

CITY OF WHITE BEAR LAKE

COMPREHENSIVE PLAN 1998 – 2020

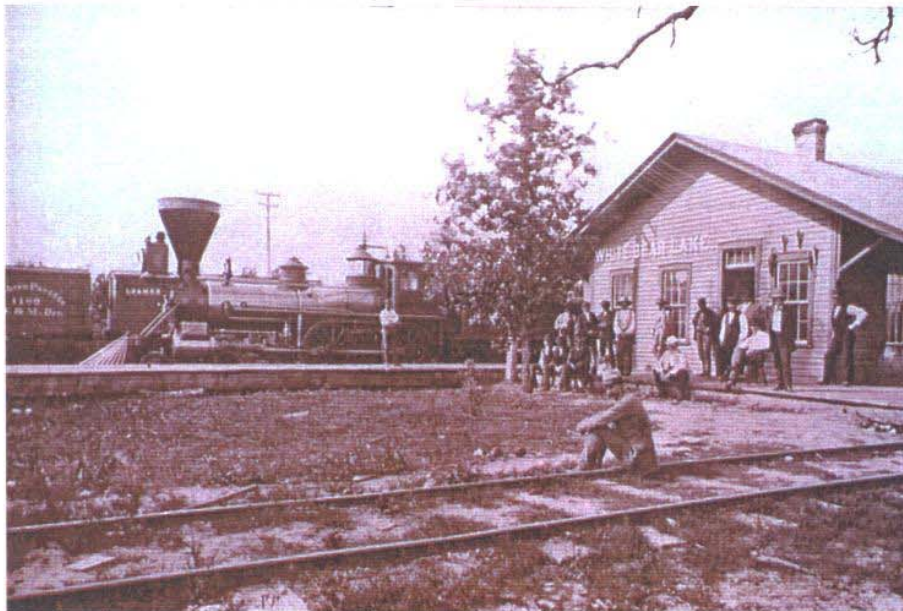


TABLE OF CONTENTS

PAGE

SECTION 1 – INTRODUCTION.....i-11

TABLE OF CONTENTS..... i

HISTORICAL BACKGROUND..... 1-2

THE COMMUNITY AND THE PLAN.....3

MISSION STATEMENT 3-4

DEMOGRAPHICS5

Table 1-1 (Demographics 1990 – 1998).....5

EMPLOYMENT..... 6-9

Table 1-2 (Major Manufacturing Employers) 6-7

Table 1-3 (Major Retail/Institutional Employers) 8-9

IMPLEMENTATION.....10

SOLAR ACCESS PROTECTION 11

SECTION 2 – LAND USEi-36

TABLE OF CONTENTS.....i-iii

INTRODUCTION 1

EXISTING LAND USE INVENTORY1

PROPOSED LAND USE 1-4

Figure 2-1 (1998 Land Use Map).....2

Table 2-1 (Existing Land Use).....3

Table 2-2 (Proposed Land Use Plan).....4

PLANNING DISTRICTS..... 5-33

Figure 2-2 (1998 Planning District Map)5

PLANNING DISTRICT 16

Figure 2-3 (Planning District 1 Map)6

 Estimate of Development Potential: 1999 – 2020 7-9

 Area 1-17

 Area 1-2 7-8

 Area 1-38

 Area 1-48

 Area 1-58

 Area 1-68

 Area 1-79

 Area 1-89

 Area 1-99

Table 2-3 (Planning District 1 – Potential Development).....9

TABLE OF CONTENTS

PAGE

PLANNING DISTRICT 2 10-12
 Figure 2-4 (Planning District Map)10
 Estimate of Development Potential: 1999 – 2020 11
 Area 2-111
 Area 2-211
 Area 2-311
 Area 2-411
 Area 2-511
 Table 2-4 (Planning District 2 – Potential Development).....12
PLANNING DISTRICT 3 13-16
 Figure 2-5 (Planning District 3 Map)13
 Estimate of Development Potential: 1999 – 2020 14-16
 Area 3-114
 Area 3-2 14-15
 Area 3-315
 Area 3-415
 Area 3-515
 Area 3-615
 Area 3-715
 Area 3-815
 Area 3-916
 Table 2-5 (Planning District 3 – Potential Development).....16
PLANNING DISTRICT 4 17-20
 Figure 2-6 (Planning District 4 Map)17
 Estimate of Development Potential: 1999 – 2020 18-20
 Area 4-118
 Area 4-2 18-19
 Area 4-319
 Table 2-6 (Planning District 4 – Potential Development).....20
PLANNING DISTRICT 5 21-23
 Figure 2-7 (Planning District 5 Map)21
 Estimate of Development Potential: 1999 – 2020 22-23
 Area 5-122
 Area 5-222
 Area 5-3 22-23
 Area 5-423
 Table 2-7.....23
PLANNING DISTRICT 6 24-25
 Figure 2-8 (Planning District 6 Map)24
 Estimate of Development Potential: 1999 – 2020 25
 Area 6-125
 Area 6-225
 Table 2-8 (Planning District 6 – Potential Development).....25

TABLE OF CONTENTS

PAGE

PLANNING DISTRICT 7 26-28
Figure 2-9 (Planning District 7 Map)26
Estimate of Development Potential: 1999 – 2020 27-28
Area 7-127
Area 7-227
Area 7-327
Area 7-427
Area 7-527
Area 7-628
Table 2-9 (Planning District 7 – Potential Development).....28
PLANNING DISTRICT 8 29-30
Figure 2-10 (Planning District 8 Map)29
Estimate of Development Potential: 1999 – 202030
Area 8-130
Area 8-230
Table 2-10 (Planning District 8 – Potential Development).....30
ADDITIONAL HOUSEHOLDS FORECAST.....31
Table 2-11 (Number of Additional Households Forecast by Planning District).....31
ADDITIONAL COMMERCIAL / INDUSTRIAL32
Table 2-12 (Square Feet of Additional Commercial/Industrial)32
PROJECTED DEMOGRAPHICS.....33
Table 2-13 (Projected Demographics)33
LAND USE OBJECTIVES AND PROGRAM 34-36
Land Use Objectives 34-35
Land Use Program 35-36

SECTION 3 – HOUSING..... *i-27*

TABLE OF CONTENTS..... *i-iii*

COMMUNITY HOUSING ISSUES1
EXISTING HOUSING INVENTORY AND ANALYSIS1
HOUSING SUPPLY 2-4
Table 3-1 (Housing Unit Growth).....2
Figure 3-1 (Housing Map).....3
Table 3-2 (Dwelling Units by Type).....4
AGE OF HOUSING 4-6
Table 3-3 (Housing Units Since 1980 – All Types).....5
Figure 3-2 (Age of Housing Map)6

TABLE OF CONTENTS

PAGE

MULTI-FAMILY UNITS 7-10

Table 3-4 (White Bear Lake Townhomes)7

Townhomes for Sale7

Townhomes for Rent7

Table 3-5 (Apartment Building Rental Units)..... 8-9

HOUSING CONDITIONS 10-13

Figure 3-3 (Housing Conditions Map)12

Table 3-6 (Single Family Alteration).....13

STRUCTURAL, PLUMBING, AND EQUIPMENT CHARACTERISTICS 13-15

Table 3-7 (Residential Facilities)14

OVERCROWDING.....15

VACANCY RATES16

Table 3-8 (White Bear lake Apartment and Townhome Rentals Average Rent/Unit Type).....16

HOUSING TENURE.....17

Table 3-9 (Housing Tenancy)17

HOUSING COST 18-19

Table 3-10 (Housing Sales 1998)18

Table 3-11 (Livable Communities Benchmark Indicators).....19

SENIOR HOUSING 20-22

HOUSING OBJECTIVES AND POLICIES..... 22-25

 Housing Development and Supply 22-23

 Housing and Neighborhood Preservation 23-24

 Housing Assistance 24-25

HOUSING IMPLEMENTATION PLAN 25-27

 Housing Development and Supply25

 Housing and Neighborhood Preservation 25-26

 Housing Assistance.....27

SECTION 4 – TRANSPORTATION.....i-20

TABLE OF CONTENTS..... i

INTRODUCTION 1

DEFINITIONS..... 1-2

INVENTORY AND ANALYSIS..... 3-8

 Functional Classification3

 Roads.....3

 Principal Arterials3

 Minor Arterials.....4

Figure 4-1 (Transportation Plan for Roads)5

 Collectors6

TABLE OF CONTENTS

PAGE

Trails6
 Mass Transit.....6
 Rideshare.....6
 Park and Ride.....6
 Figure 4-2 (Transportation Plan for Trails).....7
 Railroads8
 Aviation.....8

PROJECTED DEVELOPMENT..... 9-14
 Figure 4-3 (Transportation Assignment Zones)10
 Table 4-1 (Number of Households Forecast)11
 Table 4-2 (Population Forecast)12
 Table 4-3(Employment Forecast)13
 Figure 4-4 (Traffic Forecasts).....14

ISSUES AND NEEDS..... 15-16
 TRANSPORTATION GOAL.....17
 POLICIES17
 PLAN AND PROGRAM..... 18-20

SECTION 5 – PUBLIC UTILITIESi-18

TABLE OF CONTENTS..... i

SANITARY SEWER..... 1-8
 Inventory 1-3
 Table 5-1 (Wastewater Flow 1990 – 1998)1
 Figure 5-1 (Sanitary Sewer and Private Septic).....2
 Sewer Expansion..... 3-5
 Sewer Expansion Projects Since 1992..... 3-5
 Figure 5-2 (Sanitary Sewer Expansion and Inter Community Service Areas)4
 Intercommunity Service.....5
 Areas of City Not Serviced..... 5-6
 Projected Wastewater Flow 6-7
 Table 5-2 (Projected Wastewater Flow 1999-2020)6
 Infiltration and Inflow.....7
 Private Wastewater Treatment Facilities 7-8
 Individual Sewage Treatment Systems.....8

TABLE OF CONTENTS

PAGE

WATER 9-18

 Introduction.....9

 Municipal Water Facilities..... 9-12

 Supply and Treatment Facilities 9-11

Table 5-3 (White Bear Lake Wells)..... -

Figure 5-3 (Water Supply) 10

Table 5-4 (White Bear Lake Municipal Water Use) 11

 Storage Facilities.....12

Table 5-6 (White Bear Lake Reservoirs)12

 Distribution System12

 Residential Water Service..... 12-15

 Residential Water Expansion Projects 12-14

Figure 5-4 (Residential Water Extension and Inter Community Services).....13

 Residential Areas Not Serviced15

 Residential Private Water Supply15

 Commercial..... 15-16

 Commercial Water Extension Projects Since 199216

 Commercial Private Water Supply16

 Inter Community Service.....16

 Future Water Service16

 Public Utilities Objectives and Policies..... 17-18

 Objectives17

 Policies: General17

 Policies: Sanitary Sewer17

 Policies: Storm Sewer18

 Policies: Water Systems.....18

SECTION 6 – PARKS, OPEN SPACES, AND TRAILS i-15

TABLE OF CONTENTS..... i

INTRODUCTION 1-2

Figure 6-1 (Parks, Open Space and Trails Map)2

PARK CLASSIFICATION SYSTEM.....3

Table 6-1 (Parks, Open Spaces and Trails Classification).....3

PARK INVENTORY..... 4-7

Table 6-2 (1999 Inventory of Parks, Open Spaces and Trails) 4-7

 City Recreation Areas 4-5

 County Recreation Areas6

 School Recreation Areas.....7

PLAN AND PROGRAM..... 8-9

 Plan8

 Program..... 8-9

TABLE OF CONTENTS

PAGE

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM..... 9-11
FUTURE PARKS, OPEN SPACE AND TRAILS NEEDS..... 12-15
 Johnson Boatworks Site..... 12-13
 Community Center..... 13-14
 Around the Lake Trail..... 14
 Burlington Northern Regional Trail..... 14
 Alternative Contemporary Sports Facilities..... 14

SECTION 7 – CAPITAL IMPROVEMENT PLAN i-6

TABLE OF CONTENTS..... *i*
INTRODUCTION 1
STREETS/TRANSPORTATION..... 2-3
UTILITIES..... 4
PARKS..... 5-6

HISTORICAL BACKGROUND

The earliest inhabitants of the White Bear Lake area were the Sioux (Dakota) and the Chippewa (Ojibway) Indians who battled each other for territory. Due to an 1825 treaty, promoted by the United States government, White Bear Lake became part of the area designated as Sioux territory. In 1837 the United States government signed a treaty which involved purchase of all Sioux territory east of the Mississippi in order to open it for 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 settlers established White Bear Township, consisting of 36 square miles of land. As word of its scenic landscape spread, the town grew into a popular resort area, attracting visitors from as far south as Missouri. 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.

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. At this time, 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 past 15 years, large parcels of land have been opened for development through the city's effort to extend roads and utilities. The city's aggressive economic development program has led to extensive tax base and employment gains on both commercial and industrial fronts. Several nationally known companies have moved into the area in the past decade while downtown redevelopment efforts have made 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 27,000 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.

Cultural and Historic

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 none 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.

The following historic preservation goal has been developed for White Bear Lake. The goal is accompanied by six objectives aimed at implementing this goal.

Goal: 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.
2. Work with owners of historically significant structures downtown to identify potential technical and financial resources for rehabilitating the buildings.
3. Continue to fund the City's low-interest, rehabilitation loan program for downtown building restorations. Consider additional funds for genuine historic renovation.
4. Promote public improvements which enhance the historic nature of the downtown.
5. Ensure that redevelopment and infill development activities in and around the downtown are compatible with the architectural character of the downtown.
6. Ensure that development activities undertaken in close proximity to archaeologically significant sites are done in the most unobtrusive manner possible.

THE COMMUNITY AND THE PLAN

The city's 2020 Comprehensive Plan is partly in response to the Minnesota Land Planning Act of 1995, but also in keeping with the city's commitment to careful planning. The city recognizes that it best accomplishes its goals and most efficiently utilizes its resources through careful planning.

The city has an ongoing strategic planning process designed to help the community enhance its existing strengths, overcome limitations, and seize opportunities. This participatory process seeks to involve individuals who represent the business community, school district, City Council, City boards and commissions, and residents from throughout White Bear Lake.

The strategic planning process has contributed to a better understanding of the city's strengths, weaknesses, threats, and opportunities. From this process has come a mission statement along with a list of 12 key goals which have been adopted by the City Council (see below). The strategic plan and its goals have helped form the basis for the direction 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.

1. Economic Development/Redevelopment:

Aggressively pursue an economic development and redevelopment strategy through the promotion of existing strengths/resources and the unique characteristics of White Bear Lake. A successful economic development and redevelopment strategy should result in a broadened tax base and an increased job base compatible with existing industrial, retail and other development.

2. Downtown:

Enhance and expand downtown White Bear Lake and implement the Highway 61 corridor plan to improve access and appearance to maintain downtown as a focal point of the community.

3. Environmental Issues:

Examine the need for increased wetland and open space protection/preservation, increased waste abatement efforts and environmental compatibility with development.

4. **Non-Motorized Transportation:**

Promote utilization of non-motorized transportation through the development and continued maintenance of bikeway/walkway trails and sidewalks.

5. **Recreation and Leisure Activities:**

Seek additional opportunities for recreational and leisure activities through park development and improvements, renovation of the Armory Center, and through continued cooperation with District No. 624.

6. **Education:**

Support School district No. 624 in its efforts to educate the youth of our community through continued participation in the D.A.R.E. program, Arbor Day activities, municipal facility tours and other programs. Maintain open dialogue with district officials to coordinate mutual interest long-range planning efforts.

7. **Housing:**

Encourage balanced housing development as well as community reinvestment and improved maintenance within aging neighborhoods.

8. **Traffic:**

Support Ramsey County's efforts to reconstruct Highway 96; identify and address problem areas to reduce speed and alleviate traffic congestion where needed.

9. **Crime/Public Safety:**

Insure public safety services are directed toward crime prevention, chemical abuse, youth-related crimes, domestic abuse, and at-risk population. Incorporate community policing philosophy throughout department.

10. **Community preservation/Involvement:**

Keep pace with changing needs of the community by promoting mechanisms for feedback from people representing all community stakeholders.

11. **Infrastructure and Basic Service Levels:**

Analyze the current infrastructure system and evaluate need for system improvements.

12. **Intergovernmental Cooperation:**

Evaluate need for and promote a plan for consolidating municipal community services where appropriate to include school system, township and adjacent communities. Coordinate with county and state on mutual-interest projects.

DEMOGRAPHICS

The table below provides a snapshot of where the City was in terms of its population, households, and employment in 1990 and at year end 1998. The City experienced a moderately high level of growth in its number of households, averaging over ninety new units per year. Population increased by nearly 10% to just under 27,000 persons.

**TABLE 1-1
DEMOGRAPHICS 1990 - 1998**

	1990	1998	Increase	
	April 1	December 31	Number	Percent
Population	24,622	26,989	2,367	9.6
Households/Dwellings	9,409	10,223	814	8.7
Employment	8,119	11,340	3,221	39.7

Sources: 1990 Census, City Building Permits, and Metropolitan Council.
1998 Employment data was interpolated from Metropolitan Council's employment projections (Local Planning Handbook, May 1997).

EMPLOYMENT

A healthy economy and developable land adjacent to the interstate system has led to nearly a 40% jump in the number of jobs within the City between 1990 and 1998. The City's pro-business climate has also helped to attract many businesses with high paying jobs. Tables 1-2 and 1-3 include a listing of the City's major manufacturing and retail/institutional employers respectively.

**TABLE 1-2
MAJOR MANUFACTURING EMPLOYERS**

1.	Employer Name Address Contact Person/Title SIC 8730	Aspen Research Corporation 1812 Buerkle Road Roger Worm Product/Service: Research	Phone # 651-631-9234 Employee Count 30
2.	Employer Name Address Contact Person/Title SIC 2796	Container Graphics 4841 White Bear Parkway Robert Manning Product/Service: Printing Plates	Phone # 651-653-1400 Employee Count 62
3.	Employer Name Address Contact Person/Title SIC 3643	Dimensions Unlimited 1800 White Bear Parkway Dennis Getter, David Flood Product/Service: Power Invertors	Phone # 651-770-7000 Employee Count 30
4.	Employer Name Address Contact Person/Title SIC 3635	Grubb Equipment Sales 1851 Buerkle Road Product/Service: Vacuum Systems	Phone # 651-777-4041 Employee Count 32
5.	Employer Name Address Contact Person/Title SIC 2023	Kohler Mix Specialties 4041 Highway 61 Bob Banken Product/Service: Ice Cream Mix	Phone # 651-426-1633 Employee Count 91
6.	Employer Name Address Contact Person/Title SIC 5731	Magnepan, Inc. 1645 Ninth Street Product/Service: Sound Equipment	Phone # 651-425-1645 Employee Count 30

INTRODUCTION

1

7.	Employer Name Address Contact Person/Title SIC 2700	Marprint 607 Ninth Street Kevin Coghlan Product/Service: Label Printing	Phone # 651-429-7722 Employee Count 80
8.	Employer Name Address Contact Person/Title SIC 1700	Renewal by Andersen 1700 Buerkle Road Product/Service: Window Replacement	Phone # 651-430-5667 Employee Count 100
9.	Employer Name Address Contact Person/Title SIC 3499	Smarte Carte 4455 White Bear Parkway Brad Stanius Product/Service: Airport Carts	Phone # 651-429-3614 Employee Count 125
10.	Employer Name Address Contact Person/Title SIC 3492	Specialty Manufacturing 5858 Centerville Road Product/Service: Flow Control Products	Phone # 651-653-0599 Employee Count 50
11.	Employer Name Address Contact Person/Title SIC 3800	SpectraCom 4459 White Bear Parkway Andy Quinn Product/Service: Fiber Optic Industry	Phone # 651-429-4015 Employee Count 33
12.	Employer Name Address Contact Person/Title SIC 2679	Taymark Corporation 4875 White Bear Parkway Product/Service: Party Supplies	Phone # 651-426-1667 Employee Count 290
13.	Employer Name Address Contact Person/Title SIC 3639	Trane Company 4833 White Bear Parkway Sandra Sellman Product/Service: Air Conditioners, Building Management Systems	Phone # 651-407-4000 Employee Count 207
14.	Employer Name Address Contact Person/Title SIC 2653	Weyerhaeuser Corporation 1699 Ninth Street Joe Lenway Product/Service: Corrugated Boxes	Phone # 651-426-0345 Employee Count 128

**TABLE 1-3
MAJOR RETAIL/INSTITUTIONAL EMPLOYERS**

1.	Employer Name Address Contact Person/Title SIC 5399	City of White Bear Lake 4701 Highway 61 Mark Sather, City Manager Product/Service: Municipal Government	Phone # 651-429-8526 Employee Count 101
2.	Employer Name Address Contact Person/Title SIC	Century College 3300 Century Avenue Product/Service: Community College	Phone # 651-777-6055 Employee Count 373
3.	Employer Name Address Contact Person/Title SIC	Health Partners 1430 Highway 96 Product/Service: HMO Clinic	Phone # 651-426-1980 Employee Count 135
4.	Employer Name Address Contact Person/Title SIC 5399	K-Mart 3201 White Bear Avenue Product/Service: General Retail	Phone # 651-770-2911 Employee Count 100
5.	Employer Name Address Contact Person/Title SIC 2711	Press Publications 4779 Bloom Avenue Gene Johnson, Editor Product/Service: Newspaper	Phone # 651-407-1200 Employee Count 75
6.	Employer Name Address Contact Person/Title SIC 5099	Sam's Club 1850 Buerkle Road Product/Service: Wholesale Merchandise	Phone # 651-779-6532 Employee Count 160
7.	Employer Name Address Contact Person/Title SIC	U S Post Office 2223 5 th Street Product/Service: Mail Services	Phone # 651-429-0551 Employee Count 76

8.	Employer Name Address Contact Person/Title SIC 5511	White Bear Area Auto Dealers Product/Service: Automobile Service	Phone # Employee Count 1100
9.	Employer Name Address Contact Person/Title SIC 8361	White Bear Care Center 1891 Florence Street Product/Service: Nursing Home	Phone # 651-232-1800 Employee Count 225
10.	Employer Name Address Contact Person/Title SIC	White Bear Lake Area Schools District Center 4855 Bloom Avenue Product/Service: Education	Phone # 651-407-7500 Employee Count 1200
11.	Employer Name Address Contact Person/Title SIC	White Bear Lake Downtown Retailers Product/Service: Retail/Office	Phone # Employee Count 341

IMPLEMENTATION

1. Redevelopment Zoning

The City has adopted a number of zoning amendments to allow for more compact and contiguous land use patterns. In the downtown redevelopment areas, west of highway 61, the City has adopted a mixed use zone called the Diversified Central Business District, (DCBD). This zone allows for the integration of a wide range of uses made mutually compatible through careful City oversight of the development process.

The DCBD has allowed the City to promote redevelopment projects which have strengthened the downtown including specialty and entertainment retail, professional office and high density residential. This district also allows for residential density bonuses for underground parking and senior occupants. In certain cases, density may exceed 30 units per acre.

2. Downtown Zoning and Levy

The City's historic downtown has long been the focal point for the community. Official controls adopted for the downtown include "Central Business District" zoning and the downtown special service district. Zoning in the downtown is unique in that it allows for a mix of commercial, service and residential uses. The downtown's pedestrian orientation is primarily derived from the scale and massing of the built environment with buildings set out to the sidewalk. Downtown zoning, does not require building setbacks from property lines and has no private parking requirements.

The downtown special services district was established in 1993 pursuant to Minnesota Statutes, Sections 428.01 to 428.10. the district allows for an annual levy which is used by the downtown council to promote the downtown as a unified business district. The funds have also been used for beautification and municipal parking.

3. Senior Housing

Recently, the City amended its zoning code in order to allow senior citizens to live in close proximity to goods and services. As a result, through a conditional use permit process, senior and congregate care seniors may be located in the City's commercial zoning districts.

The City has also adopted a policy of allowing senior citizen housing in single family zones as a conditional use. This policy has allowed the City to keep pace with the growing demand for senior housing in the area.

Solar Access Protection

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.

Goals: To protect options for the employment of solar energy.

To encourage access to direct sunlight for areas that will undergo redevelopment over the next 20 years.

Objectives:

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

TABLE OF CONTENTS

	<u>Page</u>
HISTORICAL BACKGROUND.....	1-2
THE COMMUNITY AND THE PLAN.....	3
MISSION STATEMENT	3-4
DEMOGRAPHICS.....	5
<i>Table 1-1 (Demographics 1990 - 1998).....</i>	<i>5</i>
EMPLOYMENT	6-8
<i>Table 1-2 (Major Manufacturing Employers)</i>	<i>6-7</i>
<i>Table 1-3 (Major Retail/Institutional Employers)</i>	<i>8-9</i>
IMPLEMENTATION	10
SOLAR ACCESS PROTECTION	11

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION.....	1
EXISTING LAND USE INVENTORY	1
PROPOSED LAND USE	1-4
<i>Figure 2-1 (1998 Land Use Map)</i>	2
<i>Table 2-1 (Existing Land Use)</i>	3
<i>Table 2-2 (Proposed Land Use Plan)</i>	4
PLANNING DISTRICTS.....	5-33
<i>Figure 2-2 (1998 Planning District Map)</i>	5
PLANNING DISTRICT 1	6
<i>Figure 2-3 (Planning District 1 Map)</i>	6
Estimate of Development Potential: 1999 – 2020	7-9
Area 1-1	7
Area 1-2	7-8
Area 1-3	8
Area 1-4	8
Area 1-5	8
Area 1-6	8
Area 1-7	9
Area 1-8	9
Area 1-9	9
<i>Table 2-3 (Planning District 1 – Potential Development)</i>	9
PLANNING DISTRICT 2.....	10-12
<i>Figure 2-4 (Planning District Map)</i>	10
Estimate of Development Potential: 1999 – 2020	11
Area 2-1	11
Area 2-2	11
Area 2-3	11
Area 2-4	11
Area 2-5	11
<i>Table 2-4 (Planning District 2 – Potential Development)</i>	12

PLANNING DISTRICT 3..... 13-16

Figure 2-5 (Planning District 3 Map)13
Estimate of Development Potential: 1999 – 2020 14-16
 Area 3-114
 Area 3-2 14-15
 Area 3-315
 Area 3-415
 Area 3-515
 Area 3-615
 Area 3-715
 Area 3-815
 Area 3-916
Table 2-5 (Planning District 3 – Potential Development)16

PLANNING DISTRICT 4..... 17-20

Figure 2-6 (Planning District 4 Map)17
Estimate of Development Potential: 1999 – 2020 18-20
 Area 4-118
 Area 4-2 18-19
 Area 4-319
Table 2-6 (Planning District 4 – Potential Development)20

PLANNING DISTRICT 5..... 21-23

Figure 2-7 (Planning District 5 Map)21
Estimate of Development Potential: 1999 – 2020 22-23
 Area 5-122
 Area 5-222
 Area 5-3 22-23
 Area 5-423
Table 2-723

PLANNING DISTRICT 6..... 24-25

Figure 2-8 (Planning District 6 Map)24
Estimate of Development Potential: 1999 – 202025
 Area 6-125
 Area 6-225
Table 2-8 (Planning District 6 – Potential Development)25

PLANNING DISTRICT 7..... 26-28

Figure 2-9 (Planning District 7 Map)26

 Estimate of Development Potential: 1999 – 2020 27-28

 Area 7-127

 Area 7-227

 Area 7-327

 Area 7-427

 Area 7-527

 Area 7-628

Table 2-9 (Planning District 7 – Potential Development).....28

PLANNING DISTRICT 8..... 29-30

Figure 2-10 (Planning District 8 Map)29

 Estimate of Development Potential: 1999 – 202030

 Area 8-130

 Area 8-230

Table 2-10 (Planning District 8 – Potential Development).....30

ADDITIONAL HOUSEHOLDS FORECAST.....31

Table 2-11 (Number of Additional Households Forecast by Planning District).....31

ADDITIONAL COMMERCIAL / INDUSTRIAL32

Table 2-12 (Square Feet of Additional Commercial/Industrial)32

PROJECTED DEMOGRAPHICS.....33

Table 2-13 (Projected Demographics)33

LAND USE OBJECTIVES AND PROGRAM 34-36

 Land Use Objectives 34-35

 Land Use Program 35-36

INTRODUCTION

White Bear Lake

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 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 INVENTORY

Existing land use as of January 1, 1999 is reflected in Figure 2-1. The acreage and percent of each type of land use is catalogued in Table 2-1. The city has experienced significant development since 1990 especially along the I-35E and I-694 corridors. Vacant developable land has been reduced dramatically since 1990 with approximately 137 acres of vacant land remaining.

PROPOSED LAND USE

Eight discrete planning districts have been established within the city. Within each district are areas of potential growth which are individually numbered for convenience. This section includes a brief analysis of each district's future development, redevelopment, and infill potential for each numbered area. An estimated year of development is also projected for each area through the year 2020. This analysis is a fundamental exercise upon which many other aspects of this plan rely.

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.

