

LAND USE

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A community's land use patterns are typically one of the most significant defining physical elements in its landscape. The mix, location, form, and relationship of adjacent and nearby land uses greatly affect the community's physical environment and social interaction. Typical of a historic lake community, White Bear Lake's land use patterns and mix are dominated by residential uses. The existing development pattern is the result of its historical development as a lakeshore cabin community of small residential lake lots, contrasted with the automobile-oriented commercial and industrial development along Highway 61. This established pattern results in future land use and redevelopment issues that are unique to White Bear Lake and generally not found in other suburban communities.

The Land Use Chapter provides a general concept for land use types, intensities, and locations through the year 2040. Every parcel within the City's limit is placed into a specific land use category. This chapter seeks to reinforce desirable land use patterns, identify places where change is appropriate and guide the form and location for future land use changes.

GUIDING PRINCIPLES

DIVERSITY

Maintain the city's diverse mix of land uses, which contribute to its resiliency as a community. Rather than a generic landscape of uniform housing and prototypical commercial types, this mix contributes to the fabric of the City and ensures fluctuations in market and preferences won't unduly impact a large proportion of the City's built environment.

DOWNTOWN

Support and strengthen Downtown as the "heart" of the community. Continue to strengthen the critical mass of retail, restaurants, residential, office, service, and entertainment offerings in and around the downtown.

REDEVELOPMENT

Continue to focus resources on redevelopment and reinvestment. It is necessary to increase the tax base in order to continue to provide high quality services to the city's businesses and residents. While the City is nearly built out, underutilized and appropriately situated sites offer the opportunity to redevelop land more efficiently and to introduce increased density along higher intensity corridors and activity nodes throughout the City.

COMPLETE COMMUNITY

Enhance complete community concept to create and enhance opportunities for residents to conveniently meet daily needs without having to make long trips. While is not feasible or desirable to structure all neighborhoods in this manner, it is a potential model for making places more livable at various life stages.

RESILIENCE AND SUSTAINABLE

Apply the framework of resilience and sustainability to all practices and planning. Sustainability is an important value throughout the plan. In terms of land use, it has implications from the small scale (e.g. how buildings are constructed, maintained and repurposed) to citywide (e.g. responsible use of resources and preparing for the evolving climate). Some related topics are addressed in more depth in other chapters of this plan.

EXISTING LAND USE

Table 2.1 Existing Land Use

Existing Land Use	Gross Acres	% Total Acres
Single Family	2,085.60	37.86%
Single Family Attached -Townhomes	168.97	3.07%
Multi Family - Apartments and Condos	215.52	3.91%
Commercial	310.56	5.64%
Industrial	182.30	3.31%
Public	643.06	11.67%
Semi-Public	297.66	5.40%
Rail ROW	63.43	1.15%
Road ROW	1,031.90	18.73%
Water	431.86	7.84%
Vacant	77.71	1.41%
Total	5,508.56	100.00%

Source: City of White Bear Lake, 2019

SINGLE FAMILY

This is the most common existing land use within White Bear Lake. As a suburban lake community with a varied development history, White Bear Lake has many neighborhoods of small- to medium-sized lots with single family detached homes on quiet neighborhood streets.

SINGLE FAMILY ATTACHED - TOWNHOMES

This category includes townhomes, row homes, twin homes, duplexes, triplexes, and quadplexes. While these housing types were not historically prevalent, many redevelopment and infill sits along major corridors have utilized this type of land use. Notable developments of this type can be seen south of Highway 96 East, and at the intersection of Interstate 694 and Highway 120.

