



# ZONING REGULATIONS UPDATE

CITY OF WHITE BEAR LAKE  
COMMUNITY ADVISORY COMMITTEE #2  
DECEMBER 5, 2023



# AGENDA

1. **WELCOME AND INTRODUCTIONS**
2. **MEETING PURPOSE AND OVERVIEW**
  - a. **Prior CAC meeting summary**
  - b. **Developer/real estate listening session summary**
  - c. **Objectives for today's meeting**
3. **PLACE TYPE DEFINITIONS**
  - a. **Overview of place type approach**
  - b. **Neighborhood, center, and district structure**
  - c. **Discussion on approach**
4. **PLACE TYPE MAP REVIEW AND DISCUSSION (select places)**
  - a. **Center: 35E Interchange Area**
  - b. **Center: Neighborhood and Community Nodes**
  - c. **Center: Highway 61**
  - d. **Center: Downtown**
5. **PUBLIC OUTREACH AND NEXT STEPS**
  - a. **Planning for public engagement**
  - b. **Schedule for future CAC meetings**
6. **ADJOURNMENT**

# PROJECT UNDERSTANDING



Lakeshore retreat

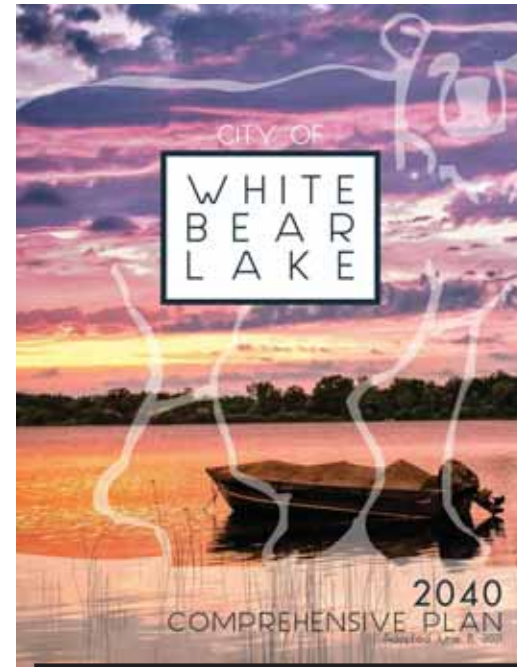


Expanding suburb

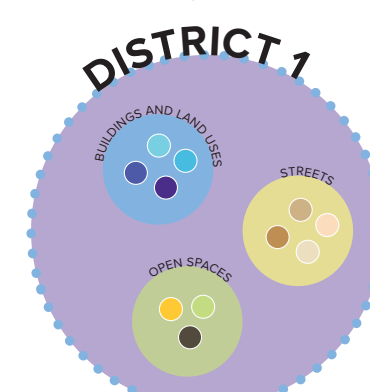
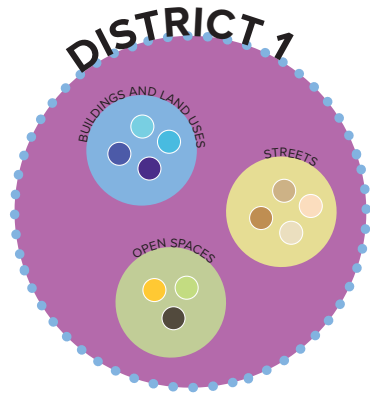
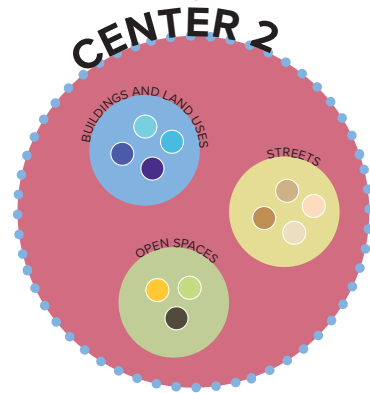
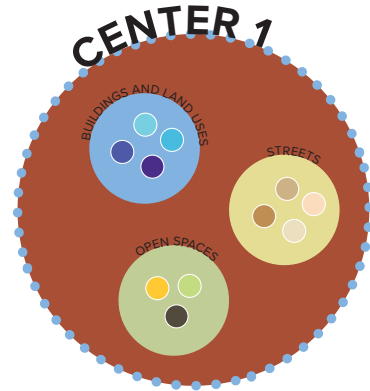
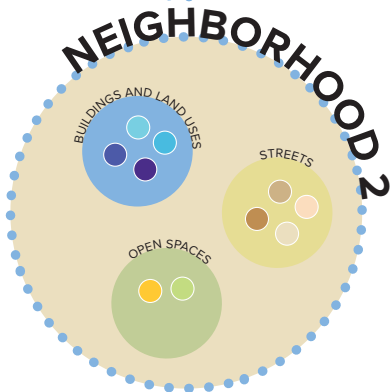


