

**WHITE BEAR TOWNSHIP
MINNESOTA**



2030 COMPREHENSIVE PLAN

OCTOBER 18, 2010

TKDA

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[Appendix: Wastewater system, Water system, and Sump Pump Inspections maps, SWWP, NPDES MS4 Permit](#)



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INTRODUCTION

1. INTRODUCTION

Authority

The Comprehensive Plan is prepared under statutory authority provided by the Metropolitan Land Planning Act of 1996. Minnesota Statutes 473.175, Subd 1 provides that townships can request the county board to prepare a comprehensive plan or create a township planning unit and do it themselves. White Bear Township has a long tradition of comprehensive plan development and has chosen to continue to conduct its own long range planning activities. The law also requires that the Township submit the plan to the Metropolitan Council for review as to consistency with metropolitan system plans, other adopted plans of the Council and with neighboring communities.

Acknowledgements

The Township has a proud tradition of long range planning. This update represents the fourth major comprehensive plan effort. Previous comprehensive plans were adopted in 1975, 1985, and 1999. As Planning Commissioners noted at the first meeting of this update process, the community set out a vision for the Township's future when it created the first comprehensive plan in the 1970s. The Township was successful in implementing this vision; it is what the Township became. Subsequent planning efforts were built upon this original vision and Comprehensive Plan. The planning process for the 2030 Comprehensive Plan largely resulted in an affirmation of the 2020 Comprehensive Plan. Newly updated information and policy changes are generally incremental adjustments.

The Township's Planning Commission worked with Township staff and TKDA as a consultant, to update the Plan. The parks and trails component of the Plan were updated through the efforts of the Park Commission and Township staff. The Town Board reviewed the draft Plan and was involved in the Planning Commission's work through the Town Board liaison.

Location and Neighborhoods

Chapter 4 provides a detailed discussion of the physical development framework for White Bear Township. At the outset it is important to note that the Township occupies a unique geography of 4 discontinuous pieces resulting from annexation and incorporation efforts. The 11,500 residents occupy 4,100 housing units on 7,256 acres. White Bear Township possesses significant natural resources some of which are encompassed by the Bald Eagle-Otter Lake Regional Park and Tamarack Nature Center. North south access is provided by I35E and TH61 while CR F, Stillwater Street, CR H2, and CR 96 are the major east west routes.

Figure 1-1 shows the Township with these access routes and its neighbors: White Bear Lake, Vadnais Heights, Hugo, Lino Lakes, North Oaks, Shoreview, Vadnais Heights, Gem Lake, Maplewood, Dellwood, and Birchwood. Figure 1-2 provides orientation of the popular descriptions of the various planning districts within the Township, specifically Timber Hills, Bald Eagle, Bensons, White Bear Beach, Bellaire, Eastwood Manor, Birch Lake, Meadowlands, Town Centre, East Oaks, and Otter Hills.

Executive Summary

The 2030 Comprehensive Plan is organized in eight chapters.

1. Demographic Trends and Characteristics

The Plan begins with a review of historic demographic trends, updated to include data from the 2000 Census, current estimates and forecasts from the Metropolitan Council, and current housing permit data from the Township. Metropolitan Council and Township growth forecasts for population, households and employment through the year 2030 are reported.

2. Goals and Policies

This chapter highlights the planning issues that are either new or of continued importance to White Bear Township. Following the issues identification, the Goals and Policies provide guidance for local decision making. The Goals and Policies are organized by topic: General Development, Residential Development, Commercial Development, Industrial Development, Environmental Resources, Transportation, Community Facilities and Services, and Parks and Trails. The majority of the Goals and Policies are carried forward from the 2020 Comprehensive Plan, with additions to reflect current issues and priorities.

3. Physical Development Framework

This element addresses the Township's land use and natural resource planning. The community is anticipating full development by 2030. The Framework identifies undeveloped and underdeveloped areas of the Township, as well as locations that are undevelopable due to environmental constraints. The potential for land development is correlated to the growth forecasts reported in Chapter 1. The future land use map shows minor changes from the 2020 Plan; changes were made in the Industrial/Residential Planned Unit Development area, located between Centerville Road and Interstate 35. The PUD area was reduced in size, guiding some of the area to single family residential and industrial land uses.

4. Public Systems

The Public Systems chapter addresses transportation, sewer, water and surface water management. It also carries forward from the 2020 Plan a discussion of various private utilities. The transportation element addresses roadways, transit, the Benson Airport, and references the Trail Plan for non-motorized transportation alternatives. Updates to the sewer and water elements review the Township's work to address inflow and infiltration, and work to establish water meter reading for the Town.

5. Park and Open Space

The Park and Open Space element combines natural resources preservation with the provision of open space and recreational facilities for the community. A detailed inventory of existing parks and identification of future park sites illustrates the completed park system in 2030, when the community is expected to reach full development.

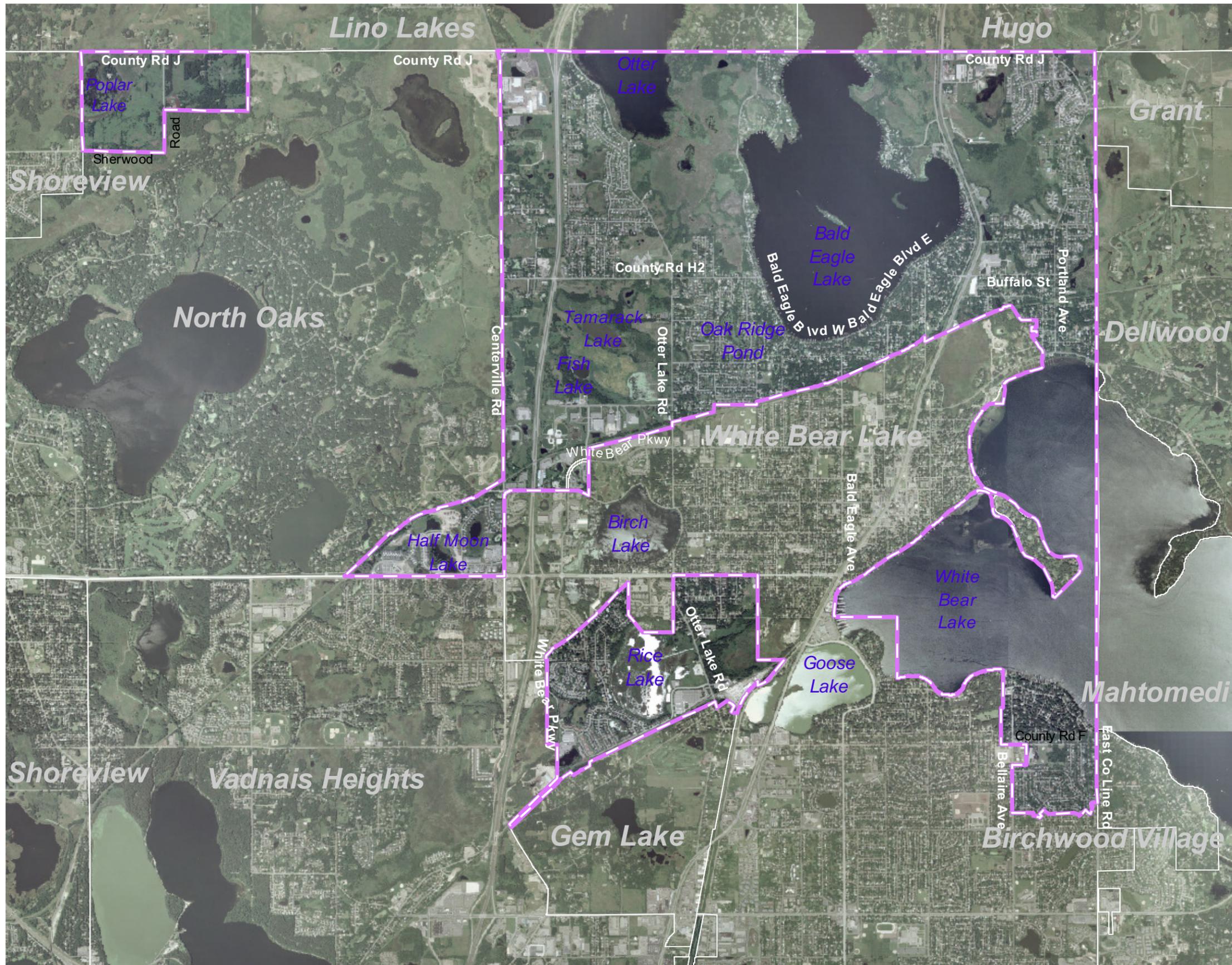
6. Trail Plan

The Trail Plan inventories existing trails and sidewalks, and proposes linkages to fill gaps in the system, as well as connect community destinations. Trail components of the regional park system that are proposed within the Township are described and mapped. The Trail Plan describes policies for developing and maintaining trails.

7. Housing and Economic Development Strategy

This section was updated from the 2020 Comprehensive Plan to address options for medium and high density housing through the Planned Unit Development Area. It also includes the Township's regional affordable housing unit goal, complemented by the housing Goals and Policies of Chapter 2 and the land use plan of Chapter 3. The Plan discusses the potential for future infill housing, and demand for senior housing.

The 2030 Comprehensive Plan concludes with the Implementation section. This is a place within the Plan to carry forward the items from earlier chapters that the Township wishes to take action on - such as capital improvements. It also includes the Township's zoning map.



WHITE BEAR
TOWNSHIP

**General Location
Map**

Figure 1-1

LEGEND

 Township Limits



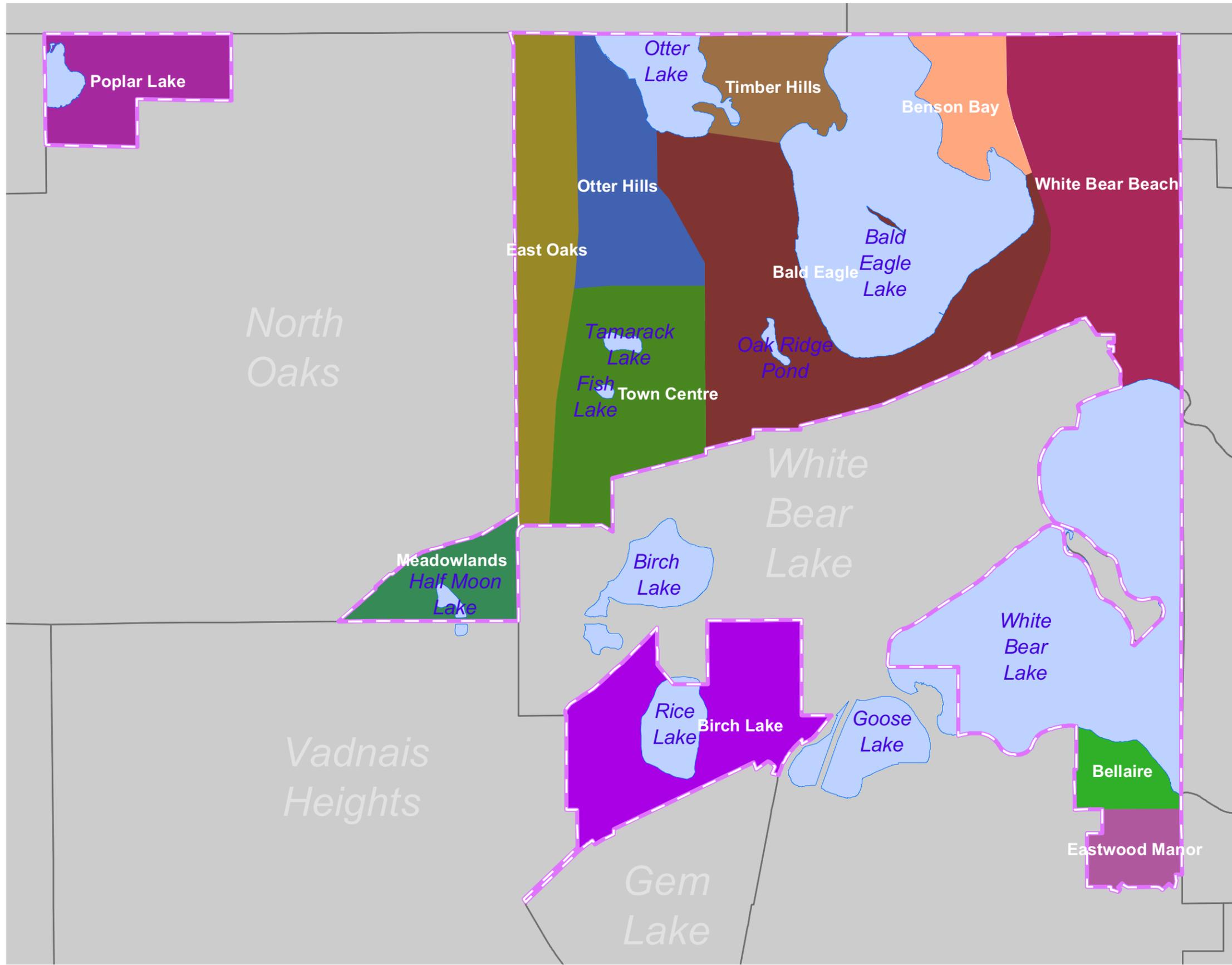
0.5
Miles

**For Further Information
Contact White Bear Township at
(651) 429-5827**

Limitation of Liability

This document is not a legally recorded map or survey and is not intended to be used as one. This map is a compilation of records and information from various state, county, and township offices, and other sources.

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WHITE BEAR
TOWNSHIP

Planning Districts

Figure 1-2

LEGEND

 Township Limits



0 2,500
Feet

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DEMOGRAPHIC TRENDS AND OBJECTIVES

2. DEMOGRAPHIC TRENDS AND CHARACTERISTICS

The forces that affect community growth and development are complex, and related to demographic, economic and social change. Most government services are either people-driven (recreation, police, etc.) or property-driven (fire protection, water service). Therefore some description of the demographics of the community is useful for market analysis, service analysis, and estimation of future demands.

Most demographic data is provided by city or census tract units. Little data is available by township geographic unit, including financial analysis. Census tracts are not coterminous with Township boundaries and therefore are not useful in compiling current data. The demographic data and trends for the Township included in this Comprehensive Plan are based on 2000 U.S. Census data provided by the Metropolitan Council, modified as appropriate where building permit or other data are available.

Demographic trends and characteristics of Township residents and households help to predict the direction of change and the types and levels of services that may be needed. Government services, housing markets, and development preferences are driven by demographic characteristics, trends and projections.

As it develops, White Bear Township works within the natural, physical, and economic resources available at the local and regional levels. A thriving community is one with a strong “sense of community” or social structure and a balanced development framework. That development framework fosters jobs, places to live, and infrastructure to support the development pattern, recreation facilities and a system of governance and public services. The Township has grown steadily to become the most populous unincorporated place in Minnesota, while being part of the most proportionately urbanized county in the state. Because the Township is nearly fully-developed, growth and change are likely to be more gradual in the next 20 years.

Population, Household and Employment Trends and Projections

Regional population and settlement patterns began to change in the 2000s from trends in previous decades, based on changing demographics, and rising land and transportation costs. The emergence of smart growth and sustainable development plans brought attention to efforts to try to reduce the amount of land needed to accommodate growth, and respond to an aging population. Reduction in land though more intense, mixed, and compact development is expected to reduce the demand on public systems while providing people with options, particularly in transportation. Increasing congestion and the recognition that the Twin Cities is one of the least-dense metropolitan areas in the United States encouraged new development models.

The Twin Cities Metropolitan Area had 57% of the state's population in 2006 - 2.82 million people. The region remains on course to add nearly one million people between 2000 and 2030. The Metropolitan Council noted that the economic stability of the region continues to be a factor in attracting new residents. The Twin Cities ranks in the top 10 among major metropolitan areas in per capita income, workforce participation and housing affordability.

Table 2-1 and Figure 2-1 show the change in White Bear Township's population since 1960, and the Metropolitan Council and Township projections for growth in the Township by 2030. Table 2-2 reports the employment data provided by the Metropolitan Council. The

Township had 11,293 residents in 2000, a 20 percent increase from 1990. The Metropolitan Council expects the Township's population to grow by 16 percent between 2000 and 2010, and by only 3 percent between 2010 and 2020, as the Township approaches full development.

However, the Township is projecting somewhat lower growth by 2020, based on the Township's goals, the amount of remaining vacant land, and proposed use and zoning. The Township projects a 2020 population of 12,816 people living in 4,800 housing units. The incremental difference between the Metro Council and Township population projections does not affect estimates for infrastructure needs over the next twenty years, such as waste water system coverage, projected water system demands, public safety needs, transportation system requirements or park and recreation facility demands.

The number of households in the metropolitan area is growing faster than the population, and the number of persons per household is declining. The same is true in White Bear Township - since the census of 1990, 805 housing units (a 20 percent increase from 1990) and 1,869 people (a 17 percent increase) have been added to White Bear Township. This trend is expected to continue through 2030.

**Table 2-1
Population and Household Trends and Projections**

White Bear Township						
Population and Household Trends and Projections						
	Census & Metropolitan Council			White Bear Township Estimates		
Year	Population	Households	People/hh	Population	Households	People/hh
1960	6,175	1,764	3.50			
1970	5,666	1,716	3.30			
1980	5,921	1,850	3.20			
1990	9,242	3,205	2.94			
2000	11,293	4,010	2.82	11,293	4,010	2.82
2010	13,100	4,850	2.70	12,300	4,450	2.76
2020	13,500	5,100	2.65	12,800	4,800	2.67
2030	13,500	5,200	2.60	12,700	4,850	2.62

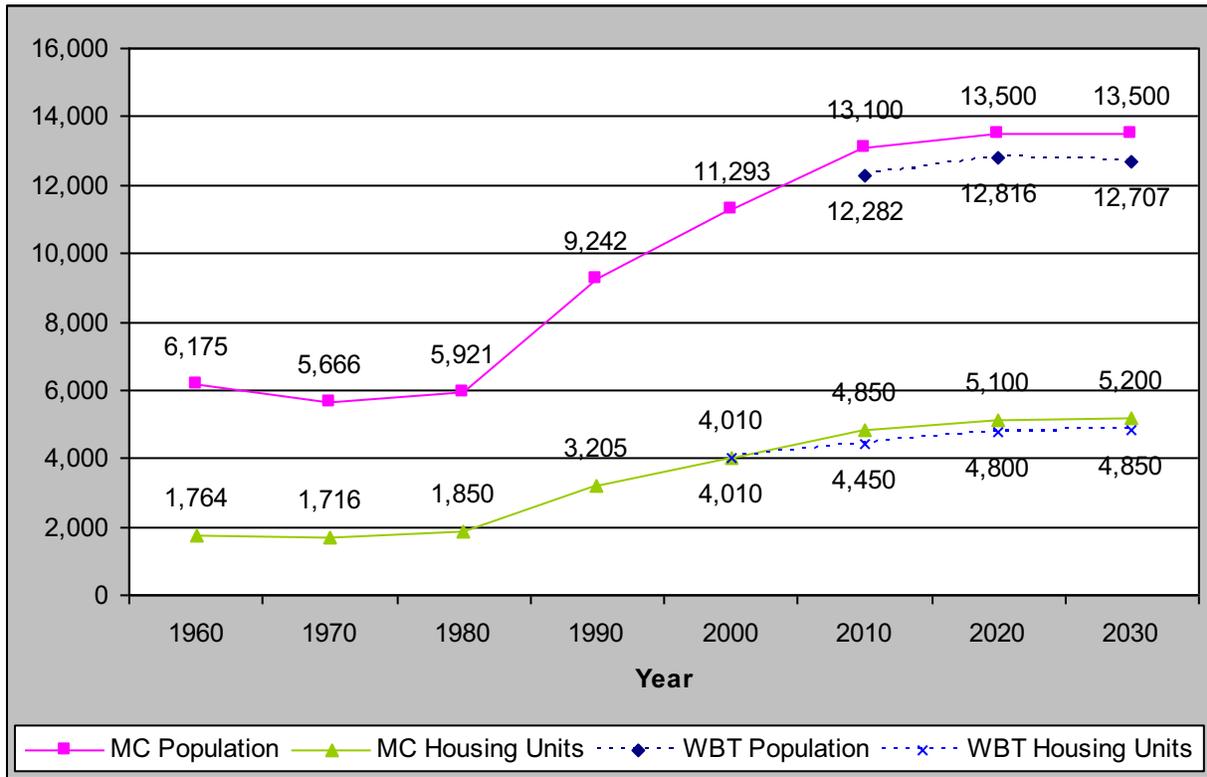
Source: US Census, Metropolitan Council, White Bear Township

**Table 2-2
Employment Trends and Projections**

White Bear Township	
Employment Trends and Projections	
Year	Employment
1990	906
2000	2,164
2010	4,150
2020	5,900
2030	6,800

Source: Metropolitan Council, 2005

**Figure 2-1
Population and Household Projections**



Housing Characteristics

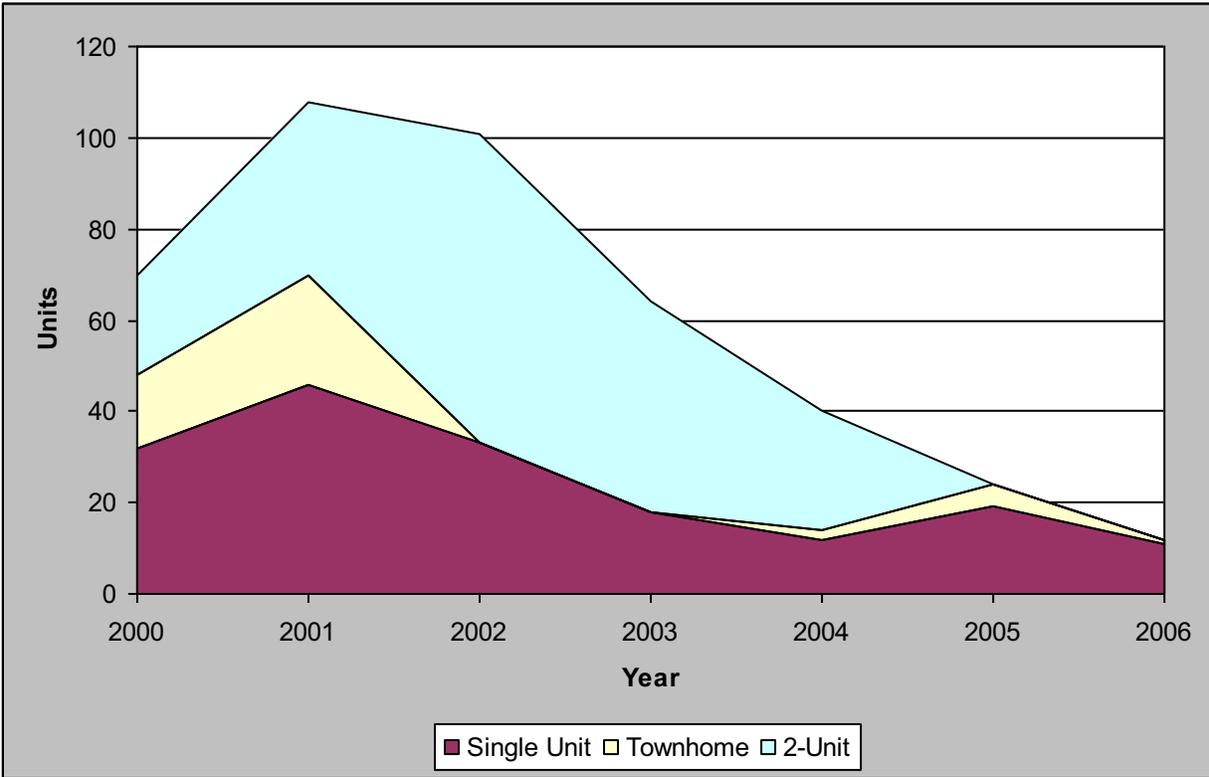
Trends in housing construction in White Bear Township since 2000 are shown in Table 2-3 and Figure 2-2. Significant growth occurred from 2000 - 2004, but slowed in 2005 - 2006. This reflects similar construction and market trends in the Twin Cities area. The numbers of townhomes and multi-family units constructed in this decade has out-paced the numbers of single family homes constructed in the community in recent years. Construction of new housing units has slowed as available land area in the Township has declined in this decade.

**Table 2-3
New Housing Construction**

White Bear Township New Housing Construction					
Year	Single Unit	Townhome	2-Unit	Multi-Unit	Total
2000	32	16	22	0	70
2001	46	24	38	0	108
2002	33	0	68	0	101
2003	18	0	46	0	64
2004	12	2	26	0	40
2005	19	5	0	0	24
2006	11	1	0	0	12

Source: US Census, Metropolitan Council, TKDA

**Figure 2-2
New Housing Construction**

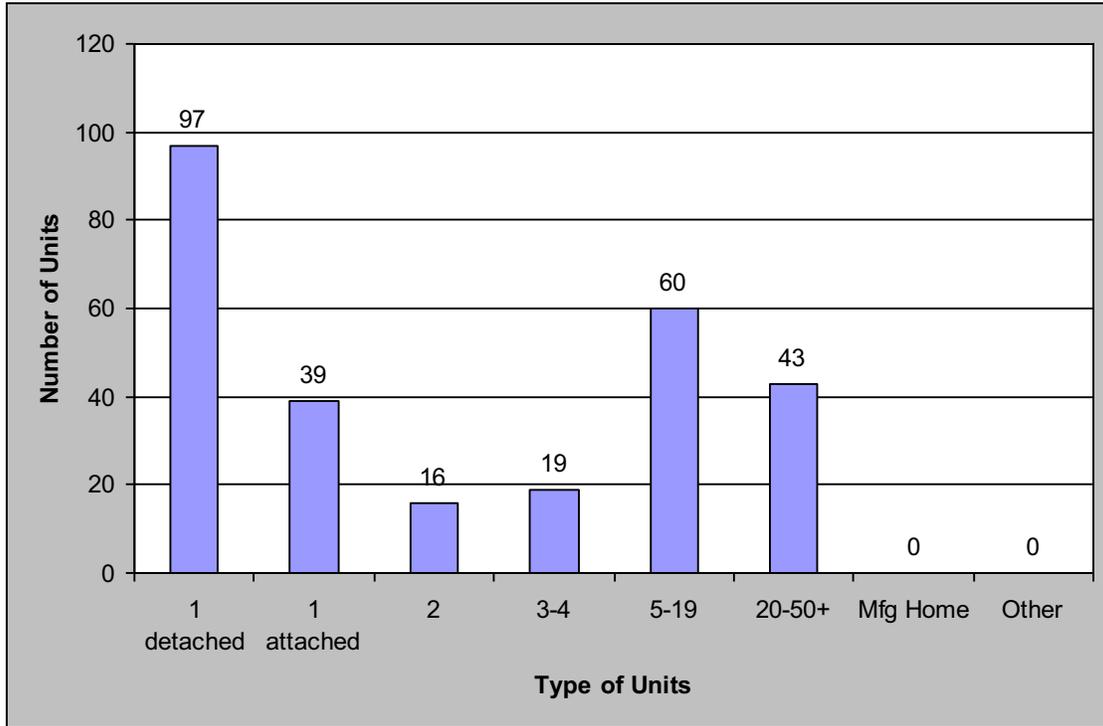


Single family homes are still the predominant housing type in White Bear Township, despite the increase in attached and multi-family units in recent years. The Township included 4,051 housing units in 2000. Of these, 3,310 (82 percent) were single family, detached units. Approximately 12 percent of the Township's housing stock was single attached units, and about 6 percent were multi-family units in 2000.

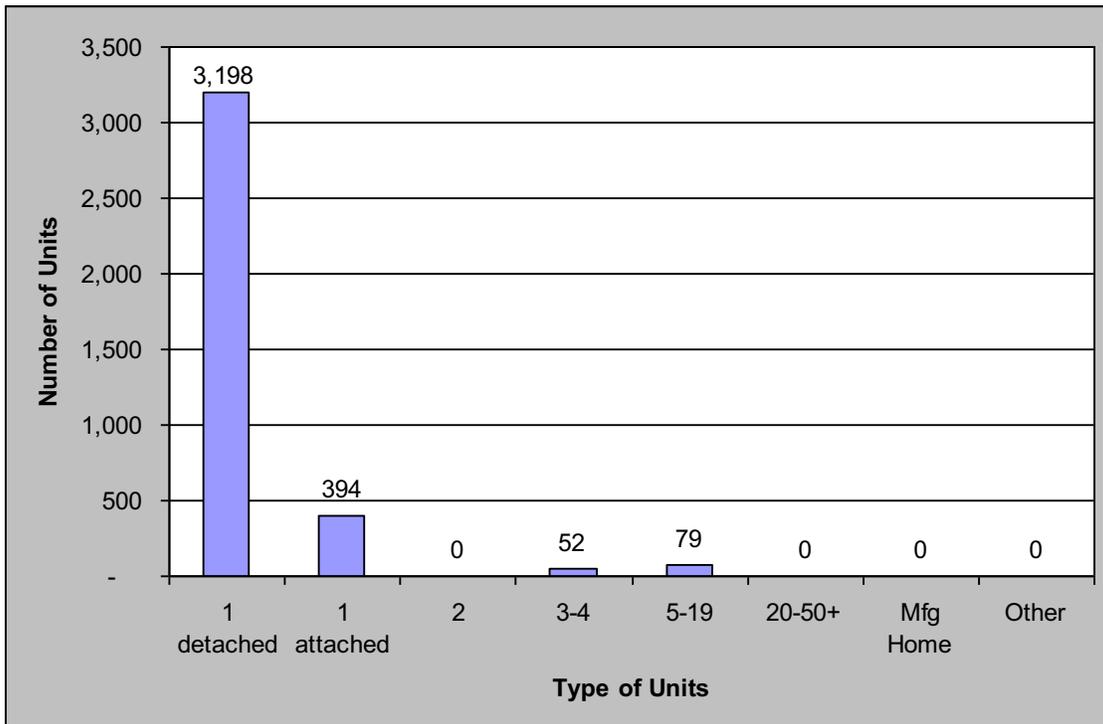
Figures 2-3 and 2-4 illustrate the number of owned and rented housing units in residential structures in the Township. White Bear Township is primarily a home ownership community. The Township enjoys a 93% ownership rate compared to 71% for the metropolitan area (which has one of the highest rates among metro areas in the country). Figures 2-5 and 2-6 illustrate the ownership/rental distribution among housing units in the Township.

Townhome developments, such as Weston Woods and Boardwalk, have broadened housing choices in the community during the past decade.

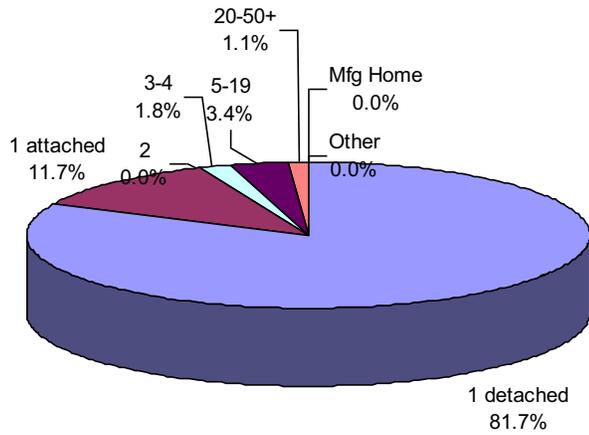
**Figure 2-3
Rental Units in Structures 2000**



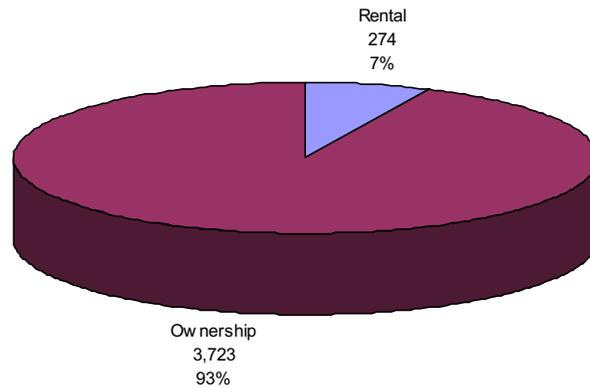
**Figure 2-4
Ownership Units in Structures 2000**



**Figure 2-5
Housing Units in Structure 2000**



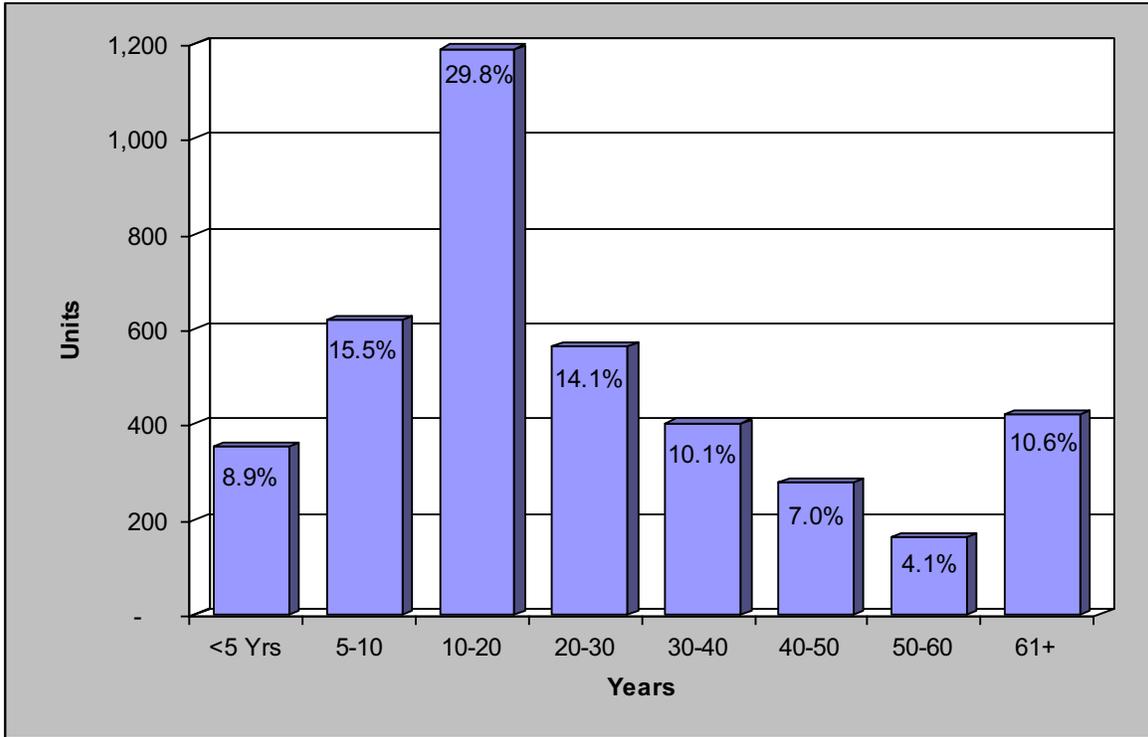
**Figure 2-6
2000 Rental/Ownership Distribution**



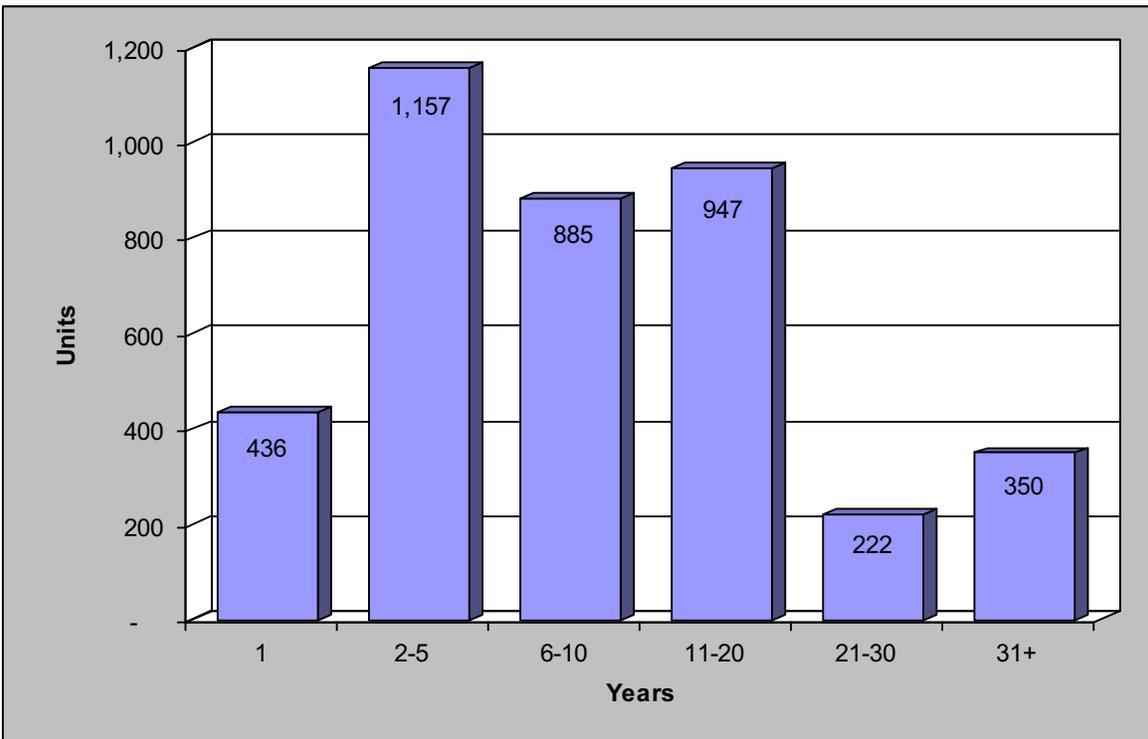
The distribution of the housing stock by age is shown in Figure 2-7. The distribution reflects the significant growth in the Township over the last two decades. More than half of the housing units in the Township are less than 20 years old. Units that are 25 years or older typically require major maintenance, such as a new roof, new furnace or other investment.