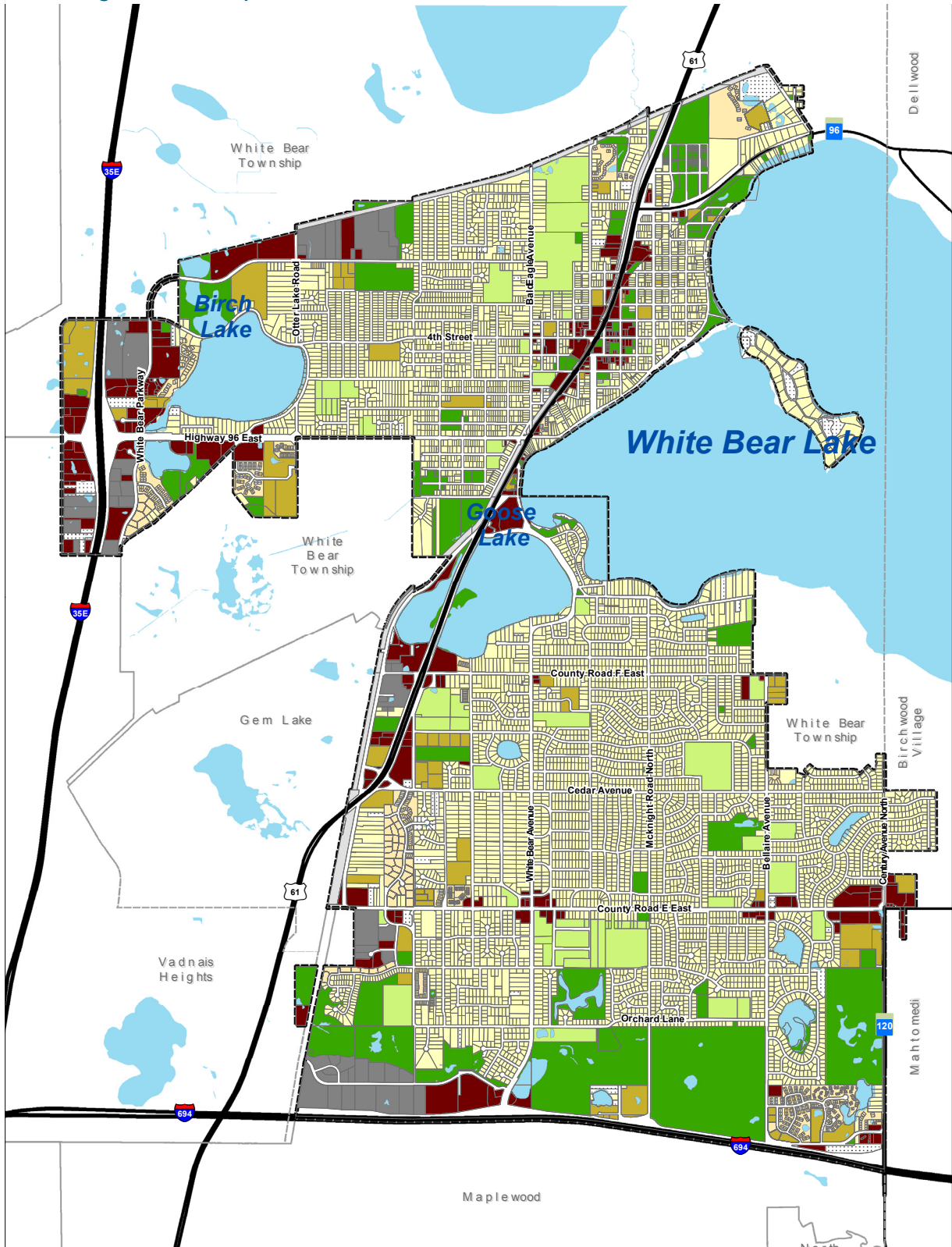
MULTI FAMILY - APARTMENTS AND CONDOS

White Bear Lake has a few sites throughout the community that have multifamily apartments or condominiums. Most of these sites are along major corridors within the community, such as Highway 61, Interstate 694, and Interstate 35-E.

COMMERCIAL

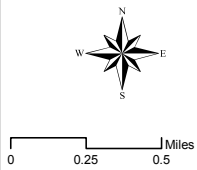
Existing businesses, services, and other commercial uses are located along White Bear Lake’s major arterials and collectors: Highway 61, Highway 96 East, and County Road E East. Most businesses in the city provide local services and have site design oriented for customers with vehicles.

Figure 2.1 Existing Land Use Map



Legend

- Vacant (77.7 ac)
- Single Family (2085.6 ac)
- Single Family Attached - Townhomes (168.9 ac)
- Multi Family - Apartments and Condos (215.5 ac)
- Commercial (310.6 ac)
- Industrial (182.3 ac)
- Public (643.1 ac)
- Semi-Public (297.7 ac)
- Rail ROW (63.4 ac)
- Road ROW (1032 ac)
- Water (431.9 ac)



**CITY OF WHITE BEAR LAKE
2040 COMPREHENSIVE PLAN
EXISTING LAND USE**

February, 2019 Draft
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

INDUSTRIAL

Existing industrial areas of White Bear Lake are clustered in areas with access to important freight routes, including rail roads and the Interstate Highway system.

PUBLIC

In addition to the City of White Bear Lake, other institutions within the community include the White Bear Lake Area School District (ISD 624), Century College, and many churches/religious organizations.

SEMI-PUBLIC

The City of White Bear Lake has 36 park and recreation facilities which serve the recreational needs of the community.

RAIL ROW

White Bear Lake has two active railroad lines: the Canadian Pacific Rail System and the Burlington Northern & Santa Fe Rail Line. The Canadian Pacific Rail System runs along the northern boundary of the City. The Burlington Northern & Santa Fe has a main line with limited use, which enters the City west of Goose Lake and extends north through White Bear Lake's downtown along the west side of State Highway 61 and terminates in Hugo.

ROAD ROW

Public right-of-way for roadways are owned and maintained by the City of White Bear Lake for local roads, Ramsey County for County roads, and MnDOT for State Highways and Interstate Highways.

WATER

There are three major water bodies within the city: White Bear Lake, Goose Lake, and Birch Lake. These and smaller ponds and wetlands are important natural resources for the community.

VACANT

Very few sites within White Bear Lake are vacant or undeveloped; as such, most development within the community will be redevelopment of existing sites.

RECENT PLANNING INITIATIVES

MARINA TRIANGLE MASTER PLAN

The Marina Triangle Area underwent a master planning effort in 2002, resulting in the Marina Triangle Master Plan. This Master Plan was incorporated into the 2030 Comprehensive Plan and is still considered the general direction of the site.

The development objectives identified within the Master Plan included:

- » Celebrate and interpret the area's history and enhance its unique sense of place
- » Strengthen connections to adjacent neighborhoods and downtown White Bear Lake
- » Improve access and circulation into and through the site
- » Create a well-defined and connected public realm
- » Integrate stormwater management into the design; improve water quality in the lakes
- » Develop a land use mix that encourages extended daily and year round activity
- » Enhance market viability by creating high-quality, adaptable architecture
- » Identify and prioritize catalyst projects which stimulate redevelopment and bring about plan objectives
- » Address implementation, including funding, phasing, policy requirements



Master Plan - Village on the Lake



Rendering of Public Promenade



Boatworks Commons facing White Bear Lake

Boatworks Commons

Since the 2030 Comprehensive Plan, one major development has gone into the area. The Boatworks Commons is the result of a complex public-private partnership aimed at creating a mixed use redevelopment on the former Johnson Boat Works site located on the western shores of White Bear Lake. The 1.6 acre parcel was acquired by the City in 1999 with the primary objective of catalyzing private sector investment within the broader 15 acre Marina Triangle District area. In addition to 85 market rate residential units, the redevelopment also provides a lakefront restaurant and yoga studio in a 4,800 square foot two story commercial building; along with many public components, including an enhanced public realm with a lakefront boardwalk, central green, public art, public parking ramp with 114 spaces, a 2,000 square foot community room that celebrates the rich sailing heritage of the Lake, and year-round restrooms. The new households now infuse new and year round activity market demand in an area that was previously somewhat seasonal in nature.

OTHER RECENT DEVELOPMENT

Prelude

Prelude is a 26 bed memory care facility developed by Emmaus Companies, Inc. on a 2.6 acre parcel on Birch Lake just north of Highway 61. The infill project also provides a separate duplex residence, intended to house spouses and loved ones of residents of the memory care units. Although housed under one common roof, the memory care facility operates as three separate pods for clients of varying needs and assistance. The building was designed to allow for the future conversion into three single level townhomes when the cure for dementia and Alzheimer's is identified.