Fully developed city

**CITY EVOLUTION =  
CODE EVOLUTION**

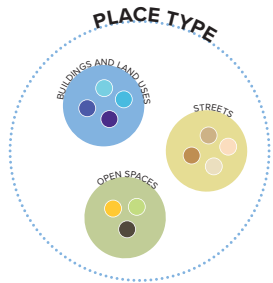


# PLACE TYPES



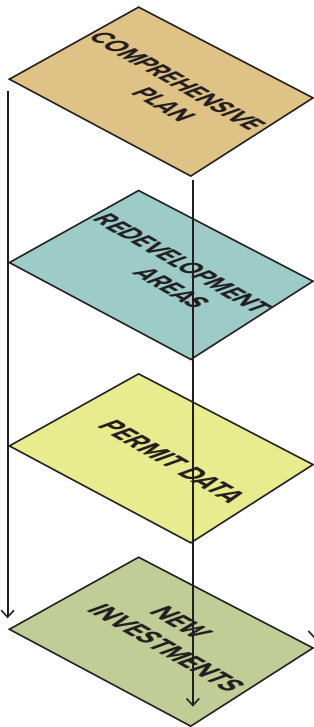
**ZONING**

**CONCEPT:  
PLACE  
TYPES**



NEIGHBORHOODS  
DISTRICTS  
CENTERS

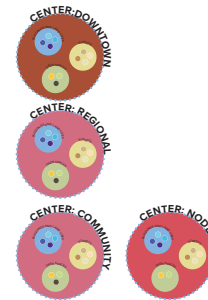
**DATA AND  
ANALYSIS**



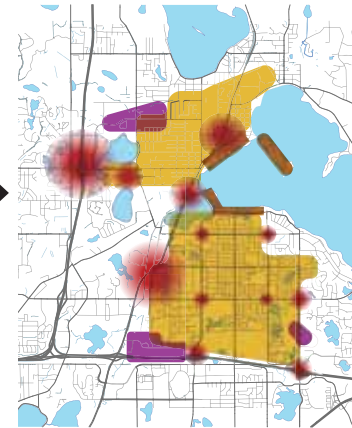
**DEFINITION OF PLACE  
TYPES: DESCRIPTIONS  
AND GOALS**



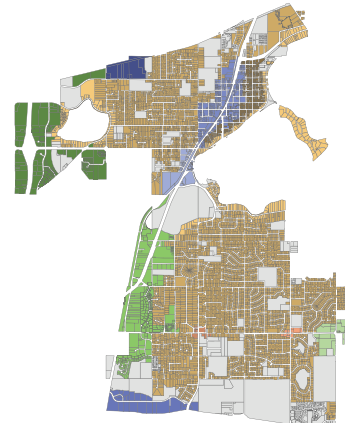
GENERAL AREA  
DESCRIPTION OF SUB PARTS  
GOALS AND INTENTIONS



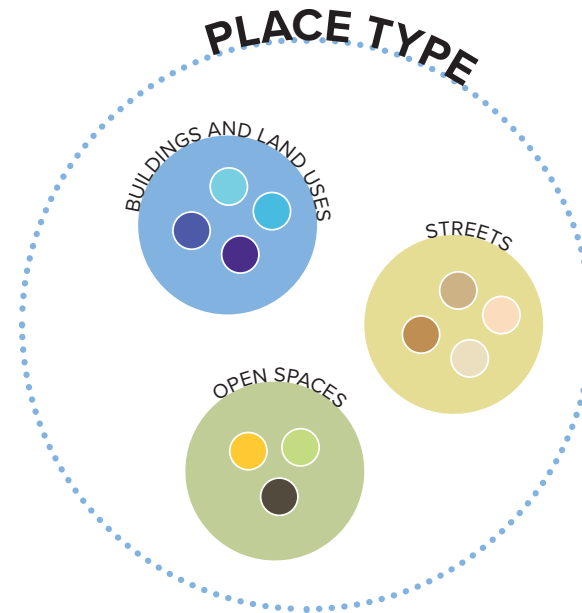
**MAPPING  
OF PLACE  
TYPES**



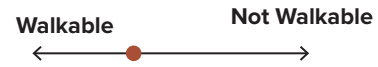
**ZONING**



# PLACE TYPE



**NEIGHBORHOODS  
DISTRICTS  
CENTERS**



**BUILDING TYPES**

# BUILDING TYPES

## General Building Forms (with Retail Components)

**True Storefront**  
(all or virtually all walk up oriented)



**Semi Storefront**  
(some walk up and some drive up orientation)



**Strip / Auto**  
(primarily drive-up orientation)



**Drive Through**  
(entirely drive-up orientation)



PEDESTRIAN ORIENTED



AUTO ORIENTED

## General Building Forms (Housing)

**Basic House**  
(wide, narrow and deep)



**Multi Family Small**  
“Gentle Density” or “Missing Middle”



**Multi Family Large**



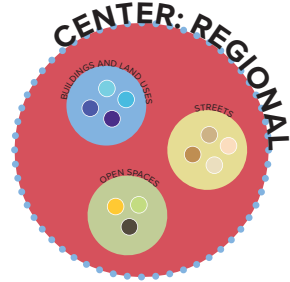
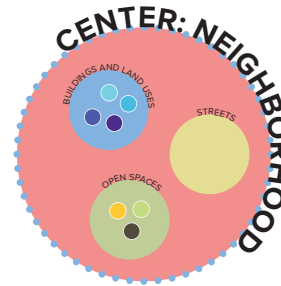
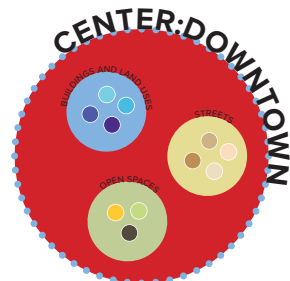
## NEIGHBORHOODS

Primarily residential uses, typically with small amounts of neighborhood compatible uses - such as schools, places of worship, and sometimes small retail.



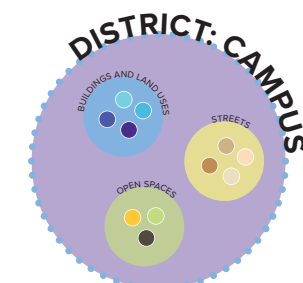
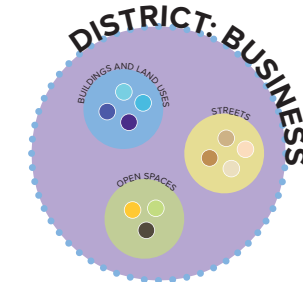
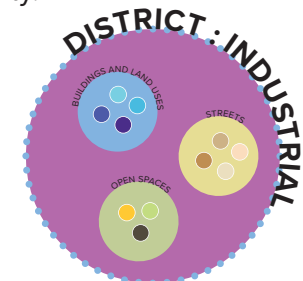
## CENTERS

A place where a variety of compatible uses (residential and non residential) come together, to become a place that serves an area larger than themselves.