1998 Land Use

City of White Bear Lake

Community Development Department
September, 1999

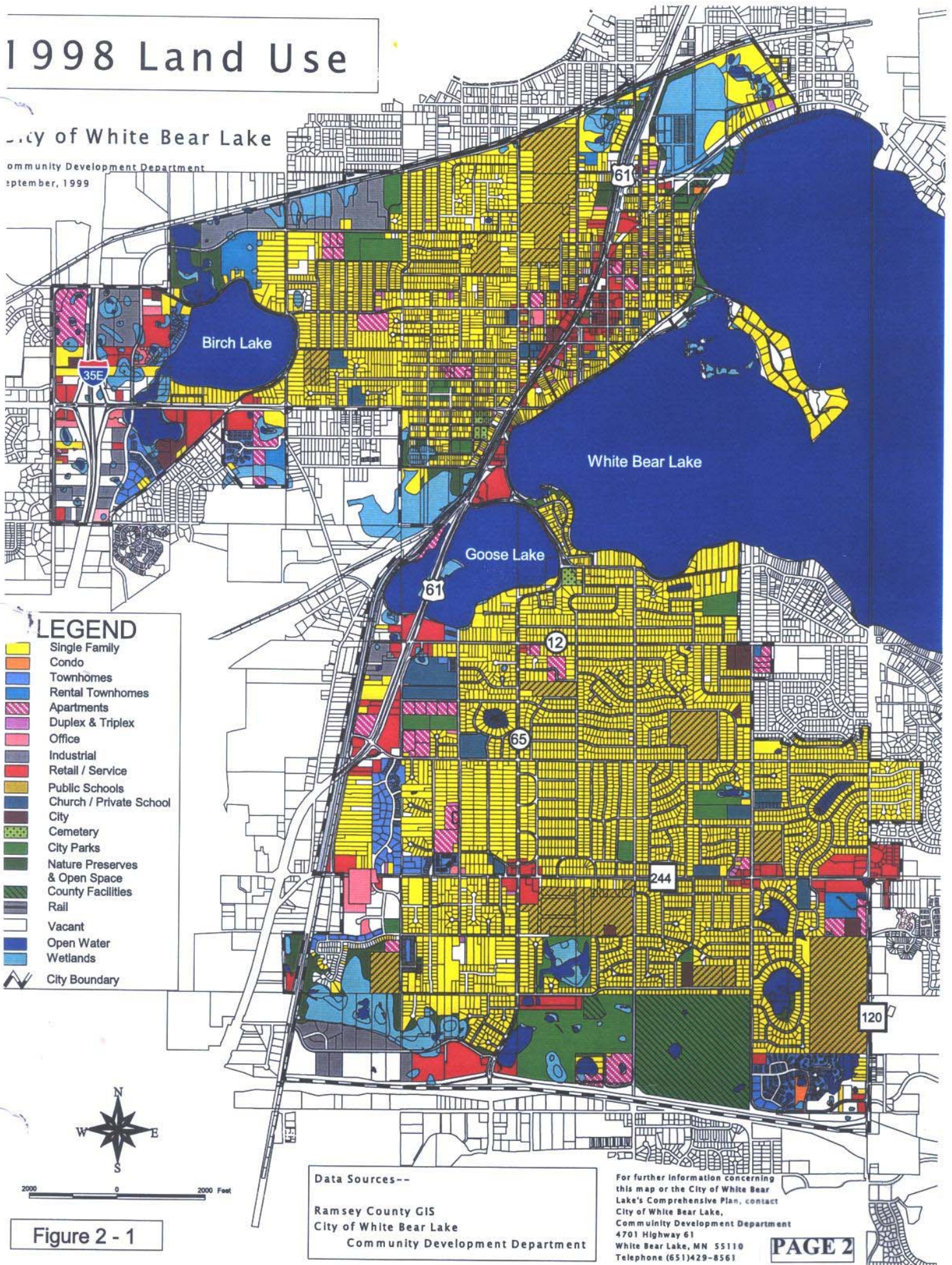


Figure 2 - 1

White Bear Lake's Comprehensive Plan consist of this document and the graphic depiction of this plan titled White Bear Lake Comprehensive Plan 1999-2020 located in the front pocket of this document.

The proposed land uses as shown on the Comprehensive Plan 1999-2020 are summarized in Table 2-2. This table shows the anticipated types and intensity of development in staged five year increments.

**TABLE 2-1
EXISTING LAND USE
JANUARY 1, 1999**

LAND USE TYPE	ACRES	PERCENT
RESIDENTIAL		
Single Family	2180	39.5
Multi-Family	323	5.9
COMMERCIAL		
General Commercial	235	4.3
INDUSTRIAL		
General Industrial	173	3.1
PUBLIC PARK & OPEN SPACE		
Public/Semi Public	354	6.4
Park Recreational	637	11.6
Roads	1,097	19.9
Open Water*	380	6.9
VACANT	137	2.4
TOTAL CITY	5516 acres	100.0

*The total amount of wetlands in the City is 650 acres. 380 acres are open water including all lakes and ponds in the City and 270 acres are other wetlands spread throughout the other land uses.

Source: WBL Community Development Department, Ramsey County Database

**TABLE 2-2
PROPOSED LAND USE 1999-2020
(existing and future land use)(in acres)**

YEAR	1999	2005	2010	2015	2020	2020 %
Single-family	2180	2157	2144	2121	2085	38
Multi-family	323	355	387	419	449	8
Commercial	235	239	239	239	239	4
Industrial	173	196	216	242	266	5
Public/Semi-Public	354	354	354	354	354	6
Park/Recreational	637	640	640	640	646	12
Roads	1097	1097	1097	1097	1097	20
Open/Water*	380	380	380	380	380	7
Vacant	137	98	59	24	0	0
Total City Area	5516	5516	5516	5516	5516	100 %

VACANT**	1999	2005	2010	2015	2020
Single-family	34	24	8	0	0
Multi-family	0	0	0	0	0
Commercial	10	4	4	0	0
Industrial	93	70	47	24	0
Public/Semi-Public	0	0	0	0	0
Total	137	98	59	24	0

*The total amount of wetlands in the City is 650 acres: 380 acres are open water including all lakes and ponds in the city except White Bear Lake, and 270 acres are other wetlands spread throughout the other land uses.

Source: Thibault Associates using ArcView 3.0a software and Ramsey County GIS.

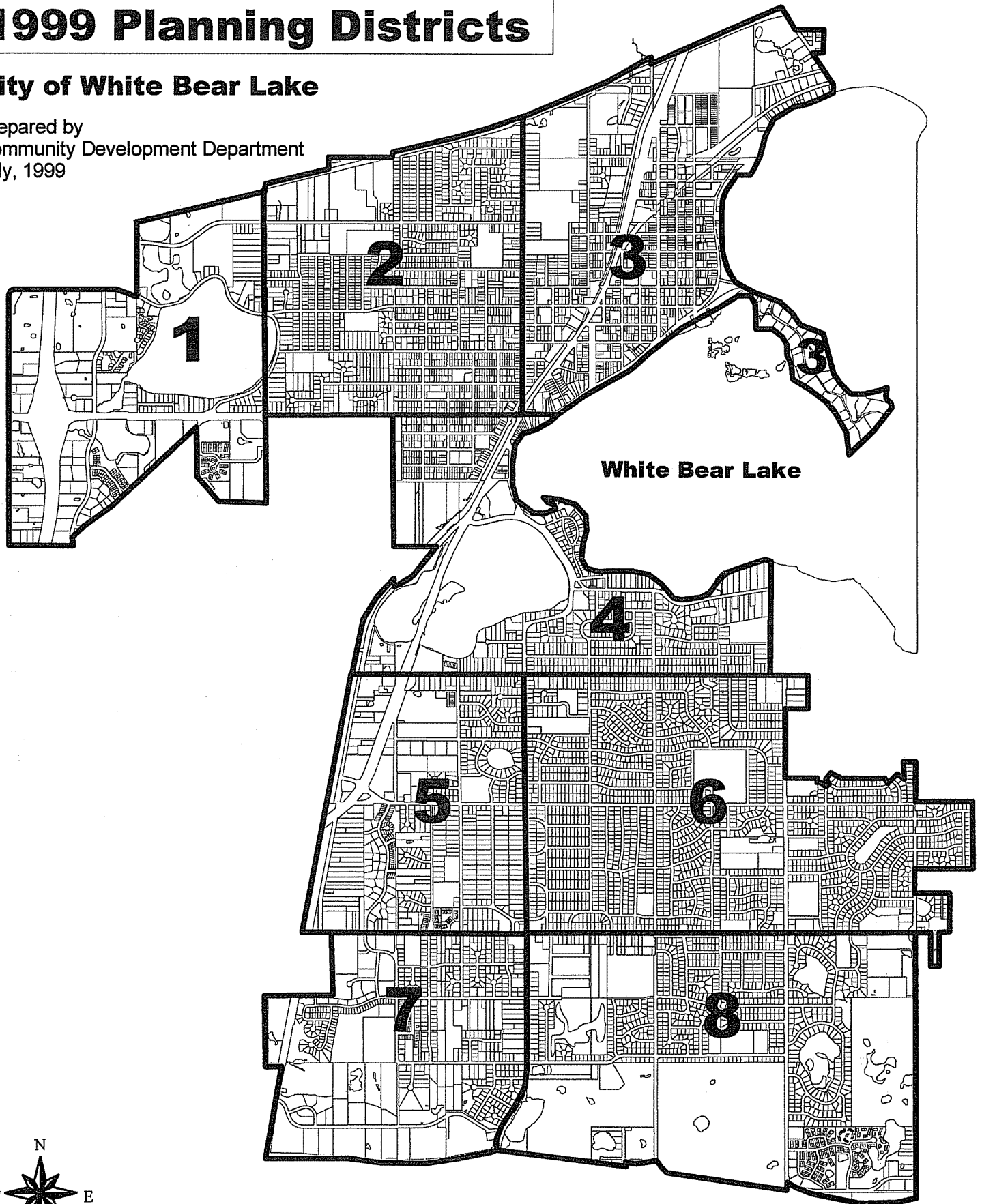
Methodology: (1) An ArcView shapefile and its corresponding table were created to show the proposed land use on the map/plan. (2) Areas for each proposed land use were calculated using the ArcView table. (3) A deduction was made from each land use area to account for open water acreage but not other wetlands. (4) Total city area was calculated using an ArcView shapefile and table.

** Vacant lands include the following wetland acreages: Single-family – 9 acre; Commercial – 6 acre; Industrial - 10 acre

1999 Planning Districts

City of White Bear Lake

Prepared by
Community Development Department
July, 1999



Data Sources-
Ramsey County GIS
City of White Bear Lake
□Community Development Department

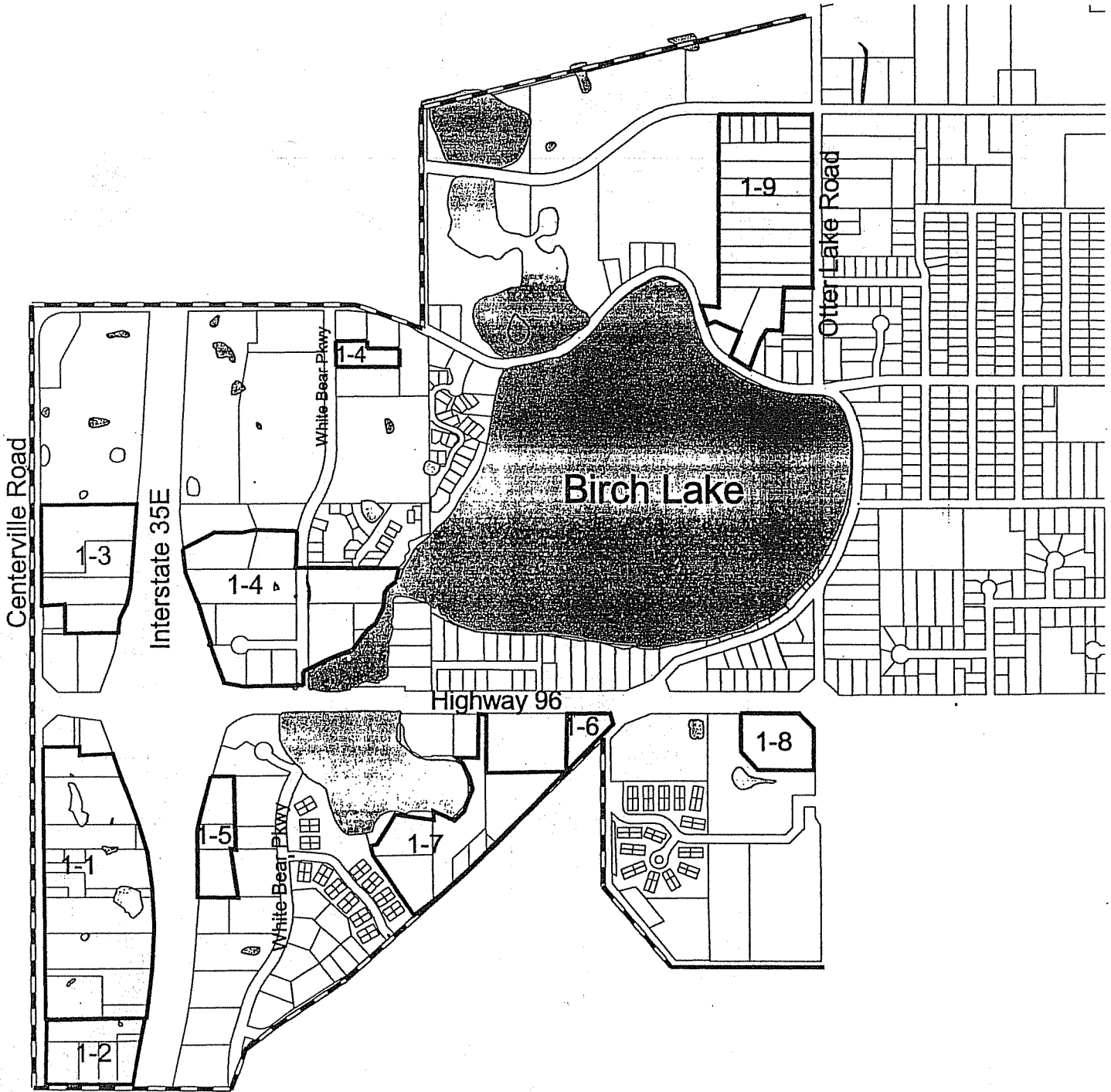
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Community Development Department
4701 Highway 61,
White Bear Lake, MN 55110
Telephone (651) 429-8561

Figure 2 - 2

Planning District #1

City of White Bear Lake

Community Development Department
August, 1999



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Figure 2 - 3

Data Sources---

Ramsey County GIS
City of White Bear Lake
Community Development Department

For further information concerning this map or the City of White Bear Lake's Comprehensive Plan, contact City of White Bear Lake, Community Development Department, 4701 Highway 61, White Bear Lake, MN 55110, Telephone (651)429-8561

PLANNING DISTRICT 1

Estimate of Development Potential: 1999-2020

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 remain throughout the district which are discussed below.

Area 1-1* includes 14 parcels lying east of Centerville Road south of Highway 96. The area includes a mix of uses with business warehouse uses to the south and a mix of automotive and residential uses to the north. Convenience/gas, and fast food are existing uses just north of Area 1-1. The site also includes several large vacant or underutilized parcels. The existing zoning is currently split between B-3, Auto Oriented Retail (on the north) and B-W, Business Warehouse (to the south). The split zoning may not be conducive to orderly and appropriate development in the area. The proposed land use map designates this area as Business Park.

To encourage quality business development, much like the city has experienced on White Bear Parkway, it would be beneficial to adopt the Parkway's DBD, Diversified Business District zoning. The DBD zoning should discourage attempts to convert the majority of the property to an intensive "big box" retail type use. The environmental sensitivity of the site, including roughly four acres of wetland and numerous trees, is further reason to avoid intensive retail-type development of the site.

The city may need to take an active role in attracting the appropriate types of users for the area. It may also be necessary to assist with site assemblage of some of the existing uses. The site is approximately 20 acres if assembled in its entirety and could support approximately 220,000 s.f. of new business development at roughly a 0.25 floor/area ratio. **Sequencing - Estimated year of development 2005.**

Area 1-2* consists of six parcels totaling 6.6 acres in size. The parcels are mostly underutilized with marginal physical improvements. This property is presently zoned B-W, Business Warehouse, and is guided for Industrial. Like Area 1-1, this area should also be guided as Business Park and zoned as DBD, Diversified Business Development District. At 30 percent lot coverage, the city could expect an additional 82,725 s.f. of business development. **Sequencing - Estimated year of development 2010.**

(See *Note on next Page)

***Note:** Area 1-1 includes auto-oriented businesses including a car wash, transmission repair, and diagnostic center. Area 1-2 includes a small engine repair and sales business. All four uses would become legal non-conforming upon zoning sequencing. Special zoning provisions should be considered to extend the owners' rights to expand and/or rebuild.

Area 1-3 is the predominantly vacant area east of Centerville Road and north of Highway 96. The property is currently zoned PZ, Performance Zone, and as such could be developed with a wide range of uses. The property is bounded by intensive auto oriented uses on the south and high density residential uses on the north. The city's proposed land use map designates this area as high density residential. This area includes a single family homestead of about seven acres which is a remnant of the Lande family farm. The total potential acreage in this area is approximately 9.25 acres. If developed at a high density rate, the site could provide for about 157 units. **Sequencing - Estimated year of development 2010.**

Area 1-4 consists of the few remaining vacant parcels north of Highway 96 and on both sides of White Bear Parkway. West of White Bear Parkway and immediately north of Highway 96 are three retail designated lots including an existing fast food restaurant. It is anticipated that other auto oriented uses will eventually locate on the two, one acre vacant parcels with a total building area of 15,000 s.f. **Sequencing - Estimated year of development 2002.**

The balance of the White Bear Parkway parcels north of Highway 96 are guided business development (non-retail). The remaining seven parcels total just over twenty acres. Due to wetland constraints and shoreland impervious surface restrictions, building coverage will be restricted to approximately 166,000 s.f. of business type development. **Sequencing - Estimated year of development 2005.**

Area 1-5 is located west of White Bear Parkway and south of Highway 96. This area includes three adjacent vacant sites totaling four acres. These sites rely on adjacent parcels for access to White Bear Parkway. Both sites are guided as business park and could support approximately 52,000 s.f. of business development guided at a 0.30 floor/area ratio. **Sequencing - Estimated year of development 2005.**

Area 1-6 is located on the southwest corner of Highway 96 and Birch Lake Boulevard South. The site is 1.53 acres and is guided as retail/office and could support approximately 26,660 s.f. of retail/office development developed at a 0.40 floor/area ratio. **Sequencing - Estimated year of development 2010.**

Area 1-7 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 commercially zoned land. 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 and vacant land associated with the Birch Lake Square Shopping Center 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.**

Area 1-8 is located on the southwest corner of Highway 96 and Otter Lake Road. The site is presently a single family homestead of 3.9 acres. The parcel is adjacent to several multi-family projects of various densities. Although the site is guided as high density residential and as such could support about 66 new units, a recent townhome proposal of 20 units seems eminent. **Sequencing - Estimated year of development 2000.**

Area 1-9 is located west of Otter Lake Road between North Birch Lake Boulevard and White Bear Parkway. The area consists of 11 existing single family lots totaling over five acres. The area is guided as low density residential and as such could remain as is or could support an additional sixteen units as infill development. **Sequencing - Estimated year of development 2020.**

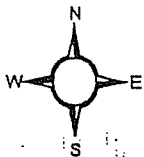
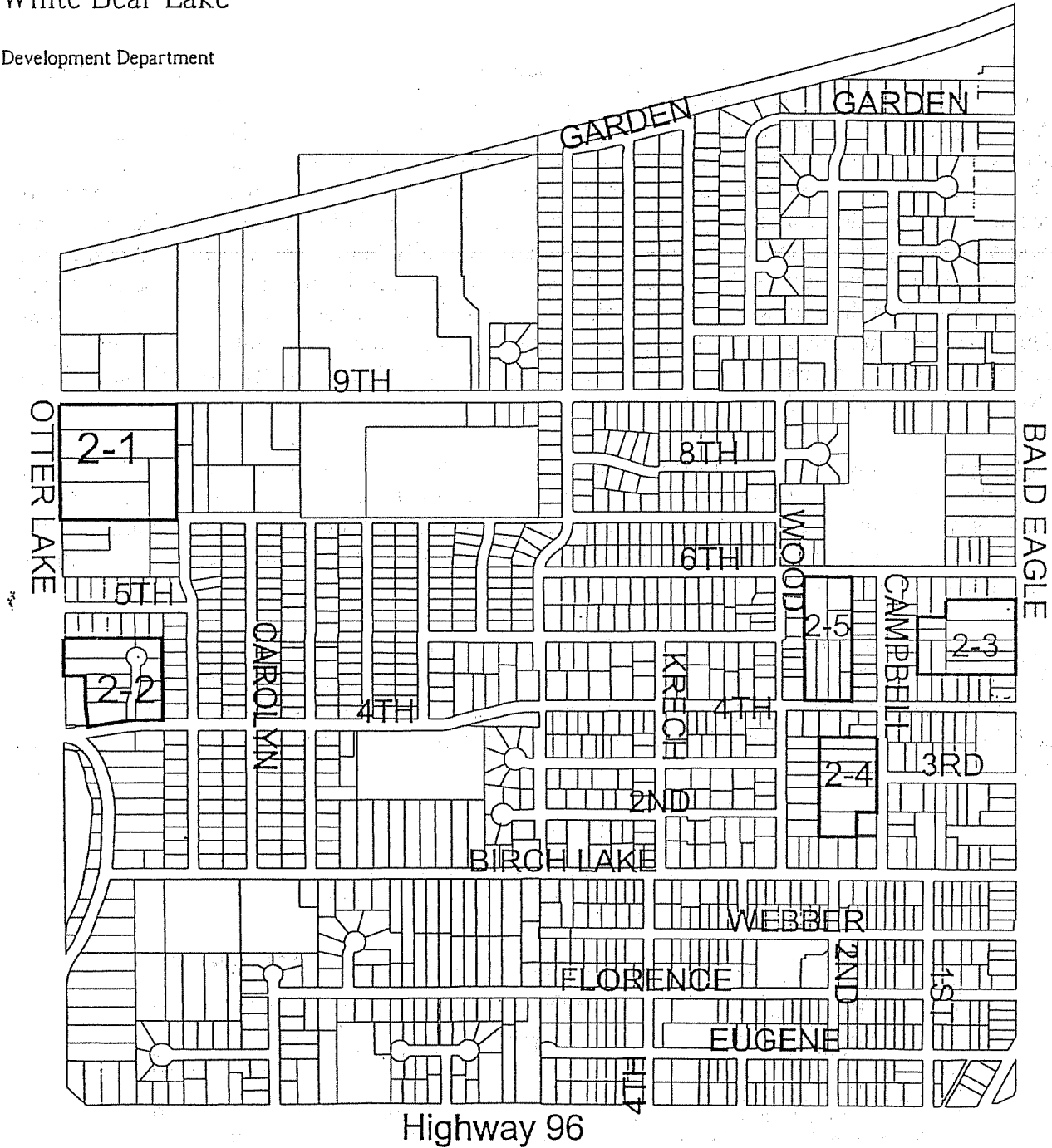
**TABLE 2-3
PLANNING DISTRICT 1
POTENTIAL DEVELOPMENT**

DEVELOPMENT POTENTIAL SUMMARY	
Business	520,725 s.f.
Retail/Office	41,660 s.f.
Housing Units	193 units
Community Facilities	60,000 s.f.

Planning District #2

City of White Bear Lake

Prepared by
Community Development Department
July, 1999



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Data Sources —
Ramsey County GIS
City of White Bear Lake
Community Development Department

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Figure 2 - 4

PLANNING DISTRICT 2

Estimate of Development Potential: 1999-2020

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.

Area 2-1 is a potential residential infill site located south of 9th Street and just east of Otter Lake Road. The area consists of five single family lots totaling 8.8 acres. Given the placement of the existing homes, it is estimated that approximately 4.7 acres could be split off for low density residential infill development. This area could support an additional 12 units. **Sequencing - Estimated year of development 2015.**

Area 2-2 is located on the northeast corner of 4th Street and Otter Lake Road. The property is platted for nine single family homes. At this time, four lots remain available for development. **Sequencing - Estimated year of development 2002.**

Area 2-3 is located west of Bald Eagle between 4th and 6th Street. The area is approximately 3.3 acres and is designated low density residential. This infill opportunity will require the participation of several property owners and therefore is unlikely to occur in the near future. A total of 7 units could be added in this area. **Sequencing - Estimated year of development 2020.**

Area 2-4 is located west of Campbell Avenue between Birch Lake Avenue and 4th Street. This area is also an infill possibility of 1.6 acres with a total of 4 units possible. **Sequencing - Estimated year of development 2020.**

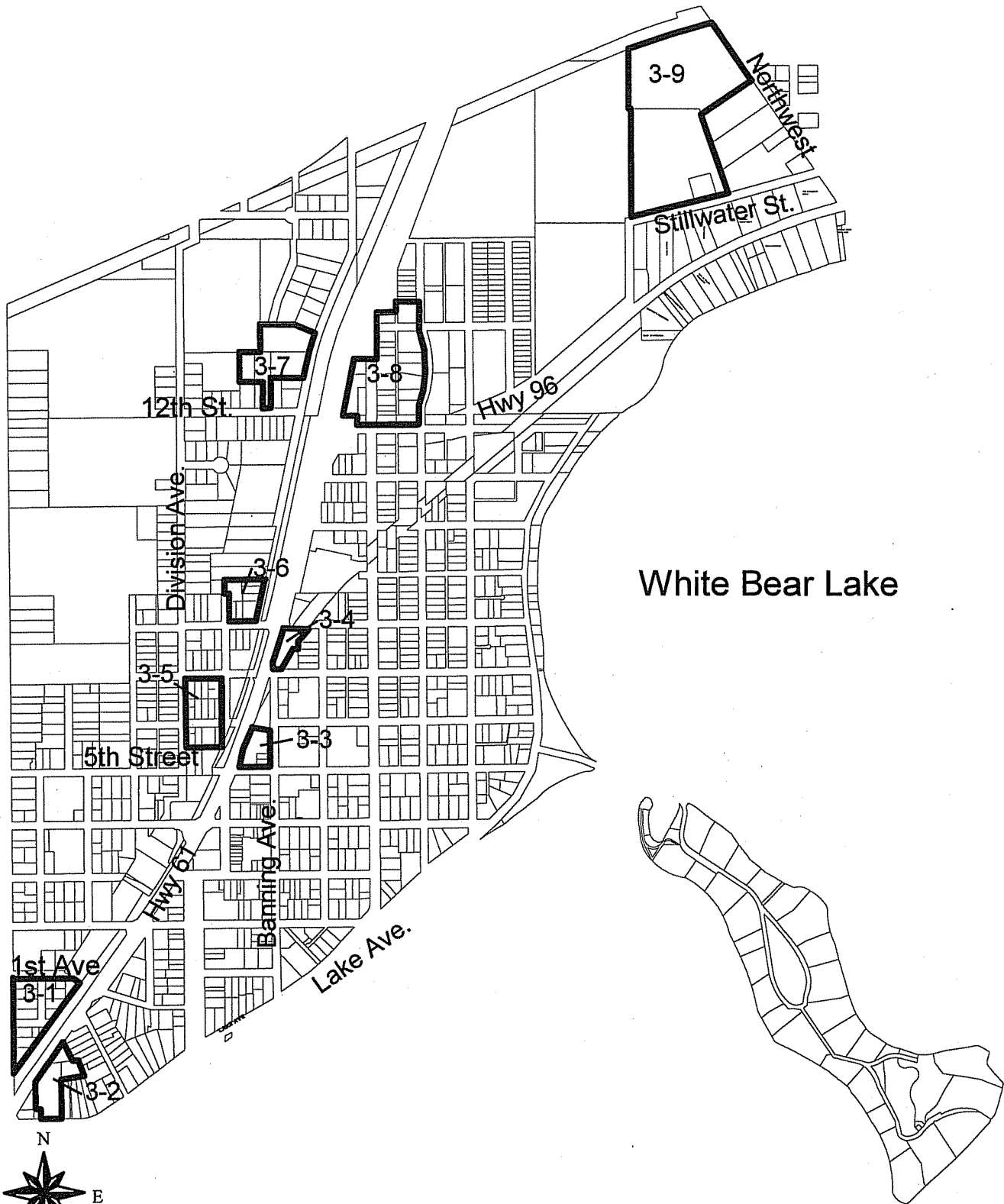
Area 2-5 is also west of Campbell between 4th and 6th Street. Some infill has already occurred here with an extension of 5th Street west of Campbell. In addition to the 3 units already developed, another 4 are expected. **Sequencing - Estimated year of development 2010.**

**TABLE 2-4
PLANNING DISTRICT 2
POTENTIAL DEVELOPMENT**

DEVELOPMENT POTENTIAL SUMMARY	
Business	N/A
Retail/Office	N/A
Housing Units	31 units

Planning District #3

City of White Bear Lake
1999 Comprehensive Plan



Data Sources-
Ramsey County GIS
City of White Bear Lake
□ Community Development Department

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Figure 2 - 5

PLANNING DISTRICT 3

Estimate of Development Potential: 1999-2020

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.

Area 3-1 is an existing tax increment redevelopment district located east of Bald Eagle Avenue, south of 1st Street north of Highway 96 and west of Highway 61. This area is guided as high density residential development which is permitted within the current DCBD zoning. The area is 4.4 acres in size. The city envisions a mixture of housing types and densities, similar to Project Area C located at 7th and Division. Inclusion of senior housing and use of a planned unit development process with an emphasis on underground parking will help to achieve densities of approximately 30 units per acre. The area is best situated for a mix of market types which may include senior housing and housing for working professionals as well as first time home buyers. An additional 120 units could be added to the downtown's residential base in this area.
Sequencing - Estimated year of development 2005.

Area 3-2 consists of three parcels located east of Highway 61 and north of Lake Avenue. The properties are presently for sale for both residential and commercial development. The parcels are 2.4 acres in size and include both residential and commercial zoning classifications and are also subject to the Shoreland Overlay District regulations. The properties present some challenge to redevelopment given the availability of utilities, density restrictions and limited road access. Given the site constraints and limited size, the city would prefer a comprehensive and coordinated redevelopment of all three parcels. The site could be divided into both residential and commercial components or could be developed as all housing through a planned unit development process. The limited amount of B-4, General Business, zoning will severely restrict any new retail or office type redevelopment. Rezoning some of the residentially zoned property to commercial would be a difficult undertaking and would no doubt result in a great deal of variance from codes for business abutting residentially zoned property.

The current R-2, Single Family, residential zoning allows for senior housing with a conditional use permit. Development of the entire site with senior housing could add approximately 21 units to the downtown. Additional analysis with regard to the Shoreland Ordinance density restrictions may be necessary to determine a reasonable density for this project. This property is guided as low density residential. **Sequencing - Estimated year of development 2002.**

Areas 3-3 and 3-4 are redevelopment sites in the downtown which have a high degree of potential for office/service uses. Area 3-3 is a 1.3 acre site being proposed as a two story, 24,000 s.f. bank/office building. Area 3-4 is a 1.0 acre site which is an obsolete fast food restaurant being redeveloped into a two story, 10,000 s.f. office building. **Sequencing - Estimated year of development for Areas 3-3 and 3-4 are 2005 and 2001, respectively.**

Area 3-5 is located between 5th and 7th Streets to the south and north respectively, and between Highway 61 and Division to the west. The city is presently in the final stages of planning the third phase of its "Downtown Expansion" project. The first two phases, Projects A and B, resulted in an addition of close to 50,000 s.f. of specialty retail, including several restaurants. The third phase of the expansion is more focused toward high density residential and office/service development.

