

City of *White Bear Lake* 2030 COMPREHENSIVE PLAN



CITY OF WHITE BEAR LAKE COMPREHENSIVE PLAN 2008 – 2030

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ACKNOWLEDGMENTS

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This Comprehensive Plan was recommended for final approval by the Planning Commission on January 26, 2009, and forwarded by the City Council on February 10, 2009, to the Metropolitan Council for final review and approval.

*Participated in the preparation of the plan update, but was not on the commission at the time of adoption.



Executive Summary

The City of White Bear Lake 2030 Comprehensive Plan (Comp Plan) outlines long-term trends, policies, goals, projections, and implementation methods for the growth and future development of the City. The Metropolitan Council (Met Council) is the governing body who enforces the state statute that requires new Comp Plans to be developed every ten years for cities in the Twin Cities Metro area. In line with Met Council standards, the City of White Bear Lake has identified goals and recommendations for land use; housing; transportation; parks, recreation and natural resources; and public utilities.

The Plan was adopted on _____. The Plan document includes maps, tables, images, and text describing the City and its potential growth related to land use and development. The Comp Plan will be used to direct policies and decisions made by City Staff and the City Council. It will also be used by all City Commissions and boards to help formulate recommendations. The Plan is available to the public online at www.whitebearlake.org, and all interested residents of White Bear Lake are encouraged to access it.

Sustainability, active living, and smart growth are the major themes carried throughout the Comp Plan. Sustainability is the effort to reverse the growing gap between human consumption of resources and the earth's capacity to supply those resources and absorb the resulting wastes. Active living promotes the integration of physical activity into daily routines and smart growth aims to leverage the nexus between development and quality of life to enhance community vitality. The following is a section-by-section summary:

INTRO

Since 1858, when White Bear Township was established, the attractive scenic nature has made the area a popular resort and tourist destination. White Bear Lake's current bustling downtown and lakeshore path are evidence of its past as a place of leisure. The Comp Plan considers how to maintain the historical importance of White Bear Lake. After the housing boom during the 1950s and 1960s, White Bear Lake became more of a suburban town to St. Paul than a destination, resort town. Today the City is home to over 25,000 people, living in a wide variety of housing options, and is considered a "fully developed community." The City is expected to intensify only slightly over the next 20 years, with an addition of 643 housing units and 1,100 jobs.

LAND USE

The Land Use section of the Comp Plan describes the designated uses of land within the City and compares them to the existing uses. The majority of land use in White Bear Lake is residential, at approximately 44%. Other uses in the City include, but are not limited to, commercial, industrial, public facilities, and roadways. In this section, the City is divided into eight planning districts and two corridor overlay districts. Each district is described in great detail according to future development, neighborhoods, school districts, and notable public and private facilities. Goals for land use involve creating active, livable neighborhoods and viable commercial districts through proper planning, smart development and redevelopment, and preservation.

HOUSING

White Bear Lake's residents live in 10,755 dwelling units, comprised of a variety of housing types, the majority of which are single-family. Factors used to analyze the housing in White Bear Lake include, type, age, physical condition, vacancies, tenure, and cost. Since 1980, the majority of housing development has been in townhome and apartment units, which bring younger people to the city and allow seniors to remain in the community. Since 1998, owner-occupied single-family housing has decreased by about seven percent, creating more rental homes. This year, the City has expanded its licensing program to include single and two-family rental units in order to gain a





Executive Summary

better understanding of the number, location and condition of these units. Major issues impacting the City's housing stock are increasing the diversity of housing types including sustainable transit-oriented housing and increasing the availability of energy efficient and affordable housing while maintaining the existing housing stock.

TRANSPORTATION

In White Bear Lake, there are a number of transportation types, such as, transit, rail, roadway, highway, bike path and pedestrian trail. The City has 86 miles of local streets, the rest of the roads are under County or State jurisdiction. In this section, the effects of housing and land use on transportation are discussed and traffic forecasts are generated based on projected growth. When planning for changes, there are always trade-offs to consider, for example as speed decreases, congestion increases. The future plans for transportation include sidewalk and trail expansion, roadway maintenance and enhancement, and future bus way and light rail construction in conjunction with the Met Council. The main goal is to focus on providing alternatives to automobile traffic and encouraging an increase in non-motorized transportation for people of all ages and abilities, while fostering public safety.

PARKS, RECREATION, AND NATURAL RESOURCES

Preservation is a key objective in this section of the Comp Plan. The health of White Bear Lake residents and visitors are affected by the amount of parks, breadth of recreational opportunities, and quality of natural resources here. This section inventories and describes all the public parks in the city, including size, type, and facilities. Including all school, city, and county recreational lands, there are about 532 acres of usable parkland in White Bear Lake, which provide almost 20 acres per 1,000 residents, more than the national recommended standard. Consequently, no new park land acquisitions are planned. In the coming years, the City will be expanding its focus from promoting recreational activity to promoting utilitarian activity (a primary tenant of "active living"). The City's lakes are its greatest recreational and natural resource asset. With the implementation of new sustainable storm water plans and water quality goals, these lakes will stay clean for years to come.

PUBLIC UTILITIES

Utilities maintained by the City of White Bear Lake are potable water, sanitary sewer (wastewater), and storm water. There are only a few private wells (18) and private septic systems (28) left in the city. Due to the primarily built-out status of the City, only slight increases in demand are anticipated and the City's capacity is sufficient to meet those needs. One interesting point is that the actual sanitary sewer flow over the last decade was less than previously projected (by the last comp plan). Thanks to a number of different factors, this regional trend of reduced wastewater is expected to continue in the future. Goals in this section include, infiltrating more storm water into the ground, encouraging green infrastructure, maintaining and updating current utilities, and educating the public about smart water consumption.

IMPLEMENTATION

This section outlines several tools and policies used to implement the goals and objectives of the Comp Plan. These include zoning ordinances, the Strategic Plan, the Storm Water Pollution Prevention Program (SWPPP), and the Capital Improvement Plan. Some of these tools involve allocating city money and setting budgets in order to maintain the City and achieve objectives, while other tools involve enforcement of policies made to reach goals. There are several boards, commissions, the City Council, and city employees, as well as White Bear Lake residents, who are all responsible for implementing the Comp Plan and continuing to improve our city.



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HISTORICAL BACKGROUND

The earliest inhabitants of the White Bear Lake area were the Dakota and the Ojibway Indians who used it for their migratory hunting 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 to open it for European-American settlement.

Rich land, abundant game, and scenic lakes attracted the early pioneers to this area. In 1858, the year Minnesota became a state, these 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 Mississippi to St. Paul by steamboat and on to White Bear Lake by train. Soon resorts and hotels lined the shores of the lake while restaurants, theaters and stores set up shop in the downtown to accommodate visitors.

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 trip. 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 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.

When incorporated in 1921, the city was 2 ¼ square miles with a population of just over 2,000. The 1950s and 1960s were times of rapid residential expansion. By 1960, the city's area had grown to 7 square miles with a population of about 13,000 people.

During the 1970s and 1980s, large parcels of land were opened for development through the city's effort to extend roads and utilities. The city's aggressive economic development program led to extensive growth in its tax base and employment levels. Several nationally known companies have moved into the area while downtown redevelopment efforts continue to make great strides in expanding downtown's critical mass.

Over the years, the White Bear Lake area has continued to grow and prosper. Today the city's 24,000 residents enjoy the advantages of being part of a major metropolitan area while residing in a community that has maintained its small home-town appeal.

COMMUNITY PLANNING

The Comprehensive Plan is a long-range planning tool updated every ten (10) years that aids the City in preparing for anticipated change and guiding its future development and redevelopment. Comprehensive planning really boils down to three (3) basic questions:

1. What is the state of the community today?
2. What would people like the community to be in the future?

3. How will the community get there?

When preparing the Comprehensive Plan, Planning Commission members and city staff evaluate trends related to land use, housing, transportation, parks, trails and utilities and identify hopes and policies for the future related to each of these categories. The final document then serves as a guideline for development, redevelopment and land use issues as the City moves through the decade.

The Comprehensive Plan focuses broadly on the community's needs, desires and goals. Priorities for specific improvements needed to achieve these goals are updated annually through the city's 5-year Capital Improvement Program. These documents are strongly referenced each year during the city's annual budgeting process.

Guiding principles for community planning are outlined in the city's Strategic Planning document, which is updated every five (5) years. The strategic planning process is designed to help the community enhance its existing strengths, overcome limitations, and seize opportunities. This participatory process involves individuals representing the business community, school district, City Council, City boards and commissions, and residents from throughout White Bear Lake. Through the process, the city gains a better understanding of its strengths, weaknesses, threats, and opportunities.

STRATEGIC PLANNING

The strategic planning document as adopted by the City Council includes a mission statement and list of strategic issues which directly impact the nature and emphasis of this comprehensive plan:

Mission Statement

“White Bear Lake will be responsive to the physical, safety and environmental requirements of its citizens through innovative leadership, planning and civic management. The Mayor, City Council and city employees will ensure the availability of a broad range of cost effective services, emphasizing a personalized approach that accommodates the special needs of individuals and neighborhoods and utilizes available public and private resources.”

Strategic Issues

1. Drugs/Crime

Address drug use and crime from a multi-faceted and holistic perspective, including community education, prevention and enforcement.

2. Healthy Community

Foster opportunities to preserve and protect our community's assets and resources, which include:

- Supporting ethnic, intergenerational, and socio-economic diversity;
 - Creating opportunities for culture, the arts, recreation, and historical relevance;
 - Promoting sustainability and environmental awareness – renewable energy, land use, and natural resources, such as the Lake, its access and appropriate use.
- 3. Public Finance**
Maintain the City’s financial stability by following sound financial practices and assist residents in understanding the City’s financial capabilities and limits.
- Promote understanding of the relationship between citizens’ wants and their willingness to pay for them.
- 4. Youth**
Make youth a priority by recognizing them as an overlooked resource. Develop a plan that addresses the needs of youth collaboratively.
- 5. Infrastructure**
Maintain and expand the City’s infrastructure
- 6. Transportation**
Support and promote safe, multi-modal, accessible transportation options within our community, while encouraging efforts to provide efficient transportation options leading into and out of the City.
- 7. Collaboration/Cooperation**
Foster interaction between all community stakeholders, including area jurisdictions, such as White Bear Township, by collaborating and cooperating with one another to address community-wide issues.
- 8. Housing**
Support and encourage the development and redevelopment of affordable housing to which a variety of populations have access. Promote community-wide residential revitalization.
- 9. Marina Triangle**
Ensure public awareness and input into the outcomes of the redevelopment project by providing community access to information and the development process.
- 10. Downtown**
Support the viability of our downtown.

DEMOGRAPHICS

It is important to remember to view our City within the context of the larger metropolitan region. Although White Bear Lake was a stand-alone City long before it was a suburb of the twin cities, it is in many regards affected and served by the larger metro area, including Metro Transit and Metro sewer. Toward this end we have included a snap-shot of the region as compared to the nation. This information was provided by the Metropolitan Council Office of Research.

STATE OF THE REGION 2007 regional economic indicators*

• Gross Metro Product.

GMP totaled \$172 billion in 2005. Twin Cities has the nation's 14th largest metro economy.

(Source: Moody's Economy.com)

• Population growth.

Total estimated population: 2.81 million. The population of the seven-county Twin Cities region grew by 168,000 from 2000 to 2005. (Source: Metropolitan Council)

• Gaining young adults.

Net migration of people born 1971-80: +11 percent. The number of 25-34 year-olds in 2005 was 11 percent larger than the number of 20-29 year-olds five years prior.

(Source: Census Bureau, American Community Survey and Census 2000)

• Well-educated.

Bachelor's degree-holders as share of adults: 37 percent in 2005. Twin Cities ranks 4th most educated among the 25 largest metro statistical areas, or MSAs.

(Source: Census Bureau, American Community Survey)

• In the job market.

Labor force participation among working age adults (16-64): 82 percent in 2005. Employment of working age adults: 78 percent. Twin Cities ranks 1st in both measures among the 25 largest MSAs.

(Source: Census Bureau, American Community Survey)

• Low unemployment.

Unemployment rate for the Twin Cities MSA: 3.7 percent in 2006. The national unemployment rate was 4.6 percent.

(Source: Minnesota DEED, Local Area Unemployment Statistics)

• Growing industry base.

Net employment growth: 34,100 between December 2005 and December 2006. In prior years, net losses in 2001-2002 were offset by small gains in 2003-2005. The recent surge indicates a recovered regional economy. Twin Cities ranks 6th in recent growth rate among the 25 largest MSAs.

(Source: U.S. BLS and Minnesota DEED, Current Employment Statistics)

• Journey to work.

Average commute time of employed metro residents: 24.1 minutes in 2005. Despite traffic congestion that emerged in the 1990s, Twin Cities still has the 3rd shortest average commute among the 25 largest MSAs.

(Source: Census Bureau, American Community Survey)

• Per capita income.

Income per resident: \$42,083 in 2005. Twin Cities ranks 6th among the 25 largest MSAs. Good-paying jobs and high labor force participation explain the healthy income levels.

(Source: U.S. DOC/BEA, Regional Economic Accounts)

• PCI annual growth.

Average growth in income per resident: 2.7 percent per year, from 2000 to 2005. Twin Cities ranks 15th in income growth among the 25 largest MSAs.

(Source: U.S. DOC/BEA, Regional Economic Accounts)

• Middle class centered.

Households that are middle income (\$40,000-\$100,000): 45 percent in 2005. Twin Cities ranks 1st among the 25 largest MSAs. Other metro areas have smaller middle income segments, greater income disparity, and higher poverty rates.

(Source: Census Bureau, American Community Survey)

• Fortune 500 companies.

18 listed companies are headquartered in Twin Cities: Target, UnitedHealth Group, Best Buy, St. Paul Travelers, 3M, Supervalu, US Bancorp, Northwest Airlines, CHS, General Mills, Medtronic, Xcel Energy, Land O'Lakes, Thrivent Financial, CH Robinson Worldwide, Nash Finch, Ecolab, and Mosaic.

(Source: Fortune magazine)

• Vacant office space.

Office vacancy rate: 16.2 percent in 3rd quarter 2006. The metro area rate remains above the national average of 13.2 percent.

(Source: CB Richard Ellis, Office Vacancy Index)

• Housing production.

Building permit activity in Twin Cities MSA: 14,500 permitted units during January-November 2006, a 30 percent decline from one year prior.

(Source: Census Bureau, Building Permits Survey)

• Widespread home ownership.

Ownership rate among households: 74 percent in 2005. Twin Cities ranks 1st among the 25 largest MSAs.

(Source: Census Bureau, American Community Survey)

• Housing affordability.

Share of homes affordable to a median-income family: 56 percent in 3rd quarter 2006, a decline from one year prior. Twin Cities ranks 10th most affordable among the 25 largest MSAs.

(Source: NAHB-Wells Fargo, Housing Opportunity Index)

• Home prices.

Median price of all homes sold in 2006: \$230,000, a 0.5 percent change from 2005.

(Source: Minneapolis Area Association of Realtors)

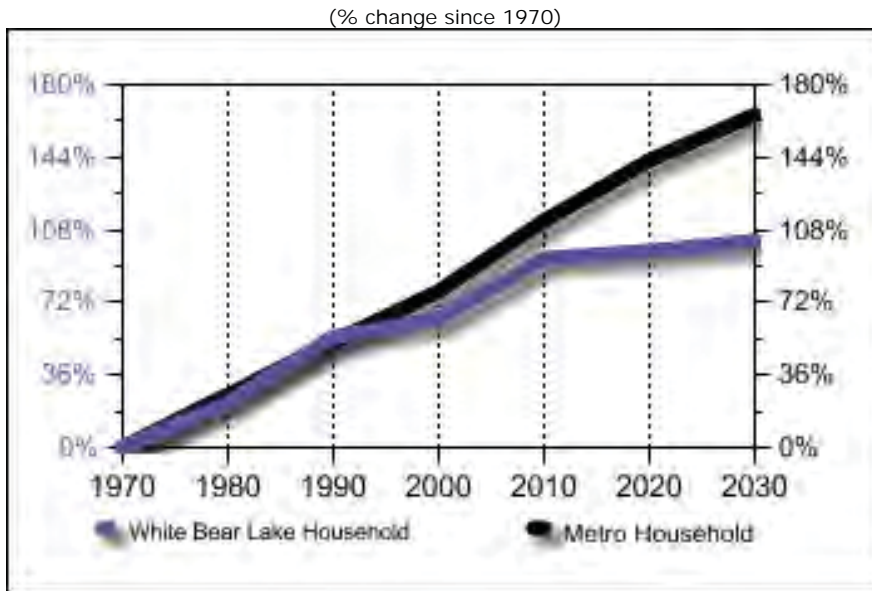
• Total home sales.

Homes sold: 47,900 during 2006, a 16 percent decline from 2005.

(Source: Minneapolis Area Association of Realtors)

White Bear Lake Compared to the Region

WHITE BEAR LAKE AND METRO AREA HOUSEHOLD CHANGE*

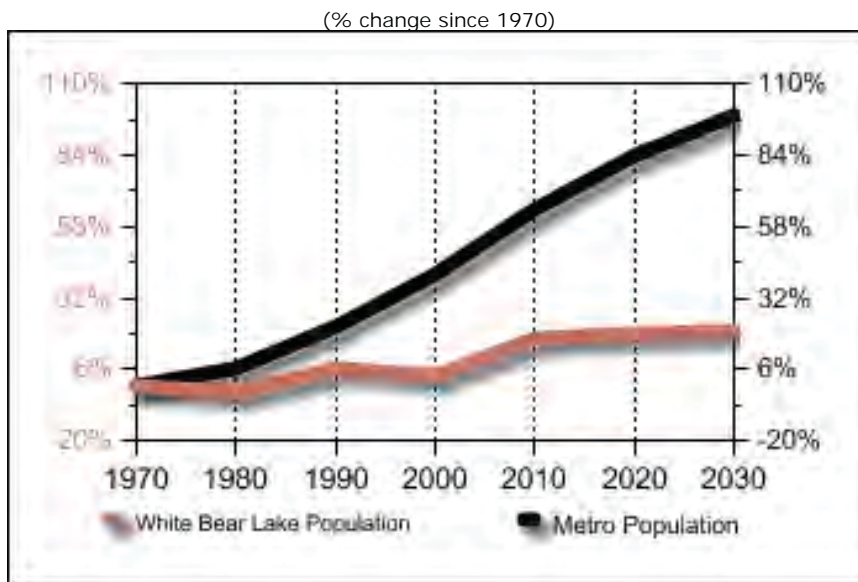


WHITE BEAR LAKE

Year	Households
1970	5,859
1980	7,124
1990	9,070
2000	9,618
2001	9,784
2002	9,870
2003	9,880
2004	10,001
2005	10,053
2006	10,032
2010	11,000
2020	11,200
2030	11,400

The difference between the City and the Metro can likely be attributed to the concentration of growth in the outlying (fringe) cities.

WHITE BEAR LAKE AND METRO AREA POPULATION CHANGE*

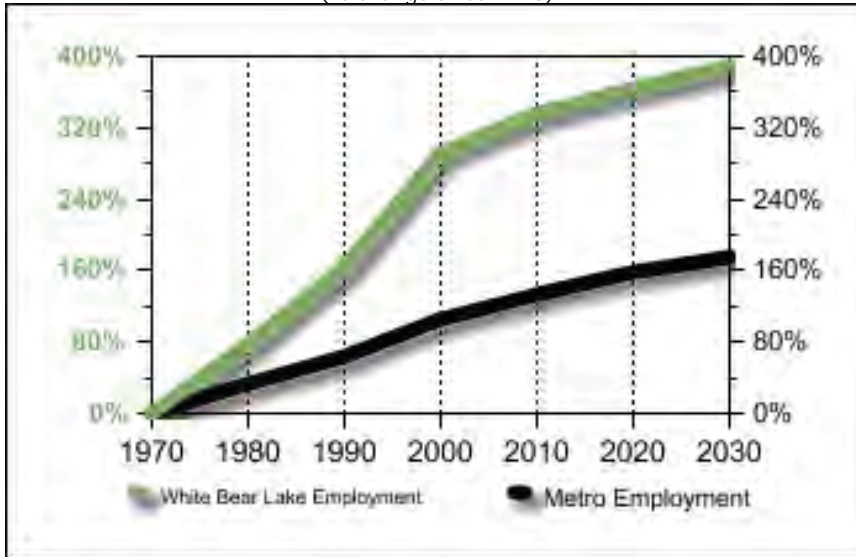


WHITE BEAR LAKE

Year	Population
1970	23,313
1980	22,538
1990	24,642
2000	24,325
2001	24,695
2002	24,874
2003	24,909
2004	24,922
2005	24,927
2006	24,723
2010	27,000
2020	26,800
2030	26,600

The decline between 2010 and 2030 is likely due in part to the “built-out” status of the City and in part to the aging of the population.

WHITE BEAR LAKE AND METRO AREA EMPLOYMENT CHANGE*
 (% change since 1970)



WHITE BEAR LAKE

Year	Employment
1970	3,090
1980	5,543
1990	8,119
2000	12,151
2001	12,470
2002	12,373
2003	12,370
2004	12,292
2005	12,414
2006	12,453
2010	12,600
2020	13,300
2030	13,700

The similarity between the two rates indicates that the City is typical of the Metro Area in relation to job creation and unemployment. The projected increase in employment between 2010 and 2030 is very modest.

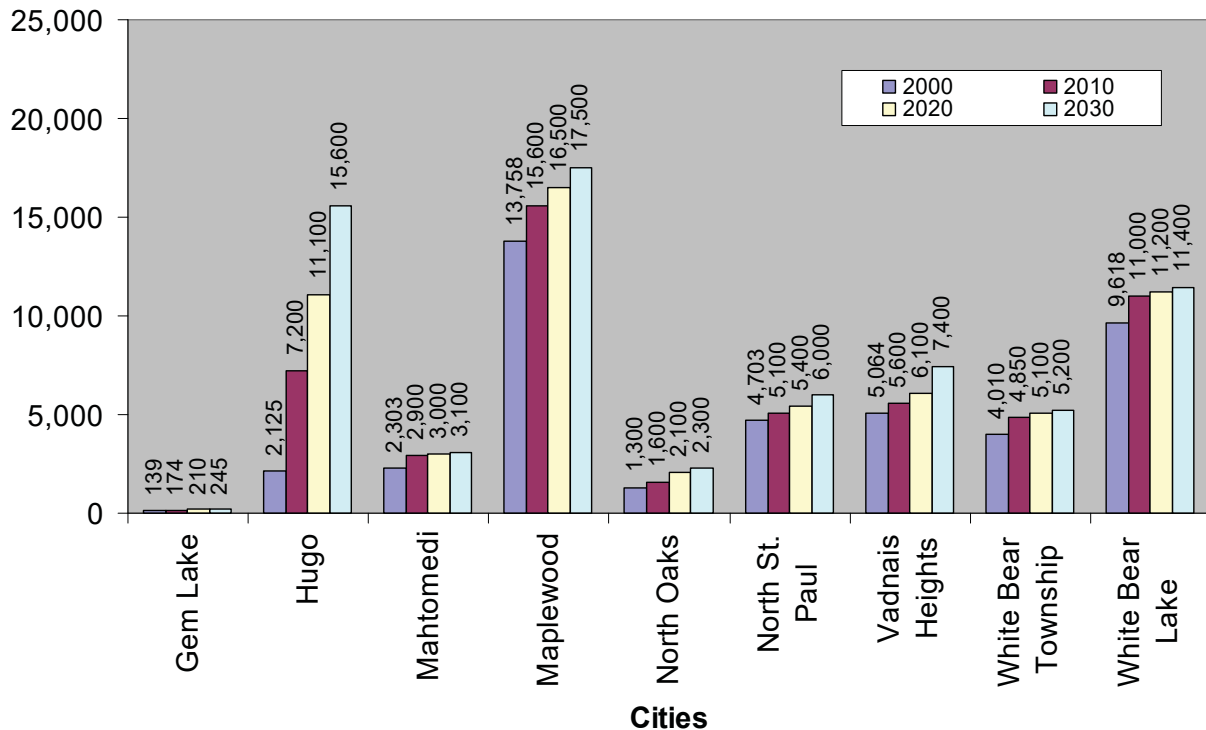
White Bear Lake Compared to the Immediate Area

Household Forecasts*

White Bear Lake & Surrounding Communities

	2000	2010	2020	2030	% Change 2000 - 2030
Gem Lake	139	174	210	245	76%
Hugo	2,125	7,200	11,100	15,600	634%
Mahtomedi	2,303	2,900	3,000	3,100	34%
Maplewood	13,758	15,600	16,500	17,500	27%
North Oaks	1,300	1,600	2,100	2,300	77%
North St. Paul	4,703	5,100	5,400	6,000	28%
Vadnais Heights	5,064	5,600	6,100	7,400	46%
White Bear Township	4,010	4,850	5,100	5,200	30%
White Bear Lake	9,618	11,000	11,200	11,400	19%

**Household Forecasts
White Bear Lake & Surrounding Communities**

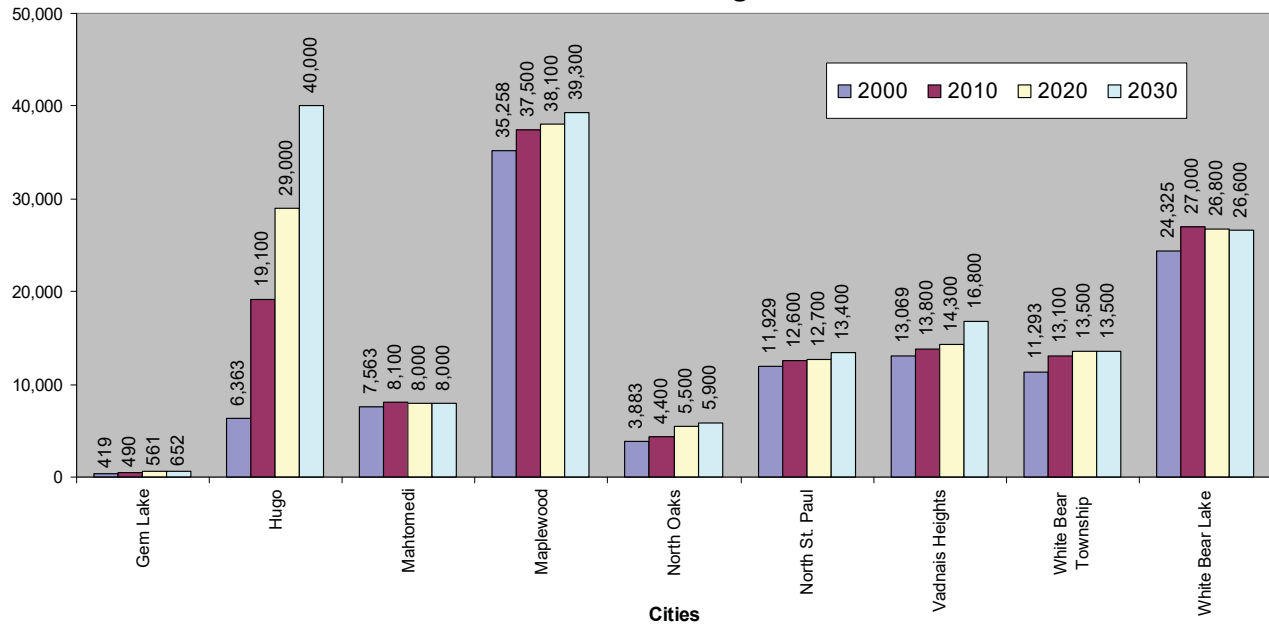


Population Forecasts*

White Bear Lake & Surrounding Communities

	2000	2010	2020	2030	% Change 2000 - 2030
Gem Lake	419	490	561	652	56%
Hugo	6,363	19,100	29,000	40,000	529%
Mahtomedi	7,563	8,100	8,000	8,000	6%
Maplewood	35,258	37,500	38,100	39,300	11%
North Oaks	3,883	4,400	5,500	5,900	52%
North St. Paul	11,929	12,600	12,700	13,400	12%
Vadnais Heights	13,069	13,800	14,300	16,800	29%
White Bear Township	11,293	13,100	13,500	13,500	20%
White Bear Lake	24,325	27,000	26,800	26,600	5%

**Population Forecasts
White Bear Lake & Surrounding Communities**

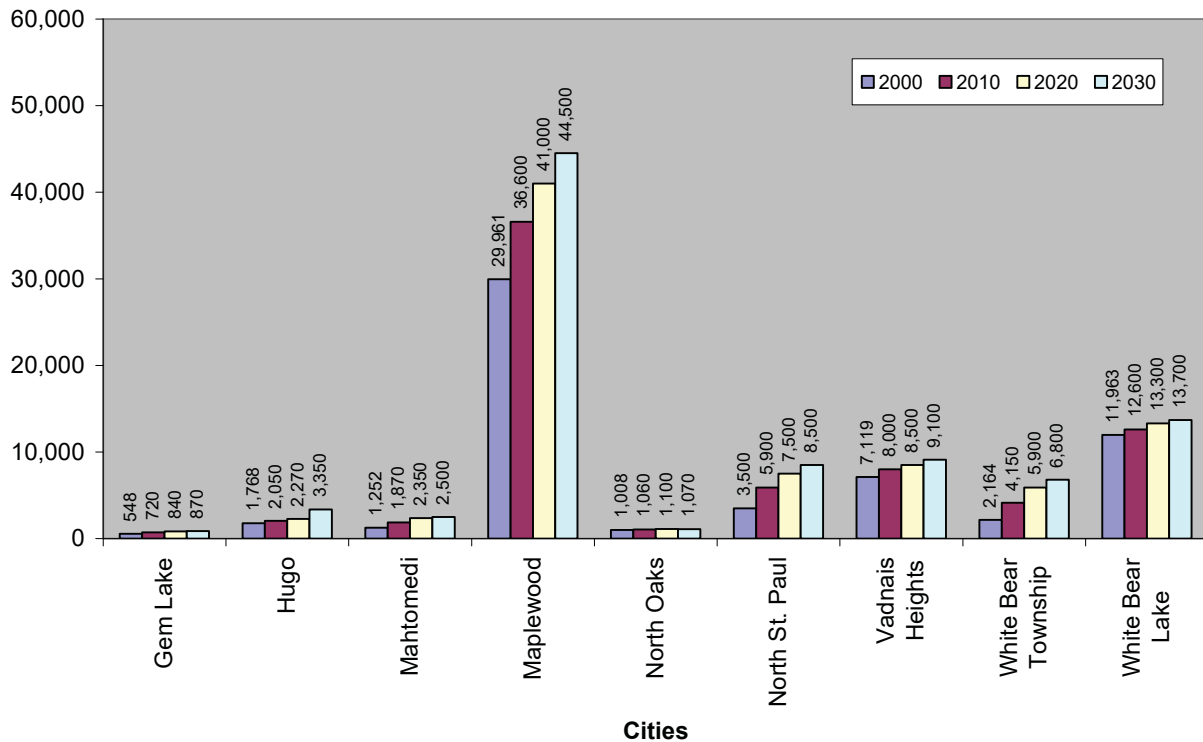


Employment Forecasts*

White Bear Lake & Surrounding Communities

	2000	2010	2020	2030	% Change 2000 - 2030
Gem Lake	548	720	840	870	59%
Hugo	1,768	2,050	2,270	3,350	89%
Mahtomedi	1,252	1,870	2,350	2,500	99%
Maplewood	29,961	36,600	41,000	44,500	49%
North Oaks	1,008	1,060	1,100	1,070	6%
North St. Paul	3,500	5,900	7,500	8,500	143%
Vadnais Heights	7,119	8,000	8,500	9,100	28%
White Bear Township	2,164	4,150	5,900	6,800	214%
White Bear Lake	11,963	12,600	13,300	13,700	15%

**Employment Forecasts
White Bear Lake & Surrounding Communities**



EMPLOYMENT

Tables 1-2, 1-3 and 1-4 include a listing of the City's major retail, manufacturing, and institutional employers respectively.

Table 1-2*
Major Retail Employers

	<u>Company Name</u>	<u>Address</u>	<u>Product/Service</u>	<u>Employee Count</u>
1	Downtown Retailers	NA	General Retail/Service	376
2	K-Mart	3201 White Bear Avenue	General Retail	90
3	Kowalski's	4391 Lake Avenue, S.	Grocery	105
4	Festival Foods	2671 County Road E	Grocery	124
5	Press Publications	4779 Bloom Avenue	Newspapers	50
6	Sam's Club	1850 Buerkle Road	Wholesale/Retail Mix	235
7	Polar Chevrolet	1801 County Road F	Auto Dealer	123
8	WBL Superstore	3900 Highway 61	Auto Dealer	85

TOTAL: **1,188**

Total from 1998 Comp Plan: 1,776

Difference: -588

The decline in the amount of retail employees is likely due to the removal of White Bear Area Auto dealers which are not actually located within the City's boundaries from the list.

Table 1-3*
Major Manufacturing & Industrial/Service Employers

	<u>Company Name</u>	<u>Address</u>	<u>Product/Service</u>	<u>Employee Count</u>
9	Advanced Research Corp.	4459 White Bear Parkway	Engineering & Data Storage Services	26
10	Aspen Research Corp.	1700 Buerkle Road	Research & Development	60
11	Braun Intertech	1826 Buerkle Road	Geotechnical & Civil Engineering Consulting	65
12	Container Graphics	4841 White Bear Parkway	Printing Plates	67
13	Cummins Npower	1600 Buerkle Road	Service Diesel Engines	144
14	Fed Ex	1828 Buerkle Road	Shipping Services	100
15	Helgeson Enterprises	4461 White Bear Parkway	Rebate Processing & Data Entry	95
16	Kohler Mix Specialties	4041 Highway 61	Dairy Products	140
17	Lowry	1607 9th Street	Labels	30
18	Magnepan, Inc.	1645 9th Street	Sound Equipment	26
19	McGough Construction	1826½ Buerkle Road	Construction	90
20	Sensata Technologies	4467 White Bear Parkway	AC/DC Inverters	89
21	Smarte Carte	4455 White Bear Parkway	Airport Carts	75
22	Taymark Corporation	4875 White Bear Parkway	Party Supplies	220
23	Trane	4833 White Bear Parkway	Design Heating & Cooling Systems	350
24	Weyerhaeuser Corp.	1699 9th Street	Corrugated Boxes	125

TOTAL	1,702
Total from 1998 Comp Plan	1,288
Difference	414

Vacant developable land adjacent to the interstate system is likely responsible for the increase in manufacturing employees. It is expected that this growth trend will slow as few vacant parcels remain.

Table 1-4*
Major Institutional Employers

	<u>Company Name</u>	<u>Address</u>	<u>Product/Service</u>	<u>Employee Count</u>
26	City of White Bear Lake	4701 Highway 61	Municipal Government	106
27	Century College	3300 Century Avenue	Community College	400
28	Comforts of Home	1235 Gun Club Road	Senior Assisted Living	30
29	Health Partners	1430 Highway 96	HMO Clinic	80
30	Cerenity Senior Care Center	1891 Florence Street	Nursing Home	330
31	US Post Office	2223 5th Street	Federal Mail Services	81
32	WBL Schools	4855 Bloom Avenue (District Center)	Education	867

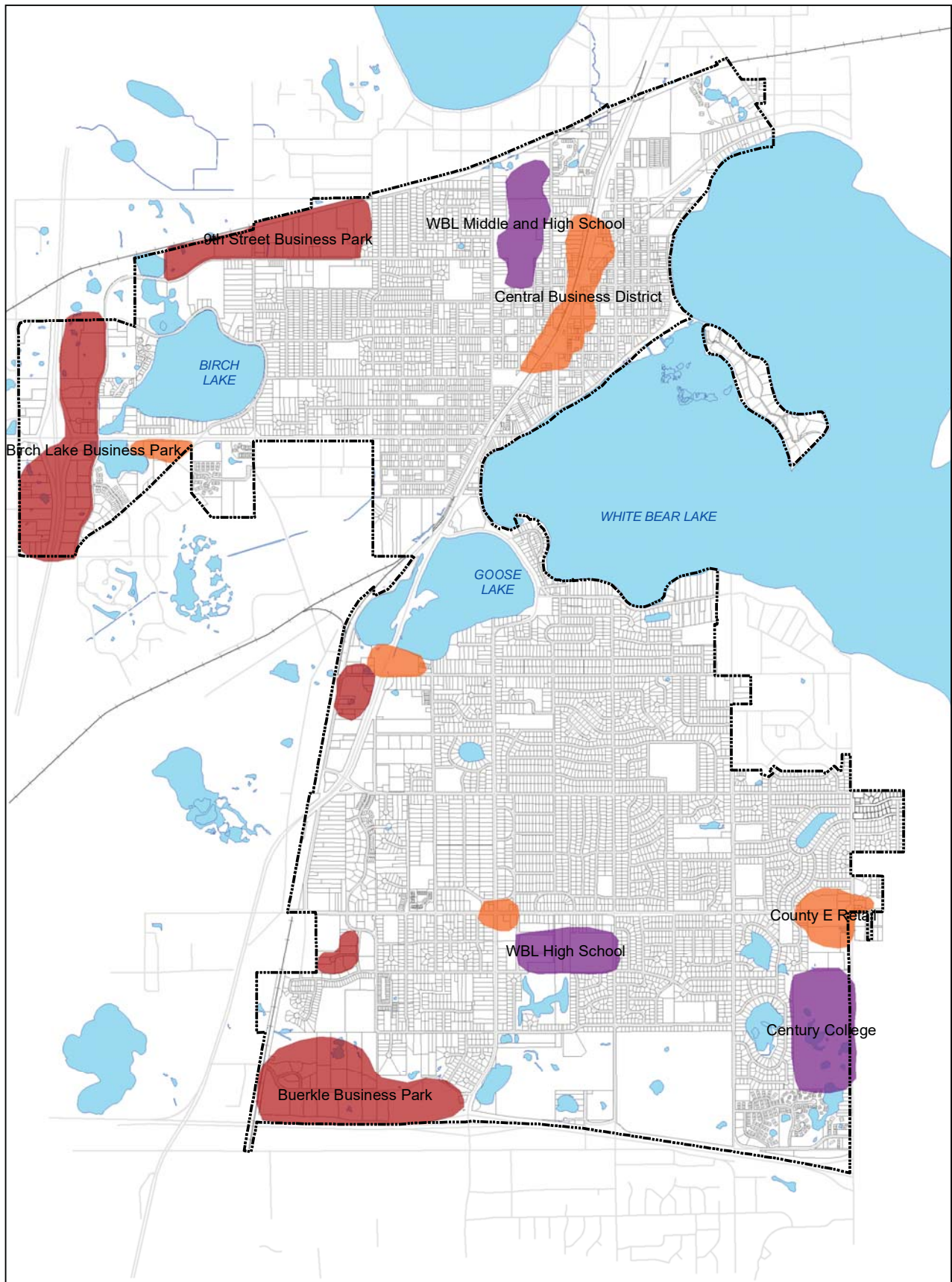
TOTAL:	1,894
Total from 1998 Comp Plan:	2,110
Difference:	-216

The count for White Bear Lake Schools dropped from 1200 to 867.

**Source: The previous graphs and tables (pg. 7-11) were created by city staff based on Metropolitan Council projections. The employment tables (pg. 12-14) were based on employment numbers generated by a telephone survey conducted by city staff.*

A Word About Age and Employment

The first wave of the baby boom generation turns 65 in 2011. If this generation enters retirement as anticipated, demographers speculate that within the next 5 to 8 years, replacement job openings will begin to outnumber new job openings by about 3 to 2. Coupled with the fact that the number of school-age children are decreasing every year, it is also anticipated that the number of skilled and higher education positions may begin to out-pace the qualified employees available to fill these positions. Consequently, the need to find skilled labor may force the relocation of some businesses. For these reasons, it is incumbent upon the City to continue its aggressive economic development programs and policies, by offering attractive incentives and redevelopment opportunities for businesses. It is also imperative the City support its education programs in order to attract and retain skilled labor.



Legend

-  Commercial
-  Industrial
-  Institutional



Scale = 1":24,000'



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
EMPLOYMENT NODES**

Created December 11, 2007
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

GUIDING PRINCIPLES

The City of White Bear Lake recognizes its interdependence with local, regional and global economies and environments. As a conscientious steward of our economy and environment, the City has incorporated three main themes to serve as the guiding principles for the 2008 - 2030 comprehensive plan.

Smart Growth

Smart growth recognizes the nexus between development and quality of life. It leverages new growth to improve the community. In general, smart growth promotes investment of time, attention, and resources in order to restore, preserve and enhance community vitality. New smart growth is more town-centered, transit and pedestrian oriented, and has a more dynamic mix of housing, commercial and retail uses than contemporary developer-driven urban development. It also preserves open space and many other environmental, historical and cultural amenities.

Sustainability

There are several dimensions to sustainability. It is generally a response to a range of indicators that suggest there is a growing gap between human consumption of resources and the Earth's capacity to supply those resources and reabsorb resulting wastes. This concept of sustainability guides the comprehensive plan. Sustainable practices are those that accommodate the needs of the present generation without compromising the ability of future generations to meet their needs. As outlined in the American Planning Association, sustainable planning practices include:

- Developing a future-oriented vision which looks beyond current needs and recognizes environmental limits to human development.
- Fostering projects/activities that promote economic development by: efficiently and equitably distributing resources and goods; minimizing, reusing and recycling waste; and protecting natural ecosystems.
- Upholding a widely held ethic of stewardship that strongly encourages economic, environmental, and social consequences of their actions, balancing individual needs and wants with nature and the public good.
- Taking leadership in the drafting and implementation of local, regional and state policies that support sustainability.

Active Living

The Active Living mission developed by Ramsey County is to create and promote environments that make it safe, convenient and fun for people to integrate physical activity into their daily lives. Active Living principles are geared primarily toward improving the health and well-being of residents and are, by their nature, complimentary to the themes of Smart Growth and Sustainability.

The concepts of Smart Growth, Sustainability and Active Living grew out of three different disciplines, yet share very common themes and goals, each of which are integral in moving us toward a healthier, more vibrant and sustainable way of life.

IMPLEMENTATION

The most important aspect of any plan is its ability to be implemented. Translating the goals and objectives outlined in this Plan into purposeful action is

Implementation is most likely to be successful when a community lays out clear steps and employs a broad range of strategies, tools and techniques. Towards this end, each section will identify specific policies and actions that could be adopted or taken to achieve the goals and objectives listed therein. The timeframe for the policies and actions will be identified as one of the following:

- Ongoing: Activities such as public involvement that will continue throughout the implementation process.
- Immediate: Activities typically completed or realized within the first year after adoption.
- Short-term: Activities that start within 3 to 5 years after the plan's adoption.
- Mid-term: Activities that begin 5-10 years after the plan's adoption.
- Long-term: Activities that extend to the second half of the planning horizon, typically 10 years and beyond.

The fact that these timeframes are identified does not mean that they are set in stone. The timeliness of actions can be varied as necessary for coordination, budgetary or other reasons, or as changes in priorities are discovered through the strategic planning process.

Changes in the zoning code and the development approval process are typical methods of implementing comprehensive plan objectives. Other strategies include housing and economic development program changes, partnerships, incentives, educational outreach, and public expenditure re-appropriations. The City should try to employ a comprehensive approach to implementation so that goals are achieved in a way that does not sacrifice one for another.

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INTRODUCTION

The land use section of the city's comprehensive plan is the city's official guide for all future land use decisions. Decisions regarding development, redevelopment, infill and conservation should be considered in respect to this section of the plan. The major land use classifications within the city include residential, commerce, industrial, public facilities and natural elements.

EXISTING LAND USE

Existing land use as of January 1, 2008 is reflected in Figure 2-1. The acreage and percent of each type of land use is catalogued in Table 2-1, below. The city has experienced moderate development since 1998, especially along the I-35E and I-694 corridors. The amount of vacant developable land has been reduced from 137 acres (2.4%) to approximately 65 acres (1.2%). However, some of this vacant land is un-developable as it is covered by wetlands.

**TABLE 2-1
EXISTING LAND USE
DECEMBER, 2007**

Land Use Type	Acres	Percent
Single Family	2,179.2	40.3%
Single-Family Attached ¹	246.5	4.2%
Multi-Family ²	132.8	2.8%
Commercial	249.9	4.9%
Industrial	208.4	4.4%
Public ⁴	822.6	11.7%
Semi-Public	419.3	7.1%
Rail ROW	65.5	2.0%
Vacant ³	66.4	1.2%
Other*	1,067.4	19.6%
TOTAL:	5,458.0	100.0%

* Other includes road right-of-way. The total amount of road right-of-way within the City (1,067.4 acres) was deduced from the acreage left over after calculating the acreage of all the parcels within the City.

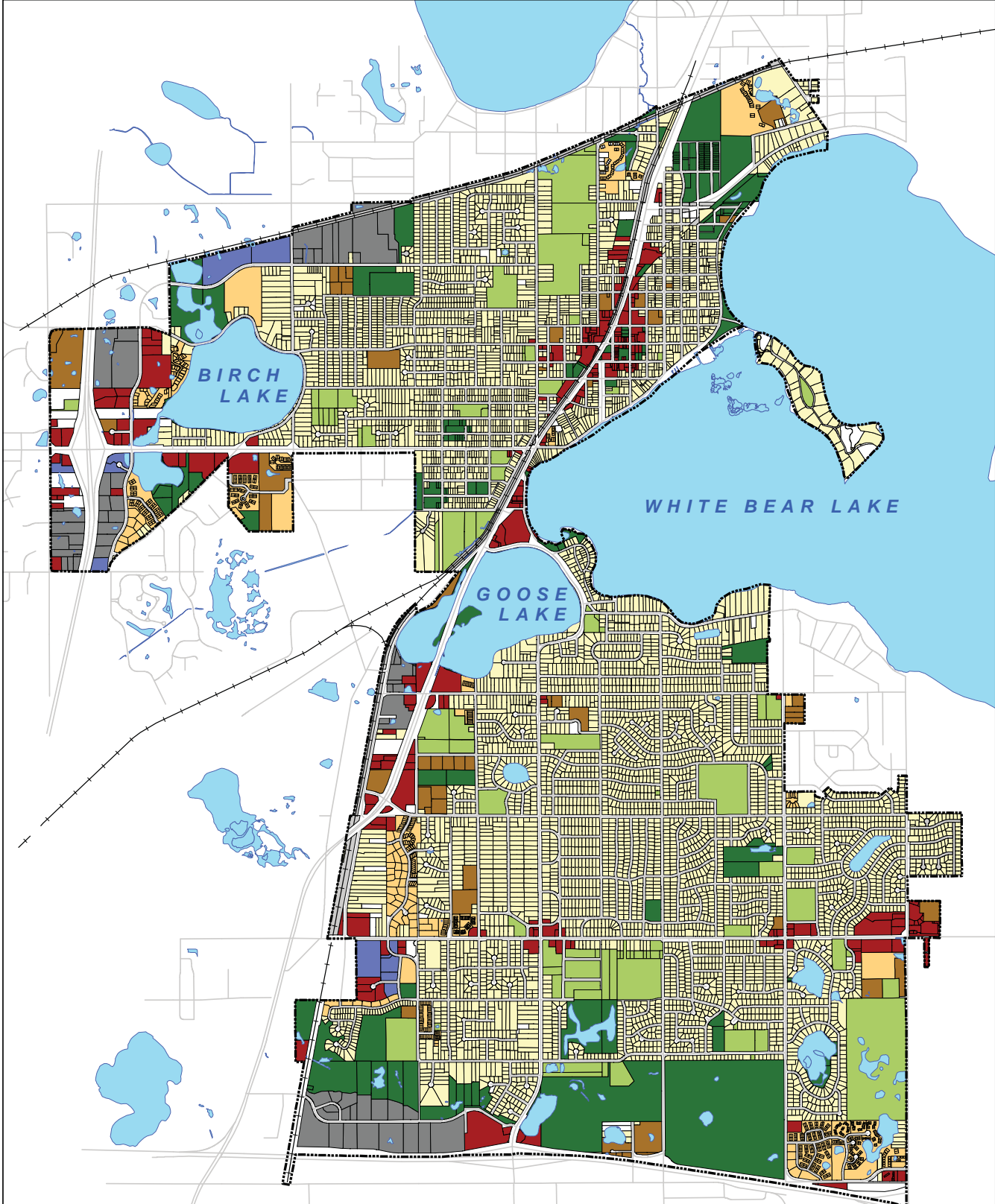
Source: Ramsey County GIS data.