The final key housing characteristic is the length of occupancy. About 40 percent of the households in the Township have been residents of their homes for 5 years or less, indicating the expanding housing supply. Sixty-two percent have lived in their homes for 10 years or less. Only about 9 percent of the households in the Township had lived in their homes for 30 years or more.

**Figure 2-7
Age of Housing Units 2000**



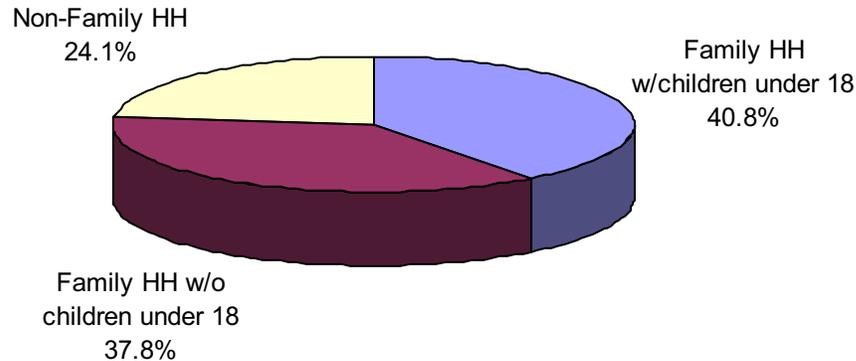
**Figure 2-8
Length of Residency**



Household Characteristics

In terms of household size, the average household in the Township includes 2.81 persons. About 41 percent of households have children under age 18, and 5 percent of households had family members age 65 and older in 2000. About 17 percent of households included one person living alone. Data describing presence of children by family in the Township's households is included on Figure 2-9.

**Figure 2-9
Household (HH) Composition 2000**

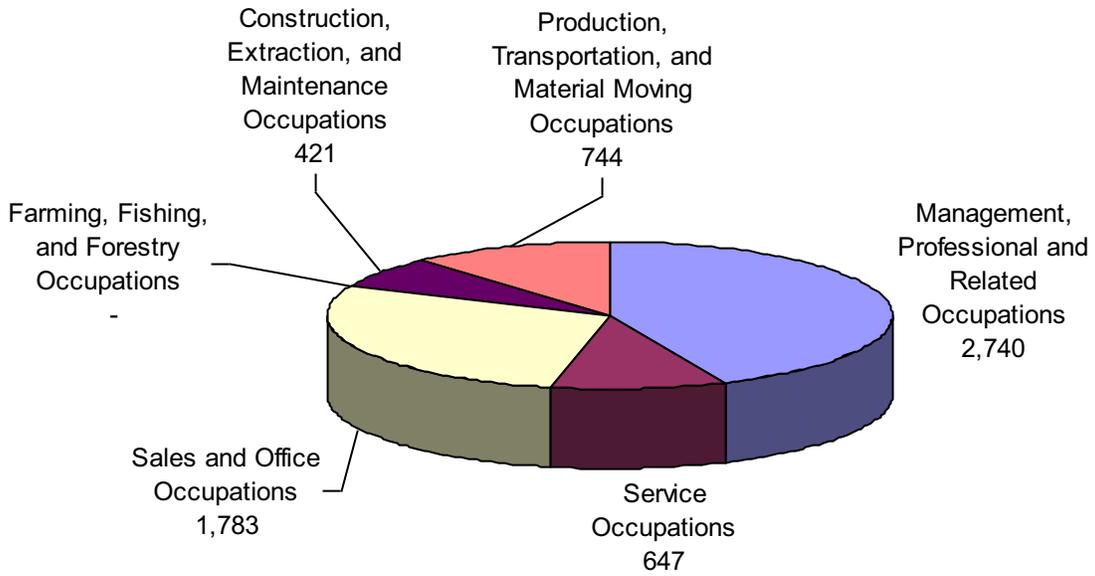


Other Population Characteristics

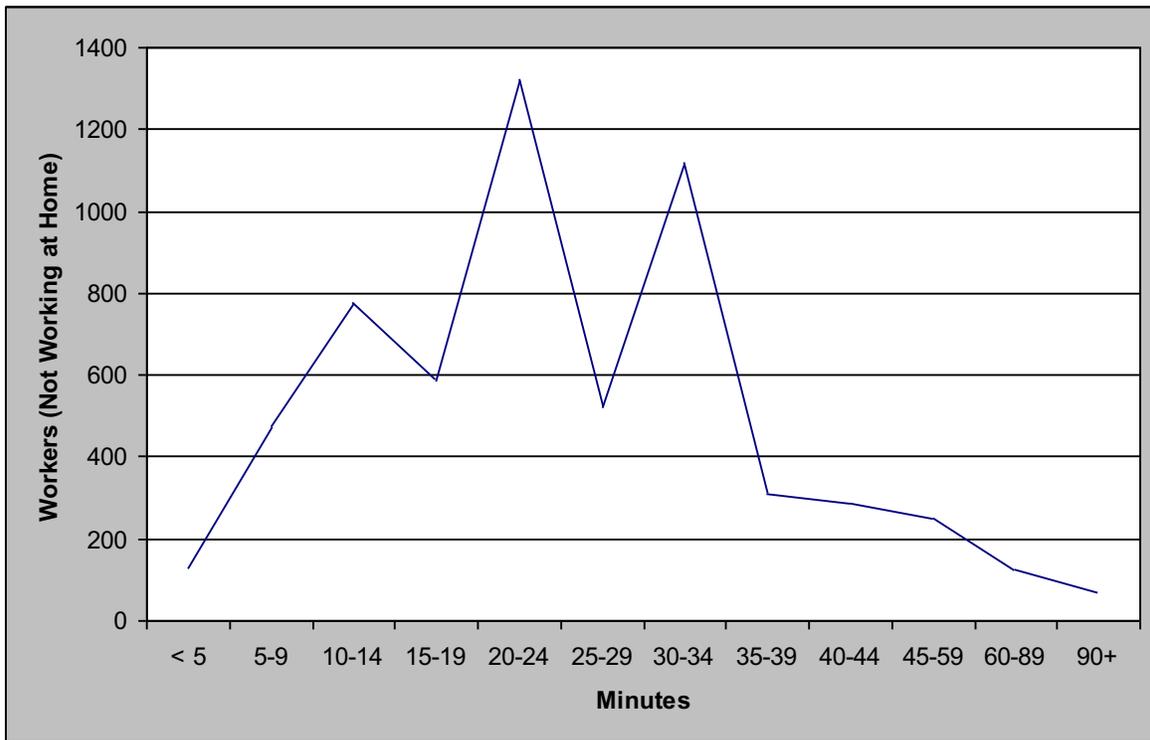
The 2000 Census data also includes the following information regarding the population of the Township that is significant for planning:

- Approximately 3 percent of the Township population is minority. This proportion has remained approximately the same over the last decade.
- Nearly 40 percent of the population is between the ages of 35 and 55. The median age of Township residents is 37.5 years. Approximately 29 percent of the Township's residents are under age 18, and 8.6 percent are age 65 and over. The Township's population is generally younger than the population of the Twin Cities area.
- The occupational pattern of residents shows significant numbers of residents involved in managerial, professional, and sales occupations. Figure 2-10 indicates the numbers of Township residents engaged in each of the major occupational groups in 2000.
- Most Township residents traveled between 15 and 35 minutes to get to work in 2000. The median travel time to work was 24 minutes in 2000, similar to the metropolitan average. Most Township residents (86 percent) drive to work alone, while 14 percent carpool, use public transportation, or work at home. Figure 2-11 indicates travel times to work among Township residents.

**Figure 2-10
Resident Occupations 2000**



**Figure 2-11
Resident Travel Time to Work**



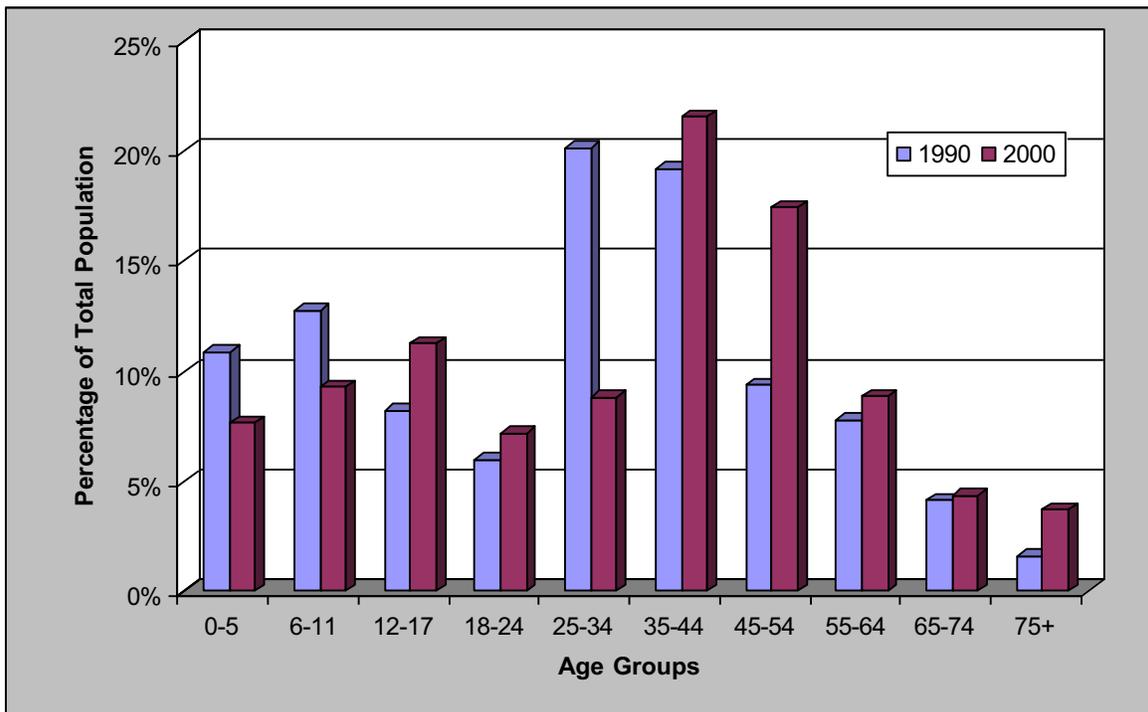
Age Characteristics

The age of the population affects local service requirements. For example terms, many organized recreation programs are geared to school-age groups. Participation in team sports drops off dramatically after 35 years of age, and is replaced by more individual and unscheduled activities, such as walking or biking.

Regional population trends note the impacts of the Baby Boomers on demographic, housing, economic and social characteristics of the region. Baby boomers were born between 1946 and 1965, and were between 35 and 52 years of age in 2000. They represent a significant portion of the population - the Metro Area's greatest population gains in the 1990s were in the 45 to 54 and 35 to 44 age groups. Between 2000 and 2030 the population under age 55 is projected to increase by 19%, while the number of people 55 and over is expected to grow by 111%.

Figure 2-12 indicates that White Bear Township has also seen significant growth in the numbers of residents between the ages of 35 and 64 between 1990 and 2000. The number of residents in the 25-34 age group declined dramatically, and the numbers of children age 11 and under also declined. The numbers of residents age 55 and over also increased.

Figure 2-12
Age Characteristics 1990 - 2000



The changing demographic trends noted during the past decade will continue to affect housing, services and infrastructure in the Township as the Baby Boomers age, and smaller numbers follow in the generations behind them. If Township residents age in place, there may be additional demand for housing that meets the needs of residents age 55 and

over, with lower demand for homes that fit the needs of families with children. Changing needs for transportation, recreation, and other services may require planning as well. Age changes may have a profound influence on planning for housing, neighborhoods and Township services.



GOALS AND POLICIES

3. GOALS AND POLICIES

Planning Issues for 2030 Comprehensive Plan

The Township's Planning Commission reviewed the updated demographic data and trends for the Township through 2030. Based on this discussion, they completed a "visioning" exercise to identify issues and concerns for the Comprehensive Plan. The issues identified are as follows:

1. Land Use

- White Bear Township and other cities may become more diverse
- The Township is likely to be fully developed in 2030

2. Transportation

- Options are likely to become more diverse-less driving
- Should plan for more walking in some neighborhoods
- May need to accommodate more people working at home
- May need to plan for a transit corridor along I-35E, with links to a feeder system on streets within the community. The feeder lines could be vans or buses. The I-35E corridor could be a new form of high-speed technology-not necessarily rail, perhaps more individualized units
- More carpooling and use of buses is likely in the near future
- May need to plan for comprehensive upgrading in transportation infrastructure by 2030

3. Water Resources/Natural Resources

- More cooperation among agencies and communities to maintain or improve the quality of lakes and wetlands
- Better use or re-use of stormwater
- Improved water quality through better stormwater management methods and new methods, such as subterranean treatment systems

4. Community Facilities

- The community will have WiFi
- May need to develop community facilities that support new modes of transportation
- Eagle Brook Church campus becomes a community center
- Benson Airport will still be in use in 2030
- The community's ability to generate tax revenue will influence the resources available to improve or expand facilities--may need more mixed uses to improve tax base

5. Parks/Trails

- Expanded demand for trails-especially to connect parks and neighborhoods
- Maintain existing parks and open space
- Services aimed at all age groups
- May have fewer neighborhood parks (if fewer kids), more trails
- Expanded Tamarack Nature Center with more education programming

6. Housing

- Redevelopment of older housing by 2030; some neighborhoods may see lower densities, and others redeveloped with mixed uses and more townhomes
- Need a reasonable amount of senior housing so people can stay in the community as they age. Might include more services as part of the housing
- Township may need to update ordinances or regulations to ensure that housing stock and neighborhoods are maintained.

7. Other

- The community envisioned in the 1975 comprehensive plan is what we became
- Need to maintain public safety

Development Goals and Policies

The Township updated its development goals and policies to reflect the issues and trends identified by the Planning Commission. The goals and policies are grouped by functional area. The community is anticipating full development by 2030, and the updated goals and policies reflect the community's current status, and issues that may need to be addressed in the next 20 years.

(*s indicate the statements that have been updated for this plan since the 1999 Plan.)

1. General Development

- GD 1.** Public welfare shall be considered in the evaluation of development plans of both public and private developers, including the effects of the development on the natural environment, public facilities, adjacent and surrounding property values surrounding land uses, and the health, safety and welfare of the general public.
- GD 2.** All development proposals will be examined for conformity with the comprehensive plan and if not in accordance with the plan, will be permitted only if it can be adequately demonstrated that the proposal is an improvement of the plan, is consistent with the purpose and intent of the plan and not merely a change to accommodate certain persons or interest groups.
- GD 3.** Ensure that all new development proposals and plats are compatible with natural features and with the use, scale, pattern, and circulation of existing and planned adjacent development.
- GD 4.** Establish buffers in areas where intensive uses are adjacent to areas of less intensive use in order to minimize any negative impacts.
- GD 5.** Ensure that commercial and industrial developments meet performance and development standards for compatibility with surrounding land uses
- GD 6.** Ensure that traffic from higher intensity use districts does not intrude into lower intensity use districts.
- GD 7.** Ensure that all analysis and basis for decision-making on development proposals is thoroughly substantiated and documented and that sufficient time within the statutory constraints and consideration is given for thorough analysis and decision-making.
- GD 8.** Monitor federal, regional and state programs for the possibility of securing assistance for implementing the Comprehensive Plan and meeting the needs of the community.
- GD 9.** Monitor legislative changes and their effects on Township responsibilities and opportunities.
- GD 10.** Maximize Township investment in existing improvements by staging the upgrade of infrastructure in the developed areas.

-
- GD 11.** Develop policies and programs that will foster reinvestment in existing areas through preservation, renovation and redevelopment.
 - *GD 12.** Periodically review the existing land use and zoning plans, to determine whether the locations and proportions of land uses still fit the needs of the community.
 - GD 13.** Assure that areas designated and reserved for any use be of adequate size to suitably provide for the space, needs and services that the use requires.
 - GD 14.** Encourage total neighborhood design and development containing adequate public facilities, open space and road systems.
 - GD 15.** Provide a number of channels for soliciting community input and providing feedback on Township actions and activities.
 - GD 16.** Examine approaches for collaborating with adjacent governments in the provision of services and community infrastructure.
 - GD 17.** Provide a basis for linking all of the advisory commission activities with the Town's service, planning and economic development strategies.

2. Residential Development

- R 1.** Permit flexibility in residential design and encourage innovative housing approaches that are consistent with township goals and policies.
- R 2.** Reinforce diversity of housing choice.
- R 3.** Provide adequate levels of public facilities to support housing areas.
- *R 4.** Create opportunities for life cycle housing of differing types and density. This may include options for senior housing and associated services.
- *R 5.** Identify areas of the community that may be appropriate for development or redevelopment with mixed uses, such as residential uses with smaller commercial uses, to provide lifecycle housing, encourage walking or alternative transportation modes, and reduce energy consumption.
- *R 6.** Update the Township's ordinances and regulations to ensure that the quality and appearance of the community's housing stock and neighborhoods are maintained.
- R 7.** Encourage multiple-family developments to occur in a planned or clustered fashion rather than in rows or other standardized forms.
- R 8.** Discourage the use of multiple dwellings as buffers between land uses; ensure all residential uses have a suitable environment.
- R 9.** Assure that multiple unit complexes are developed only when adequate on-site open space and recreational facilities are integrated into the development plan.

-
- R 10.** High-density housing is encouraged to be oriented so that traffic generated by the development is oriented to major thoroughfares and not past single-family homes.
 - R 11.** Encourage innovation in housing unit design and in residential development design through use of planned unit development techniques. These techniques will allow the averaging of density among a variety of housing types to equal the densities provided for in the comprehensive plan or the clustering of units through adjustment of lot requirements and setbacks.
 - R 12.** Create livable neighborhoods which emphasize quality site and construction design.
 - R 13.** Ensure that all new residential development design and construction are in accordance with adopted standards.
 - R 14.** Establish site design policies and regulations that permit site designs that are interesting and compatible with the neighborhood and housing development.
 - R 15.** Consider developing low and moderate-income units to be mixed with market housing and not concentrated in large numbers.
 - R 16.** Continue application of zoning controls that currently permit low and moderate density single family detached and attached dwellings and multiple family housing.
 - R 17.** Encourage utilization of the Zoning Ordinance's planned residential development provisions and appropriate development control modifications consistent with the state-of-the-art residential development techniques that allow design flexibility to meet community goals.
 - R 18.** The Township shall cooperate with the metropolitan HRA in securing federal or state subsidized housing assistance, particularly for the elderly, families and individuals of low and moderate incomes, to provide scattered housing opportunities consistent with metropolitan policies and as funds become available.
 - R 19.** The Township will encourage development of a proportion of modest cost market rate housing with larger developments in an effort to provide more affordable housing.
 - R 20.** Continue to refine development review procedures and administrative techniques in an effort to minimize delays to the residential development process.
 - R 21.** Cooperate with the Metro HRA and Ramsey County in providing other housing rehabilitation programs consistent with the Township's needs and local resources. Rehabilitation efforts should be concentrated in the older sections of the Township, particularly around the south shore of Bald Eagle Lake, the White Bear Beach area, and the Bellaire area.

-
- R 22.** Protect new residential areas from adverse environmental impacts
 - R 23.** Maintain natural buffers or provide appropriate physical separation between housing areas and major highways and other incompatible activities
 - R 24.** Provide multiple family housing opportunities throughout the community in a dispersed manner consistent with location policies.
 - *R 25.** Continue code enforcement to require that both vacant and occupied properties are maintained in good visual and operable condition. Code enforcement shall be used to protect the building stock, natural environment, and neighborhoods.
 - *R 26.** The Township will explore ways to encourage the consolidation and redevelopment of small lots that are underutilized and where redevelopment would benefit the neighborhood.

3. Commercial Development

- C 1.** Encourage integrated commercial centers to be developed according to a specific site plan and discourage strip developments.
- C 2.** Ensure the location of small neighborhood convenience centers on a collector or minor arterial street, centrally located in neighborhoods large enough to support such centers and where feasible, adjacent to other neighborhood facilities such as a park or school.
- C 3.** Provide for the location of office or higher density residential areas as a transition between higher intensity use areas and low-density residential areas.

4. Industrial Development

- I 1.** Discourage industries that would produce undesirable side effects injurious to the public health, safety and general welfare.
- I 2.** Provide for the establishment of light industrial uses where it can provide a transition between heavy industry and lower intensity uses.
- I 3.** Ensure that boundaries of industrial districts are well-defined in order to reduce intrusions into adjacent land use districts.

5. Environmental Resources

- *E 1.** Adopt the Township's updated Surface Water Management Plan and implement the plan to protect and improve the quality of lakes, wetlands and streams in cooperation with the local Watershed Districts, Minnesota DNR, and other natural resource agencies.
- E 2.** Preserve natural watercourses and wetlands, and manage storm water runoff to protect these resources and create community amenities.

-
- E 3.** Undertake shoreland alteration, channeling, filling or dredging only in accord with adopted policies and regulations and complete reviews and permitting as necessary with the Corps of Engineers, National Wildlife Service, and the Minnesota Department of Natural Resources.
 - E 4.** Protect steep slopes and areas performing essential natural functions, as permanent open space. Significant stands of trees and understory vegetation on erodible slopes shall be maintained in their natural state or replaced according to an approved planting plan.
 - E 5.** The plan supports the preservation and interpretation of unique landscape areas, natural areas, and metropolitan open space.
 - E 6.** The comprehensive plan will interrelate the transportation, trail, utility and natural resource corridors into a system supporting wildlife habitat and song bird protection.
 - E 7.** Cluster developments are encouraged, particularly in those areas that contain significant natural features, especially wetlands, slopes, and trees. Particular attention will be given to preserving the combinations of steep slopes with trees. Proposals for removal of trees will to be considered only if accompanied by a proposed planting plan.
 - E 8.** The Township will incorporate solar access protection into its development codes.
 - E 9.** The Township will encourage the development of alternative sources of energy and the energy efficient design of buildings and landscaping.
 - E 10.** The Township will develop approaches to preserving significant historical sites within the Township in conjunction with the Minnesota and Ramsey County Historical Societies.
 - *E 11.** New proposed stormwater infiltration will be directed away from areas of soil or groundwater contamination. This will reduce the likelihood of causing contaminant migration. New infiltration structures will be permitted after property owners/developers document that soils are clean by producing a Phase I Environmental Site Assessment and/or a soil boring log supervised by an environmental professional using a photo-ionization detector (PID) or similar equipment.
 - *E 12.** The White Bear Township Drinking Water Supply Management Areas (DWSMAs) will be displayed on maps used by the Planning Department, in order to raise awareness of the critical link between land use and the vulnerable drinking water supply.

6. Transportation

- T 1.** Identify and develop opportunities for multimodal transportation options, including walking and bike trails.

-
- T 2.** Work with other communities, Ramsey County, Mn/DOT, and others to develop transit options, such as a transit corridor on I-35 E and associated “feeder lines” within White Bear Township.
 - T 3.** Upgrade transportation infrastructure as needed to meet community needs and provide for transportation safety in 2030.
7. Community Facilities and Services, Parks and Trails
- CF 1.** Consider development of a community center for the Township at the Eagle Brook Church Campus or other sites.
 - CF 2.** Maintain the community’s existing parks and open spaces, and enhance them as needed to serve all age groups in the community
 - CF 3.** Develop a connected system of trails that links town parks, neighborhoods, and open space.
 - CF 4.** Encourage expanded educational programming at Tamarack Nature Center.
 - CF 5.** Maintain the Benson Airport facilities at least through 2030.
 - CF 5.** Maintain public safety facilities and services.
 - CF 6.** Consider development of community-wide WiFi service by 2030.



**PHYSICAL DEVELOPMENT
FRAMEWORK AND PLAN**

4. PHYSICAL DEVELOPMENT FRAMEWORK AND PLAN

Existing Development

White Bear Township covers 7,000 acres within 4 non-contiguous areas. It shares borders with 11 neighboring communities, two other counties, and encompasses regional facilities as well as locally significant sites. Figure 1-2 identifies the community's planning districts. Five are singularly identified: Poplar Lake, Bellaire/Eastwood Manor, Birch Lake, and Meadowlands. The major land area touches Otter, Bald Eagle and White Bear lakes. Sub planning areas within the central land mass are Timber Hills, Otter Hills, Bald Eagle, Bensons Bay, and White Bear Beach. The Town is completely within the Municipal Urban Service (MUSA) Boundary except for Poplar Lake where urban services are not anticipated to be required.

The remaining parcels of the original Township that now comprise White Bear Township do not have 60% or more of their boundaries adjacent to any single incorporated area, the historical legislative standard that would provide for other than voluntary annexation. There is a distinct sense of pride in remaining a Township and annexation of land to adjacent communities is not likely. Although the Township has experienced the complexities of providing services and planning for growth, there is a determination to continue to function as a township.

The Poplar Lake neighborhood to the northwest is virtually all county parkland. The northern boundary is the county line with Anoka County. A few homes still dot the area. Sherwood Road (County Road 4) provides access to the area and residential development in North Oaks. The future governance of the area is probably not a major concern since there are so few residents in this area and the potential for additional development is minimized by the land condition and public land ownership.

Bellaire/Eastwood Manor is located on the Washington County border. It has frontage on White Bear Lake and is the location of Bellaire Beach Park owned by Ramsey County and operated by the Township. The neighborhood is exclusively single-family detached housing. A small commercial development is located on the northeast corner of Bellaire Avenue and County Road F.

Birch Lake gets its name from the lake just outside its borders. Located between I35E and TH 61 south of CR 96, the area contains significant wetlands. Industrial uses are located along the south edge adjacent to the railroad. The neighborhood has a cross section of housing and contains the bulk of the Town's rental and higher density owner occupied housing.

Meadowlands is triangular in shape, and lies west of Centerville Road. Bordered by North Oaks and Vadnais Heights, the area contains a commercial center anchored by Cub Foods and a number of auto-oriented and convenience retail businesses. The other three corners of Centerville Road and County Road 96 are in neighboring communities and provide auto oriented and convenience retail uses as well. The area post office is also located within the southwest quadrant convenience center. Patio and town homes have also been developed in the area, along with open space and trails.

That leaves the central portion of the Township, the largest geographic piece, and its lake dominated neighborhoods. The Town Centre is located in the southwest portion of the area

that also contains higher density residential and industrial uses. Tamarack Nature Center and Bald Eagle-Otter Lake Regional Park dominate the western area. Land at the western edge of the district between I35E and Centerville Road has some industrial and commercial development along with a couple of hundred acres of undeveloped property. Similarly, some industrial and commercial development occurs along TH 61 on the east. Benson's Airport is located in the White Bear Beach planning area. The airport is owned by the Town with an agreement with the former property owner to only permit general aviation use for 40 years. Several new residential subdivisions have been platted in this area.

White Bear Township has continued to experience development pressures brought on by its location within the Metropolitan Area. Several factors have made the White Bear area attractive, particularly for residential development:

- Transportation access is excellent, with major highways Interstate I 35E and U.S. 61 linking the Town to other segments of the metropolitan area.
- Private and public open space amenities such as ponds, lakes, wetlands, and wooded areas are in abundance comprising nearly 50% of the land area.
- A rural feeling is fostered and persists.
- Downtown White Bear Lake provides a convenient retail center with small downtown charm.

The parks and lakes that occupy half of the surface area dominate existing land use. Lakes are estimated to cover 2,390 acres while the parks total 1,105 acres. Residential development utilizes approximately 1,700 acres mostly in single-family home sites with approximately 200 acres supporting multi-unit residential development. Commercial development is limited to 48 acres with industrial job centers occupying 214 acres. Benson Airport covers 37 acres.

A significant land use activity in the Township has been the acquisition of land for the development of Benson Farmstead, Tamarack Nature Center, Bald Eagle-Otter Lake and Poplar Lake Park by the Ramsey County Board. While this type of park development does not change the character of the landscape the way other urbanization does, it will have several effects on the Township. First, it has preserved large tracts of open space and preserved and enhanced the amenities and open character of the Township. It also has some effect on the tax base and revenues upon which the Township operates. Finally, the parks and open space attract people to the White Bear area, if not to live, at least to enjoy the parks.

Figure 4-1 entitled Generalized Existing Land Use displays the pattern of land use in the Township. Generally, recent growth and development activities have been in accordance with the Land Use Plan adopted in 1998 and based largely on the predecessor plans of 1985 and 1975.

Existing Land Use

The inventory and analysis of land use patterns within a community is an important step in the formulation of future land use plans and policies. Also, by recording changes in land use, trends become evident. In land use planning efforts launched with the support of state

and federal funds in the 1950's and 1960's, some traditional fundamentals emerged. Part of the effort was to create homogeneous land use districts to reduce friction from so-called non-compatible uses.

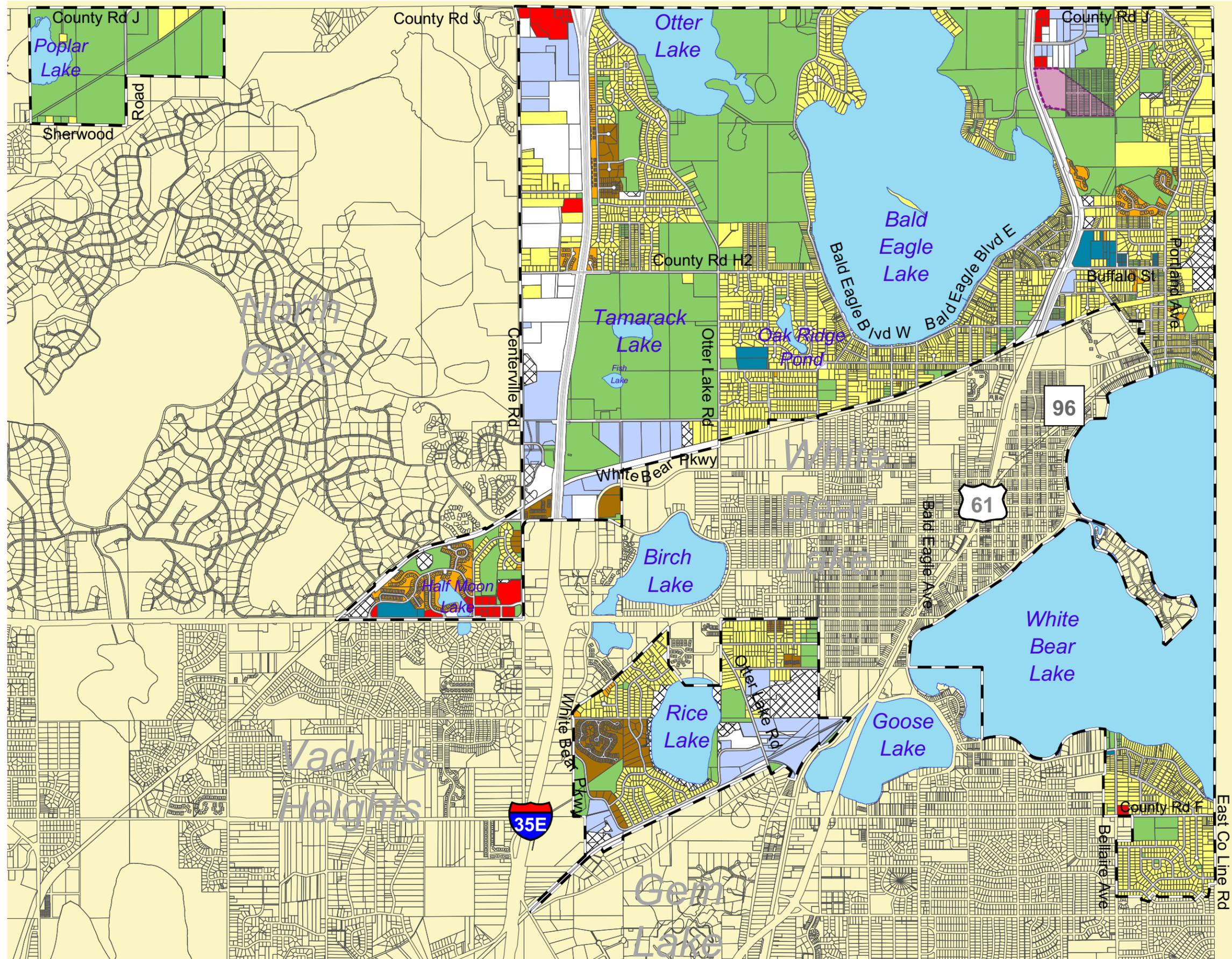
Neighborhoods became building blocks supporting an elementary school, park and limited retail. Street systems were deployed that were hierarchal placing higher traffic generating uses nearer higher mobility roadways. Transit usage was eroded by growing income and dispersed patterns of development that required flexible rather than fixed route transportation. The pattern of land use, once developed, sets the basic framework for new development and reshaping of the built environment. The previous section summarized development by planning districts. This section looks at the major land use groups and describes their location and characteristics.