The Waters

The Waters is a 136 unit continuing care facility that offers 106 independent and assisted living units, along with 30 memory and enhanced care options for seniors on a 5 acre assemblage near the southeast quadrant of the intersection of Highway 61 and Cedar Avenue. The \$30M development project remediated and redeveloped formerly contaminated and underutilized properties into a prominent and attractive building at the City's southern gateway. The Waters offers the opportunity for aging residents to stay with the community where they raised families, formed friendships, joined parishes, found health care providers, and contributed to the sense of community the opportunity to stay within the City. The redevelopment serves the broader goal of the City to offer a broad spectrum of housing choices for our residents.

Tower Crossing PUD/White Bear Heights

In 2015, the Tower Crossings, a mixed-use development consisting of retail and residential uses in two phases on the former Lande property located at 4650 Centerville Road was approved. The proposal included the purchase of excess municipal property around the City's water tower and allowed the property to extend an internal service drive to access and install a new traffic signal opposite an existing drive on Centerville Road as long envisioned by the City's Comprehensive Plan. The first phase of Tower Crossing offers a senior residential facility known as White Bear Heights — a 113 unit continuing care facility developed by Oppidan and managed by Ebenezer . The second and final phase of Tower Crossing consisted of a 47,000 square foot full-service Lunds & Byerlys grocery store. The Tower Crossings PUD integrated a mixed-use development into an established commercial area, created an appropriate land use transition from retail to residential, and established a walkable neighborhood in an area otherwise designed to be auto-oriented.

REGIONAL TRANSIT INVESTMENTS

A key influence in future redevelopment in White Bear Lake is the planned regional investment in the METRO Rush Line. This bus rapid transit corridor is part of a larger transit network intended to improve accessibility and mobility in the Twin Cities region between areas where people live, work, shop, and recreate. To support these investments, cities are required to implement plans that will create and sustain activity levels that are sufficient to encourage use of the transit lines.

White Bear Lake's strategies for the Rush Line corridor include:

- » Locating stations near higher intensity land use designations (employment centers, high density housing, recreation destinations, and downtown White Bear Lake).
- » Guiding land use around future station areas at sufficient net densities to support transit. For the METRO Rush Line, minimum net densities are 20 units an acre.
- » Planning for a mix of land use pattern that accommodates residents, jobs, and students through a mixture of housing, employment, retail, recreation, entertainment, arts, culture, and educational destinations.
- » Creating a pedestrian-friendly environment that maximizes walking and biking access and fosters an inviting experience on the way to transit.
- » Planning for mixed use development and a mix of housing affordability.

Rush Line (Purple Line) BRT

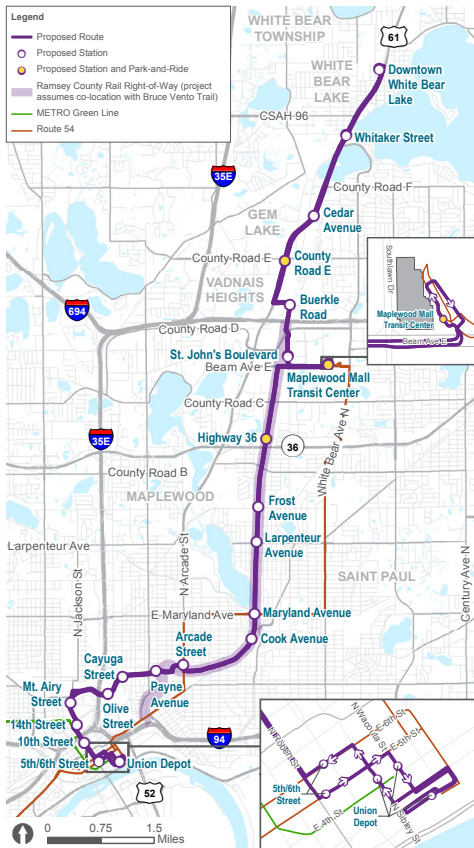
The Rush Line, anticipated to be known as the Purple Line, is a 14-mile bus rapid transit (BRT) corridor that will extend from downtown St. Paul to White Bear Lake. A locally preferred alternative was selected in 2017 with 85% of the line planned to be a dedicated guideway that will share the Ramsey County Regional Railway Authority (RCRRA) right-

STATION AREA PLANNING

Station area planning involves detailed planning for the area immediately around a transit station, typically covering a half-mile radius. The process intentionally plans on integrating land uses with planned transit stations and customers. In the Twin Cities Metro region station area plans are undertaken with policies supportive of transit that address requirements in the Transportation Policy Plan, as well as other funding criteria.



A station area plan can inform future updates to a community's comprehensive plan. Alternatively, a community may draft a separate plan document in such a way that it can be incorporated into the comprehensive plan by reference. White Bear Lake supports and is participating in station area planning for the METRO Rush Line. The results of the station area planning are reflected throughout the Land Use chapter of this plan.



Proposed Route for the Rush Line

The Rush Line BRT Project is a proposed 14-mile transit route led by Ramsey County with stations between Union Depot in Saint Paul and downtown White Bear Lake. The Rush Line BRT will:

- » Run seven days a week from early in the morning to late at night.
- » Arrive every 10 minutes during rush hours and every 15 minutes other times.
- » Provide fast and reliable transit service.
- » Operate primarily in dedicated bus lanes.
- » Have stations with amenities like shelter, light, heat, fare payment machines and real-time departure signs.
- » Conveniently connect to METRO Green Line, local and intercity buses and Amtrak® service at Union Depot.
- » Connect people to jobs, education, healthcare and recreation destinations.
- » Support economic development.
- » Serve more than 97,000 people who are diverse in income, race, ethnicity, age, ability and languages spoken.

of-way with the Bruce Vento Trail. North of I-694, the transit corridor will transition BAT (Business Access and Transit) Lanes along the US-61 corridor to downtown White Bear Lake.