¹Single-family attached includes townhomes, duplexes and triplexes.

²Multi-family includes common entrance housing such as condos and apartment buildings.

³Much of the vacant land is covered by wetlands.

⁴Public land use includes Birch Lake and Goose Lake.



Legend

- Vacant (66.4 ac.)
- Single Family (2179.2 ac.)
- Single Family Attached (Townhomes) (246.5 ac.)
- Multi Family (Apartments and Condos) (132.8 ac.)
- Commercial (249.9 ac.)
- Industrial (208.4 ac.)
- Office-Warehouse (46.9 ac.)
- Public (822.6 ac.)
- Semi-Public (419.3 ac.)
- Rail/ROW (65.5 ac.)

Total City Area (not including roads): 4437.6 acres



0 1,100 2,200 Feet



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
EXISTING LAND USE MAP**

Created August 12, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

FUTURE LAND USE

STAGING

In some instances, future growth is projected to occur in a fashion which is different from the current zoning classification for the area. Differences may involve proposed versus allowed residential densities or major land use reclassifications.

Differences between zoning and land use planning will need to be addressed over time. Minnesota Statute (473.858 Subd.1) states that:

“The Comprehensive Plan shall provide guidelines for the timing and sequence of the adoption of official controls to ensure planned, orderly, and staged development and redevelopment consistent with the Comprehensive Plan.”

The timing and sequencing of each projected development area is incorporated within the planning district analysis. Changes in zoning to accomplish compatibility with proposed land use is not considered necessary until the sequencing year projected for each planning district area. Sequencing can be found at the end of the narrative for each area in each of the eight planning districts.

CATAGORIES

The 2008 Future Land Use Map contains 8 designations grouped into 5 categories: Residential, Commerce, Industry, Public Facilities and Natural Elements. In all residential, commerce, business and public facility categories, uses may be mixed among these categories when part of an approved planned unit development.

RESIDENTIAL – This category allows parks and various types of residential units. The residential category is divided into 4 designations based on density.

Very Low

Includes single-family detached residential and allows a maximum density of 1 unit per acre.

Low

Includes single-family and two-family residential and allows 1.1 to 7 units per acre. The maximum density allowed in this category was increased from 4.2 to 7 in order to bring the R-4 zoned neighborhoods into compliance with the comp plan. There are many existing lots of record in these older neighborhoods which do not meet a 4.2 density when analyzed on an individual basis. This change is not intended to facilitate the development of new lots which would not otherwise be permitted by existing zoning regulations. Where the 70% rule applies, densities up to 8.64 units per acre are allowed.

Medium

Includes single-family, two-family, townhomes, and multi-family and allows 4.2 to 12 units per acre.

High

Includes all types of residential development except single-family and allows 9 to 17 units per acre.

Senior Housing

The City allows higher density senior housing (up to 30 units per acre) in all residential districts and in some commercial districts through special zoning approval. As such, most properties within the City are also deemed to be properly guided for multi-family senior housing.

Affordable and Transit-Oriented Housing

The City's intent is to allow for a density bonus for multi-family development projects (R-6, R-7, DCB, LVMU and PZ) which include units which are either in close proximity to mass transit or affordable at 60% of AMI. The application of the density bonus will be modeled similar to the senior housing density bonus currently in place. When an affordable component is proposed, an increase in density in less-intense residential zoning districts may be permitted by variance on a case-by-case basis.

COMMERCE - The commerce category is divided into 3 designations based on types of uses and locations within the City.

Commercial

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

Downtown Mixed Use

The zoning within the *Downtown* designation currently permits up to 32 units per acre for multi-family housing and 50 units per acre for senior housing. While it is difficult for staff to predict the ratio of commercial to residential development that the market will bear, our best guess is 10-20% residential and 80-90% commercial.

The *Downtown* designation has been expanded to the extent of the currently delineated downtown fringe area and specifically designates a mix of uses within this area. The intent is to facilitate the redevelopment of the west side of the downtown area, as well as emphasize the allowance of second floor residential in the historic downtown (east side). Expanding the coverage area of the new mixed use *Downtown* designation will require an amendment to the DCB zoning district to allow for a mix of uses and to adopt standards similar to the B-5 district for performance, including setback, residential densities, architecture and landscaping.

Lake Village Mixed Use

The Marina Triangle district was previously guided *General Commercial* and *Proposed Park, Recreation and Open Space* until it was re-guided in 2006 to a new "*Mixed Use*" designation. The new "*Lake Village Mixed Use*" designation is intended to complement the

existing zoning and to facilitate implementation of the district's master plan. Allowed uses within this designation are enumerated in the LVMU zoning district. Those uses are confirmed and currently include multi-family housing at 24 units per acre as well as senior housing at 40 units per acre. These densities may be increased by up to 50% at Council discretion. Staff's best estimate of the ratio between commercial and residential in this designation is also 10-20% residential and 80-90% commercial.

INDUSTRY - The Industry category is divided into 2 designations, Industrial and Business Park.

Business Park

Due to the metamorphosis of uses over time within some of our industrial and business park areas, the Business Park designation has been amended to allow a mix of industrial, warehouse, office and limited retail uses. This will not require any zoning code amendments because a mix of uses is already provided for.

Industrial

Includes those uses provided for in the City's I-1 and I-2 zoning districts, such as manufacturing, warehousing, office/warehouse, cartage and research and development.

PUBLIC FACILITIES - The public facilities category includes all publicly and most semipublicly owned land.

Park, Recreation and Open Space

This designation is intended for properties owned by a public entity (ie: the City or the County) or a non-profit entity and are used for public or quasi-public recreation and/or open space. The "Proposed Park" designation has been eliminated. For the properties which had this guiding and are not currently owned by the City, the guiding is being amended to match the current use and/or zoning. In lieu of the "Proposed Park" designation, the City's intent is to register a "right of first refusal" at the County, to insure the City has the opportunity to negotiate a purchase if/when the property owner becomes interested in selling.

Public/Semi-Public

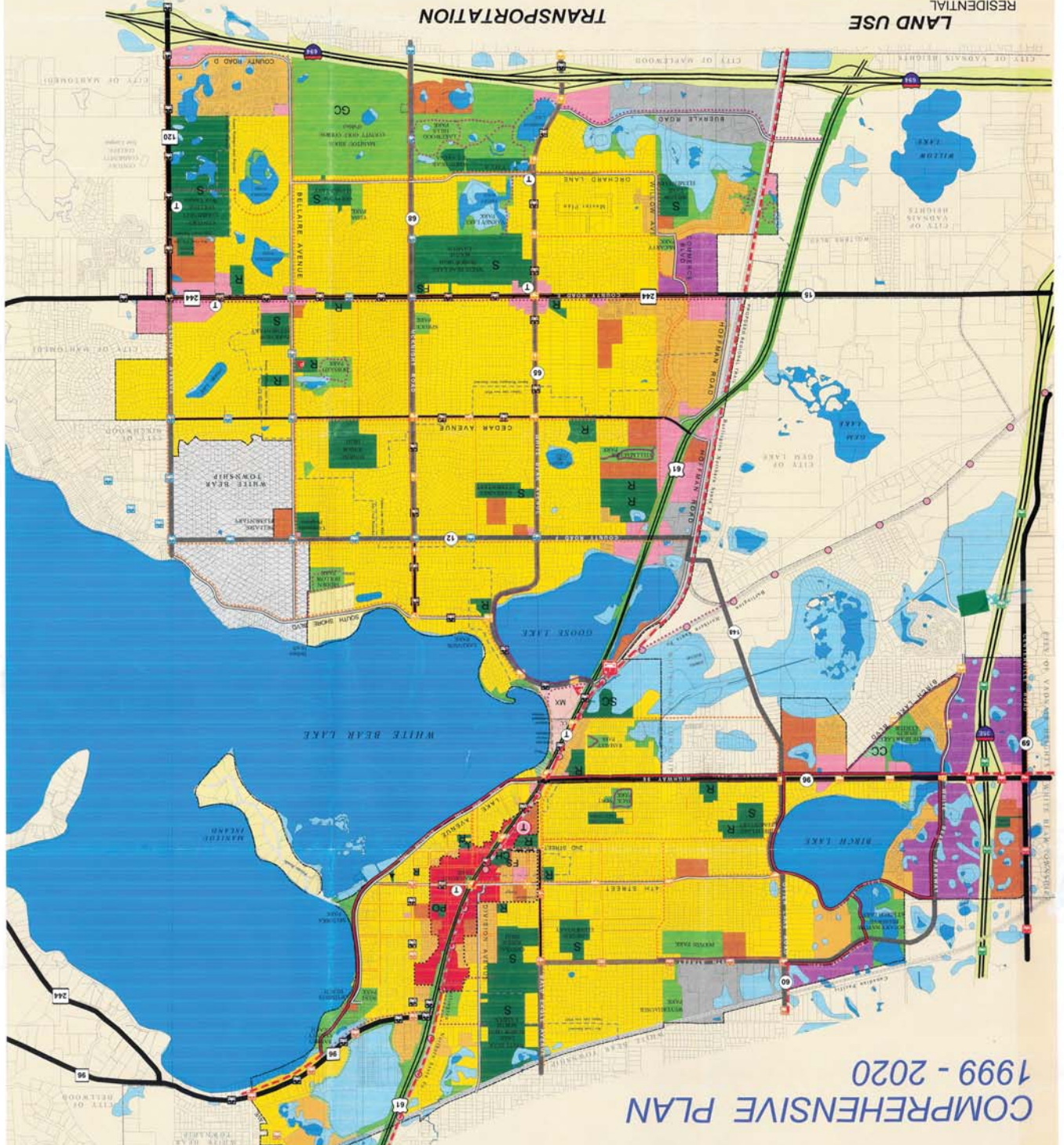
This designation is for properties which are owned by a public or non-profit entity and used for public services and uses other than parks and open space, such as City Hall. It is also intended for semi-public uses such as recreation centers, public schools, churches and cemeteries.

NATURAL ELEMENTS - The natural elements which have been included on the Future Land Use map include open water and wetlands.

The 1998-2020 Future Land Use Map has been included in this Comprehensive Plan for comparison purposes. The changes between it and the new 2008-2030 Future Land Use Map are outlined in Table 2-2.

WHITE BEAR LAKE

COMPREHENSIVE PLAN
1999 - 2020



LAND USE

- RESIDENTIAL**
- Very Low (single family) 0 - 1 unit/acre
 - Low (single family) 1.1 - 4.2 unit/acre
 - Medium (single family, townhouse) 4.2 - 12 unit/acre
 - High (townhouse, apartment, condominium) 12 - 20 unit/acre
 - 9.0 - 11 unit/acre
- COMMERCIAL**
- Downtown
 - General Commercial
 - Mixed Use (Commercial/Residential)
- INDUSTRIAL**
- Business Park
 - General Industrial
- PUBLIC FACILITIES**
- Park, Recreation, & Open Space
 - Proposed Park, Recreation, & Open Space
 - Other Public/Semi-public
- NATURAL ELEMENTS**
- Open Water
 - Wetland
- HISTORICAL FEATURES**
- Historical Sites

TRAILS

- Sidewalks
- Existing On-Road Bike Lane
- Proposed On-Road Bike Lane
- Existing Mixed Use Trail
- Proposed Mixed Use Trail
- Regional Trail
- Proposed Regional Trail

ROADS

- Collector - Local
- Collector - Regional
- Proposed Collector - Regional
- "B" Minor Arterial
- "A" Minor Arterial - Expander
- Trunk Highway 61
- Principal Arterial (Freeway)

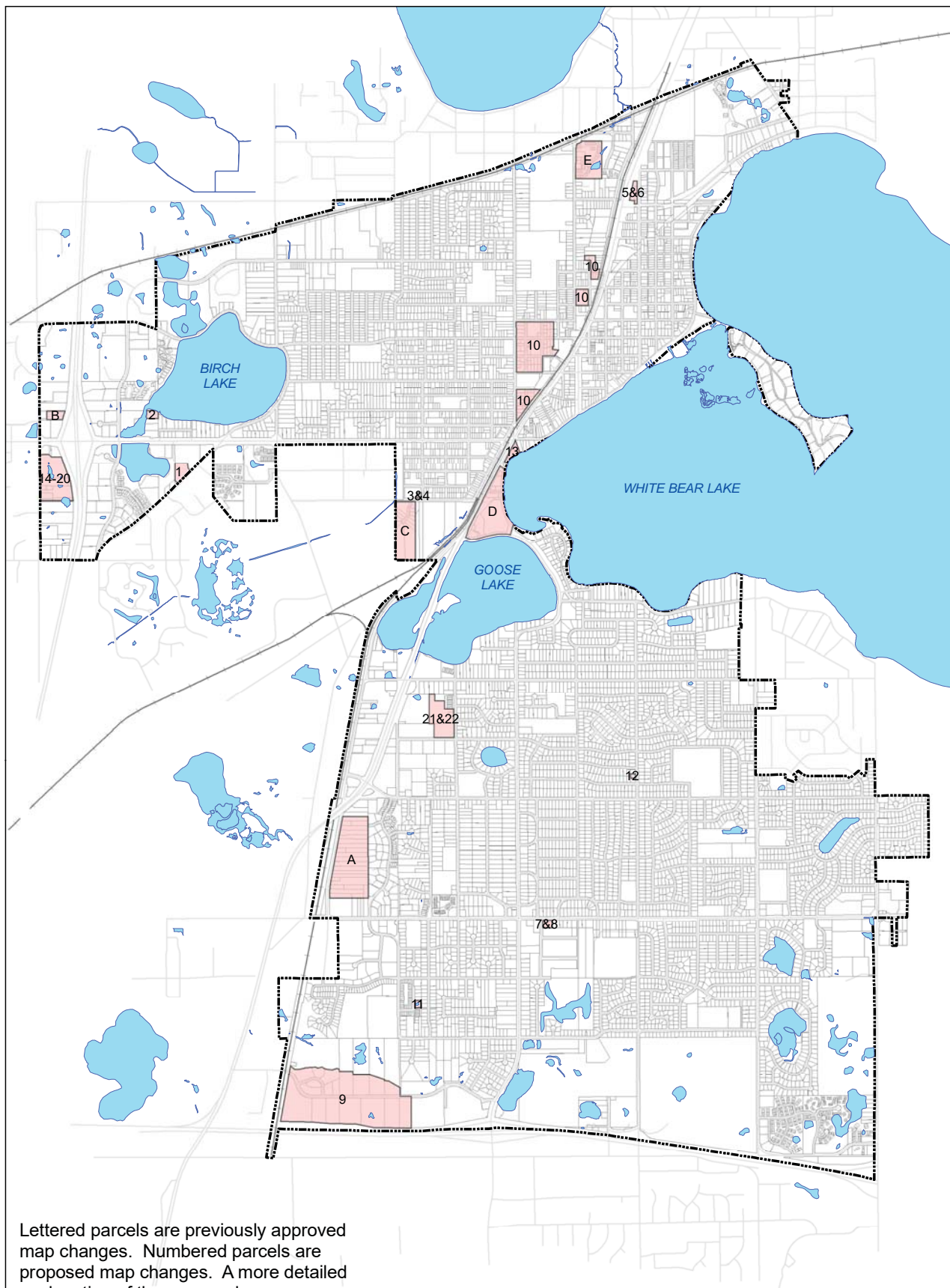
TRANSPORTATION

- TRANSIT**
- Commuter Rail
 - New Transit
 - Transit Station
 - Railroad
 - Express Routes (No Stops): 270, 271
 - Express Routes 270, 271
 - Express Routes 35A, 35B
 - Express Routes 35C, 36
 - Local Limited Route 15
 - When Area Bus Stop Serves by Line Area Bus Stop
 - Transit Shelter
 - Park & Ride Facility
 - Proposed Transit Hub
- HIGHWAY TYPES**
- INTERSTATE TRUNK HIGHWAY
 - U.S. TRUNK HIGHWAY
 - STATE TRUNK HIGHWAY
 - COUNTY STATE AID HIGHWAY

COMMUNITY FACILITIES

- CC Community Center
 - CH City Hall
 - FS Fire Station
 - PO Post Office
 - SC Municipal Service Center
 - GC Golf Course
 - L Library
 - R Religious
 - S School
- Service Consideration Area**
- Watershed District Boundary
 - Municipal Line
- This is the graphic plan for land use, transportation and community facilities. Many of these uses, others could become a reality in later years. Refer to the Comprehensive Plan for additional information.

Thibault
DATE: November, April 11, 2008



Lettered parcels are previously approved map changes. Numbered parcels are proposed map changes. A more detailed explanation of these map changes can be found in Table 2-2.



Scale = 1":24,000'



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
FUTURE LAND USE MAP CHANGES**

Created May 9, 2008
By the Community Development Department
utilizing Ramsey County GIS data
For more information, call 651-429-8561

**TABLE 2-2
FUTURE LAND USE MAP CHANGES**

Previously Approved Map Changes

Address	PIN #	Owner Name	Owner or Project Name	Future Land Use Change		Staging	Comments
				From	To		
A. See Case File 06-1-C	See Case File	See Case File	Half Moon Bay	Medium Density Residential	Medium Density Residential	Immediate	Permitted a maximum density of 12 units per acre versus the standard 9 units per acre.
B. See Case File 06-3-C	See Case File	See Case File	White Oak Shopping Center	High Density Residential	General Commercial	Immediate	
C. See Case File 02-2-P	See Case File	See Case File	Whittaker Court	Other Public/Semi-Public	Low Density Residential	Immediate	
D. See Case File 06-2-C	See Case File	See Case File	Marina Triangle Properties	Gen Comm & Proposed Park	Lake Village Mixed Use	Immediate	
E. See Case File 04-2-C	See Case File	See Case File	SVK Development - Wild Marsh	Low Density Residential	Medium Density Residential	Immediate	

Proposed Map Changes

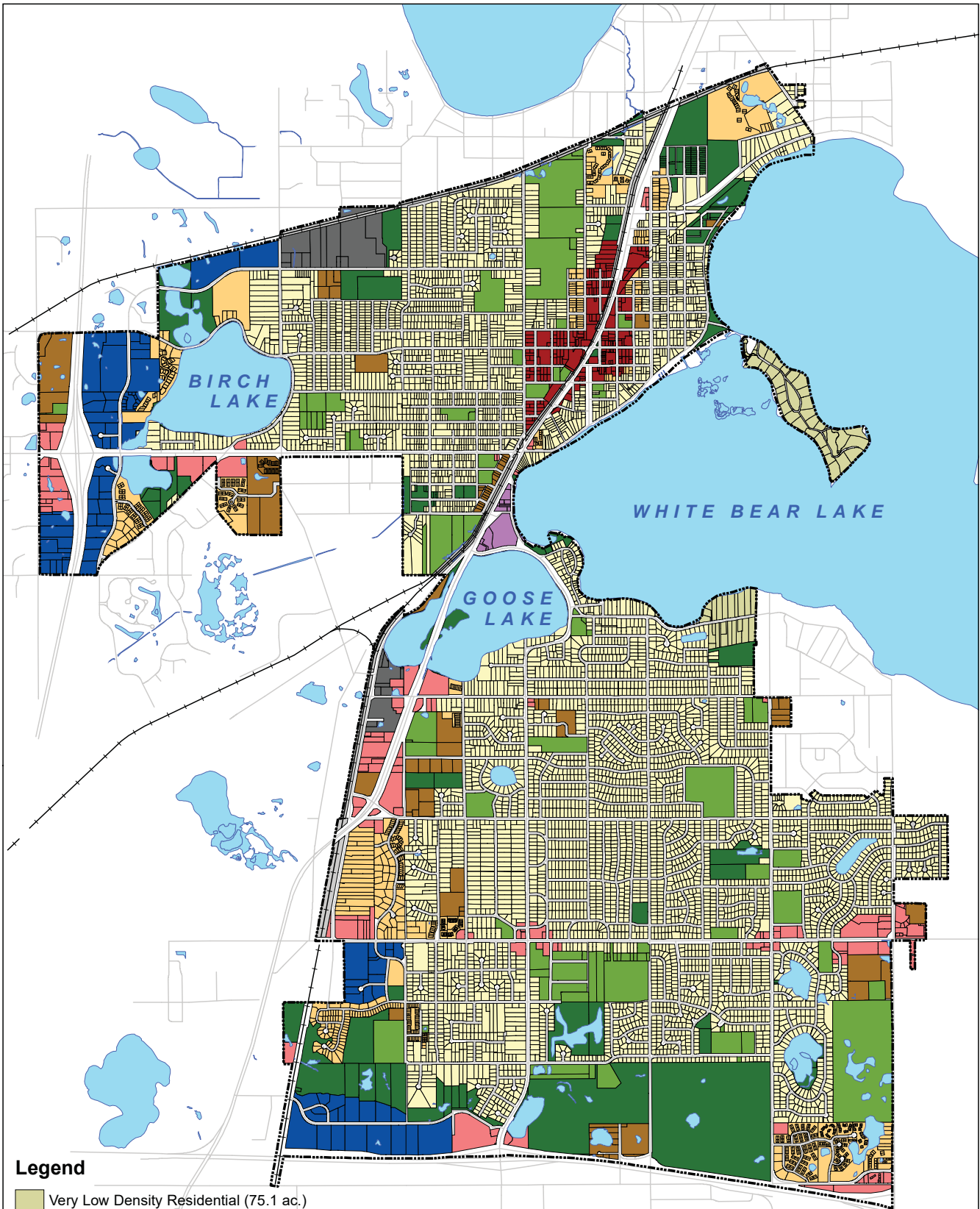
Address	PIN #	Acres	Parcel Description	Future Land Use Change		Staging	Comments	
				From	To			
1. Vacant	22.30.22.22.00.49	2.4	City of White Bear Lake	Vacant parcel near Sports Center	Proposed Park	Park, Rec. & Open Space	Immediately	City now owns
2. Vacant	16.30.22.44.00.10	1.4	Mitchell D. & Tamara L. Jensen	Mitchell D. & Tamara L. Jensen	Proposed Park	Low Density Residential	Immediately	Map no longer has a "Proposed Park" designation
3. Vacant	23.30.22.22.01.05	0.1	City of White Bear Lake	Habitat for Humanity Property	Park, Rec. & Open Space	Low Density Residential	Immediately	Known as 1835 Whittaker Street. City in process of selling to Habitat for Humanity.
4. Vacant	23.30.22.22.01.06	0.1	City of White Bear Lake	Habitat for Humanity Property	Park, Rec. & Open Space	Low Density Residential	Immediately	To bring into compliance with Zoning (B-4) and current use
5. 5051 Stewart Avenue	12.30.22.33.00.62	0.3	Ronald J. Schloer	Bait & Tackle	Medium Density Residential	General Commercial	Immediately	
6. 5071 Stewart Avenue	12.30.22.33.00.94	0.2	Carl S. & Clarice M. Hamlow	World Around Us Day Care	Medium Density Residential	General Commercial	Immediately	
7. 2074 County Road E	35.30.22.12.00.11	0.5	Reddet Real Estate LLP	Realty Offices?	Low-Density Residential	General Commercial	Immediately	To bring into compliance with Zoning & current use
8. 2086 County Road E	35.30.22.12.00.12	0.4	BoBev LLC.	Hoffman Corner Heating & Air	Low-Density Residential	General Commercial	Immediately	To bring into compliance with Zoning & current use
9. See footnote #1, below	See list - Attachment D	75.4	See list - Attachment D	Buerkle Business Park	General Industrial	Business Park	Immediately	See Narrative
10. See footnote #2, below	See list - Attachment E	8.9	See list - Attachment E	Downtown "Fringe" (West Side)	Various	Downtown Mixed Use ³	Immediately	See Narrative
11. Vacant	35.30.22.23.00.96	0.5	City of White Bear Lake	Willow Avenue Stormwater Pond	Low Density Residential	Other Public/Semi-Public	Immediately	Bring into compliance with current use-City owns
12. Vacant	26.30.22.14.00.89	0.2	City of White Bear Lake	Pocket Park near Sunrise Middle	Low Density Residential	Other Public/Semi-Public	Immediately	Bring into compliance with Zoning (P) & current use - City owns
13. See footnote #4, below	See list - Attachment F	1.18	See list - Attachment F	Marina Triangle Parcels north of Veteran's Memorial Park	Proposed Park	General Commercial & Low Density Residential	Immediately	Map no longer has a "Proposed Park" designation
14. 4520 Centerville Road	21.30.22.12.00.25	2.2	Robert L. Keifer	Northeast Dental Clinic	Business Park	General Commercial	Immediately	
15. Vacant	21.30.22.12.00.31	4.5	Thomas C. Schumann	Schumann Parcel	Business Park	General Commercial	Immediately	
16. 4480 Centerville Road	21.30.22.12.00.27	2.4	Rustad Properties, LLC	Advanced Skin Care Clinic	Business Park	General Commercial	Immediately	To bring into compliance with Zoning (B-3)
17. 4466 Centerville Road	21.30.22.12.00.21	0.3	R&J Deschane Family Prtshp	Car Wash	Business Park	General Commercial	Immediately	and current use
18. 4470 Centerville Road	21.30.22.12.00.15	0.3	Edward & Linda Leick	Amoco Transmissions	Business Park	General Commercial	Immediately	
19. Vacant	21.30.22.12.00.23	0.1	Mark & Amy Smith	Smith Property	Business Park	General Commercial	Immediately	
20. 4452 Centerville Road	21.30.22.12.00.29	0.8	William & Andrea Drake	Gas Station?	Business Park	General Commercial	Immediately	
21. 4000 Linden Street	26.30.22.22.00.29	14.3	First English Ev. Lutheran	Back-half of Church	Other Public/Semi Public	High Density Residential	Immediately	Regarding east side of parcels only. To bring into compliance with Zoning (R-7) and housing goals.
22. 1851 Birch Street	26.30.22.22.00.15	8.3	WBL United Methodist	Back-half of Church	Other Public/Semi Public	High Density Residential	Immediately	
23. 1333 Birch Lake Blvd	22.30.22.22.00.05	0.4	Katherine L. Frogner	Single Family near Sports Center	Park, Rec. and Open Space	Low Density Residential	Immediately	To bring into compliance with Zoning and current use
24. 1325 Birch Lake Blvd	22.30.22.22.00.06	0.4	Elma L. Frogner	Single Family near Sports Center	Park, Rec. and Open Space	Low Density Residential	Immediately	

¹ All of Buerkle Circle and 1600 thru 1871 Buerkle Road, but not including 1850.

² All of the parcels which are currently inside the "downtown fringe" area but are not guided "downtown".

³ Would need to amend DCBD zoning district to allow mix of uses and incorporate B-5 parking and design standards.

⁴ 4524, 4526, 4534, 4538, 4542, 4548, 4552, 4556 & 4558 Highway 61.



Legend

- Very Low Density Residential (75.1 ac.)
- Low Density Residential (2023.6 ac.)
- Medium Density Residential (317.8 ac.)
- High Density Residential (169.3 ac.)
- Commercial (179.8 ac.)
- Downtown (70.6 ac.)
- Lake Village (13.0 ac.)
- Business Park (238.0 ac.)
- Industrial (67.2 ac.)
- Public/Semi-Public (419.6 ac.)
- Park, Recreation & Open Space (797.5 ac.)
- Rail/ROW (66.1 ac.)

Total City Area (not including roads): 4437.6 acres



0 1,000 2,000 Feet



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
FUTURE LAND USE MAP**

Created August 12, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

The acreage and percent of each designation summarized in Table 2-3, below.

**TABLE 2-3
FUTURE LAND USE
DECEMBER, 2007**

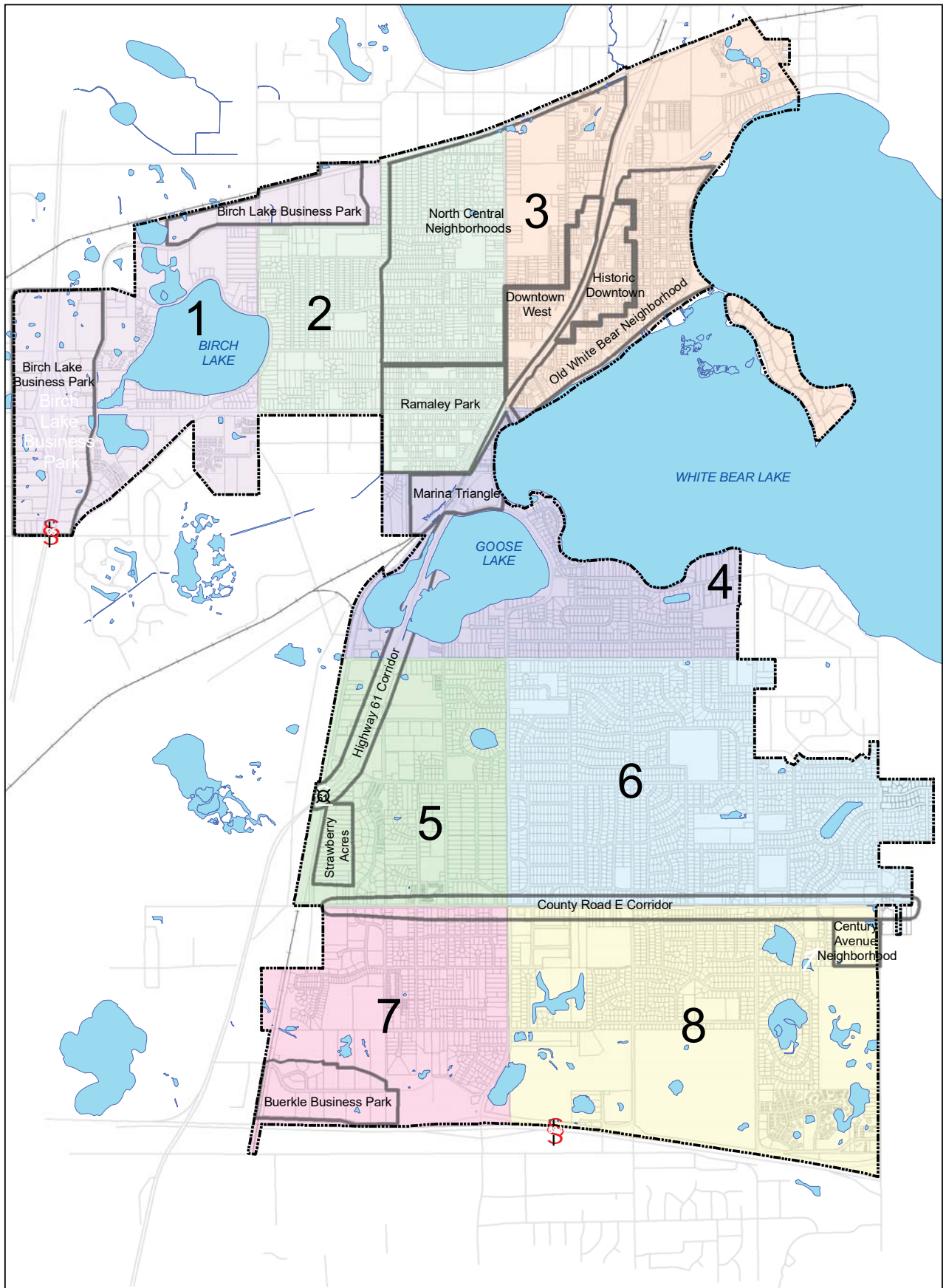
Guiding Designation	Acres	Percent
Very Low Residential	75.1	1.4%
Low Residential	2,023.6	37.1%
Medium Residential	317.8	5.8%
High Residential	169.3	3.1%
Commercial	179.8	3.3%
Downtown	70.6	1.3%
Lake Village	13.0	0.2%
Business Park	238.0	4.4%
Industrial	67.2	1.2%
Park, Recreation & Open Space	797.5	14.6%
Public/Semi-Public	419.6	7.7%
Rail/ROW	66.1	1.2%
Other*	1,020.4	18.7%
TOTAL:	5,458.0	100.0%

* Other includes road right-of-way. The total amount of road right-of-way within the City (1,020.4 acres) was deducted from the acreage left over after calculating the acreage of all the parcels within the City.

Source: Ramsey County GIS data.

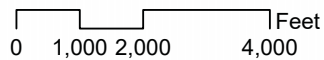
PLANNING DISTRICTS

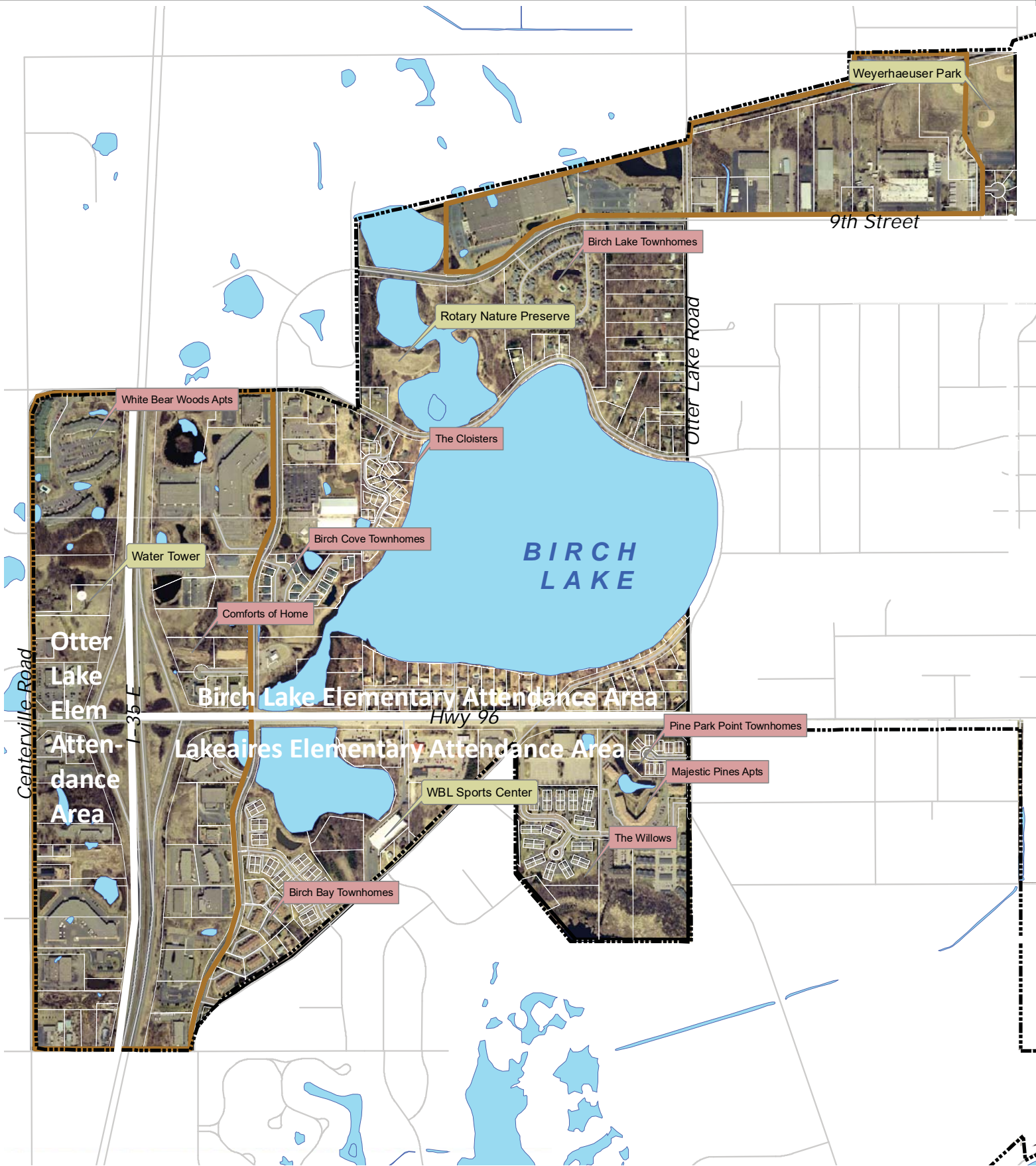
Eight discrete planning districts have been established within the city. Within each district are sub-areas based on a commonality of characteristics and/or issues which unify an area. This section includes a brief analysis of some of each district's future development, redevelopment, and infill potential.




**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
PLANNING DISTRICTS MAP**

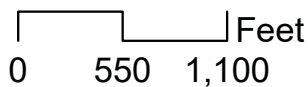
Created December 11, 2007
By the Community Development Department
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Legend

 Birch Lake Business Park



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
PLANNING DISTRICT 1**

Created January 15, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

PLANNING DISTRICT 1

Planning District 1 is bounded by Centerville Road on the west, Otter Lake Road on the east, the Soo Line Rail on the north, and the municipal boundary on the south. The district includes all of Birch Lake and its adjacent land uses. The oldest development in the district includes single family uses on the north, south, and east sides of Birch Lake. During the late 1980's and early to mid 1990's, the district experienced a boom in apartment and townhouse development with the addition of 663 rental units and 182 for sale townhomes. In addition, vigorous business development on White Bear Parkway has nearly exhausted available land in that portion of the district. Several undeveloped business and multi-family parcels, which are discussed below, remain throughout the district including land adjacent to the City's Sports Center.

Birch Lake Business Park

Characteristics/History

The Birch Lake Business Park was created in the late 1980's, when the City father's vision for a business-oriented district was implemented along with the construction of White Bear Parkway. The parkway has spurred a wave of vigorous economic development which has brought both employment opportunities and a more diversified tax base.

The Birch Lake Business Park lies along either side of Interstate 35E and along both sides of White Bear Parkway and along the north side of the 9th Street extension of White Bear Parkway. In addition to Birch Lake, the district includes numerous wetland areas which, while enhancing the areas' ecological and aesthetic qualities, have presented challenges to development. The City's goal for diversified land use in the area has not superseded its responsibility for sustainable growth, which respects the unique environmental assets of the area. To this end, the City has achieved a carefully planned balance of economic development and ecological preservation. Minimal amounts of the districts wetland have been lost or disturbed, and storm water management has played a key role in site planning to maintain water quality and minimize wetland degradation.

By design, Birch Lake area development has been multi-faceted in nature. Zoning for the district is included in the City's Diversified Business District, which allows for a range of uses made naturally compatible through careful land use controls and high standards for site and architectural development. The stated purpose of the districts is "to facilitate moderately intense development in environmentally sensitive areas and to encourage economic development, which will enhance employment opportunities in the City." The district has fulfilled its purpose to allow opportunities to integrate high quality office structures, hotels, restaurants, office warehouse and showrooms, light manufacturing uses and medium density housing in an area with convenient access to the interstate system and the metropolitan marketplace.

Several major employers call the Birch Lake Business Park home, including:

Trane Heating and Air Conditioning – 350 employees

Taymark Corporation – 200 employees

Sensata Technologies – 89 employees

Smarte Carte – 75 employees

To enhance walk ability and connectivity within one of the City's major employment hubs, the City implemented the Birch Lake Regional Trail corridor. The trail, implemented in 1992, is a key contributor to active living in the City and provides a unifying design element which links jobs, services, and the natural environment.

Issues

Traffic Demands

With area growth has come traffic and associated commuter delays. Highway 96 experiences significant delays during rush hour traffic periods, especially during the peak p.m. period. Traffic on Highway 96 is forecasted to increase from approximately 23,000 trips to 27,000 between 2000 and 2020. Although the expected increase is only 4,000 trips per day, the existing level of traffic is already constricting movement through the district. Highway 96 westbound, between White Bear Parkway and the western ramps of the I-35E interchange is very congested, attaining a level of Service F at times during the p.m. peak hour. The narrowness of the County Highway 96 bridge severely limits traffic movement through the four intersections between White Bear Parkway and Centerville Road. Double left turn lanes from westbound Highway 96 to southbound I-35E and Centerville Road are needed to facilitate existing and expected traffic levels. A new bridge over I-35E is necessary (and overdue) in order to handle regional and local traffic demands.

Compatibility

The diversity of use in the Birch Lake district provides for a dynamic mix of office, retail, office/warehouse, light industrial and medium density residential uses. Uses currently coexist in a compatible manner. Development of the remaining parcels along with continued use and reuse of existing businesses will need to be done in a fashion which recognizes the need to be a good neighbor to less intense uses, including residential.

Aesthetics

More can be done by the public sector to provide unifying design elements for the area. The City encourages high quality site development, including architectural, material standards, ample landscaping, and tightly proscribed signage regulations. Additional attention should be placed on developing unifying design elements, especially along White Bear Parkway. The addition of decorative street lights, district monument signage, boulevard plantings, decorative paving, and "screening" could help to build a stronger sense of place while coalescing the various uses into a more unified urban setting.

Centerville Road Infill/Redevelopment

Several parcels south of Highway 96 between Centerville Road and I-35E are blighted and underutilized. The City will need to identify parcels which can be assembled for redevelopment purposes. Proposals for new uses which are consistent with the current business mix in the district should be encouraged and brought to the public forum for debate and consideration. Adjacent residential uses should be recognized and respected early in the planning process.

Infill development north of Highway 96 is also likely. Development will be carefully interfaced, transitioning from auto oriented retail to high density residential. Transit oriented development should be strongly considered.

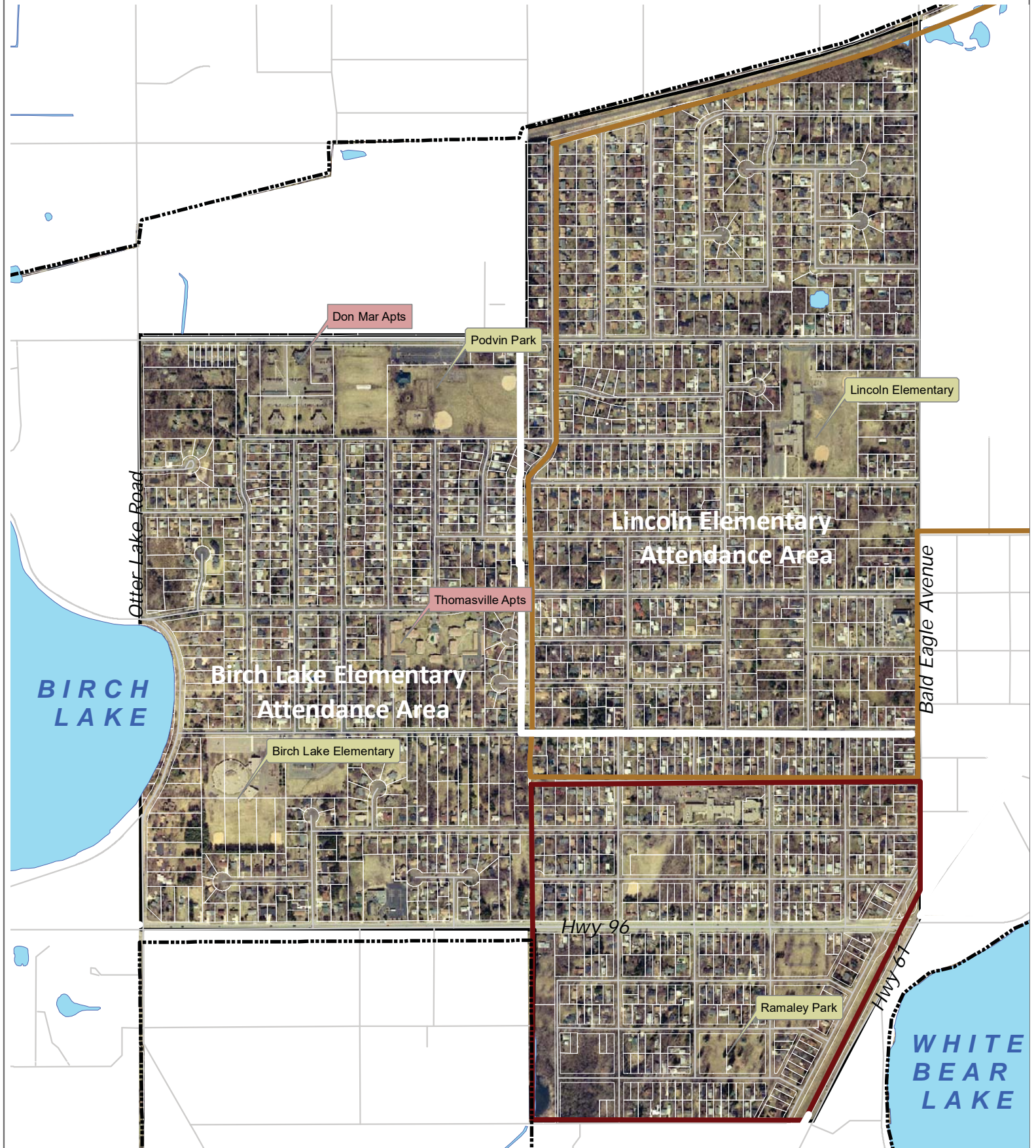
Ninth Street industrial uses are some of the oldest in the City. Anchored by Weyerhauser, this area is surrounded by residential and park uses. Some obsolete, residentially developed parcels exist among the industrial concerns and should be brought into architectural conformity with the rest of the built environment. The City will need to carefully monitor existing and proposed uses to be assured that impacts for less intense uses are minimized and mitigated. Noise levels, odors, truck traffic and outside storage should be addressed and managed through the Planning process.