Figure 4- 1 Generalized Existing Land Use shows the pattern of development within White Bear Township. As can be seen the amount of vacant, developable land is but a small part of the total area of the Township. The major categories of existing development are illustrated on the map and are discussed in more descriptive terms below:

Residential: Uses include all dwellings, both single and multi-family and auxiliary structures in conjunction with dwellings. Homes in the older parts of the Township, on the south side of Bald Eagle Lake and on the north and south sides of White Bear Lake, consist of generally well-maintained residences situated on smaller lots. Development occurring between I 35E and Bald Eagle Lake and in the northeast portions of the Township consists of newer moderately high cost residential structures with neighborhoods of more modern design and curvilinear street patterns. Since 1990 major development of residences has been in the northern part of the White Bear Beach neighborhood, the Meadowlands area, and the Birch Lake area. This recent development has been split with about two-thirds single-family and one-third multiple housing including town homes.

Commercial: Uses include retail, wholesale, and service businesses, and professional offices. There are limited commercial land uses located in White Bear Township. The commercial land uses in the northern part of the Township are scattered along or in close proximity to Highway 61 and the intersection of I-35E and County Road J that includes the White Bear Township Theater complex. The Cub Foods anchored Meadowlands development is at CR 96 and Centerville Road. Major commercial uses that serve the immediate area of the Township are concentrated in the Central Business District in the City of White Bear Lake, along CR E in Vadnais Heights, and the Maplewood Mall commercial areas. Home occupations exist but are rare in the Township.

Industrial: Uses include all manufacturing operations and those non-manufacturing operations that are industrial in nature, such as supply yards, warehouses, transportation facilities, and public utilities. Most of the working residents of White Bear Township are employed at industries located outside of the community. Some of the industrial uses in White Bear Township are provided with access to Burlington-Northern Railroad track. Many of the industrial uses located in White Bear Township are light manufacturing industries. The remaining industrial related uses include storage and warehouse facilities, contractor office-warehouse facilities, and two power substations.



WHITE BEAR
TOWNSHIP

Generalized Existing Land Use

LEGEND Figure 4-1

- Township Limits
- Lakes
- Parcels
- Existing Land Use**
- Single Family Residential
- Twinhome (Duplex)
- Townhome/Condo/Apartment
- Commercial
- Light Industrial
- Institutional
- Public
- Undeveloped
- Undevelopable
- Airport



0 2,500

Feet

**For Further Information
Contact White Bear Township at
(651) 429-5827**

Limitation of Liability

This document is not a legally recorded map or survey and is not intended to be used as one. This map is a compilation of records and information from various state, county, and township offices, and other sources.

Created By: **TKDA**
ENGINEERS • ARCHITECTS • PLANNERS

New industrial development has continued to remain separated from residential areas because of major man-made and natural barriers. These barriers include the two railroads, the interstate highway which traverses the Township and the low wetland areas. Due to the separation of different land use types there has been no noticeable deterioration of residential neighborhoods.

Public: These uses are oriented to providing public services and include: township parks, county parks, elementary schools, town office building and maintenance garage, and the Town Hall. Public land use is discussed in greater detail in the community facility section of this report.

Table 4-1 provides existing and planned land use acreages based on plats and other related data from the Township.

**Table 4-1
Existing and Planned Land Use (in acres)**

Land Use	Existing (acres)	2030 Planned Land Use (acres)
<i>Within MUSA</i>		
Residential - single family (3 units per acre)	1618	1698
Residential - multiple family (6 units per acre)	193	199
Residential - multiple family (10 units per acre)	0	2
Commercial	48	52
Industrial	214	337
Public-Semi Public	101	101
Airport	37	37
Parks and Recreation	1393	1398
Roadways and Rail	640	640
Open Water	2390	2390
Environmental Protection: wetlands and shorelands	61	61
Public-Semi Public	30	30
Vacant: Developable	-	0
Residential - Low Density (3 units per acre)	75	
Residential PUD - Low Density (3 units per acre)	6	
Residential PUD - Medium Density (6 units per acre)	4	
Residential PUD - High Density (10 units per acre)	2	
Commercial	4	
Industrial	129	
<i>Outside MUSA</i>		
Residential - Single Family	14	14
Ramsey County Poplar Lake Park Reserve	293	293
TOTAL LAND AND WATER AREA	7,252	7,252

Source: White Bear Township

NATURAL ENVIRONMENTAL FEATURES

As with any community planning for future development, the Town of White Bear needs to utilize its environmental resources wisely. Resources such as soils, wetlands and woodlands can be viewed as constraints or opportunities. In some circumstances they represent physical constraints that hinder development. In other cases they represent opportunities for preservation, and enhancement of the quality of life.

1. Soils

For purposes of general analysis, the soils in White Bear have been grouped into five categories according to their texture, slope, normal drainage and development potential. It is noted that this map is generalized, and does not provide a substitute for site analysis.

Soils of the Township, shown on the accompanying map, result from weathering of glacial till or boulder clay, moraines and glacial out wash plain deposits, glacial lacustrine material and deposits of alluvium. Two distinct glacial drift sheets form the basis for most of the area and include the gray drift till and the gray drift outwash. In addition, a small amount of Pleistocene dune sand is present.

Group I: The soils in this group are brown to light brown in color with yellowish brown to brown sub soils. They are coarse textured soils and have a slope of less than 12 percent. Rapid percolation rates make the soil appear to be leechy and drouthy. They are excessively drained. These soils generally occur on level or gently sloping surfaces and are predominantly sandy in character with a sandy or gravelly substratum. This group includes the Anoka Sand Plain soils and range in depth from 15 to several hundred feet. High water tables are a frequent problem in these soils. A low organic content requires that nitrogen fertilizers be used for the best plant growth. Due to the high percolation rates of less than 10 minutes per inch, the soils are good for urban use types. This soil group occupies the area directly around the major part of the City of White Bear Lake. It extends northwest though the Township from the area north of Soo Line Railroad between Otter Lake Road and Bald Eagle Avenue. This soil group occupies major parts of the Township north of the Soo Line Railroad. Minor quantities of this soil group can be found in thin belts along the Burlington-Northern Railroad and between Highway 61 and the east County line north of White Bear Lake.

Itemized Development Characteristics:

- Sewage effluent-is rapidly dispersed.
- Deep wells are necessary to guard against pollution.
- Low development cost for excavation due to low water retention capabilities.
- Drainage is rapid.

Group II: Soil types in this group include the Dakota, Thurston and Waukegan soils. Soils in this group are rich brown to dark brown loam with a brown to yellow silty clay loam subsoil underlain by gravel. The substratum is composed of thick cross beds of

clean gravel and sand. The soil group has less than a 12 percent slope or is level to gently sloping.

Most predominant in the area of White Bear Township is the Thurston soil. This soil is excessively drained making it an excellent location for most urban land use types, particularly for higher density residential development. In cases where this soil group lies adjacent to soils with a less permeable texture the downward movement of surface water may be restricted. These soils are leached and acidic. They require nitrogen, phosphorus and potassium for adequate crop growth.

Itemized Development Characteristics:

- Good agricultural potential.
- Hazards due to erosion, particularly if any grading is done.
- Lawns, trees, shrubs are relatively easy to establish and maintain.

Group III: These soils are composed of medium to moderately fine textured gray to brownish gray loam and a brownish to grayish clay loam. They usually are more than 25 percent limestone and located on smooth to gently rolling areas. These soils are direct deposits from glacial movements are till plain or ground moraine materials. Ground water movement is slow to moderate and the percolation rates range from 25 to 70 minutes per inch. In addition water retention capabilities vary between 30 to 60%. The soils in this group are interspersed with numerous potholes and sloughs. The topographic relief is less than 12%. These soils are low in organic matter but their fertility is suitable for plant growth. They are also suitable for urban growth with slightly higher construction costs than the sandier soils. This soil group occupies a major part of White Bear Township. This soil can be found along the west side of Otter Lake. It also occupies the land area between Otter Lake and Bald Eagle Lake and the area south of County Road H-2 to Birch Lake.

Itemized Development Characteristics:

- Caution must be taken in development. Percolation tests are recommended.
- Public sewage disposals recommended for long-term development.
- Excavation costs are higher.
- Artificial fill requires long periods of time to settle.
- Road construction requires a thicker sub base and thicker paving.
- Lawns, trees, shrubs and other plant life do well in this soil group.

Group IV: The soils are gray to reddish gray or brown material ranging in texture from a light sandy loam at one extreme to a loam on the other. The predominant texture is that of fine sandy loam. It has a tendency to hold water in depression areas. Internal drainage is slow and the water retention capability makes these soils suitable for

forest vegetation. Urban development is not desirable on these soils. However, these soils are well suited for recreation facilities.

Itemized Development Characteristics:

- Good forest vegetation.
- Surface runoff creates erosion hazard problems.
- Very high cost for construction.

Group V: These are marsh soils that lie in depression areas subject to flooding. They consist of black peaty material ranging in depth from 2 to 35 feet or more. Underlying material consists of a plastic mass black in color, largely peaty in character with varying mixtures of silt and clay sufficient to give a somewhat mucky consistency. In some instances the organic content in peat and muck soils differ greatly from the mineral soils in that their low volume weight and high water holding capacity results in low bearing strength. For the most part the soils occupy level areas without very many practical opportunities for artificial drainage. Where care is taken to insure adequate drainage, these soils can be used for parks and open space purposes. This group plays a major role in the future development of the Township since it occupies relatively extensive areas. This soil group makes extension of utilities and roads costly. It is located in the area between Otter Lake and Bald Eagle Lake. It is also situated directly east of Bald Eagle Lake to the East County Line in an area south of County Road H-2. A strip of this soil group extends from White Bear Lake southwest directly north of the Northern Pacific Railroad into Vadnais Heights. Other aspects of this soil group are discussed further in the following wetlands section.

Itemized Development Characteristics:

- Development costs are very high.
- Septic tanks are not satisfactory for sewage disposal.
- Road construction cost is high.
- Poor drainage does not permit low-grade construction.

2. Wetlands

White Bear Township is rich with wetlands, open water areas, and natural amenities important to the quality of life. Of 36 wetlands¹, ranging in size from 5 to 240 acres, nine comprise areas larger than 40 acres. Wetlands and open water areas constitute approximately 20% of the total area in the Township. Clearly, wetland areas are of major significance in White Bear Township.

In 1976, the Ramsey County Soil and Water Conservation District completed the mapping and classification of wetland areas of the Township². Wetland areas totaling 1,204 acres were mapped and classified as to type, size, predominate vegetation, and water depth and drainage characteristics. (See study for details) They are depicted in Figure 4-2, which is taken from the National Wetland Inventory compiled by the US Fish and Wildlife Agency.

The existence of these wetlands is important to the Township and other neighboring areas. Wetlands perform many vital functions such as aquifer recharge, serving as natural catch basins for sediment and runoff, retention of floodwaters, and wildlife habitat. The wetlands become integral, organizing components of the land use plan.

The SCS study made several policy recommendations-to the Town Board, which were considered in the adoption of a wetlands ordinance:

- Wetlands over 10 acres in size should be saved for groundwater recharge.
- Wetlands located in lakeside positions on the landscape should be preserved and protected. Mowing or harvesting of their vegetation should be prohibited. Excavation of navigation channels should be prohibited.
- Wetlands located along streams or other major drainage ways and those that are headwaters for streams should be preserved for storm water storage and nutrient trapping.
- Upland wetlands that are significant collectors of runoff and are located in minor drainage ways should be incorporated into drainage plans to provide sediment collection, floodwater storage and nutrient trapping.
- Individuals owning wetland areas should be encouraged to preserve them for wildlife and recreation benefits, as well as to maintain the character of the landscape in their area.

In February of 1978, the Town Board and Planning Commission amended the Zoning Ordinance by adding a Wetland Overlay District. Wetland areas are mapped on an overlay to the Official Zoning Map, indicating that development must be compatible with the wetland ordinance in addition to general zoning requirements. The ordinance is patterned after the Metropolitan Council's model, and requires a permit prior to any development or construction that would potentially affect the wetland area. Activities

¹ Many wetlands were considered too small to classify for the purposes of this study; however, this does not diminish their ecological importance.

² Moechnig, Howard J. Wetland Areas of White Bear Township, Soil Conservation Service, U.S. Dept. of Agriculture, 1976.

such as filling, dredging or construction that would alter or infringe on the wetland are strongly discouraged, and are only permitted where the impact would be limited.

There are several layers of review for project proposals potentially affecting wetland areas. In addition to fulfilling the wetlands permit procedure (which involves Town Board, Planning Commission, and staff each project must also be reviewed by the Rice Creek Watershed District or Vadnais Lake Area Water Management Organization.

The State Department of Natural Resources reviews projects with the shoreline management zone of classified lakes. In many circumstances, the Army Corps of Engineers may also request project review, if it is likely to impact navigable waterways or wetlands. The Environmental Quality Board will also review those developments that fall within their jurisdiction of review. The plan corresponds with policies of these reviewing agencies and embodies the principles of conservation, protection and utilization of natural resource areas and wetlands.

Many wetland areas will be protected via inclusion in the county open space system. Roughly 65% of the classified wetland acreage in the Township is within the boundaries of Tamarack, Bald Eagle-Otter Lakes Regional Park, Benson Farmstead and Poplar Lake Park. Development has already encroached on some of the remaining areas, but most remain relatively undisturbed. Remaining privately owned, wetlands are concentrated in the northeast segment of the Township, east of Highway 61, and the area west of I-35E. The triangle-shaped segment of the town (bordered by the Minneapolis/St. Paul and Sault St. Marie Railroad, and County Road 96 and Centerville Road) is also dotted with many small wetland areas.

3. Woodlands

There are a few large woodland areas remaining in White Bear Township. The larger areas are located in the Tamarack Lake Nature Center and Bald Eagle-Otter Lake Regional Park Reserve. Several smaller areas are scattered throughout the community. Typically, these stands were left undisturbed because of a high water table or other development limitation. The majority of the small areas remaining is privately owned, and provides aesthetic relief and haven for birds and small animals. A few wooded areas are owned by the Township and developed as park and recreation areas. Woodland areas vary from upland deciduous (oak, maple, ironwood) to lowland deciduous (birch, aspen, willow, ash, elm).

4. Erodible Slopes

The overall terrain of the Township is level to slightly rolling, with few if any slopes in excess of 12%. Topographic maps depict the elevation change of the area. The steepness of the terrain and the soils analysis presented earlier help to identify areas susceptible to erosion or other soil loss conditions. Steep slopes and soils are not present in White Bear Township that give rise to the need for special protection measures. Soils limitations in the Township are more typically related to insufficient drainage associated with level ground areas and areas with slight depressions which create ponding areas rather than excessive runoff causing erosion.

5. Rare and Sensitive Species

The Township early on recognized the value of its natural resources. As a part of that recognition, the Township requested the Minnesota Nature Heritage Program perform a rare and sensitive species analysis. The findings of that analysis are summarized below. Four significant components were identified for discussion.

Emydoidea blanding - Blanding's Turtle Natural Heritage Program Status: Special Concern

There are two old records for the Blanding's Turtle in the vicinity of the defined study area. The first record is of a specimen collected at Birch Lake in 1939. The second record is of one female and 20 eggs (removed from specimen) that were collected at Lake Vadnais in 1949. Both records suggest that the lakes in the vicinity of White Bear Township have provided suitable habitat for the turtle in the past. The absence of records in this area during the past 30 years is difficult to interpret. It may, on one hand, reflect the degradation of suitable habitat, or it may reflect a decline in reporting and collecting efforts. The Blanding's Turtle is primarily a species of shallow waters in marshy habitats. In Minnesota it appears to be restricted primarily to sandy terrain that includes the Anoka sand plain in east-central Minnesota and sand dunes along the Mississippi River in southeast Minnesota.

Rana catesbiana -Bullfrog Natural Heritage Program Status: Rare

Two bullfrogs were collected at White Bear Lake in 1950. The authenticity of these records is somewhat in doubt. The backwaters of the Mississippi River in Houston County are the only locality where there is well-documented population. There are also several scattered collection points throughout east-central Minnesota. All of these records represent specimens that were transported into the state from further south. On the other hand, the bullfrog is relatively common throughout the neighboring state of Wisconsin and it may not be unrealistic to suspect that it is also found in east-central Minnesota. The bullfrog is primarily an aquatic species, preferring the slow backwaters and ponds of large rivers.

Colonial Nest Site - Great Egret Natural Heritage Program Status: Rare

In 1978, five pairs of great egrets were reportedly nesting on Willow Lake, a couple miles south of the study area. Although herons and egrets nest with a small, well defined colony, they may feed within a 25-mile radius of the colony. Today, the egret population has expanded to where no organized census is regularly conducted. Egrets may be found in and around most of the water bodies in White Bear Township.

Coniferous Wetlands

Coniferous wetlands in Ramsey County are quite rare, and good examples are considered high priority for protection. Tamarack Nature Center and Bald Eagle-Otter Lake Regional Park may have once had tamarack bogs, but none remain today. A few tamaracks (*Larix laricina*) have been reported from the shoreline of Tamarack

Lake. A large tamarack swamp is located on Township owned property east of Highway 61 and south of the Benson Airport property.

POPULATION, EMPLOYMENT & HOUSEHOLD PROJECTIONS

The demographics discussion in Chapter 2 provided some background trend information on population, housing and employment. Over the last decade, 565 housing units and approximately 1,550 people have been added to the community. 11,293 people lived in the Township according to the 2000 Census.

The land use plan takes into consideration the growth forecasts and planning designation from the Metropolitan Council. The Metropolitan Council classifies all communities within the seven-county region as either an “urban” or “rural” community. White Bear Township is classified as urban, designated as a “developed community.” White Bear Township’s land use plan is consistent with Council policy that developed communities establish minimum residential densities of 3 to 5 units per acre for properties served by the regional sewer system. The Township’s land use plan also takes into account the growth forecasts from the Metropolitan Council, reported in Chapter 2, Tables 2-1 and 2-2.

At the time of the previous Comprehensive Plan, the Metropolitan Council’s forecasts for the Town totaled 15,100 people living in 5,300 housing units in the year 2020. The most recent forecasts, for 2020, are 13,500 persons and 5,100 households. According to Township growth forecasts, 1,414 new residents are projected to be added between 2000 and 2030 totaling 12,707 people living in 4,850 housing units, a growth of 840 housing units. The Metropolitan Council’s ability to develop micro area forecasts on the fringe of the metropolitan area has consistently been suspect. In 1984, the Metropolitan Council forecast 7,800 people in 2,700 housing units for the Township for 1990. In the six years after those forecasts were made, the actual population exceeded projections by over 1,600 (a 20% variance in just 6 years). Actual housing units were 505 more than projected. Chapter 2 developed and offered alternative projections. This chapter translates those projections into land use factors.

FUTURE LAND DEVELOPMENT PATTERNS

The future development pattern of the Township is extensively shaped by historical policies and investments. The Township only has about 220 acres of developable or under utilized vacant land, mostly located on the west side of the community adjacent to North Oaks lying between Centerville Road and I-35E. Figure 4-3 identifies the areas of significant parcels of vacant land that remain to be developed. It is projected that these vacant parcels will be completely developed during the planning period. Much attention will be tuned to protecting neighborhoods and helping neighborhoods encourage compatible reinvestment. Specific policies are part of the plan, but no area is specifically identified for the preservation or redevelopment initiatives.

Planned land use is summarized in Table 4-1, Existing and Planned Land Use. There are 85 vacant or underdeveloped or platted undeveloped acres of land guided for low density residential land use. The Residential Planned Unit Development area, approximately 12 acres, includes a mix of high (2 acres at a density of 10 units per acre), medium (4 acres at a density of 6 units per acre), and low density (6 acres at a density of 3 units per acre) residential land use. The 129 acres of currently vacant industrial land, and 4 acres of currently vacant commercial land, provide future opportunities for the employment growth

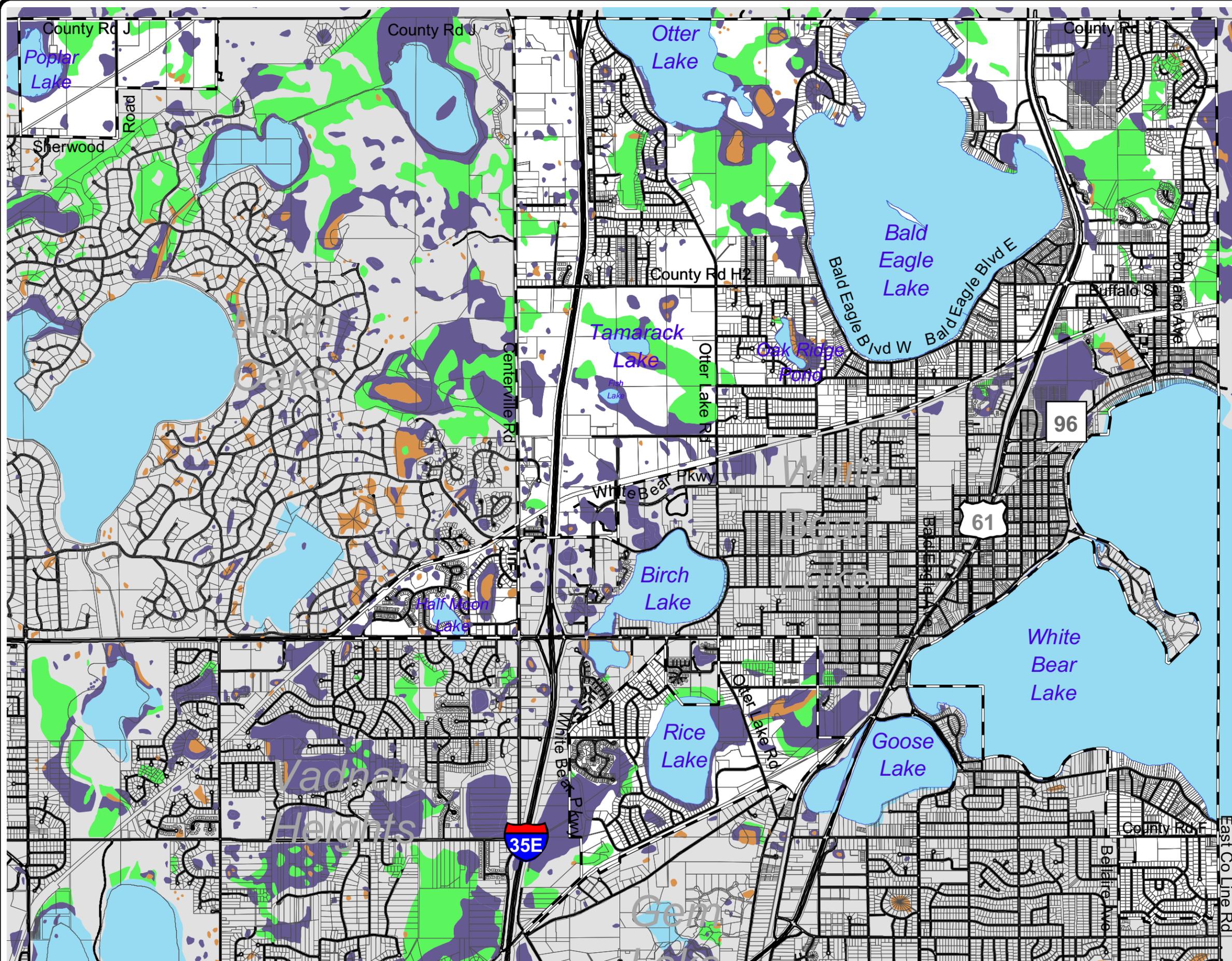
in the Town. Small, isolated and scattered in-fill sites are not specifically identified and are governed by policy and in place zoning with respect to their potential future development or redevelopment.

The Township experienced accelerated growth in new housing following the extension and expansion of water and sewer service on a wide scale basis. Table 4-2 summarized the record of building permits issued for new homes that peaked in the eighties and began tapering off at the end of the 1990s, rebounding in the early part of the current decade, but tapering off substantially in the latter part of the decade. New housing was added at an average annual rate of 131 units during the 1990s, declining to 87 units a year during the 1990s, and 53 units a year from 2000 to 2007.

**Table 4-2
Historical New Home Construction**

Year	New Housing Units
1977	58
1978	118
1979	148
1980	94
1981	85
1982	124
1983	161
1984	127
1985	163
1986	206
1987	160
1988	162
1989	125
1990	138
1991	77
1992	100
1993	94
1994	166
1995	56
1996	57
1997	44
1998	72
1999	69
2000	70
2001	108
2002	101
2003	64
2004	40
2005	24
2006	12
2007	5
1977 -1990 Average	134
1991 - 2007 Average	68

It is important to note that growth forecasts must be regularly re-evaluated and updated as census data and building permits records are available. The Township should adopt a policy of reviewing these projections regularly (every 4 to 5 years) in an effort to more precisely measure and project the Town's growth and adjust to changes. Clearly, the next two decades covered by the plan will experience the absorption of existing vacant land and the tuning of the attention to underdeveloped parcels and areas in need of reinvestment.



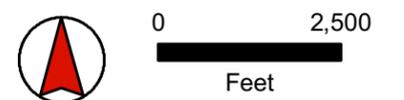
WHITE BEAR
TOWNSHIP

National Wetlands Inventory

Figure 4-2

LEGEND

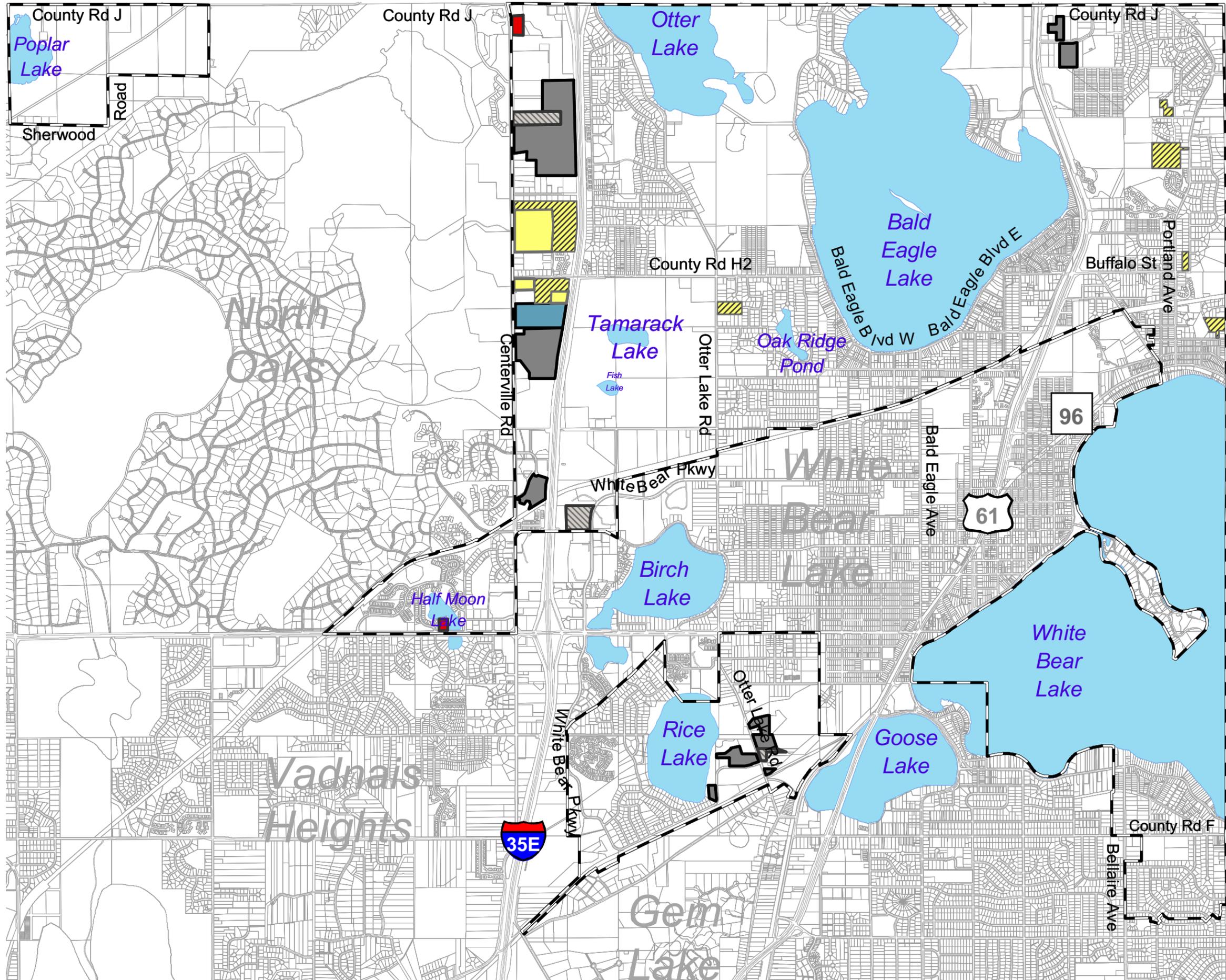
- Parcels
- Wetlands**
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake



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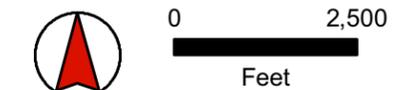
WHITE BEAR
TOWNSHIP

Undeveloped and Under-Developed Land

Figure 4-3

LEGEND

- Vacant and Undeveloped Property**
- Developed Properties
 - Undeveloped Industrial
 - Undeveloped Plan Unit Dev.
 - Undeveloped Residential
 - Undeveloped Retail
 - Under-Developed Industrial
 - Under-Developed Residential
 - Township Limits
 - Lakes



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**Table 4-3
Residential Land Development Projections**

Existing Housing Composition	Housing Units (2008)		
1 unit detached	3533		
1 unit attached	752		
Multiple family	262		
Manufactured	0		
other	19		
TOTAL	4434		
2030 Forecasts (MC)			
2030 Forecasts (MC)	5200		
2030 Forecasts (WBT)			
2030 Forecasts (WBT)	4850		
Vacant, Developable Land			
Vacant, Developable Land	Density	Planned Acres	Housing Units
Residential PUD	mixed	12	62
Low Density	3 dua	6	18
Medium Density	6 dua	14	84
High Density	10 dua	2	20
Low Density	3 dua	65	255
Medium Density	6 dua	2	12
Infill/redevelopment	3 dua	25	75
TOTAL		114	464

Commercial and industrial development, because of the geography, needs to be viewed in the broader context that considers neighboring communities. Downtown White Bear Lake is undergoing an expansion as the traditional village center. The new retail complex at CR96 and I35E is a recent development that resulted after extensive community review and adjustments. The Meadowlands does provide for a mix of uses and cross section of housing in conjunction with the commercial development. A new higher density housing development was approved in 2001. The area is interconnected with trails and walkways woven into the residential and commercial areas. Target and Wal-Mart anchor a new shopping center development in adjacent Vadnais Heights. The area also includes a new City Hall along with a fire station.

Light industrial land development along Centerville Road and Hammond Road has provided significant industrial and job-based development in the community. The Metro Council anticipates 4,636 new jobs in the Township between 2000 and 2030. The 2000 employment estimate was 2,164 and the 2030 employment forecast is 6,800. There are 122 vacant acres guided for industrial and 4 vacant acres guided for commercial land uses that could accommodate the forecasted new jobs. Creating local employment opportunities offers the opportunity for shortening work trips and increasing residents' access to housing supply.

COMMUNITY FACILITIES

1. Township Community Facilities

The Town has two municipal areas. The historic Town Hall, designed by famed architect Cass Gilbert and constructed in the late 1800s, is located on the west side of Hoffman Road near Highway 61 and at the west end of Goose Lake. The Town center is located on the north side of Hammond Road just east of I-35E. The site also provides space for the public works and maintenance garage. Adjacent is a major outdoor recreation area developed for athletic events and complementing the adjacent Tamarack Nature Center area. It is planned to move the historic town hall building to the site. In 2008, the Town joined with the City of Gem Lake to construct a Gem Lake City Hall. The building, which is located in White Bear Township, will be jointly used by both the City and White Bear Township. No additional community facilities sites are anticipated to be provided by the Township.

Parks and open space plans are discussed in Chapter 6.

2. Other Community Facilities

The local branch of the Ramsey County Library System, located in downtown White Bear Lake, provides library facilities. White Bear Lake also provides fire protection services for the Township under a contractual agreement. Postal facilities are located in the White Bear Lake downtown area and in Vadnais Heights on Centerville Road near CR96.

Private and public indoor recreation facilities are located immediately adjacent to the Township. Lifetime Fitness is located on White Bear Parkway. A major indoor ice arena is also nearby. On the northern edge of the Township is a multiplex theater complex. When it opened, it was second in size only to the theater facilities at the Mall of America. Public schools are the jurisdiction of the White Bear School District. The schools and enrollments are described in the next section. The enrollment projections do not anticipate additional school site locations. Recreation is provided in conjunction with the schools with the district programming all recreation for the Township. These sites and their role in the community are described in the parks and open space chapter.

SCHOOLS

Nearly all of White Bear Township is included in public Independent School District 624. The few homes in the Poplar Lake area are located in Independent School District 621. The schools provide fourteen properties that serve the Township. The Township works with the school districts in providing recreational programming at school and park sites. Table 4-4 lists the schools and enrollment changes between 1994, 1998 and 2008 for the public schools in District 624.

**Table 4-4
Schools and Enrollments 1994, 1998, and 2008**

School	1984		1998		2008
	Grades Taught	Enrollment	Grades Taught	Enrollment	Enrollment
Bellarie 2540 County Road F	K - 6	460	K - 5	395	Closed
Birch Lake 2260 Lake Avenue	K - 6	563	K - 5	425	268
Lincoln 1413 - 6th Street	K - 6	540	K - 5	512	411
Willow Lane 3375 Willow Lane	K - 6	477	K - 5	365	350
Golfview Alternate Learning Ctr 2449 Orchard Lane	K - 6	336	10 - 12	232	Closed
Hugo Elementary (now Oneka Elementary)	K - 6	301	K - 5	327	
Oneka Elementary					685
Lakeaires 3963 Van Dyke Ave.	K - 6	469	K - 5	396	376
Vadnais Heights Elementary 3645 Centerville Road	K - 6	352	K - 5	536	430
Otter Lake Elementary 1401 CR H2			K - 5	689	548
Parkview Elementary/Centerpoint 2530 Spruce Place			K - 5	491	524
Sunrise Park Middle School 2399 Cedar Avenue	7 - 9	-	6 - 8	1,092	842
Central Middle School 709 Bloom Avenue	7 - 9	461	6 - 8	1,175	1,027
North Campus 504 Bald Eagle Avenue	9 - 10	317	9 - 10	1,512	13.02
South Campus 3551 McKnight Road	11 - 12	1,270	11 - 12	1,376	133.9

The Town is also served by two parochial schools, St. Mary's of the Lake and St. Pius X.

