



Beltline Gateway

Current Conditions Summary

Current conditions

Beltline Gateway: June 2023



Beltline Gateway area, looking southwest



Beltline Gateway area, looking south



Beltline Gateway area, looking northwest



Beltline Gateway area, looking southwest

Beltline Area Framework + Design Guidelines

Developed in 2012, the Beltline Area Framework and Design Guidelines provided a set of planning principles, a range of recommendations, and land use guiding recommendations for the Beltline Gateway. The following outlines specific goals of the plan and the recent investments within the gateway area.

Plan goals



Create a **unique sense of identity** by weaving together the distinct Beltline districts.



Increase street **connectivity and mobility** and prioritize pedestrian and bike accessibility.



Foster the Beltline area as a **growing regional employment center**.



Capture the **value of high quality public transit** by optimizing transit oriented development, economic development, and neighborhood-scaled amenities around a convenient, safe, and pleasant transit center.

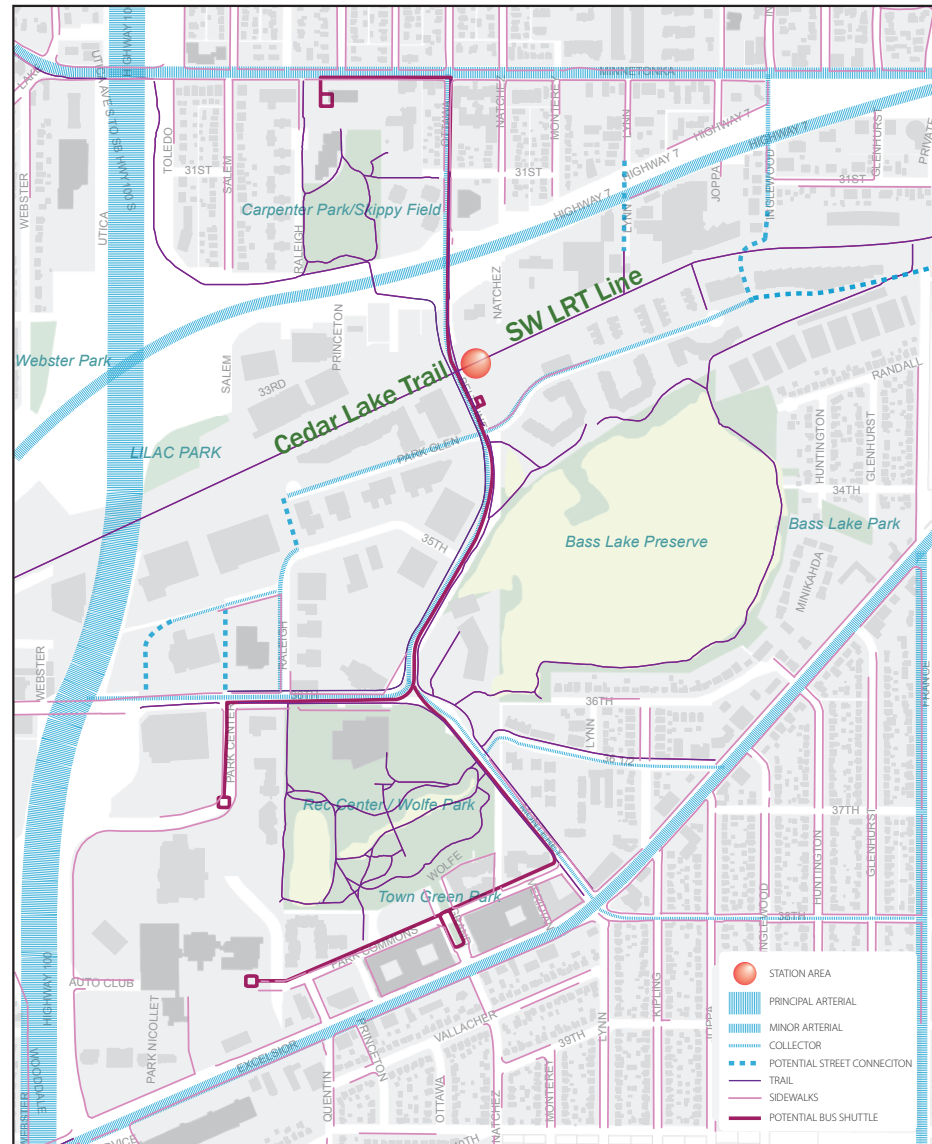


Create a **connected network of great public parks and spaces**.



Manage parking effectively to include park and rides, drop-off zones, on-street parking, and user-friendly bike parking facilities.

Potential Connectivity & Access Diagram: 2012



Beltline Station Area Framework + Design Guidelines

The current plan lists a number of recommendations and actions that will assist the community in achieving the established goals for the Beltline Station area. While progress has been made, there is still work to do.

- ✓ **Land use + development:** A few key actions have been completed to support the plan's land use recommendations:
 - Employment oriented areas between Highway 7 and 36th Street have been rezoned to support development needs
 - The City of St. Louis Park support the design of the Beltline Station.
 - Individual sites along County Highway 25 have been redeveloped.
- ✓ **Mobility + access:** A number of transportation investments have improved mobility in the gateway:
 - Bike facilities were constructed on Beltline Boulevard from 26th to Highway 7.
 - A conceptual roadway design layout was completed for County Highway 25 with Hennepin County.
 - The Beltline and County Highway 25 intersection and the LRT intersection are under construction.