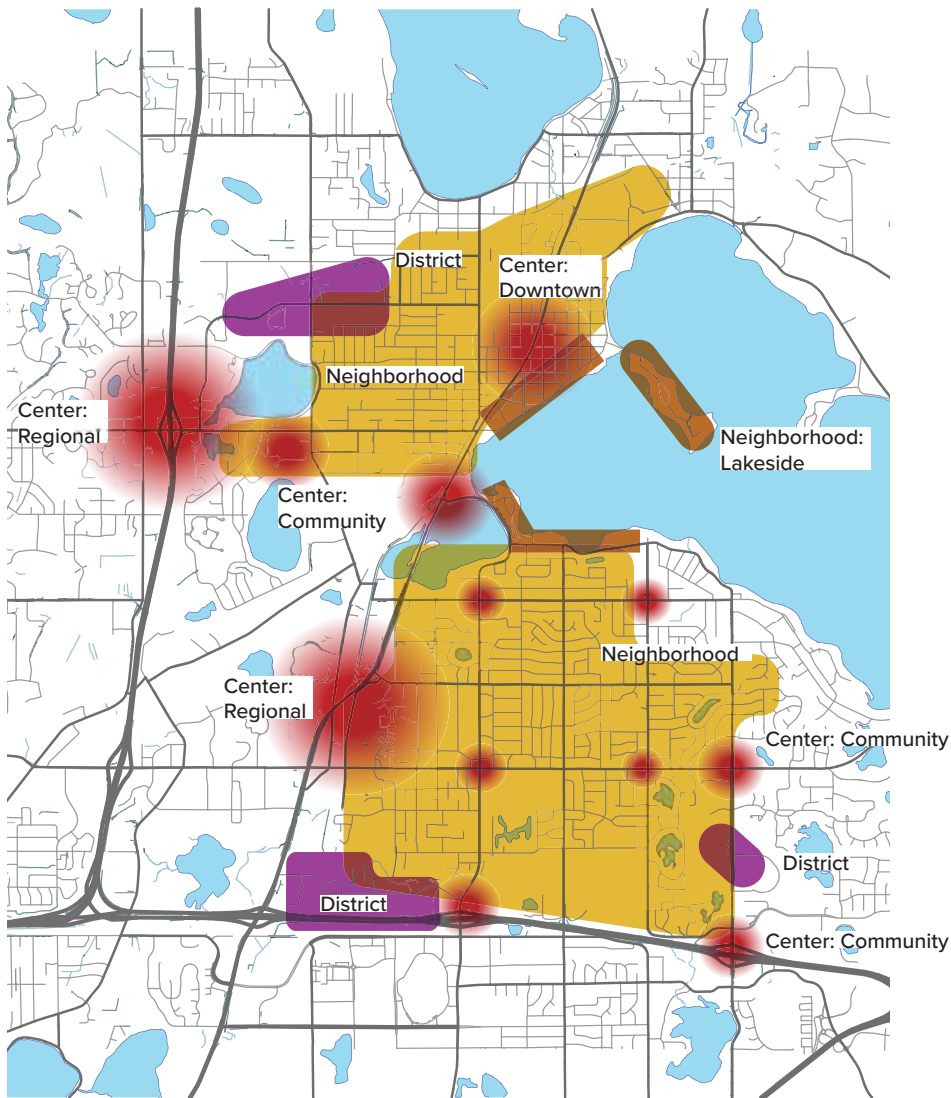


## DISTRICTS

A single "special" use category, with specific needs and demands, often separated from Neighborhoods and Centers, and typically serving an area larger than the City.