Land Use Plan Summary

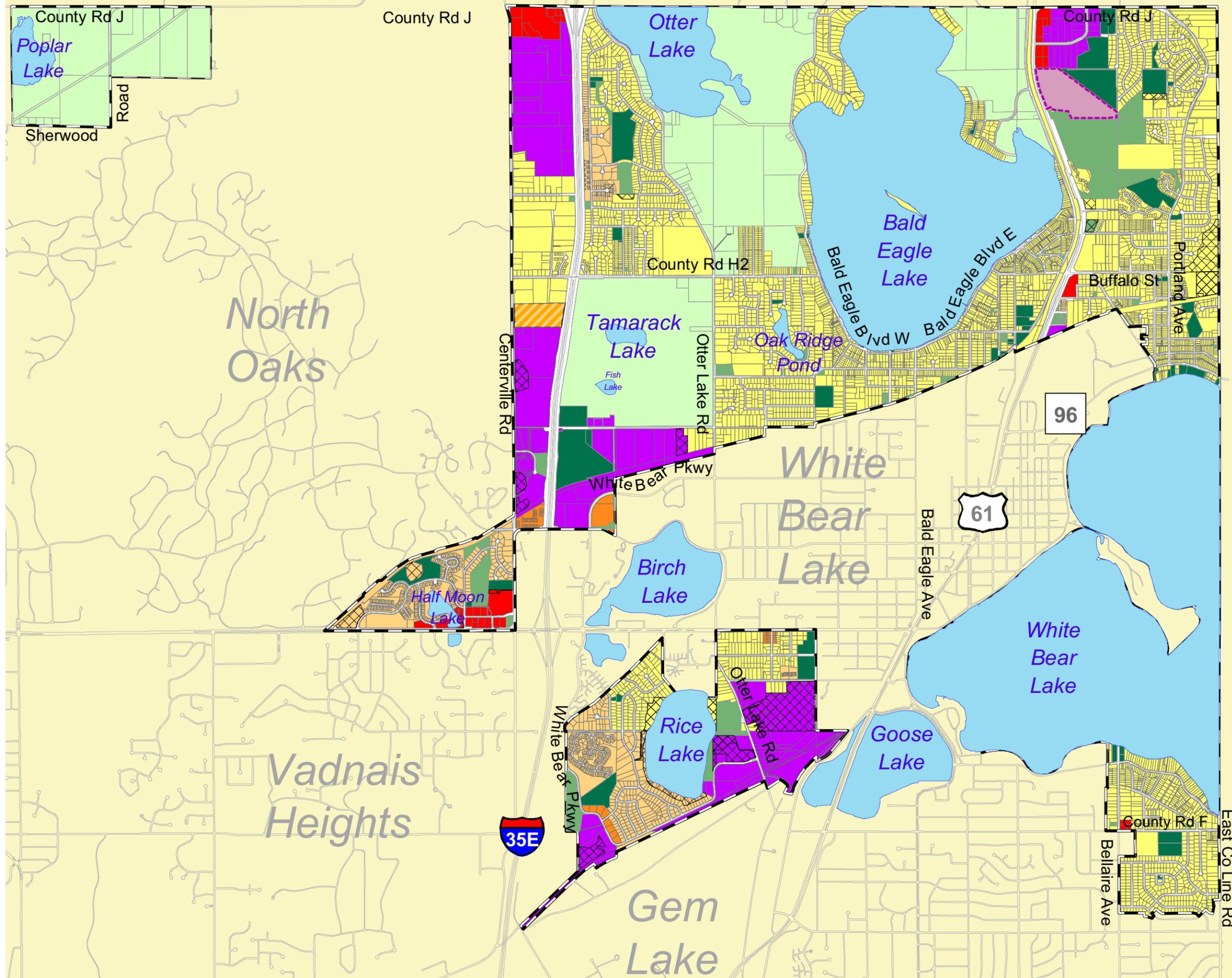
The land use plan contains six major development categories: Low density residential, medium density residential, Residential PUD (high, medium and low density), commercial, industrial and public/community uses. The predominant use continues to be single family residential. The Town has largely continued to develop in accord with previous comprehensive plans. Figure 4-4 contains the 1999 land use plan map. It was unchanged from the 1975 and 1985 comprehensive plans except for the amount and staging of anticipated development. The only modifications were to reduce some industrial land in the central portion of the community thereby providing opportunities for single family and higher density residential development.

Figure 4-5 illustrates the 2030 land use plan. All of White Bear Township, except for the Poplar Lake area, is now with the Municipal Urban Service Area. The remaining developable land is expected to complete the new development cycle of the community during this planning period. Emphasis will shift to preservation and renovation with

redeveloping occurring where land values and policy permit. The Township continues its tradition of open space and environmental protection with nearly half of the land devoted to those functions. The largely single-family development pattern will continue. Areas of industrial and commercial development will occur along Centerville Road on the west side. The Town Centre will provide a community space as well as a job core.

The general land use development pattern and plan can be summarized as:

- Bellaire/Eastwood Manor - low density residential and public uses.
- Birch Lake - high density and low density residential, limited industrial along White Bear Parkway.
- Meadowlands - medium density residential and business uses.
- Otter Hills, Bald Eagle - the bulk of the community is located in this district. Most development is low density residential with some in-fill higher density. Major parks dominate the district. The areas around the Town Centre and along Centerville Road represent new growth areas.
- White Bear Beach - New residential development.
- Poplar Lake - continues to be dominated by the Ramsey County Poplar Park. A few scattered homes remain.
- East Oaks - development potential for industrial and a mix of residential densities.

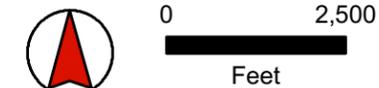


**WHITE BEAR
TOWNSHIP
2030 Land
Plan Use**

Figure 4-5

LEGEND

- Future Land Use**
- Commercial
 - Industrial
 - Residential PUD
 - Residential - Low Density
 - Residential - Medium Density
 - Residential - High Density
 - County Park Property
 - Township Green Space
 - Township Park Property
 - Undevelopable
 - Airport
 - Township Limits
 - ~ Lakes



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PUBLIC SYSTEMS

5. PUBLIC SYSTEMS

Public systems are usually those systems that require lineal alignments to serve the community and its population and businesses. The expanding recognition of the importance of lineal corridors and the increasing emphasis on multiple use and partnerships requires a more comprehensive discussion framework which can be expanded as the emerging relationships become more certain. Some examples highlight the changing environment. For example, more household resources in this country now go to the purchasing of bottled water than to purchasing of public water. Similarly, on the service side, more of the country's household resources are now devoted to private security arrangements than to the public police force.

The public systems that will be introduced here are:

- Surface transportation - vehicular, transit, goods movement, rail passenger and rail goods, and pathways and trails.
- Air Transportation.
- Utilities-water, sewer, gas, electricity and surface water.
- Telecommunications-wire and wireless.

As the list demonstrates, the line between function, ownership, linearity, and technology conveyance systems become less sharp and distinct. To look at these elements as a package, introduces some complexity, but does not require that any public need be driven by the monopoly of public ownership. Services, such as public works or public/private education are excluded from the plan coverage. Similarly, parks and open space and public or community facilities such as public works garages, town halls, fire halls, recreational facilities and schools are covered separately in that chapter of the plan.

Again, as noted in the Parks and Open Space System Plan, many of the elements are no longer necessarily exclusively public. So the discussion is about service and deciding which things need to be directly provided by government so that the fiscal implications can be assessed and evaluated. Conceivably, under a partnership model, school buildings or town halls would not need to be publicly owned in order for the service and function to be provided. Charter schools and a number of city halls are leased facilities.

Surface Transportation

Transportation guideways today are overwhelmingly roads providing paths for cars, trucks, commercial vehicle and emergency vehicles, buses, bicycles and pedestrians. There are a number of ways to describe these guideways/roadways that are usually more complex than in a township where a rural and well-spaced road network is anticipated. White Bear Township is obviously not a usual township and its unique geographical pattern provides an even more intriguing and challenging transportation system.

The main descriptions of the guideway or highway system are:

Functional classification - the purpose and function of the guideway.

Jurisdictional responsibility - who owns the facility, is responsible for construction and improvement, and for operating is covered under this system description.

Financial System - Financing of transportation improvements involves any number of resources and eligibility requirements.

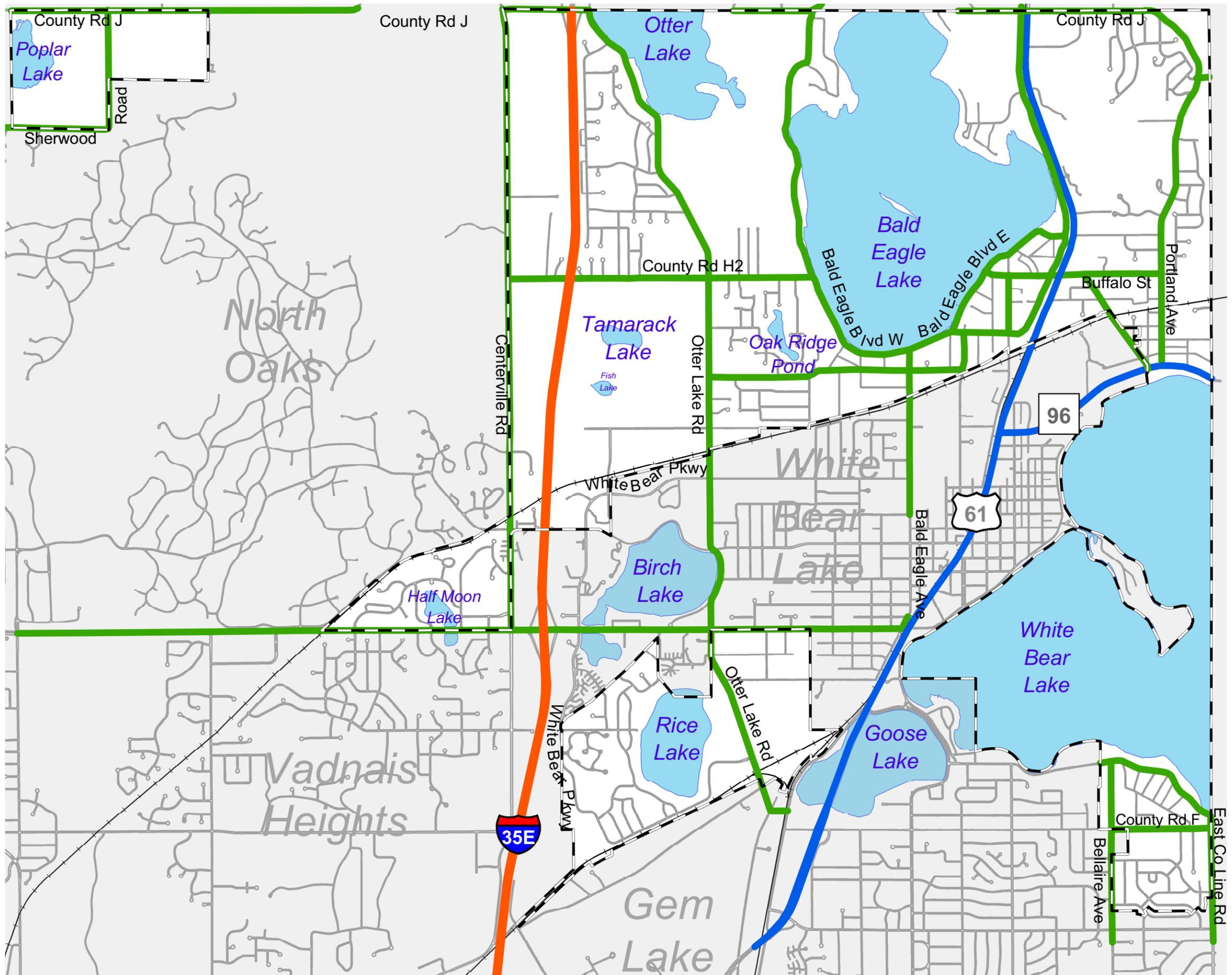
Design - All of the above components along with projected level of use are combined into a physical facility that is designed and constructed within the various systems that are impacted and concerned.

The surface transportation system is predominantly the highway and road or street system. White Bear Township is also served by rail, which means it is also a candidate for commuter passenger rail service. The public transit system operates on the highway system in a parallel, but not directly related hierarchal system. The existing jurisdictional system is shown in Figure 5-1. Because of state law, the system is entirely under the jurisdiction of the state and Ramsey County.

The highway system is composed of a hierarchal classification, which places a premium on mobility (ease and speed or movement, safety and absence of interruptions) at the principal arterial end to land access (property or lot driveway connections) at the other. The region has adopted a functional classification system, which relates to, but transcends a direct design type. The roadway system is composed of the following functional classifications:

Principal arterial. These routes are the backbone of the high speed, high mobility network. They are anticipated to carry up to 70% of the vehicle miles traveled. They are spaced three to six miles apart and limit direct property access to the extent possible. The most prominent principal arterial is the 600 miles of Interstate Highway in the Twin Cities metropolitan area. White Bear Township has one principal arterial - Interstate 35E running north south through the community with three interchanges (CR E, CSAH 96, CR J) providing access to the township and its surrounding neighbors. I35E intersects with the beltway Interstate 694 two and a half miles south. No other principal arterials are present or planned. The responsibility for this system is primarily that of Mn/DOT.

Minor Arterial. These arterials connect to the principal arterial system and carry trips that are shorter in length and are between communities. The emphasis is again on limiting direct property access to provide for higher-level mobility and safety. Intersection spacing should desirably be 1,320 feet apart at a minimum. The region has divided this group of arterials into two levels, A-minor and B-minor arterials. The A-minor arterials have the most emphasis on mobility and thereby are considered part of the regional system and eligible for federal financial assistance.



**WHITE BEAR
TOWNSHIP**
**Roadway System
Jurisdiction**

Figure 5-1

LEGEND

- Township Limits
- Federal
- State
- County
- Local
- railroad
- Lakes



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The A-minor arterial system is further subdivided into connectors, relievers, expanders and augmenters. Each of these elements relates to the particular development type in the region and the proximity to principal arterials. The B-minor arterial system augments the A-minors and reduces intersection spacing intervals. The elimination of direct property access from the minor arterials has met with mixed results. These routes are spaced 1 to 3 miles apart depending on the planned development density. Primarily the counties manage the A-minor arterial system although 11 municipalities also operate minor arterials. White Bear Township is not one of those.

Collectors. This level of the system performs as its name implies, collects traffic from local streets and feeds it to the arterials and vice versa. Collectors are spaced as appropriate and provide both land access and connection of local streets. Collectors are generally part of the locally assessed street system.

Local streets. These streets provide direct access to parcels of property. Financing is usually special assessment to the abutting property owners. Street cross section design is an area of continuing debate. The historical tendency has been to construct local streets to a width that provides for circulation and parking and emergency services. It is clear that a street is an expensive parking area. The policy objective is to provide the narrowest street possible to connect properties to individual and public safety access.

The existing roadway system is reflective of the Township - disjointed. Perhaps, the fragmentation is a valuable asset in that it requires the implicit cooperation of others. Only CR H-2/Bald Eagle Boulevard/Buffalo Street provides a system element entirely within the Township. Water bodies, regional parks and intervening jurisdictions fragment the system. The Birch Pond central area of the Township is least served by system roads. Otter Lake Road, Centerville Road, and Portland Avenue are other roads with significant service to the community. On a relative basis, CR F, Bellaire Avenue, East County Line, and South Shore Boulevard roads provide access to that part of the township. Table 5-1 summarizes the existing functional system depicted in Figure 5-2.

Existing and Forecasted Traffic

Traffic volume forecasts are required by the Metropolitan Council for Principal arterials and A-minor arterials. In White Bear Township, Interstate 35E is a Principal arterial, and TH 61 and CR/TH 96 are A-minor arterials. White Bear Township participates in the I-35 Corridor Management Team, which considers Interstate 35 from Vadnais Heights at the south to Hinckley at the north. A draft 35 Corridor Management Plan reports a 2030 traffic forecast for 35E directly south of County Road 96 at 137,000. The 2002 Annual Average Daily Traffic (AADT) for this location was 85,000. A general trend analysis was used to forecast 2030 traffic for the A-minor arterials.

Current AADT counts are reported by Mn/DOT. For the trend analysis, annual traffic growth rates are assumed based on traffic counts taken in 2000 and again in 2005 or 2006. The more conservative growth rate, either Ramsey County's 20-year growth factor, or the 2000 - 2005/6 rate, was used. Current AADT, assumed growth rates, and forecast traffic volumes for 2030 are presented in Table 5-2. Figure 5-3 depicts the locations where traffic counts and forecasts apply.

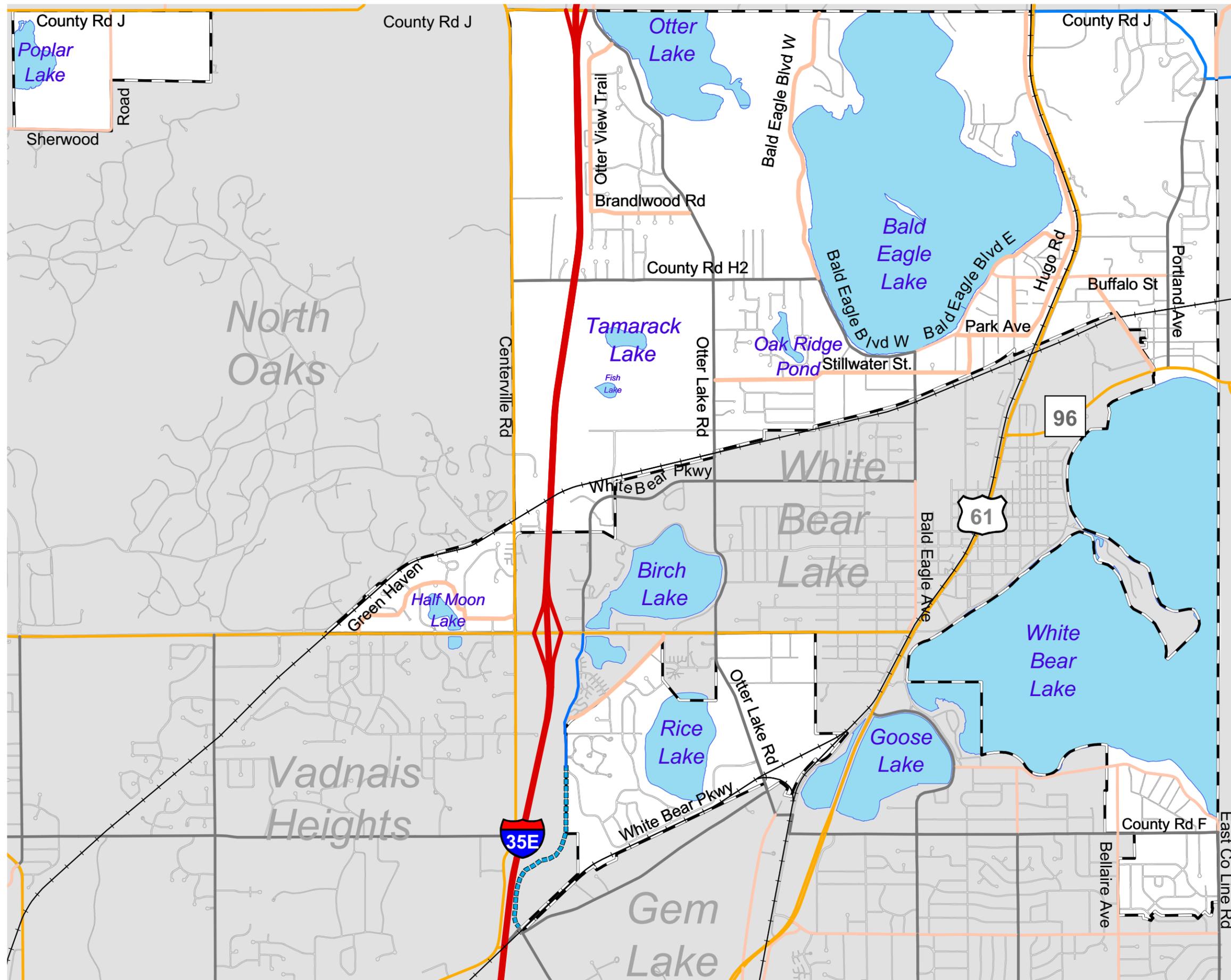
The great majority of White Bear Township is already developed in a manner consistent with the future land use plan. Undeveloped land is guided for light industrial, single family

residential, and residential Planned Unit Development. There is approximately 129 acres of light industrial, 81 acres of single family residential (6 acres within the PUD), 4 acres of medium density, and 2 acres of high density residential. Trip generation and distribution estimates were made to account for changes in traffic if these areas were to develop between now and 2030 (Table 5-3). The majority of new traffic that would be generated by development in this area would be via I-35E and CSAH 96/TH 96.

The 2030 background forecast is combined with the potential for additional traffic, if the area along Centerville Road were to develop, in Table 5-4, Cumulative Forecasts. Forecasts from the regional transportation model as provided by Ramsey County are also reported, when available for locations corresponding to Mn/DOT available data. The data from the simple trend analysis and from the regional model provide a range of 2030 traffic forecasts.

Population, Employment and Household TAZ Forecasts

The regional travel-forecasting model relies on geographic units that reflect travel districts. The units are labeled Transportation Analysis Zones and contain basic household and employment data upon which trip attractions and productions are based. In White Bear Township's case, these zones have little relationship to other data collection units. The White Bear Township population, household and employment forecasts are assigned to the TAZs that are fully or partially within the Township's boundary (Table 5-5). Assignments are made based on the Township's land use plan and Metropolitan Council data.



WHITE BEAR
TOWNSHIP

Functional Classification System

Figure 5-2

LEGEND

- Principal Arterial
- A Minor Expander
- A Minor Connector
- B Minor
- Major Collector
- - - - Future A Minor Connector
- Railroad
- Township Limits
- Lakes



0 2,500
Feet

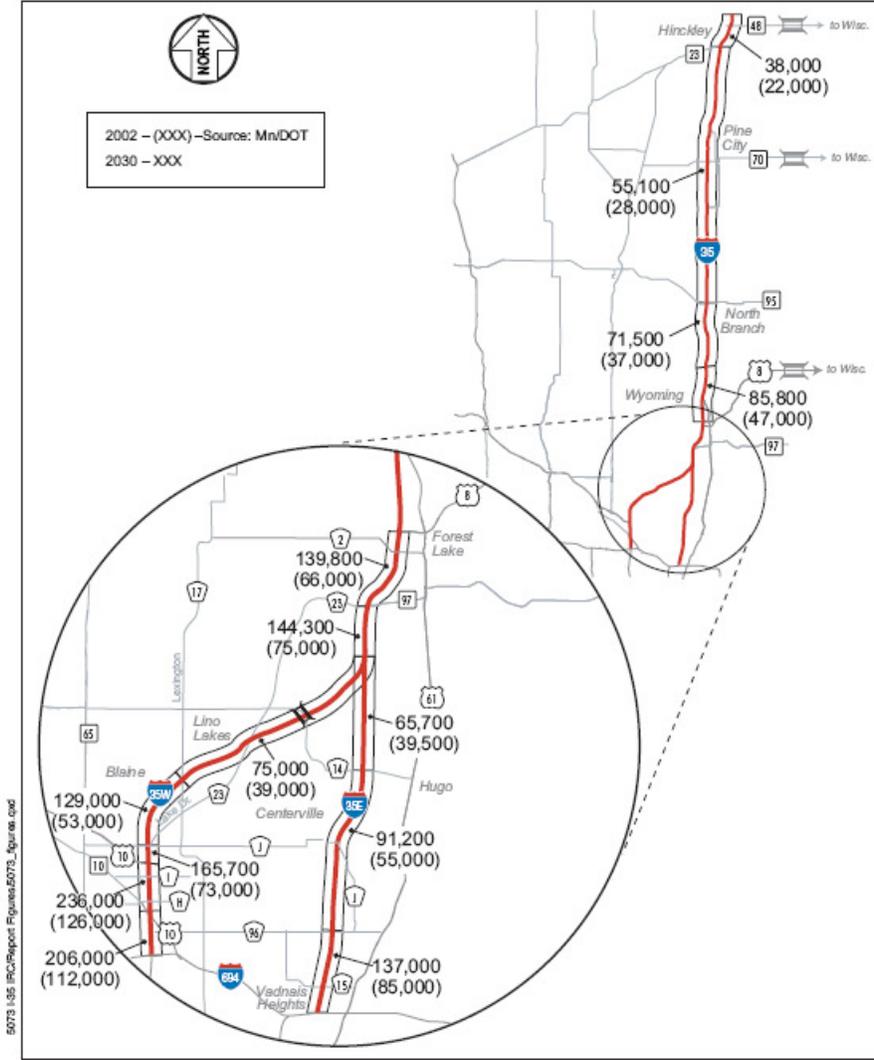
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Figure 5-3
I-35 Current AADT and 2030 Forecasts
From the draft I-35 Corridor Management Plan



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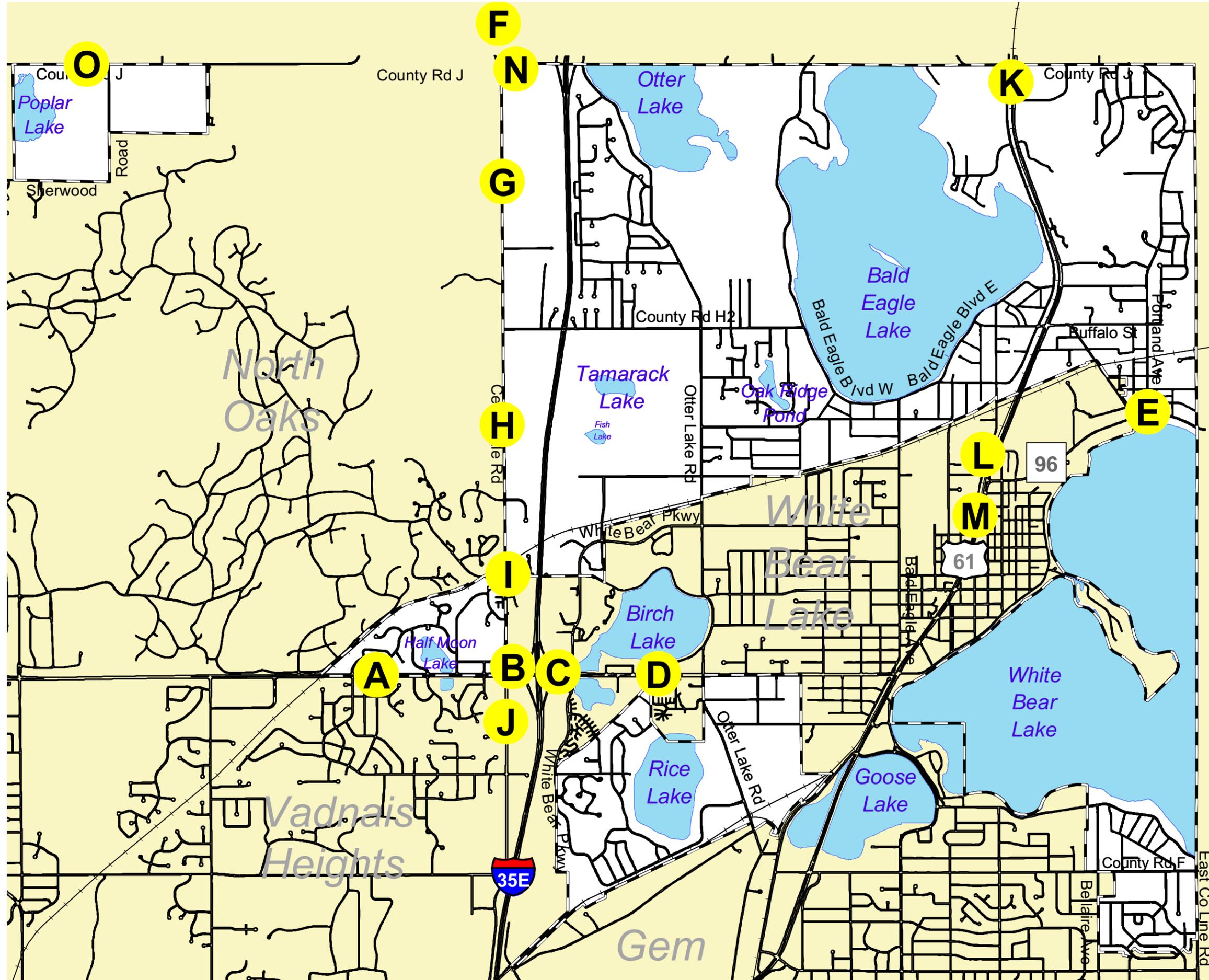
TRAFFIC VOLUMES
 I-35 CORRIDOR MANAGEMENT PLAN

Figure 2-17

**Table 5-1
Existing Road System**

Route	Designation	All in Twp	Aid Classification				Lanes	Arterial Functional Class		
			Interstate	Trunk Hwy	CSAH	CR		Principal	A-Minor	B-Min/Col
I-35E	35E		X				4	X		
TH61	61			X			4		exp	
TH96										
TH61 to East County Line	96			X					exp	
Otter Lake Road										
CR J to CR 96	60						2			X
CR 96 to Schuenaman Rd.	148					X	X			X
Bald Eagle Ave										
Ninth St. to Bald Eagle Blvd.	67					X				X
Portland Ave.										
TH 96 to 117th St.		X					2			
117th to 120th	71	X				X	X		con	X
120th Street										
Bald Eagle Blvd to Portland	81						X		con	X
Centerville Rd										
Goose Lk Rd to CR J	59					X			exp	
H2/Bald Eagle Blvd/Bufalo/6th St.										
Centerville To Bald Eagle Blvd	5					X				X
H 2 to Bald Eagle	6					X				X
Bald Eagle to Buffalo	7					X				X
Bald Eagle to Portland	8					X				X
CR 96/Ramaley St										
McMeleny to TH 61							4			
Soo Line to Centerville						X			exp	
Otter Lake Rd. to Willow St						X			exp	
CR F										
Bellaire to East Co Line	12					X				X
Bellaire										
S Shore Blvd to Cedar	70					X				X
Bald Eagle Blvd										
Buffalo to Eagle Ave							X			
Eagle Ave to Taylor Ave	152						X			
Taylor Avenue										
Bald Eagle Blvd to Hugo Rd							X			
Long Ave/Eagle Ave										
8th Street to Park Ave							X			
Northwest Avenue										
Buffalo to TH 96	89						X			
Division Street										
Park to Stillwater	15						X			X
Hugo Road										
120th St to 8th St	154						X			X
S Shore Blvd										
Bellaire to E County Line	94						X			X
Bellaire										
S Shore Blvd to CR F	72						X			X
Sherwood Road										
Turtle Lk Rd to Sherwood	7						X			X
Ash Street/ CR J										
Turtle Lk Rd to Sherwood	4					X			exp	

A-Minor: exp=expander; con=connector
No county roads except Otter Lake in Birch Lake Neighborhood



WHITE BEAR
TOWNSHIP

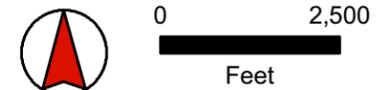
**Current and Forecasted
Traffic Counts**

Figure 5-4

See the current and forecasted traffic count tables for counts that correlate to map locations A through O.

LEGEND

- Township Limits
- railroad
- Lakes
- Roads



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**Table 5-2
Existing Annual Average Daily Traffic (AADT) and Background Growth, 2000 - 2005/6**

LOCATION	MAP LOCATOR	2000 AADT	2005 AADT	2006 AADT	Average Annual Growth %	2030 Background AADT
CSAH 96 at Bramblewood Ave. ¹	A	16,000	19,200		2.05%	31,000
CSAH 96 w/of I-35E ²	B	29,500	31,000		1.00%	39,000
CSAH 96 e/of I-35E ²	C	35,000	36,000		0.57%	41,000
CSAH 96 e/of Birch Lake Blvd. ²	D	22,500	24,100		1.38%	34,000
TH 96 e/of Portland Avenue ²	E	8,400		9,000	1.16%	11,900
Centerville Rd n/of County Rd J ²	F	9,800	10,800		1.96%	17,200
Centerville Rd s/of County Rd J ¹	G	4,500	5,900		2.05%	9,600
Centerville Rd s/of County Rd H2 ¹	H	6,700	8,200		2.05%	13,300
Centerville Rd n/of CSAH 96 ¹	I	10,800	13,300		2.05%	21,600
Centerville Rd s/of CSAH 96 ¹	J	8,600	6,900		2.05%	11,200
U.S. 61 s/of County Rd J ¹	K	12,600		16,000	2.05%	26,000
U.S. 61 n/of CSAH 96 ²	L	32,000		33,000	0.51%	37,000
U.S. 61 s/of CSAH 96 ²	M	25,500		28,000	1.57%	41,000
County Rd J w/of I-35E ¹	N	7,700	9,800		2.05%	15,900
County Rd J w/of Sherwood Rd ²	O	4,400	4,500		0.45%	5,000

Source: MnDOT, TKDA

¹ Applied Countywide 20-year growth factor, equal to 2.05% per year.

² Based on historic growth trend.

**Table 5-3
Trip Generation and Distribution**

Trip Generation for Planned Land Use on Centerville Road

LAND USE	ITE Trip Rates	Units/Acres	Total Daily Trips
	Weekday		
Residential Condo/Townhouse	5.86	44 units	258
Single Family Detached Housing	9.57	252 units	2,412
Light Industrial Manufacturing	51.80	129 acres	6,682
Totals			9,352

Trip Distribution for Planned Land Use

	To/From South	To/From West	To/From North	To/From East
Residential Trips	30%	25%	10%	35%
Light Industrial Trips	26%	15%	31%	28%

Development Trip Distribution		Residential	Light Ind.	Total
		Daily Trips	Daily Trips	Daily Trips
To/from South via I-35E/CSAH 96	65%	551	1,129	1,650
To/from South via I-35E/CR J	25%	200	434	634
To/from South via Centerville Rd	10%	80	174	254
To/from North via I-35E/CSAH 96	85%	227	1,761	1,988
To/from North via Centerville Rd	15%	40	311	351
To/from West via CR J	50%	334	501	835
To/from West via CSAH 96	50%	334	501	835
To/from East via CSAH 96/TH 96	60%	561	1,123	1,684
To/from East via CR H-2	40%	374	748	1,122
TOTAL		2,671	6,682	9,353

Source: ITE Trip Generation 7th Edition, TKDA

**Table 5-4
Cumulative Forecasts (with planned land use at Centerville Road)**

LOCATION	MAP LOCATOR	2030 Background AADT	Planned Land Use AADT	2030 Cumulative AADT	2030 Regional Model AADT*
CSAH 96 at Bramblewood Ave.	A	31,000	830	32,000	29,700
CSAH 96 w/of I-35E	B	39,000	830	40,000	unavailable
CSAH 96 e/of I-35E	C	41,000	1,680	43,000	unavailable
CSAH 96 e/of Birch Lake Blvd.	D	34,000	1,680	36,000	7,800
TH 96 e/of Portland Avenue	E	11,900	1,120	13,000	unavailable
Centerville Rd n/of County Rd J	F	17,200	350	17,500	unavailable
Centerville Rd s/of County Rd J	G	9,600	3,070	12,700	4,700
Centerville Rd s/of County Rd H2	H	13,300	4,170	17,500	6,900
Centerville Rd n/of CSAH 96	I	21,600	4,970	26,600	12,300
Centerville Rd s/of CSAH 96	J	11,200	250	11,500	3,900
U.S. 61 s/of County Rd J	K	26,000	-	26,000	unavailable
U.S. 61 n/of CSAH 96	L	37,000	1,660	39,000	unavailable
U.S. 61 s/of CSAH 96	M	41,000	-	41,000	unavailable
County Rd J w/of I-35E	N	15,900	830	16,700	unavailable
County Rd J w/of Sherwood Rd	O	5,000	830	5,800	16,500

TKDA, Ramsey County

**Table 5-5
Population, Household and Employment Forecasts by TAZ**

TAZ	POPULATION				HOUSEHOLDS				TOTAL EMPLOYMENT			
	2000	2010	2020	2030	2000	2010	2020	2030	2000	2010	2020	2030
*983	754	752	719	693	285	285	285	285	78	150	210	245
*987	558	565	565	565	218	220	220	220	25	50	70	80
*989	2,200	2,432	2,679	2,658	688	784	909	920	213	410	580	670
*991	201	202	202	202	122	101	101	101	350	670	955	1,100
*992	1,866	1,865	1,860	1,850	738	738	738	738	324	620	880	1,020
993	1,041	1,040	1,035	1,030	394	394	394	394	12	20	30	35
994	2,425	2,501	2,733	2,714	850	875	940	950	525	1,055	1,500	1,725
995	2,008	2,380	2,434	2,401	621	775	925	954	335	640	915	1,050
*999	224	546	555	569	90	273	283	283	269	535	760	875
*1019	16	17	18	18	4	5	5	5	-	-	-	-
	11,293	12,300	12,800	12,700	4,010	4,450	4,800	4,850	2,131	4,150	5,900	6,800

* indicates a TAZ that includes White Bear Township and a neighboring municipality. Data reflect White Bear Township portion of the TAZ. Source: Metropolitan Council and White Bear Township.