South Birch Lake City Owned Property



The land adjacent to the Sports Center, is located south of Highway 96 between White Bear Parkway and Birch Lake Boulevard South. The area consists of the White Bear Sports Center and adjacent passive park, three single family homes, and undeveloped land acquired by the City in 2000. The city acquired the sports center in 1989 and later acquired a five acre piece of land immediately to the west in 1992. The extra land is being banked for possible future use with an expanded sports/community center. An expanded community center with a wide variety of facilities could require additional land depending on the desired facilities. Three single family homes could be acquired in the future. These additional lands, along with the sports center and land bank, would bring the total area to just over 12 acres. The expanded site should be more than adequate to accommodate a full-service community center by adding approximately 60,000 s.f. to the existing 41,000 s.f. facility. **Sequencing - Estimated year of development 2020.**

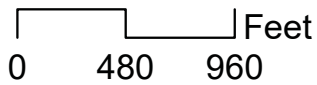
Birch Lake Improvement District

In 2006, the City Council approved a Birch Lake homeowner's initiative to create a Birch Lake improvement district. The district allows for the uniform assessment of all lakeside property owners. District funds are designated for the study and enhancement of the lake, including ecology, water quality and access.



Legend

-  North Central Neighborhoods
-  Ramaley Park



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
PLANNING DISTRICT 2**

Created January 15, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

PLANNING DISTRICT 2

Planning District 2 is bounded by Otter Lake Road on the west, Bald Eagle Avenue on the east, Highway 96 on the south, and the Soo Line Rail on the north. The district is a mix of pre- and post- World War II single family homes, along with an older developed industrial area north of 9th Street. The area is nearly fully developed with only about 6 buildable single family lots available within the Timberwood plat on the northeast corner of 4th Street and Otter Lake Road. The area provides limited possibilities for infill development which will be discussed on an individual basis.

Ramaley Park and North-Central Neighborhoods

Characteristics/History

The Ramaley Park and North-Central Neighborhood includes some of the City's oldest and most affordable single-family homes. The Ramaley Park neighborhood, which straddles both sides of Highway 96, was platted in 1883 and includes just over 103 acres of contiguous property. Subsequent plats north of Birch Lake Avenue continued the development pattern of starter-type homes on smaller lots. The North Central Neighborhood contains 374 single family parcels, the vast majority of which are still configured in the original shape of 50 x 135 feet.

While the Ramaley Park neighborhood was originally chosen for analysis, it was concluded that the rest of the neighborhood stretching to Ninth Street was similar enough in lot size, housing style and price range, that it should all be aggregated into one somewhat cohesive district. The boundaries, although somewhat amorphic, are Whitaker Avenue on the south, Ninth Street on the north, Bald Eagle on the east and Dillon Street/Woodcrest on the west.

The quality of this residential district is generally consistent with a preponderance of smaller homes with a single or two car, detached garage, on 50 to 60 foot wide lots. Only a handful of infill opportunities exist throughout the district, primarily on double lots.

Issues

The general condition of the neighborhood is fair to good, with some homes suffering from the effects of aging and deferred maintenance. The City's main concerns in dealing with this district in the future is to foster revitalization and upkeep of existing homes and accessory structures, while enhancing and maintaining the area's unique scale and character and promoting reinvestment in the district's public infrastructure and park properties. While the focus of this overview is generally the City's older neighborhoods, it is recognized that many of the same issues are inherent in the City's newer neighborhoods.

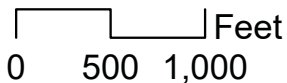
The portion of the Ramaley neighborhood north of Highway 96 and south of Birch Lake Avenue is of particular concern to the City. Many of the older homes in the area are showing signs of distress. Lack of structural and aesthetic maintenance is creating a downward spiral for the neighborhood. Property values in the neighborhood are declining due to these conditions, while the number of rental properties is increasing. An apparent decline in pride of ownership has occurred over the past few years, which is leading to disinvestment and lack of upkeep. This has resulted in a generally poor and unsightly appearance of many properties.

To counter this trend, the city should take aggressive action. Increased code enforcement, along with education as to desirable remodeling investments should lead the effort. The City should also seek to expand financial incentives available for both owner-occupied and rental properties. Restructuring of the Ramsey County deferred loan programs to cover a wider range on incomes and allowable improvements will help in encouraging significant reinvestment. The City should also consider acquiring distressed properties for rehab or redevelopment. Lastly, public improvements to streets and boulevards should be undertaken along with neighborhood beautification.



Legend

- Old White Bear Neighborhood
- North Central Neighborhoods
- Historic Downtown
- Downtown West



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
PLANNING DISTRICT 3**

Created January 15, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

PLANNING DISTRICT 3

Planning District 3 lies east of Bald Eagle Avenue and north of White Bear Lake. The district is further bounded on the north by the city's corporate boundary. The district is bisected by Highway 61 and is unique for several reasons. The area contains some of the city's earliest development, especially in the downtown area, as well as the City Hall complex and adjacent redevelopment areas.

The district has undergone a number of redevelopments in the past and is ripe for additional redevelopment in the future. The city has undertaken redevelopment projects for a number of public purposes including removal of blighted properties, expansion of the downtown's critical mass of retail/office and residential, and to provide senior housing in close proximity to the downtown. The continued presence of underutilized and blighted properties in the downtown area along with the city's desire to continue to expand the downtown, offers several additional opportunities for redevelopment.

The area north of Highway 96 extending out to the City's northern and eastern corporate boundaries is primarily zoned single-family residential, with a small section zoned general business just north of Highway 96. There is a 20-acre, 3 parcel site zoned single-family residential which has great natural amenities including woods, ponding, and a hillside view over White Bear Lake. Given the attractiveness of this site, a proposal to increase density is possible. The City may look favorably upon this especially if a clustered, attached form of development would allow for preservation of the site's unique natural features. Given the need to preserve the site's natural amenities, density should be kept at or below 5 units per acre.

The area which lies north of the Downtown West area, west of Highway 61, includes public, semi-public and single-family residential parcels, pockets of which are blighted to some degree and may present future redevelopment opportunities for medium density development. It should be noted that portions of the North Central Neighborhood and the Highway 61 Corridor Overlay also lie within District 3.

'Old White Bear' Residential Area

Characteristic/History

This area lies between Highway 61 and Lake Avenue and meanders in and out of the downtown. It is significant due to its proximity to both the lake and the downtown, and has historical relevance. Cabins, summer homes and hotels created a resort-like destination in the mid-1800s and were eventually replaced or renovated to accommodate year round residency. The area evolved into a neighborhood with a broad range of housing types, which add to its charm and character.

Issues

Due to its proximity to the lake and downtown, demand for housing in this area has grown exponentially over the years. New owners are renovating, and at times, demolishing existing homes to create new living spaces. This trend greatly reduces any risk of blight in the area, yet poses a different set of challenges. Home owners often apply for variances to existing land use

guidelines and restrictions. Some believe the current guidelines should be more strictly applied to avoid over-building so as not to alter the neighborhood's existing character. Others contend that the guidelines are too restrictive and should be modified to allow for rebuilding and expansion.

Opposing expectations of what is deemed to be appropriate use of existing lots in 'Old White Bear' calls for a closer examination of our vision for this area. Once defined, the vision needs to be accurately reflected through the City's zoning code to minimize requests for variances.

Concerns for the environment and lake water quality are vital considerations that also impact land use policy. The preservation and restoration of green space is a very high priority. Zoning requirements regulating lot dimensions and impervious surface requirements must be closely examined and uniformly applied.

Existing bikeways and walkways should be well-maintained. Opportunities for additional bikeways/walkways in the area should continue to be identified.

Historic Downtown

Characteristics/History

The historic downtown lies east of Highway 61 between the south end of Lake Avenue and Highway 96 to the north. The downtown area is intended to encompass major retail, service, cultural, entertainment, and governmental uses as well as higher density residential at the periphery. The area contains some of the city's earliest development, along with many of the properties found within the adjacent Old White Bear neighborhood. Platted by the railroad barons in 1871, the original plat of White Bear established downtown as the centerpiece of the community, and the area as a resort destination for many.

As the community grew into its own, the downtown continued to flourish. Throughout much of the 20th century, the downtown served as a primary shopping destination for the community. Food, clothing, hardware and even furniture stores were included in the mix. With the rise of big box retailers locating in and around White Bear Lake during the 1980s, the downtown began to lose its customer base. During this period of decline, considerable efforts were put forth by the City and business community to revitalize the downtown. Beautification and intensive marketing efforts reversed the trend by the mid 1990s and positioned the downtown to what is now a unique metro-wide shopping destination.

The City of White Bear Lake's rich history is a significant asset which merits consideration. The City's early beginning as a resort town in the mid-1800's spawned the downtown area which today remains a unique and eclectic mixture of shops, restaurants and services in a traditional village style layout. Although few of the buildings in the downtown area are on the historic register, many are architecturally significant and reflect the architectural practices from their respective eras. As a group, these buildings form a downtown district, which is historically and culturally significant for its traditional and pedestrian oriented massing. The compact and contiguous nature of the downtown's streetscape is often cited as an example of the type of downtown other suburbs would like to emulate. The downtown continues to be a source of local pride and enjoyment.

Issues

The downtown is a traditional town center with a pedestrian orientation and mix of uses. It offers the community a strong sense of place. Limited parking has become an unexpected consequence of the downtown's success, which may serve as a disincentive for investors interested in renovating an existing site. Expanded parking, however, runs the risk of conflicting with traditional, historic design patterns. Parking expansion efforts must take into consideration the historic character of the downtown.

Other considerations for this area:

- Preservation of the U.S. Post Office is important.
- Expansion of the public library is desirable.
- Public utilities servicing the downtown area need to adequately serve the mixed uses of downtown businesses.
- Connection to White Bear Lake; the lake is one of the community's greatest attractions. Its proximity to the downtown is a unique amenity worth enhancing. Recent renovation of Clark and Lake Avenues have strengthened this connection.
- Zoning ordinances should be compatible with and promote the protection of historic character.

Downtown West

Characteristics/History

This area lies west of Highway 61, east of Bald Eagle Avenue, north of Highway 96 and south of the City's corporate boundary. It contains both single and multi-family residential, includes the City Hall complex and commercial and retail development. The area has undergone a number of City-initiated redevelopment projects in the past 10 years, with potential for additional redevelopment in the future.

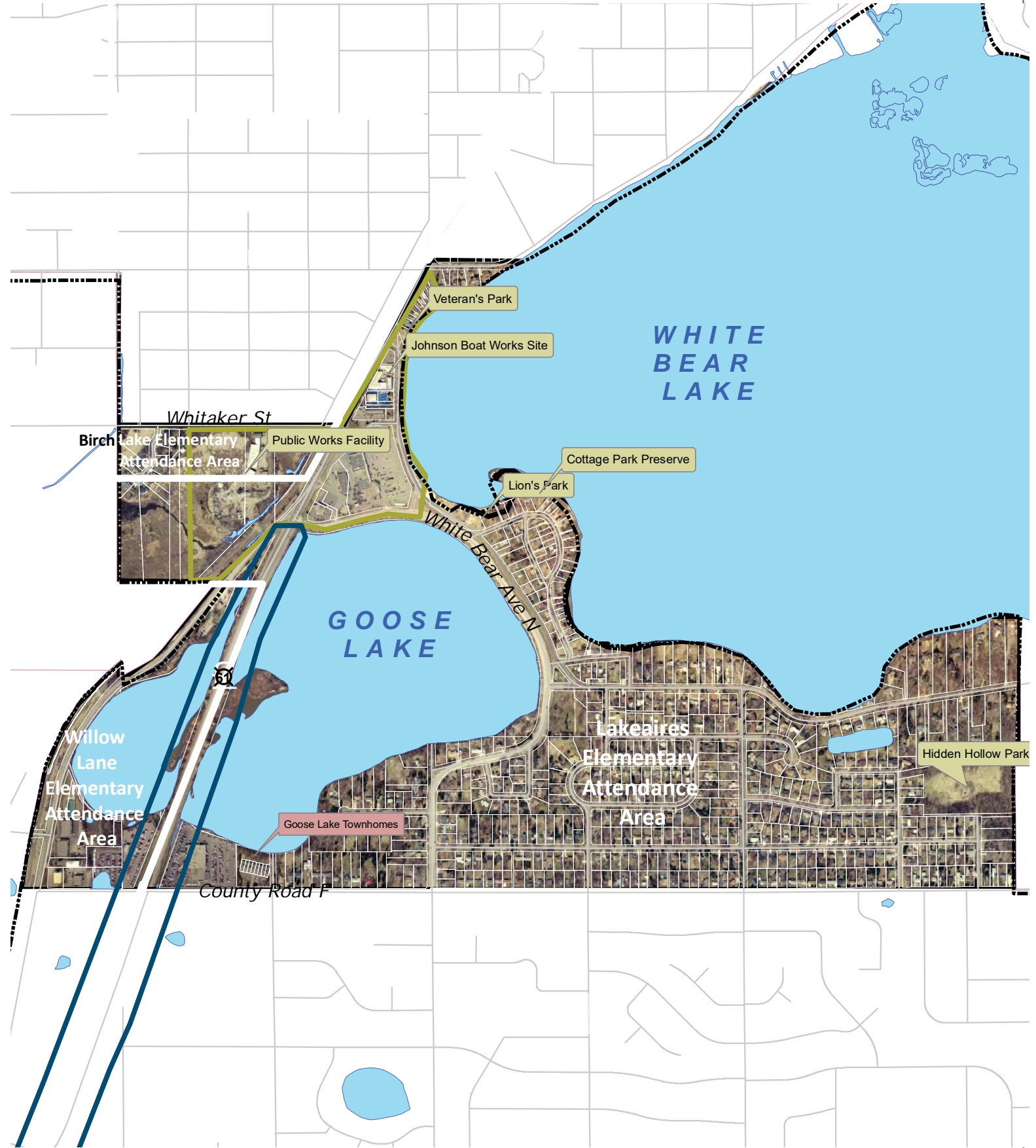
Issues

Additional redevelopment opportunities exist in several locations. The area south of Fourth Street includes many parcels occupied by single-family structures suffering from moderate to extensive blight. The City has begun the process of acquiring parcels in this area and will consider other opportunities which may arise. The long-range plan is to redevelop the area as a mix of multi-family uses with consideration given to life-cycle and affordability options.



The City owns the property on the other side of 4th Street which is currently occupied by two businesses and guided for future redevelopment. The City will consider opportunities to acquire additional property in the district on a case by case basis to support further redevelopment.

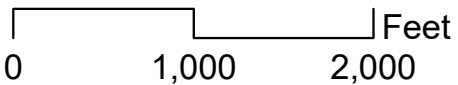
Design guidelines for future redevelopment in Downtown West area should emphasize pedestrian oriented scale, setback and connectivity. The City should work with its Planning Commission to study the applicability of utilizing the City's traditional downtown design standards for the future redevelopment efforts of Downtown West. Consideration should also be

given to creating municipal parking opportunities west of Highway 61 and to modification of parking requirements to credit allowances for multi-modal transportation. These efforts to extend the character of the historic downtown will unify the greater downtown area despite the division created by Highway 61.



Legend

-  Highway 61 Corridor
-  Marina Triangle



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
PLANNING DISTRICT 4**

Created January 15, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

PLANNING DISTRICT 4

Planning District 4 extends from Highway 96 on the north to County Road F on the south. The district's eastern boundary is just west of Bellaire Avenue and its western boundary abuts the City of Gem Lake and White Bear Township. It should also be noted that portions of the Highway 61 Corridor Overlay also lie within District 4.

Marina Triangle Master Plan

Characteristics/History

In 1998 the City was approached by the owners of the Johnson Boat works property with an offer to sell their property to the City. The City and the Johnson's agreed on the terms of the sale, which occurred in September of 1999. The purchase of the Boat works along with the marina has provided the City with some unique challenges as it has attempted to ascertain the most appropriate redevelopment scenario for the property. The site is 1.6 acres in size and is currently developed with aging warehouse and single family structures. Lake Avenue separates the developed portion of the site from the properties riparian accretions. The marina includes 160 seasonal boat slips which the City leases along with the remainder of the Boat Works improvements.

The City acquired the property in order to ensure that the property was redeveloped in a fashion that would be acceptable to the City and to ensure a strong public realm component. Subsequent to acquiring the property, the City undertook a year long planning process of the entire Marina/Triangle area. The resulting master plan, adopted by the City Council in the summer of 2002, envisions a dynamic mixture of uses intended to revitalize the district by creating a lively, year round environment with new shops, offices, restaurants and appropriate housing. This plan is incorporated into this Comprehensive Plan document as Attachment B.

Goals

The overall master plan goals for the redevelopment are as follows:

- Improve public access to the lake
- Encourage pedestrian and bicycle use
- Improve environmental quality
- Broaden the mix of land uses
- Promote the Boat Works as a catalyst for new development
- Enhance the district as a major community focal point
- Minimize the impact on adjacent neighborhoods
- Preserve and interpret the districts heritage
- Test ideas through an interactive process
- Enhance linkages to downtown and neighborhoods

The development objectives include:

- 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 into and through the site
- Create a well defined and connected public realm
- Integrate storm water 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 and policy requirements

Reuse of the Public Works Site

Characteristics/History

Currently, the City is actively engaged in planning for a new public works facility. The alternatives are to reconstruct on the same site or to acquire a new site with a convenient location and additional acreage.

Issues

The current public works facility contains 5.58 acres of buildable property. The redevelopment of the property has many constraints including a high water table, poor organic soils and the fact that it is surrounded by wetlands. Redevelopment of the site with a new public works facility is further complicated by the need to maintain ongoing operations during reconstruction.




A replacement public works site has been identified south of County Road F and east of Highway 61. If the acquisition and utilization of this site for a new public works building proves to be feasible, it would free up the existing site for a transit oriented design (TOD) alternative.

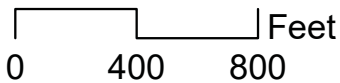
The existing public works site may be very desirable for new housing options due to the proximity to the Triangle area and the city's historic downtown area. The potential for light rail or some other form of mass transit has been studied extensively for the adjacent Burlington Northern right of way. Eventually the site could be connected to the central cities by mass transit making it that much more attractive as a multi-family project.

The existing public works site has great potential as a redevelopment site despite its current constraints. Redevelopment of the property offers the ability to enhance the Marina/Triangle site by adding to the critical mass of housing in the area and thereby strengthening the sense of place by extending the daily and year round activity of the current marina uses.



Legend

-  County Road E Corridor
-  Highway 61 Corridor
-  Strawberry Acres



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
PLANNING DISTRICT 5**

Created January 15, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

PLANNING DISTRICT 5

District 5 located between County Roads E and F to the north and south and between White Bear Avenue and the Burlington Northern Railroad right of way to the east and west. The District is nearly fully developed with a wide variety of uses including commercial and industrial development along both sides of Highway 61, a significant cluster of multi-family residential in the southwest quadrant of the district and post WWII single-family residential which predominates the easterly and central portions of the district.

A significant portion of the north central portion of the district is occupied by two religious institutions which include large amounts of open space which may be developed at some time in the future. The First Evangelical Lutheran and the United Methodist churches sit side by side, both with large open areas which front on Highland Avenue. Combined, this open space totals roughly 10.3 acres. Although the City has envisioned possible housing development in the future, the churches have no specific development plans for the areas at this time. The properties are currently zoned R-7, High Density Residential. Consequently, the future land use designation is being revised (on the Highland side only) from Other Public/Semi Public to High Density Residential, so that it is consistent with current zoning and future housing objectives.

Another infill opportunity lies on the west side of Auger Avenue between Richard Court and Spruce Court. It involves 4 single-family lots which could be redeveloped with a cul-de-sac design to yield an additional 6 to 8 units. Together the properties are almost 5 acres in size.

Strawberry Acres Infill Area

Characteristics/History

The Strawberry Acres area lies east of Hoffman Road, south of Cedar Avenue and north of the Stadium Bar off of County Road E. It includes 21 parcels of land with an average depth of over 600 feet, totaling approximately 31 gross acres. At present, there are 19 single family homes located in the area (all of which set close to Hoffman Road). The entire area is zoned R-6 and guided as medium density residential. The area is bordered by three townhome developments on the east, all of which have been developed between 1992 and 1998.


In association with the Half Moon Bay planned unit development (PUD) project, a 2005 comprehensive plan amendment was approved to allow up to 12 units per acre for all medium-density guided properties. Assuming that the existing homes would remain, each with a lot size of 15,000 square feet, and the remaining 24.5 acres were developed at the maximum medium density allowed, a total of 260 to 290 units could potentially be realized in this area.

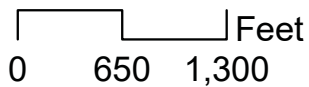
Issues

Although development of this area may be challenging due to the numerous property owners involved, the City anticipates a coordinated, high-quality, PUD in this area. The design of the will require careful attention to circulation, green space, architectural character, compatibility with adjacent properties, and distribution of density. The City will explore opportunities to insure that an affordable housing component will be incorporated into this project.



Legend

 County Road E Corridor



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
PLANNING DISTRICT 6**

Created January 15, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

PLANNING DISTRICT 6

District 6 is located between County Roads E and F and extends east of White Bear Avenue beyond the county line. This area of the city stretches into Washington County including an existing 97-unit single-family subdivision as well as the Wildwood Shopping Center, Walgreens, and The Lodge at White Bear senior housing development. The entire area is nearly fully developed, predominantly with post WWII single-family homes.



Attempts to extend the livability of these homes often times results in requests for variances from the code. The City should exercise care while working with homeowners to insure that these efforts do not diminish the quality of the neighborhoods.

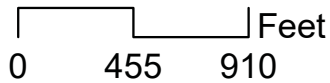
District 6 contains most of the City's post WWII housing, developed with a suburban tract method, with typical 80-foot wide lots, attached 2-car garages and 32-foot wide streets. Most interior streets do not have sidewalks and several major roads bisect the district into isolated 40-acre, vehicular-dependent neighborhoods. The lack of pedestrian improvements makes movement without a vehicle difficult, especially in the winter months. There are two elementary schools, a middle school, two parks and three churches which present walking opportunities. However, speeding along many of the district's collectors and minor arterials has been a problem in the past. Traffic calming methods should be utilized to address this issue. The City should also look for ways to enhance multi-modal transportation and beautify these corridors. The City's intent is to provide the neighborhood with safer, more convenient and aesthetically pleasing ways to get to area schools, churches and shopping centers.

It should be noted that a portion of the County Road E Corridor Overlay is also located within District 6.



Legend

-  County Road E Corridor
-  Buerkle Business Park



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
PLANNING DISTRICT 7**

Created January 15, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

PLANNING DISTRICT 7

District 7 lies in the southwest corner of the city, south of County Road E, north of Interstate 694 and west of White Bear Avenue. This district is nearly fully developed with limited infill development possibilities. Most of the eastern half of the district is developed with Post WWII single-family housing. The western portion of the district contains a variety of townhomes, industrial, commercial, natural open space and business park.

Elmwood Garden Farms is one of the larger infill opportunities which involves numerous large single-family parcels that may further be subdivided. The City has approved several subdivisions in the area in the past, resulting in approximately two-thirds of the roadway and infrastructure necessary to complete the master plan. Staff estimates an additional 20 single-family lots in this area are possible.

It should also be noted a portion of the County Road E Corridor Overlay falls within District 7.

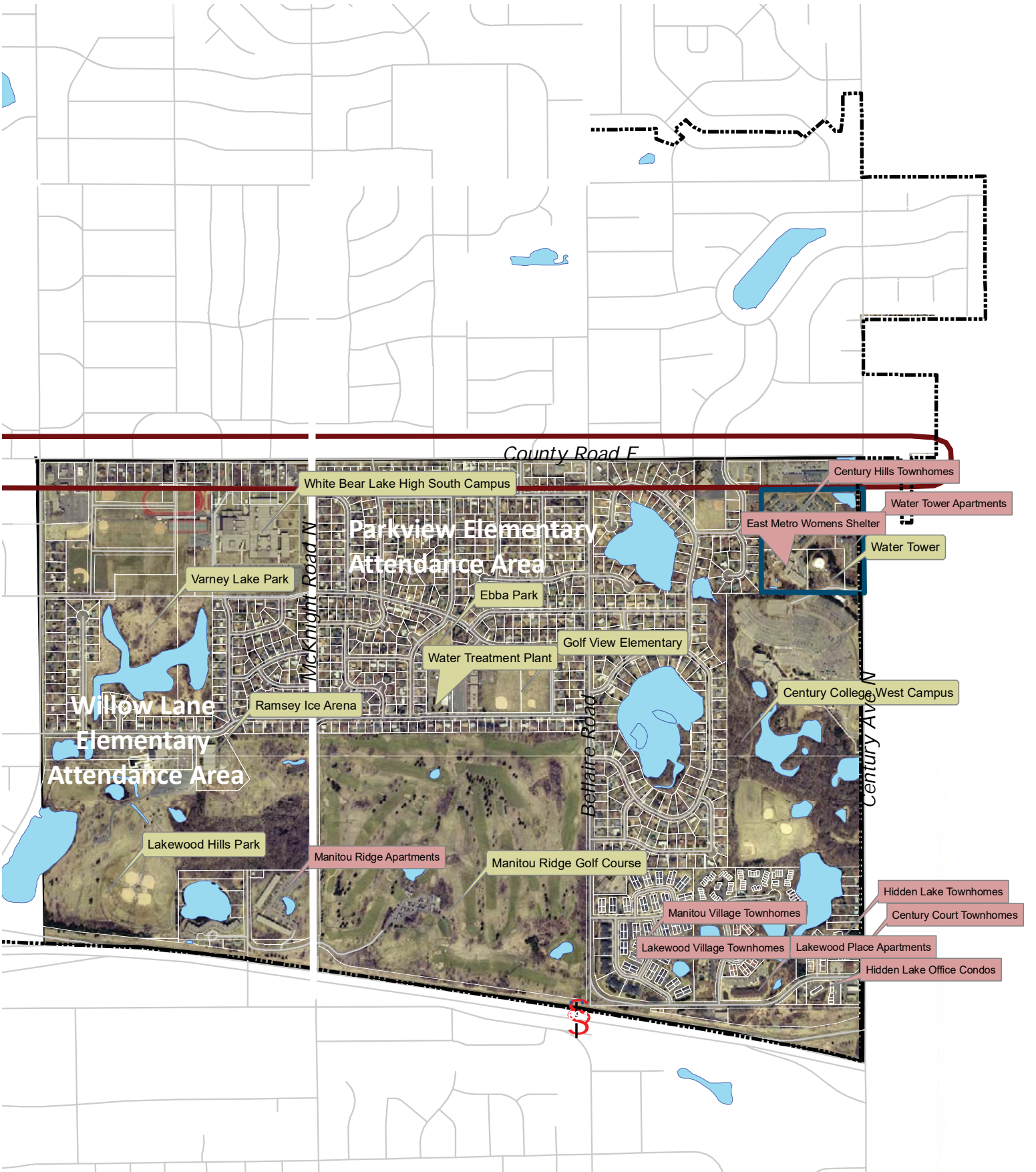
Buerkle Business Park



Characteristics/History

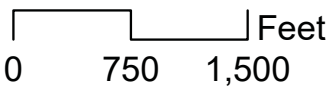
The Industrial area along Buerkle Road between Hoffman Road and Sam's Club has unofficially been referred to as the Buerkle Business Park for many years. It is referenced as such in the 1998 Comprehensive Plan. The area is now fully built-out, with the development of the last vacant parcel in 2007 with the McGough Construction headquarters. The area is mostly zoned I-2 and is predominantly developed with industrial type uses, including Fed Ex, Cummins Diesel, and Public Storage. However, many of the buildings are multi-tenant warehouses which over the years have converted to offices and retail/showrooms. The increase of retail/showroom uses within this industrial area has led the City to re-guide the area from Industrial to Business Park.

Issues

It is envisioned that the Buerkle Business Park would benefit from an enhanced identity, including "branding" as well as physical improvements. Monument signs at both ends of the corridor identifying the area as "Buerkle Business Park" could be a first step toward greater name recognition. Coordinated roadway improvements such as sidewalks, street trees and street lighting could also enhance the area by providing both practical and aesthetic amenities.



- Legend**
-  Century Avenue Neighborhood
 -  County Road E Corridor



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
PLANNING DISTRICT 8**

Created January 15, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

PLANNING DISTRICT 8

Planning District 8 is located in the southeast corner of the city, south of County Road E, north of Interstate 694 and east of White Bear Avenue. Again, the district is nearly fully developed.

There are four parcels on Karth Road just north of I-694. The properties are zoned for medium density residential and guided as high density residential. Although the parcels total 5.1 acres in size, much of the land is wetland with just under two acres buildable.

There is some medium density housing located in the southeast corner of the district. The City should continue to monitor the condition and viability of this housing to insure the City's licensing standards are being met.

There are several major pedestrian attractions throughout the district, including the Manitou Ridge Golf Course, Lakewood Hills Park, YMCA, Golfview Elementary, the South Campus of White Bear Lake High School and Century Collage, however, there are few sidewalks – they are mostly on the major roads. A study of the residential areas within this district as well as district 6 should be conducted to develop a plan for pedestrian improvements. The study should identify opportunities on key internal streets to make connections to these significant destinations.

Century College is a valuable amenity to the City's quality of life and provides opportunities for cultural and educational partnerships. The college property holds some significant open space, with pristine wetland and woodland areas which connect to an adjacent series of wetland and waterbodies that could be enhanced with trails. The City should insure that any future improvements on the site provides best management practices for stormwater and conserves the existing open space.

It should also be noted a portion of the County Road E Corridor Overlay District falls within District 8.

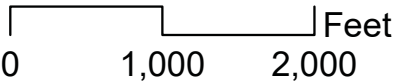
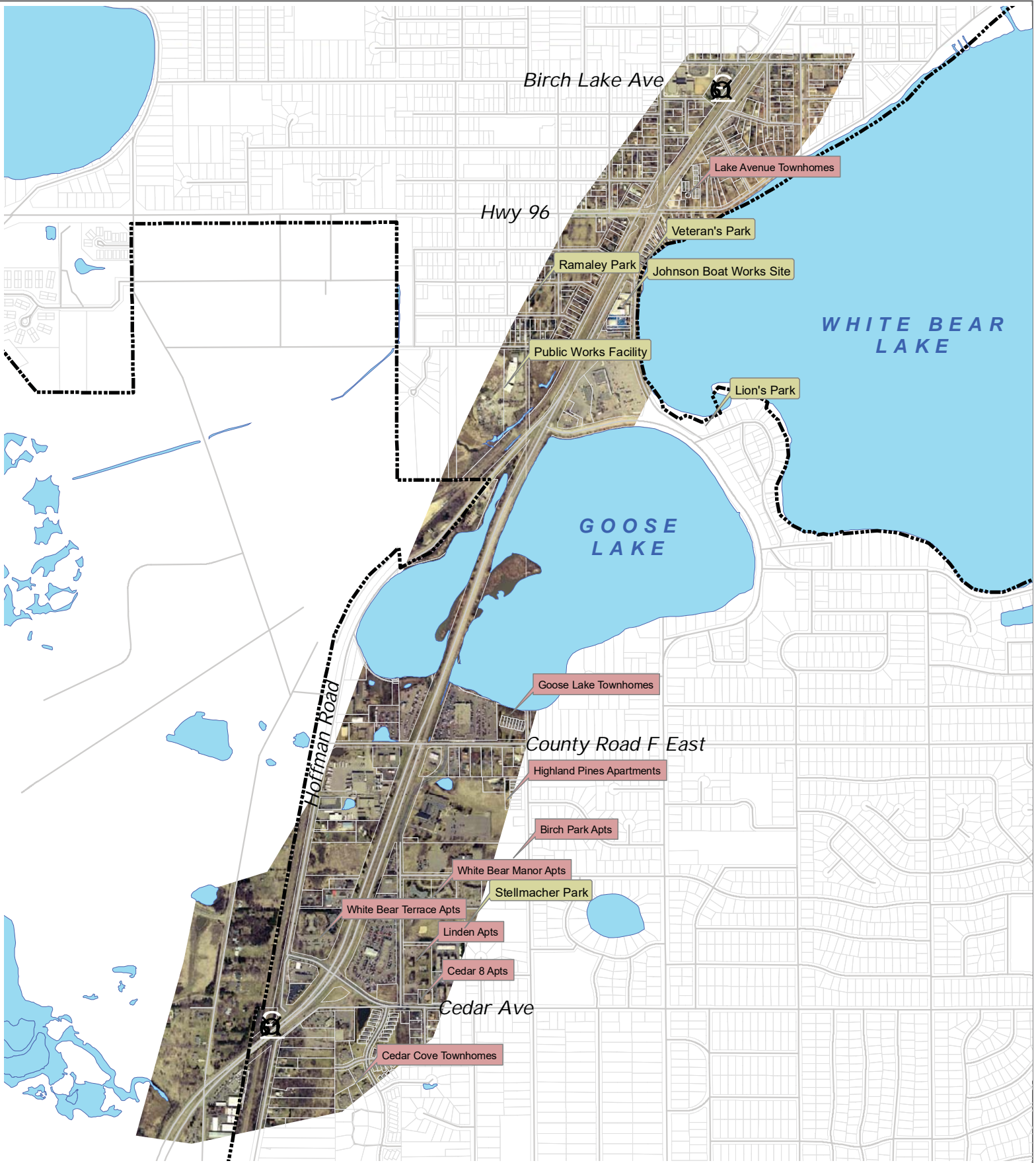
Century Avenue Neighborhood - Life Cycle Housing Maintenance

Characteristics/History

This high-density housing area is located on the west side of Century Avenue, just north of Century College. It contains 3 housing developments which encompass almost 18 acres, including Century Townhomes, Watertown Student Apartments and East Metro Transitional Housing. This area is located within walking distance of Century Community College and the commercial services on County Road E, including the Festival Foods grocery store. The area includes housing vital to the community, which serves individuals and families with varying incomes and in varying stages of their lives. This neighborhood poses some unique challenges to the City due to the high density and somewhat transient nature of its residents. The City will continue to work closely with owners and property managers to insure that city codes and standards are adhered to and that residents are provided decent, safe, sanitary and attractive housing in a supportive community environment.

Issues

The pedestrian and bicycle infrastructure in this area should be enhanced to capitalize on the proximity of this area to the aforementioned amenities. The City should be sure to maintain the crosswalks across County Road E and sidewalks along County Road E. The City could consider partnering with the College to run a trail from this neighborhood to the ball fields on the south side of the Century Campus. This could provide access to a play area for children when not in use by the college. It could also provide a connection to nature, as the trail would need to pass through the wetlands between the classrooms and the ballfields.



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
HWY 61 CORRIDOR**

Created January 31, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

HIGHWAY 61 OVERLAY AREA

Highway 61 could probably be considered the City's most major internal thoroughfare. The corridor is critical to the city because it includes a high percentage of the city's commercial and industrial development and because it bisects the City's downtown district. In essence, it functions as the City's "Main Street" providing entrances and exits to the city. The adjacent right-of-way owned by the Burlington Northern railroad is also considered to be part of this corridor.

There are at least two distinct segments of this corridor, the higher-speed segment to the south of Goose Lake and the lower-speed segment to the north of Goose Lake. The general development pattern of the corridor is commerce and higher density residential type uses in a relatively narrow band along the highway's edge with low-density housing beyond that. The faster/southern segment has more auto-oriented and some industrial uses fronting on it. It also has a multi-family residential development and churches. The uses along the slower/northern segment are more pedestrian oriented and mostly front the cross-streets.

Highway 61 is a 4-lane divided highway which runs generally north-south. The pedestrian amenities along this corridor are virtually non-existent, except along the east side of the downtown stretch. The City has long wanted to establish this route as a civic highway deserving functional and aesthetic improvements. The City commissioned a study of the Highway 61 Corridor in 1988. The study identified major image needs in the corridor including: unifying the segments, providing a common theme, announcing entry into WBL and visually connecting the highway to the City's namesake lake.

The study also identified positive and negative aspects of the corridor. Positive aspects include: a dramatic view of Goose Lake as the roadway slices across it, the long vistas down the highway, the nautical atmosphere created by Johnson Boatworks and boats bobbing at the docks, the old Northern Pacific Railroad Depot near 4th Street, and the attractive downtown retail district. Negative aspects include a general lack of landscaping along the highway, the volume and speed of traffic, the unscreened outdoor storage of goods and material including automobiles and trucks, parking lots fronting the roadway with little or no screening, and the inconsistency in roadway design.

Finally, the study identified numerous issues related to land use, transportation, and image, many of which have been addressed, but many of which are still germane today.

Land Use

The existing car dealerships are considered to be incompatible with both the lake and adjacent residential uses. Such incompatible relationships should be eventually eliminated and uses with similar and supportive functional and aesthetic demands as those around it should replace them.

The reuse of rail road corridor needs to be considered. Possible uses including bicycle and pedestrian paths, light-rail transit, commuter rail transit, private development, landscaping buffer/beautification.

Significant amounts of redevelopment have been accomplished along the west side of Highway 61, in the downtown area, over the past 20 years adding to the critical mass of commercial offerings along with new high density senior housing. Parcels north of 7th Street and south of 2nd Street are good candidates for continued future redevelopment.

The possibility for transit along this corridor could play a beneficial role in future redevelopment. The development industry is finding that development projects near transit stations tend to be profitable, and hence desirable, investments. In addition, transit station surroundings are like “window shopping” for riders—places where the riders see what the community has to offer. A stop near downtown could be economically valuable as well.

Transportation

The corridor’s largest intersection is at County Highway 96. For quite some time there have been plans to widen Highway 96 and add a west-bound left turn lane on 61, increasing the capacity of the intersection. Crosswalk repairs and enhancements would also help maintain and improve traffic safety

Access openings onto the highway should be closed whenever possible and created only when absolutely necessary.

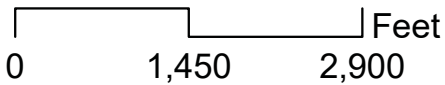
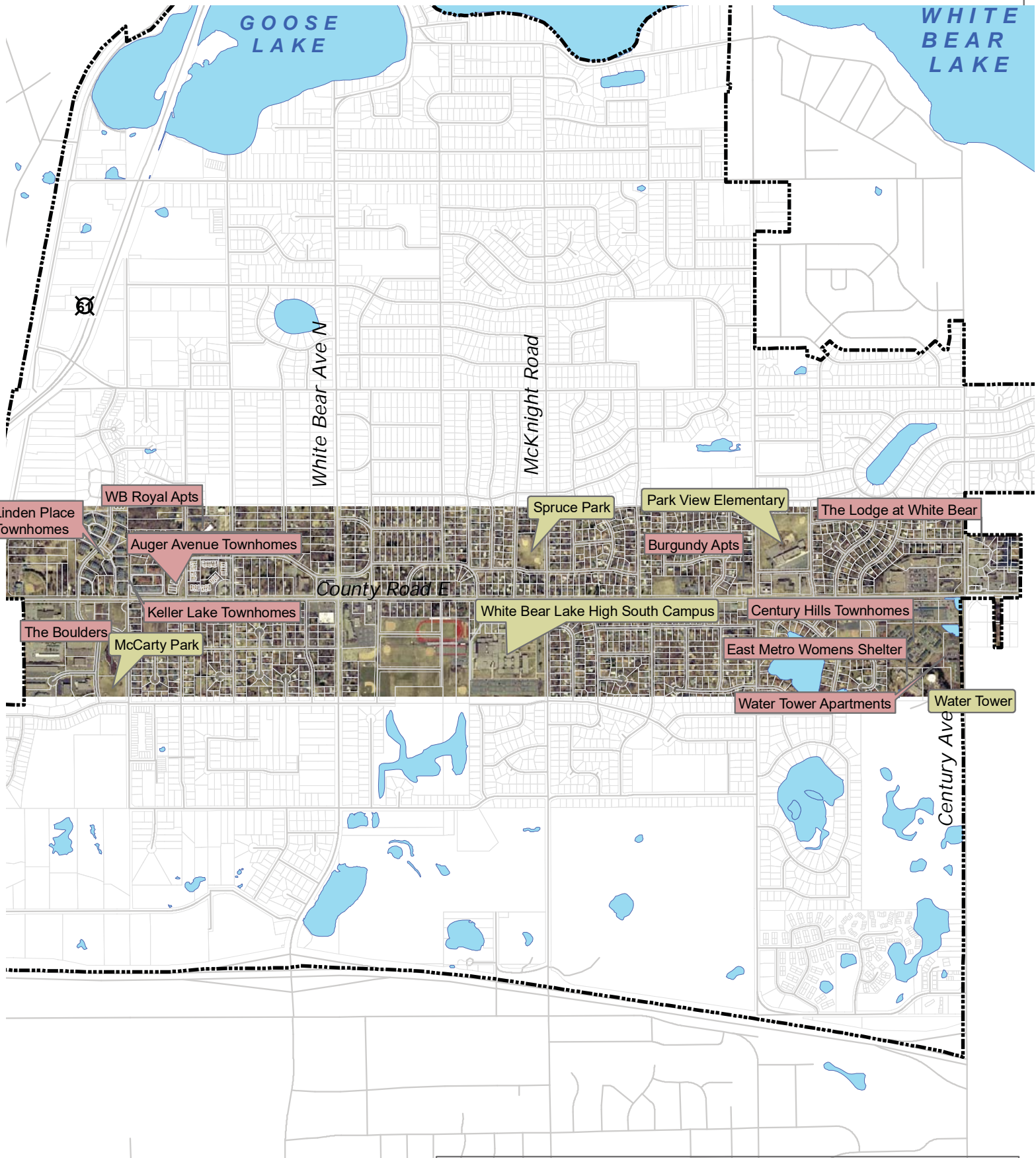
Image

Highlight major intersections, including White Bear Avenue, Highway 96/Lake Avenue South, Fourth Street, Fifth Street, Seventh Street and the entry points (Cedar Avenue at the south and Highway 96 at the north). All other intersections are considered minor. Entry statements consisting of signage or other structures could be constructed to further strengthen the corridor’s identity.

Unify the corridor with landscaping and lighting without becoming monotonous. Landscaping should screen adjacent land uses (parking) while maintaining views to businesses. Landscaping may decrease towards the downtown area, opening up views to this central business district. Lighting has been installed downtown already and the same style fixtures could be used along the corridor as a unifying element between the two.

In Conclusion, a corridor overlay district could serve to provide many benefits, including: additional protection measures for both Goose Lake and White Bear Lake, require traffic impact analysis for major developments, limit direct accesses (openings) onto the highway, and provide a coordinated design elements. Coordinated design elements puts the City’s best foot forward for visitors and businesses, by increasing functionality and creating a sense of place. A corridor overlay district with which to regulate private improvements, combined with public investment for improvements within the rights-of-way would provide an adequate start towards rehabilitating the roadway’s image.

The roadway is slated for turn-back from the State to the County, but the County is not interested in accepting the jurisdiction without accompanying funds to improve it with. Since the state does not have any funds slated for the project, the turn-back is not expected to happen in the near future. The City has already developed plans to beautify the corridor at such time as the County accepts jurisdiction. A good model for this effort is the County Highway 96 corridor which was turned over to the County in 1995 and was beautified with the City’s assistance.



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
COUNTY ROAD E CORRIDOR**

Created February 21, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

COUNTY ROAD E OVERLAY AREA

Character/History

County Road E is a 3-lane state highway composed of one east-bound and one west-bound lane with a shared middle turn lane. There are currently sidewalks on both sides. The portion within the City limits is approximately 2.3 miles long. The right-of-way is typically 86 feet in width. The approximate number of trips per day is 17,000.

The general land development pattern of the corridor is predominantly single family residential with a few townhome developments along the north side of the western end and small to medium multi-nodal commercial developments at most major intersections, including Hoffman Road, Linden Avenue, White Bear Avenue, Bellaire Avenue and Century Avenue. Also of significance is the proximity of the South Campus of White Bear Lake High School, which draws a large number of vehicular trips per day, second only to Century College.

The commercial nodes are typically unanchored with the exception of the White Bear Hills Shopping Center, which has a large chain grocery store. Contrary to popular belief, none of the 4 corners of the intersection of Highway 61 and County Road E lie within the municipal boundaries of the City of White Bear Lake.

Issues

The intersection of White Bear Avenue contains three 1960's era strip malls. The intersection's primary businesses are limited to a liquor store and a convenience store/gas station. These buildings have had very little investment over the past 20 years and are in need of refurbishing. The City should encourage the upgrade and/or redevelopment of these commercial structures complimentary to and supportive of the surrounding neighborhoods including the high school. While the existing uses may be appropriate to the area, the architectural and site design will require significant reinvestment by the private and possibly the public sector.

The intersection at Bellaire Avenue presents somewhat different challenges. Each of the four corners has been developed with gas/convenience stores, only two of which remain in operation, a third has been converted to a dry-cleaners and the fourth presently sits vacant. Reuse of these brownfield sites will require significant interagency coordination, public input and considerable financial reinvestment. With the exception of the northwest corner, new land uses will be limited to the existing parcels which are small and surrounded by mostly single-family and a couple other more viable commercial uses. The northwest corner provides the opportunity for additional assemblage of adjacent commercial parcels. New land uses will need to be carefully planned to insure that they serve the residential area in which they are located and to avoid auto-oriented re-use. Redevelopment should emphasize a residential character which may include office, professional and personal service establishments with possible mixed commercial/residential components. The need for environmental assessment for each of the four corners should be undertaken in cooperation with the land owners.

All of the corridor's intersections lack pedestrian amenities such as landscaping, decorative lighting, delineated crosswalks and preferential signalization to minimize pedestrian/automobile conflicts. Along with high traffic volumes, these deficiencies encourage vehicular trips from one corner to the other.

There are many obsolescences associated with the County Road E corridor, including:

- Overabundance of non-conforming signage lacking design unity
- Large expanses of unscreened parking areas
- Little or no landscaping of public or private property
- Few or no pedestrian enhancements
- Above ground utilities and overhead lights
- Numerous, closely spaced and poorly delineated driveway openings
- Uncoordinated approach to design of public improvements
- National chains with sameness in appearance making corridor undistinguishable from those of other communities

The corridor needs to be addressed as more than just a transportation conduit but as an integral part of the city's life and landscape. Towards this end, the City should strive to enhance both the visual and functional qualities of the corridor.

1. Continue to enforce the City's Sign Code, to insure the eventual removal of all commercial pylon signs and to promote coordinated and more uniform wall signs.
2. Minimize the negative impact of unscreened parking areas through enhanced corridor landscaping.
3. Adopt new landscape standards for commercial zoning districts.
4. Set an example for the private sector by working with the County and State to raise the standards for the beautification of the corridor right-of-way.
5. Give greater priority to pedestrian safety, comfort, visual appeal and orientation.
6. Analyze the feasibility of placing overhead utilities underground and creating higher standards for both public and private sector lighting.
7. Height, glare and uniformity standards for lighting throughout a development.
8. Work to minimize access openings and discourage new and unnecessary curb cuts.
9. Develop uniform urban design standards for all public streetscape improvements, including pavement and crosswalk appearance, landscaping, lighting, signage, and other pedestrian amenities.
10. Discourage trademark buildings and franchise signage.
11. Create an overlay district which provides disincentives for the use of trademark buildings and provides for a coordinated architectural appearance among the commercial buildings at a particular intersection.

LAND USE OBJECTIVES AND IMPLEMENTATION

Land use and land use patterns act to create and shape the quality, character, and intensity of activity and generate related service and transportation demands in a community. Land use therefore is the key element of the Comprehensive Plan. The emphasis and attention to this aspect of community development cannot be overstated.