**NEIGHBORHOODS**



**CENTERS**



**TONIGHT**

**DISTRICTS**

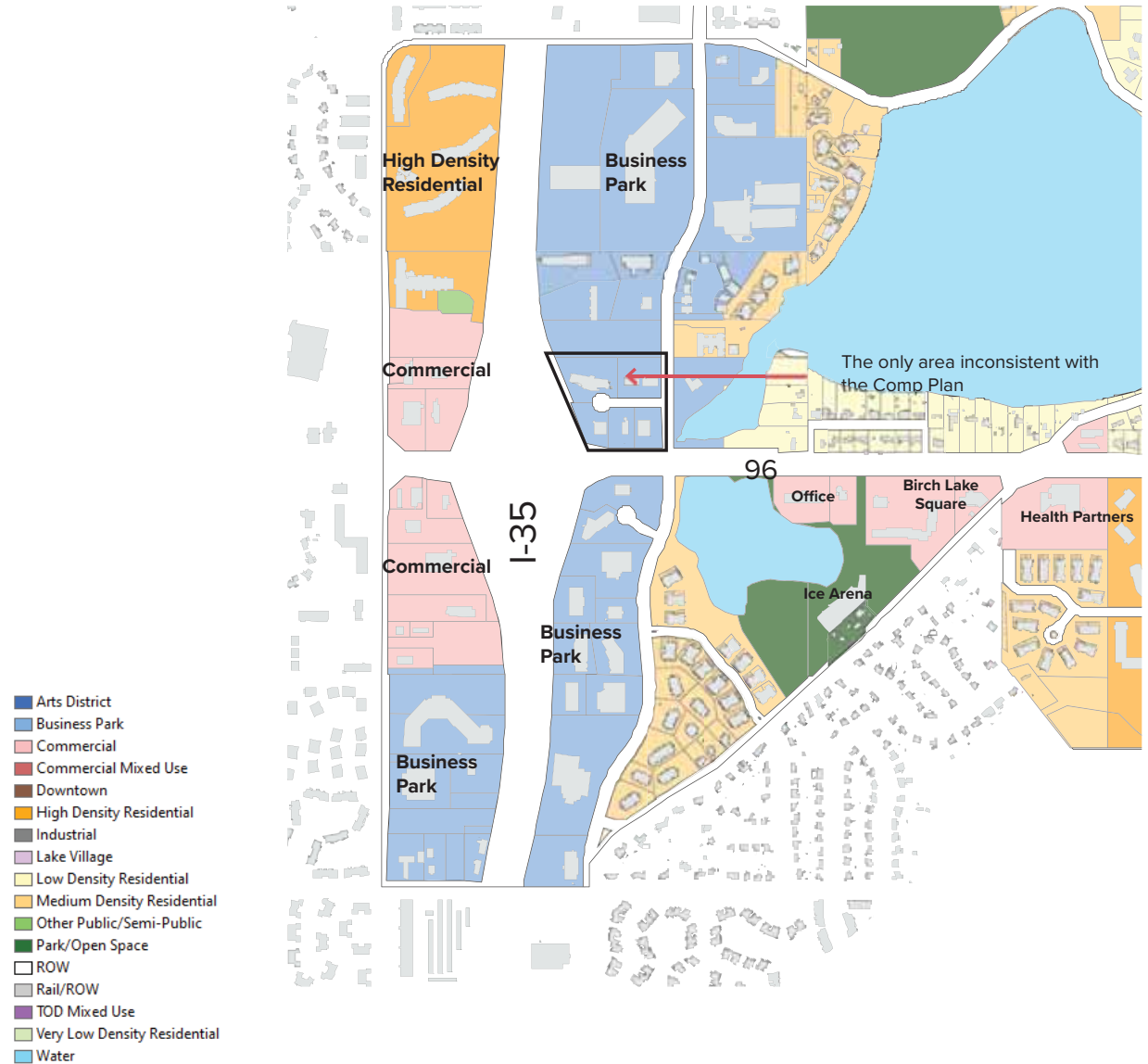


# 35E REGIONAL CENTER (today)

## Issues

- Maintain existing uses
- Modernize auto oriented commercial
- Address minor inconsistencies

## COMPREHENSIVE PLAN GUIDANCE



# 35E REGIONAL CENTER (approach)

## 35E Core

The core area of the 35E Center is composed of primarily auto-oriented retail uses including gas stations, strip centers, car washes, and pharmacy/ convenience stores. There is limited walkability and uses are separated from each other with no internal circulation. Buildings tend to not reinforce the street as the uses and functions tend to be oriented to the parking lots

**The goal for the Core Area** is to transition them to become more walkable and compact - by requiring internal pedestrian connection, and limiting building types, while maintaining the area as a regional center for higher value uses that serve the community and beyond.

### The 35E Core is:

- Growing / evolving
- Auto-centric today, but evolving, in select places tomorrow

## 35E Edge

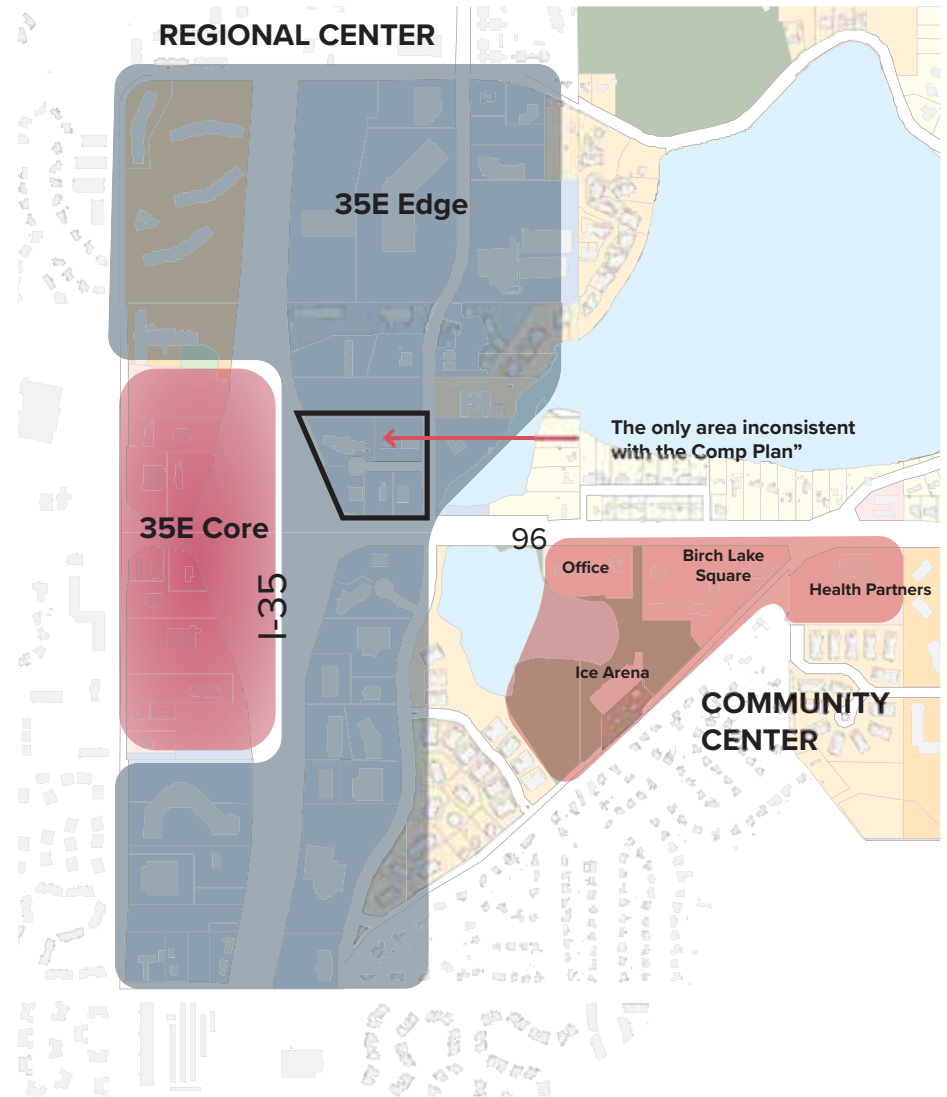
The 35E edge is comprised of both housing and employment that are disconnected from each other except by auto-circulation on public streets.