Project C, as it is known, includes 80 units of new residential construction. The redevelopment will include a 62 unit market rate senior apartment along with 18 rental townhomes. In addition, there are plans for a 25,000 s.f. office/retail building. **Sequencing - Estimated year of development 2000.**

Area 3-6 is a 2.3 acre site on the northwest corner of Highway 61 and 8th Street. Existing uses include retail and single family, many of which are blighted to some degree. A 30,000 s.f. mixed use retail/office development would be possible when this site is redeveloped. **Sequencing - Estimated year of development 2005.**

Area 3-7 is a 3.67 acre site located north of 12th Street and west of Long Avenue. The site consists of four parcels zoned and guided for medium density residential. The site could support approximately 30 new units. **Sequencing - Estimated year of development 2005.**

Area 3-8 is an 8.86 acre potential redevelopment site located at the northeast quadrant of Highway 96 and Highway 61. A small portion of the property, just east of Highway 61, is presently zoned B-4, General Business. The balance of the property has an R-3, Single Family, zoning classification. The comprehensive plan guides this property as medium density residential. The site could support up to 80 units at a density of 9 units/acre. **Sequencing - Estimated year of development 2015.**

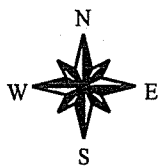
Area 3-9 is a 20 acre, 3 parcel site zoned R-3, Single Family Residential. Although the area is zoned R-3, the comprehensive plan has the area guided as medium density residential. The site has great natural amenities including woods, ponding, and a hillside view over White Bear Lake. Given the expense to provide infrastructure to the area and the attractiveness of the site, a proposal to increase density is likely. The city may look favorably upon this especially if a clustered, compact 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 five units per acre. This site could support 100 units of residential development. **Sequencing - Estimated year of development 2020.**

**TABLE 2-5
PLANNING DISTRICT 3
POTENTIAL DEVELOPMENT**

DEVELOPMENT POTENTIAL SUMMARY	
Business	N/A
Retail/Office	92,500 s.f.
Housing Units	456 units

Planning District #4

City of White Bear Lake
1999 Comprehensive Plan



Data Sources-
Ramsey County GIS
City of White Bear Lake
Community Development Department

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Community Development Department
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Figure 2 - 6

PLANNING DISTRICT 4

Estimate of Development Potential: 1999-2020

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.

Area 4-1 is a 5.8 acre site, zoned and guided as industrial on the southwest side of Goose Lake. The property is the home of a former concrete plant that also includes both a large wetland and woodland area. In 1997, the city approved a number of land use permits to allow the development of a 29,000 s.f. office warehouse building. Due to financial constraints, the development has not occurred to date. **Sequencing - Estimated year of development 2003.**

Area 4-2 In 1998, the city was approached by the owners of the Johnson Boatworks property with an offer to sell their property to the city. The city and the Johnsons agreed on the terms of the sale, which occurred in September of 1999.

The purchase of Johnson Boatworks, along with the marina, provides the city with an exciting land use challenge. The site is approximately 1.6 acres and is presently developed with four warehouse like structures and two single family houses. Lake Avenue separates the developed portion of the site from the lake and the properties' riparian accretions. The marina includes 160 seasonal rental slips, which the city also owns.

In order to provide a comprehensive long range view of the possibilities which may be available to the city, Planning Area 4-2 includes the entire "triangle district," as it is known, extending north to Lake Avenue and south to Cottage Park Road. The properties north of the Boatworks include the VFW and adjacent take-out restaurant, Veterans Memorial Park, two small offices, and seven single family dwellings. The properties to the south include a mix of commercial uses, including restaurant, office, additional marina uses, and retail including White Bear Shopping Center. Lastly, Lions Park is located at the most southeasterly portion of the area.

A planning process for determining the best use(s) for the triangle area needs to be defined, funded and implemented. The city will need the assistance of a professional design team with skills in architecture, landscape architecture and planning. In addition, a select task force made up of community residents, elected official(s), planning commissioner(s), and city staff will be needed to help guide the process. The following goals for the triangle area should be adhered to throughout the planning process.

1. Look beyond the Johnson Boatworks property; plan for the big picture.
2. Think long term; don't allow possible financial constraints to constrain the planning/design process.
3. Seek a dynamic mix of well integrated public and private sector uses; promote a strong sense of place.
4. Create strong pedestrian orientation while minimizing the impact of the automobile on the area including views to and from the lake.
5. Reorient vehicular traffic flow away from White Bear Lake toward Highway 61 where possible.
6. Strengthen the identity of White Bear Lake (the community) by expanding upon views from Highway 61 to the lake.
7. Create a linear green corridor between Lions Park and Veterans Memorial Park.
8. Develop the triangle area as an "urban" waterfront while capitalizing on marina ambience.

With the purchase of Johnson Boatworks, the city strengthens its capability to create and promote a well planned waterfront environment. Throughout the planning process the city will need to work with existing property owners and other interested parties to ensure they have adequate input. A successful redevelopment strategy will require investment and reinvestment by all stakeholders both private and public.

Area 4-3-a-b is a 4.35 acre site located on the southwest corner of Highway 96 and Highway 61. The site is presently a mix of commercial and residential uses with some commercial uses housed in older single family structures. A commercial zoning classification overlaid on existing single family structures in the past has led to a disarray of uses which lack a consistent identity. While the city's existing comprehensive land use map classifies this area as all low density residential, the zoning is split between commercial on the north end (at the corner) and low density residential at the south along Lincoln Avenue.

A reclassification of the land use designation for this area, somewhat more consistent with existing land use, is proposed. The district map for this area reclassifies the two existing commercial businesses at the corner (4-3-a) as commercial and an additional 3.5 acres (4-3b) along Lincoln Avenue as "Medium Density Residential." A comprehensive redevelopment of this area could be accomplished with the city's assistance. It is anticipated that the redevelopment could net an additional 20,000 s.f. office/service development and an additional 51 units of housing. Redevelopment will require enhanced access to Highway 61 and possible use of adjacent Lincoln Avenue and rear alley right-of-ways for redevelopment. Redevelopment may require enhanced access to Highway 61 and possible use of the adjacent Lincoln Avenue and rear alley right-of-ways for redevelopment. **Sequencing - Estimated year of development 2005.**

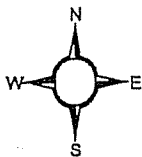
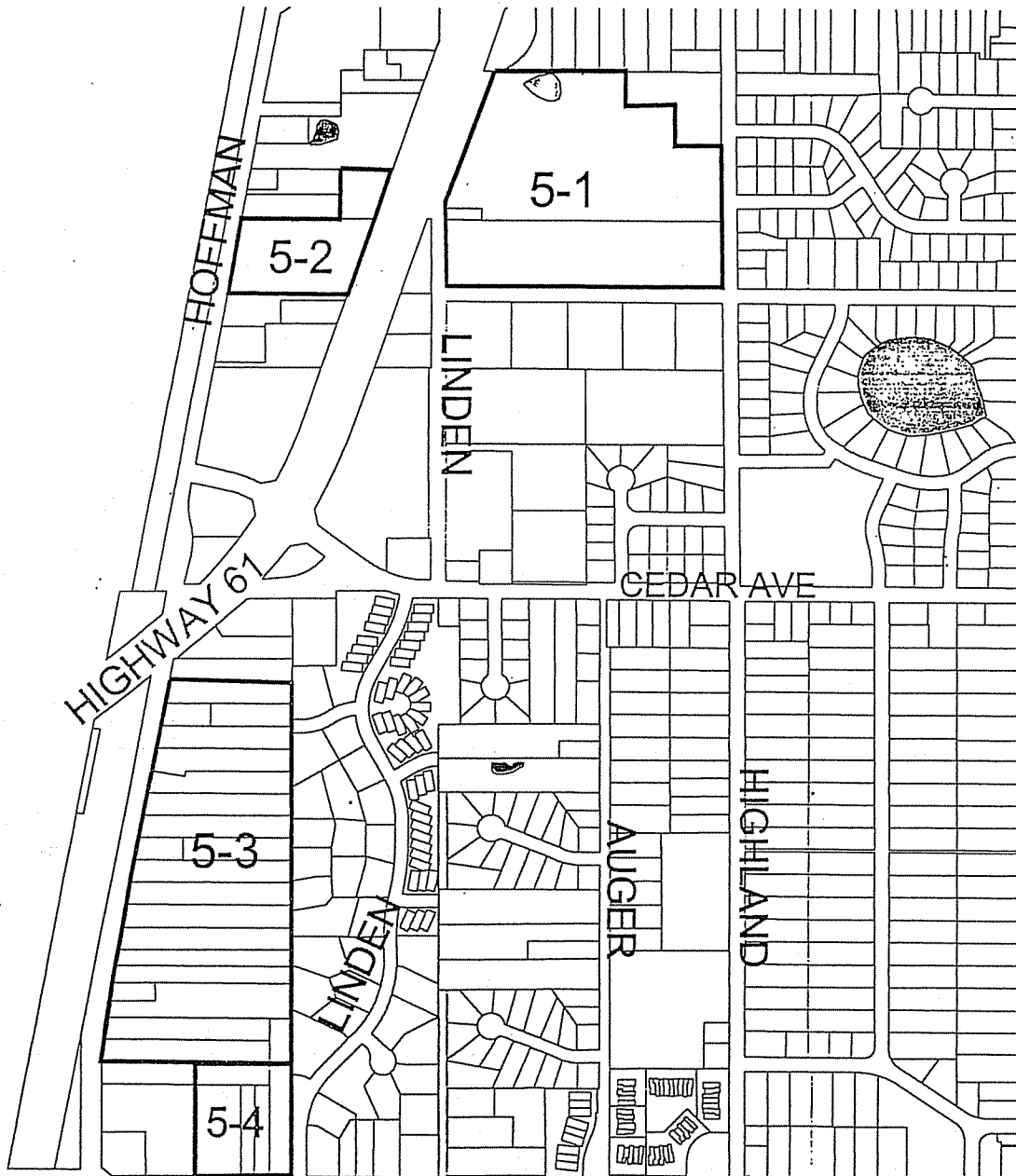
**TABLE 2-6
PLANNING DISTRICT 4
POTENTIAL DEVELOPMENT**

DEVELOPMENT POTENTIAL SUMMARY	
Business	29,000 s.f.
Retail/Office	20,000 s.f.
Housing Units	51 units

Planning District #5

City of White Bear Lake

Prepared by
Community Development Department
July, 1999



500 0 500 1000 Feet

Data Sources –

Ramsey County GIS
City of White Bear Lake
Community Development Department

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Figure 2 – 7

PLANNING DISTRICT 5

Estimate of Development Potential: 1999-2020

Planning District 5 is bounded by County Road F on the north, County Road E on the south, White Bear Avenue along the east and the Burlington Northern Railroad right of way on the west. The District is nearly fully developed with a wide variety of uses including business and commercial development along both sides of Highway 61, a significant cluster of multi-family residential in the southwest quadrant of the district along with 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.

Area 5-1 includes the two religious institutions referenced above including First Evangelical Lutheran and United Methodist. These churches sit side by side, south of County Road F and east of Highway 61. Both churches have large open areas which front on Highland Avenue. This open space combined area totals roughly 10.3 acres. Although the city has had some conversation with church staff about possible housing development in the future, their plans are not defined. At this time, this area is merely being catalogued as potential future housing development but is not being reguided from its religious classification.

Area 5-2 includes three parcels totaling 6.15 acres. The area is bordered by the Kohler Mix industrial complex on the north and by retail uses on the south. This planning area includes one large vacant four acre parcel and two smaller parcels which currently have single family homes on them. The area is zoned B-3, Auto Oriented Business District, and is guided as commercial. Due to limited access from Highway 61, the area will most likely be developed as an office/service type use of approximately 78,000 s.f. using a 0.3 floor/area ratio. **Sequencing - Estimated year of development 2002.**

Area 5-3 lies east of Hoffman Road and south of Cedar Avenue and includes 21 parcels of land totaling 31 acres. At present, there are 19 single family homes located in the area (all of which set close to Hoffman Road) having an average depth of over 600 ft. The entire area is zoned 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. Along with these developments, the city was careful to ensure the future orderly development of the Hoffman properties. To that end, the city required that road right-of-ways, streets, and utilities be extended from Linden Avenue to the easterly border of Area 5-3, in two locations. Although development of this area will be challenging due to the numerous property owners involved, it is assumed that as land in the metropolitan area becomes more scarce, these properties will develop, perhaps in phases and over the next 10 years.

In order to calculate the possible new units which could be achieved in Area 5-3 we assumed that the existing homes would remain, each with a lot size of 15,000 s.f. This subdivision would leave approximately 24.5 acres, which if developed at a medium density rate of 8.7 units per acre would result in 213 new units. **Sequencing – Estimated year of development one-half by 2005 and remaining one-half by 2010.**

Area 5-4 is a 4.23 acre area located north of County Road E and west of Linden Avenue. The property consists of five parcels some with existing single family homes on them. The area is zoned and guided as commercial and is presently being marketed as retail. The city estimates that approximately 55,000 s.f. of commercial development may be possible assuming a 0.3 floor/area ratio. **Sequencing - Estimated year of development 2005.**

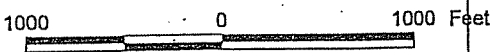
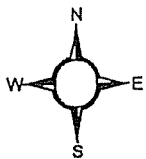
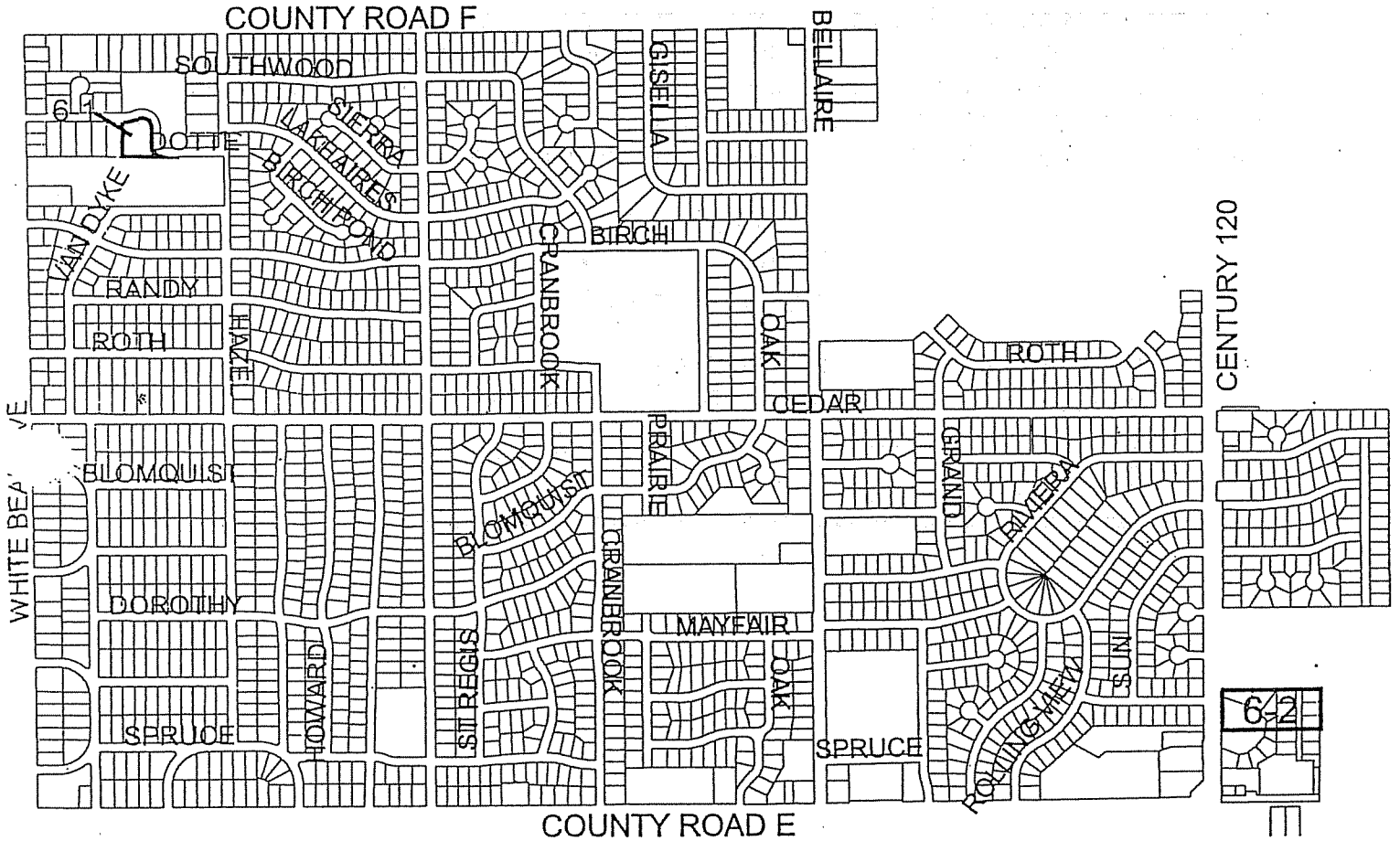
**TABLE 2-7
PLANNING DISTRICT 5
POTENTIAL DEVELOPMENT**

DEVELOPMENT POTENTIAL SUMMARY	
Business	78,000 s.f.
Retail/Office	55,000 s.f.
Housing Units	213 units

Planning District #6

City of White Bear Lake

Prepared by
Community Development Department
July, 1999



Data Sources —
Ramsey County GIS
City of White Bear Lake
Community Development Department

For further information concerning
this map or the City of White Bear
Lake's Comprehensive Plan, contact
City of White Bear Lake,
Community Development Department
4701 Highway 61
White Bear Lake, MN 55110
Telephone (651) 429-8561

Figure 2 – 8

PLANNING DISTRICT 6

Estimate of Development Potential: 1999-2020

Planning 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 a shopping center. The entire area is nearly fully developed, predominantly with post WWII single family homes. There are only two areas where new development is anticipated.

Area 6-1 is a 1.1 acre parcel located south of County Road F and east of White Bear Avenue. The parcel is both zoned and guided as high density residential. The parcel would support a 15 to 21 unit apartment development. **Sequencing - Estimated year of development 2001.**

Area 6-2 is a roughly 3.5 acre area located just north of the Wildwood Shopping Center on the northeast corner of County Road E and Century Avenue. The area is both zoned and guided for a general retail development, but is being developed as a 115 unit congregate care facility for the elderly, which is consistent with the City's implementation strategy for supplying life-cycle housing. **Sequencing - Estimated year of development 2002.**

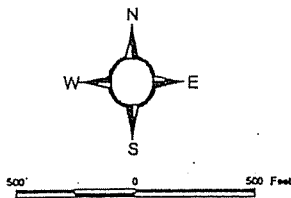
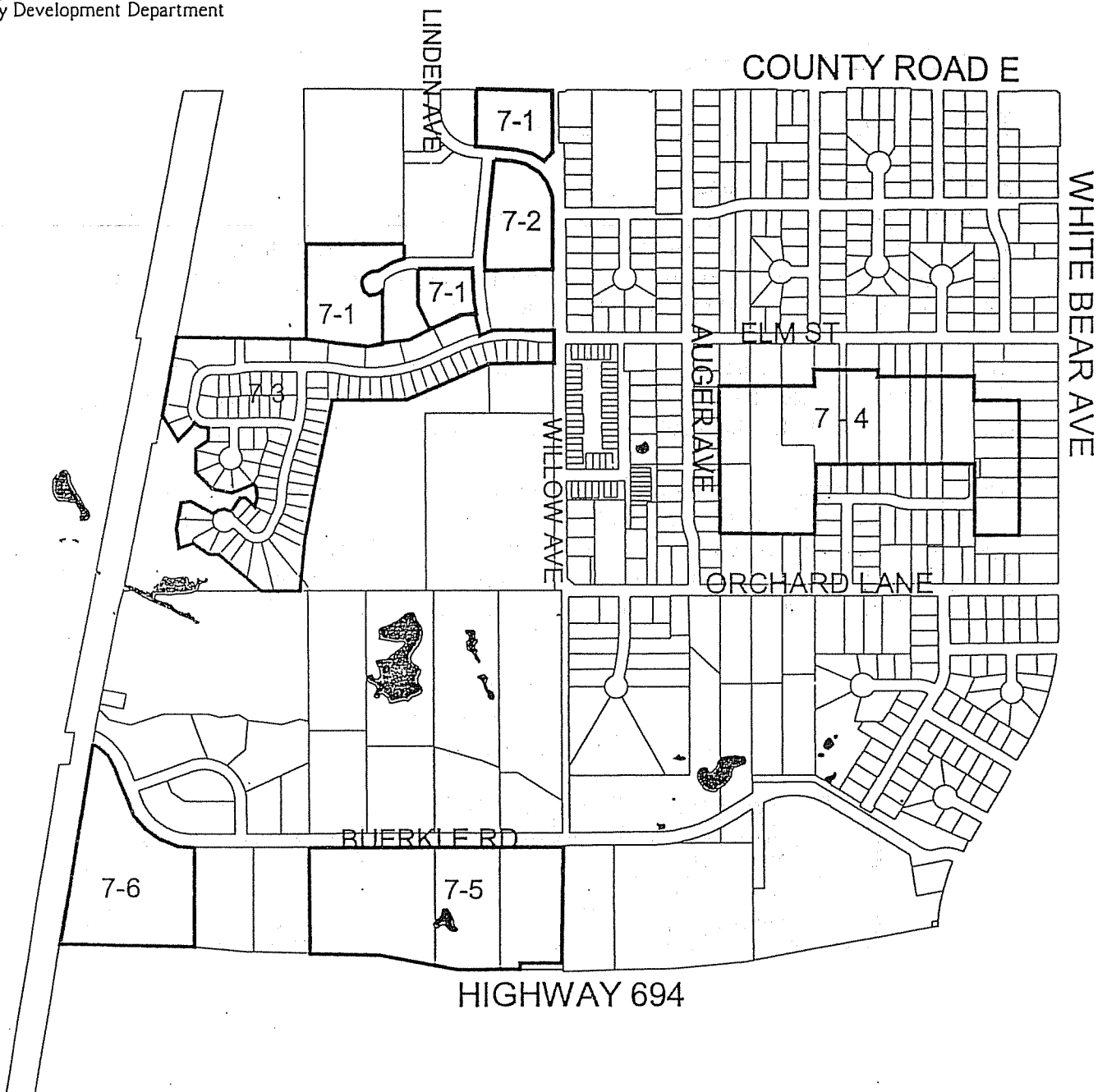
**TABLE 2-8
PLANNING DISTRICT 6
POTENTIAL DEVELOPMENT**

DEVELOPMENT POTENTIAL SUMMARY	
Business	N/A
Retail/Office	0
Housing Units	136 units

Planning District #7

City of White Bear Lake

Prepared by
Community Development Department
July, 1999



Data Sources —
Ramsey County GIS
City of White Bear Lake
Community Development Department

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Figure 2 – 9

PLANNING DISTRICT 7

Estimate of Development Potential: 1999-2020

Planning District 7 lies in the southwest corner of the city, south of County Road E, north of 694 and west of White Bear Avenue. This district contains a good share of the city's remaining developable land.

Area 7-1 is located at the southwest corner of County Road E and Willow Avenue and includes five parcels zoned and guided as Business Park. Business Park allows for a combination of high quality uses including: office, office warehouse, limited light industrial, and showrooms. These remaining lots in the Willow Marsh Business Park are being developed at a healthy pace with several development proposals before the city for approval at this time. The five parcels total 13.7 acres and would support approximately 179,000 s.f. of business development. **Sequencing - Estimated year of development 1999/60,000 s.f.; 2000/28,000 s.f.; 2001/91,000 s.f.**

Area 7-2 is a four acre parcel which is zoned and guided for medium density residential purposes. The parcel has received a conditional use permit for a 94 unit senior housing development. The added density is allowed for senior housing as it meets the density bonus requirements of the code. **Sequencing - Estimated year of development 2002.**

Area 7-3 is the residentially-zoned and guided component of the Willow Marsh planned unit development. The entire residential subdivision includes 87 single family lots and 43 townhomes. As of December 31, 1998, 16 single family and all 43 of the townhomes were completed. The remaining 71 single family units will be built over the next two years. **Sequencing - Estimated year of development 1999/35 units, 2000/36 units.**

Area 7-4 is an infill development opportunity which involves numerous large existing single family parcels both zoned and guided as low density residential. The area, known as Elmwood Garden Farms, was first subdivided for single family infill development in 1992. At that time, the city developed a master plan which would allow for the orderly development of the balance of the property, if and when homeowners wanted to cooperate on the subdivision of the excess portions of their lots. An additional 50 single family lots are possible at full build out of these properties. **Sequencing - Estimated year of development 2020.**

Area 7-5 consists of three parcels in the Buerkle Business Park totaling 18.25 acres. The area is zoned Business Warehouse and Industrial uses and is guided as Industrial. An additional 238,500 s.f. of industrial development is anticipated based on a 0.30 floor/area ratio. **Sequencing - Estimated year of development 2005.**

Area 7-6 is a 10.29 acre site also within the Buerkle Business Park. The industrial zoning and comprehensive plan designation should result in an additional 134,500 s.f. of industrial development based on a 0.30 floor/area ratio. **Sequencing - Estimated year of development 2002.**

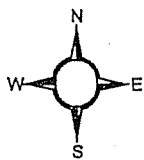
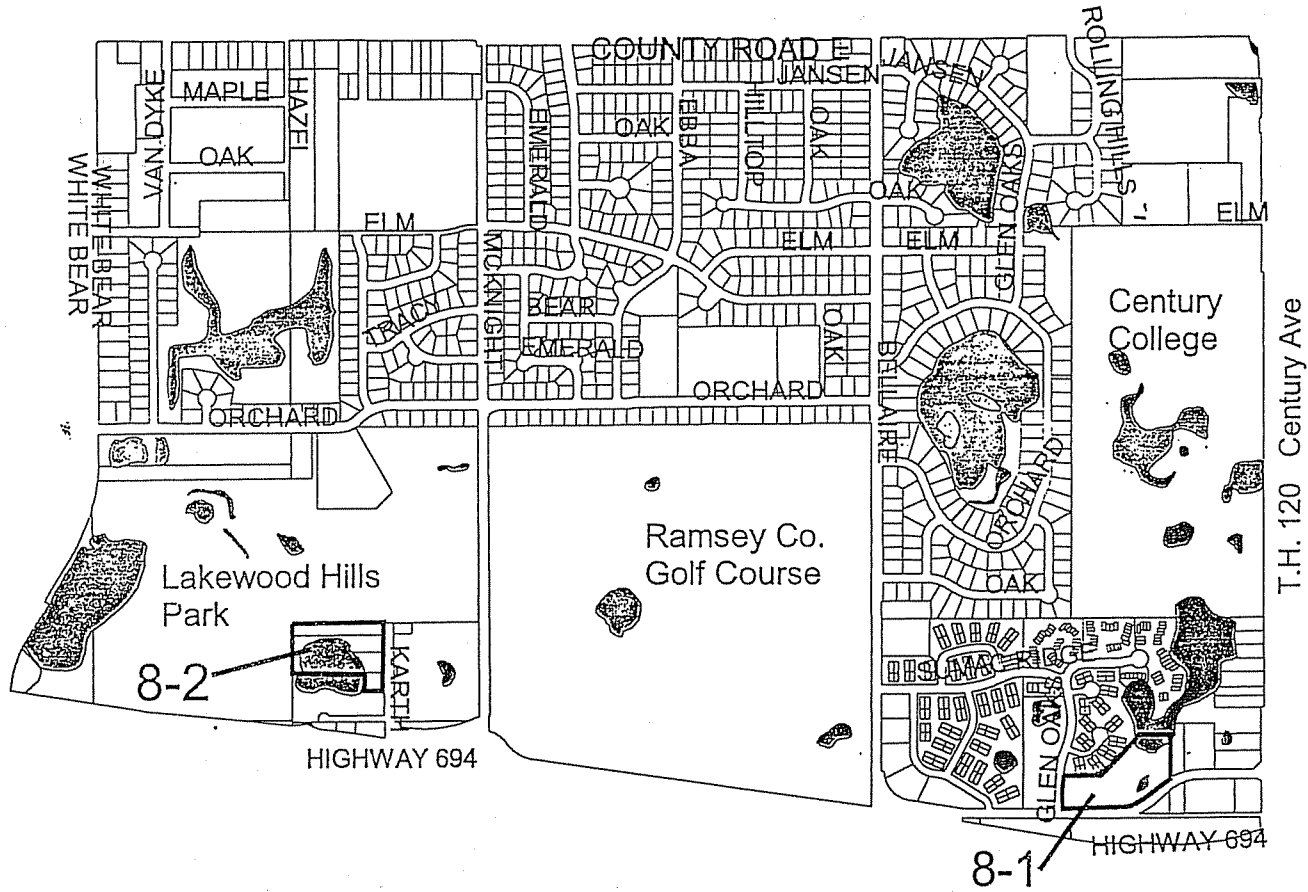
**TABLE 2-9
PLANNING DISTRICT 7
POTENTIAL DEVELOPMENT**

DEVELOPMENT POTENTIAL SUMMARY	
Business	552,000 s.f.
Retail/Office	N/A
Housing Units	215 units

Planning District #8

City of White Bear Lake

Prepared by
Community Development Department
July, 1999



1000 0 1000 Feet

Data Sources —
Ramsey County GIS
City of White Bear Lake
Community Development Department

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Figure 2 - 10

PLANNING DISTRICT 8

Estimate of Development Potential: 1999-2020

Planning District 8 is located in the southeast corner of the city. The district is nearly fully developed with only two areas for additional growth.