In some instances, the lack of coherent land use policies has resulted in problems relative to incompatibility of activities and uses. With the overall city development goals in mind, land use policies are established to prevent conflicting development patterns from reoccurring and to correct existing problems. Changes will not be rapid or dramatic. However, it is important that each change benefit the community. The following objectives and policies serve as a reference for planning and decision-making.

It should be noted that these goals are numbered for convenience purposes only and are in no way prioritized.

Goal 1: Reduced dependence upon fossil fuels, underground metals, and minerals

Objectives:

1. Promote and encourage compact development that minimizes the need to drive. (ongoing)
2. Provide a mix of integrated community uses – housing, shops workplaces, schools parks, civic facilities – within walking or bicycling distance. (ongoing)
3. Design human-scaled development that is pedestrian friendly. (ongoing)
4. Develop around public transit. (ongoing)
5. Facilitate home-based occupations and work that reduce the need to commute. (ongoing)
6. Support local food production and agriculture that reduces need for long-range transport of food. (ongoing)

Goal 2: Reduction of activities that encroach upon nature

Objectives:

1. Guide development to existing developed areas and away from natural resources. (ongoing)
2. Remediate and redevelop brownfield sites and other developed lands that suffer from environmental or other constraints. (as opportunities arise)

3. Promote design that respects the local and regional ecosystems and their natural functions. (ongoing)
4. Create financial and regulatory incentives for infill development; eliminate disincentives. (short-term)

Goal 3: Protect and promote options for the employment of solar energy.

Explanation: The City of White Bear Lake has long been aware of the need to encourage and protect the right to utilize solar energy. The City's 1980 Comprehensive plan has several references to this effect. The City continues its interest in preserving and promoting the use of solar technology.

Objectives:

1. Encourage the protection of existing solar collectors from shading by development and vegetation on adjoining parcels. (ongoing)
2. Discourage new development from prohibiting use of solar technologies through protective covenants. (ongoing)
3. Consider solar access in the formulation of plans for public and private landscaping. (ongoing)
4. Consider variances to zoning and subdivision standards to promote the use of solar energy. (ongoing)
5. Encourage and support public awareness of technological advancements in the use of solar technology. (ongoing)

Goal 4: Ensure compatibility and functional relationships among land uses.

Explanation: Community development should not occur on a piecemeal and fragmented basis through investments by private individuals. The function of government in this process is to coordinate, relate, and control private development for the health, safety, and protection of the individual and community. The means by which government executes this function is its comprehensive plan, notably the land use elements and development controls such as zoning and subdivision ordinances.

In order to correct existing deficiencies and prevent future problems, a land use plan and supportive ordinances are formulated to guide development and ensure proper placement and relationships of uses. The plan and supportive ordinances include the establishment of planning districts within the community which are based upon and create logical units such as natural and manmade physical barriers and homogenous land use characteristics.

Objectives:

1. Where possible, reduce the impact of physical barriers by providing intermodal transportation connections between presently segregated areas. (ongoing)
2. Locate related and compatible land uses in compact, functional districts. (ongoing)
3. Provide transitional zones between distinctly differing and incompatible land use activities. (as opportunities arise/ongoing)
4. Reduce the impact of incompatible land uses, wherever possible, through redevelopment and/or relocation. (ongoing)
5. Wherever possible, transitions in land use should occur at borders of areas created by major urban and natural barriers to ensure that similar uses front on the same street. (ongoing)

Goal 5: Prevent overcrowding and over-intensification of land uses.

Explanation: Overcrowding and over-intensification of land use is created where development controls are not properly enforced. To ensure reasonable development which does not cause disruption or create excessive demands on the community, a land use plan is formulated to relate uses and activities with required services and facilities.

Objective: Research the options for parking area design and standards for commercial and mixed-use development to minimize its visual and physical impact on the built and pedestrian environments.

Goal 6: Preserve and upgrade land uses.

Explanation: In order to maintain the quality of residential, commercial and industrial areas, the city should take steps to encourage and promote rehabilitation and/or redevelopment of all substandard properties. Infill development of underutilized properties should also be studied.

Objectives:

1. Analyze undeveloped and underutilized and/or blighted parcels on an individual basis to determine how they can best be utilized within the context of the area it is located and the community as a whole. (ongoing)
2. Upgrade or redevelop substandard and deteriorated commercial, industrial, and residential structures through private means and/or public assistance. (as opportunities arise)
3. Promote high quality development which makes efficient use of remaining lands. (ongoing)

4. Vigorously enforce maintenance standards. (ongoing)
5. Ensure that all new development is properly and adequately related to transportation and service needs and priorities. (ongoing)
6. Continue to promote the orderly infill of underutilized properties. (ongoing)
7. Continue to support the City's strategic acquisition of blighted and/or underutilized parcels for future redevelopment through the City's Housing Redevelopment Authority. (ongoing)
8. Continue to use the planned unit development (PUD) process to foster innovative development in the City's best interest. (ongoing)

Goal 7: Preserve downtown as is the community's primary retail and service focal point.

Objectives:

1. The city should continue to strengthen the critical mass of retail, office, residential, and entertainment offerings in the downtown while strongly discouraging rezoning for additional retail and service businesses throughout the rest of the city. (ongoing)
2. Study the applicability of extending downtown zoning and design standards to the west side of Highway 61. (short-term)
3. Consider opportunities for the creation of municipal parking facilities in the Downtown West redevelopment areas. (short-term)

Goal 8: Encourage the preservation and enhancement of historically significant areas, structures, and archaeological sites.

Objectives:

1. Include consideration of historic, cultural and archaeological concerns and values in the development process. (ongoing)
2. Consider giving additional incentives to developers and owners of downtown properties in order to encourage preservation of the downtown character. (ongoing)
3. Consider the development of an overlay zone to protect historic properties and to include the establishment of design standards for historic or culturally significant buildings. (short-term)
4. Work with owners of historically significant structures downtown to identify potential technical and financial resources for rehabilitating the buildings. (ongoing)

5. Continue to fund the City's low-interest, rehabilitation loan program for downtown building restorations. Consider additional funds for genuine historic renovation. (ongoing)
6. Promote public improvements which enhance the historic nature of the downtown. (ongoing)
7. Ensure that redevelopment and infill development activities in and around the downtown are compatible with the architectural character of the downtown. (ongoing)
8. Ensure that development activities undertaken in close proximity to archaeologically significant sites are done in the most unobtrusive manner possible. (ongoing)

Goal 9: Reinforce and maintain the character of individual neighborhoods.

Explanation: Each neighborhood within the community should be protected from encroachment by undesirable uses and buffered from other types of uses. Physical barriers which serve to separate and segregate neighborhoods from other sections of the community should be dealt with in such a way so as to reduce their impact on the neighborhood.

Objectives:

1. Protect residential neighborhoods from penetration by through traffic. (ongoing)
2. Adopt massing and height averaging regulations for residential structures in the Old White Bear Neighborhood and other appropriate neighborhoods. (immediate)
3. Analyze existing zoning regulations and their potential impact on historic development patterns. (short-term)
4. Develop a program of incentives to aide homeowners in their efforts to maintain their properties. These might include educational opportunities as well as include design guidance / technical assistance and financial tools aimed at reinvestment, such as offering low interest loans and grants. The goal of the program should be to preserve and protect the character of the neighborhood. Home remodeling seminars could focus on maintaining the design integrity of the existing housing stock while promoting energy efficiency and environmentally sensitive remodeling practices. (mid-term)
5. Continue to take a lead role in street reconstruction and utility replacement. The City's investment in the public realm will pay dividends by catalyzing private investment in housing rehabilitation and property enhancements. (ongoing)

Goal 10: Preserve and protect the environmental integrity of the community.

Explanation: Lakes, wetlands, and woodlands contribute enormously to the quality of life in the city. The city should continue to enforce preservation of these resources through its ordinances and policies.

Objectives:

1. Consider extending tree preservation regulations to single family developments. (short-term)
2. Strengthen our wetland standards by requiring a setback from the wetlands. (short-term)
3. Create additional impervious area regulations beyond the Shoreland District boundaries in the City's historic neighborhoods. (short-term)
4. Explore the possibility of establishing standards whereby certain best management practices can be implemented to achieve an "effective" level of porosity within the shoreland overlay district, rather than a strict adherence to a physical measurement of impervious surface. (short-term)
5. Balance development and redevelopment with environmental and historic preservation. (ongoing)
6. Research the feasibility of basing building permit fees on energy calculations, not construction value. (short-term)
7. Provide incentives for developers to participate in the green star program. (short-term)
8. Encourage developers to utilize low impact development (LID) techniques for stormwater management. (ongoing)
9. Continue to support the efforts of the Birch Lake Homeowner's Association and their improvement district's study and enhancement of the lake. (ongoing)
10. Register "right of first refusal" at the County to insure City has the opportunity to make an offer on parcels it is interested in obtaining.
11. Coordinate with MPCA on development review of former gas stations and other possibly contaminated sites (www.pca.state.mn.us/backyard/neighborhood.html) on a case-by-case basis. (ongoing)
12. Continue to review and evaluate development standards and regulations as they relate to the potential for negative environmental impacts.

Goal 11: Enhance connectivity

Objectives:

1. Amend the code to require bicycle parking spaces with each new development, similar to car parking spaces. (short-term)
2. Require new and major redevelopment projects to provide sidewalks, when appropriate. (ongoing)

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OVERVIEW

The City of White Bear Lake is home for a broad range of residents who enjoy the benefits of living in a community with many housing options. The City's housing stock has developed over the past 150 years and is still growing and diversifying. Made up almost exclusively of single-family homes until after the 1960's, the city's housing supply has greatly expanded in number and type over the past 50 years, including townhomes, apartments and condominiums, as well as a growing supply of affordable, assisted and life-cycle housing. The variety of the existing housing stock is a community asset which helps meet the needs of an increasingly diverse population.



The City's direction over the next 20 years with respect to its housing program will help to strengthen the quality, quantity and type of residential options available to its residents. Housing quality and neighborhood character preservation will present ongoing challenges as the City's rental and for-sale units continue to age.



Maintaining a growing population will also be difficult as household size shrinks and land availability diminishes. Lastly, the City's ability to meet the needs of an aging and multi-dimensional population will require creative land use and financing tools.

ISSUES

Strengthening, diversifying and increasing the City's housing stock are the core issues of this chapter. Continued growth of the City's housing supply is seen as beneficial in order to support population growth and demographic changes. A growing housing supply and population will contribute to high quality services, strong commercial districts and a more vibrant and safe community. Along with growth opportunities must come direction with respect to the type and price range of new housing. Service added housing will need to be evaluated as the population continues to age in place. The affordability of existing and new units should be consistently reviewed to identify opportunities to provide more affordable and life-cycle housing options. Lastly, the city should continue to look for ways to educate, promote and reduce the cost of housing rehabilitation to maintain the quality of its existing housing stock.

The City's housing stock is impacted by a variety of external forces over which the City must remain cognizant. These forces include the national, state and local economies, the age of housing and population trends. A strong, diverse and growing housing base will require attention to the following issues:

- An aging housing supply
- The rising cost of housing
- The city's ability to provide its share of the region's affordable and life-cycle housing needs.
- The need to maintain diversity in new housing options, including new up-scale housing.
- The increasing need for and diminishing amount of subsidies for affordable housing for all ages.
- The limited availability of land for new residential development and the increasing challenges of redevelopment.

INVENTORY & ANALYSIS

A few of the issues previously identified arise from the condition of the community's existing housing stock. The existing housing conditions result from a variety of factors including supply, age, physical condition, vacancies, tenure and cost. To assess the characteristics of White Bear Lake's residential community, each of these factors will be discussed.

Housing Stock

The City's 1998 Comprehensive Plan concluded that the City contained 10,223 housing units. The number of units has increased over the past 8 years to a total of 10,755. The rate of increase experienced in the 1980's and 1990's has dropped off substantially and will continue to slow as the city ages.

**TABLE 3-1
HOUSING UNIT GROWTH
December 31, 2007**

YEAR END	NUMBER OF UNITS	DIFFERENCE	% INCREASE
1970	5,893	N/A	N/A
1980	7,309	1416	24.0
1990	9,404	2095	28.6
1998	10,223	819	8.7
2008	10,755*	534	5.2

* 2008 Count derived from Tables 3-3 and 3-4, combined with a query Ramsey County's GIS database for single- two- and three-family residences.

Currently, the City has 61.2% of it's housing stock in single-family units (a drop from 65.7% in 1999) and 38.8% in multi-family. The decline in single-family is due to the diminishing supply and price of vacant land and market forces. The majority of residential development since 1980 has been in the form of townhome and apartment type units. This has caused the make-up of housing in the community to be more diverse both in type and price point. Future housing opportunities will likely continue this trend and consist mainly of infill and redevelopment which will likely entail medium and high-density housing options.

**TABLE 3-2
DWELLING UNITS BY TYPE
December 31, 2007**

DWELLING TYPE	NUMBER	PERCENT	CHANGE*
Single Family	6,578	61.2	-4.5%
Two and Three Family	169	1.6	+0.7%
Townhouse	1,233	11.5	-0.8%
Apartments	2,589	24.0	+3.0%
Condominiums	186	1.7	+1.1%
TOTAL UNITS	10,755	100.0	

* Percent Change since 1999 – Senior units were not a separate category in 1999, unit numbers likely pulled from Apartments category. Source: City Records – Building Permits.

**TABLE 3-3
FOR SALE TOWNHOMES & CONDOMINIUMS*
December 31, 2007**

NAME	YEAR	TOWNHOMES	CONDOMINIUMS
Auger Avenue Townhomes	1995	9	0
Bellaire Estates ^	2003	8	0
Birch Bay Condos/Townhomes	1992	52	65
Birch Cove Townhomes	1992-1993	9	0
Cedar Cove Townhomes	1996	110	0
Century Court Townhomes	2003	6	0
Chateauguet Condominiums	1984	0	19
Cloisters of Birch Lake	1990	25	0
Goose Lake Townhomes	1991	8	0
Hidden Lake Townhomes	2002-	14	0
Hidden Pathways ^	2004	25	60
Keller Lake Townhomes	1980-1981	41	0
Kelly Court Townhomes	2006	4	0
Lake Avenue Townhomes ^	2001	8	0
Lake Grove	1980-1981	44	0
Lakewood Village Townhomes	1976-1979	141	42
Linden Place Townhomes	1992	136	0
Manitou Village Townhomes	1988-1993	156	0
Pine Park Point	2001	20	0

The Willows	1990	56	0
Wild Marsh	2005-	20	0
Willow Court Townhomes	1977-1980	49	0
Willow Marsh Townhomes	1997-	71	0
TOTAL: 1,132		1,012	186

* Does not include duplexes. ^ Senior Housing.

Source: 1998 List updated by City Staff utilizing Building Permit data.

Since 1980, the City's multi-family housing stock has increased by 2,621 units for a total of 4,179 units, which is 39% of the city's present total housing stock.

**TABLE 3-4
RENTAL UNITS LIST**

FACILITY NAME	ADDRESS	YR BUILT	# OF UNITS
TOWNHOMES			
AT THE LAKE TOWNHOMES	4052 – 4076 CTY RD F	1992	6
BEAR RUN TOWNHOMES	2120-2143 DIVISION COURT	1996	22
BIRCH LAKE TOWNHOMES	4852 WB PARKWAY	1989	114
PARK AVENUE TOWNHOMES	1500 PARK AVE	1988	67
HIGHLAND PINES TOWNHOMES	4037-4055 HIGHLAND AVENUE	2000	12
Subtotal			221
APARTMENT BUILDINGS			
BELLAIRE APARTMENTS	4020, 4030,4040 BELLAIRE AND 2520 E CTY ROAD F	1966	72
BURGUNDY APTS	3637 BELLAIRE AVE	1969	18
BIRCH PARK APTS	1850 & 1880 BIRCH STREET	1972	72
IRENE CARTIER	2230 THIRD STREET	1977	4
CEDAR EIGHT	1795 CEDAR AVENUE	1982	8
CHERRY COURT	2095 DOTTE DRIVE	1963	66
CTY RD F APTS	2024, 2048, 2050 CTY RD F	1965	26
CUB RUN APTS	5070 DIVISION COURT	1996	4
JR PROPERTIES	1652 NINTH STREET	1979	12
KARTH ROAD APTS	3165 KARTH ROAD	1980	4
DON MAR APTS	1620-1640 NINTH STREET	1970	71
LAKWOOD HILLS APTS	3185 KARTH ROAD	1987	88

LAKWOOD PLACE APTS	3100 GLEN OAKS AVE	2004	60
LINDEN APTS	3900 LINDEN STREET	1960	44
WILLIAM LOWELL	4720 BALD EAGLE AVE	1979	4
MAJESTIC PINES	1441-1531 PARK STREET	1988	126
MANITOU APTS	2207 SIXTH STREET	1967	16
MK, INC. (LITTLE BAR)	4130 HOFFMAN ROAD	pre-1950	13
MOREHEAD 5-PLEX	4890 MOREHEAD AVE	1977	5
MT. VERNON APTS	3725-3731 HIGHLAND AVE	1963	48
PARK AVENUE APTS	1480 PARK STREET	1989	60
JERRY PAPENHEIM	4549 LINCOLN AVE	1968	3
PARENTEAU'S	2193 FOURTH STREET	1964	5
PINEHURST APTS	1805 CEDAR AVENUE	1969	102
ROUTE APARTMENTS	4599 BALD EAGLE AVE	1971	3
STEWART APARTMENTS	4878 STEWART AVENUE	1958	7
STEWART 4-PLEX	5060 STEWART AVE	pre-1975	4
THOMASVILLE APTS	1740 FOURTH STREET	1963	84
WHITE BEAR BAR APTS	2135 4 th STREET	pre-1930	3
WHITE BEAR MANOR	1816 BIRCH STREET	1968	72
WHITE BEAR ROYAL APTS	3675 HIGHLAND AVENUE	1971	80
WHITE BEAR TERRACE	3900-3920 HOFFMAN ROAD	1964	72
WHITE BEAR WOODS	4776 CENTERVILLE ROAD	1987	300
Subtotal			1,556
LOW AND MODERATE INCOME HOUSING			
MANITOU RIDGE APTS	3139-3153 MCKNIGHT ROAD	1972	118
CENTURY HILLS TOWNHOMES	3525 CENTURY AVENUE	1981	55
CENTURY COMMONS / WATERTOWER APTS	3515 CENTURY AVENUE	1989	39
Subtotal			212
SPECIAL NEEDS HOUSING			
COMFORTS OF HOME^	1235 GUN CLUB ROAD	2006	46
EAST METRO WM'S COUNCIL	3521 CENTURY AVENUE	1993+2005	35
THE LODGE AT WHITE BEAR^	3666-3670 CENTURY AVE	2001	115
WHITE BEAR CARE CENTER^	1891 FLORENCE ST	1958	151
Subtotal			347

SENIOR HOUSING			
THE ARBORS	4850 DIVISION AVENUE	2002	80
THE BOULDERS	3533 WILLOW AVENUE	2003	93
CERENITY RESIDENCE (Formerly Healtheast)	4615 SECOND AVENUE	1988	43
LAKE SQUARE APTS	2250 SIXTH STREET	1987	89
PIONEER MANOR APTS *	2225 SIXTH STREET	1993	42
WASHINGTON SQ APTS *	2060 FIFTH STREET	1979	81
WILLOW WOOD APTS *	3441 WILLOW AVENUE	1997	46
	Subtotal		474
TOTAL			2,810

* Also senior housing

^ Also low-moderate income housing

Source: 1998 List updated by City Staff utilizing Building Permit data.



Age of Housing

Unlike most other suburban communities, the age of White Bear Lake's housing stock is diverse due to the city's history. The housing stock has been inventoried and divided into age groups by 20-year increments starting with the mid 1800s and ending with the present 2008 (see Figure 3-2). In the late 1800s and early 1900s, White Bear Lake served as a resort community for wealthy families who resided in St. Paul. The summer residences built by these families have since been converted into year-round homes. These homes are located along the western lakeshore of White Bear Lake and adjacent to the Central Business District, and are categorized as pre-1930s construction. The homes in this category account for 14% of the city's housing units.

The number of units constructed between 1930 and 1949 decreased from the previous years due to the Great Depression and World War II. The majority of homes constructed were single family and located along principal and minor roadways on the city's south side. These dwelling units represent approximately 10% of the city's housing stock.

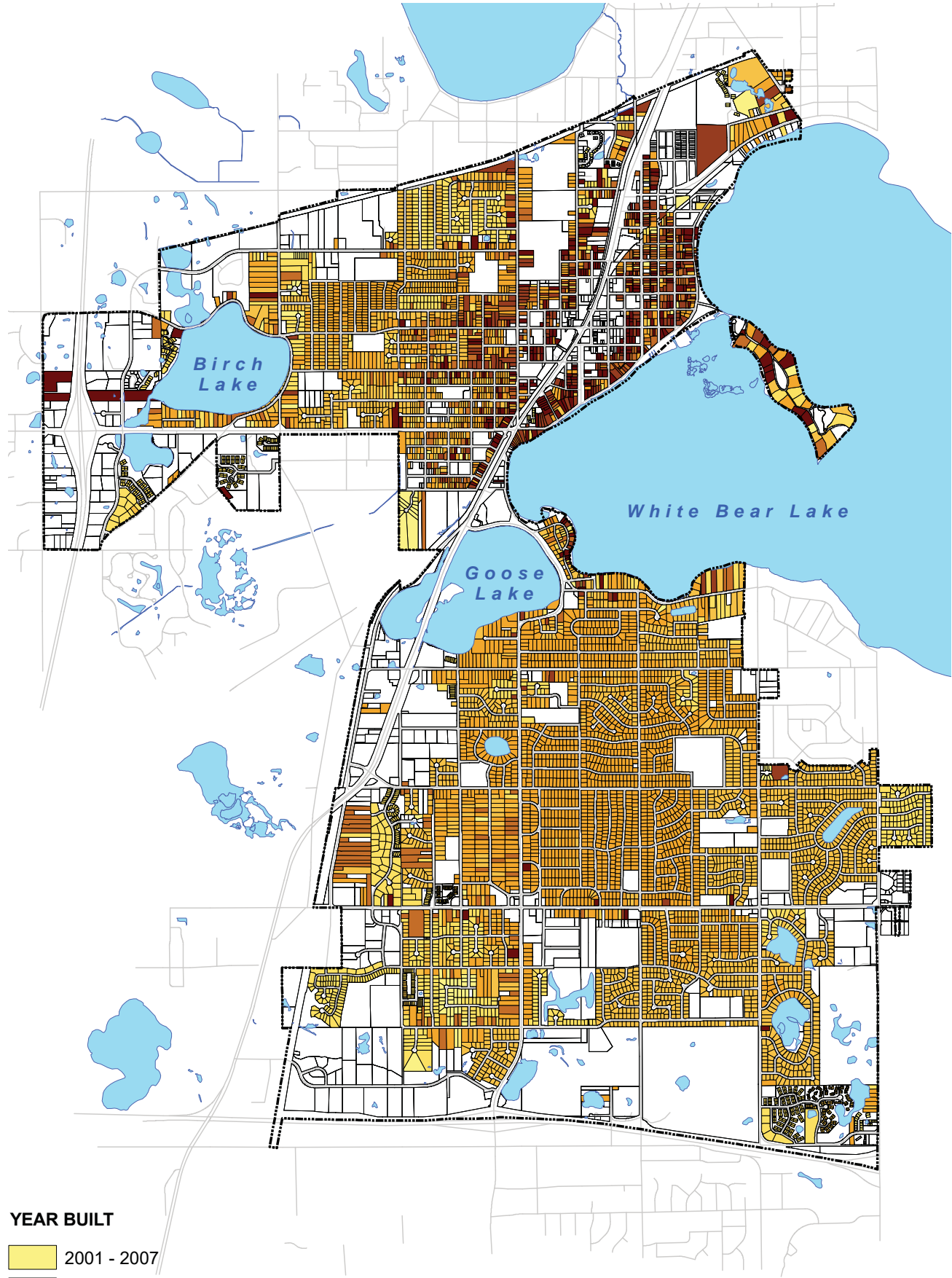
During the time period between 1950 to 1969, the number of housing units constructed increased dramatically. The construction of the national highway system enabled the city to become accessible for families who owned an automobile. This, along with the affordable cost of housing, expanded the housing opportunities in the city. During this time period, 33% of the community's housing was built and consisted primarily of single family residential units.

The construction of single family dwelling units decreased during the 1970s to the present due to the diminishing availability of land zoned for single family residential. The majority of residential development since 1980 has been in the form of townhome and apartment type development. This has caused the makeup of housing in the community to be more diverse both in type and price of housing.

**TABLE 3-5
AGE OF HOUSING
December 31, 2007**

YEAR BUILT	NUMBER OF PARCELS	PERCENT OF ALL HOUSING PARCELS
1858-1900	291	4.0%
1901-1920	270	3.6%
1921-1940	280	3.8%
1941-1960	2,652	35.8%
1961-1980	2,468	33.3%
1981-2000	1,262	17.0%
2001-2007	185	2.5%
TOTAL UNITS	7,408	100.0%

Note: Table does not include all multi-family housing or vacant residential parcels.
Source: Ramsey County Data.



YEAR BUILT

- 2001 - 2007
- 1981 - 2000
- 1961 - 1980
- 1941 - 1960
- 1921 - 1940
- 1901 - 1920
- 1858 - 1900
- Multi-family and Non-residential



0 1,350 2,700 Feet



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
AGE OF HOUSING MAP**

Created January 9, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

Housing Conditions

The condition of the city's housing stock is an important community issue due to the quantity of housing built prior to 1960 (see Table 3-5). A windshield survey indicates that a majority of the city's housing stock is in good condition or better. (Out of a choice of 4 categories including excellent, good, fair and poor.) The older neighborhoods of Ramaley Park and Downtown-West have been rated as fair. Many of these homes were constructed prior to 1930 and require a significant amount of maintenance to retain good living conditions. The residents of these neighborhoods are aware of the upkeep required for their homes, however, reinvestment in the structure is not always financially feasible. City intervention in the form of rehabilitation or redevelopment may be necessary to avoid concentrations of blight over the next 10 to 20 years. In the Ramaley Park neighborhood, reinvestment can be seen with the rehabilitation of some residential structures and the construction of new homes on vacant infill lots.

Portions of the Downtown-West neighborhood have been established as redevelopment districts. In order to clear blight and extend the downtown district, the city established three project areas A, B, and C. Within these areas, 20 dwelling units have been demolished. The majority of these structures were in very poor condition and threatened to further erode adjacent properties by continued disinvestment. The construction of The Arbors apartment complex helped to off-set this loss through the development of approximately 80 rental apartment units.

The city's Building Department tracks remodeling permits and valuations on an annual basis. Table 3-6, "Single Family Alteration," documents 9,521 remodeling permits from 1999 through 2007 totaling over \$82.3 million. The average permit value is roughly \$8,600.



Example of a recently remodeled single-family home.

**TABLE 3-6
SINGLE FAMILY ALTERATIONS
1999-2007**

YEAR	NUMBER OF SINGLE FAMILY ALTERATIONS	TOTAL PROJECT VALUATION	AVERAGE PROJECT VALUATION/ALT.
1999	733	\$4,779,070	\$6,520
2000*	3998	\$28,298,054	\$7,078
2001*	1507	\$13,062,519	\$8,668
2002^	276	\$5,211,313	\$18,882
2003	698	\$7,452,036	\$10,676
2004	558	\$5,989,864	\$10,735
2005	568	\$6,164,884	\$10,854
2006	533	\$4,941,343	\$9,271
2007	650	\$6,430,828	\$9,894
TOTAL	9,521	\$82,329,911	\$8,647

* A hail storm occurred in 2000 that caused a jump in the number of permits. It is estimated that roughly 60% of the homes in the city had some sort of associated repair - roof, siding, etc.

^ It is believed that 2002 numbers are low due to the previous two years.

Information derived from building department year end valuation reports "S.F. Dwelling (Alt)" category.

**TABLE 3-7
SINGLE FAMILY ALTERATION COMPARISON
1990-1998 VS. 1999-2007**

	1990-1998	1999-2007
Avg. # of permits per year:	561	1,057*
Avg. annual permit valuation:	\$3,466,839	\$9,147,776
Avg. permit valuation:	\$6,175	\$8,647

*Skewed because of hail storm repair in 2000 & 2001.

Vacancy Rates

A vacancy survey conducted at the end of 2007 demonstrated a 6% vacancy rate for multi-family apartment buildings. Generally, a 3-5% vacancy rate is considered healthy, as it allows for immigration of new families and mobility of existing residents. As expected, the city's most affordable units have the lowest vacancy rates, while the more up-scale developments (especially in the senior housing category) have the highest rates.

TABLE 3-8
APARTMENT AND TOWHHOME RENTALS
VACANCIES BY UNIT TYPE
December 31, 2007

TYPE OF UNIT	# OF UNITS SURVEYED	# UNITS VACANT	VACANCY RATE
Efficiency	40	9	23%
One Bedroom	1,014	61	6%
Two Bedroom	1,439	76	5%
Three Bedroom	123	4	3%
TOTAL	2,616	150	6%

Information derived from a city staff phone survey of about two-thirds of the city's rental housing and does not include assisted living facilities.

Housing Tenure

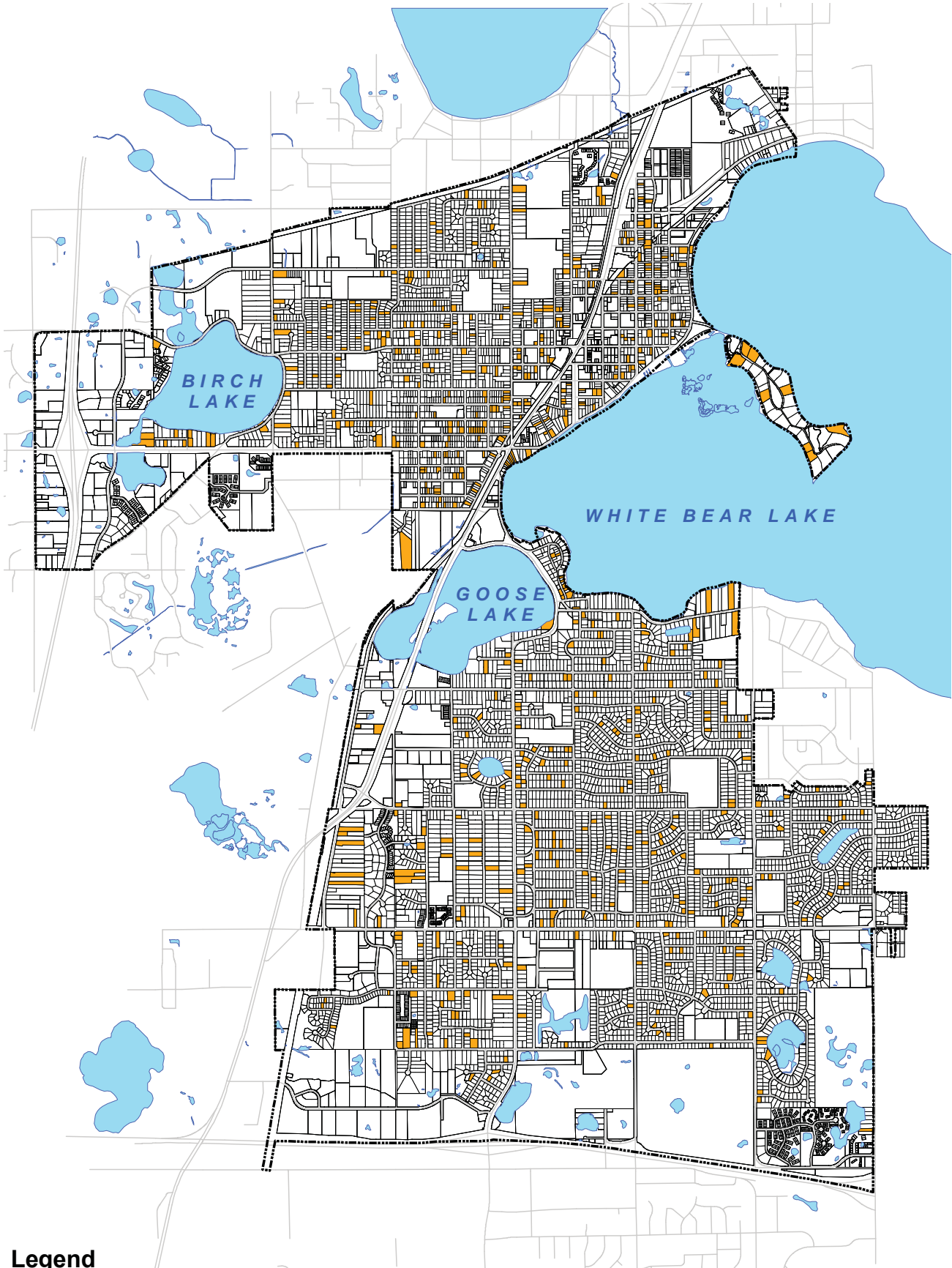
The term housing tenure refers to the occupancy and holding status of residential dwelling units. The Census divides tenure into two categories: owner occupied and renter occupied. Owner occupied units are those in which the owner lives in the unit with either free and clear title, a mortgage or some other debt arrangement in which the house is not fully paid for. Renter occupied housing units are those which are occupied on a cash rent basis or without payment of rent.

Currently, 6,100 units or 56.7% of single-family housing units are owner occupied. This percent is substantially decreased from year-end 1998 when 6,522 or 63.8% of the city's single-family homes were owner-occupied. This indicates a significant rise in the number of single-family rental units which has increased from 196 to 478, which is a 282 unit increase since 1998. This large increase is a result of the sharp downturn in the housing market and increased amount of mortgage defaults associated with sub-prime lending practices. It is also interesting to note that the majority of the city's ownership housing growth over the past 10 years has been in townhomes and condominiums. Continuation of this trend is probable, as was evidenced in 2007 by only 2 permits for new single-family construction being issued.



**TABLE 3-9
HOUSING TENANCY
December 31, 2007**

Tenancy		No. of Units	Percent
O	Single Family	6,100	56.7%
W	Two and Three Family	70	0.6%
N	Townhouse	1,077	10.0%
E	Apartment	NA	0.0%
R	Condominium	121	1.1%
	Total Owner-Occupied	7,370	68.5%
R	Single family	478	4.4%
E	Two and Three Family	99	0.9%
N	Townhouse	264	2.5%
T	Apartment	2,546	23.6%
A	Condominium	NA	0.0%
L	Total Rental	3,387	31.5%
	Owner & Rental Total	10,755	100%

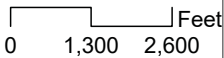
Information derived from Townhome/Rental Units, Tables 3-3 & 3-4 (Seniors included in apartments) and Ramsey County GIS. (Not all owner occupied homes have declared "homestead" status.)



Legend

-  Non-Homesteaded Residential Property
-  waterbody

Does not include multi-family parcels. Not all owner-occupied homes have declared "homestead" status. Homestead data not available for Washington County parcels.



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
HOUSING TENURE MAP**

Created January 14, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

Cost of Housing

The cost of housing in the City of White Bear Lake is quite varied and, as such, provides a good mix of life-cycle housing. Unlike most Twin City suburbs, the City of White Bear Lake was a free standing city at the turn of the century before becoming a suburb. Many of the city's earliest homes were built on the north side of town. Most were built on smaller lots, many with detached garages serviced by alleys or driveways from the street to the rear yard. These older homes are some of the most affordable in the city.

The lakes - White Bear Lake, and to a lesser extent Birch Lake - have played a major role in influencing the cost of housing. Early residential development in the city was built near White Bear Lake and, in general, resulted in more substantial investments. Today, these homes are typically the most expensive in the City.

In general, single-family housing values in White Bear Lake have increased dramatically over the past 10 years. Currently, a majority (60.6%) are valued at \$200,000 to \$250,000. In contrast, only 12% of the housing stock is valued at under \$200,000. In 1999, the majority of the City's single-family homes were valued between \$100,000 and \$200,000. The city's higher value homes - ie: \$250,00 and up –comprised 27% of the total housing stock.

**TABLE 3-10
HOUSING VALUES
December 31, 2007**

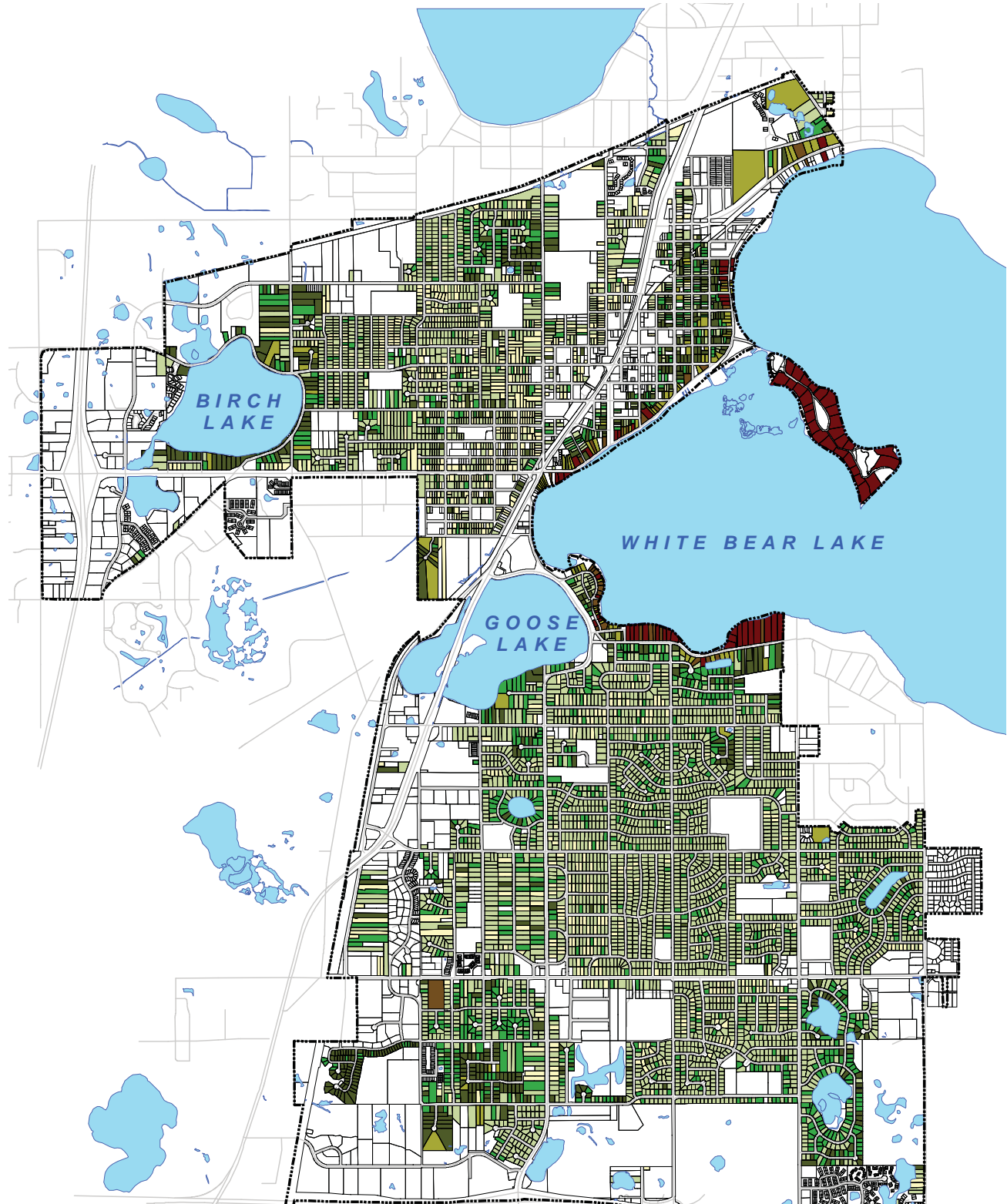
Home Value:	# of Homes	Percent of Total
Less Than \$100,000	1	--
\$100,000 to \$200,000	776	12.2%
\$200,000 to \$250,000	3,866	60.6%
\$250,000 to \$300,000	968	15.2%
\$300,000 to \$500,000	562	8.8%
\$500,000 to \$750,000	99	1.6%
\$750,000 to \$1,000,000	31	0.5%
Over \$1,000,000	70	1.1%
TOTAL	6,374	100.0%

Information derived from GIS data by pulling-out single-family residences (LUC 510) and and querying by Total Estimated Market Value (ETEVTTL).

**TABLE 3-11
MEDIAN HOME PRICE
December 31, 2007**

	2003	2004	2005	2006	2007
Ramsey County					
Number of Sales:	7,288	7,352	7,130	6,113	5,050
Median Sale Price:	\$183,850	\$196,150	\$213,000	\$216,500	\$208,000
White Bear Lake Area					
Number of Sales:	818	797	696	609	303
Median Sale Price:	\$223,500	\$235,000	\$244,900	\$245,000	\$221,900

Information obtained from the St. Paul Area Association of Realtors. Median Sale Price tended to be slightly lower than average sale price, but averages were not available for municipalities.



Legend

- Less than \$100,000
- \$100,001 - \$200,000
- \$200,001 - \$250,000
- \$250,001 - \$300,000
- \$300,001 - \$500,000
- \$500,001 - \$750,000
- \$750,001 - \$1,000,000
- Over \$1,000,000
- Other *
- waterbody

* Other includes: vacant, townhomes, multi-family and non-residential property. Information for Washington County parcels not available. Values shown are Ramsey County's Assessed Total Market Value.



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
SINGLE FAMILY HOME VALUES**

Created January 14, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

SPECIAL NEEDS

Senior Housing

The 2000 US Census counted 5,785 White Bear Lake residents that were 55 years of age or older. This number represents a steady growth in the City's senior population, including an 82% increase since the 1980 Census, which reported 3,171 persons 55 or older. Assuming the younger segment of seniors (55 to 64) have aged in place, and a roughly 25% mortality rate, we currently estimate that the City's population of 65 and older is close to 4,500 persons or 18% of the total City population.

**TABLE 3-12
SENIOR POPULATION**

Age	1980	1990	2000	Percent*
55-64	1,827	2,244	2,235	22%
65-74	788	1,552	1,918	143%
75+	556	1,033	1,632	193%
Total	3,171	4,829	5,785	82%

* Percent Change between 1980 and 2000. Source: 2000 Census Data

The City currently has 9 senior housing complexes with a total of 629 units, including 160 assisted care units. Three of the projects, totaling 168 units or 27%, are considered to be affordable. Current vacancy rates are between 7% and 8%, but with a nearly 0% vacancy for the City's more affordable and subsidized units. Three of the City's senior projects (totaling 203 units) provide specialized assisted care services to varying degrees. The City will need to closely monitor the supply of senior housing, especially affordable units, to ensure an adequate supply is available as the baby boom generation continues to move into their retirement years.

To encourage development of this form, the City currently allows senior housing in all residential districts and in some commercial districts through special zoning approval. This flexibility has resulted in a healthy supply of senior housing at a wide variety of rental rates. The City continues this policy with the adoption of this comprehensive plan. As such, properties guided in the land use section as residential or commercial are also deemed to be property guided for multi-family senior housing.



Example of an assisted living facility.

Affordable and Life-Cycle Housing

Due to its age and former free-standing status, the City of White Bear Lake has a naturally wide-range of home values and a long history of supporting affordable and life-cycle housing. It has been an active participant in the Livable Communities Program since the program's inception in 1995 and remains committed to promoting and investing in additional affordable housing opportunities while preserving its existing supply.

In 1998, the Metropolitan Council estimated that 89% of White Bear Lake's for-sale housing and 40% of its rental stock were affordable based on the Livable Communities Program's benchmarks. Currently the Metropolitan Council estimates that rental units are affordable at the following rates: efficiency, \$687; one bedroom, \$736; two bedroom, \$883; and three bedroom, \$1,020. Of the City's 2,546 apartment units, 1,172 or 46% are affordable to families at 50% of median income. Based on the Assessor's Market Values, we estimate that, of the roughly 6,500 single family homes in the City, approximately 845 or 13% are deemed to be affordable to families at 80% of median income with market values of \$201,800 or less.

While the percentage of affordable rental units has increased over the past 10 years, the amount of affordable ownership units has dropped substantially. This drop is not unique to the City. During the first part of the decade, the price of single family homes increased dramatically while wages have not kept pace with inflation. This has created an affordability gap. However, there is evidence of an emerging trend towards market correction in the real-estate industry (see Median Homes Prices Table 3-10) and the City anticipates that the number of affordable single-family homes may rise slightly in the next few years.

The Metropolitan Council has set a goal for White Bear Lake of 65 new affordable units by the year 2020. The Metropolitan Council definition of affordable will be changing in 2011. According to the new definition, to be affordable, *both rental and owner-occupied unit* rates would need to be priced to families at 60% of median income or less. Affordable means that families would spend 30% or less of their income on rent and utilities.

The City accepts its responsibility to provide its share of the regions affordable housing and will work with the development community to meet or exceed the aforementioned goal.

HOUSING GOALS AND POLICIES

The goals and policies emphasize the establishment of a diverse housing stock, maintaining housing units, and utilizing housing assistance. The following goals and policies serve as a reference for planning and decision-making.

It should be noted that these goals are numbered for convenience purposes only and are in no way prioritized.

Goal 1: White Bear Lake will continue to seek opportunities to expand its housing supply to support a balanced population and a wide variety of housing types.

Policies:

1. Support the development and redevelopment of medium and high density housing on or near primary transportation corridors. (ongoing)
2. Find infill opportunities as a means to create greater density where appropriate. (ongoing)
3. Consider, and implement where appropriate, financial incentives to promote redevelopment and infill projects. (ongoing)
4. Promote the development of housing in a broad range of types to accommodate the needs of and attract all age groups, abilities and income levels. (ongoing)

Goal 2: White Bear Lake will protect the quality and character of its residential neighborhoods through housing maintenance, preservation and sustainable building practices.

Policies:

1. Preserve neighborhoods through proactive enforcement of the City's maintenance and zoning regulations. (ongoing)
2. Promote the incorporation of Green Star or LEED standards in new construction and remodeling projects pursuant to the City's commitment to sustainability. (short-term)
3. Promote sustainable site design and best management practices in new construction and remodel/expansion projects. (short-term)
4. Actively promote financial assistance programs available at the County and state level for housing maintenance and energy conservation and expand programs as need arises. (ongoing)
5. Expand the City's housing licensing and inspection program to include all rental units. (immediate)
6. Review development proposals in terms of their compatibility with existing neighborhoods. (ongoing)
7. As opportunities arise, consider the feasibility of acquiring blighted and vacant properties in targeted neighborhoods to make lots available for new affordable housing units. (ongoing)

8. Support rehabilitation, adaptive reuse and sensitive renovation of older housing stock. (ongoing)
9. Ensure the safety, livability and longevity of the City's housing stock through enforcement of the Minnesota State Building Code. (ongoing)
10. Consider adopting zoning regulations which limit the size, height and/or bulk of new houses to an average of those which are existing. (short-term)
11. Continue to invest in neighborhood infrastructure through street reconstruction and by strengthening pedestrian connectivity. (ongoing)
12. Through the use of state and federal funding, continue to promote the use of home improvement loan programs. (ongoing)

Goal 3: White Bear Lake will seek opportunities to expand its supply of affordable and life-cycle housing while maintaining its existing supply.