This area is primarily guided for “business park” in the comprehensive plan with the exception of the parcels to the west of 35 E and north of Highway 96 which are guided for high-density residential.

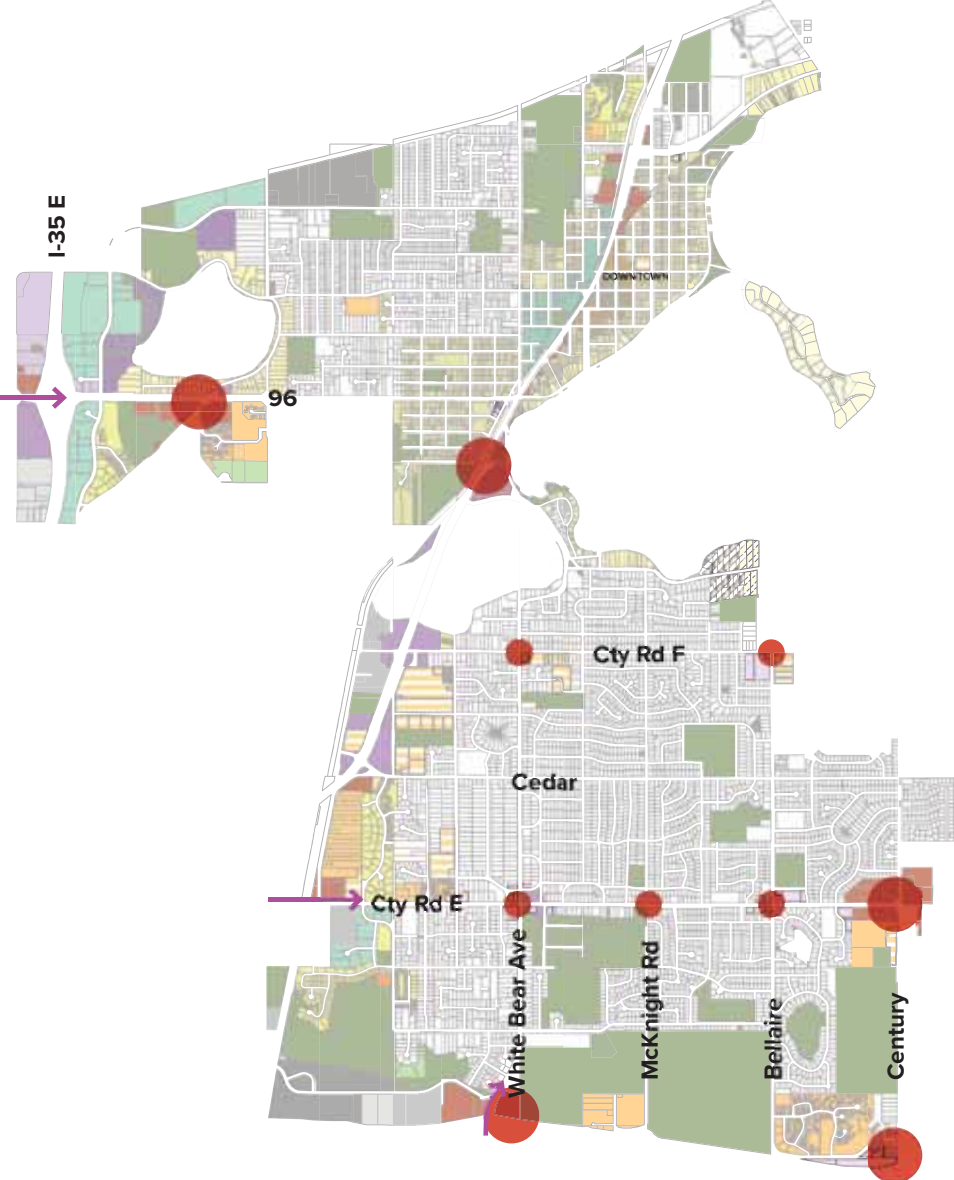
**The goal is to maintain current uses and forms.** With the exception of the cluster of parcels along Gun Club Road, the existing conditions are consistent with the Comp Plan.

### The 35E Edge is:

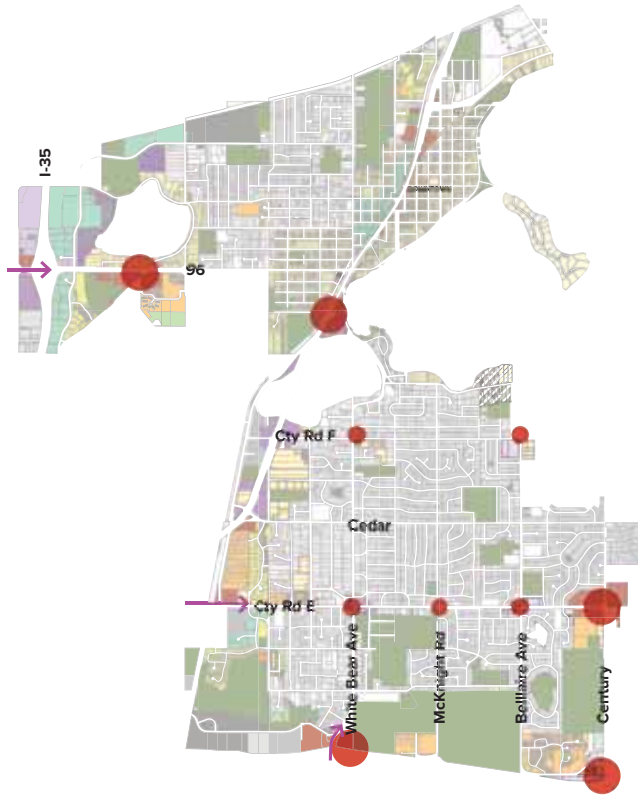
- Primarily non residential
- Highly mixed (service, commercial, light industrial, office)
- Auto oriented



# OTHER COMMUNITY AND NEIGHBORHOOD CENTERS (today)



# OTHER COMMUNITY AND NEIGHBORHOOD CENTERS (approach)



## Neighborhood and Community Centers

Neighborhood and Community Centers are located at main intersections throughout the community. They typically contain retail or services uses in an auto oriented format. They are nestled within and adjacent to neighborhoods, often with limited transition. Buildings tend to be one-story in height with multiple tenants.

