light rail station. These connections include:

Park Glen Road to 35th Street connection

- » The need for a future north/south connection has been identified between Park Glen Road west of Beltline Boulevard and 35th Street.
- » The alignment of this connection should be considered thoughtfully with property owners and potential developers to ensure the resulting parcels provide opportunities for mixed-use redevelopment or investment in existing buildings and businesses.
- » This connection would improve the road network, creating opportunities for employees and visitors to move throughout the gateway while avoiding higher volume roadways.



Network updates

Park Center Boulevard extension

- » The extension of Park Center Boulevard to the north of the existing intersection with 36th Street would increase connectivity in the area. South of 36th Street, Park Center Boulevard provides key connections to commercial destinations, and the new roadway would provide a more direct connection from gateway properties.

Pedestrian Street

- » The existing approximately 8-foot alley along the western edge of the Corsa and Risor developments creates an opportunity for the development of a pedestrian street, creating a dedicated pedestrian connection option within the gateway.
- » The pedestrian street could also connect to the trail improvements identified with the creation of new stormwater areas.

Park Glen Road to France Avenue connection

- » Park Glen Road east of Beltline Boulevard was also identified as needing a connection to the greater roadway network.
- » By connecting the current cul-de-sac with France Avenue to the south, residents within the Minikahda Oaks neighborhood and those living along Park Glen Road will have improved access to the light rail station, the Cedar Lake Regional Trail, and Excelsior Boulevard. The connection should be designed to discourage cut-through traffic as well as provide for low- to medium-density redevelopment of the self-storage site.





Roadway network updates (continued)

What is the impact?

This outcome includes the introduction of new roadways intended to improve connectivity, but may include impacts to resources or existing parcels.

Race + equity impact

- » New roadway and path connections provide enhanced multimodal movement for all users within the gateway.

Environmental impact

- » The creation of new roadways would add new impervious surface area, but also could replace existing parking lots with public streets featuring landscaping.
- » Future design should encourage landscaping and vegetated boulevards.

Public infrastructure impact

- » These connections would require the creation of new public roadways and creation of a pedestrian street.
- » The roadways would require the dedication of public right-of-way and modifications to existing sites to accommodate.

Mobility impact

- » The connections enhance multimodal infrastructure and connection opportunities within the Beltline Gateway.

Land use + development impact

- » Existing and future development will benefit from additional transportation options and connections.
- » Properties along the future roadway alignments would be impacted through the need for right-of-way dedication.
- » Some properties may need to reconfigure parking while others parcels may require full redevelopment.



Park Glen Road connection to France Avenue

Implementation actions

Action	Action type	Timeline	Complexity	Benefit	Community partners
Utilize new neighborhood zoning districts to allow future development of medium-density housing options for the self-storage site on Park Glen Road.	Regulatory	Near term	● ○ ○	● ○ ○	Property owner(s)
Explore the redesign of the existing alley to the northwest of Corsa to support a pedestrian connection, with dedicated sidewalk infrastructure and urban realm enhancements.	Planning	Near term	● ○ ○	● ● ○	Engineering, Property owner(s)
Study to identify the alignment of new roadway connections within the Wolfe Park neighborhood near 35th Street and Raleigh Avenue, including preliminary design of the connection points.	Planning	Mid term	● ○ ○	● ● ○	Engineering, Property owner(s)
Include these roadway connections in a future Capital Improvement Plan for construction.	Policy	Mid term	● ● ○	● ● ○	Engineering
With the platting process to dedicate right-of-way for the extension of Park Glen Road, establish new parcel layouts to support redevelopment to the north and south side of the road extension.	Planning Regulatory	Mid term	● ● ○	● ○ ○	Engineering Property owner(s)
Secure the right-of-way for the new roadway extensions.	Regulatory	Mid term	● ● ○	● ● ○	Engineering, Property owner(s)

Linked outcomes



The implementation of the roadway network extension is linked to three other outcomes:



Reinvestment + adaptive reuse opportunities



Mixed use + residential redevelopment



New open space, stormwater + Bass Lake connection

Strategic priorities

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

Strategic priorities