Policies:

1. Promote the development of housing suitable for people and households in all life stages. (ongoing)
2. Promote the development of housing for people and households at varying income levels. (ongoing)
3. Maintain an adequate supply of rental housing, as measured by metropolitan averages and vacancy rates. (ongoing)
4. Seek financial incentives for developers of multi-family projects to encourage a reasonable number of affordable/work-force units at or below 50% of median income. (ongoing)
5. Foster partnerships with experienced housing developers, financial institutions, non-profit agencies and faith-based organizations to expand the City's capacity to create and maintain affordable housing. (ongoing)
6. Work to meet or exceed Metropolitan Council's goal for the city's share of the region's need for affordable housing. By 2020, work to provide 65 units at 60% of median income and strive to make as many of those as possible affordable at 30% of median income. (mid-term)
7. Work to provide and maintain affordable housing for both rental and ownership sectors at a wide range of income levels. (ongoing)
8. Maintain existing and promote the development of new housing with support services where needed. (ongoing)

9. Participate in federal, state and regional housing programs to help meet the community's housing goals. (mid-term and ongoing)
10. Continue to own and maintain Pioneer Manor as an affordable senior housing project and explore the need for additional services as residents age in place. (ongoing)
11. Monitor the need for additional affordable senior rental housing and locate new senior housing in close proximity to commercial centers, religious institutions and public transportation. (ongoing)
12. Discourage the reclassification of land zoned and/or guided as medium and high density residential. (ongoing)

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INTRODUCTION

White Bear Lake, classified by the Metropolitan Council as a Developed Community, has a nearly full complement of transportation facilities. The plan for these transportation facilities is based on historic traffic volumes, projected volumes, alternate mode tendencies and the issues and needs of the community. This plan emphasizes a multi-modal transportation system that includes transit, highways and roads, and non-motorized transportation such as bicycles and pedestrians.

DEFINITIONS

The City's transportation system includes two principal arterials – Interstate 35E and Interstate 694, minor arterials, collector routes, local streets, local and regional trails, bicycle and pedestrianways, local and express bus service, and railroads. These words and terms, which the reader may not be familiar with, are defined below. These definitions are based on the Metropolitan Council's Functional Classification Criteria from their transportation policy plan adopted December 15, 2004.

Access Management -- Control of movement onto highways. Strategies include restricting the intersections and interchanges of other streets and highways, restricting or limiting the number of driveways or controlling these entrance points in some manner, as with traffic signs or signals.

Average Annual Daily Traffic (AADT) -- The average number of vehicles per day crossing a given point on the road.

Carpool -- A paratransit service by auto, on a scheduled or unscheduled basis, with at least two occupants.

Level of Service -- A rating assigned to roadway segments which indicates ability to carry traffic. The ratings include: Level of Service A, which describes primarily free flow operations at average speeds; Level Service B, which represents reasonably unimpeded operations at average travel speeds; Level of Service C, which represents stable operations, however, ability to maneuver and change lanes may be restricted; Level of Service D, which borders on a range where small increases in flow may cause substantial delay; Level of Service E, characterized by significant approach delays and substantially lower average travel speeds; and Level of Service F, characterized by slow speeds, stoppages, and intersection congestion.

Metropolitan Highway System -- The system of highways identified in this plan to serve the region. Only principal arterials, which include interstate freeways, are on the metropolitan highway system.

"A" Minor Arterials -- Roadways within the metropolitan area which are more regionally significant than others. The minor arterial system connects the urban service area to cities and towns inside and outside the region. They connect major generators outside the central business districts and the regional business concentrations. Minor arterials generally service medium-to-short trips. These roadways are classified into the following groups: Augmenters, Connectors,

Expanders, Relievers – but only the expander class is in White Bear Lake. The expander is defined as:

Expanders -- Routes which provide a way to make connections between developing areas outside the interstate ring or beltway. These routes are located circumferentially beyond the area reasonably served by the beltway. These roadways are proposed to serve medium to long suburb-to-suburb trips. Approximately 650 miles of expanders have been identified in the metropolitan area. Improvements focus on preserving or obtaining right-of-way.

“B” Minor Arterials -- Roadways with two or more transportation methods (such as bicycle, walking, automobile and transit).

Mixed Use Trail -- A multi-modal trail, typically a asphalt path between 8 and 12 feet wide, similar to a regional trail, but local in nature.

On-Road Bike Lane -- A lane on a roadway (usually in the shoulder area) designated for bicycle traffic. Typically signed as such but not always.

Park and Ride -- An arrangement whereby people can drive an automobile to and park in a designated lot, and use either a transit vehicle or car pool to their ultimate destinations.

Principal Arterials -- The high capacity highways that make up the metropolitan highway system. Includes all interstate freeways which connect the region with other areas in the state and other states. They also connect the metro centers to regional business concentrations. The emphasis is on mobility as opposed to land access.

Regional Trail -- A multi-modal trail designed to provide access to elements in the regional parks system and provide routes for alternate forms of travel from one city or county to another.

Sidewalk -- A walkway designed primarily for pedestrian use, typically a 5-foot wide concrete path separated from vehicular traffic.

Transit

ADA Paratransit -- Flexible forms of public transportation services that are not provided over a fixed route, i.e. demand responsive service for persons with disabilities.

Commuter Rail -- Passenger train service that operates on existing freight railroad tracks. Commuter rail service primarily operates during “peak” travel times, usually the hours of 6 a.m. to 9 a.m. and again from 3 p.m. to 6 p.m.

Express Transit -- A scheduled service charging an express fair for non-stop with a minimum interval of four miles on a limited access or exclusive transit right-of-way.

Light Rail Transit (LRT) -- A form of transit using electrically propelled vehicles operating singularly or in trains on its exclusive right of way or within a designated portion of an existing right of way.

Mass Transit -- A scheduled fixed service using vehicles capable of carrying ten or more persons.

Metro Transit -- The major public transit operator in the Twin Cities and previously known as Metropolitan Council Transit Operations (MCTO).

Transit -- All forms of riding together. (It includes fixed-route and paratransit services and employer rideshare programs.)

Transportation Demand Management (TDM) -- Strategies to manage demand on roadways designed to redirect trips to higher-occupancy modes or away from peak traffic periods so that the total number of vehicle trips are reduced. TDM can include both capital and service improvements to highways and transit and may involve community action.

Person Trip -- A one-way journey between two destination points by one person.

Vehicle Trip -- A one-way journey made by auto, truck, or bus to convey people or goods.

INVENTORY AND ANALYSIS

A. Roads

The City has a complete network of roads of all functional classifications, including principal arterials, minor arterials, collector routes and local streets. Virtually all roads are paved. Major improvements completed in and around the City in partnership with other agencies from 1999 to 2008 include:

- I-694/I-35E “Unweave The Weave”
- A new signal installed at State Highway 61 & 7th Street. As part of this project, Mn/DOT completed an interconnection between all of the signals along the State Highway 61 Corridor from White Bear Avenue to State Highway 96. This allows the signals to work together to provide an efficient free flow of traffic to the greatest extent possible.
- A new signal installed at County Road E and Linden Avenue.
- A new signal installed at State Highway 120 & north entrance to Century College. Turn lanes were added and uncontrolled access points were closed to increase safety and maintain traffic flow.
- To increase safety of pedestrians crossing State Highway 61, countdown timers were added to the signals at 2nd Street, 4th Street, and 7th Street.
- Emergency Vehicle Preemptive systems (EVPs) were installed on all traffic signals within the City. These systems are designed to give emergency response vehicles a green light on their approach to a signalized intersection while providing a red light to conflicting approaches. The benefits of using EVP include improved response time for emergency vehicles, improved safety, and cost savings.

- Centerville Road – an additional left turn lane was added from southbound Centerville Road to eastbound County Highway 96.
- Centerville Road – Concrete curb and gutter and turn lanes were added on Centerville Road south of County Highway 96.
- In an effort to improve pedestrian safety and promote crossing State Highway 61 only at controlled intersections in downtown, Mn/DOT installed a fence between the highway and the railroad tracks along the west side of the highway from 8th Street to 12th Street. The City also constructed a 5-foot wide concrete sidewalk along the east side of the highway from 7th Street to State Highway 96.
- During this time period, the City reconstructed approximately 23 miles of local streets. Concrete curb and gutter and new pavement was installed on streets that were previously in poor condition. This ongoing endeavor helps to make the City’s overall transportation system safer and more efficient. Two high profile and important projects completed under this program in the last 10 years include:
 - Reconstruction of many streets in downtown in 2005. These improvements included sidewalk replacement, streetscaping, curb and gutter and pavement replacement, and storm sewer/stormwater quality improvements.
 - Reconstruction of Lake Avenue from 10th Street to State Highway 61. In addition to providing access to the homes along the avenue, this historic route along the lake provides access to Matoska Park, the boat launch, and Manitou Island. This one-way street has a 10-foot wide regional trail along it that receives heavy use year-round.

An inventory of the roadways falling under each functional classification is provided below.

Principal Arterials

The City’s two principal arterials are interstate freeways; both are described below:

Interstate 694

Description: This important circumferential transportation route serves the northern metro area. By the end of 2008, reconstruction of the interchanges at State Highway 61 (westerly ramps and through lanes) and 35E may be completed.

Number of Lanes: Two to three through lanes in each direction.

2006 Traffic Volume: 87,000 west of State Highway 61, 81,000 east of State Highway 61, and 77,000 west of State Highway 120 (Century Avenue). Biggest increase in traffic volume during the last 10 years. Volumes are likely to increase significantly in 2008 with full re-use of the interchange and increased capacity.

Interstate 35E

Description: This important radial route serves the eastern metro area. The “flyovers” and unweaved interchange at I-694 reached a level of completeness to be operational by the end of 2007.

Number of Lanes: Two to three through lanes in each direction.

2006 Traffic Volume: 79,000 south of Highway 96 decreasing to 59,000 north of Highway 96. Volumes are likely to increase significantly in 2008 with full re-use of the interchange and increased capacity.

Minor Arterials

The City has six A Minor Arterial-Expander roads and eight B Minor Arterial roads. General characteristics of these roads are described below:

- The design and function is focused on mobility (carrying traffic).
- Mass transit (a fixed bus route) operates on at least a portion of these roads.
- Intersections with other arterials are typically signalized.
- Sidewalks or trails are usually provided on at least one side of the street.

(For the number of lanes and traffic volumes see Traffic Forecasts Map)

“A” Minor Arterials – Expanders

Within the City of White Bear Lake, all “A” Minor Arterials are under the jurisdiction of either MnDOT or Ramsey County.

1. State Highway 61: A historic route to the City of White Bear Lake, this divided highway (2 through lanes in each direction) is the community’s spine running along the lake, through downtown, and connecting with all the east-west routes including I-694. The growth rate in traffic volumes have slowed since 2000, however, with continued development to the north of the City, an increase in traffic volumes is anticipated. The highest volume is north of the County Highway 96/ Lake Avenue intersection where in 2006 the AADT was 33,000.
2. County Highway 96: This east-west route, connecting the City with I-35E, is an important gateway to the community. Traffic volume generally decreases as it flows eastward, the primary turns-offs being northbound White Bear Parkway and Otter Lake Road.
3. State Highway 96 east of Highway 61: This east-west highway provides a route from the north side of the city to Dellwood and Stillwater. State Highway 96 is listed as a turnback candidate by MNDOT with jurisdiction going to Ramsey and Washington Counties, as appropriate.
4. State Highway 120 (Century Avenue south of County Road E): This north-south route located on the east side of the City with an interchange with I-694 is an important route to Century College and residential developments on the south side of

5. the city. A reconstruction at Century College in 2004 provides safety and capacity benefits. At Century College a pedestrian overpass connects the east campus with the west campus. Traffic volume is highest north of I-694 where the AADT is 33,500.
6. County Road E (County Road 15): This is an east-west route along the southern third of the City, This regional roadway serves as a thoroughfare for the City to the east and west of White Bear Lake. Traffic volumes appear to be stabilizing on this roadway. East of Century Avenue, County Road E is Trunk Highway 244 and is listed as a turnback candidate to Washington County by MNDOT.
7. Centerville Road (County Road 59): This north-south route in the northwest corner of the City provides access to many business properties and intersects with County Highway 96. In 2006 the AADT was 13,300 north of Highway 96.

“B” Minor Arterials

With the exception of White Bear Parkway, all “B” Minor arterials within the City of White Bear Lake are under Ramsey County’s jurisdiction.

1. White Bear Parkway: From County Highway 96 to Otter Lake Road. One of the City’s newer streets serving Birch Lake Business Park.
2. 9th Street: An east-west extension of White Bear Parkway which begins at Otter Lake Road, terminates at Bald Eagle Avenue and serves the Weyerhaeuser Industrial Park area.
3. Bald Eagle Avenue: from 9th Street to north City limits. Connects to Bald Eagle Boulevard in White Bear Township.
4. Otter Lake Road: A north-south route connecting County Road F through White Bear Township and Gem Lake to Hugo and an interchange with I-35E at County Road J.
5. White Bear Avenue: A north-south route from I-694 to Highway 61.
6. McKnight Road: A north-south route from County Road F across I-694 without access to the freeway.
7. County Road F: An east-west residential route between Century Avenue and State Highway 61.
8. Century Avenue (north of County Road E): A north-south residential route connecting mostly residential areas from County Road E to South Shore Boulevard. Century Avenue is listed as a turnback candidate by MNDOT to be under joint Ramsey / Washington County jurisdiction.

Collectors

Collectors are so named because they collect traffic from the neighborhoods and business areas and distribute it to the arterials. Generally, collectors have one through lane in each direction – some have turning lanes at major intersections. The City has six major collector routes, listed below. (For traffic volumes see the Traffic Forecasts Map.)

1. Bald Eagle Avenue (2nd Street to 9th Street)
2. Hoffman Road (Cedar Avenue to County Road E)
3. Bellaire Avenue and County Road D (from South Shore Blvd. to State Highway 120)
4. Cedar Avenue (from State Highway 61 to Century Avenue)
5. South Shore Boulevard (from White Bear Ave. to County Road F/Century Ave.)
6. McKnight Road (from South Shore Blvd to County Road F)

The City has six local collectors, listed below:

1. Division Street (4th Street north)
2. 4th Street (Birch Lake to White Bear Lake)
3. Lake Avenue (12th Street to Hwy 61)
4. Orchard Lane (Co Rd E to Bellaire Ave)
5. Buerkle Road (White Bear Ave west)
6. Hoffman Road (Hwy 61 to Hwy 61)

Local Streets

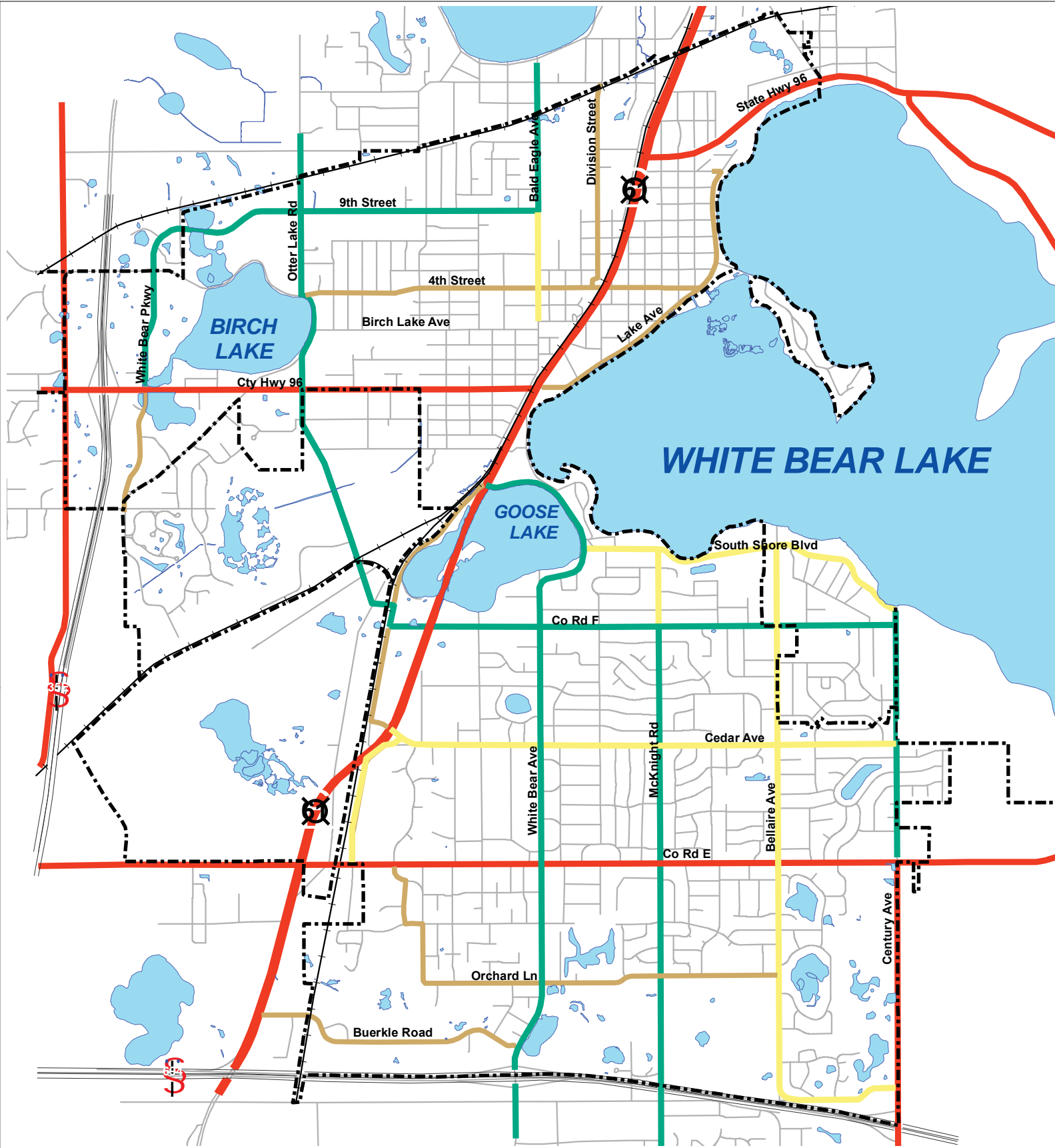
All roads not classified above are considered local streets. The City has 86 miles of local streets (including MSA streets). Since 1990, the City has undertaken an initiative to upgrade all of its streets with new concrete curb and gutter, new pavement, and improved drainage and utility infrastructure. To date, the City has reconstructed approximately 55.5 miles of streets (collectors and local streets) or about 65% of the all city-owned streets. An inventory of the roadways falling under each jurisdiction is provided below in Table 4-1 below.

**TABLE 4-1
ROADWAY MILES BY JURISDICTION**

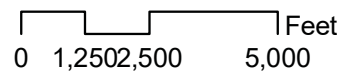
Jurisdiction	Number of Miles
City Streets	67
MSA* Streets	19
County Road	20
State Roads	5
Private Streets	3
TOTAL	114

Source: City Engineering Pavement Management Program database.

*Municipal State Aid

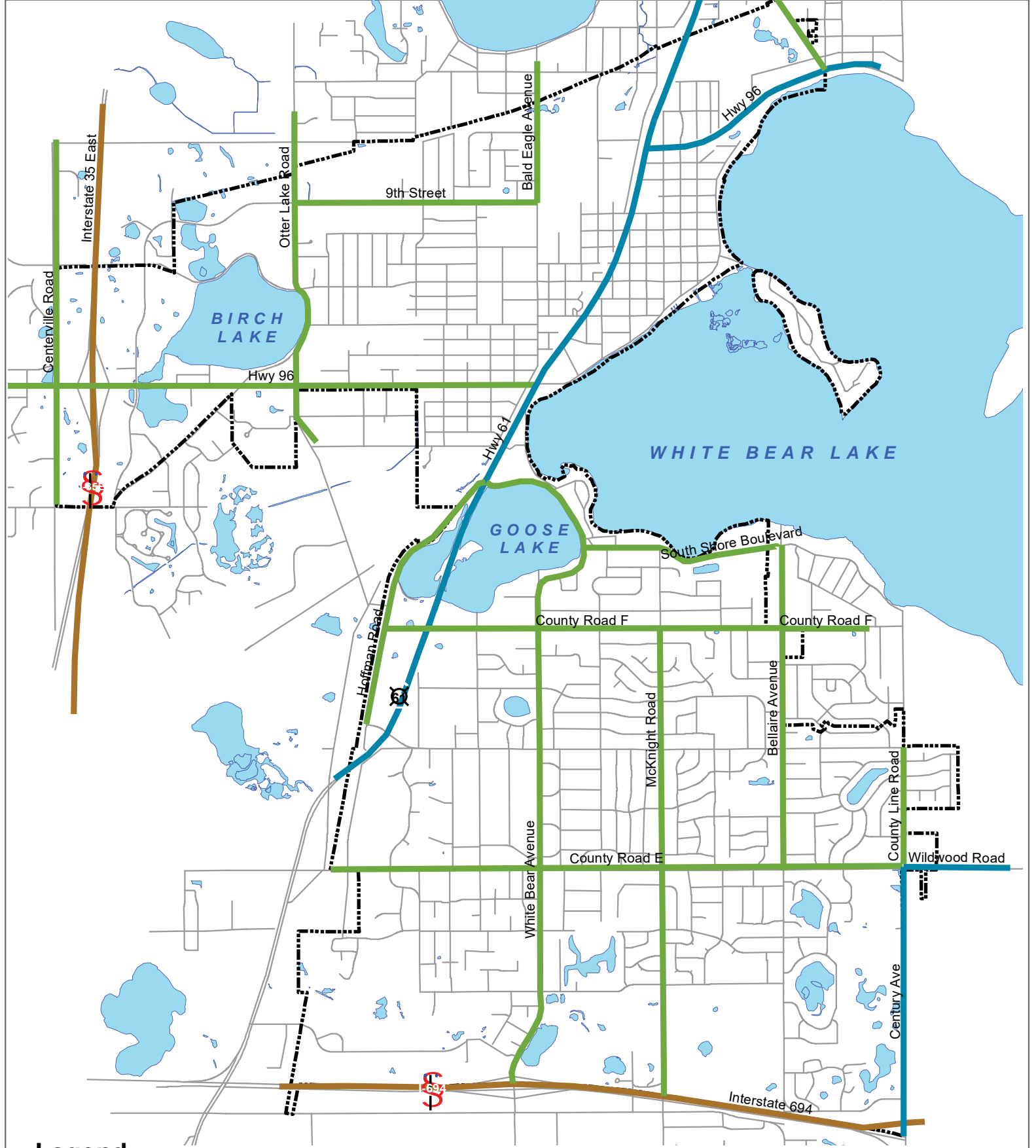


- Principal Arterial
- A Minor Expander
- B Minor Arterial
- Major Collector
- Local Collector



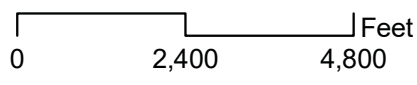
**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
REGIONAL FUNCTIONAL
CLASSIFICATION SYSTEM**

Created May 6, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561



Legend

- Federal
- State
- County
- City



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
ROADWAY JURISDICTIONS**

Created November 10, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

B. Mass Transit

Rideshare

Minnesota Rideshare provides commuter pool matching services to employers, communities and individuals in the metropolitan area. In December 2007, 109 residents in zip codes 55110, 55115 and 55127 and 31 businesses were registered with the Minnesota Rideshare program.

Metro Transit

Metropolitan Council's transit designation for White Bear Lake is Market Area III, which is described as shown below.

Market Area	Land Use Pattern	Service Options	Service Characteristics
III	Generally lower than moderate concentrations of jobs, housing and activities than market area II with intermittent pockets of moderate concentrations (pockets would receive highest service levels)	Peak-only express, small vehicle dial-a-ride, midday circulators, special needs paratransit (ADA, seniors), ridesharing	Frequencies: Peak-period-only expresses, 1-2 hour midday frequencies, dial-a-ride advance registration Span of Service: 10-14 hours per day, weekdays and limited weekends Access: Services tied to park-and-ride lots and hubs

White Bear Lake is located in the northwest corner of the Metropolitan Transit Taxing District. In 2007 the Met Council had four fixed routes in White Bear Lake, two of which are provided by Metro Transit (see the Plan for Transit on page 30). Service includes express routes as well as local/limited service routes. Future transit needs are identified in the Issues and Needs section.

Park and Ride

One formal park and ride site exists in the City. Sites accessible to White Bear Lake residents include:

- White Bear Lake -- White Bear Shopping Center
- White Bear Township -- Cub Foods on County Highway 96 west of Centerville Road
- Maplewood -- Maplewood Mall

Other Transit

The City is also served by Dial-A-Ride (Lake Area Bus) and Metro Mobility which provides ADA paratransit service for persons with disabilities.

C. Trails and Pedestrianways

The City has several complete local and regional trails including mixed-use trails, on-road bike lanes and sidewalks.

Regional Trails

The location of the following regional trails can be seen in the Plan for Bicycles, Pedestrians and Trails on page 31.

- Birch Lake: The total trail alignment only 1.24 miles in length connects the Highway 96 Regional trail on the south with the Tamarack Lake segment of Bald Eagle-Otter Lake

Regional Park on the north. The approximately three-quarters of a mile that is located within the City's limits, is a paved multi-use trail that is complete and open to the public.

- Bruce Vento: The trail alignment, 13-miles in length within the County, extends the entire length of the BNSF Railroad right-of-way, however, only the southern 7 miles have been acquired and constructed for public use. Currently, the trail begins in downtown St. Paul and ends at Buerkle Road, in White Bear Lake. (photo to right – looking northward from I-694 toward Buerkle Road).
- Highway 96: The total trail alignment, 8.5 miles in length, extends from Highway 61 to Old Highway 8 in New Brighton. Approximately 1.6 miles is within the City's limits and this portion is complete and open to the public in the City, but the bridge over I-35E has only a 2-foot "walk".



On-Road Bike Lanes

The City currently has one on-road bike lane on McKnight Road from South Shore Boulevard to I-694.

Mixed Use Trails

The City currently has 4 mixed use trails:

- Centerville Road north of Highway 96
- White Bear Parkway and Birch Lake Blvd. South, south of Highway 96
- 9th Street between Otter Lake Road and Dillon Street
- The Around the Lake Trail – Complete along Lake Avenue from Co Hwy 96 south to Highway 61. Under construction along Lake Avenue South from Veteran's Park to Cottage Park Road.

D. Other

Railroads

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. It is an intercontinental railway system that provides freight transportation services over a 14,000-mile network in Canada and the U.S. In Minnesota, the line runs from Duluth to Minneapolis and then splits to run both east and west. In White Bear Lake, the Canadian Pacific intersects with seven streets, all at grade. All seven intersections have a flashing light signal.

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.

The Burlington Northern & Santa Fe main line intersects five streets within the City and the City's Public Works access at Hoffman Road. Crossings are at grade. All intersections have a flashing light signal except the intersection with the Public Works access and the intersection with 8th Street, which have only stop signs.

The Burlington Northern & Santa Fe industrial spur line connects to the main line at a location referred to as the M & D junction (near the intersection of Hoffman Road and Otter Lake Road). This spur extends south to its termination point north of I-694. Along its alignment the railroad intersects five streets, two at-grade. The two at-grade crossings, Buerkle Road and Scheuneman Road (County Road 147) have only crossing signs.

Aviation

Facilities – No airports or heliports are located or planned in White Bear Lake. No aviation support facilities such as radio beacons or navigational aids are located or planned in White Bear Lake. Benson Airport, the closest airport, is located about one mile north of the City, east of Bald Eagle Lake. The airport is a base for a flying club and flight instruction center.

Airspace – White Bear Lake is located in general airspace. The City is outside the airport influence area and the city is not along the glide path of any airport in service.

Structures – No structures are over 200 feet high. If any structures over 200 feet high were to be considered, the FAA is to be notified as defined under code of federal regulations CFR - Part 77, using the FAA Form 7460-1 "Notice of Proposed Construction or Alteration". No development is expected to impact airport communication or air traffic operations through visual or electronic interference. No planned development is expected to impact airport communication or air traffic operations through visual or electronic interference.

Seaplanes – In White Bear Lake, Seaplanes are allowed only on White Bear Lake.

PROJECTED DEVELOPMENT

To evaluate and plan for future network improvements it is necessary to try to project what future traffic levels will be. Land use and its intensity are shown on the Future Land Use Map (Land Use Section, Page 9). The most intense uses are along and near interstate freeways, State Highway 61 and in downtown. New growth is limited because few acres are vacant or underutilized. A summary of projected growth and trip generation follows.

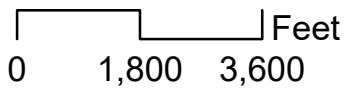
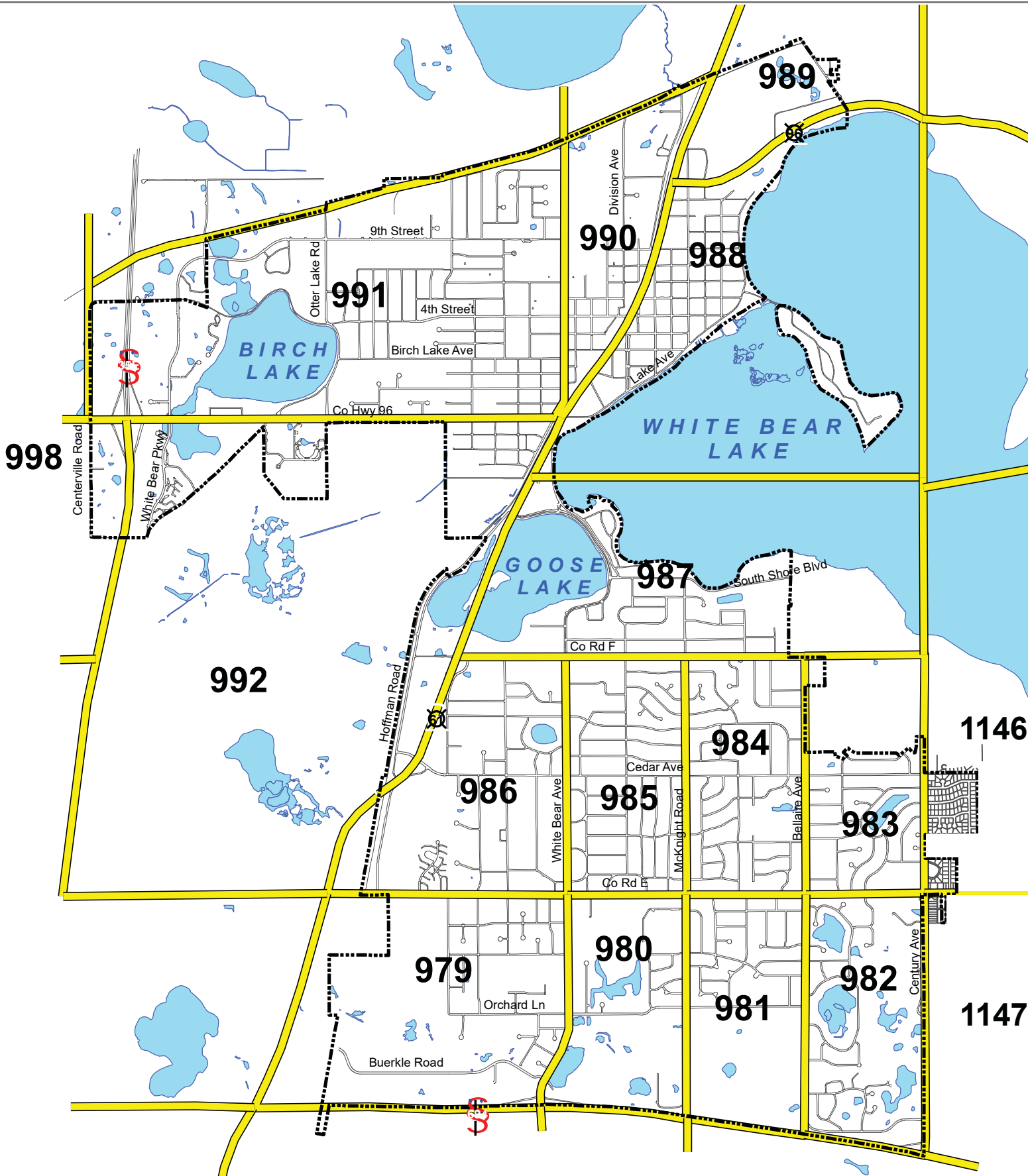
Residential: Between 2008 and 2030, approximately 643 new dwellings are projected. A rate of 10 trips per day per dwelling unit generates 6,430 additional residential related vehicle trips.

Employment: Between 2008 and 2030 about 1,190 more employees are projected. A rate of 4 trips per day per employee would generate 4,760 more business related vehicle trips.

Retail: Between 2008 and 2030, approximately 300,000 square feet of additional retail is projected. A rate of 10 trips per 1,000 square feet would generate an additional 3,000 retail-related vehicle trips.

The total additional trips projected by 2030 are 14,190 trips. The distribution of these trips is quite dispersed. The map on page 15 shows the City's Transportation Analysis Zones. Households, Population and Employment projections by Transportation Analysis Zones (TAZs) are provided in Table 4-1.

Forecasts of average annual daily traffic (AADT) for roads on the system are provided on the Traffic Forecasts Map, page 17. The methodology used is explained on the back side of the map. This map also provides historical and recent traffic counts, identifies the number of through lanes and describes the Level of Service. Some mature residential areas are expected to experience a slight decrease or little increase in the number of trips. Forecasts of Level of Service for 2030 are based on projected growth, adherence to the plan, and construction of improvements proposed in the Plan and Program section.



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
TRAFFIC ANALYSIS ZONES**

Created April 10, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

**TABLE 4-2
NUMBER OF HOUSEHOLDS, POPULATION AND EMPLOYMENT FORECASTS
FOR YEARS 2000 – 2030 BY TRANSPORTATION ANALYSIS ZONE**

TAZ	2000			2008			2010			2020			2030		
	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP
979	1504	551	1100	1771	717	1180	1784	727	1230	1799	751	1350	1752	751	1483
980	894	367	1884	909	368	1884	904	368	1884	976	408	1884	952	408	1884
981	1119	405	29	1005	407	39	999	407	39	974	407	49	950	407	79
982	1592	658	273	1860	753	283	1848	753	283	1802	753	303	1757	753	323
983	1372	495	384	1240	502	384	1249	509	384	1218	509	384	1188	509	384
984	2023	736	96	1818	736	96	1807	736	96	1761	736	96	1717	736	96
985	2261	810	112	2147	869	112	2133	869	112	2079	869	112	2028	869	112
986	2612	1179	691	3295	1334	711	3611	1471	711	3653	1527	741	3680	1577	741
987	1306	499	226	1230	498	226	1222	498	226	1192	498	226	1162	498	226
988	1402	641	1900	2324	941	1920	2312	942	1920	2340	978	2070	2515	1078	2200
989	132	48	35	326	48	35	324	132	35	330	138	35	366	157	35
990	828	352	555	1094	443	575	1151	469	575	1122	469	615	1094	469	635
991	5606	2007	1825	5138	2080	1925	5110	2082	1955	4982	2082	2095	4858	2082	2125
992	1314	658	1982	1759	710	2022	1754	714	2022	1799	752	2162	1755	752	2172
998	9	3	928	2	1	987	145	59	997	141	59	1047	210	90	1074
1146	351	149	56	652	414	56	647	264	56	632	264	56	616	264	56
1147	0	0	75	0	0	75	0	0	75	0	0	75	0	0	75
HH Size	2.56			2.47			2.45			2.39			2.33		
TOTAL	24642	9618	12151	26570	10755	12510	27000	11000	12600	26800	11200	13300	26600	11400	13700

Pop = Population forecasts
 HH = Households forecasts (For forecast purposes, households is equal to dwellings)
 Emp. = Employment forecasts

Methodology: The forecast totals of population, households and employment are from the Metropolitan Council's revision dated February 15, 2008. Population is calculated by the number of households x the persons per household. Persons per household follow the Metropolitan Council's forecast estimate.

Forecast for each TAZ is:

2000 "Forecast" for each TAZ is from Mn/DOT
 2008 "Forecasts" of households, population and employment are based on the City's figure of 10,755 dwellings. Population is based on an interpolated persons per dwelling unit.
 2010, 2020 and 2030 "Forecasts" for each TAZ are based on the Metropolitan Council's revised forecasts dated February 15, 2008.

Sources: Metropolitan Council, Mn/DOT, City of White Bear Lake and Thibault Associates.

Notes: TAZ 980, 981, 982, 984, 985 and 990 are entirely within the City of White Bear Lake. Only portions of TAZ 979, 983, 986, 987, 988, 989, 991, 992, 998 and 1146 are in White Bear Lake. Forecasts for this table include only the City of White Bear Lake's portion in each TAZ.

TRAFFIC FORECASTS

WITH NUMBER OF LANES AND LEVEL OF SERVICE (LOS)

TRAFFIC VOLUMES

1988	22500
1996	42500
1998	46000
2006	59000*
2030	81000

* Interstates and Trunk Highways are 2006, all others are 2005.

NUMBER OF THROUGH LANES

All roads on the system have 2 lanes (one in each direction) except as indicated below.

- Interstate 35E - 4 lanes
- Interstate 694 - 4 lanes
- Trunk Highway 61 - 4 lanes
- Trunk Highway 120 - 4 lanes from County Road D to I-694
- County Road E - 2 lanes with a continuous center turn lane
- County Road 96 - 4 lanes from Otter Lake Road to Centerville Road. 2 lanes with a continuous center turn lane from Otter Lake Road to Trunk Highway 61
- White Bear Avenue - 4 lanes

LEVEL OF SERVICE (LOS) 2030

The level of service is based on implementation of this plan.

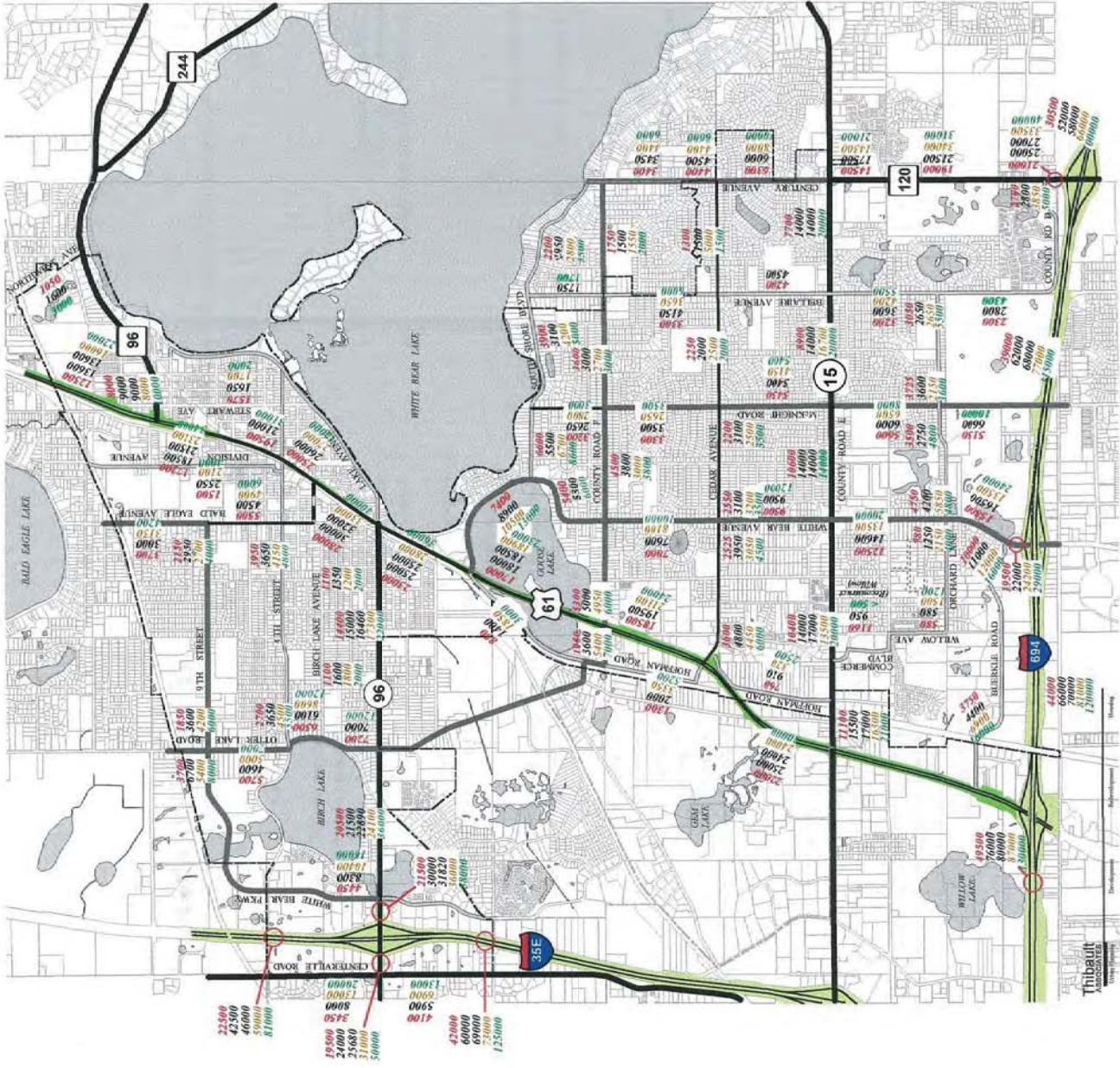
All roads and intersections have a level of service of "C" or better except as indicated below.

- White Bear Parkway at CSAH 96 "D" Bin. Peak hour for south bound White Bear Parkway to west bound CSAH 96.
- CSAH 96 "D" peak hour from White Bear Parkway to Centerville Road.
- Intersection CSAH 96-Slate Highway 61 "D"

LOCAL TRAFFIC INCREASE 2008-2030

Based on implementation of this plan the increase in the number of trips generated citywide is summarized below.

- 643 Households x 10 trips per household = 6,430 trips
- 1,190 Employees x 4 trips per employee = 4,760 trips
- 300,000 Rental sf at 10 trips/1,000 sf = 3,000 trips



METHODOLOGY

Forecasts are based on the following assumptions and trip generation rates.

ASSUMPTIONS

1. The Comprehensive Plan is followed.
2. The general economy is stable over the long run.
3. Projected development 2008 to 2030 is:
 - New dwellings: About 643;
 - Employment: An increase of about 1,190; and
 - Retail: An additional 300,000 square feet.Although in reality by 2030 all projected development might not actually occur.
4. Little change is expected in trip generation from mature, fully developed areas remaining essentially unchanged.

TRIP GENERATION RATES

Residential dwelling units: 10 homebased trips per new dwelling unit.

Employment: 4 trips per new employee. 1 new employee for every 500 square feet of new business development.

Retail: 10 trips/1,000 square feet of retail

NEW TRIPS

New trips generated by new dwellings, employment and retail were geographically located based on the Comprehensive Plan.

Directional Distribution - A directional distribution of all the new trips was made to the transportation network.

Forecasts for 2030 - This was determined by adding the distributed trips from the new development to the background increase.

METHODOLOGY

FORECASTS

Forecasts for 2030 are based on a **trend analysis** as summarized below.

1. Existing and historic traffic volumes were reviewed. Traffic volumes for 1980, 1988, 1996, 1998, 2005 and 2006 were considered.
2. Recent road construction projects, recent developments, and one way streets were considered.
3. Forecasts for 2030 are based on "existing" traffic volumes plus increases in background traffic plus traffic generated by new development as expressed in new dwellings (households) and new employees and retail.
4. Background increases were determined by a review of recent and historic trends and changes projected into the future. The resultant averages for some of the major streets are provided below.
 - I-694 between T.H. 61 and east of T.H. 120 = @ 2.0% per year
 - I-35E north and south of CSAH 96 = @ 2.5% per year
 - CSAH 96 between Centerville Road and I-35E = 2.5% per year
 - CSAH 96 west of White Bear Parkway = 1.5% per year
 - T.H. 61 north of T.H. 244 to city limits = @ 2.0% per year
 - Highway 96 east of T.H. 61 = @ 1.0% per year
 - T.H. 244 between T.H. 61 and White Bear Avenue = 1.5% per year
 - T.H. 120 between I-694 and T.H. 244 = 1.0 to 1.5% per year
 - White Bear Avenue north of Buerkle Road = 0.5% per year
 - White Bear Parkway north of CSAH 96 = 2.0% per year
 - Centerville Road north and south of CSAH 96 = @ 2.5% per year

In general, background increases or decreases estimated to average less than 0.5% per year were considered too insignificant to forecast as either an increase or decrease. In such cases the most current AADT was used and new trips were then added to that figure to get the forecast volume and the total was rounded to the nearest thousand.

ISSUES AND NEEDS

The City's transportation issues and needs are listed and described below:

A. ROADWAYS

1. **Congestion:** Field surveys conducted in November of 2007 indicate there may be some "peak hour spreading". Spreading or extension of the peak hour can reduce the spike in the congestion. A spring 2008 survey of the intersection of Highway 96 and I-35E indicated a peak hour from about 4:00 to 6:00 pm.
 - a. **County Highway 96** - Highway 96 between White Bear Parkway and Centerville Road through the I-35E interchange is congested, reaching a Level of Service "F" during part of the p.m. peak hour. The width of the bridge over I-35E severely limits the movement of traffic through the four intersections between White Bear Parkway and Centerville Road. To serve existing needs and future growth, the following are needed:
 - Double left turn lanes from westbound Highway 96 to southbound I-35E.
 - Improved capacity from westbound Highway 96 to southbound Centerville Road.
 - Improving capacity will require widening the bridge, replacing the bridge or construction of another parallel bridge.



(Aerial photo of I-35E interchange at Highway 96. The top of the photo is west.)

- b. **White Bear Parkway** - White Bear Parkway operates at a level of service "D" during the p.m. peak hour.
 - c. **State Highway 61/County Highway 96 Intersection** – Traffic volumes at this intersection are increasing, causing a continual degrading of traffic conditions with a possible Level of Service "D" by 2030. This intersection is also in need of a safer pedestrian/trail crossing.

- d. **State Highway 96** – Field surveys indicate there may be some cut through traffic which utilizes southbound Stewart Avenue as an alternative route during the a.m. peak hour due to congestion at the intersection of Highway 61 and 96. The signal at this intersection has been retimed in an effort to alleviate the situation. The City has also requested of Mn/DOT that the turning movements be restricted during certain hours.
- e. **County Road E** – The intersections of this corridor lack pedestrian amenities such as landscaping, decorative lighting, delineated crosswalks and preferential signalization to minimize pedestrian/automobile conflicts. There are many other outdated characteristics associated with this corridor. For additional narrative, see the land use section.
- f. **Century Avenue** – The stretch of Century Avenue between County Road E and I-694 should be monitored in the coming years due to the expansion of and increased enrollment at Century College.