Travel Needs

The surface transportation network is clearly focused on the north south movements due in part to the freeway system and in part to the barriers offered by the lakes and parks. The existence of principal arterial I-35E and minor arterials Centerville Road and TH 61 provide a significant capability to handle this increased travel demand. Attention to intersections, exclusive bus shoulder use, HOV meter preferences, and travel demand management activities is needed. The three-mile spacing of access to White Bear Township from I-35E creates some increasing traffic on the principal arterial. It is compounded by the existence of only one east-west minor arterial at CR 96. East-west circulation remains a challenge due to the number of travel barriers and built up nature of the traversed neighborhoods.

The limited amount of additional development will not permit any significant realignment of land uses to support travel mode choices. Protection of access on the designated system, protection and improvement of intersections, attention to travel reduction measures and staged upgrading of existing routes will be required.

Transportation System Plan and Improvements

The transportation system plan incorporates the examination of the commuter rail and exclusive guideway elements. The remainder focuses on the road network that provides for people and goods movement including bicycles, trucks, transit vehicles and individual automobiles. The plan retains the principal arterial and existing interchanges. Improvements will focus on intersection capacity and safety investments, beautification and access management.

The challenge for White Bear Township is balancing its image as a small rural area at the outskirts of the metropolitan area with the reality that it is virtually entirely developed and needs to turn its attention to preserving and retrofitting the community. The spacing of the interchanges and the designation of the minor arterials as expanders are prime examples of the region's view of the area as developing fringe rather than established suburban.

The major system modification is therefore definitional as well as physical. Present policy is to continue the existing interchanges on I-35E and implement corridor improvements with transit advantages, metering, and system surveillance. Interchange improvements will be necessary since they also serve as the east-west connection points. The plan suggests designating Otter Lake Road/White Bear Parkway/Labore Road as a B minor and A minor connector. The connection to Labore Road affects the Structural Wood property in the City of Vadnais Heights and needs to be carefully coordinated with future planning there. Once this connection is constructed, the Plan suggests designating Otter Lake Road/ White Bear Parkway/Labore Road as an A minor expander in companion with Centerville Road, an A minor expander. Parallel transportation routes in the I-35E corridor connecting employment and housing permit internal circulation and access without utilizing the principal arterial.

Jurisdictional, Functional, Design and Financing Framework

The intention is to develop a system of roadways, which correspond directly with the jurisdiction responsible for its construction, upgrading and maintenance. Ramsey County made a significant effort to realign jurisdictional responsibilities and passed legislation to facilitate those changes. White Bear Township is particularly unique in this framework. As a township, its financing has generally been through the road and bridge fund financed by

property tax levy and some limited state aid. Municipalities in Minnesota with populations in excess of 5,000 populations are eligible for Municipal State Aid construction and maintenance financial assistance through the Highway Users Trust Distribution fund. That distribution is based on needs as determined by the mileage and condition of system roads.

At the same time, counties have more road responsibilities within townships. Consequently, the alignment of function and responsibility is skewed in White Bear Township. The result is that decision-making resides at the county board rather than the town board. Several attempts to characterize urban towns as municipalities eligible for highway user funds at the legislature have failed. Current efforts are to resurface, construct and transfer these low volume county roads to the Township in a planned and staged fashion.

White Bear Township participates in the I-35 Corridor Management Team, which brings together counties and communities along the I-35 corridor, as well as federal, state and regional agency representatives. The Team provides guidance and input to Mn/DOT on issues such as corridor investment priorities, implementation strategies, and potential funding options. The I-35 Corridor Management Plan identifies key issues related to the I-35 corridor stretching from Vadnais Heights at the south to Hinckley at the north. Issues within and near White Bear Township are the 35/96 interchange capacity, and bridge sight distance problems at County Road J, and completion of full diamond interchange at 35E and County Road J. The Township will continue to participate on the I-35 Corridor Management Team to help address these and other issues affecting the corridor.

Access Management

The management of thoroughfare access along roadway systems, particularly arterial and collector roadways is a very important component of maximizing the capacity and decreasing the crash potential along those roadway facilities. Since arterial roadways have a function of accommodating larger volumes of traffic and often at higher speeds, access to such facilities must be limited in order to protect the integrity of the arterial function. Collector roadways provide a link from local streets to arterial roadways and are designed to provide more access to local land uses since the volumes and speeds are often lesser than arterial roadways.

MnDOT studies (including "Toward An Access Classification System and Spacing Guidelines", Technical Study No. 4, MnDOT, February 1999) have shown that as the density of access increases, whether public or private, the traffic carrying capacity of the roadway decreases and the vehicular crash rate increases. Businesses suffer financially on roadways with poorly designed access, while well-designed access to commercial properties supports long-term economic vitality.

As with many transportation related decisions, land use activity and planning is an integral part of creation of a safe and efficient roadway system. Land use decisions have a major impact on the access conditions along the roadway system. Every land use plan amendment, subdivision, rezoning, conditional use permit, or site plan involves access and creates potential impact to the efficiency of the transportation system. Properties have access rights and good design will minimize the deleterious effect upon the roadway system. Access management is a combination of good land use planning and effective design of access to property.

The granting of access in White Bear Township is shared by the State, the County and the Town, with each having the permitting process responsibility over roadways under their control. The traveling public benefits from access spacing, whether using grade-separated crossings, frontage roads, right turn only entrances/exits, etc.

When reviewing access points there are several things that are important to consider including:

- Adequate spacing of access points
- Ensure adequate sight distances
- Avoid offset or dogleg intersections and entrances
- Encourage development of turn lanes
- Consider consolidating access or relocating accesses
- Encourage property driveway design including width, radii, and sight angles

MnDOT has developed guidelines for access management based upon its goals of safety, mobility, and statewide economic growth (Tables 5-0(A-D)). As part of its guidelines, new categories were developed as an addition to the functional classification system including: High Priority Interregional Corridors (IRC), Medium Priority IRC, and High Priority Regional Corridors. White Bear Township and Ramsey County follow the MnDOT guidelines for access management on State highways, County roads, and Township streets.

Table 5-0(A). MnDOT Access Categories

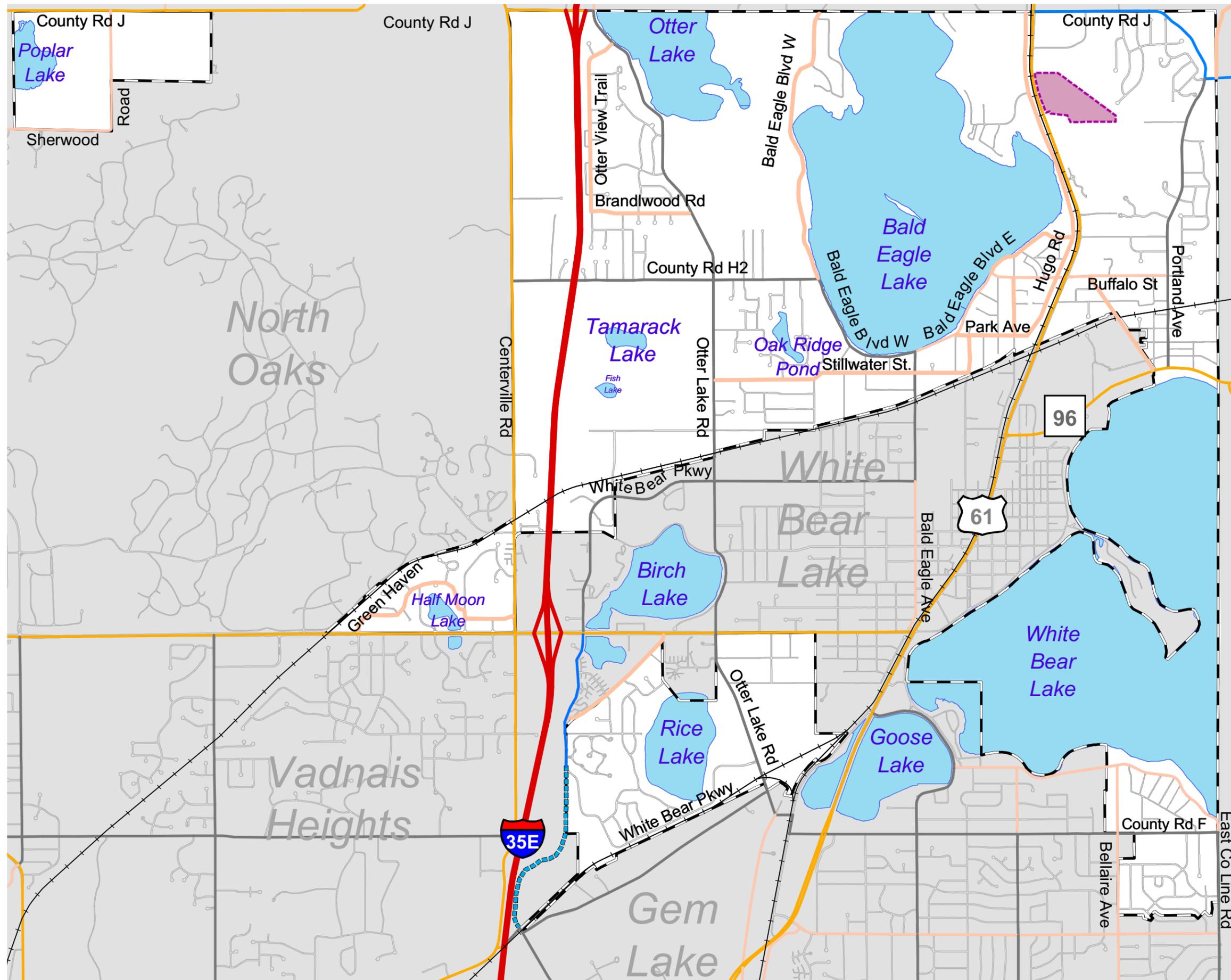
Category	Land-Use or Facility Type	Typical Functional Classification	Typical Posted Speed
1 - Highway-Priority Interregional Corridors (IRCs)			
1F	Interstate Freeway	Interstate Highways	55 - 75 mph
1AF	Non-Interstate Freeway	Principal Arterials	55 - 65 mph
1A	Rural	Principal Arterials	55 - 65 mph
1B	Urban/Urbanizing	Principal Arterials	40 - 55 mph
1C	Urban Core	Principal Arterials	30 - 40 mph
2 - Medium-Priority Interregional Corridors			
2AF	Non-Interstate Freeway	Principal Arterials	55 - 65 mph
2A	Rural	Principal Arterials	55 - 65 mph
2B	Urban/Urbanizing	Principal Arterials	40 - 55 mph
2C	Urban Core	Principal Arterials	30 - 45 mph
3 - Regional Corridors			
3AF	Non-Interstate Freeway	Principal Arterials	55 - 65 mph
3A	Rural	Principal/Minor Arterials	45 - 65 mph
3B	Urban/Urbanizing	Principal/Minor Arterials	40 - 45 mph
3C	Urban Core	Principal/Minor Arterials	30 - 40 mph
4 - Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCs)			
4AF	Non-Interstate Freeway	Principal Arterials	55 - 65 mph
4A	Rural	Principal Arterials	45 - 55 mph
4B	Urban/Urbanizing	Principal Arterials	40 - 45 mph
4C	Urban Core	Principal Arterials	30 - 40 mph
5 - Minor Arterials			
5A	Rural	Minor Arterials	45 - 55 mph
5B	Urban/Urbanizing	Minor Arterials	40 - 45 mph
5C	Urban Core	Minor Arterials	30 - 40 mph
6 - Collectors			
6A	Rural	Collectors	45 - 55 mph
6B	Urban/Urbanizing	Collectors	40 - 45 mph
6C	Urban Core	Collectors	30 - 40 mph
7 - Specific Area Access Management Plans			
7	All	All	All

Table 5-0(B). MnDOT Access Spacing Guidelines (IRCs)

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
1 High-Priority Interregional Corridors & Interstate System (IRCs)					
1F	Interstate Freeway	Principal Arterials	Interchange Access Only		O
1AF	Non-Interstate Freeway		Interchange Access Only (see Sec. 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
1A	Rural		1 mile	½ mile	
1B	Urban/Urbanizing		½ mile	¼ mile	
1C	Urban Core		300-650 feet, dependent upon Block length		
2 Medium-Priority Interregional Corridors					
2AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Sec. 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
2A	Rural		1 mile	½ mile	
2B	Urban/Urbanizing		½ mile	¼ mile	
2C	Urban Core		300-650 feet, dependent upon Block length		¼ mile
3 Regional Corridors					
3AF	Non-Interstate Freeway	Principal and Minor Arterials	Interchange Access Only (see Sec. 3.2.7 for interim spacing)		Interim
3A	Rural		1 mile	½ mile	See Sec. 3.2.5
3B	Urban/Urbanizing		½ mile	¼ mile	½ mile
3C	Urban Core		300-650 feet, dependent upon block length		¼ mile

Table 5-0(C). MnDOT Access Spacing Guidelines (NON-IRCs)

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement	Secondary Intersection	
4 Principal Arterials in the Twin Cities Metropolitan Area And Primary Regional Trade Centers (Non-IRCs)					
4AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Sec. 3.2.7 for interim spacing)		Interim
4A	Rural		1 mile	½ mile	See Sec. 3.25
4B	Urban/Urbanizing		½ mile	¼ mile	½ mile
4C	Urban Core		300-650 feet, dependent upon block length		¼ mile
5 Minor Arterials					
5A	Rural	Minor Arterials	½ mile	¼ mile	See Sec. 3.2.5
5B	Urban/Urbanizing		¼ mile	1/8 mile	¼ mile
5C	Urban Core		300-650 feet, dependent upon block length		¼ mile
6 Collectors					
6A	Rural	Collectors	½ mile	¼ mile	See Sec. 3.2.5
6B	Urban/Urbanizing		1/8 mile	Not Applicable	¼ mile
6C	Urban Core		300-650 feet, dependent upon block length		1/8 mile
7 Specific Area Access Management Plans					
7	All	All	By adopted plan		



WHITE BEAR
TOWNSHIP

Transportation Plan

Figure 5-5

LEGEND

- Principal Arterial
- A Minor Expander
- A Minor Connector
- B Minor
- Major Collector
- ▬▬▬▬ Proposed Classification: A Minor Connector
- Airport
- +—+—+—+—+—+— railroad
- Township Limits
- Lakes



0 2,500
Feet

For Further Information
Contact White Bear Township at
(651) 429-5827

Limitation of Liability

This document is not a legally recorded map or survey and is not intended to be used as one. This map is a compilation of records and information from various state, county, and township offices, and other sources.

Created By: **TKDA**
ENGINEERS • ARCHITECTS • PLANNERS

Transit

The Township is within the Metropolitan Transit Taxing District and is within Market Area III. Transit service for this area is focused on peak-only express buses connecting Park and Ride facilities to transit hubs, such as downtown Saint Paul. This service is supplemented with community circulators and paratransit.

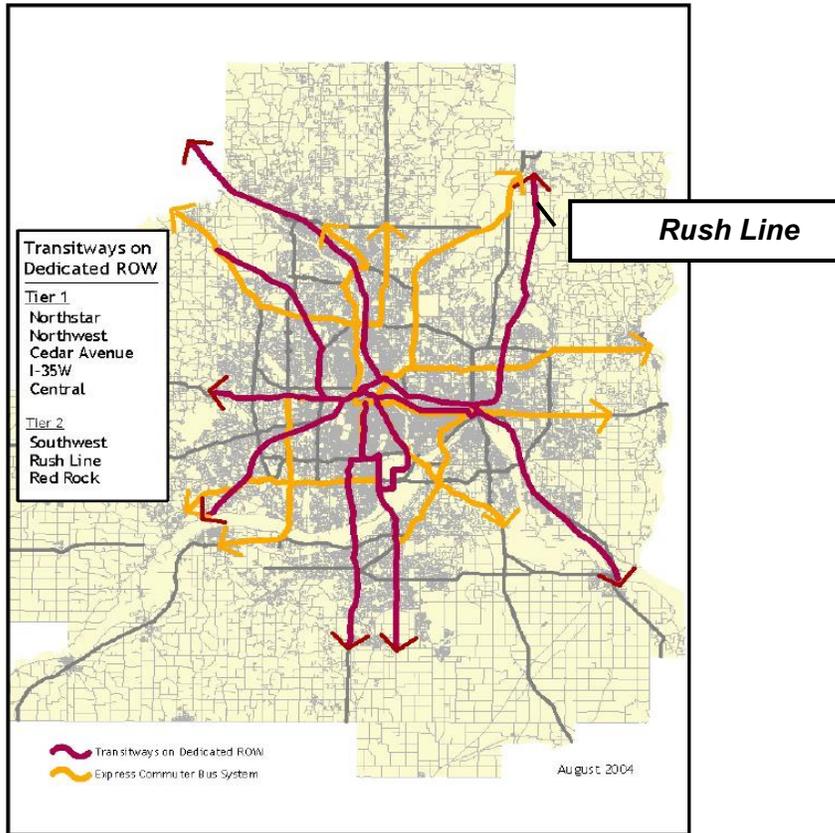
Transit is available in White Bear Township via rush-hour express bus service provided by Metropolitan Council Route #275. Service is available at the Cub Foods Park-and-Ride located at County Road 96 and 35E and the White Bear Township Theater Park and Ride at Centerville Road and County Road J, with service to downtown Saint Paul. Six trips are offered per day and the commute time is scheduled for 26 minutes. Special needs paratransit is provided by Metro Mobility for eligible travelers. Dial-a-ride service for local trips is provided by Lake Area Bus. Support for ride-sharing, such as carpool matching, is also available through Metro Transit.

White Bear Township is located along the proposed Rush Line commuter rail corridor. The corridor is 80 miles connecting downtown Saint Paul and Hinckley, generally following Highway 61 and Interstate 35E. The mode, either commuter rail or coach express bus service, the specific route, and station locations have not yet been identified. The Park-and-Ride at Cub Foods is under consideration for expansion if 35E is chosen as the transitway, according to the Council's Park-and-Ride Facility Site Location Plan.

Planning is currently underway to determine the future of the Rush Line corridor. The unique location of the Township, served by both Highway 61 and 35E, makes the choices of route alignment, mode of service, and station locations of great importance to the Township. The Town will continue to be involved in planning for the corridor as the alternatives are considered. The Township's land use plan provides a mix of land uses and higher density residential land uses along 35E, which would better support ridership of transit. The land use plan predominantly guides the area along Highway 61 for single family residential land use. The land use plan would need to be revisited and possibly amended if a route on Highway 61 is chosen, and if a station is proposed for White Bear Township or the immediate area.

**Figure 5-6
Transit System Elements**

2030 Transitway Corridors



Source: Metropolitan Council System Statement

Existing Park and Ride Facility



Source: Metro Transit, route 275 schedule

Rail Transportation

Competition for goods movement and use of lineal corridors has seen rebirth and confusion in recent years. As rail operators were merging and consolidating and abandoning lines, a significant amount of attention was given to preserving those corridors for conversion to trails. Examination for alternative routes for exclusive transit guideways was intense, subsided and reemerged. These corridors are now the focus for serving goods movements, providing recreational experiences, offering local transit advantages and providing for longer distance commuter rail shared or exclusive use.

Three rail lines serve and define the boundaries of White Bear Township. The southern boundary of the Birch Lake central section of the Township is defined by the Burlington Northern/Sante Fe line that is leased to a short line rail operator. The line serves St. Croix Valley Hardwoods and Treating Services of Minnesota. As the route approaches TH 61 it connects to the former BN line from St. Paul and swings north and parallels TH 61 again passing through the northeast portion of the township. A trail planned for the corridor is now on hold as the corridor is studied as an option for the Rush Line service. A western portion of the corridor in Roseville connecting to Minneapolis has been acquired during the abandonment process for future public transportation and trail use.

The former Soo Line track serves as the border between the Township and North Oaks and then the northern border of the City of White Bear Lake. Continuation or preservation of that corridor is also contemplated.

Air Transportation

The Township has three aviation facilities that are not part of the metropolitan system, but do have impact on land use and development. One is ground based, Benson Airport, and the other two are water based, Bald Eagle and White Bear Lakes.

Benson Airport and the adjacent Benson Farm Park are located immediately adjacent to TH 61 and a unit of the Bald Eagle/Otter Lake Regional Park. The airport is the base for a flying club and limited flight instruction. In 1996, the Township and the estate of John Benson agreed to a 40 year continuation of use. Metro Mosquito Patrol, Life Link air medical transportation, and the State Patrol helicopters are allowed to use Benson airport.

Both White Bear Lake and Bald Eagle Lake are permitted float plane use areas under Mn/DOT rules.

Adopted land use and height restrictions provide protection to the flight corridors serving these three flight operations areas. The Township will notify the Federal Aviation Agency using Form 7460 for proposed objects affecting navigable airspace. The Township zoning map identifies the required airport safety zones A, B and C, and the zoning ordinance provides airspace protection in the safety zones. The Airspace and Land Use and Safety Regulations Overlay define the airspace zones, height restrictions, boundary limitations, and use restrictions by safety zone.

The Township does not plan for any changes in land use for the Benson Airport through the 2030 planning period.

Utilities

1. Wastewater System Management Plan

Over 99 percent of the households in the town have access to public sewer and water. The existing system is shown in the Appendix of this document. White Bear Township can be divided into three sanitary sewer service areas serviced by three metropolitan interceptors, as shown on Figure 5-7.

The North service area is generally that part of the Town located north of CSAH 96 and serviced by the Forest Lake Interceptor (6901). Sanitary sewer is also extended to the eastern edge and the northeast corner of North Oaks and is part of the North service area.

The Southwest service area is generally that part of the Town located south of CSAH 96 and west of Highway 61. This area flows into the City of White Bear Lake system and the City's Whitaker Street Lift Station and on to the Beltline Interceptor (7122).

The Southeast service area is generally that part of the Town located east of Bellaire Avenue and north of Cedar Avenue. This area flows into the City of White Bear Lake system and then on to Interceptor 1-WL-416.

The Poplar Lake area is located about 1.4 miles west of Centerville Road and adjacent to the north line of Ramsey County. This area is mostly County Open Space and is not planned for sewer service.

The entire Town is within the Metropolitan Urban Service Area (MUSA) with the exception of the Poplar Lake area.

The future park and open space use and the limited number of residential units in that area will not require MUSA extension or provision of urban services. Service is provided to virtually the entire existing township area. All areas within the Town that are within the MUSA are planned to be served by sewer by 2030. Therefore, on-site septic systems are not found in the new developments.

Sewer service has been extended to all portions of the community. There are a few areas of the Town with existing septic systems that will have to be maintained and repaired until sewer is made available. Benson's Point is a cluster of eight (8) homes on the northeast shore of Bald Eagle Lake surrounded by County Open Space. The area between Portland Avenue and Goodview Avenue north of Short Street contains six (6) homes. Peterson Road north of county Road H-2 contains seven (7) homes and one small business. The Silver Fox Addition east of Portland Avenue has fourteen (14) homes. Poplar Lake, as noted earlier, is not expected to have urban services extended to the area. The Township policy is to extend service when requested or when environmental conditions warrant. The small area and individual lots that do not have sewer are governed by a septic system ordinance

that establishes drain field and treatment standards. Ordinance No. 70 of the Town Code regulates individual sewage treatment systems and incorporates the latest Minnesota Rules Chapter 7080.

There are no package treatment plants or group on-site systems in the Town. All existing on-site systems are individual systems.

2. Projected Sewage Flow and Service Plan

In order to forecast future sewer flows, it is important to understand how the current sewer flow is determined and review historical flows. Three regional interceptor sewers serve the Township. The flows into those interceptors are metered and non-metered. Those three sources of sewage flow are summarized as part of the assessment of wastewater service to the Township and surrounding areas.

a. Metered Flow

The Metropolitan Council operates three meters in and around White Bear Township. Meter M041 is on the north county line just west of Hugo Road. This meter measures all flow in the Forest Lake Interceptor that is generated upstream of the Town from such communities as Forest Lake and Hugo.

Meter M039 is located just north of CSAH 96 and west of the Soo Line Railroad. This meter is also on the Forest Lake Interceptor and measures all flow generated upstream of that location.

Meter M027 is located on County Road F at Town Lift Station No. 1. Thus, the metered flow from the Town can be expressed by the equation that adds the flows through the three meters:

$$\text{Regional Waste Water Metered Flow} = \text{M027} + \text{M039} - \text{M041}$$

Subtracted from the metered flow is any sewage originating from other communities but which flows into the Town's system. Examples are the North Oaks neighborhoods along Centerville Road, and the White Bear Parkway area of the City of White Bear Lake that connects to the Forest Lake Interceptor in Township Parkway just north of the Soo Line Railroad.

b. Unmetered Flow

There are several unmetered flows that flow into or out of the Town's boundaries. These flows are accounted for to get a complete picture of the overall service demand. Unmetered flows that must be added to the metered flow include approximately 82 homes in the Southeast area of the Township along Randy Avenue, Roth Place, and Lakewood Avenue. This area flows by gravity into the City of White Bear Lake system without going through Town Lift Station No. 1 and Meter M027.

The Southwestern area of the Town must also be added to the metered flow. This wastewater flows into the City of White Bear Lake system upstream of the City's Whitaker Street Lift Station. The Metropolitan Council Environmental

Services inserts a portable meter into a Town manhole in Columbia Park a few times each year to measure and estimate the volume of these flows.

c. Historical Flow Data

The Metropolitan Council provided the following historical flow data. The adjusted flow shown below is the metered flow modified by the additions and subtractions of the unmetered flows discussed above. The volume units are in millions of gallons (MG).

**Table 5-6
White Bear Township Historical Wastewater Flows (MG)**

YEAR	METERED FLOW	ADJUSTED FLOW
2000	327.9	341.8
2001	341.6	356.3
2002	374.9	390.7
2003	370.8	392.3
2004	383.6	399.6
2005	322.0	343.2
2006	347.9	342.3
2007	335.4	329.8

Source: Metropolitan Council – Environmental Services

d. Projected Sewage Flows

Since the Town is largely developed, our approach to forecasting future sewage flow is to adopt the 2007 flow data as the base flow and add flow from predicted developing areas as follows:

Southeast Area. There is no vacant land in this area that can be developed. Therefore, the flow from this area will remain constant. The flow being predicted from this area is the sum of the metered flow for 2007 at M027 plus the unmetered flow from 82 residential units.

Metered Flow (2007 M027) = 26.8 MG
 Unmetered Flow (82 REC's x 90,000) = 7.4 MG

Southeast Area Annual Base Flow 34.2 MG
 Southeast Area Daily Base Flow 0.094 MGD

Southwest Area. There is no vacant residential property in this area of the Town. There are 19 acres of undeveloped and underdeveloped light industrial property. This light industrial land is expected to be developed by 2030. The base flow for this area is calculated based on 147,200 gallons per day as measured by the MCES Industrial Waste Section in the 4th Quarter of 2007.

Southwest Area Annual Base Flow (147,200 gpd x 365 days) = 53.7 MG

Southwest Area Annual Base Flow 53.7 MG
 Southwest Area Daily Base Flow 0.147 MGD

North Area. This area of the Town has the greatest potential for future development because of its vacant and buildable property. In addition to its vacant developable land, it has property that has been platted but not yet built upon. There is also a concentration of about 23 lots in the Timber Hills neighborhood in the north central area of the Town that recently had sewer extended to them but they have not yet hooked up. The base flow for the North area is the total flow from the Town (metered plus unmetered in 2007) less the base flows previously allocated to the Southeast and Southwest areas. This base flow includes 0.066 MGD¹ (23.9 MGY) from North Oaks via the Centerville Road trunk sewer.

North Area Annual Base Flow 329.8 - 34.2 - 53.7 = 241.9 MG
 North Area Daily Base Flow 0.663 MGD

The following table summarizes estimated vacant land by land use category, as of April 2008. This land resource will contribute additional sewage flow within the planning period. The table provides the acreage and platted lots that will be converted to residential equivalency to calculate new waste water demands.

**Table 5-7
 White Bear Township New Wastewater Demands**

LAND USE	SERVICE AREA	VACANT LOTS	SEPTIC LOTS	UNPLATTED AC.
Low Density Res.	North	23	36	85
Med. Density Res.	North	0	0	6
High Density Res.	North	0	0	3
Commercial	North	0	0	4
Industrial	North	0	0	103
Industrial	Southwest	0	0	19
Low Density Res.	North Oaks ²	0.066 MGD	0	0.044 MGD

¹Data from 2008 North Oaks Comprehensive Plan, Table 17

²Data from 2008 North Oaks Comprehensive Plan, Table 15

The following land use density assumptions are made based on the land use designation in the comprehensive plan and zoning framework. The acreage is converted to a common waste water flow measurement. Those units are expressed as Residential Equivalent Units (REU) per acre.

**Table 5-8
Projected Development Wastewater Demand Assumptions**

LAND USE	SERVICE AREA	DENSITY REU/AC	TOTAL REU
Low Density Res.	North	3.0	314
Low Density Res.	North Oaks ¹	3.0	401
Med. Density Res.	North	6.0	36
High Density Res.	North	10.0	30
Commercial	North	5.5	22
Industrial	North	7.3	752
Industrial	Southwest	7.3	139
		TOTAL:	1,694

¹Data from 2008 North Oaks Comprehensive Plan, Table 15

Combining the above information results in the total Residential Equivalent Units that will generate new flow during the planning period at a rate of 274 gallons per day per REU:

**Table 5-9
White Bear Township Projected Wastewater Flows (2030)**

Area	Annual Flows	Daily Flows
Existing South East	34.2 MG	.094 MGD
Existing South West	53.7 MG	.147MGD
Existing North ¹	241.9 MG	.663 MGD
New Southwest	13.9 MG	.038 MGD.
New North	115.4 MG	.316 MGD
New North Oaks ²	40.15 MG	.110 MGD

¹Includes 23.9 MG from North Oaks in the Centerville Road trunk sewer.

²Data from 2008 North Oaks Comprehensive Plan, Table 15

There are no trunk sewers (defined as greater than 12 inches in diameter) necessary to serve any of the remaining undeveloped areas of the Town. Only lateral sewers are necessary. There may be isolated areas of the Town that can only be developed with the use of a lift station.

**Table 5-10
White Bear Township Projected Wastewater Flows by Interceptor**

INTERCEPTOR	SERVICE AREA	2007		2010		2015		2020		2025		2030	
		ANNUAL	DAILY										
1-WL-416	Southeast	34.2	.094	34.2	.094	34.2	.094	34.2	.094	34.2	.094	34.2	.094
7122	Southwest	53.7	.147	55.5	.152	58.5	.160	61.5	.168	64.5	.176	67.6	.185
6901	North	218.0	.597	233.1	.639	258.1	.707	283.2	.776	308.3	.845	333.4	.913
6901	North Oaks ¹	23.9	.065	29.1	.080	37.9	.104	46.6	.128	55.3	.152	64.1	.176

¹ That portion of North Oaks that flows to the Centerville Road trunk sewer

ANNUAL FLOW IN MG

DAILY FLOW IN MGD

Table 5-11
White Bear Township Projected Wastewater Flows by Interceptor
Showing Population, Households, and Employment

INTERCEPTOR	POPULATION			HOUSEHOLDS			EMPLOYMENT			SEWER FLOW (MGY)		
	2010	2020	2030	2010	2020	2030	2010	2020	2030	2010	2020	2030
1-WL-416	1,317	1,284	1,258	505	505	505	200	280	325	34.2	34.2	34.2
7122	1,865	1,860	1,850	738	738	738	620	880	1,020	55.5	61.5	67.6
6901	8,897	9,551	9,567	3,124	3,517	3,597	3,330	4,740	5,455	233.1	283.2	333.4
unsewered	221	105	25	83	40	10	-	-	-	-	-	-
TOTAL	12,300	12,800	2,700	4,450	4,800	4,850	4,150	5,900	6,800	323	379	435

Infiltration Actions

The current system has been inspected through financial assistance from Metropolitan Council Environmental Services. Those inspections have focused on identifying sources of infiltration. Those inspections have been completed. Downspout and sump pump regulations are in place resulting in their disconnection. The flow of clear water has been declining. Further monitoring and remedies are ongoing. There are no capacity or other deficiency issues that have been identified.

A copy of Section 13 of Ordinance No. 18 of the Town Code is included in the Appendix of the Wastewater Management Plan. This section addresses illegal connections to the sanitary sewer system, including sump pumps and footing drains. This Ordinance took effect in 1993. Since 1993, the Town has been actively pursuing reduction of clear water entry into the sewer system. This work included nighttime inspection of key manholes to identify areas of probable I/I. These identified area sewers were televised and repairs made.

In 1996 a sump pump inspection and disconnect program was initiated. Since 1996, the Town has been the recipient of three loans and two grants from the Metropolitan Council to aid the Town in its I/I reduction efforts. To date, 3,380 homes have been inspected for illegal connections to the sewer system or non-complying sump pumps. The remaining houses consist of townhomes without basements and newer houses built to 3 feet above water table. These houses are unlikely to have sump pumps. Inspected areas are found in the Appendix map.

All new sewers are constructed in accordance with the City Engineers' Association of Minnesota's "Standard Specifications for Sanitary Sewer and Storm Sewer Installation". These sewers are pressure tested for leak tightness before being placed in service.

The Town's Building Code requires the lowest floor of any new building to be at least three (3) feet above the calculated high water level of any adjacent wetland, pond, lake, or groundwater table.

Public Works maintenance workers continually look for signs of inflow and infiltration during routine sewer maintenance. Items such as mis-aligned castings, open pick holes, and leaking rings are repaired as they are encountered.

Interlocal Agreements

The trunk system is sized to accommodate growth in the identified undeveloped areas. The Township provides limited sanitary service to North Oaks and bills for the service. Additional capacity was developed in the Centerville Road trunk to serve Schwing Industries. That capacity will permit serving a 600 unit residential development and 20 acre commercial development proposed in North Oaks. The trunk also has capacity to serve some areas of Lino Lakes. When this happens, it will qualify as a regional facility by virtue of serving three different municipalities. There are interlocal agreements in place for the service to North Oaks, but one does not yet exist with Lino Lakes. The Township bills for the service. The following summarizes the interlocal agreements or lack thereof affecting current service.

SOUTHEAST AREA - This area discharges into the City of White Bear Lake system prior to ultimate discharge into the Beltline Interceptor. There is no known agreement addressing this intercommunity discharge.

SOUTHWEST AREA - There are two agreements governing discharges in this area:

City of Vadnais Heights and Town of White Bear - 1979, amended 1984.

Approximately 12.3 acres located east of I-35E, south of Bibeau Road extended, and west of White Bear Parkway lies within the City of Vadnais Heights but flows into the Town's sewer system. This flow is added to the Town's flow that discharges into the City of White Bear Lake system and the Whitaker Lift Station. The Town bills the Vadnais Heights properties directly for this service.