This locally preferred alternative has the Rush Line terminating in the city of White Bear Lake in the downtown area. Three other stations are proposed to be within White Bear Lake: Buerkle Road Station, Cedar Avenue Station and Marina Triangle Station. While the Rush Line was originally not included in the 2040 Transportation Policy Plan (TPP) Current Revenue Scenario Transitway System Investments, a 2018 update now reflects the Rush Line within the Current Revenue Scenario. This positive momentum has encouraged the City to start planning appropriate land uses for these future regional infrastructure investments. A new future land use, Transit Oriented Development (TOD) Mixed Use, has been established as part of this Comprehensive Planning Update. Planning for the Rush Line is currently underway with operations anticipated by the mid-2020s.

ISSUES AND OPPORTUNITIES

The list of issues and opportunities was developed based on the community's existing conditions, community input, past and current planning initiatives, and planned transit investments.

- » There are limited opportunities for new development. Most of growth will come from redevelopment and reinvestment.
- » Transit investments like the METRO Rush Line will benefit from the intensification of land uses in the surrounding area. While this will provide an opportunity to create thriving pedestrian-oriented, mixed-use neighborhoods, care must be taken to sensitively integrate with the long-term single-family neighborhoods.
- » Millennials and Baby Boomers currently drive demand for new multifamily housing in parts of the region with high-quality amenities that include frequent and reliable transit service. Other households that value proximity to transit include those who rely on transit either by choice or because they have lower incomes. Many families with children may also appreciate high-quality transit service in locations where there are housing choices and a mix of amenities that include high-quality schools, parks, and libraries.
- » Historic retail nodes throughout the community are or will be in need of reinvestment over the next 20 years. Given retail market trends how can those areas be best supported so they can thrive and be a positive contributor to the surrounding neighborhoods.
- » Given the shape of White Bear Lake the City shares it border with many adjacent communities. Collaboration with these communities is important in shaping redevelopment, particularly in aging commercial areas.

FUTURE LAND USE

The future land use plan, shown in Figure 2.2, builds on the community's previous planning efforts. The community continues to be focused on maintaining a predominantly single-family residential character while encouraging multi-family housing, commercial services, and mixed use areas in downtown, along major corridors and at major nodes of infrastructure investment.

VERY LOW DENSITY RESIDENTIAL

Only two areas of White Bear Lake have this designation: the unsewered neighborhood along South Shore Boulevard and Bellaire Beach, and the neighborhood on Manitou Island. Because of the unique circumstances of these areas and their relationship to the Lake, they remain at a very low density of single-family residential land uses. It is not the intention that these areas be further subdivided. Density range of 1 unit per 5 acres to 2 units an acre.

LOW DENSITY RESIDENTIAL

Density range from 3 to 9 units per acre. This category accounts for the larger percentage of the housing in White Bear Lake and most of the land use. Typical housing types include single family detached and attached when within the density range. There are no vacant parcels or recognized redevelopment parcels with this designation, so it is not anticipated that these areas further subdivide.

MEDIUM DENSITY RESIDENTIAL

Density range from 8 to 14 units per acre. Typical housing stock includes multi-unit townhomes, four-plexes, and smaller-scale apartment and senior living facilities without significant medical support services. To minimize the potential impacts of these medium density uses to single family neighborhoods, these uses are generally located along arterial and collector streets.

HIGH DENSITY RESIDENTIAL

Density range from 12 to 34 units per acre and accommodates multi-unit apartment, condominium, and senior living facilities. These are intensive residential uses that are appropriate along arterial and collector streets.

COMMERCIAL

Includes a wide range of general commercial uses, such as retail, office, automobile-oriented businesses, and personal service establishments. May also include public facilities as deemed appropriate.