Area 8-1 is a 5.19 acre parcel north of County Road D which is zoned and guided as medium density residential. The parcel could be developed, under current zoning, at up to 12 units per acre for a total of 62 units. If, however, the parcel were developed exclusively for seniors, density bonuses could result in a higher number of units possible. **Sequencing – Estimated year of development 2005.**

Area 8-2 consists of 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, a sizeable portion is wetland with just under two acres buildable. The wetlands along with the medium density zoning will limit the development potential to about 38 units. If, however, the parcel were developed exclusively for seniors, density bonuses could result in a higher number of units possible. **Sequencing - Estimated year of development 2005.**

**TABLE 2-10
PLANNING DISTRICT 8
POTENTIAL DEVELOPMENT**

DEVELOPMENT POTENTIAL SUMMARY	
Business	N/A
Retail/Office	N/A
Housing Units	100 units

1999 PLANNING

City of White Bear Lake
 Prepared by:
 Community Development Department
 February, 1999

**TABLE 2-11
 NUMBER OF ADDITIONAL HOUSEHOLDS FORECAST
 FOR YEARS 1999 – 2020
 BY PLANNING DISTRICT**

DISTRICT	1999	2000	2001	2002	2005	2010	2015	2020	GRAND TOTAL
1		20				157		16	193
2				4		4	12	11	31
3		80	30	21	120		80	100	431
4					51				51
5					106	107			213
6			21	115					136
7	35	36		94				50	215
8					100				100
TOTAL	35	136	51	234	377	268	92	177	1,370

1999 PLANNING

City of White Bear Lake
 Prepared by:
 Community Development Department
 February, 1999

**TABLE 2-12
 SQUARE FEET OF ADDITIONAL COMMERCIAL/INDUSTRIAL
 FOR YEARS 1999 - 2020
 BY PLANNING DISTRICT**

DISTRICT	1999	2000	2001	2002	2005	2010	2015	2020	GRAND TOTAL
1				15,000	438,000	109,385		*60,000	622,385
2									
3		62,500			30,000				92,500
4					49,000				49,000
5				78,000	55,000				133,000
6									
7	60,000	28,000	91,000	134,500	238,500				552,000
8									
TOTAL	60,000	90,500	91,000	227,500	810,500	109,385		60,000	1,448,885

*60,000 square feet included in Area 1-7 is a community facility.

PROJECTED DEMOGRAPHICS

The following estimate of population, households, and employment is based upon the analysis of development potential for each of the City’s eight planning districts. The shaded portions of the table are estimates based on assumed growth with job growth at one employee per 500 square feet of business growth.

**TABLE 2-13
PROJECTED DEMOGRAPHICS**

YEAR	HOUSEHOLD SIZE	HOUSEHOLDS	POPULATION	EMPLOYMENT
1970	4.0	5,893	23,368	3,388
1980	3.1	7,309	22,538	5,000
1990	2.6	9,404	24,572	8,119
1998	2.64	10,223	26,989	11,340
1999	2.6	10,258	26,671	11,460
2000	2.6	10,504	27,310	11,641
2001	2.6	10,555	27,443	11,823
2002	2.5	10,580	26,451	12,278
2005	2.5	10,957	27,393	13,899
2010	2.4	11,225	26,940	14,171
2015	2.4	11,317	27,161	14,171
2020	2.3	11,494	26,436	14,291

*Note: All years through year end. Forecasts are based on full build out as discussed in Planning Districts 1-8.

Source: White Bear Lake City records, 1980 and 1990 U.S. Census, Metropolitan Council

LAND USE OBJECTIVES AND PROGRAM

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.

Objective 1 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.

Objective 2 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 3 Ensure efficient utilization and conservation of land on both a community and district or sub-area basis.

Explanation: Open, undeveloped land has become a scarce resource within the city. Both undeveloped and underutilized and/or blighted parcels should therefore be analyzed on an individual basis to determine how they can best be utilized within the context of the planning district in which it is located and the community as a whole.

Objective 4 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 of all substandard properties. Furthermore, in order to detect deterioration in its earliest stage and to prevent urban decay, maintenance standards should be vigorously enforced by the city.

Objective 5 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.

Objective 6 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.

Land Use Program

1. Establish planning districts within the community based upon division by physical barriers or homogeneous land use characteristics.
2. Where possible, reduce the impact of physical barriers by providing intermodal transportation connections between presently segregated areas.
3. Locate related and compatible land uses in compact, functional districts.
4. Provide transitional zones between distinctly differing and incompatible land use activities.

5. Reduce the impact of incompatible land uses, wherever possible, through redevelopment and/or relocation.
6. Upgrade or redevelop substandard and deteriorated commercial, industrial, and residential structures through private means and/or public assistance.
7. Promote high quality development which makes efficient use of remaining lands.
8. Ensure that all new development is properly and adequately related to transportation and service needs and priorities.
9. Protect residential neighborhoods from penetration by through traffic.
10. Balance development and redevelopment with environmental and historic preservation.
11. 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.
12. Analyze all remaining undeveloped and underutilized land parcels on an individual basis to determine the most appropriate uses within the context of the planning district in which it is located and the community as a whole.
13. Recognize that the city's downtown is the community's primary retail and service focal point. The downtown area is intended to encompass major retail, service, cultural entertainment, and governmental uses as well as higher density residential at the periphery.
14. 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 throughout the rest of the city.
15. The City should continue its use of the planned unit development (PUD) process to foster innovative development in the City's best interest. The PUD process allows for a wide variety of residential and commercial land uses as a zoning overlay to all existing zones within the City. The zoning code requires careful oversight and public input for all PUDs.

TABLE OF CONTENTS

Page

COMMUNITY HOUSING ISSUES 1

EXISTING HOUSING INVENTORY AND ANALYSIS..... 1

HOUSING SUPPLY 2-4

Table 3-1 (Housing Unit Growth)..... 2

Figure 3-1 (Housing Map)..... 3

Table 3-2 (Dwelling Units By Type) 4

AGE OF HOUSING 4-6

Table 3-3 (Housing Units Since 1980 – All Types)..... 5

Figure 3-2 (Age of Housing Map) 6

MULTI-FAMILY UNITS 7-10

Table 3-4 (White Bear Lake Townhomes) 7

Townhomes for Sale..... 7

Townhomes for Rent 7

Table 3-5 (Apartment Building Rental Units)..... 8-9

HOUSING CONDITIONS..... 10-13

Figure 3-3 (Housing Conditions Map) 12

Table 3-6 (Single Family Alteration)..... 13

STRUCTURAL, PLUMBING, AND EQUIPMENT CHARACTERISTICS..... 13-15

Table 3-7 (Residential Facilities) 14

OVERCROWDING..... 15

VACANCY RATES..... 16

*Table 3-8 (White Bear Lake Apartment and Townhome Rentals Average
 Rent/Unit Type)..... 16*

HOUSING TENURE..... 17

Table 3-9 (Housing Tenancy) 17

HOUSING COST..... 18-19

Table 3-10 (Housing Sales 1998) 18

Table 3-11 (Livable Communities Benchmark Indicators)..... 19

SENIOR HOUSING 20-22

HOUSING OBJECTIVES AND POLICIES 22-25

 Housing Development and Supply 22-23

 Housing and Neighborhood Preservation 23-24

 Housing Assistance..... 24-25

HOUSING IMPLEMENTATION PLAN 25-27

 Housing Development and Supply 25

 Housing and Neighborhood Preservation 25-26

 Housing Assistance..... 27

COMMUNITY HOUSING ISSUES

The predominant land use within the City of White Bear Lake is residential. The City, as well as the entire Twin Cities metropolitan area, is facing challenges to its ability to provide safe and affordable housing for residents. The Housing Chapter of the Comprehensive Plan identifies the current housing issues, existing housing situation, and projected conditions and establishes goals and objectives for the city to attain in the future.

The community's housing stock is affected by a variety of external forces over which the City has limited control. These forces include the national, state, and local economies; age of housing; and population trends. As a result, several issues have been raised due to the impact these forces have on the city's housing supply:

- The rising cost of housing, both owner and renter occupied.
- The availability of financing for subsidized housing programs.
- The increasing need and diminished availability of subsidized housing for low and moderate income families and senior citizens.
- The aging housing stock.
- The maintenance requirements and associated costs for older housing units.
- Maintaining a healthy balance between vacancy and occupancy rates for multiple family developments.
- The limited availability of vacant land for residential development.

EXISTING HOUSING INVENTORY AND 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, cost, and availability of vacant residential land. To assess the characteristics of White Bear Lake's residential community, each of these factors will be discussed.

HOUSING SUPPLY

White Bear Lake

The United States Census conducted in 1990 concluded that the city contained 9,465 housing units. As of December 31, 1998, the city has a total of 10,223 housing units. The number of housing units has steadily increased over the past 29 years, rising 73% since 1970 (see Table 3-1). The type of housing units are divided into five categories based on their construction characteristics:

1. Single Family
2. Two and Three Family
3. Townhomes
4. Apartments
5. Condominiums

The location of the various unit types is mapped on Figure 3-1.

**TABLE 3-1
HOUSING UNIT GROWTH**

YEAR END	NUMBER OF UNITS	% INCREASE
1970	5,893	N/A
1980	7,309	23.9
1990	9,404	28.7
1998	10,223	8.7

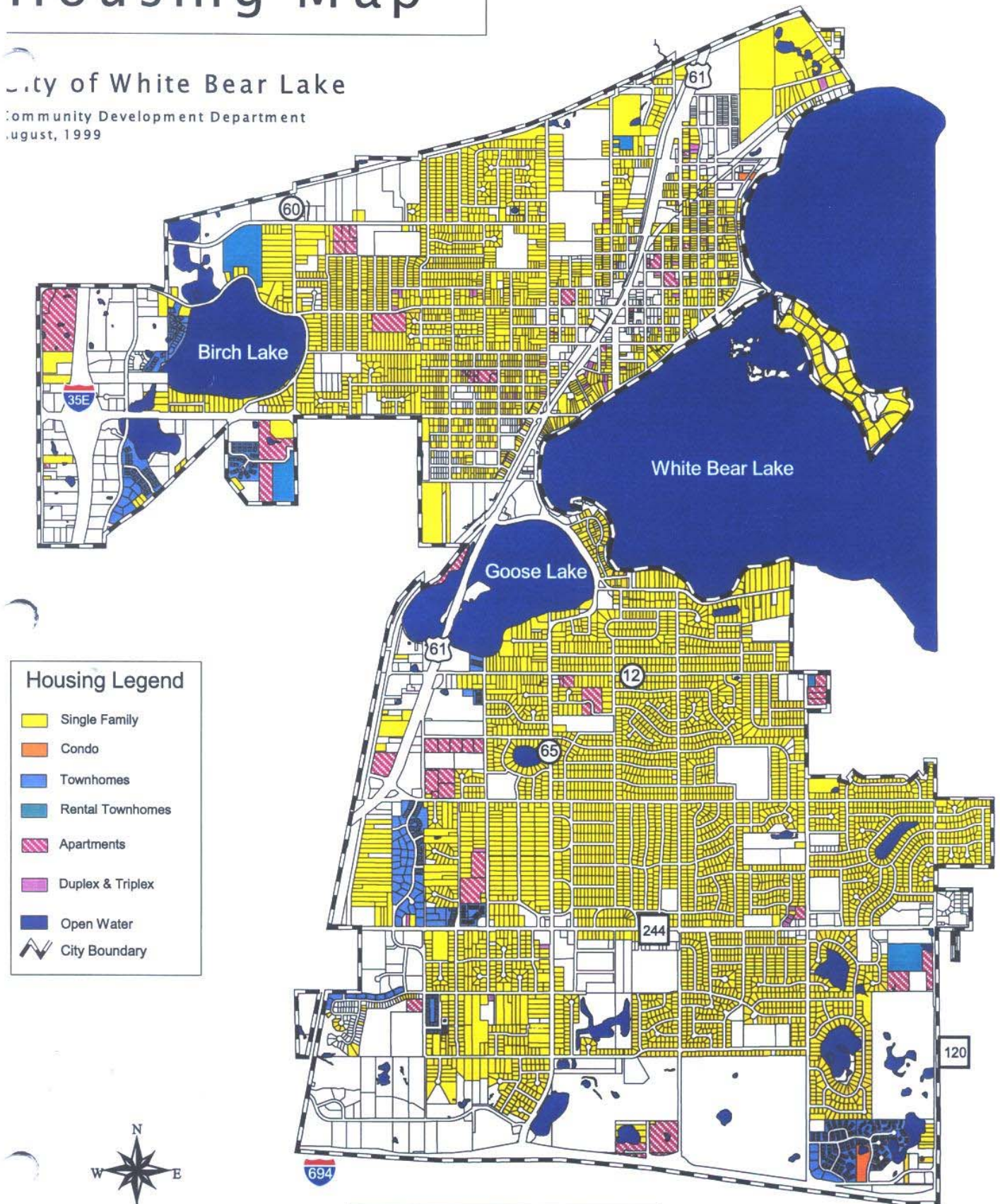
Region

The metropolitan area has approximately one million housing units. Of these units, 60% are single family dwelling units while 38% are multiple family and the remaining 2% are classified as other housing. The city has 65.7% single family and roughly 34.3% multi-family units (see Table 3-2). In comparison with the city, the region has a smaller percentage of single family units and a larger percentage of multiple family units. The differences are attributed to the housing characteristics of Minneapolis and St. Paul which have a larger and more diverse housing supply.

Housing Map

City of White Bear Lake

Community Development Department
August, 1999



Housing Legend

- Single Family
- Condo
- Townhomes
- Rental Townhomes
- Apartments
- Duplex & Triplex
- Open Water
- City Boundary

Data Sources--

Ramsey County GIS
City of White Bear Lake
Community Development Department

For further information concerning this map or the City of White Bear Lake's Comprehensive Plan, contact City of White Bear Lake, Community Development Department, 4701 Highway 61, White Bear Lake, MN 55110, Telephone (651)429-8561

Figure 3 - 1

**TABLE 3-2
DWELLING UNITS BY TYPE
JANUARY 1, 1999**

DWELLING TYPE	NUMBER	PERCENT
Single Family	6,718	65.7
Two and Three Family	95	0.9
Townhouse	1,207	11.8
Apartments	2,142	21.0
Condominiums	61	0.6
TOTAL UNITS	10,223	100.0

Source: 1990 U.S. Census; Ramsey County Database; City records – including building permits and plat files.

AGE OF HOUSING

Unlike 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 1999 (see Figure 3-2). In the late 1800s and early 1900s, White Bear Lake served as a resort community for the 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 next time period, 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 of primarily single family residential units.

The construction of single family dwelling units decreased during the 1970s to the present because the amount of available land zoned for single family residential uses also decreased. 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.

Since 1980, the city's multi-family housing stock has increased by 1,947 units, for a total of 3,505 units, which is 34.3% of the city's total December 31, 1998 housing stock (see Table 3-3). Single family construction since 1980 has resulted in 972 new units, for a total of 6,718 single family units, which is roughly 65.7% of the city's total housing stock.

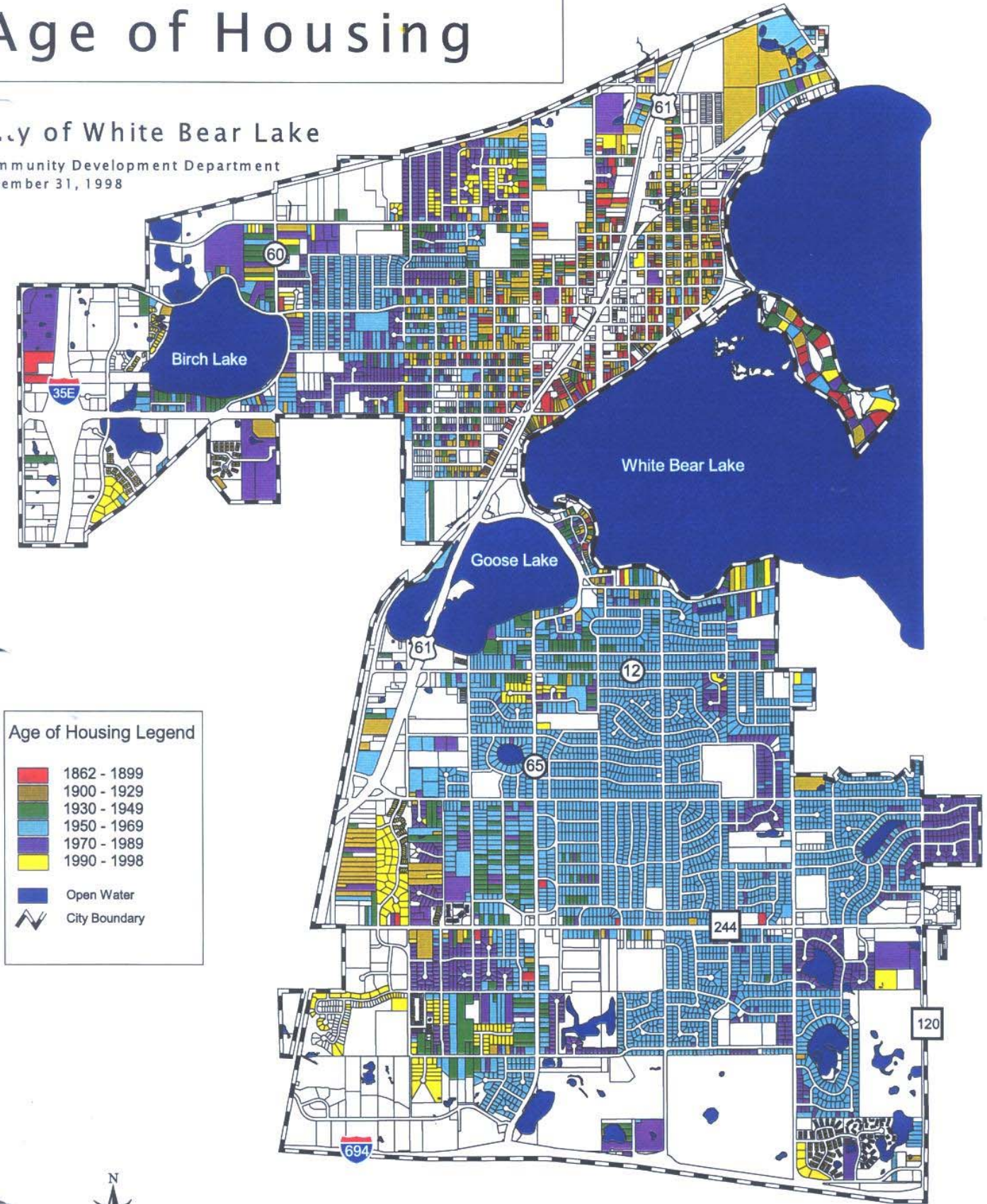
**TABLE 3-3
HOUSING UNITS SINCE 1980 – ALL TYPES**

TYPE	1980 UNITS (% OF TOTAL)	1998 UNITS (% OF TOTAL)	% CHANGE
Single Family (detached)	5,746 (78.7)	6,718 (65.7)	7%
Multi Family	1,558 (21.3)	3,505 (34.3)	125%
TOTAL	7,304 (100.0)	10,223 (100.0)	40%

Age of Housing

City of White Bear Lake

Community Development Department
December 31, 1998



Age of Housing Legend

	1862 - 1899
	1900 - 1929
	1930 - 1949
	1950 - 1969
	1970 - 1989
	1990 - 1998
	Open Water
	City Boundary

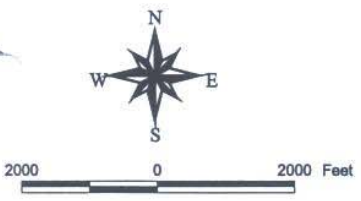


Figure 3 - 2

Data Sources--
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 Community Development Department

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 Community Development Department
 4701 Highway 61
 White Bear Lake, MN 55110
 Telephone (651)429-8561

MULTI-FAMILY UNITS

An inventory of all of the city's townhome projects and the larger apartment developments (3 units and greater) are provided as Tables 3-4 and 3-5, respectively. Note Table 3-5 does not include 20 miscellaneous apartment units, 14 of which are located above stores in the downtown area.

**TABLE 3-4
WHITE BEAR LAKE TOWNHOMES
DECEMBER 31, 1998
TOWNHOMES FOR SALE**

NAME	YEAR	TOWNHOMES	CONDOMINIUMS
Auger Avenue Townhomes	1995	9	0
Birch Bay Townhomes	1992	117	0
Birch Cove Townhomes	1992-1993	8	0
Cedar Cove Townhomes	1996	110	0
Chateauguet Condominiums	1984	0	19
Cloisters of Birch Lake	1990	25	0
Goose Lake Townhomes	1991	8	0
Keller Lake Grove	1980-1981	41	0
Lake Grove Townhomes	1980-1981	44	0
Lakewood Village Townhomes	1976-1979	141	42
Linden Place Townhomes	1992	136	0
Manitou Village Townhomes	1988-1993	156	0
The Willows	1990	56	0
Willow Court Townhomes	1977-1980	49	0
Willow Marsh Townhomes	1997	43	0
TOTAL		943	61

TOWNHOMES FOR RENT

NAME	YEAR	TOWNHOMES	CONDOMINIUMS
At the Lake Townhomes	1992	6	0
Bear Run Townhomes	1996	22	0
Birch Lake Townhomes	1989	114	0
Century Hills Townhomes	1981	55	0
Park Avenue Townhomes	1988	67	0
TOTAL		264	0
GRAND TOTAL		1207	61

**TABLE 3-5
APARTMENT BUILDING RENTAL UNITS
DECEMBER 31, 1998**

FACILITY NAME	YEAR BUILT	NUMBER OF UNITS
BELLAIRE APARTMENTS 4020, 4030,4040 BELLAIRE AND 2520 E CTY ROAD F	1966	72
BELLAIRE/CR E APTS 3637 BELLAIRE AVE	1969	18
BIRCH PARK APARTMENTS 1850 & 1880 BIRCH STREET	1972	72
IRENE CARTIER 2230 THIRD STREET	1977	4
CEDARS EIGHT 1795 CEDAR AVENUE	1982	8
CHERRY COURT 2095 DOTTE DRIVE	1963	66
CTY RD F APARTMENTS 2024, 2048, 2050 CTY RD F	1965	26
JR PROPERTIES 1652 NINTH STREET	1979	12
KARTH ROAD APARTMENTS 3165 KARTH ROAD	1980	4
LENNON INVESTMENT 1620-1640 NINTH STREET	1970	71
LAKEWOOD HILLS APTS 3185 KARTH ROAD	1987	88
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

HOUSING

FACILITY NAME	YEAR BUILT	NUMBER OF UNITS
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 APT HOMES 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
LOW AND MODERATE INCOME HOUSING		
MCKNIGHT TERRACE 3139-3153 MCKNIGHT ROAD	1972	118
SPECIAL NEEDS HOUSING		
E METRO WM'S COUNCIL 3521 CENTURY AVE N	1993	21
WATERTOWER APTS 3515 CENTURY AVENUE	1989	39
WHITE BEAR CARE CENTER 1891 FLORENCE ST	1958	151
SENIOR HOUSING		
HEALTHEAST RESIDENCE 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
TOTAL		2122

Region

The age of the housing supply within the region is a result of population growth, economic trends and market conditions. Prior to 1939, the majority of housing units were constructed in the central cities of Minneapolis and St. Paul with a few being constructed in first ring suburbs and outlying farm communities. Dwelling units constructed during this time consist of 21% of the metropolitan housing stock.

Between 1940 and 1959, the number of housing units constructed in the region remained relatively stable with 22% of the housing structures being built. These structures were mainly being constructed in the first ring suburbs because available land in the central cities was decreasing. Advancement in the region's transportation system also increased access to vacant land at the outer ring of the metropolitan area.

The majority of the region's housing stock, 39%, was constructed during the 1960's, 1970's and 1980's. The location of housing development continued to expand farther from the central cities and first ring suburbs due to the transportation system and access to vacant land.

Eighteen percent (18%) of the region's housing has been constructed from 1980 to the present. Residential development is primarily occurring in the outlying suburbs with some redevelopment occurring in the central cities and older suburban communities.

The age of the region's housing is becoming a concern because approximately 400,000 units (i.e. 40%) are over 35 years old. Deteriorating housing conditions begin to appear at this age requiring the implementation of preventive maintenance practices to keep housing stock in good living condition. This aging introduces concerns regarding the decline of residential neighborhoods, the cost for maintenance and rehabilitation, identification of redevelopment areas and government financial support of reinvestment programs.

HOUSING CONDITIONS

White Bear Lake

The condition of the city's housing stock is an important community issue due to the quantity of housing built prior to 1960. Housing conditions were determined by conducting a visual survey of residential neighborhoods and by analyzing 1980 census data.

The survey was conducted by visually reviewing the exterior of each residential structure in the city. From this survey, a qualitative judgment regarding each structure was given according to four categories; excellent, good, fair, and poor. Each category is defined as follows:

1. Excellent: Any residential structure which appears to have no structural defects or maintenance problems. Most likely, these structures are found in the city's newer residential neighborhoods, however, some may be rehabilitated units in the city's older areas.
2. Good: A residential structure which has no observable structural defects, but requires minor maintenance such as painting and/or reroofing.
3. Fair: Structures rated as fair will have a considerable amount of deferred maintenance with damage occurring to the structure. Deficiencies include rotting window frames and sills, sagging roofs and floors and cracked foundations.
4. Poor: Structures which are located in this category are homes which are probably still habitable but require extensive structural repair. The investment to rehabilitate the homes most likely would exceed the value of the home, therefore, removal is desired.

The results (see Figure 3-3) indicate that a majority of the city's housing stock is either in excellent or good condition. 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 feasible. City intervention, in the form of rehabilitation or redevelopment, may be necessary to avoid concentrations of blight. 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.

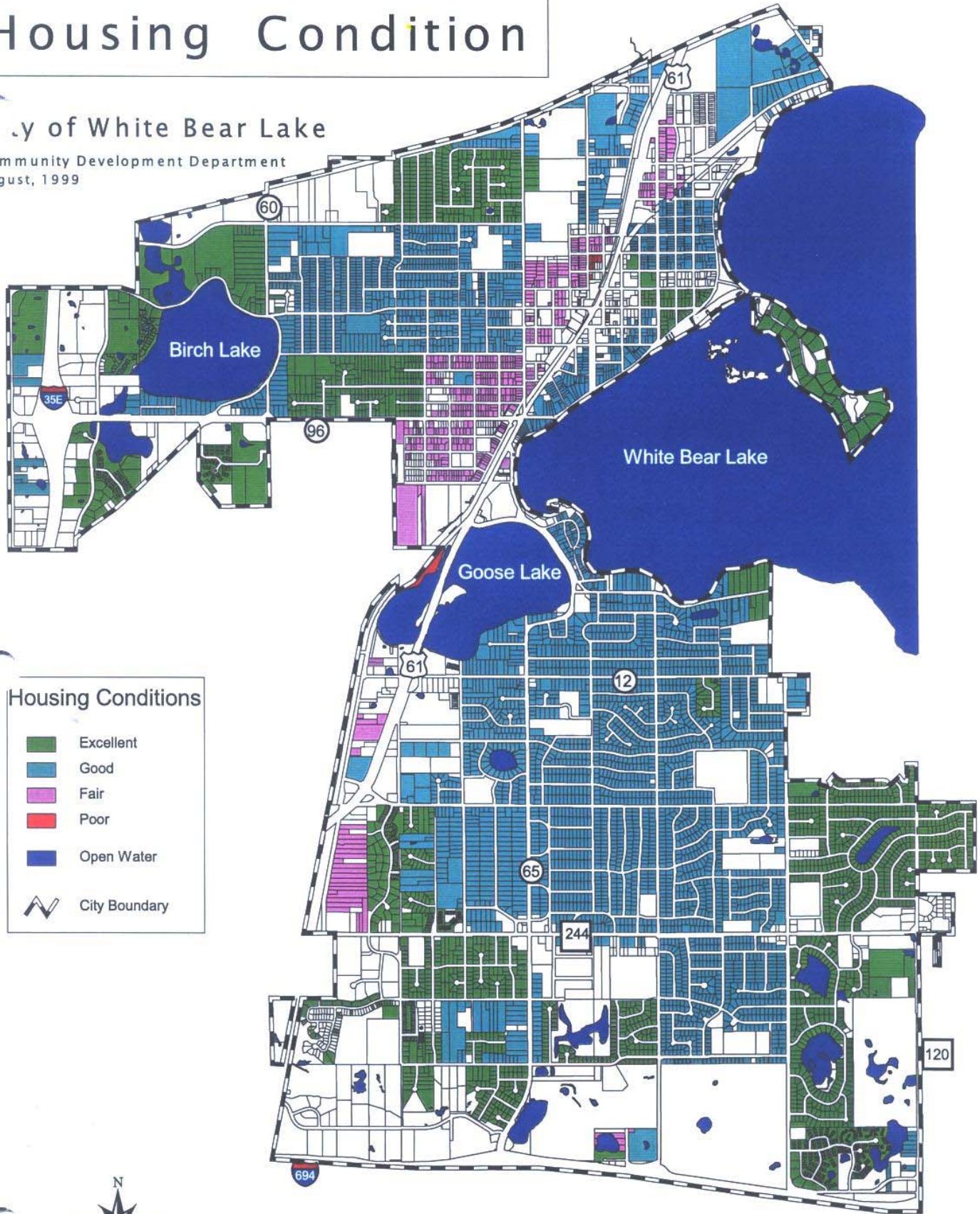
Portions of the Downtown-West neighborhood have been established as redevelopment districts. In order to clear blight and extend the downtown district, the city established three project areas A, B, and C. Within these areas, 20 dwelling units have been demolished. The majority of these structures were in very poor condition and threatened to further erode adjacent properties by continued disinvestment. Project Area C will offset this loss through the development of approximately 100 rental apartment units.

The city's Building Department tracks remodeling permits and valuations on an annual basis. Table 3-6, "Single Family Alteration," documents 5,053 remodeling permits from 1990 through 1998 totaling over \$31.2 million. The average permit value is just under \$6,200.

