



BELTLINE AREA FRAMEWORK & DESIGN GUIDELINES

CITY OF ST. LOUIS PARK, MINNESOTA
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ACKNOWLEDGEMENTS

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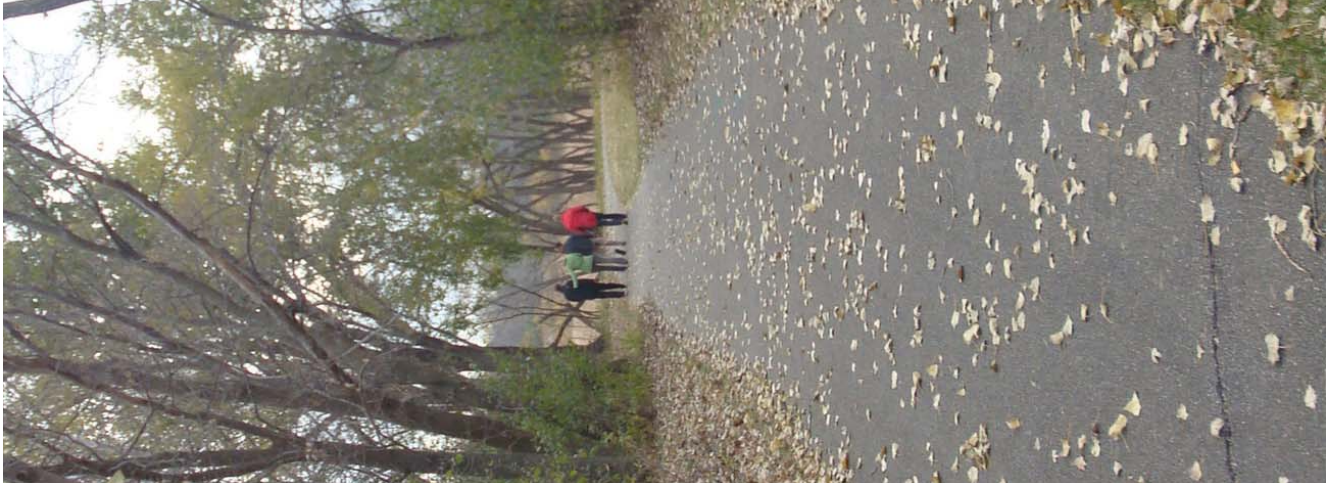
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GLOSSARY





EXECUTIVE SUMMARY

The proposed Southwest LRT line connecting Minneapolis to St. Louis Park, Hopkins, Minnetonka and Eden Prairie will travel in the existing railroad corridor located on Hennepin County Regional Railroad Authority (HCRRA) property just south of and largely parallel to CSAH 25/TH 7. Current LRT plans show the future Beltline Transit Station being located just southeast of the intersection of Beltline Boulevard and CSAH 25. The Beltline Station study area is generally defined as the area between TH 100 (west), Excelsior Boulevard/CSAH 3 (south), France Ave (east), and Minnetonka Boulevard/CSAH 5 (north). The Beltline Station study area encompasses three defined neighborhoods within St. Louis Park: Wolfe Park, Triangle and Minikahda Oaks.

The purpose of the Beltline Area Framework & Design Guidelines is to provide a guide to help shape future changes in the Beltline area. In light of the future addition of a Beltline Transit Station, the Beltline area will continue to evolve with other infrastructure changes, redevelopment and reinvestment. The Framework describes the future vision for the Beltline area and the Design Guidelines provide recommendations for the design of future public and private investment in the Beltline area.

The Framework envisions the Beltline area as a transit-oriented community hub for jobs, neighborhoods, and recreation. The future Beltline area will have a unique and well-defined sense of identity with strong connections to both local and regional destinations. New development and redevelopment will enhance and reinforce the Beltline area's role as a regional employment center surrounded by desirable neighborhoods and a wealth of parks and open spaces.

This future vision is supported and reinforced by 10 guiding principles, which are:

1. **Create a unique sense of identity for the Beltline area**
2. **Weave together the distinct Beltline districts**
3. **Increase street connectivity and mobility**
4. **Assure superior walking and biking accessibility**
5. **Foster the Beltline area as a growing regional employment center**
6. **Capture the value of transit**
7. **Promote transit-oriented development**
8. **Create a connected network of great public spaces**
9. **Advocate for a convenient, safe and pleasant transit station center**
10. **Manage parking effectively**

The Framework also describes the preferred development pattern for the Beltline area, including land uses, development form, connectivity/access, mix of distinct Beltline “character districts”, and Beltline’s overall area identity.