Figure 2.2 2040 Future Land Use Map

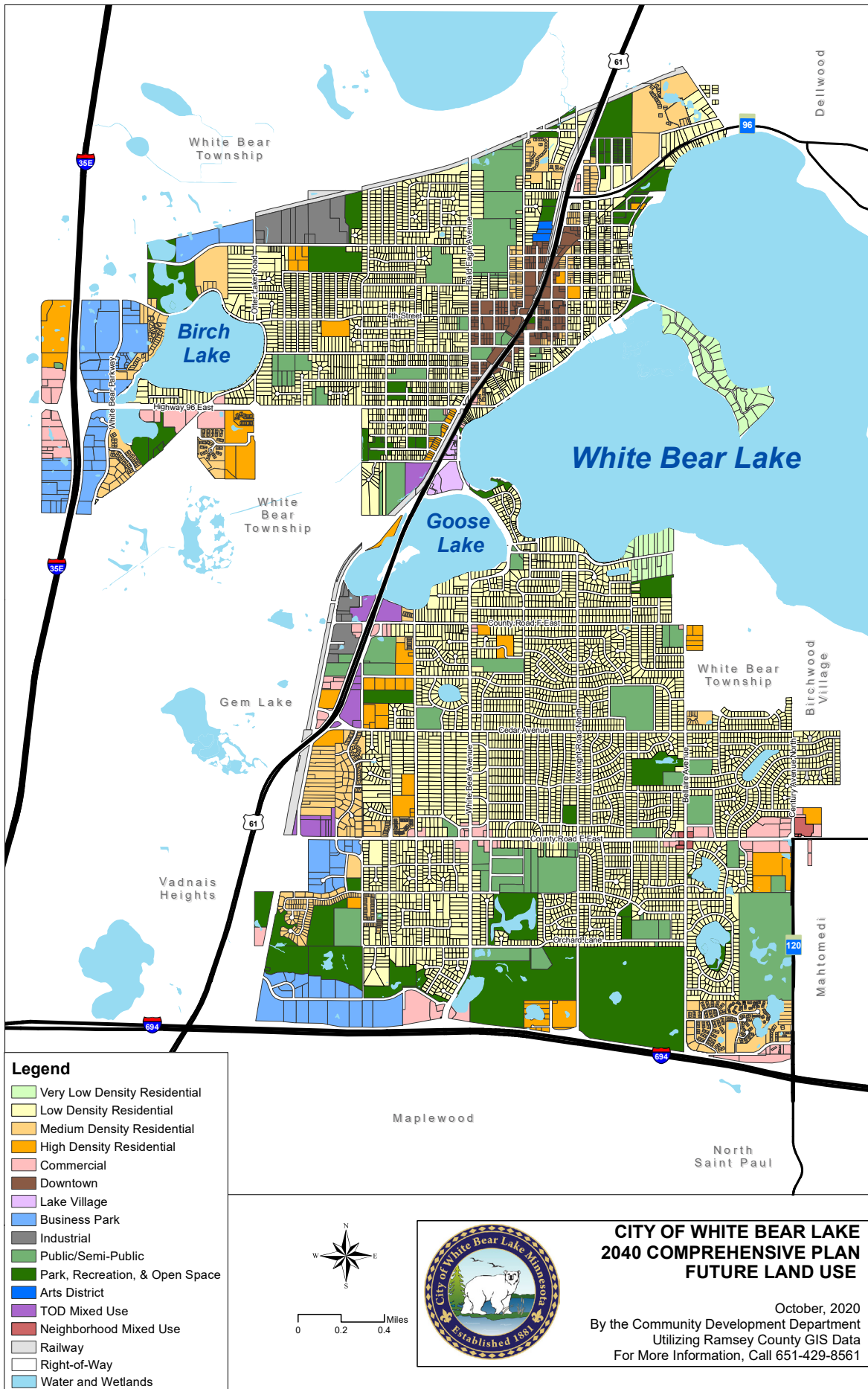


Table 2.2 2040 Future Land Use

Future Land Use	Net Acres	% Total Acres
Very Low Density Residential	71.7	1.31%
Low Density Residential	1,909.1	34.83%
Medium Density Residential	274.5	5.01%
High Density Residential	156.3	2.85%
Commercial	120.4	2.20%
Downtown	65.8	1.20%
Lake Village	13.0	0.24%
Arts & Culture Mixed Use	4.3	0.08%
TOD Mixed Use	36.8	0.67%
Neighborhood Mixed Use	6.5	0.12%
Business Park	210.0	3.83%
Industrial	50.1	0.91%
Public/Semi-Public	380.9	6.95%
Park, Recreation, & Open Space	389.0	7.10%
Railway	69.7	1.27%
Right-of-Way	974.5	17.78%
Water & Wetlands	748.8	13.66%
Total	5,481.5	100.00%

Source: City of White Bear Lake, 2019

DOWNTOWN

Downtown encompasses a broad range of uses and intensities, including residential, commercial, and institutional. It is intended that development contribute to the pedestrian-scale, walkable environment that is already present in Downtown. The mix in Downtown is anticipated to be approximately 70% commercial, 20% residential, and 10% institutional. Residential densities are anticipated to range 12 to 50 units per acre.

LAKE VILLAGE

Lake Village is intended as a mixed-use district with a mix of commercial, office, civic/institutional, and residential uses. Development is to be guided by the Lake Village Master Plan. The mix may occur vertically within the same structure or horizontally with multiple structures on the same site. When mixed vertically it is intended that commercial or civic/institutional uses would occupy the first floor and residential or office the upper floors. It is anticipated that approximately 50% of uses would be non-residential and 50% would be residential with residential densities of 25 to 60 units per acre.

MIXED USE IN WHITE BEAR LAKE

The 2040 Comprehensive Plan expands the number of designations with a mix of uses beyond those found in the 2030 Comprehensive Plan. Adding to the number of mixed use land use designations allows the future land use plan to be:

- » Better tuned to the existing surrounding character,
- » More supportive of future regional transit investments, and
- » More flexible and responsive to future market conditions and demands.

The mixed use categories differ from each other in the following ways:

- » Residential density
- » Commercial use market service area
- » Mix of non-residential to residential uses
- » Vertical vs. horizontal mix of uses
- » Flexibility

Though a mix of uses (either vertical or horizontal) is encouraged within the mixed use designations, their primary benefit to the residents and businesses within the City of White Bear Lake is flexibility. The mixed use areas provide the opportunity for residential uses to be built if there is a greater need for places to live and offices or retail to be built to satisfy demand for their services and jobs. The mixed use districts will not require that individual properties, or even the individual node, to have both uses. There may be locations within the City where a mixed use area will only have commercial uses or only residential uses.

ARTS & CULTURE MIXED USE

The new Arts & Culture Mixed Use designation is meant to accommodate art centers, performance theaters, studios, galleries, public art installations, cafes, and other creative businesses in a vibrant cultural district in close proximity to Downtown White Bear Lake. The area's core attraction is a multi-facility arts campus that hosts courses, workshops, exhibits, tours, artists-in-residence, artist lofts and a variety of other activities for local residents and visitors alike. This district will lean institutional/commercial uses with around 15% residential anticipated at a density of 12 to 34 dwelling units per net acre. With a focus on educational and experiential enrichment, programs include visual, industrial, and performing arts in a variety of media. Complete with decorative plazas, sculpture gardens, pavilion, walking trails, and amphitheater the Arts & Culture Mixed Use designation will serve as a community gathering place and a catalyst for creative expression in White Bear Lake.

TOD MIXED USE

The new Transit Oriented Mixed Use designation is intended to accommodate community and regional serving commercial retail and service businesses, offices and high-density housing. Overall, this designation will lean residential with a general expectation of 70 percent residential. However the percent residential for specific projects could vary from 50% to 100% depending on the site. Stacked multi-family housing and courtyard apartments will be the predominant land use, with a desired density of 25 to 50 dwelling units per net acre.

Commercial and residential development may be combined vertically in the same building or horizontally on the same or adjacent sites. When uses are mixed within a building, retail, service, and civic uses should be focused on the ground floor, while life-cycle housing options and offices should be offered on the upper floors.

The intensity of Transit Oriented mixed use development will vary depending on its location within the City, the size of the site, surrounding uses, adjacent roadways and transit service.