Housing Condition

City of White Bear Lake

Community Development Department
August, 1999



Housing Conditions

- Excellent
- Good
- Fair
- Poor
- Open Water
- City Boundary



2000 0 2000 Feet

Figure 3 - 3

Data Sources--

Ramsey County GIS
City of White Bear Lake
Community Development Department

For further information concerning this map or the City of White Bear Lake's Comprehensive Plan, contact City of White Bear Lake, Community Development Department 4701 Highway 61 White Bear Lake, MN 55110 Telephone (651)429-8561

**TABLE 3-6
SINGLE FAMILY ALTERATION
1990-1998**

YEAR	SINGLE FAMILY ALTERATION	TOTAL PERMIT VALUATION	AVERAGE PERMIT VALUATION/ALT.
1990	433	\$2,841,171.00	\$6,562.00
1991	402	\$1,973,009.00	\$4,908.00
1992	562	\$3,285,576.00	\$5,846.00
1993	490	\$3,139,284.00	\$6,407.00
1994	562	\$3,888,845.00	\$6,920.00
1995	493	\$2,963,895.00	\$6,012.00
1996	655	\$3,310,841.00	\$6,530.00
1997	728	\$4,815,607.00	\$7,352.00
1998	728	\$4,983,324.00	\$6,845.00
	5,053	\$31,201,552.00	\$6,175.00

- Average number of permits per year - 561
- Average annual permit valuation - \$3,466,839
- Average permit valuation - \$6,175

STRUCTURAL, PLUMBING, AND EQUIPMENT CHARACTERISTICS

The condition of housing units within the city was also determined by analyzing the 1990 census data. The data provides information regarding the type of utility services provided, whether or not the housing unit contains plumbing and kitchen facilities, and if the unit is overcrowded.

The census information included findings regarding structural characteristics pertaining to plumbing facilities, kitchen equipment, and heating systems. Complete plumbing facilities include hot and cold piped water, a flush toilet, and a bathtub or shower. All three of the facilities must be located inside the house, apartment, or mobile home but do not have to be in the same dwelling unit. Those housing units which do not have any of the three facilities lack complete plumbing facilities.

Complete kitchen facilities are considered to be located within the structure and have all of the following:

1. Installed sink with piped water.
2. A range, cook top and convection or microwave oven.
3. A refrigerator.

Information regarding the source of water is also provided. The water source for the housing unit may be provided by either a public or private system. Public systems are those in which water is supplied by a city, town, county water district or water company. Private systems are those where water for the housing unit is obtained by an individual, drilled, or dug well.

Sewage disposal for the housing units was also determined by classifying the type of disposal into two categories: public and private. Public sewer facilities are operated by a governmental body. Private sewer facilities consist of sewage disposal through the use of septic tank or cess pool.

**TABLE 3-7
RESIDENTIAL FACILITIES**

	WHITE BEAR LAKE	REGION
Complete Plumbing	99.90%	99.63%
Complete Kitchen	99.70%	99.70%
Public Water	98.60%	81.65%
Public Sewer	98.80%	83.40%
Heat Method		
Utility Gas	79.00%	77.40%
Electricity	11.00%	8.36%
Fuel Oil	8.00%	5.76%
Other/None	2.00%	8.48%

The data also identifies the source of heat for homes in the city. The three prevalent types of heat being used are utility gas, electricity and fuel oil. Utility gas is gas which is piped through underground lines from a central system to serve an entire neighborhood. Heat provided by electricity is heat generated by electricity. Fuel oil consists of oil, kerosene, or other combustible fuels.

White Bear Lake

By analyzing the data in Table 3-7, it can be concluded that the city's housing stock provides excellent living conditions for the city's residents. Of the housing units, 99.9% contain complete plumbing facilities, 99.7% contain complete kitchen facilities, and 98.6% receive water from a public system while 1.4% have private water systems. In addition, 98.8% have public sewer services. Of the dwelling units within the city, 79% are heated by utility gas, 11% by electricity, and 8% by fuel oil. The remaining 2% are heated by other means or do not have heat.

Region

Overall, the condition of the region's housing stock appears to be good for living conditions based on the utilities provided. Plumbing facilities are available in 99.63% of the housing units. Water is provided through either a public system or private company in 81.65% of the units. Public sewer services are available to 83.4% of the units. Ninety-nine and seven-tenths percent (99.7%) of the housing units have complete kitchen facilities. Housing units are heated by either utility gas, electricity or fuel oil. Seventy-seven and four-tenths percent (77.4%) of the housing units obtain heat through utility gas, 8.36% of the units are heated by electricity and 5.76% are heated by fuel oil. The remaining 8.48% are heated by other means or are not heated.

OVERCROWDING

White Bear Lake

A residence is considered to be overcrowded if there is more than one person per room occupying the dwelling unit. To determine if a unit is overcrowded, the number of persons living in the residence is divided by the number of rooms in the unit. The City of White Bear Lake has a low percentage of units which are considered overcrowded based on the 1990 Census findings.

The overcrowding of residential units is not a concern for White Bear Lake because of the size of the community's housing units. The average home in White Bear Lake has 5.75 rooms with an average of 2.64 persons per household. A ratio of these figures indicate that there is less than one person per room in the dwelling units, therefore, overcrowding is not a problem. With the continued decline in household size, overcrowding should not be a problem in the future.

Region

Regional information for persons per household was obtained for the entire metropolitan area, however, information regarding the average number of rooms could only be found for Ramsey County. The metropolitan region has an average person per household of 2.6, slightly lower than that of White Bear Lake and Ramsey County. The number of persons per household is 2.47 in Ramsey County while the average number of rooms per dwelling unit is 5.4. Since the number of rooms per household exceeds the number of persons in a household, overcrowding is not occurring.

VACANCY RATES

In 1990, the city was experiencing a relatively high vacancy rate of 10% in its rental housing stock. At that time, several hundred new rental units had recently come on line. These included 300 units in White Bear Woods Apartments, 114 units in Birch Lake Townhomes, 60 units in Park Avenue Townhomes, and 67 units in Park Avenue Apartments for a total of 541 units. This influx of new units, due in part to availability of favorable financing (pre 1986 Tax Act), led to a temporary spike in vacancy rates.

A December 1988 survey of all the city's major apartment and rental townhome complexes revealed a sharp decline in vacancy rates (see Table 3-8). The vacancy rate in December of 1998 was less than 1%. The current vacancy rate is well under the desired vacancy rate of 3% established by the city in 1980. The city's low vacancy rate makes it very difficult for families to find rental housing which meets their needs.

Vacancy in for-sale units is also extremely low with rates thought to be less than 1%.

**TABLE 3-8
WHITE BEAR LAKE
APARTMENT AND TOWNHOME RENTALS
AVERAGE RENT/UNIT TYPE**

TYPE OF UNIT	# CITY WIDE	AVG. RENT/UNIT TYPE	12/31/98 VACANCY
Efficiency	11	\$461	0
One Bedroom	700	\$658	7
Two Bedroom	1,350	\$759	0
Three Bedroom	130	\$879	0
Four Bedroom	41	\$920	8
TOTAL	2,232	\$736	15

Region

Like White Bear Lake's vacancy patterns, the metropolitan area rates are based on demographic shifts and market conditions. The vacancy for single family reached a record low in 1998 with low interest rates driving demand for single family homes to a record high. The city's rental market also reflects the regional demand for rental housing with vacancy rates of about 1% to 1.5% at year end 1998 according to CB Richard Ellis, "Twin Cities Market Watch."

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 units 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 units occupied on a cash rent basis or without payment of rent.

White Bear Lake

Within the city, 73.3% of housing units are owner occupied while 26.7% are renter occupied (see Table 3-9).

Region

Of the occupied housing units, 68% are owner occupied and 32% are occupied by renters.

**TABLE 3-9
HOUSING TENANCY
DECEMBER 31, 1999**

TENANCY		NO. OF UNITS	PERCENT
O	Single Family	6,522	63.8%
W	Two and Three Family	28	0.3%
N	Townhouse	881	8.6%
E	Apartment	0	0.0%
R	Condominium	61	0.6%
	Total Owner-Occupied	7,492	73.3%
R	Single family	196	1.9%
E	Two and Three Family	67	0.7%
N	Townhouse	326	3.2%
T	Apartment	2,142	20.9%
A	Condominium	0	0.0%
L	Total Rental	2,731	26.7%
Owner & Rental Total		10,223	100%

HOUSING COST

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 end of town. Most were built on smaller lots, many with detached garages either serviced by alleys or driveways from the street to the rear yard. These older homes are some of the most affordable in the city.

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 focused on these two lakes and, in general, resulted in more substantial investments. Today, these homes are typically the most affluent in the City.

According to the Metropolitan Council, single family homes are affordable if they cost \$130,000 or less. Homes at this price are thought to be affordable to families with incomes at 80% of median.

Single family housing costs in White Bear Lake range from the low to mid fifties to well over a million dollars. In all of 1998, there were 358 single family homes sold in the city. Of these homes, over 59% were under \$130,000 with the median price at \$124,000. An additional 123 townhomes and condominiums sold in 1998 with 81 (or 66%) at or below \$130,000 (see Table 3-10).

**TABLE 3-10
HOUSING SALES 1998
JANUARY - DECEMBER**

SALES	LESS THAN \$100,000	\$100,000 TO \$130,000	\$130,000 TO \$200,000	OVER \$200,000
Single Family	45	168	113	32
Townhomes/Condos	47	34	33	9
Percent	19.1%	42%	30.4%	8.5%
Accum. Percent	19.1%	61.1%	91.5%	100%

The city's rental housing stock also includes a diverse price range. Here also, the age of housing plays a major role in the cost. Over half (or 1,256) of the city's 2,122 rental units (in buildings of 3 units or larger) were built prior to 1980 with over half of these built in the 1960s. These buildings typically have the most affordable rents in the city. Table 3-8 outlines average rent prices in the city as of December 1998.

The Metropolitan Council estimates that rents are affordable if a family at 50% of median income needs to spend 30% or less on rent. For 1998, these rents were as follows: efficiency - \$532; 1 bedroom - \$607; 2 bedroom - \$760; and 3 bedroom - \$821 (all include tenant paid utilities).

The Metropolitan Livable Communities Act (“Act”) was enacted in 1995 as an attempt by the Minnesota Legislature to address various issues facing the seven county metropolitan area, especially life-cycle and affordable housing. A key premise of the Act is that affordable and life-cycle housing is an investment in the community and its residents. It fulfills a commitment to young families, single persons, and senior citizens that they can find a home they can afford that meets their needs at any given point in their lives.

White Bear Lake has been a participant in Livable Communities since 1996 and continues to meet or exceed the benchmark and goals set for the city by the Metropolitan Council. Table 3-11 outlines these benchmarks and goals as well as the city’s index. The city ranks very high for affordability with 89% of its for-sale housing and 40% of its rental housing considered affordable under the guidelines of the program. A variety of life-cycle housing is also evident in the relatively high number of non-single family detached households at 34% of total. The owner/renter mix in the city includes 73% owner and 27% renter occupied which exceeds the percentage of rental housing recommended by the Metropolitan Council.

**TABLE 3-11
LIVABLE COMMUNITIES BENCHMARK INDICATORS**

	CITY INDEX	BENCHMARK	GOAL
Affordability			
Ownership	89%	69-74%	69-74%
Rental	40%	35-52%	35-52%
Life-Cycle			
Type (Non Single Family Detached)	34%	29-35%	29-35%
Owner/Renter Mix	73/27%	(75-77)/(23-25)%	(75-77)/(23-25)%
Density			
Single Family Detached	2.5/acre	1.9-2.2/acre	1.9-2.2/acre
Multi-Family	15/acre	10-13/acre	10-13/acre

SENIOR HOUSING

In 1990, the Census concluded that the city had 4,829 residents that were 55 years of age or older. Of this group an estimated 2,585 were 65 years of age or older, including 1,033 that were 75 or older. A recent market study completed by Larson Allen Financial states that the city's population of seniors 65 and older nearly doubled from 1,340 to 2,585 between 1980 and 1990. This increase of 92.9% (or 7.6% annually) is more than 3 times the region's increase in seniors over 65 which grew at 2% annually. The growth rate in seniors 65 and older is expected to slow to under 1% per year between 1998 and 2003 increasing from 3,132 to 3,237.

Currently, there are five senior designated congregate housing complexes in the city totaling 305 units. These projects include the following:

- Washington Square, built in 1979, is an 81-unit facility located at 2060 5th Street. Seventy-six units are one bedroom and 5 units are two bedroom. This project is subsidized through Housing and Urban Development (HUD) with low to moderate income residents paying 30% of their income. Washington Square is a limited service facility.
- Lake Square, built in 1987, is an 89-unit facility located at 2250 6th Street. Lake Square has 50, one bedroom and 39, two bedroom units. Lake Square is a limited service project with rents for a one bedroom unit ranging from \$760 to \$1,005 while two bedroom units range from \$985 to \$1,255.
- Health East Residence, built in 1988, is a 43-unit facility located at 4615 2nd Avenue. HealthEast Residence has 36, one bedroom units and 7, two bedroom units. HealthEast Residence is a service intensive facility providing meals, health care, housekeeping, and transportation. Rents, not including services, for a one bedroom unit range from \$1,281 to \$1,393 and a two bedroom unit is \$1,671.
- Pioneer Manor, built in 1993, is a 42-unit building located at 2225 6th Street. Pioneer Manor has 26, one bedroom and 16, two bedroom units. Pioneer Manor is a limited service facility built and owned by the City of White Bear Lake in order to provide below market rate housing for White Bear area seniors. In 1998, income limits for Pioneer Manor are \$24,066 for a one person household and \$27,504 for a two person household. Rents are \$500 for a one bedroom unit and \$595 to \$610 for a two bedroom unit.
- Willow Wood, built in 1997, is a 46-unit facility at 3441 Willow Avenue. All 46 units are one bedroom units. Willow Wood is a HUD project for low and moderate income seniors with residents required to pay 30% of their income for rent. Willow Wood is a limited service facility.

- Park Avenue Townhomes and Apartments, built in 1988 and 1989 respectively, are general population facilities with a total of 127 units. Through financial assistance provided by the city, 25 of the units are set aside for qualified seniors. Incomes are limited to 80% of median with rents in the \$300 to \$325 range for one bedroom units and \$420 to \$470 for two bedroom units.

The Larson Allen Market Study further outlines a demand for additional units in the market area through the year 2003. The demand includes an estimated 421 units at \$600/month and 379 units at \$900/month. The market area, as defined by the study, includes White Bear Lake as well as most adjoining communities. Given that White Bear Lake contains only about one-fifth of market area seniors over 75 years of age or older, the city's portion of the demand should be 20% or about 160 total units.

At this time, the city is working with developers in the downtown area who would construct 50 to 60 market rate senior units. In addition, a second developer has approval to construct 85 market rate units in the Willow Marsh area.

There is a strong probability that the city's senior housing stock will grow to 500 units (existing and proposed) over the next few years. All but one of the senior developments have only limited services available for their residents as they age in place. The city should attempt to provide additional assisted care senior housing for the city's seniors who wish to remain in the community but need some level of service beyond independent living. Assisted housing can be very expensive, costing as much as \$2,500 to \$3,000 per month not including medical services. The city should explore financing and ownership options which would keep the cost of assisted care housing more affordable.

Issues and Needs

1. Availability of Land. The city no longer has significant tracts of vacant land zoned for residential uses of any kind. The land use section of the plan includes a number of infill and redevelopment sites. Infill occurs when a large parcel or parcels with existing residences are subdivided for further development. Often this requires the cooperation of several adjacent homeowners. Redevelopment is typically undertaken by the city either through condemnation or acquisition from a willing seller. The city can act as a catalyst for change by removing blight and fostering redevelopment opportunities which fulfill specific housing needs in the city.
2. Upper End Housing. The city has an abundance of affordable housing in both its single family for-sale and rental stock. The city has a need for upscale housing of all types both for-sale and rental. Upscale housing will allow for move-up housing for families who may have outgrown their existing home or have a need for a different life-cycle residence.

3. Senior Citizen Housing. The city will need several more senior housing projects over the next 20 years. The city has 305 units at present with a projected need for another 160 units through the year 2003. Senior housing developments which provide a wide range of services will be needed as seniors age in place.
4. Aging Housing Supply. The city is fortunate to have many generations of housing. The city must safeguard the condition of its housing with an increasingly aggressive approach. Many homes in older areas are in need of rehabilitation and some should be removed and replaced.

HOUSING OBJECTIVES AND POLICIES

Housing Development and Supply

Objective: To maintain the city's diverse and affordable housing stock while expanding the opportunities for upper-end housing in a variety of for-sale and rental forms.

The city's housing stock includes a wide mix of price points with a large proportion of its units in the affordable range. The city should attempt to diversify its housing by encouraging upper-end rental and for-sale residential development.

POLICIES

- 1) Support fair housing laws and programs eliminating housing discrimination in both rental and for-sale markets.
- 2) Support and promote innovative types of housing which make efficient use of new, infill and redevelopment opportunities.
- 3) Develop additional housing options for the elderly within close proximity to supportive services and commercial facilities and within easy access to other facilities such as recreational areas, clinics, entertainment centers, etc. Allow development of multi-family senior designated housing as planned unit developments in all residential and commercial zones throughout the city.
- 4) Concentrate higher density, apartment type housing in proximity to areas which offer public transportation along with a wide range of existing supportive services, commercial services, and recreational facilities.
- 5) Encourage development of upper-end residential projects through infill and redevelopment to provide housing which balances with the existing affordable housing supply.

- 6) Expand the housing supply by encouraging planned unit developments in residential districts as well as mixed use districts.

Housing and Neighborhood Preservation

Objective: To encourage the preservation and maintenance of existing housing units and residential neighborhoods.

The quality of life in the city is reflective of the condition and maintenance of the residential neighborhoods and housing units. As the housing stock continues to age, the possibility of blight and deterioration increases unless maintenance and preservation measures are taken. To maintain a high quality of life in the city, action must be taken to encourage both public and private investment in the residential neighborhoods.

POLICIES

- 1) To ensure the quality of housing in the city, the City of White Bear Lake will enforce maintenance codes and continue the multi-family inspection licensing program.
- 2) The city will support subsidy programs currently being operated at the county and state levels which provide financial assistance to low and moderate income families for repairs and improvements to their housing units.
- 3) The city will promote financial assistance programs available to residents through Ramsey County for housing maintenance and energy conservation.
- 4) Neighborhoods will be preserved through the enforcement of the city's maintenance and zoning ordinances.
- 5) Residential development will be reviewed in terms of its compatibility to adjacent land uses, availability of public services, and transportation systems.
- 6) High intensity industrial, commercial, and other non-residential developments should not be located adjacent to residential neighborhoods.
- 7) Undeveloped property within residential neighborhoods shall be developed in a manner responsive to the needs and compatibility of the surrounding uses.
- 8) Protect low density residential neighborhoods from encroachment or intrusion of incompatible higher use types by adequate buffering and/or separation from other residential as well as non-residential uses.

- 9) Prohibit commercial development within designated residential areas.
- 10) Locate low and moderate income housing projects and units throughout the community rather than concentrated in one residential neighborhood.
- 11) Encourage infill development of housing which uses land efficiently and conserves the city's natural resources.

Housing Assistance

Objective: To increase the supply of subsidized housing to meet the needs of senior citizens while maintaining the existing level of housing for low and moderate income families and individuals.

The city's elderly population, 65 years of age and older, nearly doubled between 1980 and 1990, increasing from 1340 to 2585. The city will need to monitor the availability and price range of senior housing to keep abreast of demand. The city will also work to preserve the existing supply of subsidized housing of all types.

POLICIES

- 1) Encourage developers of large scale residential developments to set aside a reasonable number of units for low and moderate income families or senior citizens.
- 2) Provide financial incentives to encourage the development of low and moderate income senior and assisted senior units.
- 3) Promote federal, state, and county programs which provide assistance to low and moderate income individuals and families for the rental and ownership of housing units.
- 4) Utilize programs available through the Metropolitan Housing Redevelopment Authority when they can assist the city in meeting or maintaining moderate income housing goals.
- 5) Minimize administrative costs of housing programs through the utilization, where feasible, of non-city staff (i.e. state, regional, and county staff).
- 6) Encourage redevelopment and rehabilitation in the city which expands price point and life-cycle housing.
- 7) Seek to participate in federal, state, and regional housing programs to help meet the community's housing needs.

- 8) Locate low and moderate income housing for elderly individuals adjacent to commercial service centers and public transportation.

HOUSING IMPLEMENTATION PLAN

The implementation plan identifies duties the city will carry out according to the housing policies thus achieving the housing objectives. Like the policy plan, the implementation plan is divided into three categories; Housing Development and Supply, Housing and Neighborhood Preservation, and Housing Assistance. The plan emphasizes the establishment of a diverse housing stock, maintaining housing units, and utilizing housing assistance. Tasks are in bold.

Housing Development and Supply

Identify vacant land and infill lots suitable for residential development.

Curator: City Planner
Complete by: On-going
Coordinate with: Property owners

Encourage the use of the planned unit development ordinance for residential and mixed use developments.

Curator: City Planner
Complete by: On-going
Coordinate with: Developers

Review the zoning ordinance, map and land use plan to ensure that the development of senior housing and high density residential housing is located near commercial services and accessible to public transit and major thoroughfares.

Curator: City Planner
Complete by: On-going
Coordinate with: --

Housing and Neighborhood Preservation

Explore the feasibility and need for a scattered single family redevelopment program to remove blighted single family structures to make lots available for new construction.

Curator: City Planner
Complete by: On-going
Coordinate with: Planning Commission

Review commercial and industrial development plans for compatibility with and buffering from adjacent residential land uses.

Curator: City Planner
Complete by: On-going
Coordinate with: Property owner

Promote county, state, and federal programs which provide financial assistance to low and moderate income residents for the maintenance of their dwelling units.

Curator: City Planner
Complete by: On-going
Coordinate with: Ramsey County, Minnesota Housing Finance Agency, and
Metropolitan Housing and Redevelopment Authority

Enforce the city's maintenance standards as established in the Zoning Ordinance.

Curator: Code Enforcement Officer
Complete by: On-going
Coordinate with: --

Review residential development plans for compliance to the zoning ordinance and compatibility with adjacent land uses.

Curator: City Planner
Complete by: On-going
Coordinate with: Building Official

Explore expanding the city's Rental Licensing Program from 3 units and greater to include all rental housing.

Curator: Code Enforcement Officer
Complete by: 2001
Coordinate with: Planning Commission and Fire Inspector

Housing Assistance

Promote federal, state and county programs which provide financial assistance to low and moderate income families for the rental and ownership of housing units.

Curator: City Planner
Complete by: On-going
Coordinate with: Ramsey County, Minnesota Housing Finance Agency, and
Metropolitan Housing and Redevelopment Authority

Require developers of large scale apartment projects to set aside a specified number of housing units for low and moderate income families or senior citizens if financially feasible.

Curator: City Planner
Complete by: On-going
Coordinate with: Housing and Redevelopment Authority

Encourage use of the Minnesota Housing Finance Agency's low interest mortgage ownership opportunities for first time home buyers.

Curator: City Planner
Complete by: On-going
Coordinate with: Minnesota Housing Finance Agency and potential first time
homebuyers

Pursue Federal Community Block Grant Funds to purchase sites suitable for low and moderate income senior housing and rehabilitation of multi-family structures.

Curator: City Planner
Complete by: On-going
Coordinate with: Ramsey County

Continue to own and maintain Pioneer Manor as an affordable senior housing project. Explore the need for additional services as residents age in place.

Curator: City Planner
Complete by: On-going
Coordinate with: Management Company

TABLE OF CONTENTS

Page

INTRODUCTION.....1

DEFINITIONS 1-2

INVENTORY AND ANALYSIS 3-8

 Functional Classification3

 Roads.....3

 Principal Arterials3

 Minor Arterials.....4

Figure 4-1 (Transportation Plan for Roads)5

 Collectors6

 Trails6

 Mass Transit.....6

 Rideshare.....6

 Park and Ride.....6

Figure 4-2 (Transportation Plan for Trails).....7

 Railroads8

 Aviation.....8

PROJECTED DEVELOPMENT 9-14

Figure 4-3 (Transportation Assignment Zones)10

Table 4-1 (Number of Households Forecast)11

Table 4-2 (Population Forecast)12

Table 4-3 (Employment Forecast)13

Figure 4-4 (Traffic Forecasts).....14

ISSUES AND NEEDS..... 15-16

TRANSPORTATION GOAL17

POLICIES17

PLAN AND PROGRAM..... 18-20

INTRODUCTION

White Bear Lake has a nearly full complement of transportation facilities. The transportation system includes two principal arterials – Interstate 35E and Interstate 694, minor arterials, collector routes, local streets, local and regional trails, local and express bus service, and railroads.

DEFINITIONS

Definitions of words and terms the reader may not be familiar with are provided below:

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.

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.

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.

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 provided by Metro Transit 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).

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. 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 430 miles of expanders have been identified in the metropolitan area. Improvements focus on preserving or obtaining right-of-way.

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

Principal Arterials -- The high capacity highways that make up the metropolitan highway system.

Transit -- All forms of riding together. (It includes fixed-route and para-transit services and employer ride share programs.)

Travel 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.

Trip or Person Trip -- A one-way journey between two destination points in a vehicle by one person.

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

INVENTORY AND ANALYSIS

FUNCTIONAL CLASSIFICATION

The functional classification system used in this Plan is based on the Metropolitan Council's system – see the report titled Transportation Policy Plan Appendix, December 1996, Tables F1 through F6.

ROADS

The city has a complete network of major roads, see Figure 4-1, Transportation Plan for Roads. Virtually all roads are paved. Some experienced major improvements from 1985 to 1995 including County Highway 96, White Bear Parkway, Stewart Avenue and Buerkle Road.

Principal Arterials

The city's two principal arterials are interstate freeways which are described below:

Interstate 694

Description: This important circumferential transportation route serves the northern metro area.

Number of Lanes: Two through lanes in each direction.

1999 Traffic Volume: 70,000 east of Trunk Highway 61. 58,000 east of Trunk Highway 120.

Interstate 35E

Description: This important radial route serves the eastern metro area.

Number of Lanes: Two through lanes in each direction.

1999 Traffic Volume: 69,000 south of County Highway 96 decreasing to 46,000 north of County Highway 96.

Minor Arterials

The city has six A Minor Expander roads and seven B Minor Arterial roads. General characteristics of these thirteen 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 all 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 Figure 4-4, Traffic Forecasts.)

Transportation Plan for Roads

City of White Bear Lake

Community Development Department

December, 2002

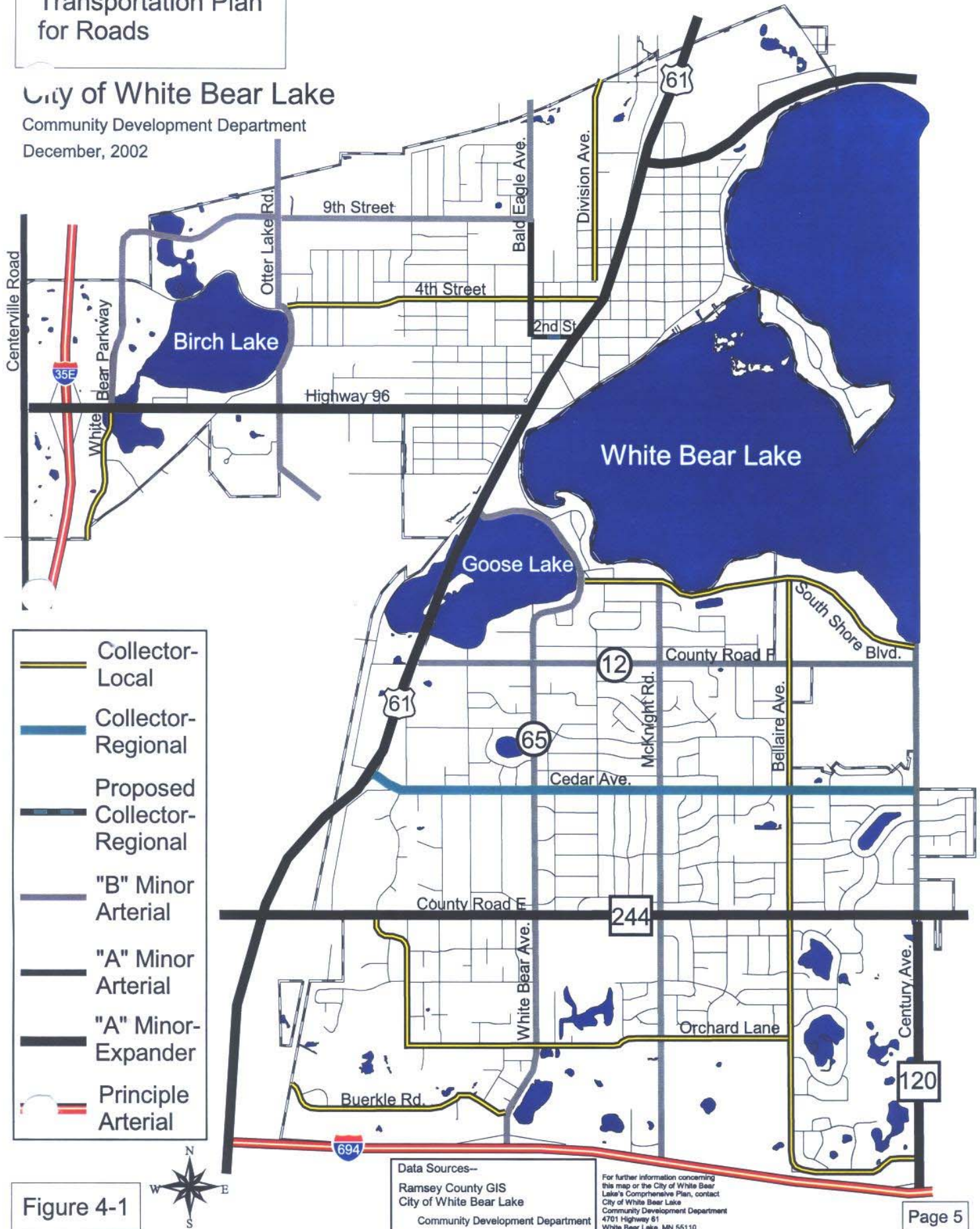


Figure 4-1



Data Sources--
 Ramsey County GIS
 City of White Bear Lake
 Community Development Department

For further information concerning
 this map or the City of White Bear
 Lake's Comprehensive Plan, contact
 City of White Bear Lake
 Community Development Department
 4701 Highway 61
 White Bear Lake, MN 55110
 Telephone (651) 429-8561

Collectors

The city has nine collector routes. Those identified as regional are on the metropolitan system. Those collectors not so designated are local 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 with extra lanes at major intersections.