The Design Guidelines provide design guidance for future private development and public systems/spaces in the Beltline area. The private development design guidelines address site development, buildings, parking, service/delivery/storage areas, signage, and lighting within the Beltline Area. The public systems/spaces design guidelines address the development of all future above ground, visible elements of the public environment including street and roadway

design, sidewalks and trails, public gathering spaces, public transit and parking facilities, storm water management and utility structures.

The Framework and Design Guidelines are advisory and are intended to complement the City's policies and regulations.

Priority Action Plan

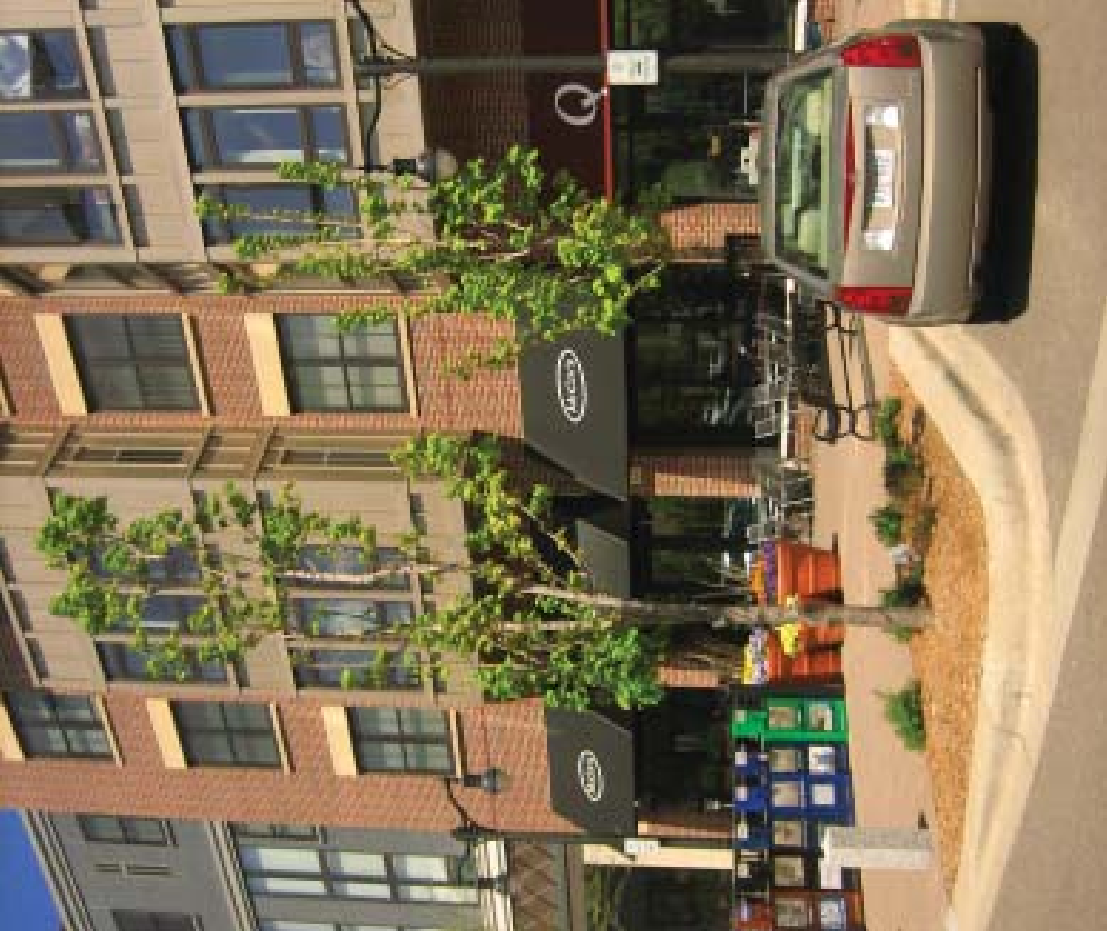
Recommended initial action step to implement the Framework for the Beltline area are:

1. Pursue rezoning of employment-oriented areas to the Business Park (BP) zoning designation and address the land use designation and zoning for mixed-use areas.
2. Prepare a detailed bicycle and pedestrian connectivity plan for the Beltline area.
3. Begin planning, funding and concept design work for the redesign of CSAH 25 (east of Beltline/Ottawa) from a divided highway to an urban street. Work with Hennepin County to get the project in its work plan as a priority project for planning, design and funding.
4. Use the Beltline Design Guidelines with Metropolitan Council and Hennepin County during the upcoming Southwest LRT Transitional Station Area Action Plan and Preliminary Engineering processes to help shape the Beltline area LRT design.
5. Prepare a feasibility analysis of key Beltline area transportation projects - new street connections (e.g. north-south, Park Glen Road, Raleigh, 32nd Street), the Beltline/Ottawa and CSAH 25 intersection, the LRT line/railroad and Beltline/Cedar Lake Trail intersection and the CSAH 25, east of Beltline/Ottawa, urban street design.
6. Consider creating a transit station area overlay zoning district for the Beltline transit station area.
7. Conduct a detailed redevelopment study of areas adjacent to CSAH 25 in conjunction with the redesign of the roadway.