NEIGHBORHOOD MIXED USE

The new Neighborhood Mixed Use designation is intended to be for commercial retail or service businesses and offices serving the local community, and medium to high-density housing. This district should lean towards residential with an expectation of 75 percent residential but at least 50 percent of development being residential in nature, and recognizing that some sites may be appropriate at 100% residential. Stacked multi-family housing and courtyard apartments will be the predominant use, with townhomes and villas used where appropriate in transitional areas abutting surrounding residential neighborhoods. The desired density for this designation is 16 to 34 dwelling units per net acre.

Commercial and residential development may be combined vertically in the same building or horizontally on the same or adjacent sites. When uses are mixed within a building, retail, service, offices, and civic uses should be focused on the ground floor, while housing should be focused on the upper floors

The intensity of neighborhood mixed use development will vary depending on its location within the City, the size of the site, surrounding uses, adjacent roadways and transit service.

BUSINESS PARK

The Business Park designation allows a mix of light industrial, warehouse, office, and limited retail uses. Uses should primarily be contained within primary structures with outdoor processing and storage generally prohibited

INDUSTRIAL

This designation is meant for properties with uses such as manufacturing, warehousing, office/warehouse, shipping, and research and development. Limited outdoor storage or processing may occur with these types of uses.

PUBLIC/SEMI-PUBLIC

This designation is for properties which are owned by a public or non-profit entity and used for public services and uses other than parks and open space, such as City Hall. It is also intended for semi-public uses such as recreation centers, public schools, churches, and cemeteries.

PARK, RECREATION, & OPEN SPACE

This designation is intended for properties owned by a public entity or a non-profit entity and are used for public or quasi-public recreation and/or open space.

RAILWAY

The designation is for the railroad line that extends north-south through the community immediately west of Highway 61.

RIGHT-OF-WAY

Access corridors typically occupied by roadways that are reserved for vehicular or other means of travel.

WATER & WETLANDS

Lakes and other areas of land permanently covered by a body of water.

PHASING OF GROWTH

FORECASTED GROWTH

Thrive MSP 2040, established by the Metropolitan Council, includes forecasts for households, population and employment for the years 2020, 2030, and 2040. These forecasts were developed with input from the City of White Bear Lake and are updated periodically. Forecasts are based on historic trends, 2010 Census data, current demographic data, annual monitoring of building permits, employment data and comprehensive plans. The ability of the City to accommodate the forecasts for population, households, and employment is explored below.

Table 2.3 Growth Forecasts

	2010	2017	2020	2030	2040
Population	23,797	25,512	24,300	25,000	25,800
Households	9,945	10,473	10,500	11,200	11,700
Employment	11,269	12,588	12,000	12,300	12,500

Source: Metropolitan Council 2018

STAGING OF DEVELOPMENT AND REDEVELOPMENT

As a developed community, White Bear Lake will most likely experience only a limited amount of growth through the year 2040. Most of the growth will occur through redevelopment as there are very few vacant, developable properties remaining in the city. Table 2.5 summarizes the anticipated household growth due to new development and redevelopment, and Table 2.6 shows anticipated growth in employment based on development. As shown, the overall net density for new development in White Bear Lake is likely to be above 10 units per acre for every decade, which exceeds the minimums for the community's suburban designation requirement. The range of new housing units also meets the projections for each decade. The amount of redevelopment is difficult to predict as it is hard to know the timing of the private sector, so these tables should be used as an indication on what is possible, and phasing when it is likely to occur, not required to occur. Most of the new housing units will be constructed in redevelopment projects as there are a limited number of low and medium density undeveloped parcels.

Table 2.4 Anticipated Net Acres of Redevelopment Phasing

Future Land Use	Net Acres 2016-2020	Net Acres 2021-2030	Net Acres 2031-2040	Net Acres Total
Low Density Residential	0.44	13.14	8.21	21.79
Medium Density Residential	-	11.14	19.57	30.71
High Density Residential	-	1.27	6.72	7.98
Commercial	1.74	0.87	3.31	5.92
Downtown	-	4.54	2.28	6.82
Lake Village	-	6.94	1.98	8.92
Arts District	-	-	-	-
TOD Mixed Use	2.82	8.46	14.45	25.73
Neighborhood Mixed Use	1.42	3.61	0.83	5.86
Business Park	-	2.39	3.50	5.89
Industrial	-	-	-	-
Public/Semi-Public	0.21	0.10	3.80	4.11
Total	6.62	52.46	64.64	123.72

Source: City of White Bear Lake & HKGi, 2019

Table 2.5 Potential Residential Unit Phasing

Future Land Use	Density (u/ac)		%Res	2016-2020		2021-2030		2031-2040		Total	
	Min	Max		Min	Max	Min	Max	Min	Max	Min	Max
Low Density Residential	3	9	100%	1	4	39	118	25	74	65	196
Medium Density Residential	8	14	100%	-	-	89	156	157	274	246	430
High Density Residential	12	34	100%	-	-	15	43	81	228	96	271
Downtown	12	50	20%	-	-	11	45	5	23	16	68
Lake Village	25	60	50%	-	-	87	208	25	59	111	268
Arts District	12	34	15%	-	-	-	-	-	-	-	-
TOD Mixed Use	25	50	50%	35	70	106	211	181	361	321	643
Neighborhood Mixed Use	16	34	50%	11	24	29	61	7	14	47	99
Total				48	98	376	843	479	1,033	902	1,974
Total U/A				18.74		10.45		11.00		11.00	

Source: City of White Bear Lake & HKGi, 2019

Table 2.6 Potential Employment Phasing

Future Land Use	FAR		Sq. Ft./ Job	% Non-Res	2016-2020		2021-2030		2031-2040		Total	
	Min	Max			Min	Max	Min	Max	Min	Max	Min	Max
Commercial	0.1	0.4	1,000	100%	8	30	4	15	14	58	26	103
Downtown	1.0	3.0	800	80%	-	-	198	594	99	298	297	891
Lake Village	0.5	1.5	800	50%	-	-	94	283	27	81	121	364
Arts District	0.5	1.0	1,100	85%	-	-	-	-	-	-	-	-
TOD Mixed Use	1.0	2.0	800	30%	46	92	138	276	236	472	420	841
Neighborhood Mixed Use	0.5	1.0	800	25%	10	19	25	49	6	11	40	80
Business Park	0.5	1.0	700	100%	-	-	74	149	109	218	183	367
Industrial	0.2	0.5	1,500	100%	-	-	-	-	-	-	-	-
Public/Semi-Public	0.1	0.3	1,100	100%	1	2	0	1	15	45	16	49
Total					64	144	534	1,368	506	1,183	1,104	2,695

Source: City of White Bear Lake & HKGi, 2019

SPECIAL RESOURCES

AGGREGATE RESOURCES

White Bear Lake is a fully-developed community. Although Aggregate Resources data from 1997 shows the potential for some aggregate resources between Interstate 694 and Buerkle Road at the southwest corner of the city (see Figure 2.3), this area is fully developed and no aggregate resource extraction is anticipated in the future.