(For the number of lanes and traffic volumes see Figure 4-4 Traffic Forecasts.)

TRAILS

The city has a complete set of local and regional trails including mixed use trails, on-road bike lanes and sidewalks, see Figure 4-2, Transportation Plan for Trails.

MASS TRANSIT

In 1999 Metro Transit had seven fixed routes in White Bear Lake. The bus companies operating under contract with the Metropolitan Council, and Metro Transit included Lorenz Bus Service and Laidlaw Transit. The type of service includes express routes as well as local/limited service routes. Almost all transit routes are located on arterials or collectors. The city is also served by Lake Area Bus Dial-A-Ride and Metro Mobility.

RIDESHARE

Metro Commuter Service provides pool matching services to employers, communities and individuals in the metropolitan area. In October 1999, 328 residents (with 142 in car pools) and 53 businesses were registered with the Metro Commuter Service program.

PARK AND RIDE

The two park-and-ride lots in White Bear Lake have been designated as formal park-and-ride lots. They are advertised in the pocket schedules and on the park and ride map. Metro Transit also has a contract with White Bear Shopping Center. While the usage at Parkview Church has been low, the usage at White Bear Shopping Center has consistently been over the number of designated spaces over the past few years. Maplewood has two park-and-ride lots used by White Bear Lake residents. In April 1998, 23 White Bear Lake residents used Maplewood Mall Park and Ride and 30 residents used the lot at CR C and Highway 61.

Transportation Plan for Trails

City of White Bear Lake

Community Development Department
November, 1999



Figure 4 - 2

Data Sources--
Ramsey County GIS
City of White Bear Lake
Community Development Department

For further information concerning this map or the City of White Bear Lake's Comprehensive Plan, contact City of White Bear Lake, Community Development Department 4701 Highway 61 White Bear Lake, MN 55110 Telephone (651)429-8561

RAILROADS

Two railroads have active lines in White Bear Lake. The Canadian Pacific Rail System runs along the northern boundary of the city. The Burlington Northern & Santa Fe has a main line, which enters the city west of Goose Lake and extends north through White Bear Lake's downtown along Trunk Highway 61, and an industrial spur which extends south from the M & D junction into Maplewood.

The Canadian Pacific intersects with seven streets, all at grade. All seven intersections have a flashing light signal. Sight distance at the intersection with Northwest Avenue could be a problem.

The Burlington Northern & Santa Fe main line intersects five streets and the Public Works access at Hoffman Road, all at grade. All intersections have a flashing light signal except the intersection with the Public Works gravel access and the intersection with 8th Street, which have only a stop sign.

The Burlington Northern & Santa Fe industrial spur line (south of the M & D junction) intersects five streets, two at grade. Neither intersection has adequate signalization. The intersection with Buerkle Road has only a crossing sign and the intersection with Scheuneman Road (County Road 147) has only a crossing sign.

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 is the closest airport and is located about one mile north of the city.

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 structure in the city is 200 feet high or higher. If any new structures over 200 feet high were to be considered in the city, protection of airspace under Minnesota Statute 360 requiring notification of the Minnesota Department of Transportation would be followed. No planned development is expected to impact airport communication or air traffic operations through visual or electronic interference.

Seaplanes – Seaplanes are allowed only on White Bear Lake.

PROJECTED DEVELOPMENT

Land use and its intensity, community facilities and transportation are all shown on the comprehensive plan map. See the plan titled White Bear Lake, Comprehensive Plan 1999 – 2020. The most intense uses are along and near the interstate freeways, Trunk Highway 61 and in downtown. New growth is fairly limited because in 1999 few acres were vacant or underutilized.

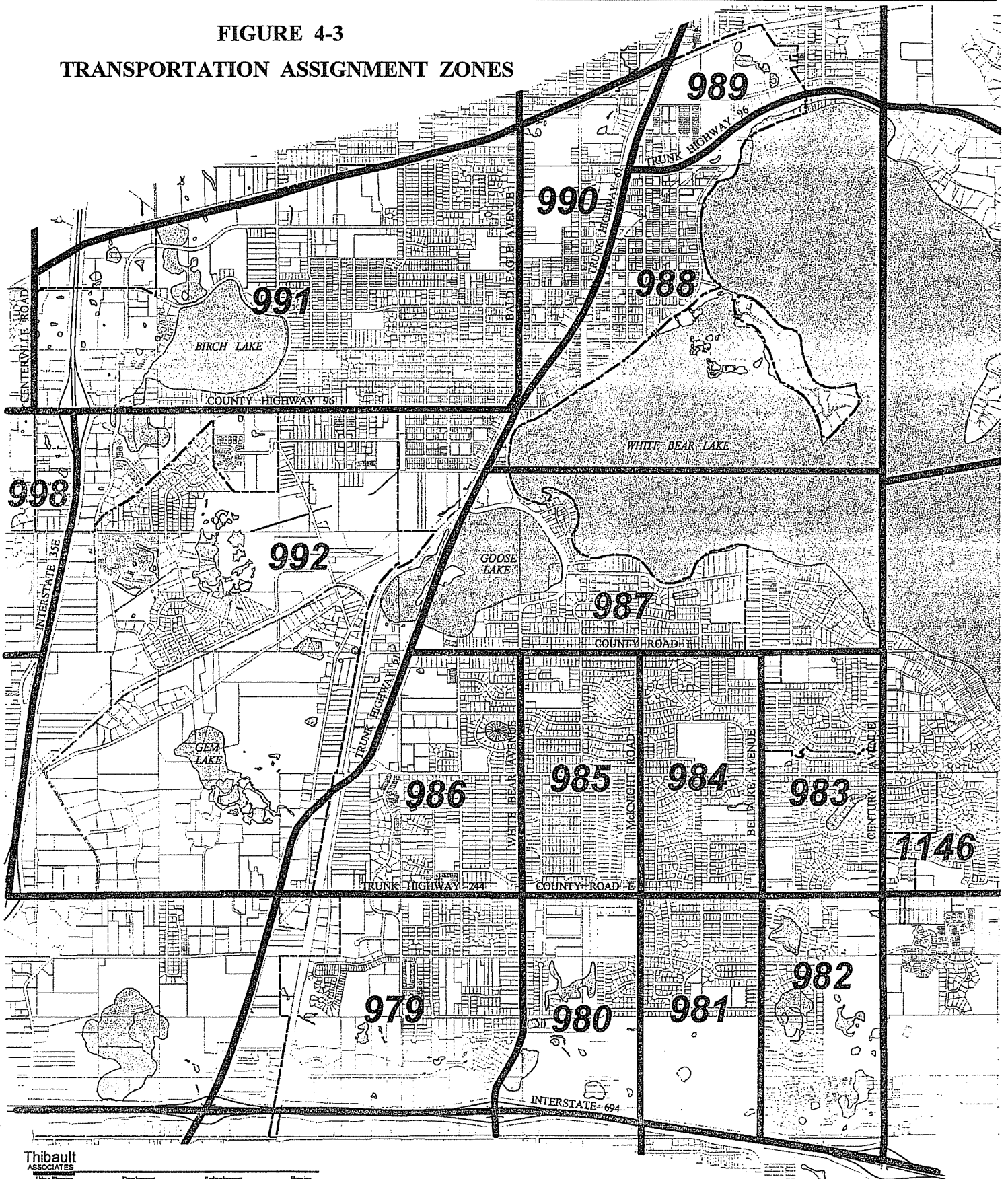
Approximately 1,271 new dwellings are projected. A rate of 10 trips per day per dwelling unit would generate 12,710 additional vehicle trips.

About 2,951 more employees are projected by 2020. A rate of 4 trips per day per employee would generate 11,804 more vehicle trips.

The total additional trips projected by 2020 is 24,500 trips. The distribution of these trips is quite dispersed. Some residential areas are expected to experience a slight decrease in the number of trips. Figure 4-3 shows the Transportation Assignment Zones. Households, Population and Employment projections by Transportation Assignment Zones (TAZs) are provided on Tables 4-1, 4-2 and 4-3 respectively.

Forecasts of average annual daily traffic (AADT) for roads on the system are provided on Figure 4-4. The methodology used is explained on the back side of the figure. Figure 4-4 also provides historical and recent traffic counts, identifies the number of through lanes and describes the level of service. The forecast of level of service for 2020 is based on adherence to the plan including construction improvements proposed in the plan and program section.

FIGURE 4-3
TRANSPORTATION ASSIGNMENT ZONES



Thibault ASSOCIATES
Urban Planning Design Redevelopment Housing

**TABLE 4-1
NUMBER OF HOUSEHOLDS FORECAST
FOR YEARS 1999 – 2020
BY TRANSPORTATION ASSIGNMENT ZONE**

TAZ	1998	1999	2000	2001	2002	2005	2010	2015	2020
979	536	571	692	692	692	692	692	692	742
980	383	383	383	383	383	423	423	423	423
981	418	418	418	418	418	418	418	418	418
982	699	699	699	699	699	761	761	761	761
983	532	532	532	532	532	532	532	532	532
984	758	758	758	758	758	758	758	758	758
985	903	903	903	903	903	921	921	921	921
986	1,230	1,230	1,230	1,251	1,272	1,336	1,443	1,443	1,443
987	520	520	520	520	520	520	520	520	520
988	691	691	691	691	691	713	713	713	713
989	94	94	94	94	94	94	94	174	274
990	369	369	474	504	504	624	624	624	624
991	2,320	2,320	2,320	2,320	2,324	2,324	2,485	2,497	2,524
992	671	671	691	691	691	742	742	742	742
998	2	2	2	2	2	2	2	2	2
1146	97	97	97	97	97	97	97	97	97
TOTAL	10,223	10,258	10,504	10,555	10,580	10,957	11,225	11,317	11,494

Sources: 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.

Household projections are shown in terms of total number of dwelling units. There is no distinction made between households and dwelling units.

**TABLE 4-2
POPULATION FORECAST
FOR YEARS 1999 – 2020
BY TRANSPORTATION ASSIGNMENT ZONE**

TAZ	1998	1999	2000	2001	2002	2005	2010	2015	2020
979	1,415	1,485	1,799	1,799	1,730	1,730	1,661	1,661	1,707
980	1,012	996	996	996	958	1,058	1,015	1,015	973
981	1,104	1,087	1,087	1,087	1,045	1,045	1,003	1,003	961
982	1,845	1,817	1,817	1,817	1,748	1,903	1,826	1,826	1,750
983	1,404	1,383	1,383	1,383	1,330	1,330	1,277	1,277	1,224
984	2,002	1,971	1,971	1,971	1,895	1,895	1,819	1,819	1,743
985	2,384	2,348	2,348	2,348	2,258	2,303	2,210	2,210	2,118
986	3,247	3,198	3,198	3,253	3,180	3,340	3,463	3,463	3,319
987	1,373	1,352	1,352	1,352	1,300	1,300	1,248	1,248	1,196
988	1,824	1,797	1,797	1,797	1,728	1,783	1,711	1,711	1,640
989	248	244	244	244	235	235	226	418	630
990	974	959	1,232	1,310	1,260	1,560	1,498	1,498	1,435
991	6,125	6,032	6,032	6,032	5,810	5,810	5,964	5,993	5,805
992	1,771	1,745	1,797	1,797	1,728	1,855	1,781	1,781	1,707
998	5	5	5	5	4	4	5	5	5
1146	256	252	252	252	242	242	233	233	223
TOTAL	26,989	26,671	27,310	27,443	26,451	27,393	26,940	27,161	26,436
Household Size	2.64	2.6	2.6	2.6	2.5	2.5	2.4	2.4	2.3

Sources: 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.

**TABLE 4-3
EMPLOYMENT FORECAST
FOR YEARS 1999 – 2020
BY TRANSPORTATION ASSIGNMENT ZONE**

TAZ	1998	1999	2000	2001	2002	2005	2010	2015	2020
979	1,424	1,544	1,600	1,782	2,051	2,528	2,528	2,528	2,528
980	359	359	359	359	359	359	359	359	359
981	14	14	14	14	14	14	14	14	14
982	418	418	418	418	418	418	418	418	418
983	874	874	874	874	874	874	874	874	874
984	284	284	284	284	284	284	284	284	284
985	86	86	86	86	86	86	86	86	86
986	2,431	2,431	2,431	2,431	2,431	2,541	2,541	2,541	2,541
987	794	794	794	794	794	794	794	794	794
988	1,650	1,650	1,718	1,718	1,718	1,718	1,718	1,718	1,718
989	0	0	0	0	0	0	0	0	0
990	798	798	855	855	855	915	915	915	915
991	1,046	1,046	1,046	1,046	1,076	1,408	1,408	1,408	1,408
992	770	770	770	770	926	1,128	1,181	1,181	1,301
998	252	252	252	252	252	692	857	857	857
1146	140	140	140	140	140	140	194	194	194
TOTAL	11,340	11,460	11,641	11,823	12,278	13,899	14,171	14,171	14,291

Sources: City of White Bear Lake and Thibault Associates and Metropolitan Council.

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.

Employee projections are based on the following formula: One employee per 500 square feet of new business development.

Metropolitan Council’s 2000 projections for number of employees by TAZ were used as the 1998 base figures. It is believed that the projections for 2000 already occurred in 1998.

FIGURE 4-4

TRAFFIC FORECASTS

WITH NUMBER OF LANES AND
LEVEL OF SERVICE (LOS)

TRAFFIC VOLUMES

1988 22500
1996 42500
1998 46000*
2020 81000

* 1998 traffic volumes given for all
Trunk Highways and CSAH 96.

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
- Trunk Highway 244 - 2 lanes
with a continuous center turn lane
- County Highway 96 - 4 lanes from
east of Otter Lake Road to city limits
- White Bear Avenue - 4 lanes

LEVEL OF SERVICE (LOS)

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

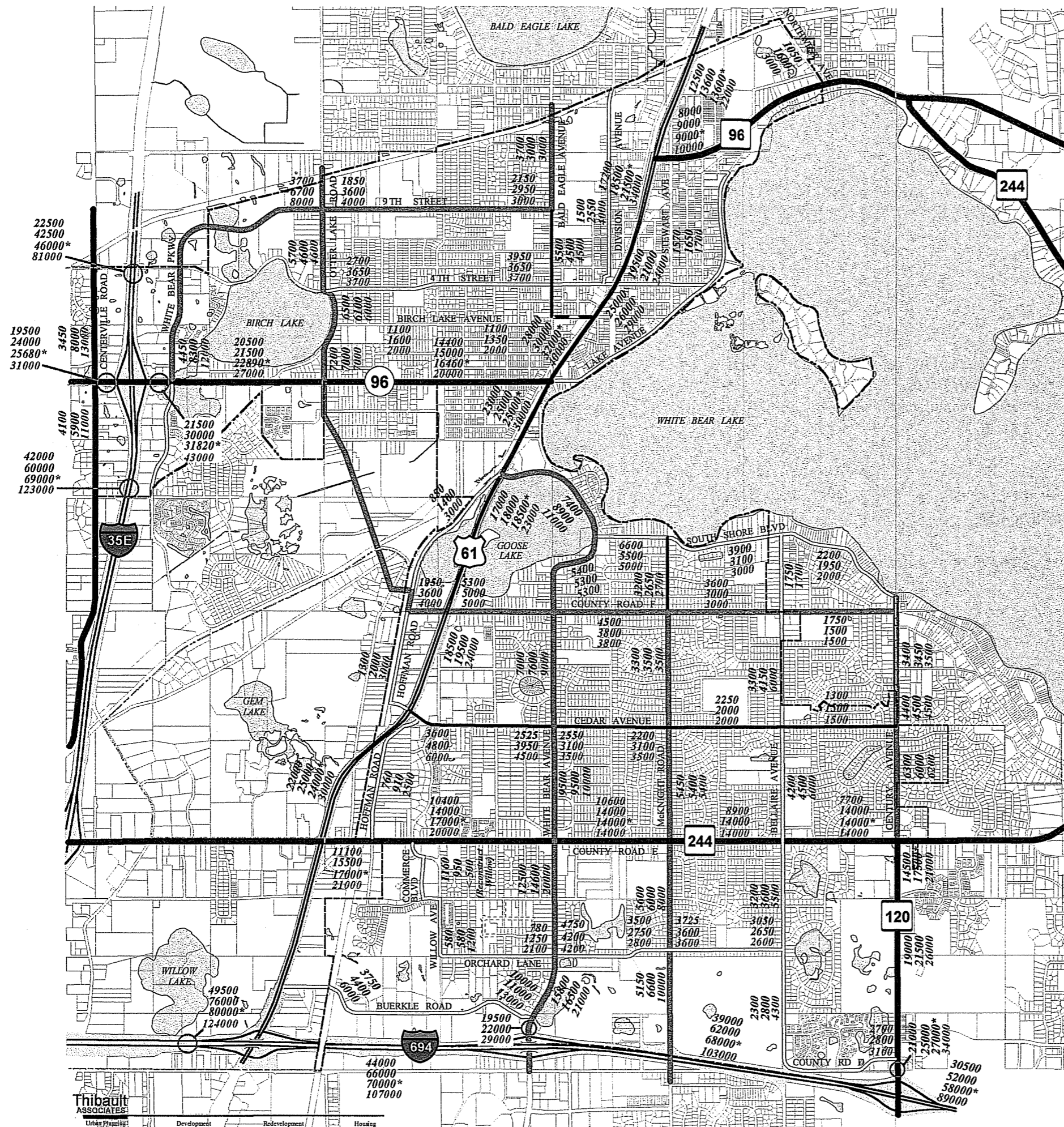
All roads and intersections have a
level of service of "C" or better except
as indicated below.

- White Bear Parkway at CSAH 96 "D"
p.m. peak hour for south bound White
Bear Parkway to west bound CSAH 96.
- CSAH 96 "D" p.m. peak hour west bound
from White Bear Parkway to west side
of I-35E diamond interchange.

LOCAL TRAFFIC INCREASE 1999-2020

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

- 1,271 Households x 10 trips per household
= 12,710 trips
- 2,951 Employees x 4 trips per employee
= 11,804 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. All projected development is reflected in new dwelling units (1,271) and increases in employment (2,951), although in reality by 2020 only 80 percent might actually occur.
4. Expect little change 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. 500 square feet of new business development = 1 new employee.

NEW TRIPS

New trips generated by new dwellings and employment 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 2020 - This was determined by adding the distributed trips from the new development to the background increase.

METHODOLOGY

FORECASTS

Forecasts for 2020 were made as summarized below.

1. Existing and historic traffic volumes were reviewed. Traffic volumes for 1988, 1996 and 1998 were mapped and 1980 traffic volumes were considered.
2. Recent road construction projects, recent developments, and one way streets were considered.
3. Forecasts for 2020 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.
4. Background increases were determined by a review of recent and historic trends for the principal routes and changes predicted 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
 T.H. 61 north of T.H. 244 to city limits = 1.0% per year
 T.H. 96 east of T.H. 61 = @ 0.5% per year
 CSAH 96 west of White Bear Parkway = 0.5% per year
 T.H. 244 between T.H. 61 and White Bear Avenue = 0.5% per year
 T.H. 120 between I-694 and T.H. 244 = 1.0% per year
 CSAH 96 between Centerville Road and T.H. 61 = 1.0% per year
 White Bear Avenue north of Buerkle Road = 1.0% per year
 White Bear Parkway north of CSAH 96 = 0.5% per year
 T.H. 120 between I-694 and T.H. 244 = @ 1.0% per year
 Centerville Road north and south of CSAH 96 = @ 2.0% 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:

1. **Trunk Highway 61** - The image along Trunk Highway 61 is poor, especially along White Bear Lake. Most of the highway lacks an adequate pedestrian way. The highway has insufficient landscaping.
2. **Congestion October 1999** -
 - **County Highway 96** - County Highway 96 westbound between White Bear Parkway and the western ramps of the I-35E interchange is congested, attaining a level of service "F" at some times during the p.m. peak hour. The narrowness of the County Highway 96 bridge severely limits the movement of traffic 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 will be needed to facilitate growth in the area. The turning movement from the I-35E northbound ramp to Highway 96 westbound contains deficient geometrics. Improving the geometrics will require expansion or replacement of the bridge.
 - **White Bear Parkway** - White Bear Parkway southbound to County Highway 96 operates at a level of service "F" during and beyond the p.m. peak hour.
3. **Pedestrian way on County Highway 96 Bridge** - There is an inadequate two-foot wide pedestrian way on the County Highway 96 bridge which will link the proposed extension of the Highway 96 regional trail.
4. **System Modifications** - Parts of the system as shown on Metropolitan Council's 1997 map of Functional Class Roads need to be modified given certain physical and economic circumstances. Modifications include deleting the 12th Street-Garden Lane proposed collector route, deleting the proposed extension of Hoffman Road south across I-694, and terminating Bald Eagle Avenue as a collector at 2nd Street because the street ends in a cul-de-sac.
5. **Speed and Safety** - There is a concern regarding speed and safety on Trunk Highway 61 and in neighborhood areas.
6. **Birch Lake Boulevard North / Fourth Street / Otter Lake Road** – The geometrics of this intersection need to be improved.

7. Pedestrian ways/Trail Facilities -

- An improved pedestrian crossing is needed at Trunk Highway 61 from Whitaker Street to the marina park area.
- Pedestrian and vehicle movements need to be improved at the intersection of Trunk Highway 61 and 4th Street downtown.
- Need to implement the “Around the Lake” trail.
- There is a need to upgrade the bikeway/walkway on Lake Avenue and improve its compatibility with the road.
- Continue plowing and maintaining the sidewalk and trail system during winter months.

8. Commuter Rail/LRT - There is a need to preserve space and a facility for commuter rail and/or LRR while addressing the regional trail, Trunk Highway 61 and related needs.

9. Park and Ride - Improve park and ride usage in existing locations and designate possible new locations for park and ride lots.

10. Transit - The high cost of providing Lake Area Bus service is a concern.

11. Railroad Crossings - Although many railroad crossings are adequate, some are deficient with respect to the warning signal system and sight distance.

12. Travel Demand Management - Methods used by the city and included in this plan to reduce vehicle trips. Promote transit, trails and walks which link residential, work place and schools to each other and to transit, ride share and park and ride facilities. Transit plans include local and express bus service and commuter rail and LRT.

13. I-35E Corridor Study - This study provides guidance for efficient use of this facility. Capacity improvements at County Highway 96 are necessary to handle some ramp movements. Access from White Bear Parkway to the interchange at Trunk Highway 244 through a connection at LaBore Road should improve the level of service.

TRANSPORTATION GOAL

The city's transportation goal describes what the city hopes to achieve in its transportation plan. The goals is:

Establish a transportation system with emphasis on safety and aesthetics which includes balanced intermodal components.

POLICIES

The policies which follow are based on the transportation goal, inventory and analysis of the system and the identified issues and needs. Adherence to the following policies should provide a balanced system which meets the transportation goal and needs of White Bear Lake.

- 1. Balanced System** – Promote a balanced transportation system which meets the needs of White Bear Lake by providing well designed facilities for pedestrians, bicycles, automobiles, trucks and transit vehicles. The system will include pedestrian ways and trails, local and regional collector streets, arterial streets, principal arterials, transit rights-of-way, transit stops and parking areas for bikes and vehicles.
- 2. Trunk Highway 61** – Establish this route as a civic highway deserving functional and aesthetic improvements consistent with establishing a favorable image along White Bear Lake and in downtown.
- 3. Transit** - Preserve the Trunk Highway 61/Burlington Northern & Santa Fe rights-of-way for future transit use e.g. commuter rail or light rail transit.
- 4. Image** - Establish aesthetically pleasing streets and boulevards by implementing urban design concepts to enhance the appearance of the city.
- 5. Speed and Safety** – Be responsive to community needs for proper control of speed and improve roadway safety on Trunk Highway 61 and in the neighborhood areas.
- 6. Access Management** – Balance the need for access to principal and minor arterials with access management principals.

PLAN AND PROGRAM

Plan

The Transportation Plan for White Bear Lake consisting of roads, trails and transit facilities is included in the full color Comprehensive Plan 1999 – 2020. A copy is provided in the front pocket of this binder.

Program

The transportation program consists of the following projects and activities:

1. **Trunk Highway 61** – Encourage jurisdictional turn back to Ramsey County and make aesthetic improvements cooperatively with the County.
2. **I-35E** – Cooperate with Mn/DOT and other jurisdictions to implement recommendations in the corridor study.
3. **County Highway 96** - By 2005, work with the I-35E task force to analyze geometric improvements on Highway 96 between Centerville Road and White Bear Parkway, the need to reconstruct or expand the bridge over I-35E, and the needs and benefit of adding an additional westbound lane on County Highway 96 west of White Bear Parkway.
4. **Highway 96 Trail** - By 2005, undertake plans to construct the pedestrian way (regional trail) on the County Highway 96 bridge over I-35E.
5. **Extension of White Bear Parkway to Labore Road** - By 2020 a level of service “D” is anticipated on County Highway 96 westbound from White Bear Parkway to the I-35E southbound ramp movement. Connecting White Bear Parkway south to an extension of Labore Road may have merit and if connected would provide another access to I-35E through County Road E. This connection would be located outside of White Bear Lake.
6. **Traffic Signals** - By 2000, implement a traffic signal at the intersection of County Road E and Linden Avenue.
 - By 2000, study the need for a traffic signal at the intersection of 7th Street and Trunk Highway 61.
7. **Pedestrian ways/Trail Facilities** –
 - In coordination with Ramsey County, seek regional funding by 2005 to construct a trail link from Lake Avenue through the marina park area to Trunk Highway 61

- By 2005, use regional funding to construct a new bikeway/walkway on Lake Avenue in a manner compatible with the road and adjacent residential use
 - By 2010, complete the other regional and local trails completing the “Around the Lake Trail” system
 - By 2010, construct a new pedestrian crossing at Trunk Highway 61 from Whitaker Street to the marina park area
 - By 2000, make improvements to the pedestrian crossing at 4th Street and Trunk Highway 61 located downtown
 - Continue efforts to construct a mixed use trail in the Burlington Northern & Santa Fe corridor
- 8. Commuter Rail/LRT** – Maintain options for commuter rail service/LRT along the Trunk Highway 61/Burlington Northern & Santa Fe corridor.
- 9. Park and Ride** – By 2002, consider the following sites and other sites for park and ride facilities:
- Ramsey County Beach parking lot
 - Downtown at 4th Street and Trunk Highway 61
 - Formalize and sign the park and ride facility at White Bear Shopping Center
 - Consider formalizing an agreement with Parkview Church of Christ on Bellaire Avenue for park and ride use on a portion of the site
- 10. Paving program** - Continue the program of evaluating and reconstructing streets throughout the city.
- 11. Street Improvements and Housing Rehabilitation** - To the extent possible, coordinate neighborhood street improvements with housing rehabilitation.
- 12. Future Railroad abandonment** -
- Maintain railroad rights-of-way for future commuter rail or light rail transit.
 - By 2010, 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.

13. 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 at least the following locations:

- 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 Scheuneman Road (County Road 147)
- 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 8th Street in downtown
- The intersection of the Canadian Pacific Rail System with Northwest Avenue.

14. Trunk Highway 244 – By 2010, evaluate the speed, noise, safety, volumes, compatibility with adjacent use, function, jurisdictional control and other conditions of this road and, with the State, initiate appropriate modifications or changes.

15. Sector 2 Transit Changes- White Bear Lake will include information on the transit service changes being proposed in the Sector 2 Transit Restructuring Study for March 2001.

TABLE OF CONTENTS

	<u>Page</u>
SANITARY SEWER	1-8
Inventory	1-3
<i>Table 5-1(Wastewater Flow 1990 – 1998)</i>	1
<i>Figure 5-1 (Sanitary Sewers and Private Septic)</i>	2
Sewer Expansion.....	3-5
Sewer Expansion Projects Since 1992.....	3-5
<i>Figure 5-2 (Sanitary Sewer Expansion and Inter Community Service Areas</i>	4
Intercommunity Service.....	5
Areas of City Not Serviced	5-6
Projected Wastewater Flow	6-7
<i>Table 5-2 (Projected Wastewater Flow 1999-2020)</i>	6
Infiltration and Inflow.....	7
Private Wastewater Treatment Facilities	7-8
Individual Sewage Treatment Systems.....	8
WATER	9-18
Introduction.....	9
Municipal Water Facilities.....	9-12
Supply and Treatment Facilities	9-11
<i>Table 5-3 (White Bear Lake Wells)</i>	9
<i>Figure 5-3 (Water Supply)</i>	10
<i>Table 5-4 (White Bear Lake Municipal Water Use)</i>	11
Storage Facilities.....	12
<i>Table 5-6 (White Bear Lake Reservoirs)</i>	12
Distribution System	12
Residential Water Service.....	12-15
Residential Water Expansion Projects	12-14
<i>Figure 5-4 (Residential Water Extension and Inter Community Services)</i>	13
Residential Areas Not Serviced	15
Residential Private Water Supply	15

Commercial..... 15-16
 Commercial Water Extension Projects Since 1992 16
 Commercial Private Water Supply 16
Inter Community Service.....16
Future Water Service16
Public Utilities Objective and Policies 17-18
 Objective.....17
 Policies: General 17
 Policies: Sanitary Sewer 17
 Policies: Storm Sewer 18
 Policies: Water Systems..... 18

SANITARY SEWER

Inventory (Figure 5-1, Page 2)

Within the City of White Bear Lake the sanitary sewer system consists of 92.251 miles of pipe including trunks and laterals. In addition, the community is serviced by several Metropolitan Council Environmental Services' (MCES) interceptors comprising 12.33 miles of pipe. These lines consist of gravity pipes, force mains, interceptors, and treatment facilities at the Metropolitan Wastewater Treatment Plant in St. Paul. The city maintains ten lift stations, having the capacity to pump 1,028,700 gallons of waste a day. Also located within the city limits are two Metropolitan Council lift stations (L5 and L6).