City of White Bear Lake and Town of White Bear - 1979

The entire Southwest area of the Town discharges into the City of White Bear Lake system just upstream of the City's Whitaker Lift Station. MCES personnel measure the flow leaving the Town approximately quarterly and adjust each community's flow into Beltline Interceptor accordingly.

NORTH AREA - There are four (4) intercommunity agreements governing discharges in this area:

City of White Bear Lake and Town of White Bear - 1985

This agreement provides for the joint construction of sanitary sewer in White Bear Parkway and the connection to the Forest Lake Interceptor on the north side of the Soo Line Railroad in what is now Township Parkway. The City sewage entering at this location is one of the "subtractions" made by the MCES when calculating flow attributable to the Town.

North Oaks Company and Town of White Bear - 1990, amended 2002.

This agreement allows the North Oaks Company and property they own in the City of North Oaks to discharge up to 175,406 gpd average daily flow into the Town's Centerville Road trunk sewer.

Although the Lino Lakes Comprehensive Plan describes the servicing of their Sewer District 5 through the Town's Centerville Road trunk sewer, there is no agreement with Lino Lakes nor has there been any discussion between the two communities.

City of White Bear Lake and Town of White Bear - 1991

This agreement provides for serving three properties in the City with Town sewer. The property location is the westerly extension of Stillwater Street west of Northwest Avenue just north of CSAH 96. The Town bills these property owners directly.

City of North Oaks and Town of White Bear - 1995

This agreement allows a 40-unit townhome development called the Summits of North Oaks to be connected to a Town manhole prior to discharge into the Forest Lake Interceptor. This development is located south of North Birch Lake Boulevard and northwest of the Soo Line Railroad. The Town bills these property owners directly.

Water Supply System Plan

The Township has adopted a Water Supply/Emergency Preparedness Plan that is part of the comprehensive plan by reference. The Water System Plan has been submitted for review. The Town utilizes six (6) wells and three water towers for its distribution system. It has historically provided water service on a flat charge basis; however, the Town has recently contracted for the metering of all water users. The metering installation will be completed by March, 2009.

Water provided to adjacent jurisdictions is metered and billed. Water service was extended to North Oaks as part of the solution to the landfill contamination. Also, new development along Centerville Road receives water service from the Town. The Town bills these properties directly.

The Water System Plan anticipates expansion in addition to the metering component described above. The Plan projects an additional well and water tower to meet future service needs. The system is found in the Appendix of this document.

Surface Water Management Plan

White Bear Township is currently updating its Local Surface Water Management Plan (LSWMP). Once completed, the LSWMP will be adopted as an addendum to this Comprehensive Plan. The plan will incorporate the requirements of the Town's MS4 permit and Storm Water Pollution Prevention Plan, which have been approved by the Minnesota Pollution Control Agency (MPCA). The permit coverage has been extended by the MPCA. The LSWMP will be consistent with the requirements of the local watershed management organizations and the Metropolitan Council. Because the Township is almost completely developed, much of the emphasis in the LSWMP will be identifying existing issues, and adopting standards for redevelopment and retrofitting. The Township's current surface water management plan was adopted in March, 2001.

White Bear Township is in the watersheds of the Rice Creek Watershed District (RCWD) and the Vadnais Lake Area Watershed Management Organization (VLAWMO). The watershed boundaries are depicted in Figure 5-8. VLAWMO updated its Watershed Management Plan in December, 2007. Rice Creek is currently updating its Watershed Management Plan, expected to be completed by the end of 2009. RCWD's current Watershed Management Plan was approved by the Minnesota Board of Water and Soil Resources in 1997, and was last updated in 2000. Per State Statute, White Bear Township is required to complete its LSWMP update within two years of the watershed's completion of its Watershed Management Plan. Since the VLAWMO Plan was completed in December, 2007, the Township's updated LSWMP will be completed by the end of 2009.

In order for this Comprehensive Plan to be considered complete by the Metropolitan Council, the LSWMP must address Metropolitan Council system requirements for surface water management. This chapter of the Comprehensive Plan is a supplement to White Bear Township's 2001 LSWMP in order to meet the system requirements that are not

addressed in that plan. The full update of White Bear Township's LSWMP will be completed by December 2009. Once the White Bear Township LSWMP is fully updated to be consistent with VLAWMO's 2007 Plan, the information available from the draft RCWD Plan, and Metropolitan Council requirements, it will be adopted by the Township to replace the 2001 LSWMP.

The Town adds the following goals and policies to its Surface Water Management Plan, addressing the regional policy plan.

Overall Goal: The Township is committed to a goal of non-degradation of the water resources within the Township, and will work with local watershed management organizations, and County and State agencies to achieve this goal.

1. **Lakes Goal:** Protect the quality of local lakes by supporting the Vadnais Lake Area Watershed Organization and Rice Creek Watershed District goals for managing lakes in the Township.

Policies:

- The Township will implement its land use plan and ordinances to protect shoreland areas and lake water quality.
 - The Township will work with RCWD and VLAWMO to achieve the lake management goals contained in the watersheds' plans.
 - The Township will use the findings of the Bald Eagle Lake TMDL study to guide development review and to help address the target pollutants identified in the TMDL study, once that study is completed.
 - The Township will use the development review process to help protect waters on the regional Priority Lakes List, Bald Eagle and Otter Lakes.
2. **Wetlands Goal:** Protect and preserve wetlands to maintain or improve their function and value.

Policies:

- The Township will support RCWD and VLAWMO requirements for wetland protection and their administration of WCA, to ensure no net loss of wetland functions and values.
- The Township will apply the applicable RCWD and VLAWMO policies and performance standards for wetlands within each watershed. The Township will update its ordinances with the most recent watershed and township requirements for buffers, standards for pre-treatment of stormwater, and other wetland protection and management standards.
- The Township will require, prior to development activities or public projects, that a wetland delineation must be completed, including a field delineation and report detailing the findings of the delineation.

- The Township will require a Functions and Values Assessment for any wetland that has not been assessed by RCWD and VLAWMO. This assessment may be completed at the time that development is proposed that may affect a wetland located within the Township. The assessment shall use the MNRAM 3.0 methodology (or most recent version of MNRAM), and shall be submitted to the Township along with the wetland delineation report. Wetland buffers and management standards of the watershed organizations or Town will be enforced based on the completed assessment.
 - The Township will identify and implement opportunities to enhance the functions and values of degraded wetlands within the Township, as a part of park projects, infrastructure projects, or other projects.
3. Streams, Creeks and Ditches Goal: Maintain, or where practical, improve water quality, provide wildlife habitat and protect the resource value of streams, creeks, and ditches.

Policies:

- The Township will cooperate with RCWD and VLAWMO to maintain, or where practical, improve water quality and natural resources associated with streams by managing land use, local infrastructure, and enforcing the Township's erosion control and stormwater management requirements.
 - The Township will use the findings of the Lambert Creek and Judicial Ditch #1 TMDL studies to guide development review and to help address the target pollutants identified in the TMDL studies, once the studies are completed.
4. Floodplains Goal: Manage floodplains to provide protection for public and provide property.

Policies:

- The Township will enforce the floodplain and shoreland elements of its Zoning Ordinance, and update these elements as required by state or federal agencies. It will continue to use its ordinance to regulate floodplain alterations, development within floodplains, and minimum building elevations.
 - The Township will Utilize FEMA FIRM maps to manage floodplains in cooperation with Ramsey County.
5. Erosion and Sediment Control Goal: Facilitate erosion control and reduce impacts to wetlands and water bodies from sedimentation.

Policies:

- The Township will update its ordinances to be consistent with its Phase II NPDES Construction and MS4 permit requirements, and consistent with watershed rules. The ordinances will be updated after adoption of the 2030 Comprehensive Plan, along with other ordinance updates needed for Plan implementation.

- The Township will work with local watersheds, contractors, and developers to implement construction site erosion and sediment control best management practices.

6. Water Quality Goal: Maintain, or where practical improve, the water quality of surface water features within the Township.

Policies:

- The Township will adopt criteria for wet detention basin minimum pollutant removal efficiency and other best management practices for development that will result in Total Suspended Solids (TSS) reduction of 80 percent and Total Phosphorous (TP) reduction of 50 percent, and best management practices for redevelopment resulting in TSS and TP reductions.
- The Township will consider the use of stormwater practices that promote infiltration/filtration, taking into consideration site limitations such as soil conditions, depth to groundwater, safety, snow removal, and maintenance issues.
- The Township will use its ordinances to require soil ripping, and to recommend soil amendment, after mass grading is completed for all soil types.
- The Township will use its ordinances to require pretreatment of stormwater prior to discharge into lakes and creeks.
- The Township will implement its SWPPP and NPDES MS4 permit, and continue to complete its annual MS4 report identifying how the Township is meeting the permit conditions.
- The Township will integrate its SWPPP and NPDES goals, policies, and requirements into its LSWMP.
- The Township will require the use of National Urban Runoff Program (NURP) for the design of new stormwater ponds.
- The Township will support the MPCA's Total Maximum Daily Load (TMDL) study of the Impaired Waters within White Bear Township: Bald Eagle Lake, Lambert Creek, and Judicial Ditch 1. The Township will cooperate with the MPCA in the development of the TMDL studies.
- The Township will use the findings of the TMDL studies to guide development review, to help address the target pollutants identified in the studies, and will incorporate the findings of the TMDL studies into a future update of the LSWMP.
- New proposed stormwater infiltration will be directed away from areas of soil or groundwater contamination. This will reduce the likelihood of causing contaminant migration. New infiltration structures will be permitted after property owners/developers document that soils are clean by producing a Phase I Environmental Site Assessment and/or a soil boring log supervised by an environmental professional using a photo-ionization detector (PID) or similar equipment.

7. Water Quantity Goal: Control the rate of stormwater runoff from development to reduce downstream flooding and erosion.

Policies:

- The Township will use its ordinances to control peak runoff so that land-altering activities do not increase peak stormwater flow from the site for a 2-year, 10-year, and 100-year precipitation event.
- The Township will require infiltration of the first half-inch of runoff from the impervious areas created by new projects, where there are A and B soils and where infiltration is not likely to cause contamination of groundwater, or be detrimental to road sub-grades.

8. Groundwater Goal: Protect groundwater resources and groundwater dependent resources.

Policies:

- The Township will complete and implement its Wellhead Protection Plan.
- The White Bear Township Drinking Water Supply Management Areas (DWSMAs) will be displayed on maps used by the Planning Department, in order to raise awareness of the critical link between land use and the vulnerable drinking water supply.
- The Township will require pretreatment for infiltration practices based on their location within the Groundwater Impact Zone identified in the Wellhead Protection Plan, and discourage or prohibit use of infiltration practices where the use of these practices is likely to cause the transport of contaminants into the groundwater.
- The Township will promote water conservation before seeking approvals to construct new wells or increases in authorized volumes of water.
- The Township will use water meters on all accounts and bill for water use based upon consumption.

9. Natural Resources Goal: Participate in conservation or creation of key natural areas with respect to habitat, wildlife, or recreation.

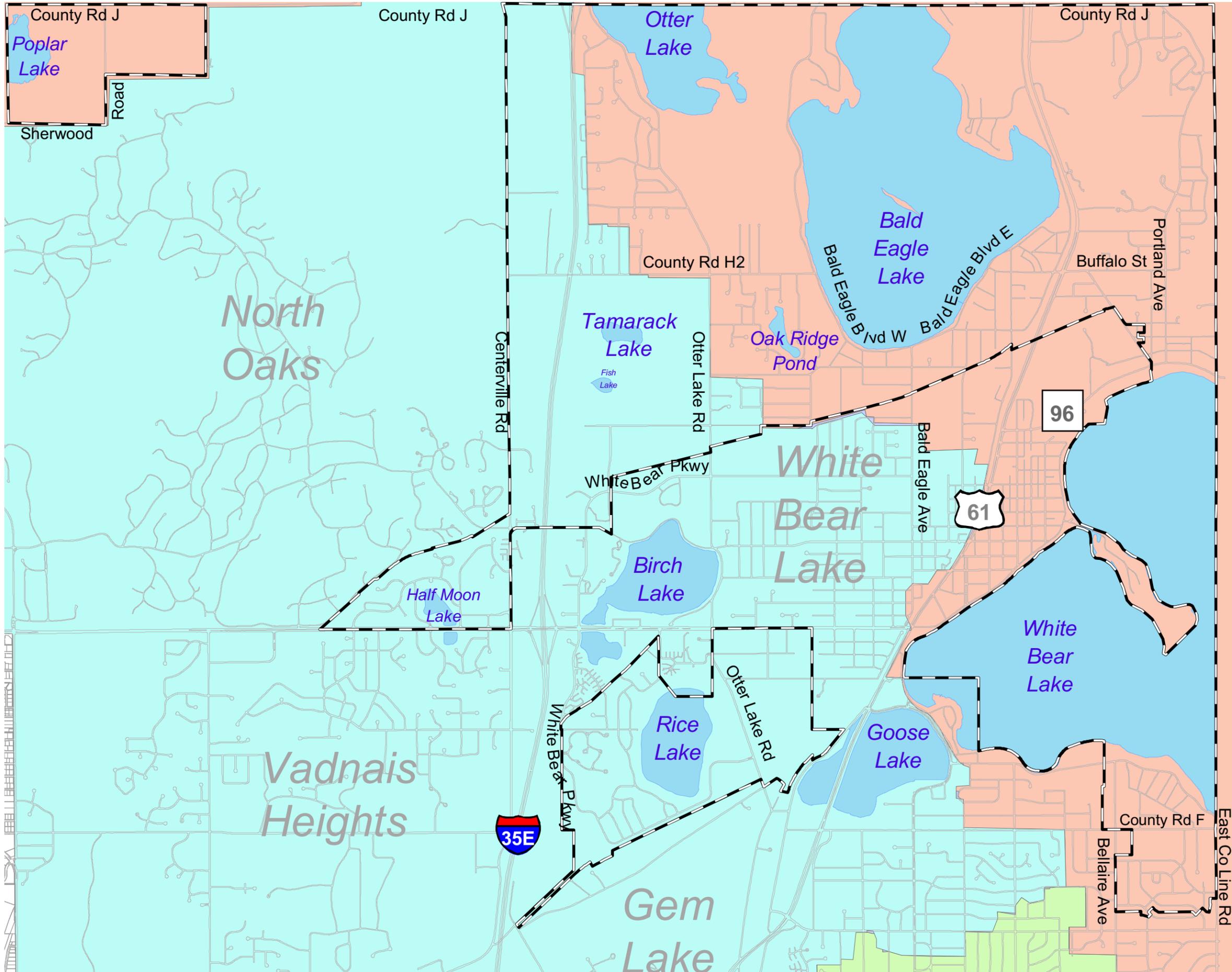
- The Township will participate in protecting key natural areas with multiple benefits including groundwater recharge.
- The Township will integrate key natural areas into local plans for recreation or habitat improvement.
- The Township will cooperate with Ramsey County, neighboring communities, and other levels of government to protect natural resources.

10. Implementation Goal: Implement the Township's Local Surface Water Management Plan.

Policies:

- The Township will periodically update its Local Surface Water Management Plan through a process of assessing problems, prioritizing the problems, identifying solutions, and identifying corrective actions.
- The Township will use its annual budget setting process and utilities commission process to identify funding for water resources related projects.
- The Township will enforce its ordinances to protect water resources and to implement its Local Surface Water Management Plan.

The above goals and policies will be incorporated into the updated LSWMP, to be completed by the end of 2009. Once the LSWMP is updated, it will replace the combined 2001 SWMP and this chapter of the Comprehensive Plan.



Watersheds

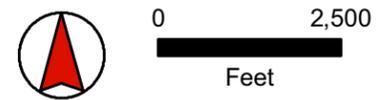
Figure 5-8

LEGEND

- White Bear Township Watersheds**
 - Rice Creek WD
 - Vadnais Lake Area WMO

- Neighboring Watersheds**
 - Ramsey/Washington/Metro

- Township Limits
- Lakes



**For Further Information
Contact White Bear Township at
(651) 429-5827**

Limitation of Liability
This document is not a legally recorded map or survey and is not intended to be used as one. This map is a compilation of records and information from various state, county, and township offices, and other sources.

Created By: **TKDA**
ENGINEERS • ARCHITECTS • PLANNERS

Gas Distribution Plan

Gas is provided privately to the community. The gas distribution system plan will be included in future plan updates.

Electric Generation/Transmission/Distribution System Plan

Electricity is a strategic resource and key component of an economic development strategy. As deregulation faces this industry, numerous changes will occur as well. Key future policies relate to the extent of undergrounding requirements for the distribution lines and the siting of distribution facilities. However, consideration may be given to conservation and cogeneration strategies. Particularly important will be the provision for cogeneration facilities that are compatible with adjoining land use. Current transmission and distribution facilities are all above ground.

Telecommunications

Nowhere do the delineations of systems become fuzzier than in telecommunications. Again the historical perspective found telephone lines serving the two-way communication and airwaves conveying radio and television one-way communications.

The telegraph system moved to the background somewhere along the way. Then there was one-way cable television with its supporting backdrop of a public facilities data exchange system. Telephone developed a wireless option with telephone microwave towers seeking sites along the major caller travel routes. Now cable television brings two-way communications including video transmission, Internet service, and phone. Phone lines also carry television programming and through enhanced technology are able to simultaneously provide data transmissions while voice two-way communications is also occurring.

In the fundamental sense, this means that a lot of providers are vying for the use of the public rights of way. While some utilities and cable companies have historically paid franchise fees for the use and maintenance of those rights of way that too is changing with efforts being devoted to more systematic, regionally deployed, regulatory and franchising efforts: After a number of challenges, the courts have upheld the right to charge maintenance and use fees for management of public rights of way. The League of Minnesota Cities in conjunction with industry participants developed a model right-of-way ordinance that is a starting point for upgrading the Township regulatory framework for assuring protection of the public right of way from unnecessary and unwarranted taxpayer cost for allowing private service.

Assuring access to all of the community is the point of beginning for the comprehensive plan's next update. Telecommunications role in public safety is well understood. Certainly the communications between dispatchers and providers and the public is well understood and the national leading deployment of the 911 system is evidence of that understanding and cooperative effort. Local government will always be the first call for assistance. To the extent that each property and person can be equipped with telecommunications service that provide for public safety, measure public service and utility use, allow for attainment of educational resources, permit communications with the local and state governments, and a myriad of other public purpose uses is the extent to which life in the township can be enhanced and public costs of service be reduced.

Cable/Telephone Systems

This plan element is related to franchise and state and federal law requirements that are being reviewed. A multi-community joint powers commission that has awarded a nonexclusive franchise to A TT Broadband governs the current cable system.

Wireless Communications Towers

At one end of the spectrum is how to protect public rights of way while at the other end of the spectrum is the objective to assure an adequate telecommunications system to all properties within the township. Are telecommunications towers assets or blight? Given the fact that most of the telecommunications infrastructure cannot be prohibited only managed, expansion of public policies in this arena is important. Line of sight telecommunications towers require high point locations on a geographic pattern that focuses initially along high travel and hence high call corridors. This would suggest an initial strategy of prohibiting communications towers in all residential zones except as permitted by special use on publicly owned sites, most specifically water towers. The policy should provide for non-exclusive use, an appropriate rental fee, the requirements for removal, and the responsibility for management of interference. The type of tower should also be specified to correlate with the design objectives of the community or of specific sites.

Each of the service providers should be required to provide digitized base mapping of their facilities and planned facilities. Permitting should always be required, although blanket permits can be issued based on the provision of overall system plans. Again, the municipality objective is to protect the public rights of way and to move to assuring access to all of the community.



PARK AND OPEN SPACE PLAN

6. PARK AND OPEN SPACE PLAN

Park and Open Space Elements

The park and open space system provides the community with a personality and a relief from development of homes, businesses and institutions. The cornerstone of the park and open space system is the identification, preservation and enhancement of natural and environmental resources. These resources are unique and cannot be moved or recreated. They truly are the backbone of the system. The elements in White Bear Township are comprised of the unique landscape surrounding Bald Eagle Lake, the numerous water bodies and identification with White Bear Lake, along with the wetland and drainage system. The inventory section and the surface water management plan provide an inventory of wetlands and other water bodies that create the natural resource base of the Township.

The second aspect of the system is the elements that provide for a range of experiences and uses. Generally, the park and open space system is a hierarchy, grouping together community wide uses in larger parcels, providing neighborhood services in smaller, distributed parcels and meeting special needs in parcels situated and suited to those needs. Increasingly, the emphasis is on linking these resources with a street system and trail/pathway system that permits access while enhancing Township life. Special street landscaping and lighting provides a sense of cohesiveness to the community, particularly important in White Bear Township with its 13 shared borders and five discontinuous land components. The intertwining of non-motorized lineal connections completes the system picture. A separate chapter has been devoted to the trail system.

Finally, the activity facilities are overlaid providing for indoor and outdoor recreation experiences. That component is a continuously moving target responding to the changing make-up of the Township population. Typically, the foundation elements are the passive components - natural areas, trails, benches, lake access, and picnic places. Play apparatus, ball fields, skating and hockey rinks, exercise facilities, course and game areas, and supporting elements such as parking support active recreation.

These facilities are reinforced with indoor recreation facilities anchored by gymnasiums and including meeting rooms, recreational activity rooms (dance, exercise, weights, crafts), and performing areas (practice rooms, performance areas, stages).

Historically, the park and open space system plan has been a strategy for local government to provide land and facilities for its residents and businesses. The evolving nature of leisure time activities and the increasing scarcity of resources are changing that picture. Leisure resources need to look beyond those provided directly by government to the movie theaters, community theaters, health and fitness clubs, game rooms and emerging technology driven activities.

Similarly, programming of recreation embodies a partnering to improve the experience and reduce the cost. In White Bear Township, the relationship with the School District, which offers recreation programs at the public lands, and the recreation facilities, is an excellent example. The relationship with the White Bear Area Hockey Association in providing hockey facilities is another. Partnering with the School District and the churches for indoor meeting and play space is difficult, but can be fiscally prudent. Expanding and upgrading

the church kitchen and gym in exchange for access and programming rights is much more cost effective than attempting to construct and staff independent government facilities.

Goals

The Park and Recreation Commission established some park and recreation system goals for the Township after a series of community discussions and neighborhood park plan reviews. These goals provide a direction for plan element selection and implementation.

1. Establish a park and open space system that reflects the resources and needs of the community and recognizes the contributions of other agencies, organizations and businesses in serving the Township.
2. Consider environmental issues and preservation of sensitive areas as important elements of parkland usage and development.
3. Seek cooperation with other organizations to satisfy community needs.
4. Increase communication with the public relative to park acquisition and development.
5. Acquire and develop community playfields through development of public land.
6. Replace outdated equipment in a timely manner.
7. Develop trail connections between parks and neighborhoods.
8. Determine the need for additional motorized and non-motorized trails.

Park and Open Space System Components

The plan focuses on public ownership and use elements recognizing the partnerships and broader participation in open space and leisure activities mentioned above. The strategy is to identify a hierarchy of places that meet immediate area, neighborhood and community use. The building blocks include:

Play areas - informal, small areas that provide open space and some area for play on a block or several block basis. The population served is with a quarter mile and an ideal size is 2-3 acres.

Neighborhood parks - this system element serves the broader neighborhood. It provides for active and passive recreation activities. Its role can be enhanced if it accompanies a school, church or other community related facility that could also offer indoor leisure opportunities as well. These parks serve a radius of a half-mile and are sized at 5 to 10 acres.

Community playfields and parks - as the name implies, this larger area provides space and facilities for larger outdoor activities and gatherings. Combination of play and park areas is one of resources and the presence of natural resources such as forested lands, wetlands or other features. For a community the size of White Bear Township, one of these elements or a shared community playfield facility would be appropriate. The community

playfields on Hammond Road provide this service component. This element serves groups of neighborhoods on a 3-mile radius and requires 25 to 100 acres.

District park - this system element represents a municipality wide park and recreation area that provides leisure opportunities for the entire municipality. Typically natural resource based and oriented to community events and festivals, it should contain a minimum of 100 acres ideally contains 200 acres to give the feel and future a community scale.

Regional Parks, Reserves and Trails - this system element is natural resource based and does not have a community guideline for the amount of land that should be included. Regional reserves focus on unique natural landscape region elements and begin at 1,500 acres in order to preserve the natural experience. The Bald Eagle/Otter Lake Regional Park including Tamarack Nature Center is an example of a regional park within the Township. Regional parks capture unique recreation experiences that draw from the broader region. One hundred acres is the threshold size for a regional park. Regional trails provide a major recreation experience and connect regional parks. Birch Lake and Highway 96 regional trails are examples. The Regional System is planned and partially financed by the Metropolitan Council and developed and operated by 10 implementing agencies. Ramsey County is the implementing agency in the White Bear Township area.

Special Facilities - this element captures both outdoor and indoor facilities unique to the area. Components would include beaches, boat launch, nature center, golf course, ice arena, recreation center, community theater, and other special facilities. The private role in these facilities is more generally accepted.

Natural, Special and Historic Features - this element is reserved for things that again are unique community resources. They may include a cemetery, farm, artesian well, fen or Town Hall.

Trails, Pathways and Boulevards - this category recognizes the importance of lineal corridors in connecting the community and reinforcing its image. The emphasis is on considering purposeful and recreational trip making and the importance of a safe and pleasant experience. Emphasis is generally on non-motorized travel. Boulevards are special treatment streets to emphasize the tying together of the community and to indicate that slower vehicles and people are present.

Commercial and Community Recreation - theater, mini-golf, arcade, health club, book store, bowling, church auditorium and gymnasium, billiard hall are all elements of leisure venues offered on a business or non-profit basis.

These system components blended together create community resources that reinforce community and contribute to the well-being and value of property. The plan, of necessity, concentrates initially on the traditional public elements while recognizing the contributions that the other components can make to complete the community experience.

Local Park and Recreation Facilities Summary

The Town of White Bear presently has 25 park sites totaling 190 acres. Of these, 5 are largely undeveloped and presently serve only open space functions. The parks and their features tabulated in Table 6-1 are keyed to locations shown on Figure 6-1, Park and Open Space Plan. The listing is primarily alphabetical and includes Township sites, regional sites

and school sites located within the Township. The inventory includes developed and undeveloped properties. Each site has been given an identification number based on its geographical location in the community. Those areas can be identified for planning purposes as follows:

1. Bellaire/Eastwood Manor
2. Birch Lake
3. Meadowlands
4. Otter Hills-Brandlewood Neighborhood
5. Bald Eagle Lake/Timber Hills
6. White Bear Beach
7. Poplar Lake
8. Northeast
9. Benson Bay

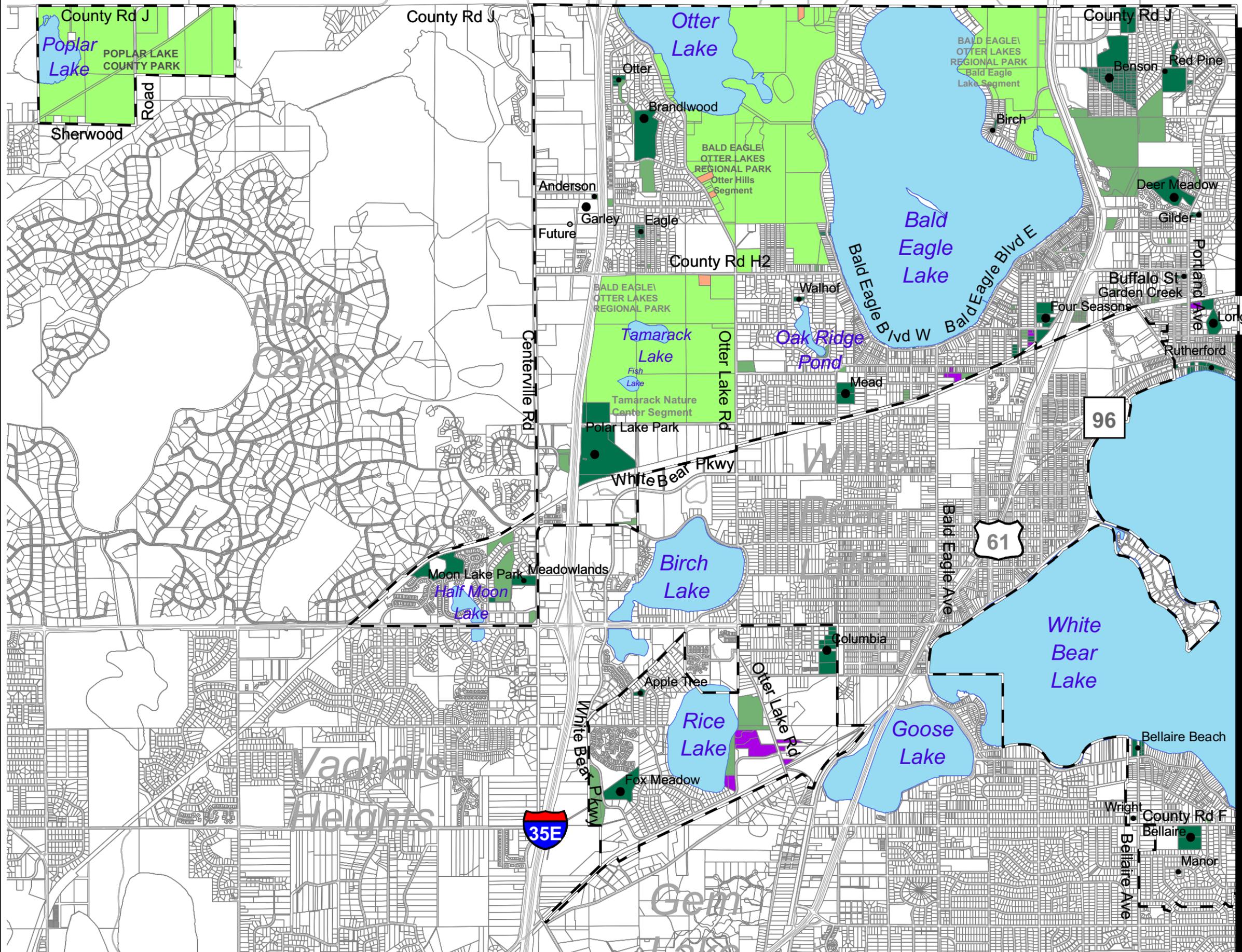
Most of the parks are quite small--nine are one acre or less in size. Many of these have been acquired through parkland dedication at the time of subdivision platting. The Park Board policy fosters small play lots scattered throughout the residential areas as important recreation facilities even though many are undeveloped. The space provides for informal play, pick-up games of sand lot softball, or just a place for adults, children and families to get together. They do bring significant maintenance issues unless the abutting neighborhoods are engaged in some or all of the upkeep.

The major facilities at each park, and for the system as a whole are summarized in the Existing Park System inventory table. As can be seen, the Town has a good supply of tennis courts for a community its size; tennis players from adjacent communities also use White Bear Township's courts. The Township operates one beach facility at Bellaire Beach. Township residents also use county facilities for boat launch, swimming beaches, and other water oriented activities.

Large areas of open space and natural areas will be preserved as part of the Regional Park System. Additional wetland areas providing open space will be preserved as a result of the Wetlands Overlay District and zoning ordinance. Although the Town has significant open space and natural areas, and the opportunities for recreational use that go with them, there are still needs to be identified for park and recreation services on a local level.

**Table 6-1
Existing Park System**

	Estimated Size (acres)	Playground Equipment	Ball field	Ice Skating Rink	Basketball	Tennis Court	Picnic Equipment	Picnic Shelter	Passive Trails/Benches	Swimming	Soccer/Football Field	Undeveloped	Future Development
White Bear Township Parks													
1. Anderson Park - Anderson Lane & I-35E	0.50											■	
2. Apple Tree Park - Bambi Lane & Doe Circle	0.75	■		■	■								
3. Bellaire Beach - County Road F & Lakewood Ave	1.50	■					■	■		■			
4. Bellaire Park - County Road F & Lakewood Ave	8.00						■		■				
5. Benson Park - Hwy 61 south of County Road J	38.84								■			■	■
6. Birch Park - Birch Road & Overlake Road	1.00	■			■		■						
7. Brandwood Park - Meadowview Drive & Stuart St	5.10	■		■			■		■				
8. Columbia Park - CSAH 96 & Grace Street	11.75	■	■	■		2	■	■	■		■		
9. Polar Lakes Park - Hammond Road	45.00	■	4				■	■	■		2		■
10. Deer Meadow Park - Parkview Ave	20.00	■					■	■	■				
11. Eagle Park - Township Drive & Fisher Street	1.00	■		■	■	3	■	■					
12. Four Seasons Park - Park Ave & Eagle St	7.50	■	■			2	■	■					
13. Fox Meadow Park - White Bear Pkwy & Parkridge Dr	9.79	■		■			■	■					
14. Garden Creek Park - Portland Ave & Buffalo St	1.00	■		■			■						
15. Glider Park - Franklin Ave & Suzanne Circle	0.80	■		■	■								
16. Longville Park - First St & Park Ave	6.60	■	■			2	■	■	■				
17. Manor Park - Stacker Pl at Stacker Blvd	0.50	■											
18. Mead Park - Stillwater St & Dillon St	7.00	■	■	■			■	■					
19. Meadowlands - Centerville Rd & CSAH 96	2.00	■							■				
20. Otter Park - Otterview Tr & Otterview Rd	1.50	■											
21. Red Pine Park - Red Pine Blvd	9.08	■		■	■				■				
22. Rutherford Park - CSAH 96 & Park Ave	3.00								■			■	■
23. Sandterra Park - Pintail Lane	1.00								■			■	
24. Walhof Park - Reed Pl south of County Rd H-2	0.75	■											
25. Moon Lake Park - Greenhaven Drive	7.69								■			■	



Parks and Open Spaces

Figure 6-1

LEGEND

- County Park Property
- Co. Park Proposed Acquisition
- Township EDA Property
- Township Green Space
- Township Park Property

- Existing Neighborhood Park or Larger Facility
- Existing Playground or Small Neighborhood Park
- Proposed Neighborhood Park or Larger Facility

- Lakes
- Parcels
- Township Limits



For Further Information
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Park Facilities Analysis

1. Regional Parks/County Parks

There are 1,315 acres in the Bald Eagle-Otter Lake Regional Park and Poplar Lake County Park. Bald Eagle-Otter Lake was designated a regional recreation open space by the Metropolitan Council in 1974 followed shortly by an acquisition plan. Various modifications to the park have occurred including deletion of some properties in adjacent counties and a land exchange with the Township. The park contains three main recreation components. The Tamarack Lake area has been established as a nature center. There are hiking and biking trails as well as ski touring. Besides access and parking, a bike trail connection is planned to Bald Eagle.

The Bald Eagle component has a boat launch, picnic area and trails. The Otter Lake element contains a boat launch area, off-leash dog area (approved in 2006), a picnic facility, and a series of hiking and ski trails planned as a future phase of investment.

Community Parks and Open Space Needs Assessment

Two means of assessing the adequacy of the park and open space system are the amount of land and the distribution of that land. Generally accepted space standards guide the quantity issue and application of the concept of service radius assesses the distribution. These techniques are useful as a starting point for further analysis and refinement based on Town resident needs.

Standards or guidelines can provide a ready rule of thumb for judging the overall adequacy of facilities and service. In addition, standards can help to promote an equitable distribution of facilities throughout the Township, so that all areas have a reasonable degree of access and service. Strict standards applied with the blanket approach ignore factors and criteria unique to a community and neighborhood. Variety and individuality of park areas are what makes them interesting and exciting places to relax, renew, and refresh oneself. Recreation is an experience, not just a facility. Standards are simply intended to stimulate thought, not substitute for it.