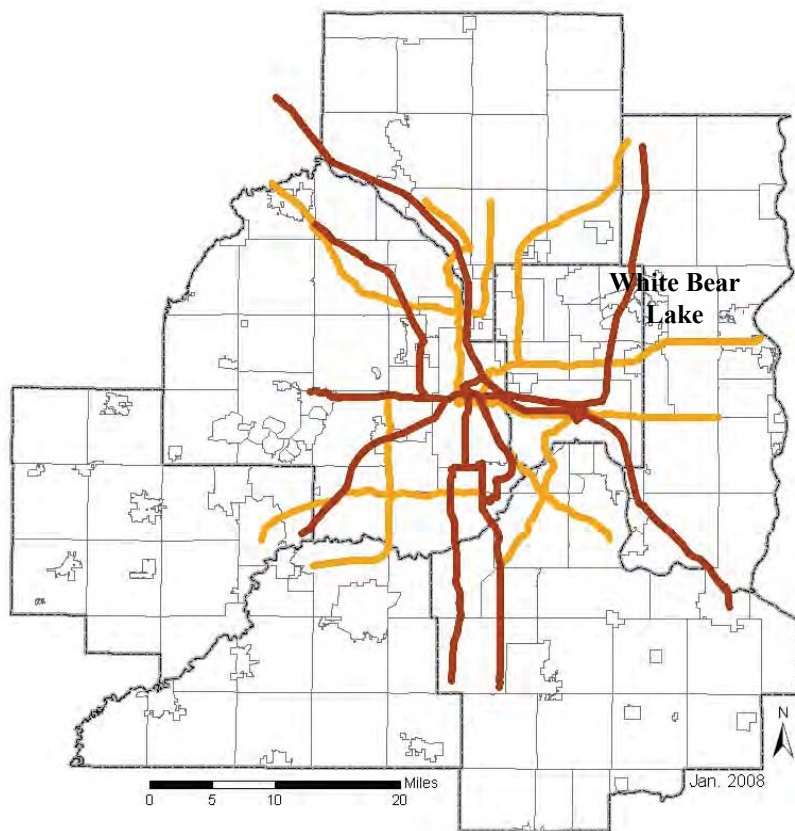
2. Speed and Safety:


- a. **State Highway 61** – There is a concern regarding speed, safety and deteriorated pavement conditions on State Highway 61. It is important to recognize the trade-off between decreased speeds and increased congestion; however, speed and safety could be improved through design and the potential for increased congestion could be alleviated by displacing trips to other modes.
 - b. **Neighborhood Arterials and Collectors-** There is a benefit in reducing speed and increasing safety on arterial and collector roads in neighborhood areas.
 - c. **Intersection of Birch Lake Blvd. N/ Fourth Street / Otter Lake Road** – The intersection geometrics need to be improved, including improved visibility for non-vehicular traffic.
 - d. **Railroad Crossings** – Some are deficient with respect to warning signal systems and sight distance.
 - The intersection of the Burlington Northern & Santa Fe industrial spur line with Buerkle Road
 - The intersection of the Burlington Northern & Santa Fe industrial spur line with the Public Works access at Hoffman Road
 - The intersection of the Burlington Northern & Santa Fe main line with 7th Street in downtown
 - The intersection of the Canadian Pacific Rail System with Northwest Avenue.
3. **Image:** The image of State Highway 61, especially along White Bear Lake is less than its potential. Landscaping is inadequate. Vista could be improved. Most of the highway lacks an adequate provisions for non-motorized transportation.
4. **I-35 E Corridor:** The I-35E Corridor Study provides guidance for efficient use of this facility. Capacity improvements at County Highway 96 are necessary to handle some ramp movements. More access from White Bear Parkway to the interchange at County Road E could improve the Level of Service.


B. MASS TRANSIT

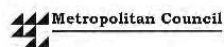
1. **Park and Ride:** There is a need to improve park and ride usage in existing locations and designate possible new locations for park and ride lots.
2. **Commuter Rail/LRT:** There is a need to preserve rights-of-way for commuter rail or LRT while at the same time addressing the regional trail, State Highway 61 and related needs. The Metropolitan Council's 2030 Transportation Plan identifies a complete network of "transit corridors" as shown in Figure 4-1, below. The current Burlington Northern/Santa Fe rail line right-of-way within the City of White Bear Lake is what is referred to as the Rush Line Corridor. The corridor begins at the Union Depot in downtown St. Paul and ends 80 miles north at Hinckley. A joint powers organization was created in 1999 for the development of the corridor, of which White Bear Lake is a member. More information on the Rush Line Corridor can be found at www.rushline.org.

Figure 4-1
2030 Transitway System



 Transitways on Dedicated ROW

 Express Commuter Bus System



3. **Bus:** Utilization of mass transit reduces congestion and air pollution as well as time spent commuting, consequently the City would like to see ridership increased on both the Lake Area bus and Metro Transit.

C. TRAILS AND PEDESTRIANWAYS

1. **Regional Trails:**

For the location of these future trails, please refer to the Plan for Trails on page 31.

- a. **Bruce Vento** - The alignment of the planned extension is along an operating railroad track - the Burlington Northern Railroad.
- b. **White Bear Lake-Stillwater** - This trail is part of the approved Lakes Links Trail master plan. This proposed trail would connect the proposed section of the Bruce Vento trail along Highway 61 to the east to intersect with the Willard Munger Segment of the Gateway State Trail.
- c. **St. Anthony Railroad Spur** - This proposed regional trail would follow the existing railroad corridor. There is an operating railroad on the tracks at this time.
- d. **County Highway 96** - The two-foot wide segment on the Highway 96 Bridge over I-35E is inadequate.

2. **Pedestrianways/Local Trail Facilities:**

- a. An improved pedestrian crossing is needed at Highway 61 from Whitaker Avenue to the Marina Triangle.
- b. Pedestrian and vehicle movements need to be evaluated at the intersection of State Highway 61 and 7th Street downtown.
- c. Need to implement the balance of the “Around the Lake” trail.
- d. The City may want to investigate the options for improving the Highway 96 trail crossing at Highway 61.
- e. Additional sidewalks along local roads would increase pedestrian activity and safety, yet it must be recognized that, without a change in maintenance policy, this will lead to increased maintenance costs.

3. **Bike Lanes:**

- a. The City’s bike lanes lack signage or pavement markings indicating their purpose and are consequently mistaken for wide shoulders.

The lanes are not marked because they are not wide enough to be an “official” bike lane according to state standards. Bike lanes are typically on state aide routes with the sidewalk on one side of the road the bicycle lane on the opposite side. Because they are on only one side of each street, bicycle traffic is allowed in both directions. As a result, some cyclists ride against vehicle traffic. This is contrary to the normal rules of the road and increases the risk for accidents both between bicycles and between cars and bicycles.

- b. The number of on-road bikes lanes is low.

D. OTHER

1. **System Modifications:** Parts of the Metropolitan Council’s 2007 Regional Functional Classification System need to be modified given certain physical and economic circumstances. These modifications include:

Modification	Reason
Delete the 12 th Street-Garden Lane proposed collector route.	Existing subdivision and houses prevent this route.
Delete the proposed extension of Hoffman Road south across I-694.	It is not critical or cost effective. Development has occurred along the alignment.
Terminate Bald Eagle Avenue as a collector at 2 nd Street.	The intersection with Highway 61 created safety and access issues, consequently, the street now ends in a cul-de-sac.
Upgrade 2 nd Street between Bald Eagle Avenue and Hwy 61 to a “Major Collector”	To link Bald Eagle to Hwy 61 since cul-de-sac eliminated previous connection
Extend White Bear Parkway to Labore Road. (This would be classified as a B Minor Arterial.) This is outside of the City’s boundary, however the City is a strong supporter of the project in an effort to reduce congestion at I-35 E and County Highway 96.	This will allow traffic to access I-35E at County Road E and serve as an alternative to County Highway 96 – I-35E interchange.

2. **Transportation Demand Management (TDM):** There is a need/benefit in promoting TDM. Methods used by the City and included in this Plan to reduce vehicle trips are: promote and plan for transit; construct/use trails and walks which link residential, work places and schools to each other and to transit; promote rideshare and use of park and ride facilities. The City endeavors to reduce emissions by attempting to measure the City’s carbon footprint. By quantifying the emissions generated community-wide, the city can then set goals to reduce them.

Mostly, though, the policies or incentives to promote TDM activities are provided through employers. For example, employers can provide monthly discounts or passes to employees to use transit. They can provide coordination services to match up individual for car /van pooling activities. They can allow or promote telecommuting, particularly in various

industries for which fact-to-face contact is not important for task performance. Similarly, employers can allow or promote flex time, which enables employees to travel to and from work at non- peak travel times. If employers can reduce rush hour trips into their facilities and associated congestion, it benefits their workers and makes their places of business more attractive places to work.

GOAL/OBJECTIVES AND IMPLEMENTATION

Goal: **Establish a balanced, multimodal transportation system with emphasis on connectivity, safety and aesthetics.**

Explanation: The goal is to create a seamless transportation network that evokes a sense of place and provides a broad range of options, providing alternatives to automobile traffic and encouraging an increase in non-motorized transportation for people of all ages and abilities, while fostering public safety. A key aspect of transportation planning is effective coordination between different governmental agencies. In the case of White Bear Lake, this includes the Metropolitan Council, MnDOT, Ramsey County, Washington County, and neighboring communities.

Objectives:

- 1. Transit** - Continue to promote and support the existing transit options while preserving the needed right-of-way and planning for future transit use e.g. commuter rail or light rail transit.
- 2. Image** - Establish aesthetically pleasing streets and boulevards by implementing urban design concepts to enhance the City's appearance and promote pedestrian activity.
- 3. Speed and Safety** - Be responsive to community needs for proper control of vehicular speed and improve safety for drivers, bikers and walkers on major roads and in the neighborhood areas by improving awareness, enforcement, options, signage, and crossings.
- 4. Access Management** - Balance access needs to principal and minor arterials with access management principles. Foster access to public transit options and the accessibility of public trails for people of all ages and abilities.
- 5. Connectivity** - Increase pedestrian and bicycle circulation by providing safe and convenient access to and from centers of activity by completing more of the sidewalk and trail system, especially the critical links.

THE PLAN

The Transportation Plan for White Bear Lake consisting of roads, trails and transit facilities is as contained in the following:

- Transportation Plan for Roads (page 29)
- Transportation Plan for Transit (page 30)
- Transportation Plan for Bicycles, Pedestrians and Trails (page 31)

THE PROGRAM

The transportation program consists of the following projects and activities:

A. ROADWAYS

1. Congestion:

- a. **County Highway 96** - Work with the I-35E Task Force to analyze geometric improvements on County Highway 96 between Centerville Road and White Bear Parkway and the need to reconstruct or widen the bridge over I-35E. This analysis should take into consideration the Labore Road extension discussed in item b, below. (short-term)
- b. **White Bear Parkway** - Connecting White Bear Parkway south to an extension of Labore Road has merit. This route would provide another access to I-35E at the County Road E interchange. Labore Road also bridges I-694 and extends into Little Canada. This connection would be located outside of White Bear Lake. (undefined)
- c. **State Highway 61/County Highway 96 Intersection** - Continue to monitor the traffic situation at this intersection and work with applicable agencies to implement improvements if/when LOS drops to "D". (ongoing)
- d. **State Highway 96** – Continue to monitor the situation and explore possible solutions. (ongoing)
- e. **County Road E** - By 2013, evaluate the speed, noise, safety, volumes, compatibility with adjacent use, function, jurisdictional control and other conditions of this road and initiate appropriate modifications or changes. (short-term)
- f. **Century Avenue** – Work with the College to explore the possibilities for expanding alternative modes of transportation to and from their facilities. Coordinate with MnDOT in the monitoring of the functionality of this segment of roadway. (mid-term and ongoing).

2. Speed and Safety:

- a. **Highway 61** – Provide new and improve existing pedestrian amenities, such as count-down style crosswalk signals, on and across Highway 61 while continuing to enforce the existing speed limit. (short-term and ongoing)
- b. **Neighborhood Arterials and Collectors** – The need for traffic calming and pedestrian amenities should be looked at with each street reconstruction project and if a need is present, appropriate measures should be evaluated, taking into consideration the nature of the issue, the physical characteristics of the area, cost, effectiveness and community acceptance. (ongoing)

- c. **Intersection of Birch Lake Blvd. N/ Fourth Street / Otter Lake Road** – Coordinate with Ramsey County to facilitate the improvement of the roadway alignment by 2015. (mid-term)
- d. **Access Management** – How and where access openings connect to existing roadways is important for maintaining the safety and functionality of a roadway. Whenever possible, new access points should align with other existing or potential access points. Access points onto roadways under local jurisdiction must comply with City spacing requirements, outlined in the City’s Zoning Code. The City will provide appropriate jurisdictions timely opportunity to review and comment on any access points on roadways not under local jurisdiction and on the alignment of any potential new local streets. (ongoing)
- e. **Controlled Intersections** – To increase both vehicular and pedestrian safety, the city should strive to erect signage at any uncontrolled intersections. (ongoing)
- f. **Railroad Crossings** – Work with the railroads to further evaluate the use, frequency and speed of the train and sight distance to achieve appropriate short term and long term safety improvements to crossings where needed. (short-term and long-term)

3. Image:

- a. **State Highway 61 Corridor** - Make functional and aesthetic improvements cooperatively with MnDOT to create a favorable image complementary to that of the downtown area by establishing this route as a civic highway/parkway. (long-term)
 - b. **Pavement Management Program** - Reformat the program to include other considerations besides road quality that will affect prioritizing of which roads are improved or reconstructed. The criteria used to determine which streets are adequate, marginal and problematic could be altered to take into account water quality, density, alternate modes of transit (ie: walker and bikers), safety, connectivity, and aesthetics. (short-term)
4. **I-35 E Corridor:** Cooperate with Mn/DOT and other jurisdictions to implement those recommendations in the corridor study not yet acted on. (ongoing)
 5. **I-694 Corridor:** Cooperate with Mn/DOT and other jurisdictions on a corridor study to add a 3rd lane from I-35E to State Highway 36. (ongoing)

B. MASS TRANSIT

1. **Park and Ride:** Coordinate with Metro Transit to sign existing park and ride facilities and consider additional sites for park and ride facilities such as Parkview Church of Christ. (immediate and ongoing)
2. **Commuter Rail/LRT:**
 - Maintain railroad rights-of-way for future commuter rail service or light rail transit options along the State Highway 61/Burlington Northern & Santa Fe corridors. (ongoing)

- Cooperate with the Metropolitan Council and other jurisdictional agencies to facilitate the construction of the Rush Line and adjust local bus routes as may be appropriate. (ongoing)
- By 2015, work with the Burlington Northern & Santa Fe Railroad to allow joint use of the railroad right-of-way for commuter rail/LRT and for a regional trail, and eliminate conventional railroad usage. (mid-term)
- Work to insure that existing and future transit services are equipped with the proper connections to and accommodations for pedestrians and non-motorized vehicles. (ongoing)

3. Bus:

- Continue to actively support and promote the Lake Area Bus service as an alternative mode of transportation. (ongoing)
- Support the Metropolitan Council's overall regional transit goals of increasing ridership by 50 percent by 2020 and 100 percent by 2030. (ongoing and long-term)

C. TRAILS AND PEDESTRIANWAYS

1. Regional Trails:

- a. **Bruce Vento** - Ramsey County Parks Department will pursue a master planning process when the status of the railroad operations changes and White Bear Lake will support this process when it occurs. (undefined)
- b. **White Bear Lake-Stillwater** – Work with MnDOT to facilitate the acquisition of the needed right-of-way. Work with Ramsey and Washington Counties to plan and construct the trail. (long-term)
- c. **St. Anthony Railroad Spur** - Planning is not likely to take place until there is a change in the status of the use of the tracks. At that time, Ramsey County will work with White Bear Lake and others to master plan the trail. (undefined)
- d. **County Highway 96** - By 2013, assist the County and State in construction of the pedestrianway (regional trail) on the south side of County Highway 96 bridge over I-35E and a pedestrian walk on the north side in conjunction with item A.1.a. (short-term)

2. Pedestrianways/Local Trail Facilities:

- a. By 2010, in coordination with Ramsey County, seek regional funding to construct a trail link from Lake Avenue through the Marina Triangle area to State Highway 61. (immediate)
- b. By 2015, consider a pedestrian signal and new crosswalk at Whitaker Street and Highway 61 to the Marina Triangle area. A pedestrian – bike bridge may be an alternative. (mid-term)
- c. By 2015, improve the intersection at 7th Street and Hwy 61 located downtown.(mid-term)

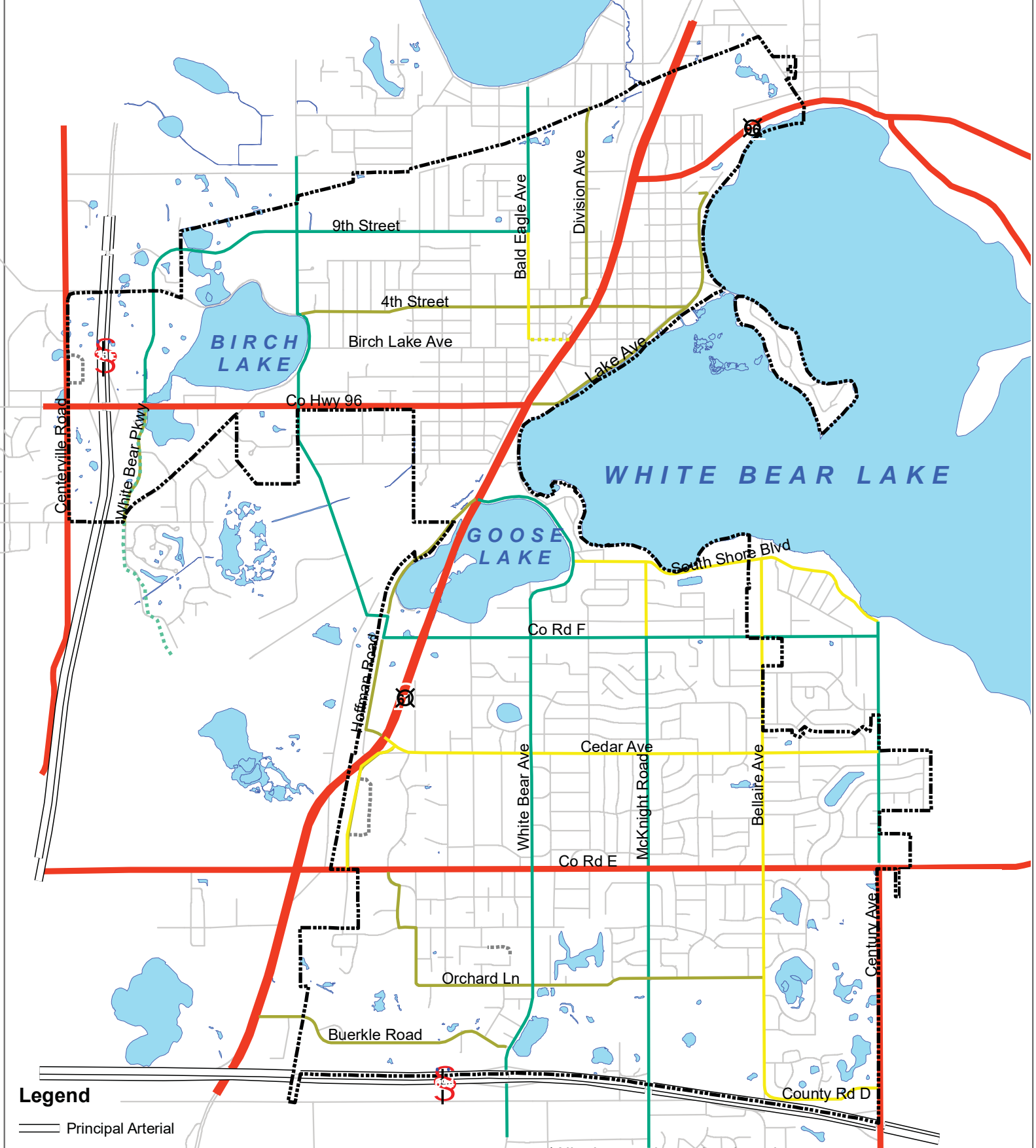
- d. By 2015, complete the other regional and local trails within the City limits associated with the “Around the Lake Trail” system. Continue to support and encourage the completion of the system links located outside of the City limits. (mid-term and ongoing)
- e. By 2010, conduct a study to evaluate trail/sidewalk needs and create an implementation plan. (immediate)
- f. Schedule sidewalk improvements as part of the city’s Capital Improvement Program and link sidewalk construction to the street paving program with priority given to the need for links to community facilities and links between major thoroughfares. (ongoing)
- g. All expander, arterial and major collector streets should have sidewalks and bike lanes on both sides. (ongoing)
- h. When feasible, design new sidewalks to be separated from vehicular circulation. (ongoing)
- i. Encourage walking by providing benches for resting periodically along trails. Benches could be installed utilizing funds from the Ramsey County Active Living “1,000 Benches” grant program. (mid-term)
- j. Coordinate with appropriate agencies to add pedestrian count-down timers at crosswalks as traffic signals are upgraded. (ongoing)

3. Bike Lanes:

- a. In the Capital Improvement Program, include the construction of new bike lanes in the street reconstruction program, with priority given to the need to make connections and complete links. (ongoing)
- b. Research and implement a funding mechanism to develop a bicycle facilities plan to better coordinate existing and planned bike routes as well as sign and/or pavement-mark lanes appropriately. (short-term)
- c. Encourage bicycling by providing secure bike parking at public destinations. Bike racks could be installed in conjunction with park improvements scheduled in the Capital Improvement Program (C.I.P.) (on-going)

D. OTHER

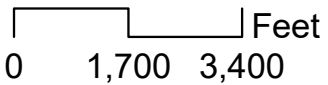
- 1. System Modifications:** Coordinate with the Metropolitan Council to update the 2007 Regional Functional Classification System as needed. (immediately)
- 2. Transportation Demand Management:**
 - a. Complete the emission study to measure the City’s carbon footprint and establish reduction goals. (immediately)
 - b. Research the options for implementing and managing a TDM program. (long-term)



Legend

- Principal Arterial
- A Minor Expander
- B Minor Arterial
- Proposed B Minor Arterial
- Major Collector
- Proposed Major Collector
- Local Collector
- Proposed Local Road

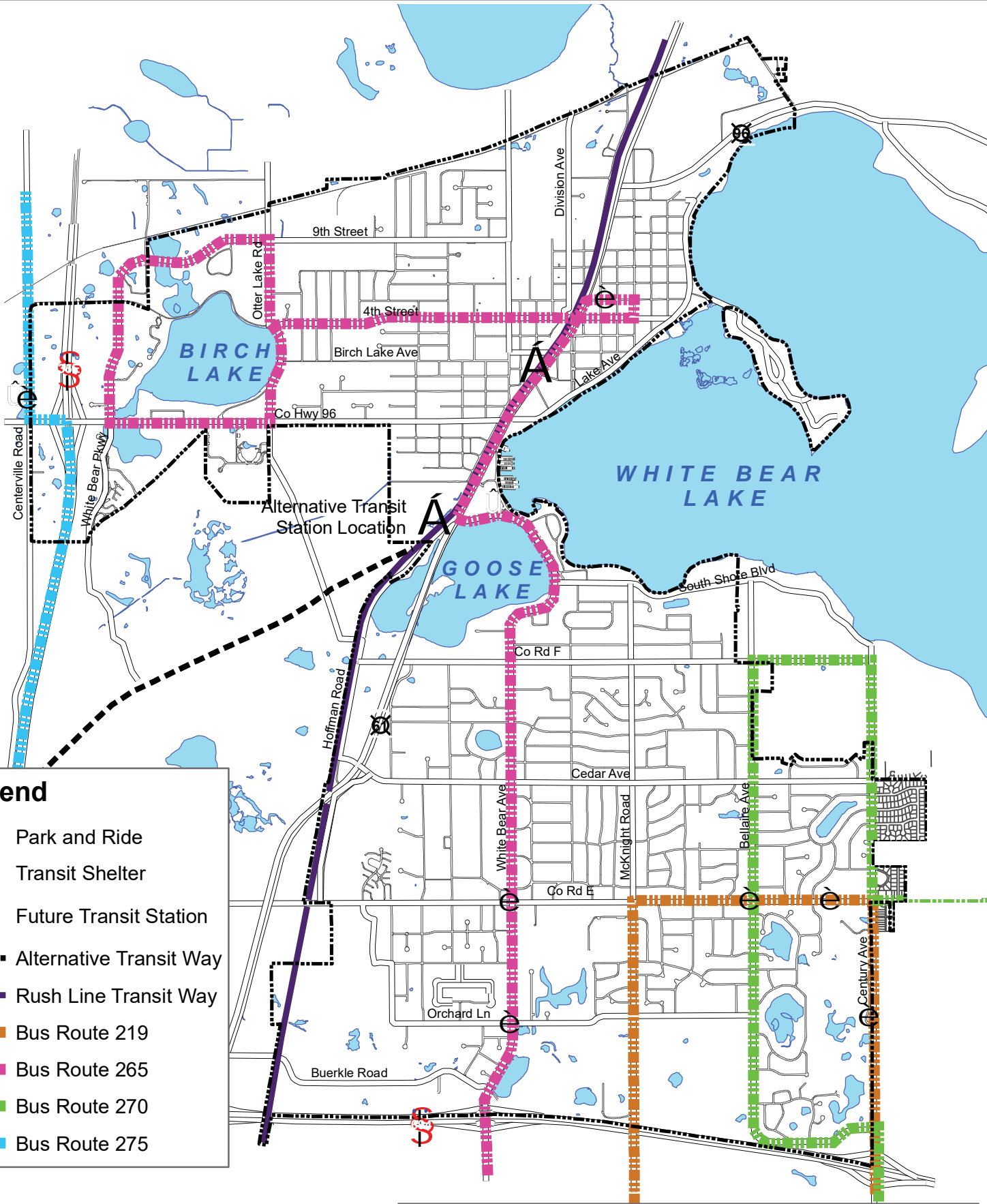
*All other roads are local roads.



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN**

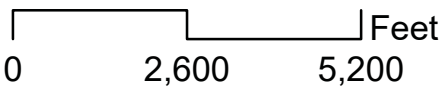
PLAN FOR ROADS

Created January 22, 2009
 By the Community Development Department
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Legend

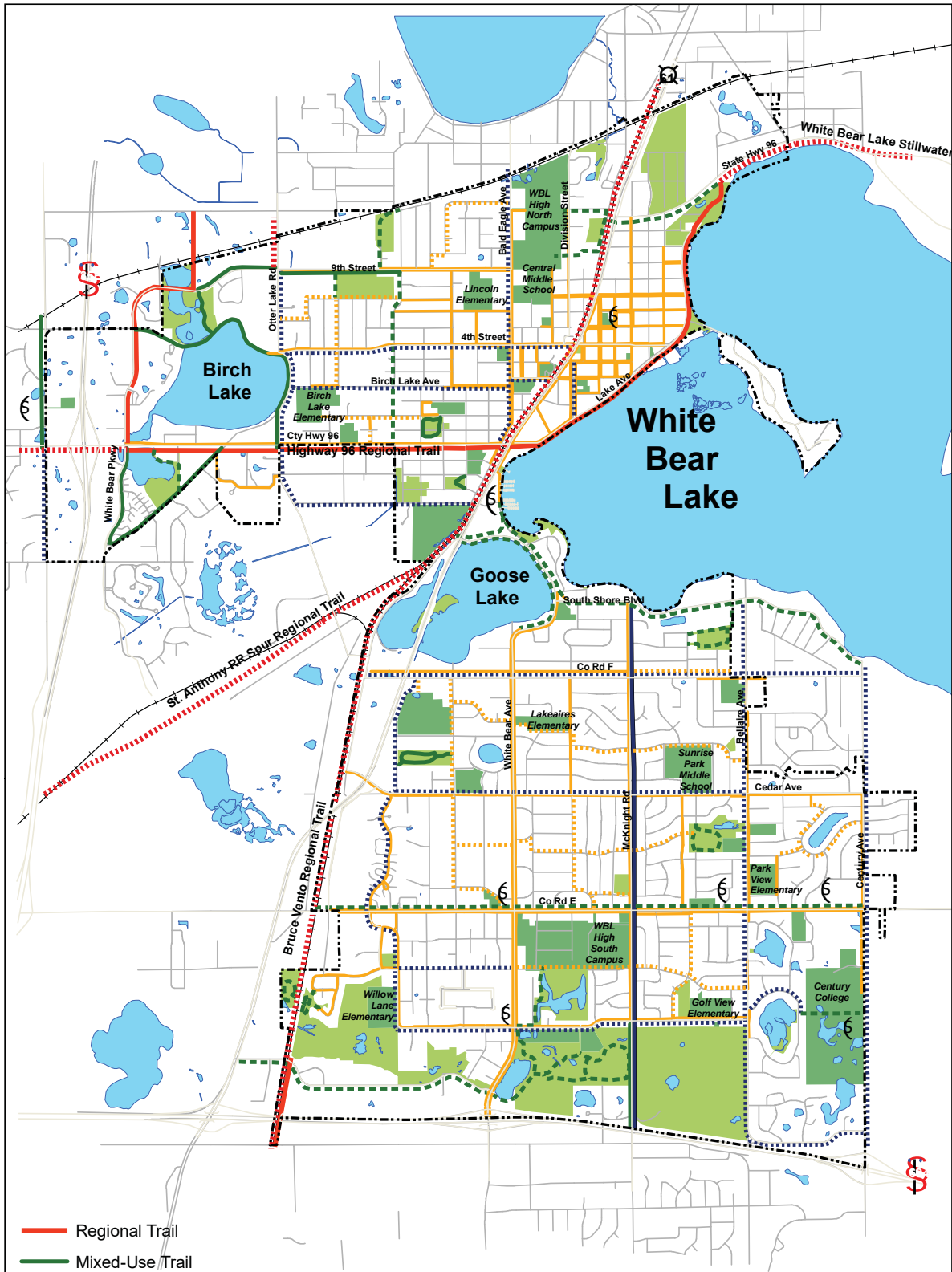
- Park and Ride
- Transit Shelter
- Future Transit Station
- Alternative Transit Way
- Rush Line Transit Way
- Bus Route 219
- Bus Route 265
- Bus Route 270
- Bus Route 275



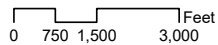
**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN**

PLAN FOR TRANSIT

Created April 10, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561



- Regional Trail
- Mixed-Use Trail
- Sidewalk
- On-Road Bike Lane
- - - Proposed Regional Trail
- - - Proposed Mixed-Use Trail
- - - Proposed Sidewalk
- - - Proposed On-Road Bike Lane
- Shelter
- City Limit



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
PLAN FOR BICYCLES,
PEDESTRIANS AND TRAILS**

Created August 20, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

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INTRODUCTION

The health of the ecological environment has a direct impact on human health. If the air we breathe, the water we drink and the lakes we swim in are clean, we will live happier, longer, more productive lives. The built environment – the presence of play areas and walking trails – has a direct impact on physical activity and public health, but so does the ecological environment. For example, smog and high pollen counts tend to increase asthma attacks and bacteria in lakes could prohibit swimming. For this reason we have tried to integrate discussion about the preservation of our natural resources into this section of the Comprehensive Plan.

EXISTING PARKS AND NATURAL RESOURCES

CLASSIFICATION SYSTEM

Table 6-1 divides parks and open spaces into categories based on a combination of function and size. This classification system will be used to define recreational facilities within the city limits:

**Table 6-1
Parks and Open Spaces Classifications**

TYPE	DESCRIPTION	SERVICE AREA	SIZE
Community Park	Park areas used for a variety of active and passive recreations including picnicking, hiking, and organized outdoor sports.	City and adjacent communities	5 acres or more
Dock	Public dock extending into a Lake for public swimming/fishing.	¼ to ½ mile	Less than 1 acre
Mini Park	Small park that serves a limited population or specific group such as tots or seniors.	¼ mile	1 acre or less
Neighborhood Park	Park area for intensive active use by the abutting neighborhood – usually involving play or outdoor sports activities.	½ mile	1 to 10 acres
Open Space	Area of natural quality such as water courses and wetlands that are preserved for environmental or aesthetic benefits and are to remain undisturbed. Typically double as drainage facilities for stormwater.	Varies	Variable
Playfields	Park area for intensive, usually highly organized athletic activity, lighted fields, parking, and bleachers.	City and adjacent communities	10+ acres
Special Facility	City owned property for specific use, such as golf course, nature center, conservatory, arboretum, gun club or historic building.	City and adjacent communities	Variable
Urban Plaza	Small pocket park designed for moderate to intensive urban use, typically integral to the built environment.	City	Variable

Classifications defined by City Staff, loosely based on the Metropolitan Council's classification system.

INVENTORY

Table 6-2 includes a tabular inventory of the city's parks and open space. This list is intended to highlight the recreational amenities - it is not a comprehensive list of all possible amenities. Amenities which may be present and are not included herein include: drinking fountains, barbeque grills, benches, signage, lighting, emergency phone, bike racks and trash cans.

**TABLE 6-2
2008 INVENTORY OF PARKS AND OPEN SPACES**

<i>City Recreation Areas</i>		ACRES			FACILITIES
NAME	TYPE	Land	Water	Total	
Armory	Special Facility	.28	0	.28	Rental hall
Bossard Park	Community Park	15.95	.70	16.65	Picnic tables, pavilion, restroom, softball, soccer, play equipment
Clark Ave. Boulevard	Special Facility/Dock	NA - ROW	0	NA - ROW	Historic monument, scenic seating/lookout, dock on White Bear Lake
Cottage Preserve	Open Space	1.93	0	1.93	No facilities
Ebba Park	Neighborhood Park	1.37	0	1.37	Softball, play equipment, ice rink, picnic tables and benches
Handlos Dock	Dock	Included	in	Lkwd	On Handlos Lake
Hidden Hollow Park	Neighborhood Park	8.95	0	8.95	Picnic tables, play equipment, walking trail
Highway 96 Wetland	Open Space	6.62	26.49	33.11	No facilities
Hiner's Pond	Open Space	3.51	11.74	15.25	No facilities
Jack Yost Memorial Park	Neighborhood Park	4.5	0	4.5 + ROW	Picnic tables, pavilion, restroom, baseball, play equipment, ice rink, ice rink
Lakeview Park	Mini Park	NA-ROW	0	NA-ROW	Canoe launch, picnic table
Lakewood Hills Park	Community Park	63.06	17.07	80.13	Parking (192+unmarked overflow) shared with White Bear Ice Arena, picnic tables, pavilion, restrooms, soccer, play equipment, trail, softball, historic monument, concession stand, shelter with kitchen and fireplace.
Lions Park	Neighborhood Park/Dock	1.83	0	1.83	Parking (15), picnic tables, restroom, canoe rack, fishing dock on White Bear Lake
Mainstreet Square	Urban Plaza	.1	0	.1	Seating and decorative landscaping
Matoska Park	Community Park	5.65	0	5.65	Parking (40), picnic tables, restroom, boat launch, boat mooring, gazebo, swimming beach, trail, historic memorial
McCarty Park	Neighborhood Park	2.3	0	2.3	Open area, play equipment, picnic tables
Otter Lake Road Dock	Dock	.11	0	.11	On Birch Lake

<i>City Recreation Areas, Continued</i>		ACRES			FACILITIES
NAME	TYPE	Land	Water	Total	
Peppertree Pond	Open Space	.22	5.91	6.13	No facilities
Podvin Park	Community Park	17.80	0	17.80	Parking (80), picnic tables, pavilion, restroom, basketball, play equipment, soccer, ice rink, concession stand, shelter w/ kitchen, historic monument.
Public Works Wetland	Open Space	6.27	15.36	21.63	No facilities
Railroad Depot Building	Special Facility	.21	0	.21	Street car building
Railroad Park	Urban Plaza	.36	0	.36	Gazebo, decorative fountain
Ramaley Park	Neighborhood Park	2.79	0	2.79	Parking (10), picnic tables, pavilion, restroom, basketball, play equipment, softball, ice rink
Ramaley Wetland	Open Space	3.61	5.54	9.15	No facilities
Rotary Nature Preserve	Special Feature	14.54	21.69	36.23	Parking (15), restroom, trail, pavilion
Seventh St. Dock	Dock	Included	in	Matoska	On White Bear Lake
Spruce Park	Neighborhood Park	2.0	0	2.0	Picnic tables, restroom, play equipment, ice rink, softball, basketball
Stellmacher Park	Community Park	9.30	0	9.30	Picnic tables, pavilion, restroom, basketball, softball, play equipment, ice rink, trail
Stillwater/Long Wetland	Open Space	2.0	3.23	5.32	No facilities
Twelfth/Long Wetland	Open Space	.13	4	4.13	No facilities
Varney Lake Park	Open Space	11.56	8.6	20.16	No facilities
Veteran's Memorial Park	Mini Park/Dock	.2	0	.2	Pier on White Bear Lake, memorial wall
West Park/Memorial Beach	Community Park	4.6	0	4.6	Picnic tables, pavilion, restrooms, swimming beach, play equipment, volleyball poles
Weyerhaeuser Park*	Playfield	8.68	0	8.68*	Parking (110), picnic table, restroom, baseball fields, batting cage
White Bear Lake Sports Center	Special Facility	8.42	9.77	18.19	Parking (111+unmarked overflow), ice rink, racquet ball courts, aerobic classrooms
Willow/Buerkle Wetland	Open Space	18.17	59.0	77.17	No facilities
Willow Marsh Reserve	Open Space	11.66	3.0	14.66	Interpretive nature trails
City Totals		238.68	192.10	430.87	

Source: Ramsey County GIS and White Bear Lake Public Works Department

Note: The Fillebrown House is considered a quasi Public Facility, but is not included in the above table because it is not owned by the City, it is owned by the Historical Society.

* Weyerhaeuser Park is considered to be 14.76 acres in size, however, only 8.68 acres is owned by the City. 2.1 acres is on Weyerhaeuser Corp. property though a use agreement.

For information on the City's trails, please refer to the Trails and Pedestrianways Map found in the Transportation section of this comprehensive plan.

**TABLE 6-2
2008 INVENTORY OF PARKS AND OPEN SPACES, CONTINUED**

<i>County Recreation Areas</i>		<i>ACRES</i>			<i>FACILITIES</i>
<i>NAME</i>	<i>TYPE</i>	<i>Land</i>	<i>Water</i>	<i>Total</i>	
Manitou Ridge Golf Course	Special Facility	138.16	2.01	140.17	Public, County-owned 18-hole golf course
Ramsey County Beach	Community Park	10.72	2	12.72	Parking, picnic tables, restrooms, boat launch, swimming beach, play equipment
White Bear Ice Arena	Special Facility	9.8	0	9.8	Parking (see Lakewood Hills Park), Ice arena
COUNTY TOTALS		158.68	4.01	162.69	

For information on the County's trails, please refer to the Trails and Pedestrianways Map found in the Transportation section of this comprehensive plan.

Currently, the City of White Bear Lake has roughly 430 acres of city-owned parks. This figure includes an estimated 192 acres of wetland and 238 acres of parkland. Also located within the City's limits are Ramsey County facilities including: Ramsey County Park and Beach, Manitou Ridge Golf Course, and White Bear Ice Arena totaling 163 acres. If the 11 school district sites are included in the count, that's an additional 274 acres of upland and 13.6 acres water. All together, the recreational lands within the City total roughly 888 acres.

The city's 2010 population estimate is 27,000. Using the standard of 12 to 15 acres of parkland per 1,000 persons divided by the population estimate of 27,000, the city should have between 324 and 405 acres of "usable parkland." Usable parkland includes land which residents can actively use for recreational activities. Excluding all open water and wetland included in the above-mentioned figures, as well as the Manitou Ridge Golf Course, the city's total usable parkland equals approximately 532 acres. The amount of parkland within the City's boundaries, therefore, exceeds the aforementioned parkland standard – it is closer to 20 acres per 1,000. However, the City and County land alone, without including the school district land, is at roughly 10 acres per 1,000.

**TABLE 6-2
2008 INVENTORY OF PARKS AND OPEN SPACES, CONTINUED**

<i>Major Lakes</i>		
NAME	TYPE	ACRES
White Bear Lake	General Development	2,425
Goose Lake	Recreational Development	115
Birch Lake	Recreational Development	114
TOTAL		2,654








Lake type is per DNR classifications. Recreational Development Lakes usually have between 60 and 225 acres of water per mile of shoreline, between 3 and 25 dwellings per mile of shoreline, and are more than 15 feet deep. General Development Lakes usually have more than 225 acres of water per mile of shoreline and 25 dwellings per mile of shoreline, and are more than 15 feet deep.

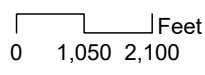
There are other lakes within the City, however, White Bear, Goose and Birch Lakes are discussed herein because they are the largest and are most easily accessible to the general public. Some of the City's other lakes do have public access, though they are generally smaller in size and are not as widely utilized. The other lakes will be addressed in the Water Management part of the Utilities Section.

White Bear Lake is governed by a Conservation District, which has been in place since 1971. The Conservation District regulates the types and number of boats which are permitted to use the lake. It also monitors development along the lake and partners with other agencies to treat existing and prevent future pollution. The district also maintains and polices the public facilities such as beaches and docks.

The residents which abut Birch Lake have established an improvement district to provide funding and resources for the study and improvement of the water quality. Residents from the improvement district work in conjunction with the Vadnais Lake Area Water Management Organization which serves as a technical resource.



-  School Recreation Area
-  County Facility
-  Park
-  Mixed Use Trail*
-  Regional Trail*
-  On-Road Bike Lane*
-  Sidewalk*



*All trails are existing. For proposed trails, see Transportation Section, Trails Map.



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN**

PARKS, OPEN SPACE, AND TRAILS MAP

Created January 24, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

PARKS AND NATURAL RESOURCE NEEDS

According to “Health and Community Design, The Impact of the Built Environment on Physical Activity”, by Lawrence D. Frank, et al, “where people live, where they work, how they get around, how much pollution they produce, what kinds of environmental hazards they face and what kind of amenities they enjoy are a direct product of how communities are designed. The city’s parks, open space and trails system is a key influence over behavior, physical activity and the health outcomes associated with them. Physical inactivity is an enormous health problem, contributing to, among other things, premature death, chronic disease, osteoporosis, poor mental health and obesity. The environments in which most people spend their time – the modern American city and the suburbs and exurbs that have been the dominant form of development in this country for over half a century – are an important contributor to this problem. The cities and suburbs that we inhabit are not now, and have not been for a long time, places that encourage some critically important forms of physical activity. In short, our physical environment inhibits many forms of activity, such as walking, and has become a significant barrier to more active lifestyles.”

In the City of White Bear Lake, we have been trying to reverse this trend for many years. Although WBL was originally developed as a free-standing, traditional town, which embodied many of the pedestrian-friendly features which many cities aspire to today, the City still suffers from fragmentation and decentralization which plagues many of its suburban neighbors. State, County and local transportation decisions made over the last 50 years have led to isolation of neighborhoods and the associated lack of pedestrian connectivity. In order to enhance recreation and connectivity the City has invested heavily in its parks and trail system.



Lake Avenue roadway and trail under reconstruction, Summer of 2007.

Over the past 10 years, the City has completed many projects to strengthen and beautify the city's park system. Successes have included the implementation of 3 regional trail segments, the restoration of the Clark Avenue historic boulevard, and Podvin Park enhancements. Not resting on its laurels, the City foresees many opportunities to further enhance its park and trail system, including the Bruce Vento Trail along Highway 61 and the completion of the Around the Lake Trail, as well as the unification of West Park and Memorial Beach.

The City's plan for strengthening neighborhoods includes continued park reinvestment and defining and implementing a system of local neighborhood trails, as shown on the Plan for Bicycles, Pedestrians and Trails, located in the Transportation Section. The capital improvement plan for the next 5 years, (see the CIP Section) includes continued efforts to improve community health through the creation of amenity-rich recreational opportunities - ever mindful of how the built environment influences activity levels.

There are two types of physical activity, recreational and utilitarian. Recreational activity is those forms of exercise which are undertaken for discretionary reasons on someone's leisure time, such as jogging, weight lifting, basketball, soccer, etc. Utilitarian activity is the by-product of achieving some other goal that the person has in mind, for example walking or bicycling to work, school or the store. The City has historically focused on enhancing opportunities for recreational activity, and has not put forth an equal amount of effort towards facilitating utilitarian activity. Efforts to improve neighborhood connectivity over the next 20 years will strengthen community health by facilitating greater utilitarian activity.

In early 2007, graduate planning students from the Humphrey Institute at the University of Minnesota collaborated with Active Living Ramsey County to produce a report on changes that could be made to promote active lifestyles within the City of White Bear Lake. Some of the recommendations from this report have been incorporated into this Comprehensive Plan. The City will continue to consider the appropriateness of other recommendations as the City progresses in this area.

Because there are few vacant properties remaining in the city, and further opportunities to acquire parkland will be limited, the future challenge for maintaining and improving the city's parklands will be to maximize the use of existing park facilities and attempt to expand on adjacent White Bear Lake lakeshore parks. The expansion of lake front parks may prove difficult but would ensure that the community as a whole can enjoy the natural beauty of the lake.

Marina Triangle

In 2002, the city adopted the Marina Triangle District Master Plan, see Appendix B. The plan envisions two recreational amenities – an urban plaza and a lakeside linear park, connecting Lion’s Park to Veteran’s Park. The plan includes a compact and walkable community that is active throughout the year. Tree lined streets with gracious sidewalks, benches and attractive lighting lead to a beautiful new waterfront promenade and marina. A new village green will open onto the promenade and lake creating a focal point and gathering place for the district. The promenade and its mixed-use trail are a vital link in the “Around-the-Lake” trail network. There are two businesses and seven single-family homes located north of Veteran’s Park which could be acquired to enhance and expand the proposed waterfront promenade. These properties are located between Highway 61 and White Bear Lake on narrow, substandard lots. The acquisition of this land would enhance the “Around the Lake” trail by providing more green area and opening up expansive lake views from Highway 61 and the trail.



Aerial views of the Marina Triangle District, taken circa January 2006.

Community Center

The idea of a community center is one which city officials have visited on and off for many years. Most recently, a joint effort between the YMCA, adjacent cities and White Bear Lake and Mahtomedi School Districts and White Bear Lake included a 2007 study which showed an interest in improved indoor recreational facilities and meeting areas. A 2008 market study is currently underway to determine specific market demands and financial viability.

The city currently owns the White Bear Lake Sports Center and adjacent passive park which is located south of Highway 96 on the western portion of the city. Currently the sports center houses an ice rink, racquetball courts, and an aerobics gym. The City recently acquired an adjacent vacant parcel for possible future expansion of the facility. This additional land, along with the sports center and passive park, brought the total area to just over 12 acres. There are also three single family homes which front on Birch Lake Boulevard South that could also be acquired. The expanded site could accommodate a variety of indoor recreational options, including a full-service community center which could incorporate facilities such as a walking track for winter months, expanded aerobics and weight training, swimming, diving, gym activities, and youth and adult sports.