1. Beltline Boulevard and Ottawa Ave bikeway and intersection improvements
2. Nordic Ware cafe and manufacturing expansions, 2022
3. Sherman mixed-use transit-oriented development, 2023 construction start
4. General Office Products lease ending, presenting an opportunity for new mixed-use transit-oriented development
5. Corsa mixed-use development, 2023
6. Risor mixed-use development, 2023
7. Self-storage facility rezoned for residential development, redevelopment and/or future connection opportunity.

Beltline Station Area Framework + Design Guidelines

What is left to accomplish?

- Land use + development:** Limited redevelopment opportunities were identified in the plan. The following policy or guidance recommendations has yet to be completed:
 - 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.
- Mobility + access:** While many improvements were made, the following recommendations have yet to be implemented:
 - 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.



1. Transit overlay

Social conditions

Arrive + Thrive study area conditions



Beltline gateway conditions

Population

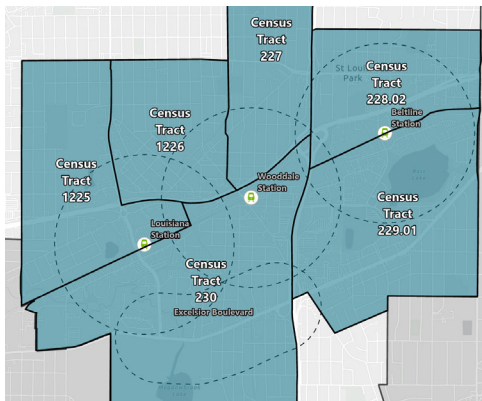
Between 2010 and 2020, the **population** in census tracts in the Beltline Gateway area **changed between -6.5 percent and 22.4 percent (10.5 percent citywide).**

Age

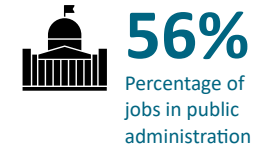
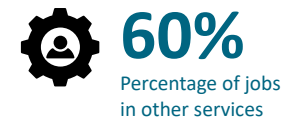
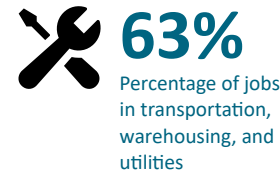
The median age for the Beltline Gateway ranged from **32.7 to 39.2 years** in 2021, representing the youngest and oldest census tracts our study area.

Housing

In census tracts in the Beltline Gateway area, the percentage of **renter-occupied housing is between 43.0 percent and 71.9 percent (41.9 percent citywide).**

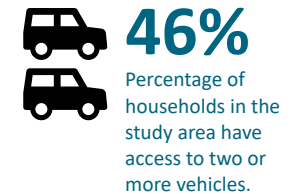
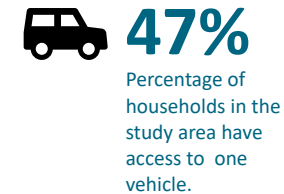
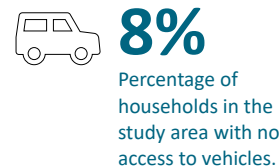


Employment & Income



Between 2010 and 2020, the **median household income** in census tracts in the Beltline Gateway area **grew between 16.6 percent and 49.0 percent (39.7 percent citywide).**

Mobility





Land use + development

Current land uses: The primary land uses include Industrial and Multifamily. Areas north of County Highway 25 include a range of commercial uses.

Future land use: The 2040 Comprehensive Plan guides Transit Oriented development north of the station and business parking other locations. Many of the residential uses remain unchanged.

Recent development: Recent development has been centered on the Beltline corridor.



Mobility + access

Infrastructure: The existing street network is generally well connected, with good sidewalk connectivity.

Bike and pedestrian mobility: Trails are a highlight utilized feature within the Beltline Area. Other than the facilities along Beltline, walkers and bikers utilize trails or features more frequently. The highest pedestrian volumes are on Beltline from County Highway 25 to Park Glen on the eastern edge.

Access: Individual property access does not generally present concerns within the study area.



Businesses + neighborhoods

Neighborhoods: The Beltline Gateway includes portions of the **Wolfe Park** and **Triangle** neighborhoods.

Employment centers: The Beltline Gateway is identified an employment area and nodes of neighborhood commercial are present north of County Highway 25.

Parcel utilization: Areas west of Beltline Boulevard were identified as poorly utilized, but are active uses with recent investment. The Park Glen Apartments are among the most highlight utilized.



Parks + natural systems

Parks: Carpenter Park is located within the gateway. All areas are located within a half mile walk-shed to a park.

Natural systems: The Beltline Gateway study area consists of primarily impervious surfaces (pavement and buildings). The surrounding neighborhoods have a larger tree canopy and neighborhood streets include boulevard trees.

Wetlands: Bass Lake is located within the southwest quadrant of the study area, which is supported by green infrastructure. This area is also prone to overland flooding and must be monitored in heavy rainfall events.

Beltline Gateway

The Beltline Gateway area 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.

Focus areas to explore:

- 35th Street and Raleigh Avenue commercial district strategy and placemaking
- Travel demand management for new and existing multifamily
- Optimization of roadways and public realm infrastructure

Connections to open spaces and community amenities and create a central organizing feature

Big ideas to test:

- Commercial district planning
- Travel demand management policies and tools for multifamily
- Floodplain improvements and resource access
- Future street and sidewalk connections