White Bear Township adopted modified standards that reflect local needs and local goals for the future of the community. In tailoring standards to White Bear Township, several community characteristics were recognized.

1. The Town has substantial open space within its boundaries, much of it in natural areas and the regional parks. There is considerable acreage of surface water among the Town's lakes. In addition, large expanses of wetland areas are present, with restrictions on development. As a result, there is a feeling of openness, and little need for developing major town parks for the purpose of providing visual relief. Emphasis is directed toward providing services at the neighborhood and community level, and providing facilities not duplicated in the Regional Park System, such as sports fields, courts, and playgrounds and picnic areas.
2. The Town's 2000 population of 11,293 ranks it ninth largest of Ramsey County's 16 municipalities. In terms of physical area, as the Town consists of five separated physical parts. Access to park and recreation facilities will merit different

considerations than for a municipality of similar population built in a more compact or contiguous development pattern.

3. Community boundaries in the metro area are not perceived as distinctly as in isolated areas. Consequently, there will likely be somewhat more non-resident use of facilities. The reverse is also true; residents may use the athletic facilities outside the Town's boundaries such as those at the Junior and Senior High Schools and surrounding community parks. Estimates of demand and service areas must include the area within the "zone of influence", regardless of whether it is White Bear Township or a neighboring community.
4. The Community Services Department of School District #624 programs sport activities in White Bear Township and surrounding communities. No programming of sports activities is provided by Township staff. However, Town park properties, in addition to school district properties in White Bear Township, are utilized for programmed use.

These characteristics were kept in mind in comparing various standards from regional, state and federal sources. The following Table 6-2 depicts the historical acreage recommendations from the National Recreation and Park Association. A more appropriate level of service concept that more fully considers land characteristics and population characteristics has replaced them. Consideration for expanding the rule of thumb standards to those more responsive to local population needs would be a possible next step in acquiring and improving public recreation property.

**Table 6-2
White Bear Township Park Needs Analysis**

System Element	Acres/1,000 Pop	Ideal Size Acres	Min Size Acres	Service Area - Miles
Play Area	1.0	4	2	0.5
Neighborhood Park	2.0	10	5	0.5
Community Playfields	1.5	15	10	1.5
Community Parks	3.5	100	40	3
District Parks	2.0	200	100	4
Regional Parks	Resource Based	Varies	100-1,500	10
TOTAL	10.0			

Source: National Recreation and Park Association

Table 6-3, entitled Park Acreage Needs by Population Estimates, was developed by comparing the historical standard of 10 acres of parks/1,000 population. The purpose of the table is to give the Town a general idea of the amount of parkland needed in order to accommodate expected growth. Measuring future space needs by the historical standard shows that the general demand parkland is satisfied by the planned park system. In addition, it must be noted that the regional parks provide a significant additional resource to the community.

The distribution of parkland is just as important as total acreage figures. In the parks and open space plan, Figure 6-1, service areas radii ranging from one-fourth to one-half mile have been outlined for various Town parks. The service area concept is important as it

relates to "close to home recreation", a key factor in daily life. Most leisure time does not occur in substantial blocks of time that would permit travel to other areas. Typically, individuals have 35 - 40 hours of leisure time per week with several hours available daily. Those with larger amounts of leisure time per week and limited mobility must rely on meeting most of their recreation needs close to home. Close to home recreation is needed to permit maximum use of leisure time in a safe and convenient manner.

**Table 6-3
Park Acreage Needs By Population Estimates***

	1970	1980	1990	2000	2020
Population	5,666	5,921	9,400	11,293	13,100
Park Acreage Needed	57	59	94	113	131
Comparison to Existing Acreage	(70)	(70)	(70)	(190)	(190)
Additional Acres Needed	0	0	23	0	0

** Park acreage needs are based on the standard of 10 acres of parkland per 1,000 residents.*

Overall, parks are fairly well distributed throughout the Town. The older more established neighborhoods are those with already developed parks, and so are better served than the developing areas where park properties have not been acquired, or have been acquired but not yet developed.

The areas of the Township experiencing the most development are the northeast and the west fringe areas. Future development and redevelopment of larger lots in the residential area west of I-35E north and south of County Road H-2 is also expected over the next 10 years. As these areas continue developing, park needs will become more pressing.

Summary of Observations

1. The Town has sufficient park area in terms of acreage for several years yet to come. However, many of these parks are small or undeveloped or have significant wetlands, and so do little to meet present recreation needs.
2. The Town has a healthy supply of tennis courts distributed throughout the Town. Construction of additional courts should be discouraged, especially if within the service area of tennis courts in adjacent communities, including courts on school district property.
3. There are 4 little league ball fields and four full-size ball fields in the Town park system. There are also 4 softball fields at Otter Lake School.
4. The presence of Regional Parks and large areas of open space due to wetlands and lakes, points the Town to focus on satisfying the needs for active recreation in community and possibly neighborhood parks.
5. Some older parks have equipment which is outdated. The capital improvement program should continue to be refined in order to replace this equipment on a timely basis.

-
6. The Town has numerous mini and neighborhood park properties and is developing a community park and playfield complex.
 7. The Community Services Department of School District #624 has indicated needs for lacrosse fields, due to the growing popularity of this sport. New soccer fields and four baseball fields were added within the Town since the previous Comprehensive Plan.

Implementing Conclusions

1. Focus on development of larger active use community park area(s) (recommended minimum size of 10 plus acres). Parks smaller than 10 acres are very limited in development potential, especially to serve a community wide need. The Parks and Trails map identifies one park area that remains for acquisition and development within the Township.
2. Land accepted, as part of the subdivision dedication requirements should be reviewed prior to acceptance in regard to access, location, development potential, size and other criteria for suitability.
3. Where two subdivisions are platted adjacent to each other, the Town should evaluate the possibility of acquiring adjacent sites for Park Land Dedication. One larger park will be of more value than two small parks with limited potential.
4. The Town should consider utilizing undeveloped parks to serve community wide needs when they are located in areas that are currently in the service area of a developed mini or neighborhood park.
5. The Town should seek to develop a greater variety of facilities in the park system. While there seems to be an adequate number of tennis courts, there are limited facilities for other active recreation use.
6. The Town should take greater advantage of its strategic location in relation to the four regional parks. Trails to car non motorized traffic, such as bicycle, pedestrian and cross-country ski traffic to the parks should be developed so residents can take full advantage of those close to home opportunities, without relying on the automobile.
7. Development plans should be prepared for undeveloped parks in the system. The Park Board should meet with residents of a neighborhood park. Direct involvement of the neighborhood can have the by-product of increased local pride and reduced vandalism.
8. The Capital Improvement Program is an ongoing planning process and park development should be recognized as an important part of any five-year to ten year long range CIP.
9. The Town should attempt to address the needs of the Community Service Department of School District #624 when considering development of neighborhood or community parks.

The park and open space needs analysis focuses primarily on traditional local park planning guidelines and Township park properties. It is undertaken in recognition of the

major regional open space and beaches operated by Ramsey County, the school sites owned by the White Bear School District, the private and non-profit leisure facilities and programs, and the offerings of neighboring communities. As the leisure time framework plan evolves, it will incorporate more non-traditional resources within the scope of the plan.

Park and Recreation Policies

1. Park and Open Space System Policies

- a. A system of Parks and Open Space should offer opportunities to all residents.
- b. There should be a hierarchy of public spaces that relate function and purpose to community and neighborhood needs.
- c. The park and open space system should take into account the overall community development strategy and relate to the leisure facilities and programs of other providers, public, commercial and non-profit.
- d. The park and open space system should reflect the values of the community and represent a quality experience.
- e. Natural resource and environmental protection should be a major implementing element for the system plan.
- f. Capital investments should be undertaken with the awareness of ongoing operating, refurbishing, and replacement costs.

2. Public Park Land Acquisition Dedication Policies

- a. All land acquired for park use shall have a specific purpose, such as athletics, trails, or picnics, etc. and must be usable (normally dry suitable topography), and sized to allow the intended use to meet Township needs.
- b. Land accepted in a dedication shall be accepted only after size, access, buffering and facilities layout can be demonstrated as suitable for development and minimizing concerns with the surrounding area.
- c. Where two subdivisions are platted adjacent to each other the Town will evaluate and encourage the acquisition of adjacent sites for parks in the interest of creating a larger park.

3. Financial Policies

- a. The use of private citizen participation in Park Board programs is encouraged at all levels (Board membership, subcommittees, and coaching special projects) in the interest of public relations as well as economy.
- b. Staff talents and skills are to be utilized to the fullest extent practical.
- c. Outside help in the form of new hiring, contractors, advisors, and planners is to be utilized when those services are clearly needed and not realistically provided by volunteers or staff.
- d. Joint use agreements between the Township, and the school district and adjacent municipalities and Ramsey County open space is to be pursued when there are probable financial and service advantages.
- e. Grant programs shall be continuously monitored for possible utilization. When grants are available, applications are made for projects that are consistent with Town Board goals and policies.
- f. Cash-in-lieu of land dedication for parks as required by the subdivision ordinance is to be used only for park acquisition or development purposes.

4. Park Development Policies

- a. Park development planning shall be conducted in a fashion that encourages public participation.
- b. An approved Park Master Plan for each park conforming to the parks chapter of the comprehensive plan shall be prepared, reviewed and adopted prior to any park development.
- c. Preservation of a site's inherent, physical attributes shall be an important priority of all park facilities development.
- d. Facilities design and development shall recognize long-term cost of maintenance and operations.
- e. Facilities development shall be based on Township growth and local demand.
- f. Park development shall focus on development of facilities for active recreational use and not duplicate facilities available through the regional park system or other leisure activity providers.
- g. Trail corridor links to local and regional parks are encouraged in order that residents may take advantage of these close-to-home opportunities.
- h. The Town shall coordinate with the Ramsey County Parks Department in planning and policy development for regional park and trail facilities and Township development to assure enhancement of mutual goals.

-
- i. The Town shall work with School District #624 Community Services and communities within the school district to determine locations and needs for community facilities both in the Township and surrounding communities.



TRAIL PLAN

7. TRAIL PLAN

Purpose

The purpose of the Township Trail System Plan is to develop a program for trail facility improvements based on existing needs and desires of Town residents, and to provide safe recreational links to significant sites.

The Trail System Plan has four basic steps:

1. An inventory was conducted of existing trails, both in the Township and in surrounding communities, including an inventory of regional trail corridors as shown in the County and Metropolitan Council trail plans.
2. Based on the inventory and community needs, a set of goals and policies were adopted to guide the planning effort.
3. System deployment policies and potential corridors were selected to connect significant sites for recreation purposes, to improve public safety and to meet other trail policies.
4. Implementation priorities were developed for all planned corridors based on major/minor trail segment, trail type, safety, destination orientation, park or school connection and degree of current improvement.

Each of these steps are topical areas of discussion in this chapter. The inventory determines what has been done to date while establishing policies for location and improvement timing. The goals and principles permit for the components necessary to create a purposeful and recreational system of non-motorized pathways and trails interconnecting important areas of the community.

Trail Inventory

1. White Bear Township Jurisdiction

The Town currently has few significant trails located within its borders. Existing trails consist of the following:

- a. Sidewalks
 - Co. Rd. H-2 between Lakeview Avenue and Otter Lake Elementary School
 - Greenhaven Drive
 - Otter Lake Road from Hickory Trail to Otter Lake Elementary School
 - Parkview Drive from Meehan Drive to Portland Avenue
- b. Trails
 - Paved Regional Trail along Co. Rd. 96

-
- Centerville Road in the Meadowlands Development
 - Several walking paths within Bellaire, Longville, Brandlwood, Red Pine, Deer Meadow, Benson and Moon Lake Parks.
 - Connection between Bloom Road and the White Bear Ponds development.
 - Hammond Road, White Bear Parkway, Township Parkway and Otter Lake Road

2. Ramsey County Trails

Ramsey County has constructed an extensive walking area and cross country skiing trail system throughout the Tamarack Nature Center. In a companion improvement, an off-road trail along a portion of Otter Lake Road has been constructed, which connects to the Birch Lake and CSAH 96 Regional Trails. Additional trails are also planned for the County's Open Space properties in White Bear Township.

The Birch Lake Regional Trail and CSAH 96 Regional Trail are shown on the Park and Trail Map.

3. Proposed Regional Trails

Three new regional trails are proposed in the Metropolitan Council's 2030 Regional Parks Policy Plan that travel through White Bear Township. The Township has included the proposed locations of these trails on its Park and Trail Map. These facilities are managed by Ramsey County. Descriptions of the proposed trails include the following:

- **Chain of Lakes - Bald Eagle Regional Trail** - This trail will connect the Rice Creek Chain of Lakes Park Reserve with Bald Eagle-Otter Lake Regional Park. A master plan has not been completed yet for the trail. The proposed general alignment of the trail is identified on the Park and Trail Map.
- **Bruce Vento Regional Trail** - This regional trail is partially complete and open to the public. However, the section in White Bear Lake and White Bear Township is proposed for the Burlington Northern Railway right-of-way that currently maintains rail traffic. Ramsey County Parks Department will pursue a master planning process for this section of the regional trail when the status of railroad operations change. The proposed trail alignment is shown on the Park and Trail Map.
- **Lake Links Trail Network** - This proposed trail would connect the proposed section of the Bruce Vento Trail along Highway 61 to the east to connect to the existing Gateway State Trail via a trail paralleling Highway 96. The trail was part of the Lakes Links Trail Network master planning process, which calls for this section of trail to be part of the Regional Parks System. The general trail alignment is indicated on the Park and Trail Map.

Goals and Policies

A series of goals and interlocking policies were established by the Township to select and implement the Trails System Plan.

1. Goals

Long term goals help establish the policies for determining the need, locating and developing a system of trail and paths. These goals emerge from community values, are interpreted by the Park Board and adopted by the Town Board of Supervisors. They change from time to time as values in the community evolve.

- To establish a system of paths, trails, sidewalks, and routes for recreation, active living and purposeful trip making.
- To provide access to commercial areas.
- To provide access to public parks.
- To provide public recreation pathways through scenic areas.
- To improve public safety by providing alternatives to on-street pedestrian and bikeway use.
- To provide access and be consistent with local, county, regional and state trails in adjacent communities.
- To develop and maintain a trail system in a cost-effective manner, including seal coating on a regular basis, as identified in the parks and trails CIP.
- To increase communication with the public, relative to trail development.
- To consider environmental issues and preservation of sensitive areas with respect to trail development.
- To determine the needs for motorized and non-motorized trails, routes, paths, and sidewalks.

2. Trail Development Policies

Trail policies are focused on the selection and development of trail system plan elements. The policies represent the selected methods to achieve the goals.

TSP-1. Trail development should occur according to an officially adopted Township Plan.

TSP-2. Trail development shall be implemented according to a prioritized system based on improving public safety concerns, connecting specific destinations and providing public recreation.

TSP-3. Trail development should include all feasible connections to adjacent community, county, regional, and state trails.

TSP-4. Trail design shall utilize adopted standards and construction techniques.

TSP-5. Roadway and utility rights-of-way should be utilized for trail development wherever possible.

TSP-6. Trail systems shall be designed and constructed to keep maintenance to a minimum.

TSP-7. . New subdivisions should provide appropriate corridors as part of parkland dedication and subdivision requirements.

TSP-8. Trail development should be based on a logically sequenced construction program and be included in a capital improvement program.

TSP-9. The Town will cooperate with Ramsey County to provide expanded paved shoulders when County roads which are designated as trail corridors are planned to be overlaid or reconstructed.

TSP-10. Location and design of trails will attempt to minimize negative effects and attempt to maximize beneficial effects for adjacent property owners.

TSP-11. Grant programs shall be continuously monitored for possible utilization. When grants are available, applications are made for projects that are consistent with Town Board goals and policies.

TSP-12. Trail development planning shall be conducted in a fashion that encourages public participation.

TSP-13. Trail corridor links to local and regional parks are encouraged in order that residents may take advantage of those close-to-home opportunities.

Proposed Trail Corridors

Trail corridors, as shown in Figure 7-1, reflect connections between significant sites and residential areas. Significant sites include park properties, schools, commercial areas, and potential connections to adjacent community trails or regional trail corridors. Table 7-1 itemizes the trail system elements, their relationship to the roadway type if appropriate, elements being connected, the physical characteristics of the corridor and the project's status.

**Table 7-1
Trail System Elements**

ID	Trail Location	Termini		Artery Level	Connection Type	Type			Status
		Beginning	Ending			On Road	In Corridor	Off Road	
A-1	Otter Lake Rd	CR J	Scheunaman	MAJ	Park/School	AMR			
A-2	CR H-2	Centerville	Bald Eagle	MAJ	Park/School	BMC			
B-1	Portland Ave	CR J	TH 96	MAJ	Park	BMC			
B-2	TH 96	NW Ave	E Co Line	MAJ	Park	AME			
B-3	S. Shore Blvd	Bellaire	E Co Line	MAJ	Park	Local			
B-4	Bald Eagle Lake	Around Lake		MAJ	Park	BMC			
B-5	Taylor Ave	E Bald Eagle	Hugo Rd	MAJ	Park	Local			
B-6	CR F	Bellaire	E Co Line	MAJ	Park/School	BMC			
C-1	NE Area			Min	Park			X	
C-2	BNN Rail			MAJ	Park			X	
C-3	CR 96			MAJ	Park	AME		X	Complete
C-4	Bellaire Ave	Roth Place	Bellaire Beach	MAJ	Park	BMC/Local			
C-5	E Co Line	Martin Way	S Shore Blvd	MAJ		BMC/Local			
C-6	Centerville Rd	CR 96	CR J	MAJ		BMC			
C-7	White Bear Pkwy	Otter Lake Rd	CR 96	MAJ		AMR/Local			
C-8	CR J	Portland Ave Otter Lake Rd	Bald Eagle Pt Poplar Lake	MAJ		AME/BMC			
C-9	Stillwater St	Otter Lake Rd	Division St	Min	Park	Local			
D-1	Township Pkwy	White Bear Pkwy	Hammond Rd	Min	Park	Local		X	Complete
D-2	Hammond Rd			Min	Park	Local		X	Complete
D-3	Longville Pk			Min		N/A		X	Complete
D-4	Meadowlands			Min	Park	N/A		X	Complete
D-5	Buffalo St	Bald Eagle	Portland	Min		BMC			
E-1	Labore Rd Ext			Min		AMR			
AME = A Minor Expander									
AMR = A Minor Reliever									
BMC = B Minor Collector									

Source: White Bear Township; Resolution, Inc.

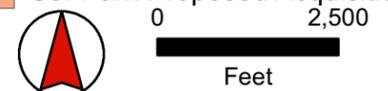


WHITE BEAR
TOWNSHIP

Trail Plan

Figure 7-1

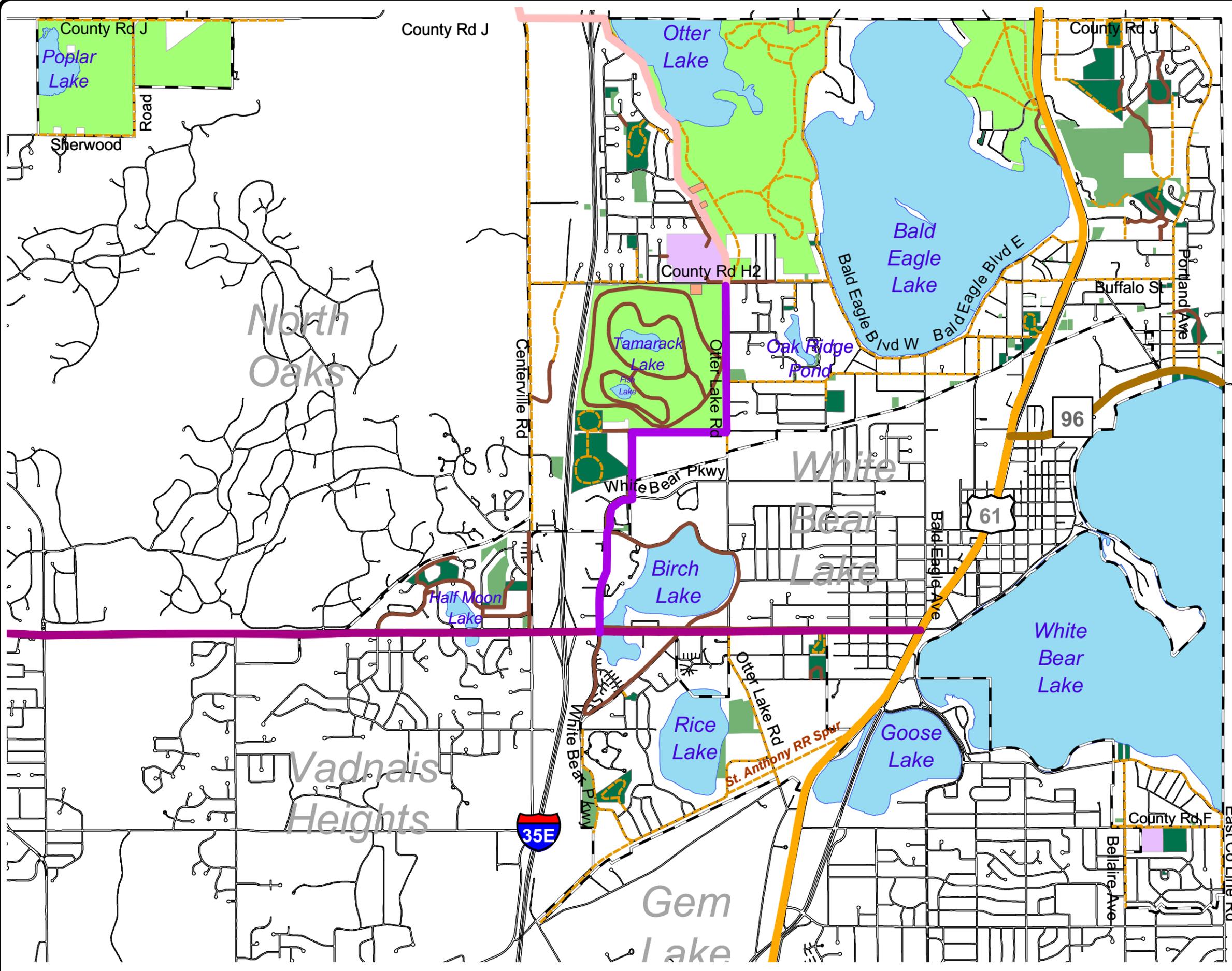
- Regional Trails**
- Birch Lake (Existing)
 - Hwy 96 Lake Links Trail (Planned)
 - Highway 96 (Existing)
 - Bruce Vento (Planned)
 - Chain of Lakes - Bald Eagle (Proposed)
- Local Trails**
- Existing Trail/Sidewalk
 - Future Trail/Sidewalk
- Parks and Open Space**
- County Park Property
 - School District #624 Property
 - Township Green Space
 - Township Park Property
 - Co. Park Proposed Acquisition



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Trail System Element Description

The following provides a more extensive description of the plan segments listed in the plan.

1. A-1 OTTER LAKE ROAD

A-minor Reliever and Minor Collector between County Road J and Scheuneman Road. Controlled and maintained by Ramsey County. Destinations include the Tamarack Nature Center, Otter Lake School, White Bear Township Theatre Commercial Area, and the County Road 96 and Birch Lake Regional Trails. A portion of the Birch Lake Regional Trail parallels Otter Lake Road in the City of White Bear Lake. An off-road trail between Hammond Road and County Road H-2 was constructed as part of the Tamarack Nature Center trail system. Trail development should be coordinated with County overlay or reconstruction of the roadway.

2. A-2 COUNTY ROAD H-2

B-minor Collector road between Centerville Road and Bald Eagle Lake. Controlled and maintained by Ramsey County. Destinations include Tamarack Nature Center and Otter Lake School and the Otter Lake segment of the Bald Eagle/Otter Lake Regional Park. A sidewalk is constructed on a portion of the corridor from Otter Lake School to Lakeview Avenue. Trail or sidewalk development should be coordinated with County reconstruction or overlay of the roadway.

3. B-1 PORTLAND AVENUE

Collector road between County Road J and Highway 96. Controlled and maintained by Ramsey County. Destinations include Rutherford Park on White Bear Lake, Longview Park, Garden Creek Park, Glider Park, the White Bear Beach Community Club property and the White Bear Lake/Highway 96 trail corridor. The White Bear Beach area currently has significant pedestrian traffic, especially during the summer months. Trail or sidewalk development should be coordinated with County reconstruction or overlay of the roadway.

4. B-2 Highway 96 TRAIL

A-minor Expander road located on the north side of White Bear Lake between Northwest Avenue and East County Line Road. Controlled and maintained by the Minnesota Department of Transportation. Destinations include the Ramsey County Beach, Rutherford Park on White Bear Lake, the White Bear Beach Community Club and the Washington County trails corridor. The trail is recognized as a regional trail corridor and is part of the Around The White Bear Lake Trail. An old rail bed could be utilized as an off-road trail. The Township currently owns approximately 60% of the property on the lake between Northwest Avenue and the County line. Trail development should be coordinated with surrounding communities to create an around the lake trail and a connection to the Gateway segment of the Munger State Trail in Washington County.

5. B-3 SOUTH SHORE BOULEVARD TRAIL

A Local Collector road between East County Line Road and Bellaire Avenue. Controlled and maintained by Ramsey County. Destination includes Bellaire Beach and is part of the Around The White Bear Lake Trail Corridor. Trail development should be coordinated with the County overlay or reconstruction of the roadway and/or should be coordinated with surrounding communities to create a trail around White Bear Lake.

6. B-4 BALD EAGLE LAKE TRAIL

B-minor Collector road includes East and West Bald Eagle Boulevards. Controlled and maintained by Ramsey County; however, control of East Bald Eagle Boulevard and West Bald Eagle Boulevard from County Road H-2 to the north county line are proposed to be turned back to the Town. Destinations include Bald Eagle/Otter Lake Regional Park. The scenic roadway is currently used extensively by pedestrians and bike riders. Trail development should be coordinated with Ramsey County reconstruction and overlay plan, and may include sections which are on-road, off-road and/or closure of one lane to vehicle traffic creating a one-way road.

7. B-5 TAYLOR AVENUE TRAIL

Local Collector road between East Bald Eagle Boulevard and Hugo Road. Controlled and maintained by Ramsey County. Planned to be turned back to the Township in 2001. Part of the trail corridor which would connect the Tamarack Nature Center property with the Bald Eagle/Otter Lake Regional Park. Destinations include the Bald Eagle Lake Trail and the Burlington Northern corridor trail. Trail development should be coordinated with the Bald Eagle Lake Trail.

8. B-6 COUNTY ROAD F TRAIL

B-minor Collector road between Bellaire Avenue and East County Line Road. Controlled and maintained by Ramsey County. Destinations include Bellaire School and Bellaire Park. The roadway currently has a striped shoulder. A sidewalk should be constructed or the shoulder widened for public safety purposes, due to heavy pedestrian use.

9. C-1 NORTHEAST AREA TRAIL

Off-road trail system which would link parks and open space property with residential areas and the commercial area at County Road J and Highway 61. Destinations include Red Pine Park, Benson Park, Deer Meadow Park, the Burlington Northern rail corridor trail, and several other open space properties owned by the Township. Trail construction will provide a corridor through a scenic part of the Town which includes a Tamarack swamp. Trails should be designed and constructed to minimize the impact on the natural features of the property.

10. BRUCE VENTO REGIONAL TRAIL CORRIDOR

Runs parallel to Highway 61, the Burlington Northern Rail corridor is a regional trail corridor which is constructed between St. Paul and Buerkle Road in White Bear Lake.

The railway is currently active through White Bear Township, and is part of the Rush Line Transit Corridor. Destinations include Bald Eagle/Otter Lake Regional Park, 4 Seasons Park, the Town Hall and commercial areas including downtown St. Paul and White Bear Lake. Trail connections include the Highway 96 regional trail and the gateway segment of the Munger State Trail. Trail development should be coordinated with adjacent community and county development plan for the Rush Line Corridor.

11. C-3 COUNTY ROAD 96 TRAIL

This off-road regional trail was constructed as part of the Highway 96 reconstruction project. This trail connects the Long -Lake Regional Park and Birch Lake Regional Trail and connects to TH 61, White Bear Lake, and Columbia Park. This trail has segments in both White Bear Township and White Bear Lake and several communities west of White Bear Township.

12. C-4 BELLAIRE AVENUE

B-minor Collector and local road between Roth Place and Bellaire Beach. Controlled and maintained by Ramsey County. Planned to be turned back to White Bear Township. Destinations include Bellaire Beach and Bellaire School. Trail or sidewalk development should be coordinated with County reconstruction or overlay of the roadway.

13. C-5 EAST COUNTY LINE ROAD

B-minor Collector and local road between Martin Way and South Shore Boulevard. Controlled and maintained by Ramsey County. This trail connection is a link in the Around The White Bear Lake Trail and connects to trails in the City of Birchwood. Trail development should be coordinated with County reconstruction or overlay which includes widening of the shoulders or with construction of other segments of the around the lake trail.

14. C-6 CENTERVILLE ROAD

B-minor Collector road between Highway 96 and County Road J. Controlled and maintained by Ramsey County. Destinations include commercial areas in the Meadowlands Development and the White Bear Township Theatre and a link to the Highway 96 Regional Trail. An 8-foot wide bituminous trail is constructed between Highway 96 and North Birch Lake Boulevard on the west side of Centerville Road. A striped shoulder is provided between North Birch Lake Boulevard and County Road J. Construction of an off-road trail should be encouraged with those portions of the City of North Oaks that are adjacent to Centerville Road.

15. C-7 WHITE BEAR PARKWAY TRAIL

A-minor new reliever and local road between Otter Lake Road and County Road 96 in both White Bear Township and White Bear Lake. Controlled and maintained by White Bear Township and White Bear Lake. A portion of the Birch Lake Regional Trail is constructed adjacent to White Bear Parkway. Destinations include Fox Meadow and the Birch Lake and Highway 96 Regional Trail. Construction of the off-road trail

between South Birch Lake Boulevard and Otter Lake Road and North Birch Lake Boulevard and Township Parkway will expand the corridor of the Birch Lake Trail.

16. C-8 COUNTY ROAD J

Two separate sections, both B-minor collector roads. The first section is between Portland Avenue and Bald Eagle Point. County Road J is controlled and maintained by Ramsey County and the City of Hugo. Destinations include the Highway 61/County Road J commercial area, the Burlington Northern Rail Corridor, Oneka Ridge Golf course and park properties in the White Bear Ponds Area.

The second section is between Otter Lake Road and Poplar Lake--A minor expander. Destinations include the White Bear Township Theatre commercial area and the County open space around Poplar Lake and trails in Lino Lakes. Trail development should be coordinated with County reconstruction or overlay projects which would include shoulder widening.

17. C-9 STILLWATER STREET

Local Collector road between Otter Lake Road and Division Street. Controlled and maintained by Ramsey County. This narrow roadway is proposed to be turned over to the Town. Destinations include the Tamarack Nature Center and the Bald Eagle residential area and is used as a link to Central Middle School and the North Campus of the High School in White Bear Lake. Trail development should be coordinated with redevelopment of the roadway.

18. D-1 TOWNSHIP PARKWAY TRAIL

Township Parkway (Local) between White Bear Parkway and Hammond Road. Destinations include the Birch Lake Regional Trail and the Tamarack Nature Center. When combined with Hammond Road the trail provides a link with the Nature Center and expands the Birch Lake Regional Trail Corridor.

19. D-2 HAMMOND ROAD TRAIL

Township Parkway between Otter Lake Road and I-35E. Roadway is the south border of the Tamarack Nature Center property. Destinations include the Tamarack Nature Center trail along Otter Lake Road and Polar Lakes Park at the west end of Hammond Road. Trail construction was completed in 2003.

20. D-3 LONGVILLE PARK/PARK AVENUE TRAIL

Park Avenue is a local road between Longville Park and Highway 96. Longville Park currently has a wood chip trail which connects First Street to Portland Avenue. Destinations include Longville Park and Rutherford Park abutting White Bear Lake at the south end of Park Avenue. A lightly traveled road, Park Avenue could be widened to create safer access to the lakeshore property and a future trail around the lake.

21. D-4 MEADOWLANDS/WEST TRIANGLE TRAIL

Recreational trail which connects the Meadowlands, Gilfillan, and Weston Woods residential areas to the commercial area, Meadowlands Park, Moon Lake Park, and the Highway 96 regional trail.

22. D-5 BUFFALO STREET

B-minor Collector road between Bald Eagle Lake and Portland Avenue. Controlled and maintained by Ramsey County: Planned to be turned back to the Township. Trail development should be coordinated with County overlay or reconstruction of the roadway. Destinations include several planned trails including the East Bald Eagle Boulevard, the Bruce Vento trail and the Portland Avenue corridors along with the Eagle Brook and Jehovah's Witnesses churches.

23. E-1 LABORE ROAD CONNECTION TRAIL

This A-minor reliever road will connect White Bear Parkway with LaBore Road in Vadnais Heights. Vadnais Heights includes this trail connection in their trail plan. Construction of a trail or widened shoulder should be incorporated into the roadway construction plan.

Priorities

Table 7-2 on the next page indicates trail corridors and a development priority based on locational and public safety factors. A point system was devised to help prioritize development. Major arteries were awarded 2 points with all other factors acquiring one point. In addition to artery status, points were awarded if the road shoulder was unimproved, the trail was a recreational trail or a destination trail, traffic safety issues existed, and it connected to a park or school (or both).

**Table 7-2
Trail Corridor Priority Ranking**

ID	Trail Location	Artery Level	Connection Type	Priority Score
A-1	Otter Lake Rd	MAJ	Park/School	7
A-2	CR H-2	MAJ	Park/School	7
B-1	Portland Ave	MAJ	Park	6
B-2	TH 96	MAJ	Park	6
B-3	S. Shore Blvd	MAJ	Park	6
B-4	Bald Eagle Lake	MAJ	Park	6
B-5	Taylor Ave	MAJ	Park	6
B-6	CR F	MAJ	Park/School	6
C-1	NE Area	Min	Park	5
C-2	BNN Rail	MAJ	Park	5
C-3	CR 96	MAJ	Park	5
C-4	Bellaire Ave	MAJ	Park	5
C-5	E Co Line	MAJ		5
C-6	Centerville Rd	MAJ		5
C-7	White Bear Pkwy	MAJ		5
C-8	CR J	MAJ		5
C-9	Stillwater St	Min	Park	5
D-1	Twp Pkwy	Min	Park	4
D-2	Hammond Rd	Min	Park	4
D-3	Longville Pk	Min		4
D-4	Meadowlands	Min	Park	4
D-5	Buffalo St	Min		4
E-1	Labore	Min		3



**HOUSING AND ECONOMIC
DEVELOPMENT STRATEGY**

8. HOUSING AND ECONOMIC DEVELOPMENT STRATEGY

Context

This discussion is central to the comprehensive plan and summarized again here to emphasize what the long range planning process is seeking to achieve - a livable community, a place people are proud to call home. Does that mean building an island, self-contained community or does it mean meshing the community into the broader region and sharing resources? Does it mean high taxes and high governmental services or low taxes and limited government services?

Obviously, there are choices to be made which are not either or, but how much of each. Questions of economic development, environmental protection, adequate local government services, affordable housing, smart growth, sustainable development that reduces the consumption of limited natural resources (land, air, water, solid waste, etc.), ease of access without congestion, exemplary educational opportunities, and abundant outdoor and indoor leisure pursuits are part of the mix. So what are the ingredients of a livable community?