*The goal for Neighborhood and Community centers* are to provide a compact mix of neighborhood compatible uses that serve the nearby neighborhoods. Neighborhood and community centers should maintain their focus on retail/ service uses, preferably locating these uses towards the corners, at the intersections where they can best reinforce each other. Housing can be introduced to these centers, typically located within existing parking lots, between commercial areas and existing neighborhood use, or through the redevelopment of existing buildings.

### Neighborhood and Community Centers are:

- *evolving towards greater pedestrian and neighborhood orientation*
- *places for medium density housing*
- *focused on creating safe intersections with with retail and service uses that reinforce each other.*



Existing

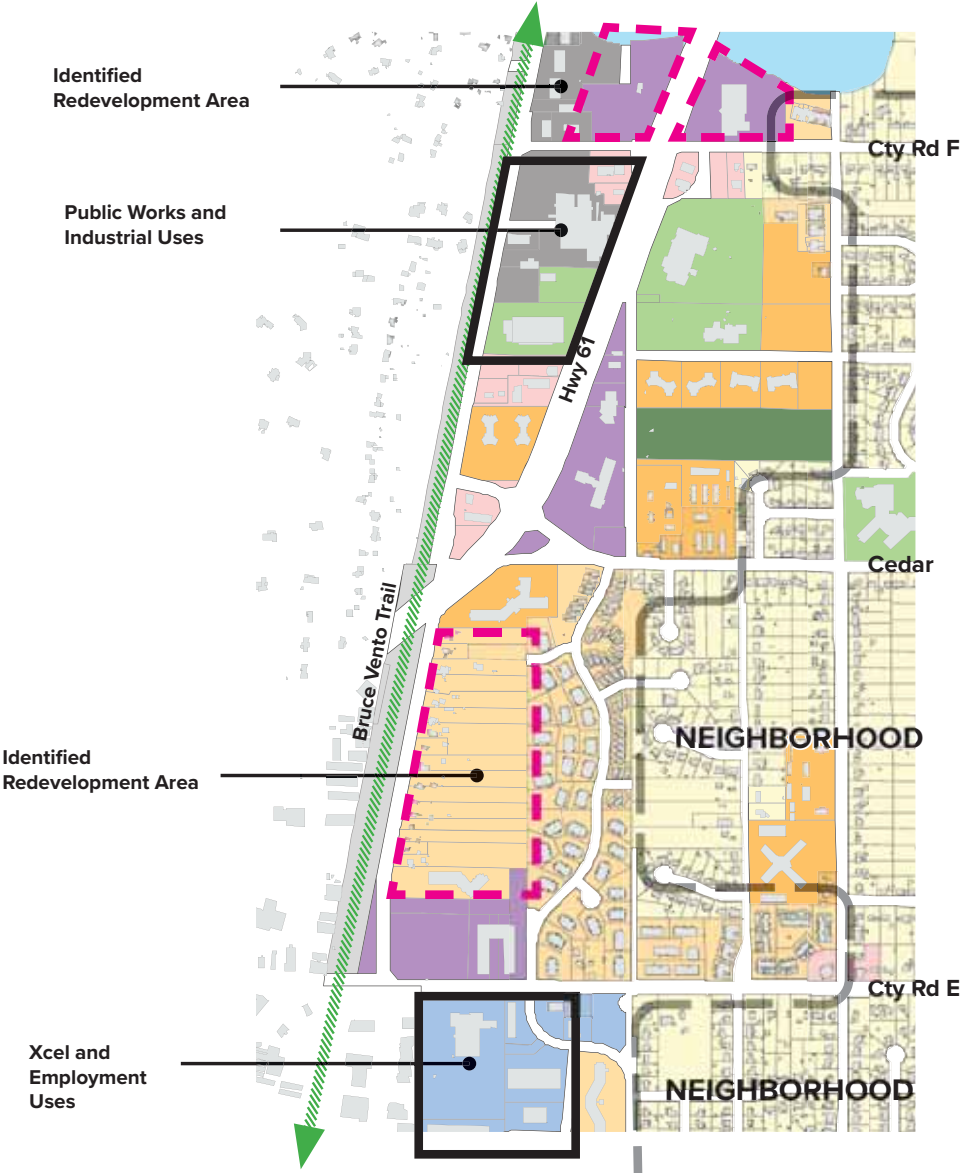


Future

# HWY 61 REGIONAL CENTER (today)

## Issues

- Highly accessible and identified for infill and redevelopment
- Protection of Industrial and Employment Areas
- Clear edges to Neighborhoods
- Introduction of Bruce Vento Trail



# HWY 61 REGIONAL CENTER (approach)

## Highway 61 Core

The Highway 61 core is composed of a mix of commercial and residential uses and is currently primarily auto-centric. There has been some recent redevelopment toward higher density residential uses. There is a wide range of existing building types including traditional industrial, commercial, civic, and multi-family.

**The goal is to** identify those properties located at areas of high access and guide them to greater density and walkability while recognizing they have to balance needs of automobiles as well.

### The Highway 61 Core is:

- Auto-centric
- Employment focused
- Growing / evolving
- Guided for change
- Not walkable, but has the potential to be

## Highway 61 Industrial / Business

Highway 61 Industrial is a zone between Hwy 61 and Hoffman Road that is exclusively Industrial (and public works), as well as a business park south of Cty Rd E

**The goal is to** protect this area for industrial and business uses that require separation from other uses. Consideration should be given to their edges, where adjacent to “61 Core” and existing residential.