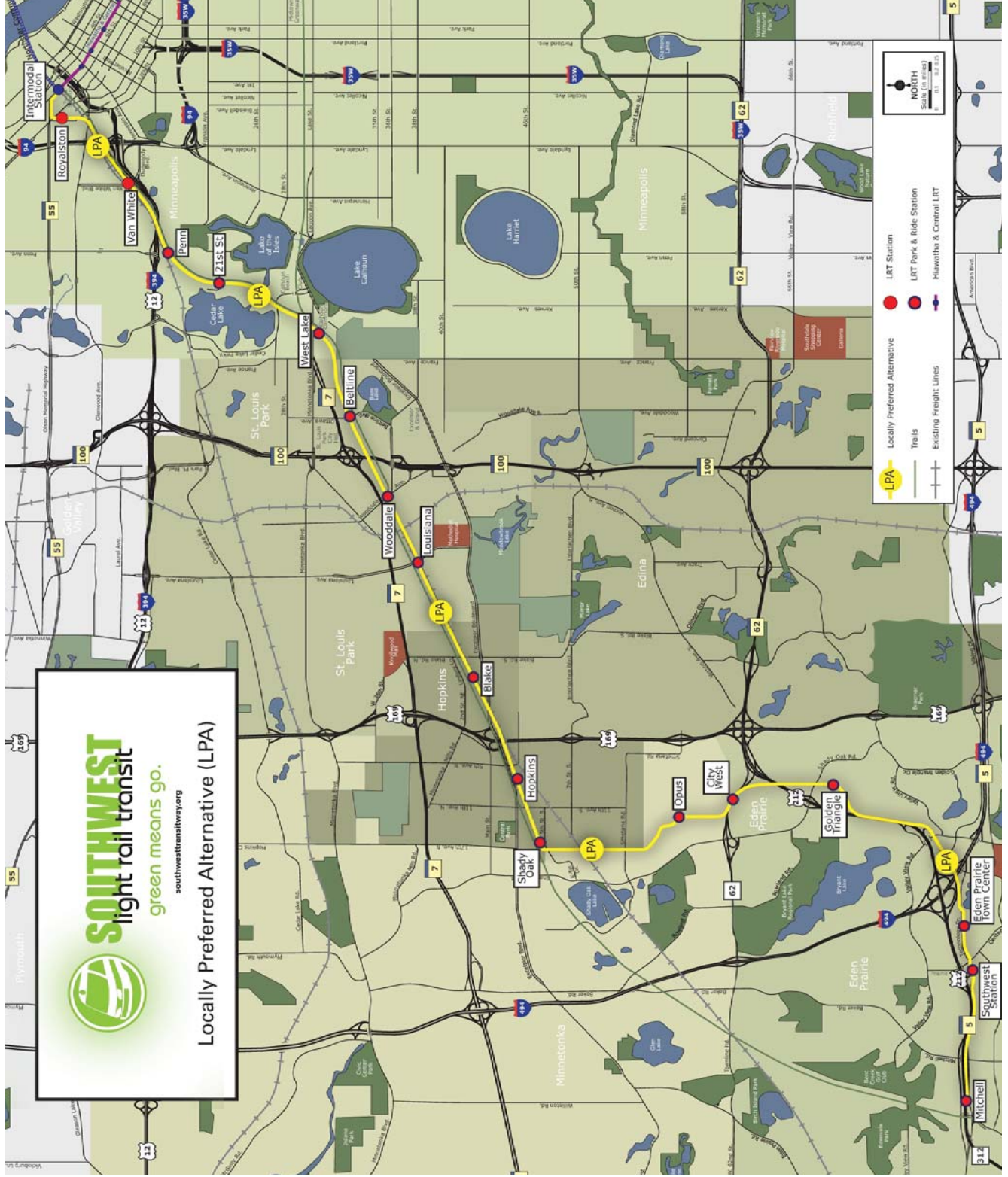


Existing patterns of the Beltline area





FRAMEWORK




SOUTHWEST
 light rail transit
 green means go.
southwesttransitway.org

Locally Preferred Alternative (LPA)

Figure 1.1: Planned Southwest LRT route and stations