Lakes

Our lakes are some of the City's greatest assets. The maintenance of their water quality is imperative to the City's image as a lake community and to the quality of life of its residents. Improving the water quality our lakes, including White Bear Lake which is listed as impaired for mercury, is not only important to White Bear Residents, but has an impact on our region. For example, Vadnais Lake, which is the primary source of drinking water for the City of St. Paul, is downstream of the City of White Bear Lake. The native flora and fauna also rely upon the lake for survival.

Wetlands

The City is rich in wetlands, open water areas and natural amenities important to the quality of life, both human and other species. The City's wetlands range in size from less than 70 square feet to 68.6 acres. Wetlands and open water constitute approximately 11% of the total area within the City.

Societal view of wetlands has changed considerably over the last few decades. Interest in the preservation of wetlands has increased as the value of wetlands to society has become more fully understood – that the loss of wetlands affects fish and wildlife habitat, and the environment as a whole, particularly in relation to water management. Wetlands perform many vital functions such as aquifer recharge, filtering stormwater runoff and retention of floodwaters. Wetlands have become integral, organizing components of the land use plan.

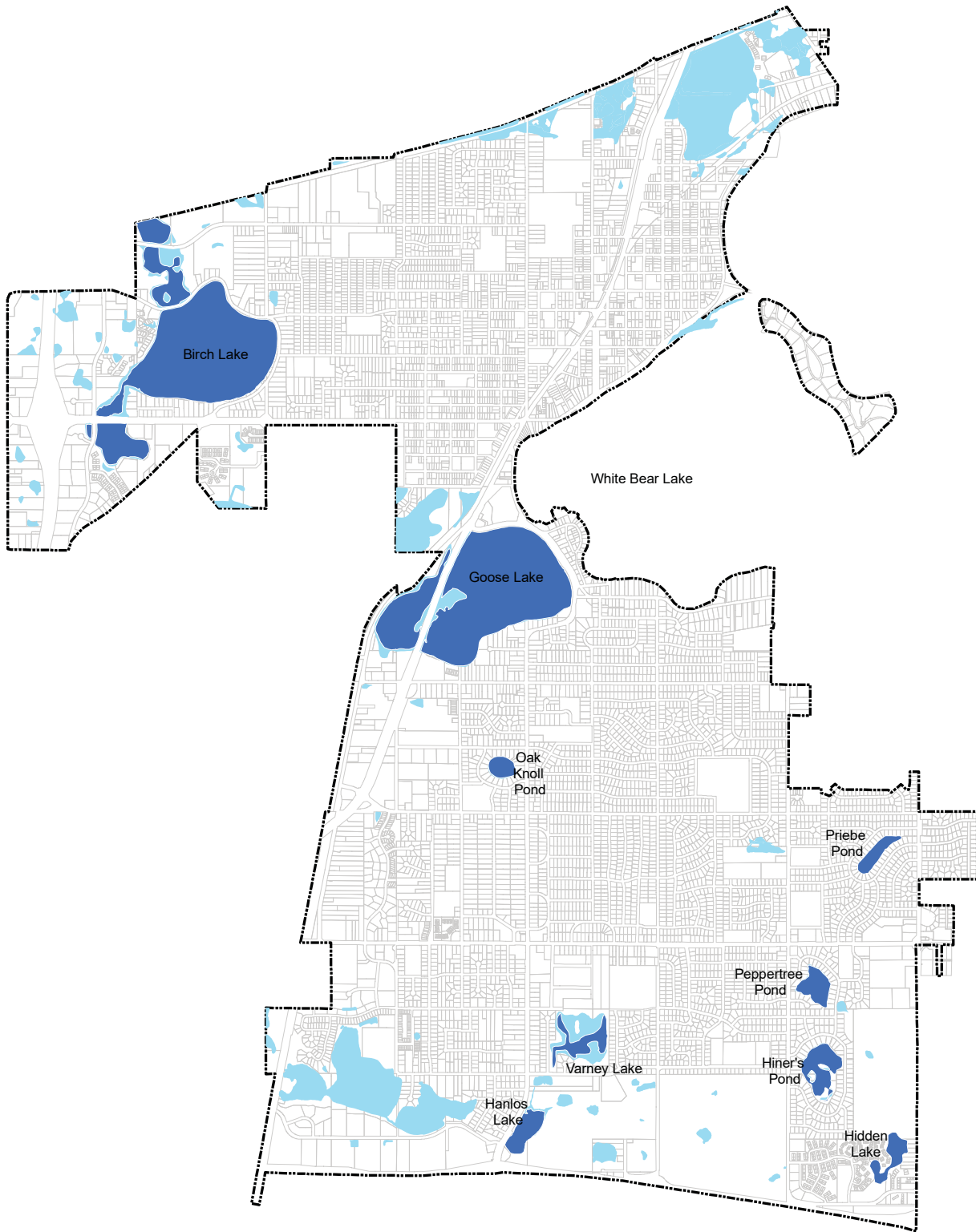


Taymark pond/wetland, located on the northwest corner of White Bear Parkway and Otter Lake Road, Fall of 2007.

The wetlands in the southern half of our city are upstream of other larger water bodies such as the Phalen chain of lakes in Maplewood and St. Paul. Because of this, the existence of our wetlands is important to the City and other neighboring communities and the City has a strong interest in preserving and protecting the existing wetlands. In the 1980's, the City Council amended the Zoning Code by adding the Wetland Overlay District. All development within this district must be compatible with this ordinance in addition to general zoning requirements. This ordinance requires a permit prior to any development or construction that would potentially affect the wetland area. Activities such as filling, dredging or construction that would alter or infringe on the wetland area strongly discouraged and only permitted where the impact would be limited.

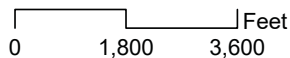
The City currently defers the authority for the Wetland Conservation Act to the watershed districts which have jurisdiction over the wetlands within the City. The City has four watershed districts within its municipal boundaries:

- Vadnais Lake Area Water Management Organization (VLAWMO)
- Ramsey Washington Metro Watershed District (RWMWD)
- Rice Creek Watershed District (RCWD)
- Valley Branch Watershed District (VBWD)



Legend

- Wetlands (RWMWD, VLAWMO, RCWD) (402.19 Total Acres)
- Lakes within City of White Bear Lake (339.9 Total Acres)



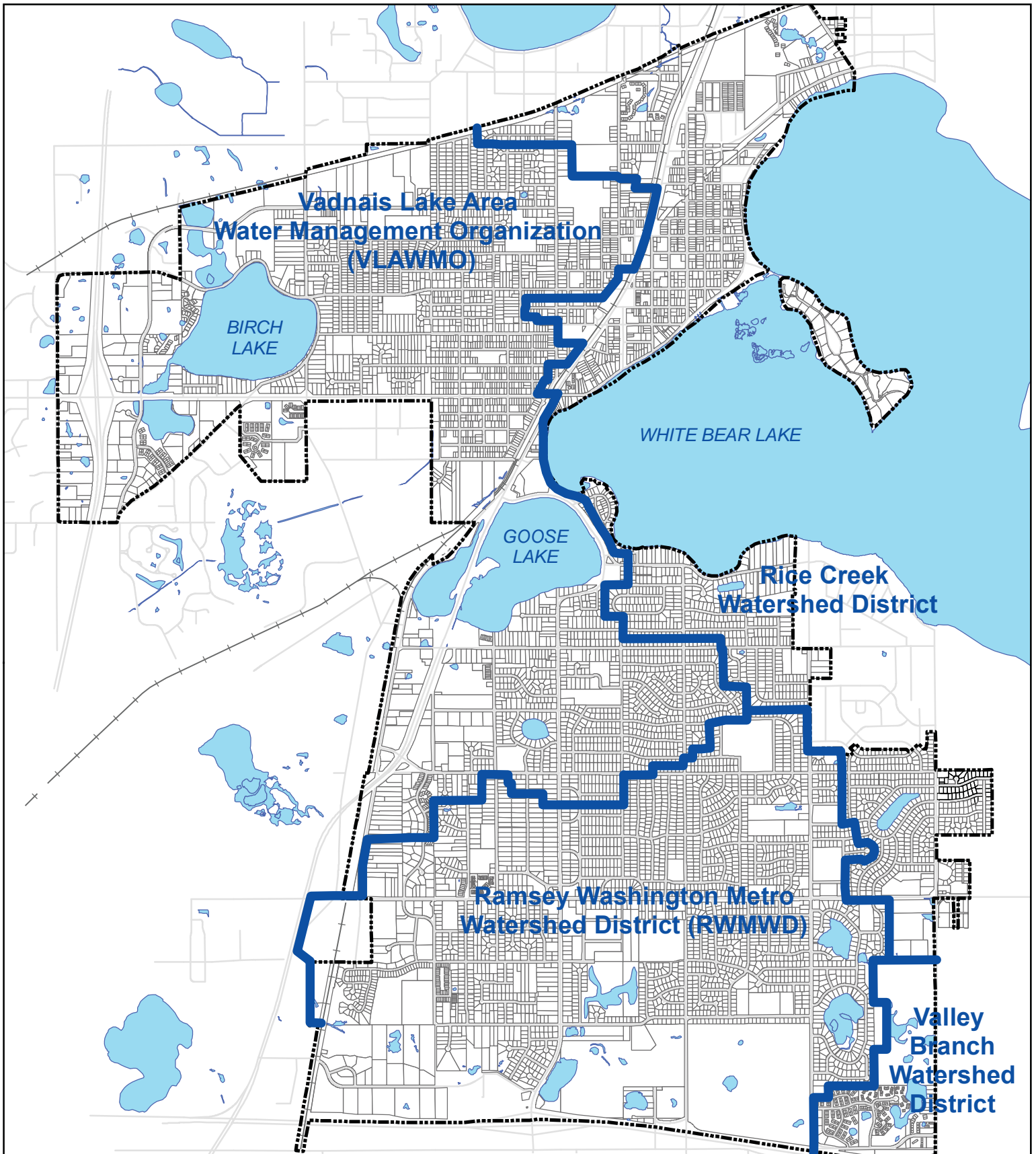
Wetland Data compiled from Ramsey Washington Metro Watershed District, Vadnais Lakes Area Watershed Management Organization, and Rice Creek Watershed District. (Valley Branch Watershed District data missing)



CITY OF WHITE BEAR LAKE 2030 COMPREHENSIVE PLAN

WETLANDS MAP

Created April 15, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
WATERSHED DISTRICTS**

Created March 28, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561



Scale = 1":32,000'

Air Quality

Good air quality is important for our environment. Substances we put into the air can affect the health of plants, animals and people, can limit views and visibility, and can contribute to global warming. Luckily, Minnesota air is relatively clean, and the City of White Bear Lake would like to take some steps to help keep it that way.

Our “urban forest” is one method that may provide some mitigation. Trees modify air temperature, solar and thermal radiation exchanges, wind, and humidity of the air, and all of these influence human comfort. Trees provide social, ecological, and economic benefits. Their beauty inspires writers and artists, while their leaves and roots clean the air we breathe and the water we drink. Also, healthy trees provide valuable environmental benefits. The greater the tree cover and the less the impervious surface, the more the ecosystem is served in terms of reducing stormwater runoff, increasing air and water quality, storing and sequestering atmospheric carbon and reducing energy consumption due to direct shading of residential buildings.

The City of White Bear Lake has participated in the Tree City USA program since 1989. The program is designed to recognize communities that effectively manage their public tree resources and to encourage the implementation of community tree management based on four Tree City Structures:

- 1) A Tree Board or Department (the City Engineer and Public Works Staff)
- 2) A Community Tree Ordinance
- 3) A Community Forestry Program with an Annual Budget of at least \$2 per capita
- 4) An Arbor Day Observance and Proclamation

The program provides structure for a community forestry program and provides for an awareness and appreciation of trees among the residents of White Bear Lake. The program also has a Growth Award which recognizes environmental improvement and a higher level of tree care by additions or significant improvements to the city’s tree program. White Bear Lake has received a Growth Award nine times (2007 was the ninth year, although, not consecutively). White Bear Lake should continue to participate in this program and strive to achieve the Growth Award as often as possible.

Energy Conservation

LEED (Leadership in Energy and Environmental Design) is a standard that promotes a "whole-building green design" concept where all the components of the building (roof, wall, windows, lighting, HVAC system) complement each other so the project functions at optimal performance with minimal environmental impact. The City would like to see an increase in the use of LEED standards during construction of both public and private projects.

During an audit, Xcel’s energy auditors spend one-and-a-half to two hours inspecting homes and businesses from attic to basement and talking with owners about their energy use. At the end of the audit, homeowners are left with written recommendations describing which measures to take to save money, ensure safety, and increase comfort. Blower door tests and infrared scans may

also be completed to further diagnose a home's energy efficiency. The City has used this program on City Hall and would like to eventually use it on all public buildings. The City would like to see residents and businesses take advantage of the opportunity as well.

Climate Protection

The City of White Bear Lake was among the first of Minnesota communities to sign the Mayors' Climate Protection Agreement and join ICLEI, an international non-profit organization that promotes and supports local sustainable efforts. As a member, the City is using ICLEI software to measure its carbon output and establish goals for reduction. The City's "Commission on Environment and Sustainable Practices" is actively engaged in initiatives to educate the community on sustainable practices. It advises the City in its efforts and assists in on-going promotional efforts.

Refuse

Through an ordinance and municipal contract White Bear Lake residents have been provided citywide refuse collection services for more than 75 years. With organized collection, only one hauler drives down a neighborhood street one day per week. Among the many advantages of this system there is considerably less fuel consumption and carbon release. The City has also moved to an automated service which requires universal use of carts provided by the hauler. Automated service reduces idling time for trucks, reduces the number of trips due to increased capacity of new automated trucks, reduces the number of trucks per route by 20%, and allows for the pick-up of bulky items with use of newly designed trucks so the hauler does not have to call out an extra truck. Lastly, the City also encourages waste reduction and recycling through a three tiered pricing system that subsidizes the cost of 30-gallon service at the expense of the 90-gallon service. There is also a considerable gap in cost between the 90 and 60 gallon services. This is done to encourage residents to recycle aggressively so they can reduce their garbage service levels and save money.

Recycling

White Bear Lake first implemented its curbside recycling program in 1988, whereby each household was provided a blue bin for its weekly curbside service. The recycling program has evolved considerably over the years, and the City continues to weigh program options in consideration of their environmental impact. As of 2008, residents are required to sort recyclables into two categories, rigids and fibers. This system minimizes contamination and maximizes use of glass for recycling. The City has also added new materials to its curbside program and will continue to do so as the markets allow.

Yard Waste

White Bear Lake residents may subscribe to a compost service available through the City's contacted hauler to have their soft-bodied yard waste picked up at the curbside. Or, residents may bring their yard waste to a Ramsey County brush and compost site free of charge. The

closest site for White Bear Lake residents is located in White Bear Township off County Road J, west of Centerville Road.

Household Hazardous Waste

Household hazardous wastes are managed at the county level. Ramsey County operates a free collection site at Bay West, Inc. in St. Paul and at a variety of seasonal sites around the county throughout the year. The City of White Bear Lake hosts a seasonal site during the month of May in conjunction with its annual Spring Clean-up.

Electronic Waste

Electronic video display devices (VDDs) such as televisions, computer monitors, and laptop computers are banned from the waste stream. These devices include cathode-ray tubes (CRTs), which have been categorized as hazardous waste. White Bear Lake residents may dispose of VDDs free of charge at either of the City Clean-ups, which are held twice a year. Other places throughout the metro area collect them free of charge throughout the year. Or, residents may have them picked up at their curbside for a fee.

GOALS AND OBJECTIVES

The following goals and objectives will help the City maintain and expand a healthy and diverse system of parks and natural resources.

Parks

Goal: Maintain and improve the recreational system (including parks, trails and open space) and its services for current and future community use and enjoyment.

Objectives:

1. Provide for safe, easy access to all parks and services within the community by continuing to fund the improvement of all parks and services through the use of the City's Park Capital Improvement Fund, building permit park fees, and also through miscellaneous contributions. (ongoing)
2. Provide accessibility for all individuals through the use of handicap accessible play equipment, parking spaces, and paved trails where possible. (ongoing)
3. Ensure continual citizen participation in the planning, development, and operation of recreational facilities by supporting the work of the Parks Commission and when appropriate, hold public hearings for input into the improvement and design of existing and future parks and trails. (ongoing)
4. Improve existing lakeshore parks and their connectivity to ensure the community as a whole can enjoy the natural beauty of the lakes. (ongoing)

5. As funding and land become available, acquire land north of Veteran's Memorial Park creating an extension of the proposed lake front promenade. (as the opportunity arises)
6. As funding and land become available, acquire the land next to the Sports Center. (as the opportunity arises)
7. Maximize the use of current parks and facilities by researching, introducing, and implementing contemporary, alternative sports activities at selected public parks. (short-term)
8. Continue researching the City's need for a community center including: public approval, facilities desired, financial options, and location. (short-term)
9. Work with the White Bear Lake School District, citizen groups and other interested parties to develop a sustainable turf management plan, including green maintenance methods, such as reducing the use of chemical applications and equipment powered by fossil fuels and increasing the use of local materials and naturalized landscape treatments in park design. (mid-term)
10. Utilize planning guidelines to promote the close proximity of daily living activities, services, and setting so that walking to work school and shopping is both possible and convenient. (ongoing)
11. Provide connected networks of pedestrian-friendly pathways that link residential neighborhoods to each other, residential neighborhoods with community services and community services with each other. (on-going)
12. Continue to partner with the school district in support of their recreational programs for community residents, such as adult open gym. (on-going)

Lakes

Goal: Work to insure the long-term viability of our aquatic resources by improving water and shoreline quality.

Objectives:

1. Encourage natural vegetation around the lake which is integral to maintaining the water quality and ecological functions that lakes provide. (ongoing)
2. Work with the watershed districts to create an educational program about shoreline restoration in both video and print format to be mailed to lakeshore property owners. (mid-term)
3. Research and develop shoreline design standards for lake front properties (ie: 25% natural) and consider the possibility of providing incentives to homeowners to retrofit existing improvements to comply with standards. (mid-term)

4. Encourage the formation of new lake improvement districts and support existing ones. (ongoing)
5. Continue to coordinate with DNR regarding shoreline management and other policies that affect our aquatic resources, including the protection and enhancement of fish habitat. (ongoing)
6. Create additional impervious area regulations beyond the Shoreland District boundaries in the City's historic neighborhoods. (short-term)
7. Provide leadership to and collaborate with surrounding communities regarding water quality improvements. (ongoing)
8. Collaborate with citizen groups, water management organizations, the White Bear Lake Conservation District, and other agencies to conduct City-wide water quality monitoring. (short-term)

Wetlands

Goal: Continue to preserve and protect all wetlands, both publicly and privately owned.

Objectives:

1. Establish a building and hard-surface setback from wetland edges. (short-term)
2. Encourage the establishment of appropriate vegetated buffer zones around wetlands and the use of permanent markers to communicate the location of the buffer edge and no-mow zone. (short-term)
3. Look for opportunities to acquire private wetlands for public preservation. (ongoing)
4. Continue to coordinate with the watershed districts to insure the smooth application of and compliance with the wetland conservation act. (ongoing)
5. Look for opportunities to protect and enhance wildlife habitat within wetlands and other natural spaces within the City. (ongoing)

Air Quality

Goal: Implement a few measures which will help to improve air quality.

Objectives:

1. Expand landscape requirements to all zoning districts. (short-term)
2. Expand the City's tree preservation regulations to all new development. (short-term)
3. Strengthen/simplify tree-replacement requirements. (short-term)

4. Lead by example – When a general fleet vehicle (such as a pick-up truck) requires replacement, strive to purchase a low emission vehicle. (ongoing)
5. Continue to participate in the Tree City, USA program. (ongoing)

Energy Conservation

Goal: Implement a few measures which will help to conserve energy.

Objectives:

1. Encourage property owners to take advantage of Xcel’s Electricity Audits programs. Research the possibility of providing financial assistance through the HRA or Business Loan for participation in this program. (mid-term)
2. Research and implement incentives or requirements to incorporate LEED Design principals and other green infrastructure practices in new buildings. (mid-term)
3. Lead by example – design new public works building to incorporate LEED practices. (ongoing)
4. Promote the expanded use of CDBG funds for home energy improvement projects for rental and owner-occupied units. (short-term)

Climate Protection

Goal: Reduce our impact on factors that contribute to climate change.

Objectives:

1. Complete carbon output study, establish reduction goals and create a work plan for achieving goals. (short-term)
2. Continue to promote sustainable practices through public education and involvement. (ongoing)
3. Continue to expand the recycling program and waste disposal options as the markets allow. (ongoing)
4. Continue our on-going examination and modification of City policies and practices that impact the environment as practicable. (ongoing)

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WATER SUPPLY

Inventory

An estimated 8,036 structures are connected to city water. In 2006, 1.051 billion (1,051,000,000) gallons of water were sold to these users. The design of the municipal water system includes supply and treatment facilities, storage facilities, and distribution lines.

Supply and Treatment Facilities

The city's supply and treatment facilities consist of equipment such as wells and pump houses which obtain water and distribute it to the treatment plant. White Bear Lake's water supply is obtained through four wells that acquire water from two aquifers, Jordan and Hinckley (Table 6-1). From the wells, the water is transferred to the city's water treatment plant located on Orchard Lane. At this facility the water is softened, filtered, chlorinated, and fluoridated. Table 6-2 details the annual water usage by each well and total volume pumped.

**TABLE 6-1
WHITE BEAR LAKE WELLS**

	Well No. 1	Well No. 2	Well No. 3	Well No. 4	Well No. 5
Year Installed	1959	1962	1966	1969	1964
Casing Depth (feet)	490	963	513	476	463
Aquifer	Jordan	Hinckley	Jordan	Jordan	Jordan
Design Pump Capacity	submersible	line shaft turbin	line shaft turbin	line shaft turbin	line shaft turbin
Capacity (gallons/minute)	1,000	1,500	2,400	2,400	*

*The city stopped pumping from this well 25 years ago due to poor water quality, and it is not presently connected to the treatment plant, however, it is not capped. (Source: City Records)



Two of the City's three reservoirs – the third is located under ground.

**TABLE 6-2
MUNICIPAL WATER USE BY WELL***

Year	Well No. 1	Well No. 2	Well No. 3	Well No. 4	TOTAL
1999	163,844,100	127,335,400	240,461,300	498,542,400	1,030,183,200
2000	9,058,000	4,715,500	491,823,700	626,008,500	1,131,605,700
2001	36,088,500	30,784,400	480,596,100	578,559,200	1,126,028,200
2002	48,344,235	62,737,170	465,232,300	529,253,600	1,015,567,305
2003	13,260,500	11,660,800	472,816,800	543,809,200	1,041,547,300
2004	17,626,900	38,644,300	458,040,400	537,318,300	1,051,629,900
2005	54,604,000	105,309,000	435,830,000	455,214,000	1,050,957,000
2006	111,152,000	101,694,000	423,369,000	606,728,000	1,242,943,000
2007	64,751,000	84,548,000	445,746,000	489,733,000	1,084,778,000

* In gallons (Source: City Records)

Storage Facilities

Once treated, the water is distributed to storage facilities that are used as reservoirs to store water. Currently the city has three such storage facilities: 1) one underground reservoir; 2) one surface reservoir, and 3) one elevated reservoir (Table 6-3). Total storage capacity is 5 million gallons of water.

**TABLE 6-3
WHITE BEAR LAKE RESERVOIRS**

	Orchard Lane	Century Ave.	Centerville Rd.
Address	2363 Orchard Lane	3505 Century Ave. N.	4636 Centerville Rd.
Year Constructed	1964	1964	1985
Size (gallons)	1,000,000	3,000,000	1,000,000
Type of Storage	Underground	ground (62' high)	elevated (126' high)

(Source: City Records)

Distribution System

From the storage facilities the water is distributed to households and commercial businesses within the community through a complex pipeline system. Water is fed by gravity and booster-pumping stations, which lead to distribution lines consisting of trunk water mains, lateral water mains, service pipes, valves and hydrants.

Service Areas

There are no areas within the City which do not have municipal water service available to them. However, there are a handful of properties which have not connected to this service.

Intercommunity Service

1. White Bear Township provides water service to five single-family houses located on Stillwater Street (IS-1 on map).
2. Vadnais Heights provides water service to 13 commercial/industrial uses located on Centerville Road south of Highway 96 (IS-2 on map).
3. The City of White Bear Lake provides water service to residents of the Village of Birchwood and a senior housing complex in the City of Mahtomedi (IS-3 on map).
4. White Bear Township provides water service to 13 single-family houses located on South Shore Boulevard (IS-4 on map).
5. The City of White Bear Lake provides water service to various parcels in the City of Mahtomedi, including Century College and a senior housing complex (IS-5 on map).

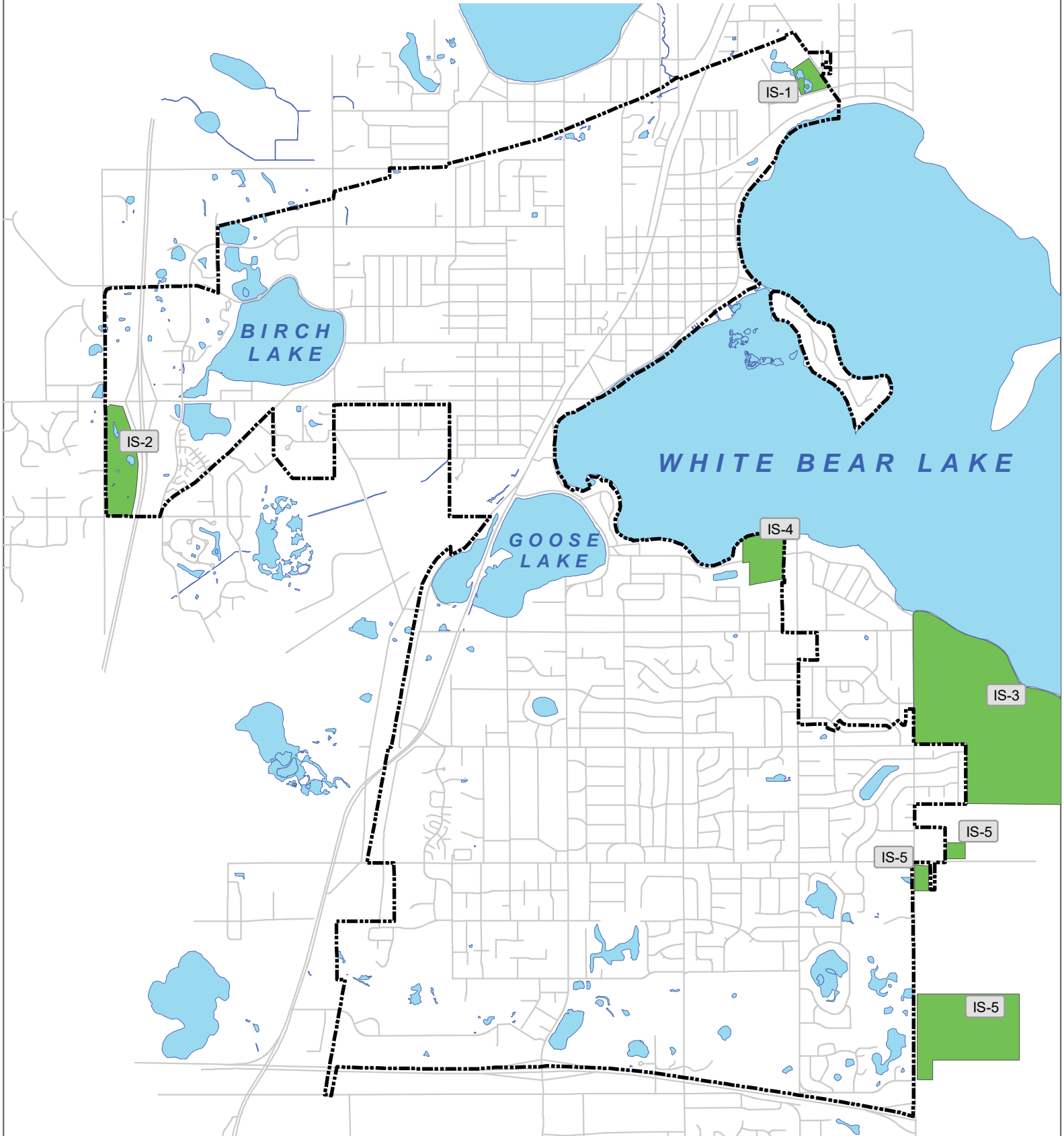
**TABLE 6-4
DAILY HISTORIC WATER DEMAND**

Year	Average Demand*	Maximum Demand*	Total gallons per capita per day
1999	3.1	6.2	123
2000	3.1	6.6	122
2001	3.0	8.5	120
2002	2.8	6.4	113
2003	2.9	6.8	114
2004	2.9	6.1	114
2005	3.4	8.1	135
2006	3.0	7.1	117


*Million Gallons per Day

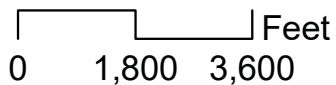
Source: City of White Bear Lake 2nd Generation Water Supply Plan

Table 6-4 reveals a minor fluctuation in the water demand from year to year but no incremental increase. This is primarily due to the built-out status of the city. The fluctuations may be climatologically based due to the installation of irrigation systems. The spike in 2005 is the result of a 20-inch water main break which occurred near a wetland, so the break went un-noticed for approximately 2 or 3 months.



Legend

 Inter-Community Water Service



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN**

WATER SERVICE AREAS

Created January 6, 2009
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

Private Wells

The City currently has 18 known active private wells located within its boundaries – 17 private residential and 1 commercial. There are also an unknown number of private irrigation wells.

Residential

According to billing records, White Bear Lake has 17 households that obtain water from private water sources. These alternate water sources exist where city water was not available when the houses were initially constructed.

Most of these wells (14) are located in the northeastern most area of the City.

There is one block located north of State Highway 96, between Stewart and Morehead, where there are three single-family residences that have yet to connect to city water. Water was extended to this area in 1994.

There are also a number of properties along Northwest Avenue which have yet to connect. Presently there are 10 single-family houses within this area utilizing private wells for their water supply.

There is one large parcel between the two areas mentioned above. This parcel is mostly covered by wetlands and contains one single-family residence.

The three other wells are located as follows:

- Two on the south side of Whitaker Avenue, just east of Whitaker Street
- One off of Birch Lake Blvd. south, near the Sports Center

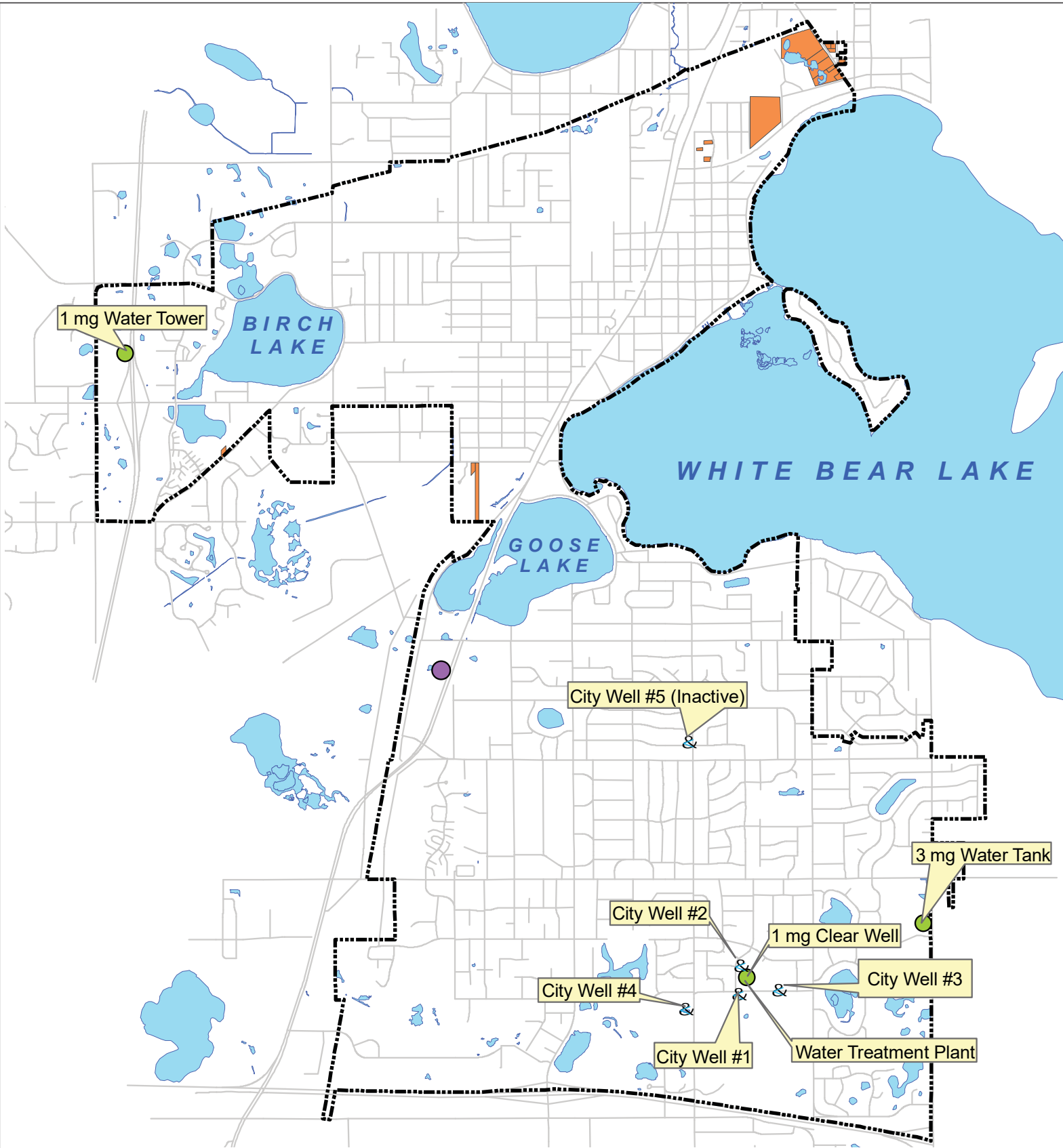
The city's municipal code does not mandate that an existing residential property with a private water source connect to the city's water service once it is available. Although, in the event that the water in a private well is determined to be a safety hazard to the property owner or surrounding properties, or if a well fails, the city would require that the property owner connect to the city's water service, if available. Also, all new residential construction is required to connect to the city's water service if available.



Commercial / Industrial

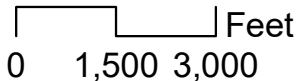
Presently there is only one non-residential well located within the city. Kohler Mix on Highway 61 utilizes their well for non-contact cooling of lines involved in the making of dairy products. This water is then discharged into Goose Lake. The water is clean and the discharge is regulated by the DNR, the MPCA and VLAWMO.

Irrigation

At last count (in 1998) there were 16 active irrigation wells within the City. The City does not monitor or regulate these wells, so it is unknown how many remain.



-  Commercial Well (1)
-  City Reservoir (3)
-  City Well (5)
-  Private Wells (17)



CITY OF WHITE BEAR LAKE 2030 COMPREHENSIVE PLAN WELLS MAP

Created February 26, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

Issues

The city is committed to providing the highest quality water possible to meet the domestic and business needs of those connected to the city's system. To ensure this, the city's municipal water system is continuously being monitored and upgraded. In addition, the city has emergency water connections from both White Bear Township's and Mahtomedi's water supplies.

Projected Water Demand

**TABLE 6-5
10-YEAR DEMAND PROJECTIONS**

Year	Population Served	Average Daily Demand (MGD)	Max. Daily Demand (MGD)	Projected Demand (MGY)
2009	26,409	2.9	7.4	1,056.6
2010	27,000	3.1	8.1	1,074.1
2011	26,980	3.1	8.1	1,074.1
2012	26,960	3.1	8.1	1,074.1
2013	26,940	2.9	7.4	1,056.6
2014	26,920	2.9	7.4	1,056.6
2015	26,900	2.9	7.4	1,056.6
2016	26,880	2.9	7.4	1,056.6
2017	26,860	2.9	7.4	1,056.6
2018	26,840	2.9	7.4	1,056.6

MGD: Million Gallons per Day MGY: Million Gallons per Year

Future population based on the Metropolitan Council projections. Assumptions include that the City will not expand or significantly modify the existing system and per capita water usage will remain around 2006 levels (due to future water conservation policies).

Source: City of White Bear Lake 2nd Generation Water Supply Plan

The City of White Bear Lake does not foresee a significant change in water demand over the next decade. This is primarily due to the fact that the city is almost completely developed and it is not anticipated that any future redevelopment will create a significant increase in demand.

In addition, as a water conservation measure, the City adopted a mandatory irrigation ban ordinance in 2006. The ban is in effect every day between the hours of 10:00 am and 5:00 pm from May first through September 30. The City believes that the implementation of this ordinance will help in reducing future water demand.

Although future water demand is unlikely to change significantly, the production and distribution costs are most certainly expected to rise. It will be necessary for the City to continue to review its billing rate structure on an annual basis and consider implementation of a conservation-type rate structure.

TABLE 6-6
HISTORIC WATER DEMAND BY USE
(in Million Gallons)

Year	Total Connections	Residential Water Sold	C/I/I Water Sold*	Total Water Sold	Total Water Pumped	Percent Unaccounted For
1999	7,734	721.0	351.2	1,072.2	1,131.6	5%
2000	7,819	755.0	368.7	1,123.7	1,125.9	2%
2001	7,846	849.4	246.4	1,095.8	1,105.6	8%
2002	7,895	765.1	244.7	1,009.8	1,041.5	3%
2003	7,950	767.9	250.2	1,018.1	1,051.6	3%
2004	7,989	774.3	232.8	1,007.1	1,051.0	4%
2005	8,014	720.5	318.9	1,038.4	1,242.9	16%
2006	8,036	843.2	207.8	1,051.0	1,084.8	3%

* Commercial, Industrial and Institutional water sold.

Source: City of White Bear Lake 2nd Generation Water Supply Plan

Except for 2005 and 2001, the difference between the amount of water pumped and the amount of water billed ranges between 3 and 5%. This percentage is low. The City will also continue to conduct annual audits to monitor this rate and actions may be necessary if the rate begins to rise. The higher rate in 2005 is due to the previously mentioned water main break. The higher rate in 2001 may be partially due to metering equipment errors on large users. A few years ago, the City implemented a water meter replacement program for large commercial businesses. While the primary intent of this program has been satisfied, the City will continue to monitor and replace meters as necessary.

Wellhead Protection Plan

By 2012, the City will be adopting a Wellhead Protection Plan as required by the Minnesota Department of Public Health. This plan will identify measures to monitor the land uses surrounding the City's wells to insure that contaminating activities are not being conducted nearby.

Water Supply Plan

This comprehensive plan is intended to support the City's Second Generation Water Supply Plan, dated October 2007, and minor amendments, dated March 2008. Much of the information on which this section is based was derived from this plan. The plan analyzes the City's water supply system in much greater detail and can be referenced for further information regarding this matter.

WASTEWATER

Inventory

Within the City of White Bear Lake the sanitary sewer system consists of 95.5 miles of sanitary sewer pipe including trunks and laterals. In addition, the community is serviced by several Metropolitan Council Environmental Services’ (MCES) lines consisting of gravity pipes, force mains and interceptors. These lines ultimately lead to the Metropolitan Wastewater Treatment Plant in St. Paul. The city maintains 12 lift stations. Also located within the city limits are two Metropolitan Council lift stations (L5 and L6).

Approximately 95 percent of the City’s wastewater flow is metered at the Metropolitan Council Meter #26 located in the southwest corner of White Bear Lake. This meter measures the combined flow from White Bear Lake, White Bear Township, Birchwood, and Mahtomedi. The remaining wastewater flows to the north through White Bear Township and into the Metropolitan Council Meter #39. MCES calculated White Bear Lake’s 2007 wastewater flow at 976.3 million gallons. Table 6-7 shows the wastewater flow for the years 1999 through 2007:

**TABLE 6-7
HISTORIC WASTEWATER FLOW**

Year	Calculated Flow * (in Million Gallons)	Percent Change
1999	1040.3	5.7%
2000	980.8	-7.9%
2001	1059.1	0.2%
2002	1056.3	10.9%
2003	940.3	-7.5%
2004	1010.6	2.5%
2005	985.3	1.3%
2006	972.6	0.4%
2007	976.3	NA

Source: Metropolitan Council Environmental Services

* Calendar Year Flow (versus billing year), combination of metered and unmetered.

**TABLE 6-8
1998 COMPREHENSIVE PLAN’S
PROJECTED WASTEWATER FLOW**

Year	Million Gallons
1999	1,098.4
2000	1,123.2
2001	1,130.3
2002	1,137.9
2005	1,191.2
2010	1,220.6

Source: WBL 1998 Comp Plan Update

The wastewater created by the Cities of Gem Lake, Birchwood Village and Mahtomedi account for just slightly more than 1% of the City’s wastewater flow. White Bear Township contributes approximately 5% of the City’s wastewater.

When the flows projected by the 1998 Comprehensive Plan (Table 6-8) are compared to the actual flows over the last 10 years (Table 6-7), we see that the usage was less than anticipated. Conversations with the Metropolitan Council Environmental Service indicate that this is a somewhat regional phenomenon. There are a couple different factors contributing to the reason why the actual waste water discharge was less than expected. First and foremost are the projects undertaken by the City to minimize inflow and infiltration (discussed on page 17). Second, is the conversion of plumbing fixtures in many new and remodeled households to low-flow type fixtures. Third is a general reduction in the overall number of persons per household. Finally, the increased immigrant population may also be contributing. People from nations where water is a scarce and precious commodity are more judicious in the way they use it.

Due to the reduction in anticipated usage, staff is revising the methodology with which the wastewater usage for the next 10 years is being projected. The estimated flow rate for each dwelling unit used in the previous comprehensive plan was estimated to be 250 gallons per day; we are now estimating it at 220 gallons per day. (See Table 6-9, page 16.)

Service Areas

There is no sanitary sewer service along a portion of South Shore Boulevard. Subsequently, 13 single-family houses on this street utilize individual sewage treatment systems. South Shore Boulevard is presently under Ramsey County jurisdiction. It is anticipated that the county will turn over that street to the city sometime in the future. (The expected date for completion is 2020.) At that time, the City will consider extension of sewer service to these homes. All existing commercial and industrial uses in the City are connected to the sanitary sewer system.

Intercommunity Service Areas:

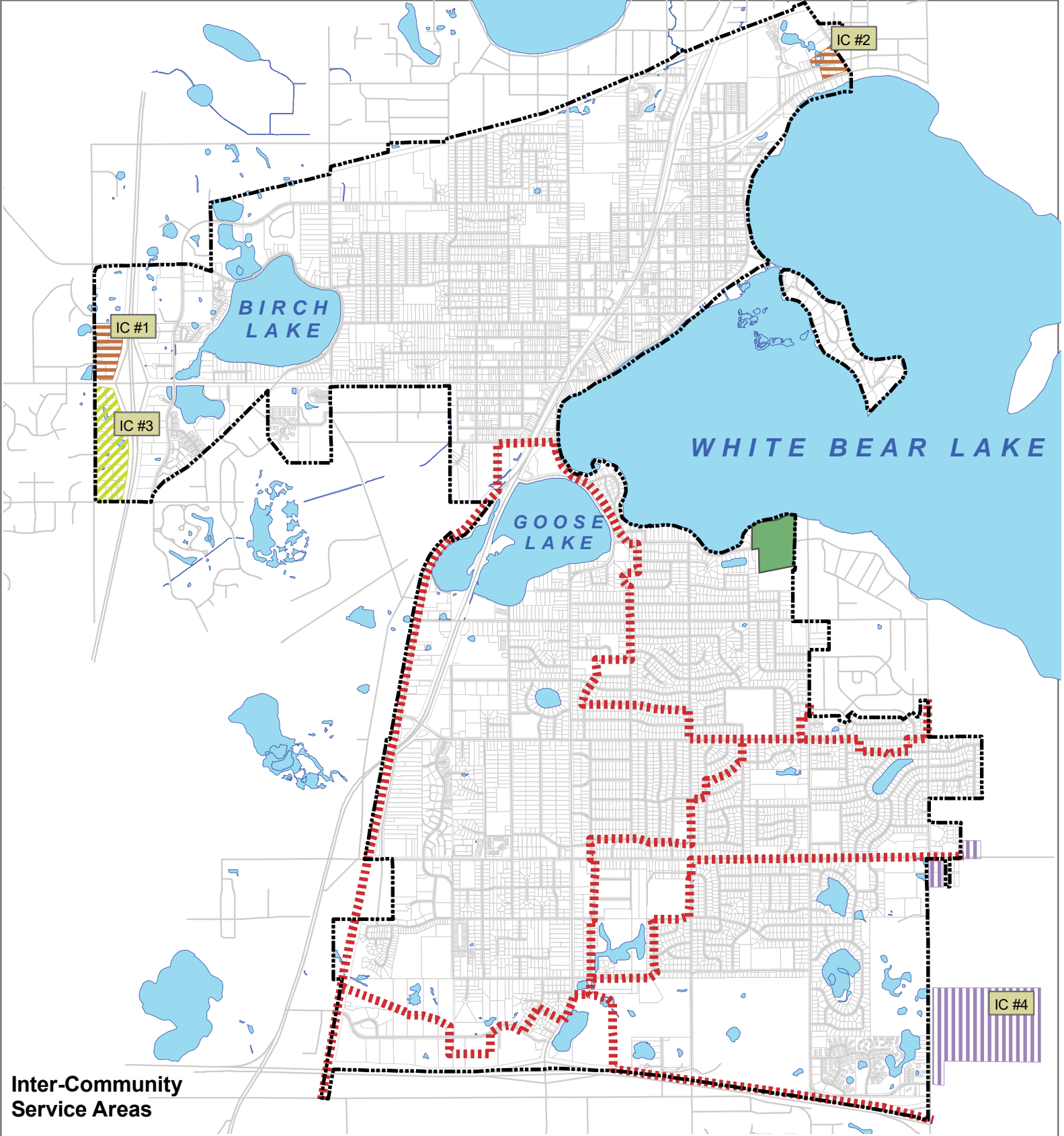
1. White Bear Township provides sanitary sewer service to one single-family house and three businesses located on Centerville Road north of Highway 96 (IC #1 on map).
2. White Bear Township provides sanitary sewer service to six single-family houses located on the west side of Northwest Avenue (IC #2 on map).
3. Vadnais Heights provides sanitary sewer service to 13 businesses located on Centerville Road south of Highway 96 (IC #3 on map).
4. The City also provides sanitary sewer service to various parcels, including the East Campus of Century College, in the City of Mahtomedi (IS #4 on map).

The majority of the City's sanitary sewer flows directly through Met Council meter #M26, however, there are a few areas that do not. These exceptions are discussed below.