### The Highway 61 Industrial / Business is:

- Single category of uses
- Truck and auto oriented
- Not walkable

## Highway 61 Edge

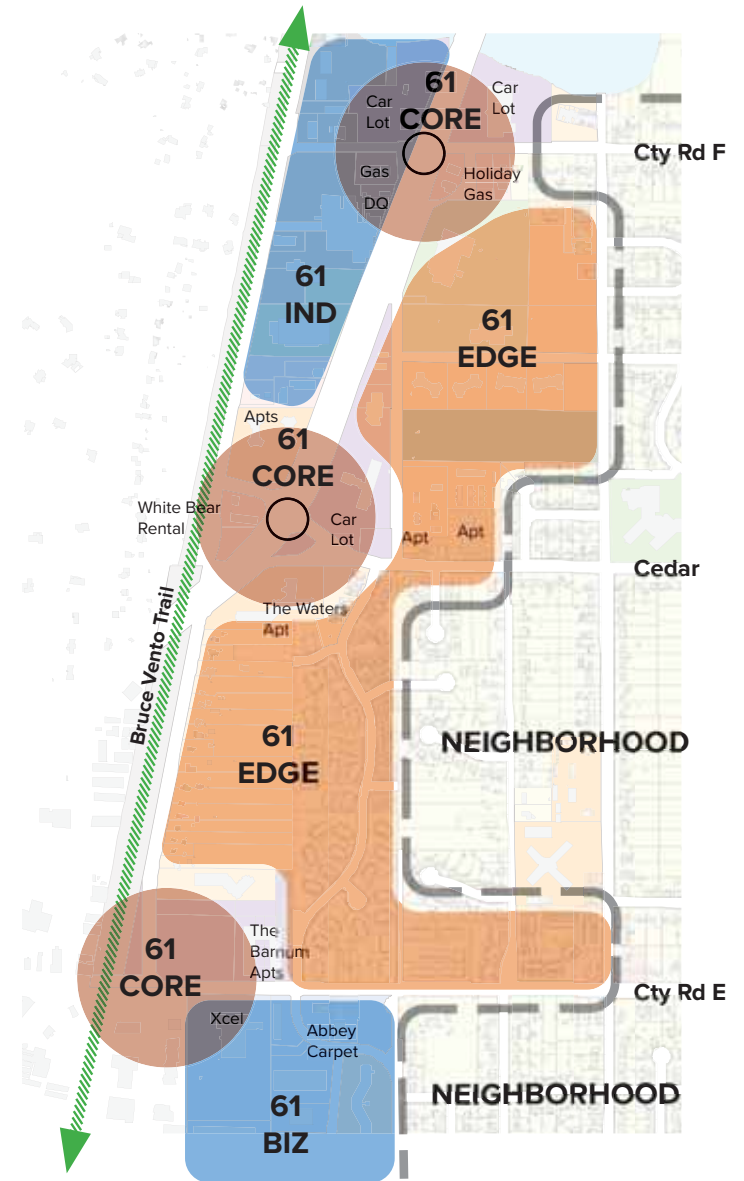
The Highway 61 edge is primarily residential and civic uses, mostly (though not completely) built out.

The area is guided primarily for medium density residential with some opportunities for infill.

**The goal is to** encourage additional densities in these areas so as to support the 61 Core Areas with a strong customer base. Where possible, they should become more externally focused and connected to the Core areas if possible.

### The Highway 61 edge:

- Stable (w/exceptions)
- Primarily residential
- Disconnected
- Internally walkable
- Supportive market to the core areas



# DOWNTOWN CENTER (today)

## Issues

- Walkability and connectivity
- Expansion of Commercial Uses
- Containment of Auto Uses
- Incorporation of Arts District
- Transition to Surrounding Neighborhoods