SOLAR RESOURCES

In accordance with the Metropolitan Land Planning Act, the City has had an element for the protection and development of access to solar energy since the 1980 Comprehensive Plan. As shown in Figure 2.4 most of White Bear Lake does not have solar potential that exceeds 900,000 watt-hours per year. Those areas that do present potential for solar generation are located mostly within commercial, business park, and industrial land uses.

The values represented in the map are reflected in Table 2.7. The gross solar potential and gross solar rooftop potential were calculated by the Metropolitan Council. These potentials are expressed in megawatt hours per year (Mwh/yr), and represent gross totals. In other words, these calculations do not demonstrate the amount of solar likely to develop in White Bear Lake; instead the calculations estimate the total potential resource.

Figure 2.3 Aggregate Resources Map

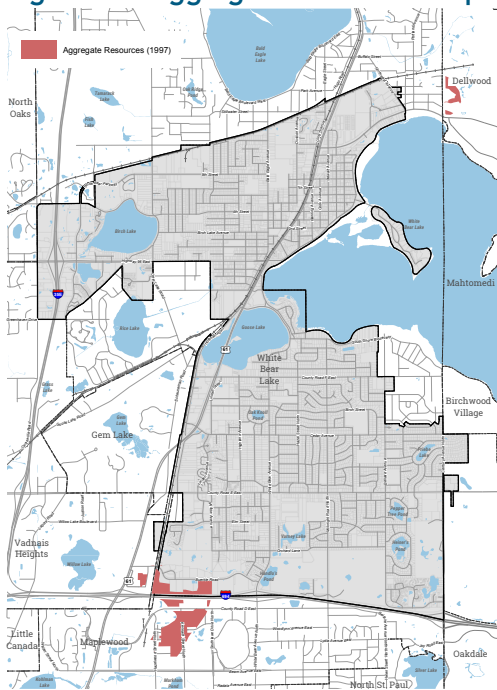
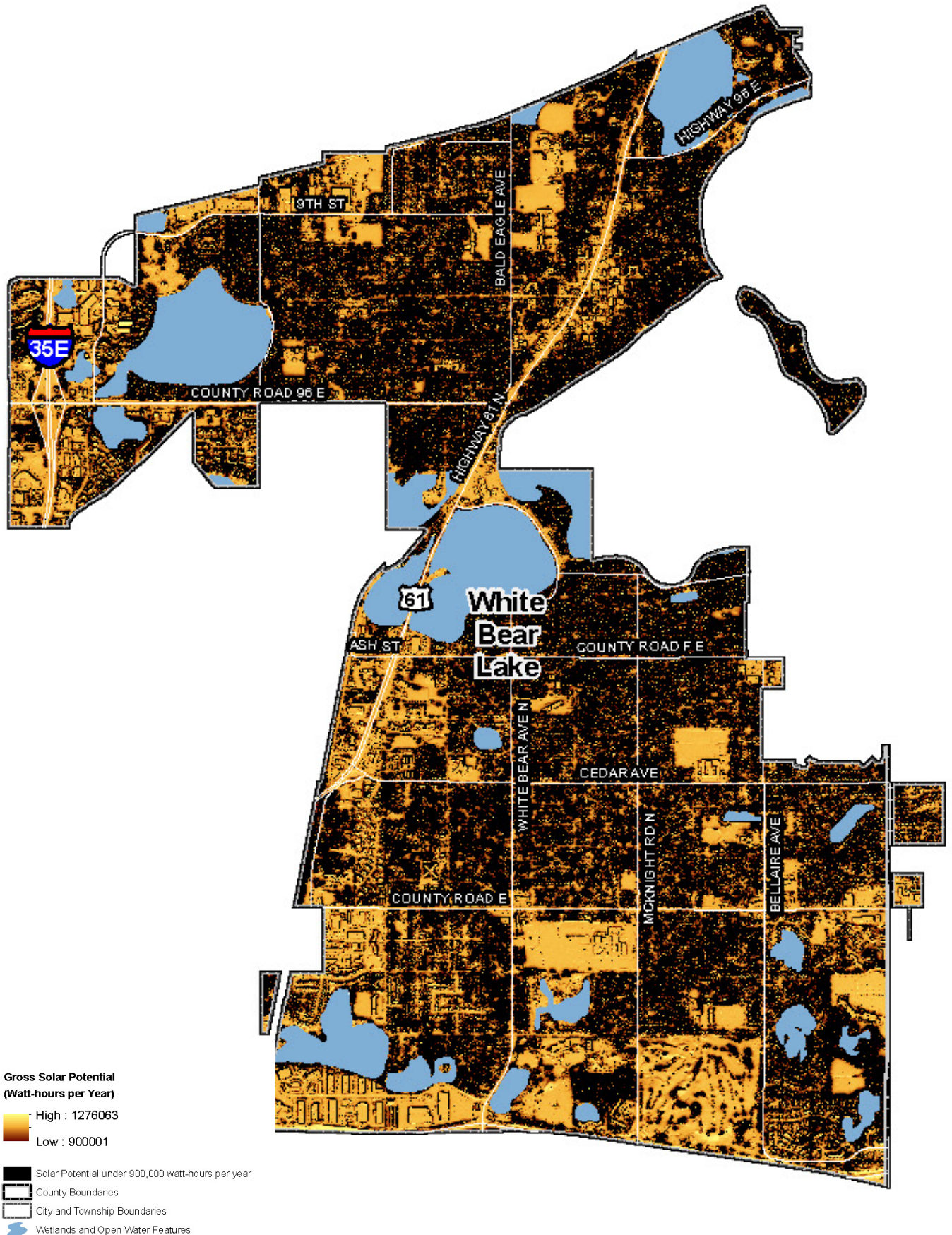