Approximately 95 percent of all wastewater flow is metered at the Metropolitan Council Meter #26 on the southwest border of White Bear Lake, bordering Vadnais Heights and Maplewood. 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 1998 wastewater flow at 979.4 million gallons. Table 5-1 shows the wastewater flow for the years 1990 through 1998:

**TABLE 5-1
WASTEWATER FLOW
1990 – 1998**

Year	Calculated Flow In Millions of Gallons	Percent Change
1990	857	4.2
1991	937	8.5
1992	974	3.8
1993	991	1.7
1994	959	-3.3
1995	993	3.4
1996	978.7	-1.5
1997	1012.3	3.3
1998	979.4	-3.4

Source: Metropolitan Council Environmental Services

Sanitary Sewers & Private Septic

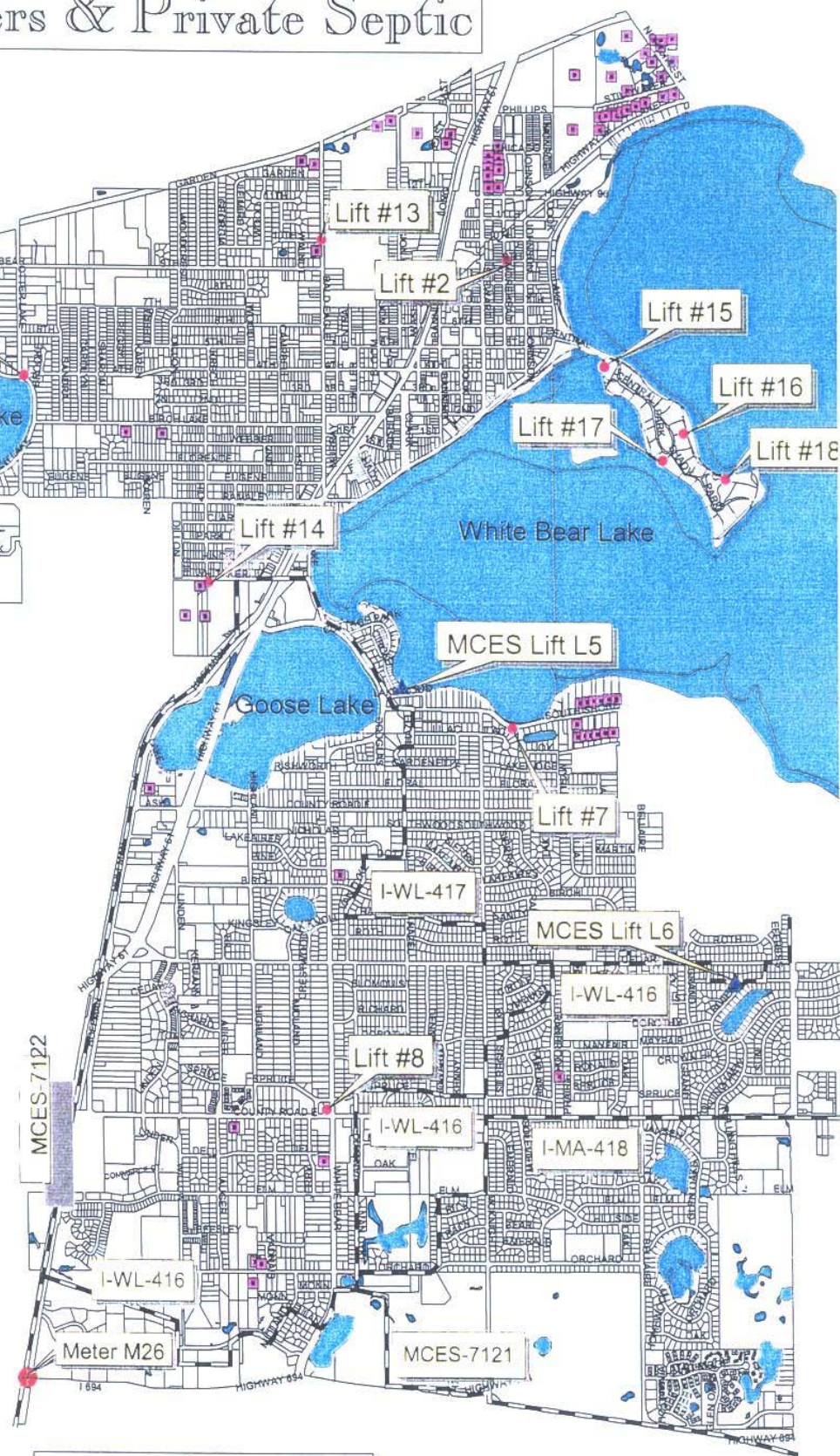
City of White Bear Lake

Prepared by:
Community Development Department
December, 1998

- Met Council Environmental Services (MCES) Lift Station
- City Lift Station
- Meter M26
- Sewer Lines
- Private Residential Septic Systems



2000 0 2000 Feet



Data Sources:
City of White Bear Lake
Community Development Department
Ramsey County Soil and Water
Conservation District

For further information, contact
the office at the City of White Bear
Lake, Comprehensive Planning
City of White Bear Lake
Community Development Department
4501 Highway 94, White Bear Lake, MN 55120
Telephone: (612) 229-8161

Figure 5-1

The majority of land use in the city is zoned and currently used for residential uses. Of the estimated 10,223 dwelling units in the city, approximately 66 percent are single family houses while the remaining 34 percent are multi-family uses. As of December 31, 1998, it is estimated that 6,645 single-family houses are connected to the city sanitary sewer services while 73 single-family houses contain individual sewage treatment systems.

Sewer Expansion

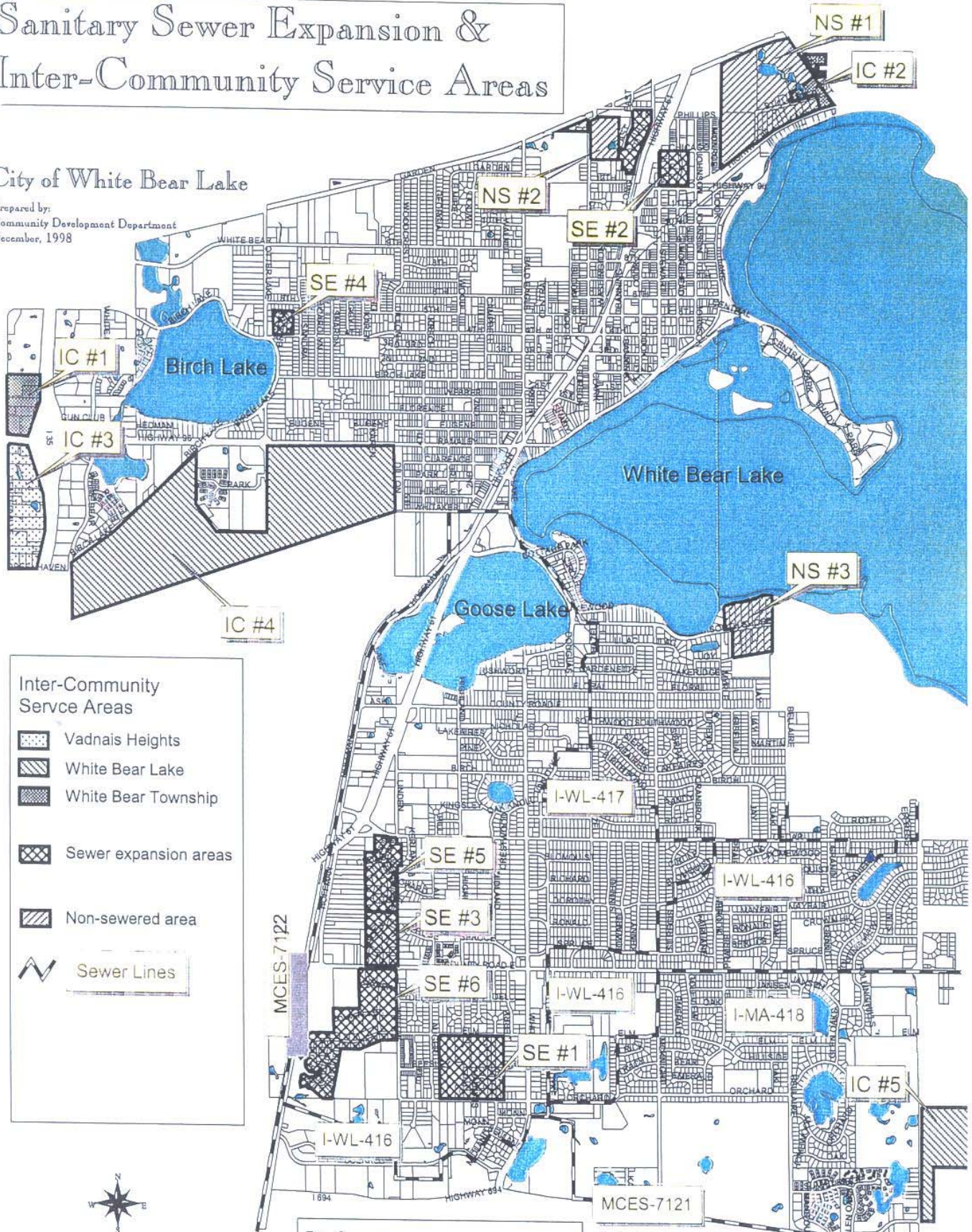
Sewer Expansion Projects Since 1992 (Figure 5-2, Page 4):

1. 1993: Orchard Lane improvement project included the installation of sanitary sewers as well as water lines, street paving, curb and gutter, sidewalks, and on-street bike paths. The sanitary sewer was sized to accommodate the future subdivision of several large lots that would open the area up to single family development. Only a small percentage of the subdivision and subsequent development has occurred since that time (SE1 on map).
2. 1994: sanitary sewer and water extension to a residential neighborhood located north of Highway 96 on Morehead, Stewart, and Chicago Avenues. This area contains 11 single-family houses, two multi-family houses, and one business. At present, only two single family residences and the business have connected to the sanitary sewer with the remaining 12 residences maintaining private septic systems (SE2 on map).
3. 1994: sanitary sewer and water extension to 15 acres of multi-family zoned property. The development is called Linden Place, it is located north of County Road E and east of Highway 61, and presently houses 136 multi-family units (townhouses) (SE3 on map).
4. 1995: sanitary sewer and water extension to a newly platted single family housing development. The Timberwood Plat is located north of Fourth Street and east of Otter Lake Road. The property was platted for nine single-family houses. As of December 31, 1998, five of those single-family houses have been constructed and connected to the city's sanitary sewer (SE4 on map).
5. 1996: sanitary sewer and water extension to 23 acres of multi-family zoned property. The development is called Cedar Cove, it is located south of Cedar Avenue and east of Highway 61, and houses 110 multi-family units (detached townhouses and quad houses) (SE5 on map).

Sanitary Sewer Expansion & Inter-Community Service Areas

City of White Bear Lake

Prepared by:
Community Development Department
December, 1998



Inter-Community Service Areas

- Vadnais Heights
- White Bear Lake
- White Bear Township
- Sewer expansion areas
- Non-sewered area
- Sewer Lines



2000 0 2000 Feet

Data Sources:
City of White Bear Lake
Community Development Department

For further information concerning this map or the City of White Bear Lake Comprehensive Plan, contact:
City of White Bear Lake
Community Development Department
4701 Highway 61, White Bear Lake, MN 55110
Telephone (651) 429-8501

Figure 5-2

6. 1998: sanitary sewer and water extension to 22 acres of land that is currently being developed as residential property (87 single-family houses and 43 multi-family houses [townhouses]). Also in this development is 28.5 acres of land which is currently being developed as commercial property. This area is known as Willow Marsh and is located south of County Road E and east of Highway 61. As of December 31, 1998, 16 single-family houses, 43 multi-family houses, and three businesses have been constructed and connected to the city's sanitary sewer service (SE6 on map).

Intercommunity Service

1. White Bear Township provides sanitary sewer service to one single family house and three businesses located on Centerville Road north of Highway 96 (IS1 on map).
2. White Bear Township provides sanitary sewer service to two single family houses located on Hope Street which is north of White Bear Lake (IS2 on map).
3. Vadnais Heights provides sanitary sewer service and water service to three single family houses and ten businesses located on Centerville Road south of Highway 96 (IS3 on map).
4. The City of White Bear Lake provides sanitary sewer service and water service to White Bear Township residents who reside south of Highway 96 and east of Otter Lake Road. This area encompasses approximately 229 acres. The township's wastewater flow runs through the city's sanitary sewer system to the Met Council Meter #M26. This area of the township, therefore, is unmetered. The Metropolitan Council measures this portion manually four times a year and estimates the township's wastewater flow into the city's system (IS4 on map).
5. The city also provides sanitary sewer service and water service to the East Campus of Century College located in Mahtomedi (IS5 on map).

Areas of City Not Serviced (Figure 5-1, Page 2):

1. Northeast Corner of the city: There is approximately 67 acres of residentially zoned land located north of Stillwater Street. Also, in this area are 28 single-family houses and one multi-family house. Two of the residences located on Hope Street receive sanitary sewer services from White Bear Township as mentioned earlier with the remaining 27 residences having ISTS. A new lift station will have to be constructed in order to extend sanitary sewers to this area. Therefore, the extension will be driven by future development of this land.

2. Portions of Division Avenue: There is approximately 13 acres of residentially zoned land located on the northern border of the city along Division Avenue. Presently there are three single-family houses all utilizing individual sewage treatment systems. Much of this land is covered by wetland and would be difficult to develop.
3. Portions of South Shore Boulevard: 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 county jurisdiction. In the near future the county will turn over that street to the city. The projected completion date for this project is 2020.

Projected Wastewater Flow

Table 5-2 shows the projected wastewater flow for the years 1999 through 2020. These estimates are based on an assumed growth with an average household size of 2.64 persons and job growth at two employees per 1,000 s.f. of business growth.

**TABLE 5-2
PROJECTED WASTEWATER FLOW
1999-2020**

Year	EQ Com./		Total Equiv. Units	Per Unit	Resid. Flow	EQ Com./		Daily Projected Flow	Projected Annual Flow For M-26	Projected Annual Flow For M-39	Total Projected Annual Flow
	Resid. Units*	Ind./Etc. Units**				Ind./Other Flow	Other Flow				
1999	10,258	1,780	12,038	250	2,564,500	445,000	3,009,500	1,048,467,500	50,000,000	1,098,467,500	
2000	10,504	1,806	12,310	250	2,626,000	451,500	3,077,500	1,073,287,500	50,000,000	1,123,287,500	
2001	10,555	1,832	12,387	250	2,638,750	458,000	3,096,750	1,080,313,750	50,000,000	1,130,313,750	
2002	10,580	1,891	12,471	250	2,645,000	472,750	3,117,750	1,087,978,750	50,000,000	1,137,978,750	
2005	10,957	2,098	13,055	250	2,739,250	524,500	3,263,750	1,141,268,750	50,000,000	1,191,268,750	
2010	11,225	2,152	13,377	250	2,806,250	538,000	3,344,250	1,170,651,250	50,000,000	1,220,651,250	
2015	11,317	2,175	13,492	250	2,829,250	543,750	3,373,000	1,181,145,000	50,000,000	1,231,145,000	
2020	11,494	2,213	13,707	250	2,873,500	553,250	3,426,750	1,200,763,750	50,000,000	1,250,763,750	

Source: White Bear Lake City records and estimates, School District records and estimates

- Methodology: Annual wastewater flow equals the sum of residential units, plus equivalent units (EQ), times 250 gallons per day, times 365 days.
- The projected wastewater flows include only the flow generated from the City of White Bear Lake.

- *Flow rate based on 250 gallons per day per household (or unit).
- **Non-residential connected units have been expressed in “residential equivalent units (EQ)” based on the following conversions obtained from the Metropolitan Council Environmental Services: Employment: 30 gallons per employee per day (8.33 employees equals one residential unit); Schools: elementary and middle schools at 1 EQ unit per 18 students, high schools at 1 EQ per 14 students. 1999 White Bear Lake Enrollment: Elementary Schools = 232; High Schools = 1,278; Total = 1510. Projected school growth estimated at 1 percent growth per year.

The land use section of the city’s comprehensive plan breaks the city into eight planning districts and projects the estimated growth potential for additional households, commercial uses, and industrial uses for each of those planning districts. These estimates are important not only for coherent development patterns, but also for projected public utilities growth and maintenance. As indicated in the land use portion of the comprehensive plan, the city’s greatest growth potential lies in Planning District Area 3-9 where 100 additional households are projected by the year 2020. This area lies east of Pacific Avenue and north of White Bear Lake and is referenced earlier in this section under “Areas of City Not Serviced.” Development within this area will require sanitary sewer extensions and a new lift station.

Infiltration and Inflow

Among major problems experienced in the city’s sanitary sewer system is the seepage of ground or surface water into the lines. This infiltration and inflow of water can reduce the capacity of the system and increase the fees charged by the MCES. The maximum allowed rate of infiltration is 100 gallons per inch diameter, per mile of line, per 24 hours for any section of pipe.

Future infiltration and inflow reduction projects include lining of existing sanitary sewers (\$106,000 budgeted for 1999) and manhole repair (\$25,000 budgeted for 1999).

Another possible source for infiltration and 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.

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.

Individual Sewage Treatment Systems (Figure 5-1, Page 2)

It is estimated that 73 single-family houses utilize individual sewage treatment systems (ISTS). These systems are mainly located where city sanitary sewer service is unavailable but also, in some cases, where sanitary sewer service is available.

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 by the City Manager. This type of notification usually occurs when the city determines that the existing ISTS is failing. If the system is in good working condition, although, connection is not 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 Washington County ISTS code states at Section 17.2 that the owner of a septic system or the owner's agent shall regularly, but in no case less frequently than every three years, have the tank or tanks pumped. The city will begin to monitor this requirement beginning in the year 2000. Property owners with ISTS will initially be mailed educational material that discusses the safety, operation, and maintenance of ISTS. Along with this material a cover letter will outline the required ISTS inspections and require that an initial compliance inspection be completed within 60 days or the property owners must show proof that an inspection has been completed during the past year.

The city's ISTS program will track the required inspections through our current utility billing system. All of the property owners with ISTS will be mailed a reminder notice along with their quarterly water and/or garbage bill every three years indicating that an inspection is required of their ISTS. The property owners will then be required to show proof that their system was inspected or have the system inspected within 60 days of receipt of the notice. In the event that a property owner does not submit proof of inspection, the city will hire a contractor to complete an inspection of the ISTS. The charge for this service will ultimately be assessed to the property owner's taxes.

WATER

Introduction

In addition to the sanitary sewer and storm sewer, the city developed a water distribution system to provide potable water service to city residents and businesses. This section of the comprehensive plan discusses the municipal water facilities, existing and projected services, intercommunity flows, private water supplies, and future water service.

Municipal Water Facilities

The design of the municipal water system includes supply and treatment facilities, storage facilities, and distribution lines (Figure 5-3, Page 10):

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 facilities. White Bear Lake’s water supply is obtained through four wells that acquire water from two aquifers, Jordon and Hinkley (Table 5-3). 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 5-3
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	*

Source: City Records

*The city stopped pumping from this well 25 years ago and it is not presently hooked to the treatment plant.

Water Supply -- Public & Private

City of White Bear Lake

Prepared by:
Community Development Department
February, 1999

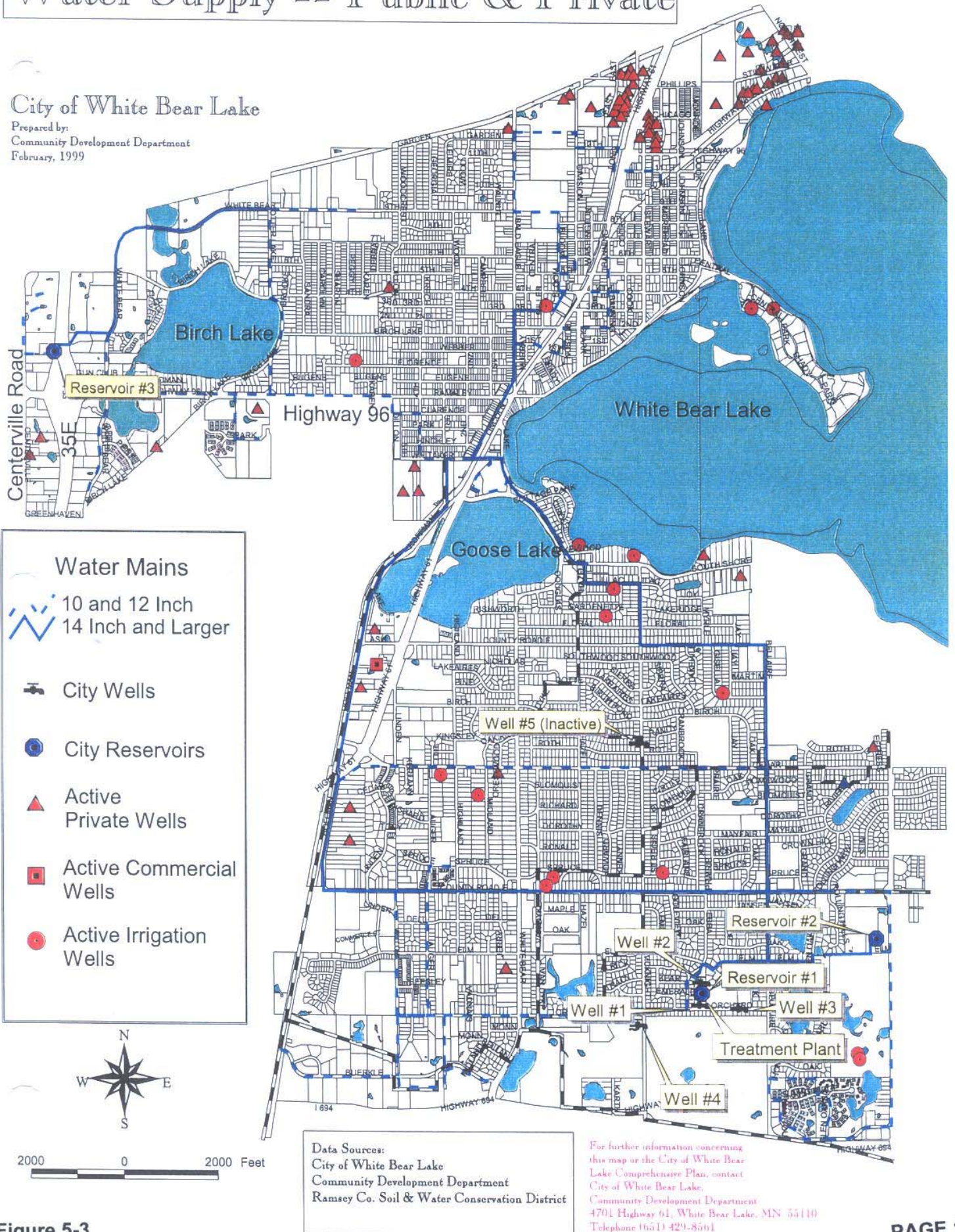


Figure 5-3

The city is committed to maintaining the existing water system and ensuring that an adequate supply can be provided in the future. In 1998 Well No. 3 was reconstructed and an emergency generator was added. Well No. 2 will also be reconstructed in 1999 with the installation of a conversion drive that can run off of electricity or gas. Table 5-4 identifies the number of gallons pumped by year for each well.

**TABLE 5-4
WHITE BEAR LAKE MUNICIPAL WATER USE (GALLONS)**

Year	Well No. 1	Well No. 2	Well No. 3	Well No. 4
1990	12,335,500	4,291,700	361,576,400	402,365,500
1991	70,218,601	65,056,900	281,690,300	378,425,000
1992	78,301,500	99,553,500	383,000,000	419,287,400
1993	51,590,400	51,804,400	323,653,500	407,664,900
1994	65,988,200	62,479,300	361,182,300	465,055,600
1995	135,029,700	63,633,600	224,576,606	534,938,469
1996	162,510,000	106,364,300	180,380,100	500,285,500
1997	130,505,400	78,428,100	232,320,700	520,146,600
1998	164,062,100	127,305,400	240,461,400	497,442,400

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 storage facilities: 1) one underground reservoir; 2) one surface reservoir, and 3) one elevated reservoir (Table 5-6). Total storage capacity is 5 million gallons of water.

**TABLE 5-6
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	1,750,000
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, and valves.

Residential Water Service

An estimated 7,726 residential structures are connected to city water (this count includes apartments and multi-family units which could have only one connection per building). In 1998, 634,802,168 gallons of water were sold to these residential uses.

Residential Water Expansion Projects (Figure 5-4, Page 13):

1. 1993: Orchard Lane improvement project included the installation of water lines as well as sanitary sewer, street paving, curb and gutter, sidewalks, and on-street bike paths. The sanitary sewer was sized to accommodate the future subdivision of several large lots, which would open the area up to single family development. Only a small percentage of the subdivision and subsequent development has occurred since that time (WE1 on map).

Residential Water Extension & Inter-Community Services

City of White Bear Lake

Prepared by:
Community Development Department
December, 1998

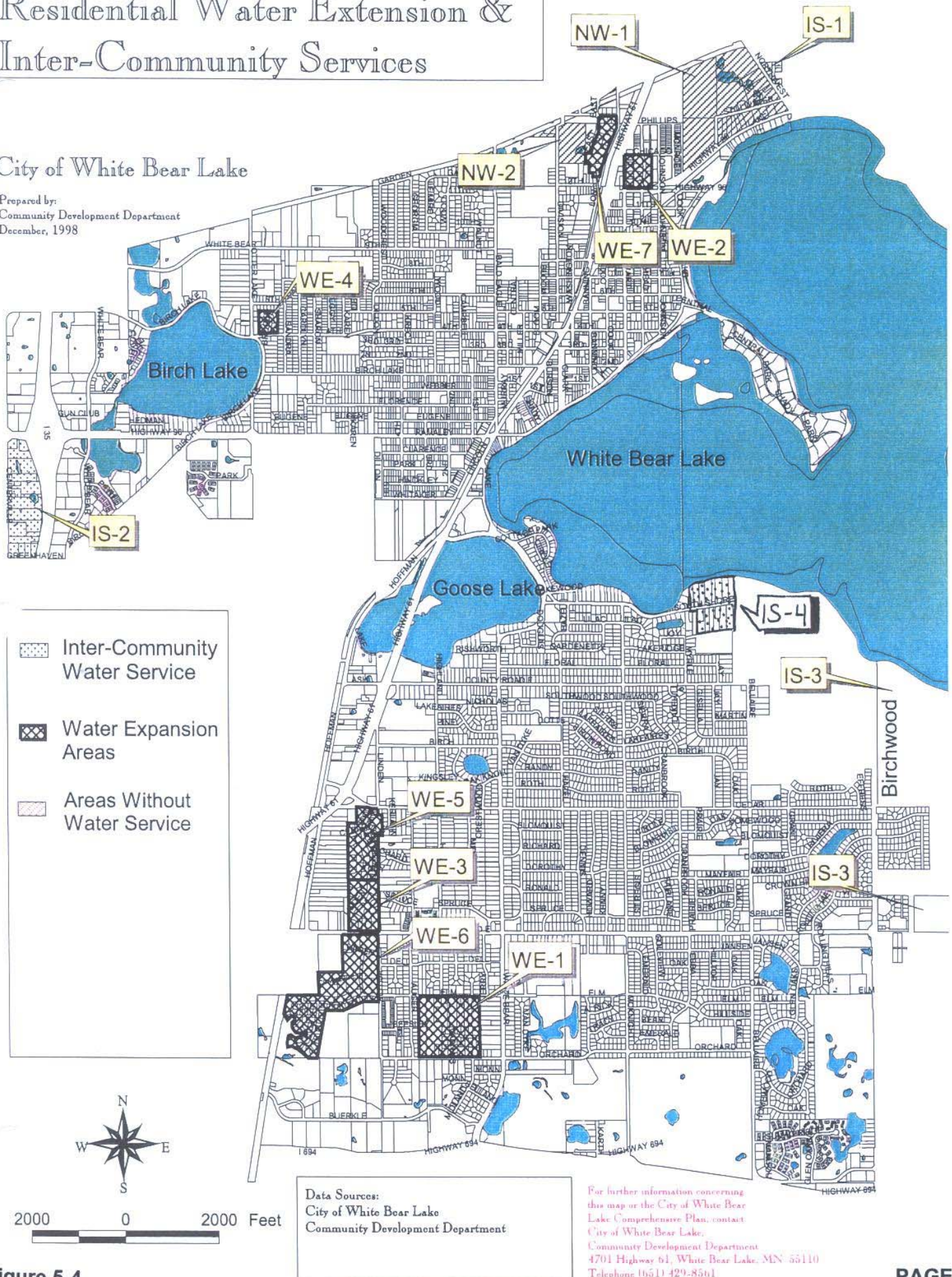


Figure 5-4

2. 1994: water and sanitary sewer extension to a residential neighborhood located north of Highway 96 on Morehead, Stewart, and Chicago Avenues. This area contains 11 single-family houses, two multi-family houses, and one business. At present, only two single-family residences and the business have connected to the city water with the remaining 12 residences maintaining private wells (WE2 on map).
3. 1994: water and sanitary sewer extension to 15 acres of multi-family zoned property. The development is called Linden Place, it is located north of County Road E and east of Highway 61, and presently houses 136 multi-family units (townhouses) (WE3 on map).
4. 1995: water and sanitary sewer extension to a newly platted single family housing development. The Timberwood Plat is located north of Fourth Street and east of Otter Lake Road. The property was platted for nine single-family houses. As of December 31, 1998, five of those single-family houses have been constructed and connected to the city's water service (WE4 on map).
5. 1996: water and sanitary sewer extension to 23 acres of multi-family zoned property. The development is called Cedar Cove, it is located south of Cedar Avenue and east of Highway 61, and houses 110 multi-family units (detached townhouses and quad houses) (WE5 on map).
6. 1998: water and sanitary sewer extension to 22 acres of land that is currently being developed as residential property (87 single-family houses and 43 multi-family houses [townhouses]). This area is known as Willow Marsh and is located south of County Road E and east of Highway 61. As of December 31, 1998, 16 single-family houses and 43 multi-family units have been constructed and connected to the city's water service (WE6 on map).
7. 1999: water extension to 14 acres of land that is currently zoned for single family to multi-family residential. This area is located on the northern border of White Bear Lake along Long Avenue. Presently there are 19 single-family houses within this area all utilizing private wells for their water supply. The residents in this area have requested that the city extend municipal water to this area because many of the wells are failing and some property owners would like to divide their large lots for the development of multi-family housing (WE7 on map).