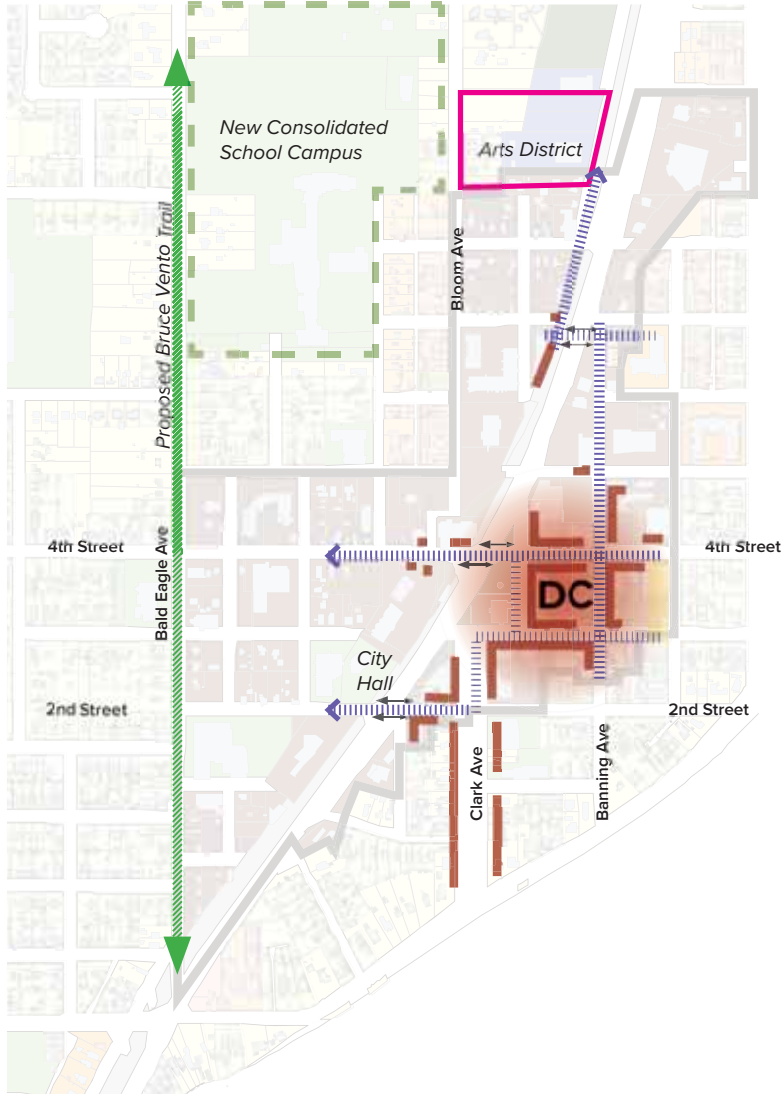
Storefronts in the Core



Semi Storefronts in the Core



Civic Buildings a few blocks away





# DOWNTOWN CENTER (approach)

## Downtown Core

The Downtown Core contains the most traditional commercial building types and is the most walkable and pedestrian focused area of the city. Building types reinforce the human scale and include storefront, semi-storefront and civic buildings.

*The goal is to be* fairly prescriptive with building form, to manage the ground floor uses, and to promote walkability.

### The Downtown Core is:

- Stable
- Walkable
- Commercial-focused
- Human scaled

## Downtown Transition

The Downtown Transition has a mix of ground story office, service and multi family building forms.

*The goal is to* maintain this mix of uses including the conversion of houses to multi-units, office, and services in order to provide more density and business to activate the core.

### The Downtown Transition Area is

- Likely to evolve
- A blend of housing and businesses
- Used to extend pedestrian corridors
- (NOTE: This is defined as places where SF homes can be converted to commercial/service uses. So it should be used sparingly and carefully)

## Downtown Sub Core

The Downtown Sub Core is more auto-oriented than the downtown core. It contains fewer historic buildings and more recent develop patterns including a number of strip centers and suburban office buildings with surface parking lots.

*The goal is to be* somewhat prescriptive with building form and ground floor use to complement and extend the core area, while still maintaining a comparable level of access via pedestrians, bicyclists, and drivers.

### The Downtown Sub Core is:

- Evolving
- Car-focused, but changing
- Transitional
- Guided for change and growth

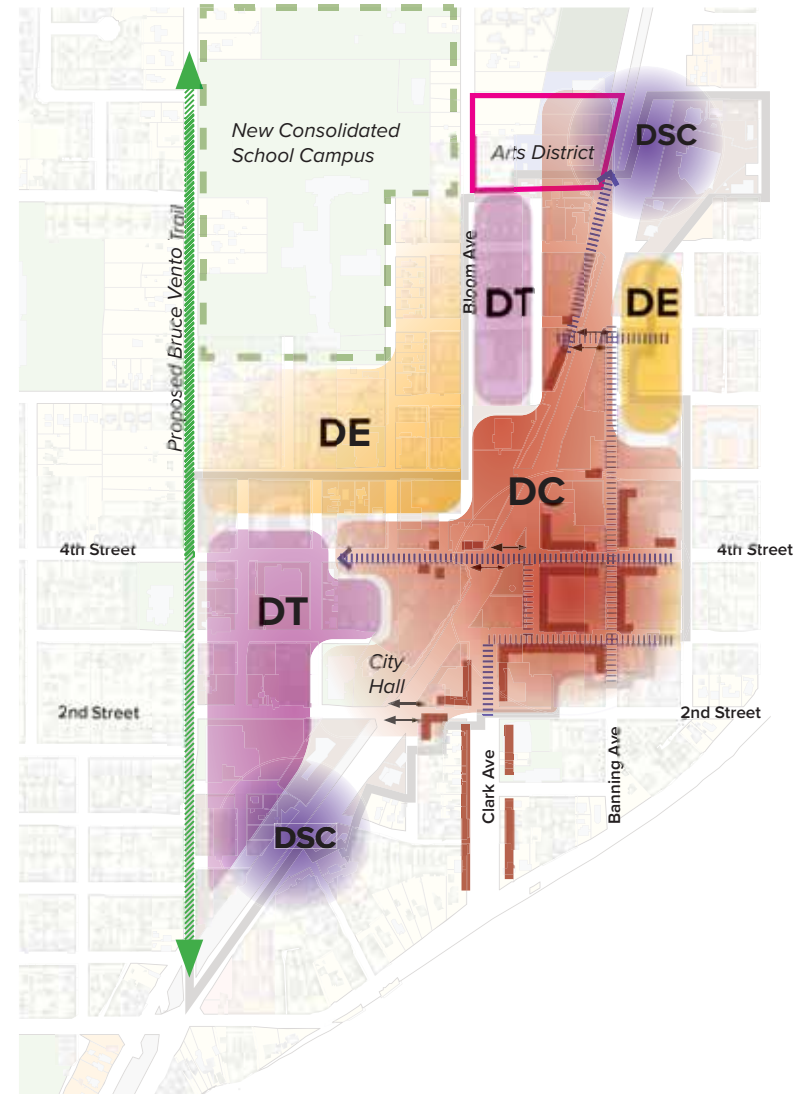
## Downtown Edge

The Downtown has an edge sub area that is primarily residential, but interspersed with civic uses such as schools and buildings of worship and faith.

*The goal is to* gently increase density of housing in this area, creating a transition to the primarily single family neighborhoods just adjacent to the Downtown to the downtown itself.

### The Downtown Edge is:

- Primarily Residential (includes civic)
- A smooth transition from areas with businesses to neighborhoods
- Evolving to greater densities



## Next Steps

Next CAC Meeting: Early January  
Neighborhoods and Districts

### Public Engagement

Place Type Approach Overview

Place Type and Building Type Definitions and Examples

High Level Map of City with Place Types (not parcel specific)

Next Steps with Code Development and Future Engagement