Table 2.7 Solar Resources Calculations

Community	Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr)	Rooftop Generation Potential (Mwh/yr)
White Bear Lake	9,021,035	1,203,895	902,103	120,389

Source: Metropolitan Council, 2017

Figure 2.4 Solar Resources Map



HISTORICAL BACKGROUND & RESOURCES

White Bear Lake takes pride in the fact that it was a city long before it was a suburb. Much of the community's charm and character can be attributed to its historical roots. The earliest inhabitant of the White Bear Lake area were the Dakota and Ojibway Indians who used the area for their migratory and harvesting grounds. The United States government designated the area as Dakota land in an 1825 treaty, but later purchased all Dakota Territory east of the Mississippi River to open it for European-American settlement.

Rich land, abundant game, and scenic lakes attracted early pioneers to the area. In 1858, the year Minnesota became a state, the first European-American settlers established White Bear Township, which consisted of 36 square miles of land. As word of its scenic landscape spread, the town grew into a popular resort area, attracting visitors from all along the Mississippi River. People would travel up the river to St. Paul by steamboat and onto White Bear Lake by buggy or train. Soon resorts and hotels lined the shores of White Bear Lake while restaurants, theaters, and stores set up shop in the downtown to accommodate visitors to the area.

The extension of the Lake Superior and Mississippi Railroad to White Bear Lake in 1868 turned what used to be a three hour horse and buggy ride from St. Paul into a twenty minute train ride. Rail service provided new and exciting opportunities for business and industry in the area, eventually connecting to Duluth in 1871.

As the resort era faded shortly after the turn of the 20th century, other industries, including farming and lumbering, continued to prosper. In keeping pace with this steady growth and development, leaders of the community officially incorporated the City of White Bear Lake in 1921. At the time of incorporation, the city was 2¼ square miles with a population of just over 2,000 residents. Post World War II brought along interstate highways and rapid residential expansion. By 1960, the city's area had grown to seven square miles with a population of 13,000 residents.

During the 1970s and 1980s, large parcels of land were opened for development through the city's efforts to extend roads and utilities. The city's aggressive economic development program led to extensive expansion of its tax base and employment levels. While Downtown White Bear Lake lost some of its vibrancy following the opening of the Maplewood Mall in the 1970s, it has experienced a renaissance of retail tenants and restaurants and benefitted from added density and daytime population with the expansion of the central business district designated west of Highway 61.

Fillebrown House

Located at the corner of Lake and Morehead Avenues, the C.P. Noyes Cottage (a.k.a. The "Red Chalet") was constructed in 1879 and is representative of the Stick Style of architecture. It is important as a rare example of the late 19th century "close to nature" movement which produced romanticized summer cottages and retreats in the wooded and lake areas on the fringes of established urban centers. The Fillebrown family occupied the home for most of its years as a residence and was entered into the National Register of Historic Places in 1976. The house was donated with its contents to the White Bear Lake Area Historical Society in 1978. Since then the house has served as a valuable resource and treasured venue for the community.

Civil War Monument

The E.B. Gibbs Post of the Grand Army of the Republic was formed in 1883 and officially chartered in May 1884. The group chose the name of Eugene B. Gibbs to honor the Civil War veteran who served as the captain of a regiment out of California and made his post-war home in White Bear Lake.

By 1912, only five the original Grand Army members remained. Through their urging, a Soldier's Monument Association was organized and funds were sought to erect a monument to honor those connects to White Bear Lake who fought in the Civil War nearly 50 years earlier. A public campaign was held and funds were quickly raised. A white bronze statue was selected and the base designed to list the names of the members of the E. B. Gibbs Post, along with the battles in which they fought. Originally erected in 1913 near the lake on the boulevard along Clark Avenue, it was relocated to its present site at Clark Avenue and Second Street in 2004 to be more prominent and visible.

First National Bank of White Bear

The First National Bank of White Bear is a historic former bank building located at 4744 Washington Square. Built in 1921, it is listed on the national Register of Historic Places for having local significance in architecture and commerce. It is one of White Bear Lake's most architecturally sophisticated commercial buildings constructed before the 1940s. It also served as a key financial role as White Bear Lake evolved from a seasonal resort town of summer homes into a full-fledged city of year-round residents. It is a fairly small building with a 28 foot wide façade squeezed between adjacent commercial buildings. Its style is generally Neoclassical but with an unusual Spanish tile eave.

White Bear Armory

Located at the southwest corner of Fourth Street and Cook Avenue, the White Bear Armory was constructed in 1922-23 and strongly reflects the transitional-period convention of retaining mild stylistic referents to the preceding castellated era. It is part of a group of Minnesota armories that were constructed during the 1920's as part of a general effort by the National Guard to accommodate increased membership after the National Defense Act of 1920. It was the home of the Headquarters Company, Second Battalion, Sixth Infantry of the Minnesota National Guard. It is one of just two armories fully designed by P.C. Bettenburg and was listed on the National Register of Historic Places in March 2019.

Soldier's Memorial Flagpole

Originally constructed in 1939 through the Works Progress Administration, the Soldier's Memorial Flagpole is an 80 feet tall landmark which anchors the north end of the Clark Avenue parkway. Restoration of the Soldier's Memorial Flagpole and monument at Clark Avenue and 3rd Street was completed in 2018. A formal flagpole rededication ceremony took place on the 100th anniversary of the Armistice for temporary cessation of hostilities in 1918 at the 11th hour on the 11th day of the 11th month between the Allied Nations and Germany in WWI - The Great War. The restoration project was made possible through the efforts of the White Bear Lake Lions Club and its Foundation.