Residential Areas Not Serviced (Figure 5-4, Page 13):

1. Northeast Corner of the city: There is approximately 67 acres of residentially zoned land located north of Stillwater Street. Also, in this area are 28 single-family houses and one multi-family house. Presently 28 residences utilize private wells for their water supply while 2 residences are supplied water through White Bear Township. Future city water expansion is not planned at this time, but will be driven by development of this land (NW1 on map).
2. Portions of Division Avenue: There is approximately 13 acres of residentially zoned land located on the northern border of the city along Division Avenue. Presently there are three single-family houses all utilizing private wells for their water supply. Much of this land is covered by wetland and would be difficult to develop (NW2 on map).

Residential Private Water Supply (Figure 5-3, Page 10):

According to a survey done by the Ramsey Soil and Water Conservation District in 1996, White Bear Lake has 65 households that obtain water from private water sources. These alternative water sources exist mainly because municipal water is not available to all of the residential neighborhoods. In some cases, however, city water is not utilized because water connection was not mandated when the houses were initially constructed or water connection is too difficult and expensive to pursue at this time.

The city's municipal code does not mandate that an existing residential property with a private water source connects 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 Water Service

In addition to the residential units, 46 institutional, 450 commercial, and 8 industrial businesses receive municipal water services from the city. This accounts for 98 percent of those uses in the city. In 1998, the city sold 79,600,738 gallons of water for these uses.

Commercial Water Extension Projects Since 1992 (Figure 5-4, Page 13):

1998: water and sanitary sewer extension to 28.5 acres of land that is currently being developed as commercial property. This development is part of the above-mentioned Willow Marsh residential development and is located south of County Road E and east of Highway 61. To date, three businesses have been constructed.

Commercial Private Water Supply (Figure 5-3, Page 10):

Presently there is only one commercial well located within the city. Kohler Mix on Highway 61 utilizes their well for noncontact cooling of lines involved in the making of ice cream. This water is then discharged into Goose Lake.

Intercommunity Service (Figure 5-4, Page 13)

1. White Bear Township provides water service to five single-family houses located in the Stillwater Street (IS1 on map).
2. Vadnais Heights provides water service to two residential uses and 11 commercial/industrial uses located on Centerville Road south of Highway 96 (IS2 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 (IS3 on map).
4. White Bear Township provides water service to 13 single-family houses located on South Shore Boulevard.

Future Water Service

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 White Bear Township's and Mahtomedi's water supplies. The City's 1996 Water Emergency and Conservation Plan, as approved by the Metropolitan Council, can be referenced for further information regarding this matter.

Public Utilities Objective and Policies:

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 a high level of quality service.

Policies: General

1. Update the Capital Improvement Plan for all public utilities.
2. Locate easements for utility systems providing ease of access for maintenance and repair and minimal disruption of other activities or areas.
3. Monitor and maintain all utility systems to ensure a safe and high quality standard of service on an ongoing basis.
4. Encourage and promote underground installation of all new utility services, and when economically feasible, the conversion of overhead systems to underground.
5. Ensure coordination among all utility improvement programs.
6. Anticipate, and to a certain extent, control demand for urban services to facilitate orderly, fiscally responsible extension of service system.

Policies: Sanitary Sewer

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.
2. Require all existing individual sewage treatment systems to comply with MPCA standards.
3. Require property owners with individual sewage treatment systems to have them pumped and inspected every three years.
4. Prevent and reduce extensive infiltration and inflow into the sanitary sewer system through careful construction and maintenance practices.

Policies: Storm Sewer

1. The City of White Bear Lake currently has a Water Management Plan adopted in November 1997 to address wetlands, drainage ways, and floodplains within the city. As required by the Metropolitan Council, update the city's Water Management Plan by 2002.
2. Coordinate the development of the drainage system with the appropriate watershed and flood control districts.
3. Systematically inspect the storm sewer drainage system to identify deficiencies and ensure maintenance.
4. Evaluate the effects of peak storms and storm water runoff to minimize the potential of flooding.
5. Enforce the city's wetlands and floodplain ordinances.
7. Manage runoff to protect groundwater recharge areas.
8. Protect and preserve soil types associated with drainage ways in order to channel water flows and control erosion.
9. Preserve the natural drainage system to the extent feasible thereby minimizing storm sewer construction and maintenance costs.
10. Adopt a drainage plan that utilizes intermediate ponding areas and provides municipal procedures for the acquisition or dedication of areas so designated.

Policies: Water Systems

1. Eliminate the need for on-site wells by requiring all new structures to be connected to the city's water system.
3. Enforce the water quality standards established by the Clean Water Act to ensure a clean water supply for residents.
4. Maintain the existing water system.

TABLE OF CONTENTS

Page

INTRODUCTION..... 1-2

Figure 6-1 (Parks, Open Space, and Trails Map)2

PARK CLASSIFICATION SYSTEM3

Table 6-1 (Parks, Open Spaces and Trails Classification).....3

PARK INVENTORY 4-7

Table 6-2 (1999 Inventory of Parks, Open Spaces and Trails) 4-7

 City Recreation Areas 4-5

 County Recreation Areas6

 School Recreation Areas.....7

PLAN AND PROGRAM..... 8-9

 Plan8

 Program..... 8-9

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM 9-11

FUTURE PARKS, OPEN SPACE AND TRAIL NEEDS..... 12-15

 Johnson Boatworks Site..... 12-13

 Community Center..... 13-14

 Around the Lake Trail.....14

 Burlington Northern Regional Trail.....14

 Alternative Contemporary Sports Facilities.....14

INTRODUCTION

Parks, open spaces, and trails, as well as the city's three lakes, all contribute significantly to White Bear Lake's image as a lake community (see Figure 6-1). These facilities also help maintain the city's property values. It is a goal of the city to maintain and improve the lake community image as well as protect property values. Currently, the City of White Bear Lake has 449 acres of city-owned parks. This figure includes 206 acres of wetland and 243 acres of parkland. Also located within the city limits are Ramsey County facilities including: Ramsey County Park and Beach, Manitou Ridge Golf Course, and White Bear Ice Arena totaling 163 acres as well as 11 school sites adding an additional 288 acres of school district land. All recreational lands within the City total roughly 900 acres.

The city's 1999-population estimate is 26,671. Using the standard of 12 to 15 acres of parkland per 1,000 persons divided by the population estimate of 26,671, the city should have between 320 and 400 acres of "usable parkland." Usable parkland includes land which residents can actively use for recreational activities. Excluding all city, county, and school open water and wetland included in the above-mentioned figures (224 acres), as well as the Manitou Ridge Golf Course (138 acres), the city's total usable parkland equals approximately 362 acres. The city's parkland acreage, therefore, is midrange of the parkland standard.

Parks, Open Space and Trails

City of White Bear Lake

Community Development Department
November, 1999

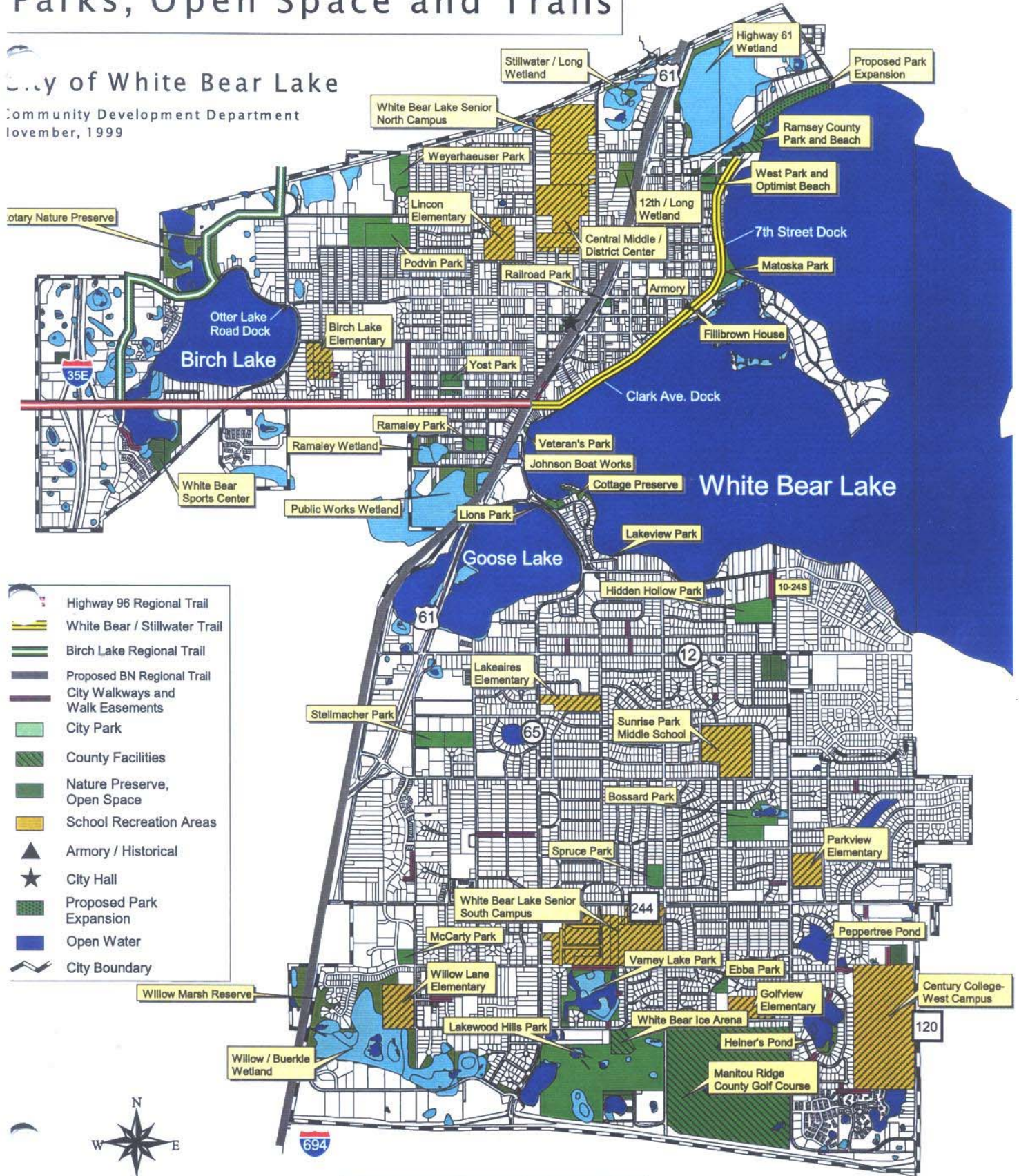


Figure 6 - 1

Data Sources--
 Ramsey County GIS
 City of White Bear Lake
 Community Development Department

For further information concerning this map or the City of White Bear Lake's Comprehensive Plan, contact City of White Bear Lake, Community Development Department, 4701 Highway 61, White Bear Lake, MN 55110, Telephone (651)429-8561

PARK CLASSIFICATION SYSTEM

Table 6-1 divides parks, open spaces, and trails 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, OPEN SPACES, AND TRAILS CLASSIFICATION**

TYPE	DESCRIPTION	SERVICE AREA	SIZE
Community Park	Usually natural park areas used for a variety of active and passive recreations including picnicking, swimming, hiking, outdoor sports.	City and adjacent communities	5+ acres
Dock	Public dock extending into White Bear Lake or Birch Lake. Dock is located at the end of a street right-of-way and facilitates public swimming/fishing, normally for adjacent neighborhood use.	¼ to ½ mile	Less than 1 acre
Mini Park	Small park providing a special space for a broader group.	City	2 acres or less
Neighborhood Park	Park area for intensive active use by the abutting neighborhood – usually involving play or outdoor sports activities.	¼ to ½ mile	1 to 15 acres
Open Space	Park area which is essentially to remain undeveloped and undisturbed which may service as an area for drainage, storage of water, or which may contain wetland, poor soil and/or natural vegetation which is to be left undisturbed.	Varies	Variable
Playfields	Park area for intensive, usually highly organized athletic activity, lighted fields, parking, and bleachers.	City and adjacent communities	10+ acres
Special Purpose	Park area established and maintained to provide a special service usually dominating the entire park. Examples: nature center, historic.	City and adjacent communities	Variable
Trail	A facility for pedestrian and bikes to provide access to neighborhood areas and facilities, as well as to be used for enjoyment.	City	Variable

PARK INVENTORY

Figure 6-1 includes a graphic inventory of the city’s parks, open space, and trails. For a more thorough inventory of the trails, please refer to the Trails Map found in the Transportation section of this comprehensive plan. Table 6-2 below provides an inventory of all of those facilities:

**TABLE 6-2
1999 INVENTORY OF PARKS, OPEN SPACES, AND TRAILS**

NAME	TYPE	ACRES			FACILITIES
		Land	Water	Total	
<i>City Recreation Areas</i>					
Armory	Special Purpose	.30	0	.30	Rental hall
Bossard Park	Community Park	16.16	.29	16.45	Street Parking (40), picnic tables, restroom, softball, football, play equipment
Clark Ave. Dock (White Bear Lake)	Dock	.05	0	.05	Swimming/fishing dock
Cottage Preserve	Open Space	1.97	0	1.97	No facilities
Ebba Park	Neighborhood Park	1.67	0	1.67	Street parking (25), softball, play equipment, ice rink
Fillibrown House	Special Purpose	.36	0	.36	Historic Lake Home
Hidden Hollow Park	Neighborhood Park	9.43	0	9.43	Street parking (25), picnic tables, play equipment, trails, ice rink
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	5.58	0	5.58	Street parking (40), picnic tables, restroom, baseball, play equipment, ice rink, ice rink
Lakeview Park	Mini Park	.06	0	.06	Boating facilities
Lakewood Hills Park	Community Park	63.06	23.33	86.39	Parking (190), picnic tables, restroom, soccer/football, play equipment, trails, baseball, softball
Lions Park	Mini Park	1.65	0	1.65	Parking (15), picnic tables, restroom, boating facilities, fishing dock
Matoska Park	Community Park	4.36	0	4.36	Parking (40), picnic tables, restroom, boating facilities, gazebo
McCarty Park	Neighborhood Park	2.3	0	2.3	Soccer/football, play equipment
Otter Lake Rd Dock (Birch Lake)	Dock	.11	0	.11	Fishing dock

PARKS, OPEN SPACES, AND TRAILS

NAME	TYPE	ACRES			FACILITIES
		Land	Water	Total	
<i>City Recreation Areas (continued)</i>					
Peppertree Pond	Open Space	.22	5.91	6.13	No facilities
Podvin Park	Community Park	17.88	0	17.88	Parking (80), picnic tables, restroom, basketball, play equipment, soccer/football, ice rink
Public Works Wetland	Open Space	6.27	15.36	21.63	No facilities
Railroad Park	Mini Park	.59	0	.59	Street parking (20), gazebo, water fountain
Ramaley Park	Neighborhood Park	2.75	0	2.75	Street parking (75), picnic tables, restroom, basketball, play equipment, softball, ice rink
Ramaley Wetland	Open Space	3.61	5.54	9.15	No facilities
Rotary Nature Preserve	Special Purpose	14.39	21.69	36.08	Parking (15), restroom, trails
Seventh St. Dock (White Bear Lake)	Dock			See Matoska	Swimming/fishing dock
Spruce Park	Neighborhood Park	3.57	0	3.57	Street parking (50), picnic tables, restroom, play equipment, ice rink
Stellmacher Park	Community Park	9.37	0	9.37	Street parking (60), picnic tables, restroom, basketball, softball, ice rink, trail
Stillwater/Long Wetland	Open Space	2.0	3.23	5.32	No facilities
Twelfth/Long Wetland	Open Space	4.13	0	4.13	No facilities
Varney Lake Park	Open Space	9.47	19.61	29.08	No facilities
Veteran's Memorial Park	Mini Park	.19	0	.19	Fishing dock (pier), drinking fountain
West Park/Optimist Beach	Community Park	5.17	0	5.17	Street parking (80), picnic tables, restroom, swimming beach, play equipment
Weyerhaeuser Park	Playfield	8.59	0	8.59	Parking (110), picnic table, restroom, baseball fields
White Bear Lake Sports Center	Sports Center	7.87	10.63	18.50	Ice rink, racquet ball courts, aerobic classrooms
Willow/Buerkle Wetland	Open Space	18.17	59.0	77.17	No facilities
Willow Marsh Reserve	Special Purpose	11.66	3.0	14.66	Interpretive nature trails
City Totals		243.09	205.82	448.91	

PARKS, OPEN SPACES, AND TRAILS

NAME	TYPE	ACRES			FACILITIES
		Land	Water	Total	
<i>County Recreation Areas</i>					
Birch Lake Regional Trail	Trail				2.24 miles of trails
Burlington Northern Regional Trail (Proposed)	Trail				Currently trail begins in downtown St. Paul to Beam Ave. in Maplewood. Proposed to continue to northern White Bear Lake.
Highway 96 Regional Trail	Trail				1.6 miles of trails (within city limits)
Manitou Ridge Golf Course	Golf Course	138.16	2.01	140.17	Golf course
Ramsey County Park and Beach	Community Park	10.72	2	12.72	Parking, picnic tables, restrooms, boat launch, swimming beach, play equipment
White Bear Ice Arena	Ice Arena	9.8	0	9.8	Ice arena
<i>White Bear/Stillwater Regional Trail</i>					
	Trail				1.34 miles of trails
<i>County Totals</i>		158.68	4.01	162.69	

PARKS, OPEN SPACES, AND TRAILS

NAME	TYPE	ACRES			FACILITIES
		Land	Water	Total	
<i>School Recreation Areas</i>					
Birch Lake Elementary	Neighborhood Park	10.26	0	10.26	Baseball, softball, soccer, hockey rink, basketball, play equipment
Central Middle School	Community Park	27.62	0	27.62	Baseball, softball, soccer, football
Century College – West Campus	Community Park and Open Space	68.96	8.65	77.61	Football, soccer, baseball
Golfview Elementary/Area Learning Center	Neighborhood Park	10.19	0	10.19	Baseball, softball, soccer, basketball, play equipment
Lakeaires Elementary	Neighborhood Park	8.8	0	8.8	Soccer, play equipment
Lincoln Elementary	Neighborhood Park	11.05	0	11.05	Baseball, softball, soccer, football, play equipment
Parkview Elementary	Neighborhood Park	9.93	0	9.93	Softball, soccer, basketball, play equipment
Sunrise Park Middle School	Community Park	23.25	0	23.25	Baseball, softball, soccer, football, ice rink, tennis courts
White Bear Lake Senior – North Campus	Community Park	34.43	2.96	37.39	Softball, soccer, football, ice rink, tennis courts, track
White Bear Lake Senior – South Campus	Community Park	57.93	0	57.93	Baseball, soccer, football, ice rink, tennis courts, track
Willow Elementary	Neighborhood Park	11.96	2.06	14.02	Baseball, softball, basketball, play equipment
<i>School Totals</i>		274.38	13.67	288.05	
<i>Recreation Facility</i>		676.15	223.50	899.65	
<i>Grand Totals</i>					

Source: City Records
 White Bear Lake School District
 Ramsey County

PLAN AND PROGRAM

Plan - The strategic planning process uncovered an interest in seeking additional opportunities for recreational and leisure activities through park development and improvements. The following objectives will help the city to maintain and expand a healthy and diverse park system.

1. Maintain and improve all current parks and services for current and future community use and enjoyment.
2. Provide for safe, easy access to all parks and services within the community.
3. Ensure continual citizen participation in the planning, development, and operation of recreational facilities.
4. Create and maintain trail systems that provide for separation of motorized and non-motorized recreation activities.
5. Improve and expand existing adjacent White Bear Lake lakeshore parks to ensure the community as a whole can enjoy the natural beauty of the lake.
6. Maximize the use of current parks and facilities by researching and implementing contemporary, alternative sports activities.
7. Plan and create a recreational center that can facilitate the community's overall recreational needs.

Program – Every good plan must have a program of action. Following are programs that will help ensure that the above-mentioned plans are accomplished:

1. Continue funding for improvement of all parks and services through the use of the City's Park Capitol Improvement Fund, building permit park fees, and also through miscellaneous contributions.
2. Improvement of parks and services will include accessibility for all individuals through the use of handicap accessible play equipment, parking spaces, and paved trails where warranted.
3. Hold public hearings for input into the improvement and design of existing and future parks and trails.

4. a) Acquire land and/or easement for the extension of the White Bear/Stillwater Regional Trail. Work with adjacent communities to achieve funding and construction for the trail in order to create an “around the lake trail” (White Bear Lake); and b) Work with Ramsey County for the expansion of BN Regional Trail into and through the City of White Bear Lake.
5. As funding and land become available, work with the county to acquire properties northeast of Ramsey County Park and Beach. Also, the city should consider acquiring land north of Veteran’s Memorial Park creating an extension of the existing lake front park.
6. Research, introduce, and implement contemporary, alternative sports activities at selected public parks.
7. Continue researching the City’s need for a community center including: public approval, facilities desired, financial options, and location.

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM

Listed below is a schedule of recently completed or proposed projects within city recreational facilities based on the above-mentioned plan and program:

Armory: In 1999 the city installed air conditioning, replaced sidewalks, and expanded the city parking lot. Budget: \$50,000. In 2000, exterior improvements are planned including painting.

Bossard Park: In 2000 a major rework of the park is planned, including relocation of ball field, new playground equipment, and active fields (possibly soccer fields). Neighborhood meetings for ideas will take place fall of 1999. Budget: \$150,000 to \$175,000.

Clark Avenue Dock: In 2000 the city plans on constructing a new dock. Budget: \$5,000. Possible five-year plans include bicycle rack, benches, landscaping/erosion control, and new steps. This work will coincide with Clark Avenue road construction.

Cottage Preserve: Maintain and preserve as open space.

Ebba Park: In 1999 the city upgraded play equipment, added benches, landscaping, and signage. Budget: \$20,500.

Fillibrown House: In the early 1970s the Fillibrown family left this historical house to the White Bear Lake Historical Society. The Historical Society plans to maintain and preserve the house as a historical landmark for tours and rentals.

Hidden Hollow Park: In 1999 the city improved the trail with gravel/wood chips, upgraded play equipment, increased lighting, and improved signage. Budget: \$42,000.

Highway 96 Wetland: Maintain and preserve as open space.

Hiner's Pond: Maintain and preserve as open space.

Jack Yost Memorial Park: Maintain and preserve park. No five-year plans.

Lakeview Park: Maintain and preserve park. No five-year plans.

Lakewood Hills Park: Maintain and preserve park. No five-year plans.

Lions Park: Maintain and preserve park. No five-year plans.

Matoska Park: In 1999 the city improved and increased landscaping, began major restoration of the gazebo, and reconstructed boat skids. Budget: \$25,000.

McCarty Park: Park was created in 1999 (along with Willow Marsh Preserve) through park dedication of the Willow Marsh development. Park will consist of play equipment, soccer field, drinking fountain, and benches. Budget: \$30,000.

Otter Lake Road Dock: In 2000 the City plans on relocating the Clark Avenue dock to the Otter Lake Road site. This dock will be an upgrade from the current dock.

Peppertree Pond: Maintain and preserve as open space.

Podvin Park: By 2001 a major rework of the park is planned, including updating bathrooms, redoing softball fields, improving lighting, and new playground equipment. Budget: \$150,000.

Public Works Wetland: Maintain and preserve as open space.

Railroad Park: Maintain and preserve park. No five-year plans.

Ramaley Park: In 1999 the city constructed a new restroom. Budget: \$32,000.

Ramaley Wetland: Maintain and preserve as open space.

Rotary Nature Preserve: In 1999 landscaping was increased from the parking lot to the picnic shelter. Budget: \$7,500.

Seventh Street Dock: In 2000 the city plans on installing a new dock. Budget: \$5,000.

Spruce Park: Maintain and preserve park. No five-year plan.

Stellmacher Park: In 1999 a soccer field was created which included seeding of grass. Budget: \$5,000.

Stillwater/Long Wetland: Preserve and maintain as open space.

Varney Lake Park: Maintain and preserve as open space. No five-year plans.

Veteran's Memorial Park: Maintain and preserve park. No five-year plans.

West Park/Optimist Beach: In 1999 the city constructed a new restroom in West Park. Budget: \$32,000.

Weyerhauser Park: In 1999 a new safety fence was installed behind the ball fields. Budget: \$12,000.

White Bear Lake Sports Center: In 2000 the city plans to have the ice rink refurbished, including ice rink dasher boards. Budget: \$120,000.

Willow/Buerkle Wetland: Maintain and preserve as open space.

Willow Marsh Reserve: Park was created in 1999 (along with McCarty park) through park dedication of the Willow Marsh development. Park will be maintained as an oak savanna/prairie restoration park. In 1999 a burn of the prairie portion of the park and weed/buckthorne/sumac control of all park area was complete. Budget: \$3,000.

FUTURE PARKS, OPEN SPACE, AND TRAIL NEEDS

According to a 1998 study by the White Bear Lake School District on athletic facility needs, the biggest population growth segments within the school district for athletic facilities will be active older adults, seniors, and young adults. The expanding senior population will increase demand for facilities such as indoor and outdoor walking areas and daytime gym space. The study further goes on to say that the future athletic facility needs should focus on meeting the current shortfall in facilities for youth and adults, and the projected shortages in respect to the growing areas.

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 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.

Johnson Boatworks Site

As stated earlier in the land use section of the comprehensive plan, the city has recently purchased the Johnson Boatwork's property, including the marina, which is located between Highway 61 and White Bear Lake. The site is approximately 1.6 acres and is presently developed with four warehouse-type structures and two single-family houses. The marina includes 160 seasonal rental slips. Because of Johnson Boatwork's proximity to the lake and several other recreational facilities, the city is offered a unique opportunity to redevelop the waterfront.

Recreational facilities surrounding Johnson Boatworks include Veteran's Memorial Park to the north and Lion's Park to the south. This area is commonly termed the "triangle district" because it is located between two lakes and a major highway. When planning for future uses of the Johnson Boatwork's site, the city should take into account the surrounding triangle district from Cottage Park Road to Lake Avenue. This will ensure a comprehensive plan for the entire waterfront area.

The land use section of the comprehensive plan spells out eight goals that should be adhered to throughout the planning process. One such goal is to create a linear green corridor between Lion's Park and Veteran's Memorial Park. Another goal is to strengthen the identity of White Bear Lake (the community) by expanding upon views from Highway 61 to the lake. This is directly related to the city's above-mentioned recreational plan to improve and expand existing adjacent White Bear Lake lakeshore parks to ensure the community as a whole can enjoy the natural beauty of the lake.

This can be accomplished in two ways: First and foremost the city will need to work with existing property owners and other interested parties to ensure that they have adequate input. A successful redevelopment strategy will require investment and reinvestment by all stakeholders both private and public. Second a good mix of uses should be planned with a strong emphasis on recreational facilities and lake views.

A possible alternative for expanding the recreational facilities, lake views, and creating the desired green corridor is through acquisition of land north of Veteran’s Memorial Park. This area includes 2 businesses and 7 single-family houses. All properties are located between Highway 61 and White Bear Lake on narrow, substandard lots. The acquisition of this land would help pave the way for an “around the lake” trail as well as open up lake views from Highway 61. Once again, it would be paramount for the city to work with existing property owners to accomplish this goal. The acquisition of such land could be accomplished if funding and land become available.

Community Center

The idea of a community center is one which has visited city officials on and off for many years. Most recently in the form of a request by the city’s planning commission in February 1999 to bring attention to the need that the city has for a community center. The commissioners state that for many years the city’s young people, senior citizens, and citizens who are health conscious leave the community to participate in neighboring community centers because of the lack of facilities in White Bear Lake. Recreational facilities such as walking facilities for winter months, exercising, swimming, diving, gym activities, and youth and adult sports were mentioned as those facilities that the city lacked.

A community center would address the active needs of the city’s citizens while creating a strong community identity. Three major hurdles would need to be overcome first: financial, public approval, and land availability. A state-of-the art facility is expected to cost several million dollars. With the city’s recent decision to vote down a bond referendum for a jointly shared ice arena with the city of Mahtomedi, public approval of such a large, expensive facility becomes uncertain.

These three hurdles should not deter the city in its ongoing planning process for a community center. Alternatives to a full-scale community center could be examined that would cost less and require less land. All alternatives should be based on the public’s recreational needs and ultimate approval.

As stated in the land use section of the comprehensive plan, 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. Adjacent land includes three single family houses and vacant land associated with the Birch Lake Square Shopping Center, which could be acquired in the future. These

additional lands, along with the sports center and passive park, would bring the total area to just over 12 acres. The expanded site could accommodate a variety of community center options, including a full-service community center by adding approximately 60,000 s.f. to the existing 41,000 s.f. sports center facility.

Around the Lake Trail

The city has applied for federal funding through the T-21 Transportation Enhancement Program for the reconstruction of Lake Avenue. Lake Avenue currently has an on-road pedestrian/bicycle trail (White Bear/Stillwater Regional Trail), with no separation between trail and road. The reconstruction would include separation and improvement of the bicycle/pedestrian trail including surfacing, decorative street lighting, and signage. With approved funding, the project will begin 2003. The trail portion of the budget is expected to run \$1.2 Million.

Also, Ramsey and Washington Counties have received a state funded planning grant to study the feasibility of continuing the White Bear/Stillwater Regional Trail around White Bear Lake.

Burlington Northern Regional Trail

Ramsey County is currently working with the railroad to lease a portion of this corridor for the extension of the trail from Beam Avenue in Maplewood to Highway 96 in White Bear Lake. This extension would connect the existing portion of the Burlington Northern Regional Trail to the Highway 96 Regional Trail.

Alternative Contemporary Sports Facilities

The city encourages public input into all park planning. With surrounding public input, many of the city's current parks contain traditional sports facilities such as softball, basketball, and play equipment. These facilities cater mainly to local, surrounding neighborhood needs.

In order to maximize the use of existing park facilities a more comprehensive planning process should also be implemented. This planning process would not only look at surrounding neighborhood needs, but also at the broader community needs. As mentioned earlier, the White Bear Lake School District's 1998 athletic facility needs survey states that the future athletic facility needs should focus on meeting the current shortfall in facilities for youth and adults.

With this in mind, alternatives to "play equipment" should be looked into when planning parks. These alternative sports facilities would be designed with the community's needs, and possibly surrounding community's needs, in mind.