The southwest area of White Bear Township, generally located south of Highway 96 and west of Highway 61, flows into the City's sanitary sewer system just upstream of the City's Whitaker Street lift station #14. This 234-acre area of the township is unmetered before it reaches Meter #M26. The Metropolitan Council measures this portion manually four times a year and estimates the township's wastewater flow into the City's system. Historically, the township has not metered water usage either. The township is currently in the process of instituting a program to phase-in meter installation, which could aid in estimating sewer flow. The City should be sure to coordinate with the Metropolitan Council on any changes to the methods of estimation being used.

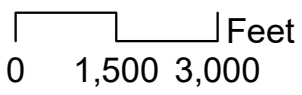
The southeast area of White Bear Township generally located east of Bellaire Avenue and north of Cedar Avenue flows into the City's sanitary sewer system partially unmetered. Service is provided by the Township, but it is important to note that a portion of this flow is fully unmetered, rather than estimated by MCES.

Portions of the City's sewer flows toward the northern city boundary and into an MCES interceptor. This flow passes through MCES meter #39 located in White Bear Township. The Metropolitan Council measures the flow and makes estimates to ensure each municipality is being billed for its contributing portion of the flow.



Inter-Community Service Areas

-  Non-Sewered Area
-  Mahtomedi
-  Vadnais Heights
-  White Bear Township
-  Met Council Sewer Lines



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
SANITARY SEWER
SERVICE AREAS**

Created January 6, 2009
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

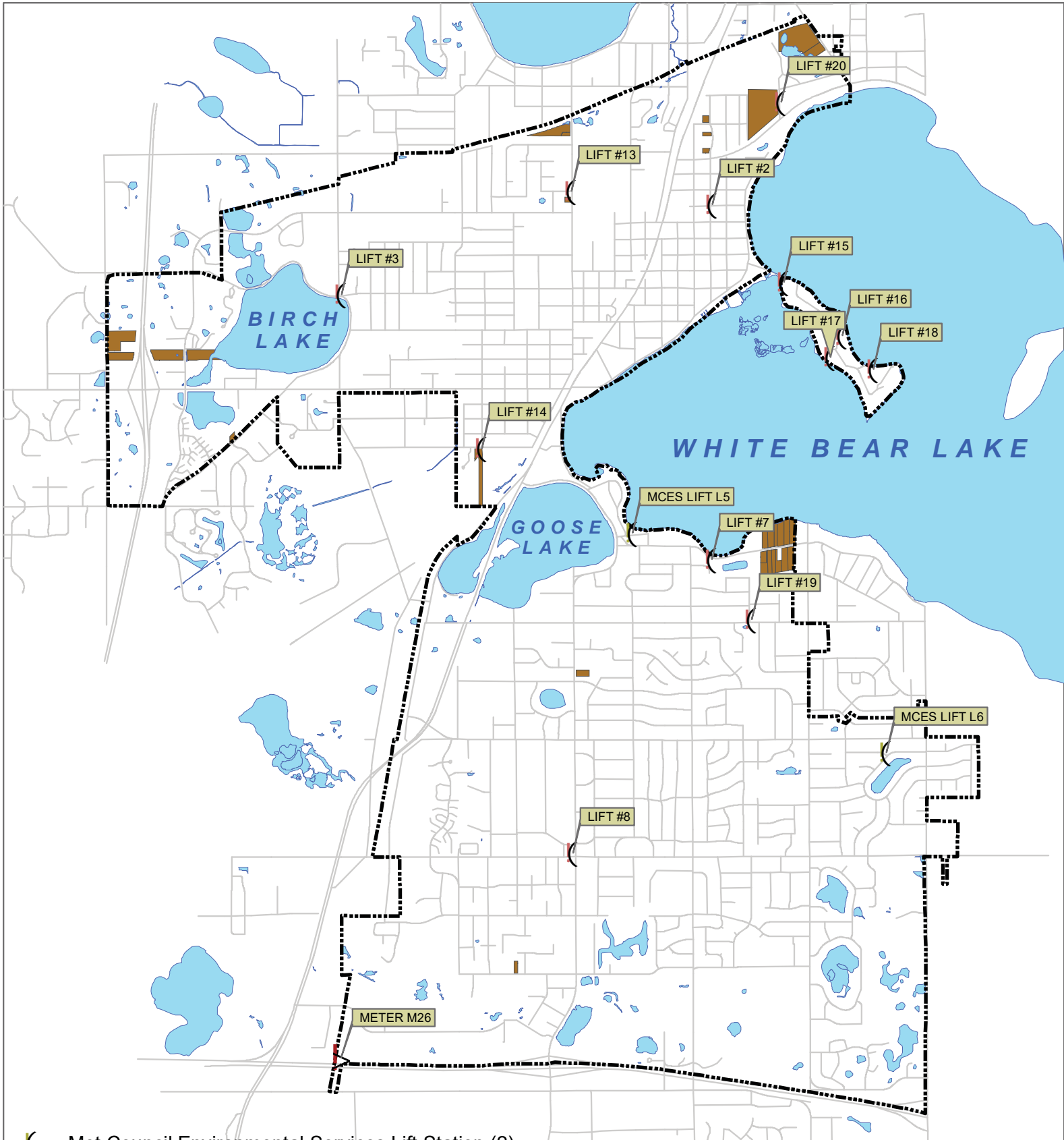
Private Septics





The majority of land use in the city is zoned and currently used for residential uses. Of the estimated 10,755 dwelling units in the city, approximately 6,578 are single family houses (the remaining are multi-family uses). As of December 31, 2007, it is estimated that 99.5 percent of all single-family houses are connected to the city sanitary sewer services. Only 28 single-family properties utilize “individual sewage treatment systems” (ISTS). These 28 systems are mainly located where city sanitary sewer service is unavailable but also, in some cases, where sanitary sewer service is available. (See Septics Map.)

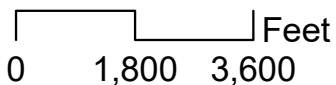
To encourage the utilization of the sanitary sewer services, when available, the city has enacted an ordinance, which requires the owners of property abutting a public right of way containing a main or lateral sewer to connect to the service. This connection must occur within 30 days after written notice is received from the City Manager. This type of notification usually occurs when the city determines that the existing ISTS is failing. However, if the system is in good working condition, connection is not generally required. All new residential and commercial construction is required to connect to the city sanitary sewer system if available.

In 1988, the city also adopted an ordinance regulating the use of ISTS within the city. This ordinance adopts by reference the Washington County Development Code, Chapter 4, pertaining to the installation and use of ISTS. This ordinance establishes site criteria, construction and material guidelines, permitted alternative systems, operation and maintenance requirements, administration, licensing, and enforcement procedures. The City of White Bear Lake is responsible for administering this program.

The City has sent notices to the septic systems owners within the City, notifying them of the maintenance requirements, asking them to fill out a questionnaire about the type of system they have, and asking them to report their inspection and pumping history. Owners were asked to respond to the letter within a certain timeframe. After that timeframe is up, the City will follow-up with a second letter and/or a phone call to any owner from which a response was not received, until all responses have been received. The responses will be recorded in a spreadsheet and this process will be repeated every three years. The City anticipates that the first round of the program will be complete by the end of 2008. If the septic has not been inspected and/or pumped the City will try to work with the homeowner to get it done as required. However, in extreme non-compliant circumstances, the City may resort to issuing a citation to ensure that the program requirements are met.



-  Met Council Environmental Services Lift Station (2)
-  City Lift Station (12)
-  MCES Meter (1)
-  Private Residential Septic Systems (28)



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
LIFT STATIONS & PRIVATE SEPTICS**

Created February 26, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

Issues

Projected Wastewater Flow

Table 6-9 shows the projected wastewater flow for the years 2008 through 2030. These estimates are based on Metropolitan Council household and population projections, School District records and enrollment projections, and Metropolitan Council regional estimate of per capita usage. According to these estimates, the annual flow is projected to increase by 5.6% over the next 22 years. The capacity of the City’s existing sanitary sewer system is sufficient to meet this anticipated growth.

**TABLE 6-9
PROJECTED WASTEWATER FLOW
2008-2030**

Year	Resid.	Comm/ Indust. Units ³	Instit. Units ⁴	Other Flow		Resid. Flow	Other Flow		Daily Projected Flow	Total Projected Annual Flow ⁵
	Units ¹			Employmt ²	(Com/Ind & Instit.)		(Com/Ind & Instit.)			
2008	10,724	12,600	1,145	532	1,677	220	2,366,540	368,940	2,735,480	998,450,200
2010	10,980	12,600	1,145	512	1,657	220	2,415,600	364,540	2,780,140	1,014,751,100
2015	11,080	12,950	1,177	502	1,679	220	2,437,600	369,380	2,806,980	1,024,547,700
2020	11,180	13,300	1,209	502	1,711	220	2,459,600	376,420	2,836,020	1,035,147,300
2025	11,280	13,500	1,227	502	1,729	220	2,481,600	380,380	2,861,980	1,044,622,700
2030	11,380	13,700	1,245	502	1,747	220	2,503,600	384,340	2,887,940	1,054,098,100

The projected wastewater flows include only the flow generated from the City of White Bear Lake. Non-residential connected units have been expressed in “residential equivalent units” as described below.

- 1: Number of residential units determined by Met Council forecasts. Standard estimate of 220 gallons per unit derived from Metropolitan Council Environmental Services (MCES) and is based on regional trend.
- 2: Number of employees determined by Met Council forecasts.
- 3: Based on a conversion rate obtained from the MCES: Employment: 20 gallons per employee per day (so, 11 employees equal one residential unit, 11x20=220)
- 4: Based on a conversion rate obtained from the MCES: Schools: elementary and middle schools at 1 EQ unit per 18 students, high schools at 1 EQ per 14 students. 2007-2008 White Bear Lake Enrollment: Elementary Schools = 4,247; High Schools = 4,154; Total = 8,401. School enrollment is projected to decline by a small amount over the next five years. Projections are not available beyond five years therefore, so enrollment has been shown as staying the same.
- 5: Annual wastewater flow equals the sum of residential units, plus “residential equivalent units”, times 220 gallons per day, times 365 days.

Inflow and Infiltration

Two issues of concern the City experiences is direct discharge and the seepage of ground or surface water into sanitary sewer lines. Infiltration is clear water that enters the sanitary sewer system through defects in the sewer pipes, joints, manholes, and service lines. Water that enters the sewer system from cross connections with storm sewer, sump pumps, roof drains, or manhole covers is considered inflow. This inflow and infiltration (I&I) of water can reduce the capacity of the system and increase the fees charged by the MCES. The City of White Bear Lake's I&I is relatively low. The Metropolitan Council monitors the overall system for general I&I and lets cities know if they find something that indicates the presence of I&I.

The City has undertaken many projects, city-wide, to eliminate I&I. Since 1994 when the sanitary sewer lining program began, the City has lined 6.7 miles of sanitary sewer mains and repaired many manholes. In the future, the City will continue to engage in similar inflow and infiltration reduction projects and strategies.

A possible source for inflow is the discharge of storm water from sump pumps directly to the city's sanitary sewer system. The City's municipal sewer system ordinance addresses this issue and states it is unlawful to discharge or cause to be discharged any storm water into the sanitary sewer system. Some cities with unusually high I&I rates have a sump-pump inspection program to insure compliance with this requirement. However, this is not a necessity for the City of White Bear Lake at this time.

Private Wastewater Treatment Facilities

A private wastewater treatment facility is a privately owned treatment plant, which serves developments such as mobile home parks, commercial establishments, and industrial uses. The operation of these facilities requires approval from the Minnesota Pollution Control Agency and local governments. Local comprehensive plans must indicate where these facilities would be permitted and the conditions under which they could be constructed.

In the city, private wastewater treatment plants are prohibited because the development of these systems can have negative land use, public health, and environmental impacts. In addition, the private management of these facilities may conflict with the management of the public system.

STORMWATER

Introduction

Historically, the City's storm sewer system was designed to prevent flooding. In the 1970's the stormwater infrastructure on the west side of the City was developed with large-size pipe to expedite the flow of runoff from upland properties into lakes. This approach served the City well at the time, by mitigating hazardous flood occurrences. Since then, stormwater management has become more sophisticated and comprehensive in scope. Management now focuses on many other characteristics of the system, such as sediment removal, nutrient loading and groundwater recharge.

Consequently, the City has made a strong commitment to proper stormwater management. The City has made wetland preservation a high priority by establishing a Wetland Overlay District governed by a wetland ordinance. The City also has a Shoreland Overlay and Floodplain ordinances. Erosion and sediment control plans for any land disturbance greater than 100 cubic yards are required through the City's land alteration permitting process. The City has also included many water management projects in its annual budget over the past 10 years. Most recently, the City has begun to require developments to enter into, and make of record, stormwater system operation and maintenance agreements to insure that private systems are being properly maintained, so that they continue to function at the level they were designed for.

Even with our recent efforts, the City is still somewhat impacted by environmental concerns, which include construction erosion and sedimentation problems, shoreland development issues, groundwater protection, loss of wetlands and water quality degradation issues. The impact of this environmental decline is reduced recreational opportunities, aesthetic degradation as well as diminished ecological diversity and wildlife habitat.

The City plans to continue to address these environmental concerns through the use of green infrastructure and the conversion of our stormwater management system from a conveyance type system to a non-conveyance type system. The City will look for opportunities to incorporate green infrastructure on street reconstruction projects, on all city-owned properties and on all projects which utilize public funds.

The City has a vast network of stormwater infrastructure including storm sewer structures, over 33 miles of pipes, ponds and various infiltration devices. There are 12 water bodies that receive discharge from the City's storm sewer system. Nine of these are City-managed ponds and the remaining three are watershed-managed lakes.

Management

Since the City of White Bear Lake is more than 90% developed, going forward, post-development rates of runoff will not vary substantially from the present rates. Most of the development within the City over the past 15-20 years has incorporated the use of detention basins in their site design. Recently adopted water management rules aim to further correct past

practices by requiring the implementation of volume-reduction techniques whereby a certain amount of rainfall must be infiltrated or contained on-site. The City of White Bear Lake is a headwaters community and as such it is important to the region that the stormwater leaving our municipal boundaries is treated and clean so that it does not negatively affect the drinking and recreational water quality of other down-stream communities. Similarly, the infiltration of our stormwater is also important to the region because it helps to alleviate downstream flood hazards.

The City is divided into four major watershed basins. The natural watershed basin boundaries generally coincide with the jurisdictional boundaries of the four watershed organizations, including:

- Vadnais Lake Area Water Management Organization “VLAWMO”
- Ramsey Washington Metro Watershed District “RWMWD”
- Rice Creek Watershed District “RCWD”
- Valley Branch Watershed District “VBWD”

The VLAWMO is a water management organization (versus a watershed district) formed in 1983 through a joint powers agreement ratified by 7 local units of government, including the City of White Bear Lake. When this plan references “watershed districts”, it includes VLAWMO, even though it is technically a water management organization.

The City of White Bear Lake currently has a local Water Management Plan adopted in November 1997 to address wetlands, drainage ways, and floodplains within the city. Three of the four watershed districts have adopted new management plans. The Rice Creek Watershed District expects to have their new plan approved by January 2010 and, as required by state statute, the City will update its plan by 2012. Once complete, the updated plan will explore in greater depth and detail recommendations for protection and maintenance of the existing hydrologic system, the goals and policies for water quality and quantity, erosion and sediment control, recreation, fish and wildlife enhancement, and an implementation program. The updated plan will be a local plan that will act as a supplement to the watershed district management plans. The local plan will adopt the watershed district plans by reference, including their goals, objectives and policies, which will provide intergovernmental coordination and efficiency between the four districts by way of the City.

The City has a Storm Water Pollution Prevention Program (SWPPP) that was originally adopted in 2003 and newly revised in 2008. The goal of the SWPPP is to improve the quality of storm water runoff discharged from the City of White Bear Lake’s storm sewer system. The City desires to support the State and Federal initiative “to restore and maintain the chemical, physical and biological integrity of waters of the State through management and treatment of urban storm water runoff”. The SWPPP describes the Best Management Practices (BMPs) that the City will follow to improve storm water quality and support the six Minimum Control Measures required by the MPCA in the National Pollutant Discharge Elimination System (NPDES) Phase II Permit.

The six Minimum Control Measures (MCM) are:

1. Public education and outreach.
2. Public participation and involvement.
3. Illicit discharge detection and elimination.
4. Construction site storm water runoff controls.
5. Post-construction storm water management for new development and redevelopment.
6. Pollution prevention/good housekeeping for municipal operations.

For each of these six minimum control measures, appropriate BMPs are identified along with measurable goals, an implementation schedule, and the persons responsible to complete each measure. The measurable goals will be reviewed annually to evaluate the success of the SWPPP.

The City's current stormwater ordinance relies heavily on watershed district review for design standards. New stormwater ordinances intended to reduce non-point source pollution are scheduled to be adopted by the City Council in the near future. These ordinances will serve to codify some of the policies of the SWPPP and WMP, thereby mandating desired actions.

The WMP, the SWPPP and the Stormwater Ordinances are some of the implementation tools with which the City will use to manage its water resources.

Issues

This comprehensive plan is not intended to address certain issues, such as inventory and analysis, which are part of either the SWPPP or WMP. It would be redundant and potentially contradicting to provide elements in this plan, which are already addressed in other plans. It has been noted throughout this section that the comprehensive plan supports these plans and as such it is the City's intent that compliance with those plans is equivalent to compliance with this comprehensive plan.

The City is committed to working with The Friends of White Bear Lake, The White Bear Lake Conservation District and other citizen groups to conduct water quality monitoring of White Bear Lake and other lakes and water bodies within the City. State water quality standards will be used as a benchmark for determining the potential level of impairment in each water body monitored. Indications of water quality degradation will result in further studies to identify all potential loading sources. The City will use the results of the monitoring and studies to determine needed water quality improvement measures and pollution prevention practices.

One of the City's challenges will be the timely actualization of the goals of the SWPPP and WMP in a mostly built-out environment, where there is limited open space for improvements. Solutions for retrofitting existing development will require creativity and additional technical and financial resources. In addition, implementation of retrofits on private property will occur slowly, as sites are redeveloped or major changes are made to existing developments.

Due to slow private turn-over, the City may wish to undertake certain objectives through street reconstruction projects to achieve goals sooner. Also, much of the responsibility for implementation of these plans relies not on City or development actions alone, but also in the hands of its citizens. Educating the public about what changes they can make and the benefits those changes will have will be a large part of the implementation program.

Also, as the goals and objectives of these plans are implemented and infiltration of stormwater into the ground increases, the amount of water being piped directly into our lakes and wetlands through the stormwater system will decrease. Groundwater recharge is correlated to the surface water levels. Increased infiltration will improve the water quality of these water bodies; however, this decrease may lower the water level of these water bodies – possibly returning some ponds into wetlands. The City intends to work closely with its watershed districts, the Department of Natural Resources, and other agencies to research the impact of increased infiltration practices.

Another challenge with stormwater management will be the maintenance of existing municipal ponds. The City's stormwater ponds were designed to remove sediment and contaminants from the water before it was discharged to downstream water bodies. Many years of use of the current pipe and pond system have resulted in the build-up of sediment at the bottom of the ponds which is reducing the volume and treatment capacity of these ponds. The City is developing a program to excavate this sediment and dispose of it. The City will need to work with the Minnesota Pollution Control Agency to examine possible alternatives for disposal of these sediments, some of which are considered contaminated based on elevated levels of certain minerals and organic compounds.

GOALS AND OBJECTIVES

General

Objective: To provide a municipal utility system (sanitary sewer, storm sewer, water, and private waste disposal) to the city's residents that are cost efficient, requires low maintenance, and provides high quality service.

Policies:

1. Identify needed easements for utility systems and acquire as opportunities arise. Easements provide ease of access for maintenance and repair and minimal disruption of other activities or areas. (ongoing)
2. Monitor, maintain and improve/upgrade as necessary all utility systems to ensure a safe and high quality standard of service on an ongoing basis. (ongoing)
3. Encourage and promote underground installation of all new utility services, and when economically feasible, the conversion of overhead systems to underground. (ongoing)

4. Anticipate, and through the Capital Improvement Plan, plan for orderly, fiscally-responsible improvements to the service systems. (ongoing)

Water Supply

Objective: Provide for a sustainable, reliable and secure supply of high quality water to support the City's needs and maintain a high quality of life.

Policies:

1. Continue to require all new structures to be connected to the city's water system and, through cooperation with the Minnesota Department of Health, encourage owners of properties with active wells to connect to the City's water system. (ongoing)
2. Enforce the water quality standards established by the Clean Water Act to ensure a clean water supply for residents. (ongoing)
3. Prepare and adopt a wellhead protection plan in compliance with Minnesota Department of Health requirements. (short-term)
4. Continue to implement and follow the Water Supply Plan. (ongoing)
5. Continue existing education and conservation efforts and implement new efforts as able. (ongoing)
6. Promote a reduced water demand by encouraging grey water systems in homes and businesses through education and possible financial incentives. (mid-term)
7. Investigate and locate the number of active irrigation wells within the City. (short)

Wastewater

Objective: Maintain, protect and enhance the City's sanitary sewer system while promoting a policy of city-wide connection.

Policies:

1. Promote the elimination of all remaining individual sewage treatment systems where municipal sanitary sewer is available and require all new structures to be connected to the municipal sanitary sewer system. (ongoing)
2. Implement a program to monitor and track the pumping and inspection of individual sewage treatment systems as required (every three years). (immediate)
3. Actively enforce the requirement that all existing individual sewage treatment systems comply with MPCA standards. (immediate)

4. Prevent and reduce extensive infiltration and inflow into the sanitary sewer system through careful construction, maintenance and rehabilitation practices. (ongoing)
5. Promote the full metering of White Bear Township's flow through our system. (ongoing)

Stormwater

Objective: Continue to manage surface water to control pollution and restore and maintain the biological, chemical and physical integrity of the City's waters.

Policies:

1. Update the city's Water Management Plan by 2012, as required by State Statute. Ensure that the plan guides future development and growth in a manner that will minimize environmental impacts. (immediate - short-term)
2. Continue to coordinate the development of the stormwater management systems with the appropriate watershed districts. (ongoing)
3. Continue to require the proper maintenance of on site stormwater management in new and redevelopment projects through operation and maintenance agreements. (ongoing)
4. Review and revise/strengthen the city's wetlands and floodplain ordinances to facilitate the preservation of these important resources. For example, relocate the land alteration section of the zoning code into the wetland district section and establish a building and hard-surface setback from wetland edges. (short-term)
5. Amend the zoning code to expand impervious surface limitations beyond the Shoreland Overlay District, where appropriate. (short-term)
6. Promote groundwater recharge through best management practices for erosion control, surface water infiltration, and general adherence to the City's Storm Water Pollution Prevention Program. (ongoing)
7. Promote increased water quality and a decrease in pollution through adherence to the goals, objectives and policies of the watershed districts Water Management Plans. (ongoing)
8. Work with watersheds, state agencies and citizen groups to utilize state water quality standards as benchmarks for determining the potential level of contaminants in each water body. (immediate)
9. Preserve the natural drainage system to the extent feasible thereby minimizing storm sewer construction and maintenance costs. (ongoing)

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GENERAL IMPLEMENTATION

Most of the tools and resources needed to implement the goals and objectives of this plan are already in place. Some of these tools and resources are described below, however, this should not be construed as a complete guide to all city programs, policies and budgetary tools. The City's Capital Improvement Plan provides a more detailed inventory of the City's fiscal tools and what they are planned to be used for.

Official Controls

Official Controls include ordinances, fiscal devices and other strategies used to implement the comprehensive plan. The Metropolitan Land Planning Act requires that official local controls be consistent with the community's comprehensive plan, consequently, the zoning code will need to be amended to comply with this updated Comprehensive plan within 9 months of its adoption.

Zoning Code

The zoning code is the "police power" of the city, to enact regulations over persons and property to prohibit and/or regulate all things detrimental to the public's, safety and general welfare. The zoning code, which may be amended from time to time, is the primary implementation tool for the Land Use Section of this plan. However, zoning code amendments will also help to implement goals from all other sections as well. An amendment to the zoning code is reviewed by the Planning Commission and approved by the City Council. The zoning code must be amended to comply with the newly updated comprehensive plan within 9 months of plan adoption. The current zoning map can be found as Attachment G at the end of this document. The current zoning code can be downloaded from the City's website, www.whitebearlake.org, or a paper copy can be requested for 25 cents per page.

Subdivision Regulations

The subdivision regulations control the platting and subdivision of land, and in doing so, regulates the design of street and other public improvements, including the dedication of park land. The subdivision code is not cited as needing amendment to implement any of the objectives of this comprehensive plan, however, it is still an important regulatory tool. The subdivision ordinance can be downloaded from the City's website, or a paper copy can be requested for 25 cents per page.

Special Assessments

A special assessment is a funding mechanism through which the affected/benefiting property owners pay their fair share of an improvement over time. Street and utility reconstruction projects are funded through special assessments. Also, the City has a small business loan for sprinklering commercial buildings which is administered by special assessment. Special Assessments may be an appropriate tool with which to implement some of the Comprehensive Plan's objectives.

Housing Redevelopment Agency (HRA)

The HRA is the primary implementation body for the Housing Section's goals and objectives. The HRA administers a wide range of programs which it is always looking to expand to serve the needs of the City. These programs include direct assistance programs as well as various fiscal devices, which currently include:

- Tax Increment Financing

- Small Business Loan Program
- Redevelopment Incentive Monies

Other Planning Approaches/Documents

Many topic- or area- specific plans are cited throughout this document. These plans provide more specific guidance than the general policy in the comprehensive plan. The City will continue to develop, update, and implement these plans as necessary. It is the intent that this comprehensive plan is consistent with and supportive of these other plans.

Strategic Plan

Every 5 years, the City conducts a citizen survey and reviews the goals set for the upcoming 5-year period. This document is used to direct the creation of the Capital Improvement Plan, which is a 5-year budgetary document updated on an annual basis. The goals of the strategic plan should reflect the priorities of, and be consistent with, the comprehensive plan. The 2006 Strategic Plan can also be found on the City's website.

Marina Triangle District Master Plan

The Master Plan for the Marina Triangle District was adopted in the summer of 2002 and is the City's blue print for redevelopment of the area.

Storm Water Pollution Prevention Program (SWPPP)

The City's Storm Water Pollution Prevention Program (SWPPP) was originally adopted in 2003 and newly revised in 2008. It is anticipated that the new SWPPP will be adopted by the City Council by fall of 2008. This comprehensive plan fully supports all aspects of the SWPPP, which aims to enhance the quality of stormwater through the implementation of best management practices.

Comprehensive Water Supply Plan

The City's Second Generation Water Supply Plan was recently completed in October of 2007 with minor revisions made in March of 2008. It is also anticipated that the City Council will formally adopt this plan prior to the adoption of this comprehensive plan update. The intent of this comprehensive plan is to support the Water Supply Plan, which addresses water supply issues in greater detail.

Wellhead Protection Plan

By 2012, the City will be adopting a Wellhead Protection Plan as required by the Minnesota Department of Public Health. This plan will identify measure to monitor the land use surrounding the City's wells to insure that no contaminating activities are being conducted nearby.

Water Management Plan

The City must update its Water Management plan by June of 2009. The updated plan will explore in greater depth and detail recommendations for protection and maintenance of the existing hydrologic system, the goals and policies for water quality and quantity, erosion and sediment control, recreation, fish and wildlife enhancement, and an implementation program. The goals, policies and implementation program of this plan are considered to be an extension of the comprehensive plan which fully supports that document.

Annual Budget

The City's annual budget provides the funding for the day-to-day operations of the City. The annual budget is derived from the 5-year capital improvement plan which is based on the strategic plan. Budgetary priorities should be reviewed for consistency with Comprehensive Plan polities.

Internal Boards and Commissions

White Bear Lake has 4 advisory boards, comprised of volunteers appointed by the Mayor which serve the City based on specific areas of interest. These bodies ultimately contribute to the formation of policy and the administration of city services. These bodies include:

Planning Commission

The Planning Commission is a 7 member advisory body appointed by the mayor to make recommendations to the Council in areas such as adoption and amendment of the comprehensive plan, rezonings, special use permits, and subdivisions.

Variance Board

The Variance Board is a 5 member advisory body appointed by the mayor to make recommendations to the Council on variance requests from the City's Zoning Code and appeals of any order or decision may by an administrative officer of the Zoning Code.

Commission on Environment and Sustainable Practices

The City of White Bear Lake's Commission on Environment and Sustainable Practices is a 9-member advisory Commission, each appointed to a three year term by the Mayor. The Commission was originally formed in 1984 as the White Bear Lake Recycling Committee when curbside recycling was first introduced. Over the years, the Commission has broadened its focus as opportunities for local environmental initiatives have become increasingly prevalent. It is now involved in exploring local response to a variety of environmental issues. Current subcommittees include Waste Management & Reduction, Climate Change Issues, Green Building Practices and Storm Water Management. The Commission researches and exchanges ideas and information, promotes public educational efforts and considers programs and policies for the City Council's consideration.

Parks Commission

A 7 member advisory body appointed by the mayor for the purpose of advising the City Council on matters relating to the planning, design, use and maintenance of parks, open space and natural areas within the City. The Parks Commission also makes recommendations on the budgetary planning process for park development and improvement.

As the City continues to grow and evolve, the number of and/or roles of these advisory bodies should be revised as needed.

External Agencies

A large part of implementing any plan is good intergovernmental communication and cooperation with the appropriate agencies. There should be regular communication between state, regional and local levels regarding issues that have an impact on the City. The City can then work with these agencies to identify and overcome any regulatory barriers or fiscal constraints that would limit the City's ability to achieve an objective. Some of the agencies identified within this plan as requiring collaboration with include:

County

Ramsey County Regional Railroad Authority
Ramsey County Transit Authority
Active Living Ramsey County
Ramsey County Library Board
Washington County

State

Department of Natural Resources
Department of Transportation
Minnesota Pollution Control Agency

Regional

Metro Transit
Metropolitan Council

Adjacent Municipalities

Birchwood Village	Vadnais Heights
Dellwood	White Bear Township
Gem Lake	Hugo
Mahtomedi	North Oaks
Maplewood	

Other

Ramsey-Washington Metro Watershed District
Rice Creek Watershed District
Vadnais Lake Area Water Management Organization
Valley Branch Watershed District
WBL School District
WBL Area Historical Society
WBL Main Street
WBL Conservation District
Metropolitan Interfaith Council on Affordable Housing (MICAH)
YMCA

All of the above-listed agencies (except the state agencies) will be provided with a copy of this draft plan for review prior to adoption.

HOUSING IMPLEMENTATION

The Comprehensive Plan is required by Minnesota Statutes 473.859, Subd. 4(3) to have a Housing Implementation Section. The section must identify official controls, programs and fiscal devices to implement the goals and policies of the housing element of the plan, including the City's share of the metropolitan area need for low and moderate income housing. This section is broken down into three main categories – life-cycle and affording housing, existing housing stock, and future housing.

A) Maintain and expand supply of life-cycle and affordable housing.

- 1) The Metropolitan Council has allocated the City of White Bear Lake with 65 of the 51,000 new affordable units determined to be needed on a region-wide basis. The City acknowledges its share needed to fulfill the regional quota of affordable housing by the year 2020 and will meet or exceed this goal.
- 2) Preserve and expand the City's supply of affordable and life-cycle housing through financial and technical support for maintenance and development of affordable housing using available fiscal tools including:
 - Tax Increment Financing (TIF)
 - Low Income Housing Tax Credits (LIHTC)
 - Multi-family Housing Revenue Bond Program (HRBP)
 - Ramsey County Deferred Rehab Program
 - Ramsey County Energy Conservation Program
 - Minnesota Housing Finance Agency financial assistance programs
- 3) Review and amend the City's official controls, including zoning and subdivision ordinances as necessary to help to eliminate obstacles to preserving and expanding affordable housing alternatives and to achieving housing plan goals.
- 4) Study and, if deemed appropriate, develop an inclusionary rental housing policy, including developer incentives to achieve the City's affordable and workforce housing goals.
- 5) Study the impact of city fees on housing affordability and lower-income residents. Review new affordable housing proposals on a case-by-case basis to determine if a fee waiver or reduction is merited.
- 6) Pursue opportunities to submit applications for funding from federal, state, county, and regional agencies to achieve housing plan goals, including providing rental units affordable to families and individuals at or below 30% of adjusted median income.
- 7) Support the use of Ramsey County First Time Home Buyer's Programs for down payment assistance for low and moderate income households, including firefighters, police officers, and teachers who want to work and live in the area.

- 8) Promote the use of the Senior Housing Regeneration Program (SHRP) through the Greater Metropolitan Housing Corporation (GMHC) to assist local seniors in transitioning from their single-family home to new housing and to help young families to acquire their homes.
- 9) Study the relationship between the City's supply of affordable housing and local employers ability to attract and retain employees.
- 10) Monitor vacancy rates of all senior housing rental buildings in the City and conduct a market study to determine the need for additional senior housing in the City.
- 11) Continue to own and operate Pioneer Manor as an affordable senior housing project.

B) Protect the quality and character of existing residential neighborhoods.

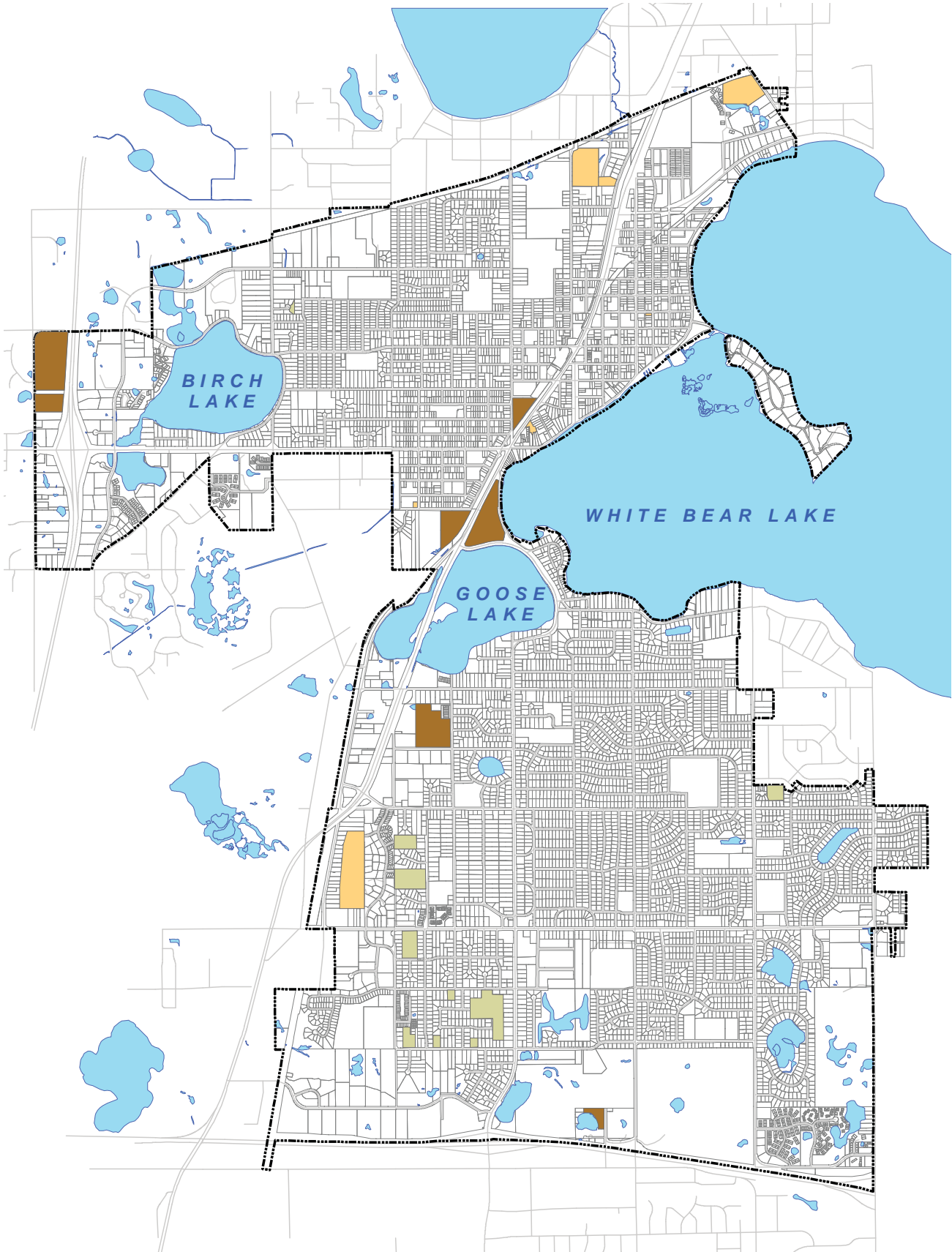
- 1) Continue efforts to remove blighted single- and two-family dwellings to make parcels available for redevelopment.
- 2) Enforce the City's expanded licensing program for all single- and two-family rental dwellings along with all other residential rental properties.
- 3) Promote the expanded use of Community Development Block Grant and HOME funds for the rehab of small-scale rental properties and homesteaded properties.
- 4) Support the use of the Minnesota Housing Finance Agency's Rental Rehab Loan Program which provides low-interest 15-year loans for multi-family rehabilitation.
- 5) Encourage landlords to adopt and enforce the City's "Crime-Free Drug-Free Lease Addendum".
- 6) Continue a program of proactive code enforcement for all residential properties and targeted toward declining neighborhoods.
- 7) Review the establishment of an HRA local levy to create a stable long-term funding source to be used for residential rehabilitation and scattered site acquisition of blighted single and two-family dwellings.

C) Provide sufficient opportunities for the market to meet the City's housing goals of 11,400 units by 2030.




This breaks down to approximately 200 new units every 10 years:

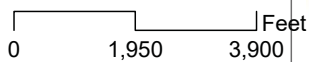
Year:	2008	2010	2020	2030
Households:	10,757	11,000	11,200	11,400

Per the zoning code, density bonuses may allow for up to 28 dwelling units per acre, dependant upon the transit-oriented or affordable characteristics of a project. The following map depicts the areas where future housing development is anticipated.



Legend

-  Low Density (34.2 acres)
-  Medium Density (33.4 acres)
-  High Density (38.5 acres)



Note: Densities shown are per anticipated development, not per future land use designation. White Bear Woods, Wild Marsh, and Marina Triangle estimated at approximately 2 acres each due to existing development.



**CITY OF WHITE BEAR LAKE
2030 COMPREHENSIVE PLAN
POSSIBLE FUTURE HOUSING**

Created May 1, 2008
By the Community Development Department
Utilizing Ramsey County GIS Data
For More Information, Call 651-429-8561

CAPITAL IMPROVEMENT PLAN

The current Capital Improvement Plan (CIP) sets forth the required major maintenance, replacement and expansion of the City's public infrastructure for a five-year period beginning in 2008. The plan recommends the improvements expected to be needed and schedules them in a sequence intended to maximize the public investment and avoid duplication, waste, and conflict while meeting safety standards and public expectations.

In consideration of improvements and maintenance priorities, the City draws from three fundamental and interdependent tenets: Sustainability, Active Living and Smart Growth. All three principles guide the City's planning as it strives to balance the need for continued public reinvestment with the responsibility to preserve the natural surroundings and our global environment. As part of this effort, the City has established a new Internal Service Fund to finance energy conservation investment opportunities presented through the development of emerging technologies, including a variety of lighting and mechanical retrofits. An Energy Conservation section has been added to the document to assist in tracking such investments.

The CIP also incorporates a means of financing the required improvements in a manner consistent with state law, the City Charter, local ordinances and policies and conventional financing procedures and standards. The sources and uses of financing the CIP are sound and have received positive critical review from representatives of public investors, yet it relies very little on debt issuance.

The Capital Improvement Plan will be carefully reviewed every year for the purposes of measuring progress, modifying priorities, and extending the Plan one more year into the future. Factors beyond the City's control will have a significant impact on the schedule and priorities expressed in the CIP, and with that point in mind, it is important to remember that the CIP is a plan, not a mandate nor final authorization to proceed. By its nature as a long-range plan, improvements in the first and second year of the CIP are much more likely to proceed as planned while those scheduled in the fourth and fifth year are more likely to be changed. It will be through the annual revision or reaffirmation of the CIP that the Mayor and City Council are afforded a significant opportunity to exercise planning and policy setting authorities in a meaningful and lasting manner.

The City is physically and financially sound. However, all physical improvements require on-going maintenance and betterment. It is essential to the City's long-term soundness that these improvements are continually anticipated, planned and funded.

Major Funding Sources

The following list describes the major funding sources for the CIP:

Municipal Building Fund: This fund was established for the purpose of accumulating assets for the acquisition of land, and the construction or remodeling of municipal buildings and facilities. Transfers from the General Fund are the primary revenue source for building improvements.

Equipment Acquisition Fund: The City utilizes this fund for purchases of major capital outlay items. The Fund's revenue sources result from tax levies, along with dedicated revenue sources, that the City has identified for capital purchases rather than using them to fund operating expenditures (such as salaries or operational expenditures). The City has designated the following revenue sources to be reserved for capital acquisition: 1) Rents from leasing space for radio and telephone communication equipment on City water towers and poles. 2) Ramsey/Washington Cable franchise payment.

HRA Development Fund: This fund accounts for various tax increment monies received which fund specific redevelopment and economic development projects.

Sports Center Reserve Fund: This fund receives revenues from the Sports Center Enterprise Fund. Any excess revenue over expenditures for building or equipment is retained for future capital improvements.

Community Counseling Center Capital Fund: The Community Counseling Center Fund accounts for the proceeds of specific revenue sources that are restricted to expend for specified purposes.

Park Improvement Fund: This fund accounts for the acquisition and improvement of City parks paid for out of park dedication fees, gifts, transfers and interest earnings. Since the City is fully developed, park dedication fees will be limited and the City may want to find alternative means of financing park improvements.

Sewer & Water Improvement Funds: These two funds receive the revenues from sewer and water availability charges that are levied when buildings are connected to the sewer or water system. Sewer and water operating funds provide annual infrastructure funding through budget transfers. Transfers are made to finance other non-assessed system improvements.

License Bureau Fund: The success of the License Bureau operation has allowed funds to be transferred to the Interim Construction Fund for street improvements.

Interim Construction Fund: This fund accounts for transactions pertaining to construction of public improvements such as streets, watermains, sanitary sewer and storm sewers.

Internal Services Fund: This fund accounts for acquisition of energy conservation improvements and facility retrofits that will result in energy savings and have a reasonable payback period. Savings realized from these improvements will be reinvested into this fund until the payback has been recaptured, at which point the savings will be directly recognized in the annual operating budget of the facility.

The 2007 CIP is broken down into six sections: municipal buildings, park improvements, sanitary sewer improvements, surface water management, transportation, and water division projects. The planned expenditures for each section is broken down by year in Table 7-1, below.

**TABLE 7-1
SUMMARY OF PROJECTS BY SECTION**

Municipal Buildings

Armory		100,000				100,000
City Hall	76,500	85,000	25,000			186,500
Community Counseling Center	35,000	30,000				65,000
Energy Conservation Improvements	12,000					12,000
Normandy Center West	35,000		5,000	8,000	8,000	56,000
North Fire Station #1	5,000	39,000	131,085			175,085
Public Safety Building	80,000	38,000	17,500			135,500
Public Works	2,000,000	4,000,000	500,000			6,500,000
South Fire Station #2	39,000	50,000		15,000		104,000
Sports Center		125,000				125,000

Park Improvements

Bossard Park						-
Clark Avenue Parkway	19,000	50,000				69,000
Cottage Park Preserve						-
Ebba Park						-
Hidden Hollow Park						-
Lakeview Park						-
Lakewood Hills Park	40,500	13,000				53,500
Lions Park	16,500		10,000			26,500
Matoska Park	194,500	5,000		5,000		204,500
McCarty Park						-
Memorial Beach & West Park	210,000					210,000
Podvin Park	116,500	12,000				128,500
Railroad Park	3,500		7,500			11,000
Ramaley Park		2,500	20,000			22,500
Rotary Nature Preserve		18,000				18,000
Spruce Park		7,500	10,000			17,500
Stellmacher Park		325,000				325,000
Varney Lake Park			22,500			22,500
Veterans Memorial Park						-
Weyerhauser Park	8,000					8,000
Willow Marsh Reserve			6,500			6,500
Yost Park			5,000			5,000
All Parks (General)	19,500	22,500	17,500	222,500	217,500	499,500
Total	628,000	455,500	99,000	227,500	217,500	1,627,500

Sanitary Sewer Improvements

Sanitary Sewer Lift Stations	105,000		150,000			255,000
Sanitary Lines	95,000	75,000				170,000
Total	<i>200,000</i>	<i>75,000</i>	<i>150,000</i>	-	-	<i>425,000</i>

Surface Water Management

Surface Water Conveyance	40,000	30,000	30,000	30,000	30,000	160,000
Surface Water Detention Areas	80,000	100,000	180,000	100,000	75,000	535,000
Surface Water Treatment Systems**						-
Total	<i>120,000</i>	<i>130,000</i>	<i>210,000</i>	<i>130,000</i>	<i>105,000</i>	<i>695,000</i>

Transportation

Cracksealing	60,000	65,000	70,000			195,000
Mill Overlay	200,000	150,000	175,000	200,000	200,000	925,000
Street Resurfacing		500,000	450,000	500,000		1,450,000
Street Reconstruction	2,220,000	2,356,000	2,860,000	3,129,000	3,285,450	13,850,450
Sidewalks, Walkways, Bikeways	110,000	175,000	50,000			335,000
Railroad Crossings		250,000		155,000		405,000
Traffic Signals						-
Total	<i>2,590,000</i>	<i>3,496,000</i>	<i>3,605,000</i>	<i>3,984,000</i>	<i>3,485,450</i>	<i>17,160,450</i>

Water Division Projects

Wells	25,000	25,000	25,000	25,000		100,000
Water Treatment Plant		25,000		250,000		275,000
Water Storage Facilities					500,000	500,000
Water Distribution (watermains)**						-
Total	<i>25,000</i>	<i>50,000</i>	<i>25,000</i>	<i>275,000</i>	<i>500,000</i>	<i>875,000</i>

ALL SECTIONS	2008	2009	2010	2011	2012	Total
TOTAL COSTS	<i>5,845,500</i>	<i>8,673,500</i>	<i>4,767,585</i>	<i>4,639,500</i>	<i>4,315,950</i>	<i>28,242,035</i>

NOTE: Surface Water Treatment and Water Main improvements are included in the Street Reconstruction Totals. Details are provided in their respective sections.

It is anticipated that the 2008 CIP will be adopted by the City in May, 2008. A complete copy of the 2008 CIP can be found on the City's website.

CONCLUSION

Work on the comprehensive plan will not end with its adoption. Staff will need to diligently track the progress of our implementation efforts. The plan should be reviewed periodically to ensure it is still relevant and consistent, and amendments may be necessary as change within the City occurs. It is our intention that this plan will be referenced often when decisions are being made and that the long-term vision of the city will guide our day-to-day processes.