The National Civic League, among others, has divided communities into progressive and non-progressive and examined the factors, which distinguished progressive communities from the others. A progressive community is one that is creating jobs, developing and preserving housing, governing collaboratively, delivering quality education, and offering recreational facilities and programs. The single most important feature is an engaged citizenry. An engaged citizenry does not necessarily include everyone, but a strong community organizational infrastructure improves communities for direct and non-direct participants. A second element is the presence of choices-housing, jobs, neighborhoods, recreation, and transportation. A third is an emphasis on strategic investments in establishing and maintaining infrastructure, in keeping buildings in repair, and keeping the community in repair.

Notice that a trained and staffed public safety presence is not on the initial list while public safety is a major concern. Similarly, environmental initiatives or preservation activities are not spelled out in the first tier. It is not that these items are not important. To the contrary, they are very important. However, an engaged community with choices enhances awareness, collaboration and stewardship that in turn reduce crime, conflict and consumption.

So that is why the development of comprehensive plans and the focus on housing, the economy and the community become so important. Defining livability and creating associations and offering choices is the challenge and the basis for moving beyond protecting a single life style and looking for ways to produce options enjoying differences and harmonizing the perceived and inherent conflicts.

Keeping a community healthy involves this quilt of resources and investments. Economic opportunity and stability is an important cornerstone. Community institutions beginning with education are another. Providing a mixed housing supply in terms of cost and style creates an environment where choices exist and reinvestment in the opportunity and its changing face are supported.

Providing a mix of housing is a challenge. Adequate shelter is one of those basics that makes the economy go, improves child learning and strengthens community. Having a supply of affordable housing means children and community professionals like nurses and police officers can live in the community in which they work. Many public policies are aimed at community improvement that drives up the value and the cost of housing. Beginning with the need for safe and decent housing, building codes have required more and more. Site improvement requirements have expanded to encompass fencing and landscaping. As parks, schools, utilities and transportation facilities are improved, land values climb. At the same time, market tastes have placed emphasis on ownership (highest in history and the nation), single family styles and more space and amenities.

Role of Local Government

Housing as a municipal function has been problematic particularly in growing suburban areas. Most local government housing actions have pertained to approving plats, constructing infrastructure, and debating apartment or townhouse rezonings. No new public housing has been constructed in years. Subsidized housing units have been limited with many being pursued by non-profit entities. Family Section 8 support except for a few larger cities has been focused though county and metropolitan public housing authorities working in direct relationship with the Federal Government.

Some communities like White Bear Township, have small pockets or isolated locations of older housing. Most affordable housing and public housing initiatives have often been left to those older and more populated areas. Compounding the issue is the difficulty in linking household characteristics to housing supply characteristics. Providing a less expensive housing unit does not necessarily mean the household will be lower income. That disconnect is extended in White Bear Township's case due to lack of any geographic data unit where information is frequently compiled and readily available. Data sources and market information are compiled around cities and census tracts, neither of which coincides with White Bear Township's geography and political form.

As communities mature, it becomes apparent that higher density housing additions become more difficult to accept, attention (or lack thereof) to deteriorating housing comes into view, and the relationship between available housing and economic development starts to come into focus. It also has become clearer that healthy neighborhoods produce stronger community ties and less health and safety issues.

The role that local government plays varies widely and shift as the needs of the community shifts. The regulatory role is widely accepted approving the zoning and subdivision of land and building codes that focus on health, safety and welfare of the individuals and community. Regulation of existing housing through reduction of nuisance properties and habitation code enforcement is also widely accepted with the variable being the extent to which properties are systematically inspected and the degree to which the municipality intervenes in correcting issues.

It has also been argued that building and development codes are increasing housing costs. Phasing improvements are subordinated to installing the improvements up front - paved driveway, garage, landscaping, extra bathroom, etc. Developing policies that support market place affordable housing units and assure (without direct government ownership) that these units will be available to households needing them become an issue. The local

government role focuses on encouraging and accommodating a range of housing types and values.

Life Cycle/Affordable Housing

The concept is relatively straightforward - to provide a range of housing types so a community member can start and end living in the same neighborhood - hospital, apartment, starter home, move-up home, town home, assisted living, extended care and chronic care. A continuum not needed or desired by all, but nonetheless a range of options providing choices. That goal is embodied in the healthy communities strategy along with the smart growth objectives. A community of choices is healthier. Providing choices, which include using alternative transportation modes, walking to the store and biking to school, is part of the package. Choices in a mixed-use environment that is compact creates a climate for choices and enhanced livability.

Housing Supply Background

It is important to recognize that housing is a broader issue and not confined or managed municipality by municipality. Nonetheless, some municipal strategy is necessary that taps the regional, state and national resources but focuses on improving neighborhood living.

Based on the “visioning” work done to identify the issues for the 2030 Comprehensive Plan, the overarching housing issues are:

- Redevelopment of older housing by 2030.
- Need a reasonable amount of senior housing so people can stay in the community as they age. Might include more services as part of the housing
- Township may need to update ordinances or regulations to ensure that housing stock and neighborhoods are maintained.

It is appropriate to review some housing characteristics of White Bear Township in relationship to the discussion of housing and demographic characteristics in Chapter 2, outdated householder information, and the development framework in Chapter 4.

The Township had 4,051 housing units in 2000. At that time:

- 3,310 units, or 82%, were single family detached.
- Approximately 12% of units were single-family attached units, and 6% were multi-family units.
- 30% of the housing units built in the 1990's were attached units.
- Ninety-three percent of all housing is ownership (71% of metro housing is ownership).
- Seven percent is rental.
- Approximately 60% of housing units have been home to the same household for 6 or more years.

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- Since 2000, the numbers of townhomes and 2-unit homes constructed has outpaced construction of detached single family homes. Townhome developments such as Weston Woods and Boardwalk have broadened housing choices.
 - Since 2002, construction of new homes has slowed, reflecting regional and national market trends, and due to declining land availability in the Township.

Single-family housing and owner occupied housing continue to be the predominant types of housing in the Township. However, there is an increasing range of options available. The benefits to the community for a mixture of housing types is the ability to offer choices and meet changing demands of the different generations and investors. Providing for inter-generational interaction strengthens the community and expands its hidden social capital. Higher density housing can also preserve land and lower housing unit costs. The comprehensive plan does not examine density in terms of impact on neighboring properties specifically and the impact on public systems. Suffice it to say, density is not an evil that sound planning cannot reduce or eliminate with attention to the usual concern of activity, light, scale, property values, crime, etc. Effective planning can ameliorate most if not all of the concerns.

Because White Bear Township is a developed suburb, future development in the Township will not significantly impact the variety of housing over the 20 year planning horizon, but incremental change is occurring. Recent infill development projects of higher density and mixed use development have resulted in a greater variety of housing options. Meadowlands is a mixed-use area of townhomes and single-family detached housing with a business district providing a major grocery store, bank, drug store, day care, automobile service, restaurants, and a neighborhood convenience center. Other new development at Birch Lake Villas, Wild Ridge Preserve, The Boardwalk, Gillfillan Hills and Weston Woods provide choices of attached and detached units.

In addition, the greater White Bear Township area contains several assisted housing developments. There are 60 units at Cottages of White Bear Township, 118 units at McKnight Terrace, 81 units at Washington Square Elderly, 124 units at Concordia Arms Elderly, and 300 units at the Presbyterian Homes project.

The supply is oriented to the early development of single-family housing and the location of the Township within the region. Some choices exist and the Township has fostered and benefited from new additions to the supply that represent a new housing type and level of affordability.

Housing Affordability

The Township recognizes that with an aging population, it will benefit the community to have a housing stock that is accessible and affordable to seniors. The Comprehensive Plan Goals and Policies for residential development address lifecycle housing and affordable housing within the residential development policies.

- R 4.** Create opportunities for life cycle housing of differing types and density. This may include options for senior housing and associated services.
- R 15.** Consider developing low and moderate-income units to be mixed with market housing and not concentrated in large numbers.

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- R 17.** Encourage utilization of the Zoning Ordinance's planned residential development provisions and appropriate development control modifications consistent with the state-of-the-art residential development techniques that allow design flexibility to meet community goals.
 - R 18.** The Township shall cooperate with the metropolitan HRA in securing federal or state subsidized housing assistance, particularly for the elderly, families and individuals of low and moderate incomes, to provide scattered housing opportunities consistent with metropolitan policies and as funds become available.
 - R 19.** The Township will encourage development of a proportion of modest cost market rate housing with larger developments in an effort to provide more affordable housing.
 - R 21.** Cooperate with the Metro HRA and Ramsey County in providing other housing rehabilitation programs consistent with the Township's needs and local resources. Rehabilitation efforts should be concentrated in the older sections of the Township, particularly around the south shore of Bald Eagle Lake, the White Bear Beach area, and the Bellaire area.

The Metropolitan Land Planning Act of 1976 requires local Comprehensive Plans to include a housing element that acknowledges the community's share of the forecasted regional need for affordable housing. For this purpose, affordable housing is defined as housing costs at or below 30% of gross income of a household earning 60% of the Twin Cities median family income. In 2005, a family income of \$46,200 or less would be considered as qualifying for affordable housing. Monthly housing costs of approximately \$1,000 would be affordable for such a family.

The Metropolitan Council identifies the number of new affordable units needed in each local community in order for regional affordable housing needs to be met. The Metropolitan Council's allocation for White Bear Township is 113 new units for the planning period 2011 to 2020. For a developed suburb, most affordable housing results from market forces as homes age and values depreciate. However, the allocation is specific to new construction only.

Because of limited land supply, new-construction affordable housing will likely be medium or higher density. The 2030 land use plan identifies the Residential Planned Unit Development (PUD) for a mix of low, medium and high density residential land use. The PUD area is approximately 22 acres, guided for a maximum of 14 acres as medium density residential (6 units per acre) and 2 acres as high density residential (10 units per acre). Within these guidelines, the PUD area could yield 104 medium and high units. In addition, it guides 6 acres for low density residential. The PUD area can accommodate residential development that is mixed-income and thereby opportunity for the 104 new affordable units based on Metropolitan Council forecasts. The Town may consider allowing a higher density development in order to help accommodate the goal of providing affordable housing units. The PUD area would also create an opportunity for proximity of residences and employment. Location efficient mortgage programs recognize that reducing a household's transportation costs translates into an easing of the strain of housing costs.

Higher Density Housing Location Policies

The Township's 2030 land use plan identifies specific locations for higher density housing. Other higher density opportunities will emerge as redevelopment opportunities where ownership and market conditions support change. Rather than pinpointing those locations, the plan acknowledges this occurrence and creates some location policy guidelines for evaluating specific proposals for change.

Provide good thoroughfare access. The density of multi-family development generates more traffic per acre than other forms of residential development, but fewer trips per unit. Properly sited, higher density housing actually reduces travel and capacity demands. Therefore, it is desirable to locate higher density development close to major roads.

Provide close proximity to existing or planned commercial areas. Proximity of multi-family housing to commercial areas is important for residents without access to private transportation. The ability to establish a walk to work or services opportunity is significant.

Provide close proximity to existing or planned job locations. Connecting neighborhoods and job centers offers choices to live close to work and other daily activities permitting more experiences to be received with less time spent in travel.

Assure compatibility with nearby land uses. The perceived intensity of multi-family housing is sometimes considered undesirable to surrounding, less intense land uses. It is necessary to evaluate development proposals in relationship to adjacent development.

Close proximity to major amenities. Special amenities (lakes, parks, view, etc.) improve the attractiveness of any housing. Having resources available to greater numbers of people enhances the living environment. Also the higher density of multi-family maximizes the number of people benefiting from the amenity in comparison to low-density single family residential.

Consider impact on and availability of urban services. Other available urban services (police and fire service, parks, etc.) should be available to meet the residents' needs.

Support designs that create a sense of community. Areas should be large enough in size to allow for enough units to be practical for a multiple family development. In single type and mixed housing types, the management of building and supporting facilities should work to create a sense of community and compatibility of the various components.

White Bear Township Adopted Housing Goals

1. General Housing Goals

- Have a diverse housing supply, with housing available for people at all income levels.
- Accommodate all racial and ethnic groups in the purchase, sale, rental, and location of housing in White Bear Township.
- Provide a variety of housing types for ownership and rental for people in all stages of life.

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- Assure the availability of a full range of services and facilities for residents, and the improvement of access to and linkage between housing and employment.
 - Add to and preserve the affordable housing in White Bear Township.
 - Permit flexibility in residential design and encourage innovative housing approaches that are consistent with Township goals and policies.
 - Continue expansion of the community's subsidized low and moderate income housing opportunities over the next 15 years or as available funding permits.
 - Maintain and conserve existing housing resources and eliminate or renovate deteriorating housing.
 - Provide an adequate level of public facilities to housing areas.
 - Protect new residential areas from adverse environmental impacts.
 - Provide multiple family housing opportunities throughout in accord with the location criteria.

2. Housing Diversification Goals

- Promote a variety of housing types, costs and ownership options throughout White Bear Township. These are to meet the life-cycle needs of all income levels, those with special needs and nontraditional households.
- The Township will encourage development of a certain proportion of modest cost market rate housing within larger developments in an effort to provide more affordable housing.
- The Township will continue not to impose development restrictions that could increase housing costs including lot size, parking, garage and floor area requirements. The Township will make efforts to plan and provide for the housing and services needs of the elderly and disabled.
- The Township will encourage development of housing and services that meet the needs of nontraditional households.
- The Township will regularly review and, as necessary, change its zoning and subdivision regulations, building codes, design standards and approval process. This is to assure that these regulations and standards are flexible enough to allow a variety of housing options and to help lessen the cost of residential development and redevelopment. Such issues and regulation that the Township will review include: The amount of undeveloped and underused land that the Town has planned or zoned for single family and multiple family housing.
- The flexibility to use zero lot line development.
- The use of private streets in developments.

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- Providing minimum rights-of-way, pavement widths and standards for streets.
 - The permitting of accessory or mother/father-in-law apartments.

3. Neighborhood Quality Goals

- Assure that the life cycle housing is compatible with the character of existing neighborhoods and respects the environment.
- Plan and design new housing to assure there are adequate utilities and community facilities.
- Maintain or strengthen the character of established neighborhoods and assure that all housing units are safe, sanitary, secure and free from blight.
- The Town will work to protect the integrity and long-term viability of residential neighborhoods and reduce potential negative effects of commercial or industrial land uses through zoning, site plan review and code enforcement.
- The Town will require and enforce high design and maintenance standards for *multi-family* residential development. Design standards will include provisions about building massing, architectural design, off-street parking ratios and location, access, traffic impacts, landscaping, screening, refuse and recycling handling.
- The Town will allow affordable housing in any location suitable for residential uses.
- White Bear Township will assure that development respects the natural environment to the maximum practical extent.
- The Township will continue to use its shoreland and floodplain ordinance and minimum wetland setback requirements to assure protection of the lakes, ponds, and wetlands.
- The Township will consider adopting a truth-in-housing program that will require housing maintenance.

a. Specific Benchmarks

The Township has acted to specifically participate in the livable communities eligibility program. Specific goal benchmarks that were negotiated as part of that process include:

- Total housing supply at 90% ownership 10% rental.
- Affordable ownership units at 69% of the supply.
- Affordable rental units at 39% of the rental supply.
- 23% of housing other than single family detached.
- Single family density of 1.9 units per acre (100x200 net lot)

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- Multifamily density of 10.0 units per acre

The multi-family benchmark will have to be adjusted downward to comply with zoning limitations.

Implementation Program

1. New Housing

Housing is directly related to community economic development strategies and community health. Local government provides most of the components of community life enjoyed by residents. Because of limited developable land in the Township, household growth forecasts will be accommodated through a combination of new area development, in-fill development and redevelopment. Land values frequently require higher density in redevelopment efforts. The plan does not specifically identify redevelopment parcels relying instead on market place factors and plan policies supporting mixed use and multi-unit housing development as specified in this chapter and the implementation chapter.

2. Affordable Housing Strategy Elements

The core of the strategy is to comprehensively assure that the Township is functioning in support of the elements of community life. In that way, investors have the confidence to buy, develop, and upgrade property. That becomes particularly significant in development of affordable housing. Because the Township has limited resources it will encourage development by those with access to housing subsidies such as non-profits and faith based organizations. Further, the Township continues to encourage the expansion of need based section 8 vouchers to permit scattered site living opportunities for lower income families in a market place setting.

3. Regulations

The housing goals fairly well spell out the implementation strategy with respect to the regulatory framework. Flexibility has been built in to walk the fine line between protection and over regulation. No specific code changes are proposed; although some modification of density calculation and transfer on mixed use or mixed density projects will be considered. There is also an objective to examine zoning techniques that encourage reinvestment and in-fill. The Township will continue to use code enforcement to assure property maintenance and public safety.

4. Program and Housing Information

The Township, based on resource availability, will enact a housing investment plan that utilizes the interconnected resources addressing affordable housing. The key to the strategy will be to make information available to residents and property owners about funding and supply availability. The Housing Link compiles affordable housing unit listings on a regular basis for the region and is an example of an in-place resource that is not necessary or even desirable to duplicate. The Township will also consider contracting with an umbrella organization set up to assist in home ownership and in the development of affordable housing such as the Minneapolis Housing Alliance whose name belies its multiple community orientation. The Township will

also track the Ramsey County pilot asset building program assisting low-income families to acquire assets as access to affordable home ownership.

White Bear Township will also maintain information or information sources for funders such as the Minnesota Housing Fund and the Minnesota Housing and Home Finance Agency. The Township will evaluate utilizing tax increment resources and housing bond fees to establish a low interest rate housing revolving fund for rehabilitation and construction of qualified housing units. It will also look to Community Housing and Development Organizations (CHDO's) to assist in developing the organizational capacity of locally based organizations. Finally, the Township will develop an information initiative for local faith based and non-profit organization with the context enumerated.

5. Public Assistance and Non- Profits

To assure or achieve a supply of affordable housing is one challenge. To match that supply to needy or dependent populations is a greater challenge. Some level of subsidy is required. The administration of that subsidy to assure that low and moderate-income families are served remains the challenge. To accomplish that connection, government involvement or motivated non-profits are required. Providing government assistance permits establishing guidelines for assuring access to affordable households. The policy of providing mixed income households creates more successful development and incorporation of lower income households. However, local government primarily funds programs from property taxes making policies intersect each other. Raising property taxes to build affordable housing makes the housing more costly.

6. Association and Collaboration Initiatives

The housing implementation strategy leaves open the Township's official role in state and federal housing actions. Should the Township, for example, seek to create parity in the property taxes paid by renters versus owners? To focus singularly: on achieving a stronger role for the US Department of Housing and Urban Development (B) is best achieved though association with other units of government. The association concept provides the concluding foundation to the implementation strategy that follows.

The interweaving of all of the elements of community life has been discussed extensively. Virtually all of the challenges extend beyond the corporate limits of the Town. Clearly, there needs to be service districts which respond to geography and development for snow plowing, street maintenance, police protection and services, fire protection and so forth. White Bear Township is standing testimony to the artificiality of corporate boundaries. While a challenge, the symbolic and repeated discussion of the independence and unique physical geography of the Town can be an organizing benefit.

Ramsey County (actually all counties) is charged with the responsibility of housing dependent populations. Similarly, counties are the organizing element in work force development, family support and other related programs. Ramsey County has hired a private business background director of work force development and established a beginning affordable housing funding program. Ramsey County is also the eligible

recipient as a designated urban county for federal Community Development Block Grants (CDBG), HOME funds and other related programs. It distributes those funds on a policy basis through application invitations.

The Town strategy is to develop a working collaboration to participate in, but not be overwhelmed by these efforts. The Township participated in two multiple community efforts relating to transportation plan (35E) and transportation projects (Highway 96). It is part of a multiple community effort to provide public transportation (Lake Area Bus). Housing and economic development activities leak into and out of each community creating a significant overlap and potential common agenda. The Township will utilize its unique position of multiple shared borders to explore the feasibility desirability of creating a multiple community, exploratory effort to establish a housing and economic development advisory commission.

7. Funding Programs

So much of the local effort is policy related. The only sure fire way to develop affordable housing that directly serves qualified households is through control of the housing units and level of subsidy by some entity dedicated to matching housing needs with affordable housing units. In the meantime, a number of programs are available on a number of levels to support affordable housing development, ownership or renting.

US Department of Housing and Urban Development

Section 8 Rental Vouchers and Certificate Programs
Shelter Plus Care (S+C)

Minnesota Housing Finance Agency

Minnesota Mortgage Program
Homeownership Assistance Fund
Purchase Plus Program
Minnesota Urban and Rural Homesteading Program
Partnership for Affordable Housing
Minnesota City Participation Program
Entry Cost Homeownership Program (ECHO)
MHFA Rental Assistance for Family Stabilization (RAFS)

Government construction of affordable public housing units is virtually non-existent. Project based privately developed Section 8 housing is nearing the end of the mortgage period and many are opting to become market rate due to the shortage of market rate housing and the greater returns.

Most government assistance is in the form of Section 8 certificates that subsidize rent payments for qualified families. Minneapolis has piloted a program where Section 8 certificate payments can be used for ownership as well.

Some additional limited resources for construction and rehabilitation of affordable housing include:

Federal Government

Supportive Housing Demonstration Program - Transitional Housing Component
Federal Home Loan Bank - Affordable Housing Program
Home Investment Partnership Program (HOME)
Section 202 - elderly
Section 811 - handicapped

Minnesota Housing Finance Agency

Low-Income Housing Tax Credit Program
New Construction Tax Credit Mortgage/Builders Loans
Low and Moderate Income Rental Program
Affordable Rental Investment Fund

Metropolitan Council

Local Housing Incentives Account
Livable Communities Demonstration Account

Non-Profits

Family Housing Fund
Twin Cities Habitat for Humanity
Minnesota Housing Fund

Other

Ramsey County has explored a number of housing improvement initiatives. It also administers Community Development Block Grant and HOME funds that support housing initiatives. The County also has some energy related and mortgage incentive programs available on a limited basis. Ongoing discussions are occurring about how to enhance housing opportunities. A strong economy and low interest rates have a tremendous impact on the availability of housing. A number of financial institutions serving the area focus on providing assistance privately and as part of their Community Investment strategy. Finally, although the legislature seems determined to end this tool, tax increment financing is available on an ever decreasing basis.

Economic Development Program

White Bear Township has formed an Economic Development Advisory Board that has conducted strategic planning efforts and developed a working strategy for expanding economic activity, jobs, and community identity. Part of the strategy is working with Gem Lake, White Bear Lake and Vadnais Heights in support of the business centers that also serve the Township. The economic development program is contained under separate cover.



PLAN IMPLEMENTATION

9. PLAN IMPLEMENTATION

Background

Implementation of the comprehensive plan occurs on a number of fronts ranging from general guidance and encouragement of private investors to client ownership and construction of public improvements. Besides establishing general guidelines and policies for future development (plan adoption) the Township can affect implementation of future development in a series of direct ways:

- Policies (land use types and locations)
- Regulations
- Public Investments
- Public Incentives
- Public Services

This chapter looks at those elements in terms of the policy guidance of the plan and specific development or investment issues.

The comprehensive plan provides a rational basis for guiding development, making public investments, encouraging private investments and establishing the policies and regulations necessary to implement the plan. For White Bear Township, plan implementation means a weaving together of private investments and needs with public policies, public investments and public regulations.

The comprehensive plan establishes the background and policies for the orderly development and reinvestment in the Township. Implementation strategies link plans to actions and resources. Public investments serve development objectives and allocation of available resources. Regulations can be a natural extension of the planning process translating agreed upon ideas into practical application with the assistance of clear and publicly administered guidelines.

A first implementation step is adoption of the comprehensive plan that includes implementing policies, intentions and mechanisms. Plan adoption procedures are prescribed by state law essentially involving a report and recommendation by the planning commission after public notice and public hearing followed by an action by 4/5 vote of the Town Board. The significant elements of White Bear Township's comprehensive plan revision include:

- Documentation of the physical and, natural resources inventory that impacts public and private development.
- Identification of county, state, school district, watershed district and neighboring communities plans and policies.
- Identification and coordination with Metropolitan Council system plans and plan review policies.

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- Identification of current and future community values, needs, opportunities and objectives.
 - Projection of population and land use trends.
 - Development of a comprehensive set of policies upon which all other plan elements are evaluated.
 - Identification of economic development strategies and policies.
 - Evaluation of available vacant land subject to change.
 - Determination of a logical distribution of land uses within the environmental and natural resource protection framework.
 - Identification of the supporting public service system plans including utilities, solid waste, transportation, parks and open space, fire protection, public facilities and schools.
 - Development of a public investment strategy which considers direct and indirect financial investment including public infrastructure.
 - Preparation of implementing regulations.

The importance here is that the comprehensive plan is much more than a map. It is an interwoven blueprint for the physical and economical development of the community.

Regulations

The major land use regulation tool is the zoning ordinance. Allied regulations include ordinances dealing with subdivisions, wetlands, nuisances, property maintenance, flood plain and shorelands. White Bear Township's chief regulatory tool is the zoning ordinance. The existing zoning map is shown in Figure 9-1. Zoning Ordinance.

1. Zoning Ordinance

The zoning ordinance guides the use of land and the placement of structures on that land to assure a sense of order and to protect the public health, safety and general welfare by providing for adequate air and light, adequate utilities, reduction of congestion, and general harmony among land uses. The zoning ordinance has often been considered a protective implementation tool, but it can also provide incentives to encourage good site design and attention to connections in the community. A number of implementation issues and policies are discussed here.

a. Residential Densities

Residential densities apply to the required lot size per housing unit or the number of units per acre. Lot size or density regulations allow a

community to provide reasonable estimates as to the size of the needed public infrastructure - streets, sewers, water, storm water, parks - necessary to serve the projected development in an economical way.

Varied densities permit a variety of differing housing types to give the community the ability to attract a range of age and income groups. Higher density housing policies have generally directed these housing types to areas of higher land values adjacent to major transportation facilities and amenities. In some cases, by providing higher densities, the cost of site amenities is shared by a larger population base meaning more opportunities for less cost per person or unit.

Density provisions become increasingly important in areas that are completely developed and have an aging housing stock that has to be revitalized. Here again the issues are convenience and economics. Enough new units have to be permitted to provide the economics to protect the environment features, cure the pollution problem, or replace deteriorated and outmoded housing or other uses.

The issue of density in White Bear Township (and many communities) becomes more one of design than congestion or reducing the quality of the housing stock. Paramount is the ability to create a scale and quality of development that is consistent with the site and the neighborhood. That is a difficult definition to try to build into any body of regulations. Clearly, density evaluation must examine building scale (mass and height), building design and orientation (uniform planes or stepped back planes to reduce scale), air, light and noise protection, vehicle circulation and storage, useable open space, etc.

White Bear Township's existing comprehensive plan designates single family and multi-family residential development districts. The plan update follows that general approach (except for the vacant or change parcels evaluated) largely because of the legislative requirements in the 1995 amendments to the Metropolitan Land Planning Act that local controls be consistent with the comprehensive plan after adoption of the plan. In many cases, premature rezoning could create speculative land value changes that would frustrate the orderly redevelopment of the community. Instead, this plan establishes housing goals and provides some implementation criteria for increasing densities consistent with the plan to assure compatibility of zoning and the plan.

The zoning code provides three residential zoning districts:

**Table 9-1
Zoning Districts**

District	Description	Min Lot Size (Square Feet)	Net Density (Units/Acre)
R-1	Suburban Residential	12,000	3.0
R-2	Urban Residential	12,000/18,000	3.0/6.0
R-3	Multiple Family	none	10.0

For comprehensive plan purposes, the following net density designations correlating with the zoning code and providing consistency are established:

**Table 9-2
Comprehensive Plan Residential Densities**

Low density residential	3.0 units/acre	R-1
Medium density residential	6.0 units/acre	R-2
Higher density residential	10.0 units/acre	R-3/PUD

b. Moderate and Higher Density Provisions

Moderate density housing includes smaller lot single units and attached single unit housing. These units can be planned to take advantage of common space and reduce impacts on adjacent properties.

Criteria for moderate and higher density housing locations includes one or more of the following:

- Sufficient land to establish a character consistent in scale with the site and surrounding area.
- Proximity to activity and job centers.
- Ability to direct traffic to collector streets without major impacts to local residential streets.
- Proximity to amenities
- Ability to utilize increased density to reduce disruption to site, environmental features or amenities.
- Inclusion in a mixed-use development that includes businesses or public uses or a mix of residential types.
- Compatibility with adjacent uses.
- Incorporation of site or adjacent public open space as part of the development plan.
- Ability to use underground parking or separate garages to enhance site usability and residential character.

R-2 and R-3 zoning districts providing for higher residential densities are illustrated in Figure 9-1.

c. Related Zoning Ordinance Revision Considerations:

- All attached housing over three units/acre should continue to have a site plan review and approval based on site development criteria.
- The planned unit development overlay should provide a density bonus for protection of natural amenities, provision of community connections and creative management of vehicle storage and open space.
- A new multiple-unit attached housing district permitting up to eight units per acre with a minimum one acre lot should be established to provide redevelopment flexibility and increase the variety of zoning districts.

2. Shoreland Management

As part of the public systems plan, policies were established for surface water management and nonpoint source pollution strategies. One of the water body protection strategies is the adoption of Shoreland Management regulations in conformance with state guidelines. White Bear Township has established a shoreland overlay district in consultation with the Department of Natural Resources and consistent with state policies. The zoning ordinance contains significant protection in areas encompassed by the shoreland management overlay districts.

The following water bodies are encompassed, in the shoreland protection elements:

- Natural Environment Lakes

- Fish Lake
 - Half Moon Lake
 - Oak Ridge Pond
 - Poplar Lake
 - Rice Lake
 - Tamarack Lake

- Recreational Development Lakes

- Goose Lake
 - Otter Lake

- General Development Lakes

- Bald Eagle Lake
 - White Bear Lake

- Tributary Streams

- County Ditch #14 connection of Goose Lake and Rice Lake
 - Unnamed stream connecting Bald Eagle and Otter Lakes

3. Wetlands Protection

Part of the water protection strategy is the provision for wetland protection and establishment of National Urban Runoff Program (NURP) pond development standards and urban run-off practices. The plan establishes policies in these areas in the Public Systems section. The zoning code provides explicit protection and management guidelines that are tied directly to the comprehensive plan. Those management practices and guidelines will be reviewed and expanded in consultation with the Rice Creek Watershed District and Vadnais Lakes Area Water Management Organization surface water management planning efforts.

4. Steep Slopes and Environmentally Sensitive Area Protection

The zoning code identifies and defines bluffs and areas of environmental or visual significance and provides regulation and protection for these areas. The home maintenance code also provides that inspections include the provisions for erosion control and management of bluff areas.

5. Historic Preservation Protection

The Township has an inventory of historically significant sites as identified by the Minnesota Historical Society. In general, there are no specific places or structures that would be part of a public information program. Consideration of ways to emphasize the history of the Townships governments and preservation of the existing Town Hall are being considered.

6. Subdivision Regulations

White Bear Township has adopted a set of subdivision regulations. Since virtually the entire Township has been platted, the issues facing the Township will be protection of natural resources, site plan reviews and resubdivision of property to facilitate changing conditions. Three trends are emerging related to platted property in White Bear Township. The first is the combining of lots, particularly along lakeshores, to build higher value homes. The second is the desire to split existing larger non-lakeshore lots into two or more new lots. The third is the sharing of walls to put side yards into collective use.

The following resubdivision provisions are written as platting variations and should be considered in order to provide orderly redevelopment in the Township.

PLATTING VARIATIONS FOR A MINOR SUBDIVISION is hereby enacted as follows:

1.01 Platting Variations and Minor Subdivisions: In any case in which the compliance with the provisions of the Title will involve unnecessary hardship and failure to comply does not interfere with the purpose of the platting regulation, five (5) types of minor subdivisions may be granted:

A. Three Parcel Minor Subdivision. When a subdivision creates a total of three (3) or less parcels, situated in an area where public utilities and street rights-of-way already exist, in accordance with Township codes, serve the proposed parcels and no further utility or street extensions are necessary, and the new parcels meet or exceed the size requirements of the zoning code, the applicant may apply for a minor subdivision approval. The proposed subdivision, in sketch plan form, shall be submitted to the Town Board at a public hearing with notice provided to all property owners within 350 feet. The proposed parcels shall not cause any portion of the existing lots, parcels, or existing buildings to be in violation of this regulation or the zoning code. Within thirty (30) days after approval by the Town Board, the applicant shall supply the final survey to the Building Official for review and approval. A certificate of survey shall be required on all proposed parcels. After completion of the review and approval by the Township Administrator, the survey shall be recorded by the applicant with the Ramsey County Recorder within sixty (60) days. Failure to record the subdivision within sixty (60) days shall nullify the approval of the subdivision.

B. Recombination. To divide one recorded lot or parcel in order to permit the adding of a parcel of land to an abutting lot to create two (2) buildable parcels, the proposed subdivision, in sketch plan form, shall be submitted to the Town Board for approval. The proposed recombination shall not cause any portion of the existing lots or parcels to be in violation of this regulation or the zoning code. Within thirty (30) days after approval by the Town Board, the applicant shall supply a certificate of survey to the Township for review and approval. After completion of the review by the Township, the survey shall be recorded by the applicant with the Ramsey County Recorder within sixty (60) days after approval by the Township.

C. Consolidations. The owner of two (2) or more contiguous parcels or lots of record may, subject to Township approval, consolidate said parcels or lots into one (1) parcel of record by recording the consolidation with Ramsey County Recorder as a certificate of survey showing same, within sixty (60) days of approval. No hearing is necessary unless the applicant to the Town Board appeals denial of the proposal. The proposed parcels shall not cause any portion of the existing lots, parcels, or existing buildings to be in violation of this regulation or the zoning code.

D. Common Wall Duplex Subdivision. The Township Administrator upon recommendation of the Building Official may approve a common wall duplex minor subdivision. The owner shall file with the Building Official three (3) copies of a certificate of survey prepared by a registered land surveyor showing the parcel or lot, the proposed division, all building and other structures or pavement locations: and a statement that each unit of the duplex has separate utility connections. This type of minor subdivision shall be limited to a common wall duplex minor subdivision of a parcel in a R-2 District or other zoning district which allows duplexes, along a common wall of the structure and common lot line of the principal structure where the structure meets all required setbacks except the common wall property line. Within sixty (60) days after approval by the Township Administrator, the applicant for the common wall duplex minor subdivision shall record the subdivision and the

certificate of survey with the Ramsey County Recorder. Failure to record the subdivision within sixty (60) days shall nullify the approval of the subdivision.

E. Corrections. When a survey or description of a parcel or lot has been found to be inadequate to describe actual boundaries, approval of a corrective subdivision may be requested. This type of subdivision creates no new lots or streets. The proposed corrective subdivision, in sketch plan form, along with a letter signed by all affected owners agreeing to the new subdivision, shall be submitted to the Town Board for approval. No hearing or Planning Commission review is necessary unless the Building Official for clarification refers the proposal to the Commission. The proposed parcels shall not cause any portion of the existing lots, parcels, or existing buildings to be in violation of this regulation or the zoning code. A certificate of survey illustrating the corrected boundaries shall be required on all parcels. Within thirty (30) days after approval by the Town Board, the applicant shall supply the final survey to the Building Official and Township Administrator for review and approval. After completion of the review and approval by the Building Official and Township Administrator, the survey shall be recorded by the applicant with the Ramsey County Recorder within sixty (60) days. Failure to record the subdivision within sixty (60) days shall nullify the approval of the subdivision.

Private Investment

The basis for a comprehensive plan diminishes rapidly absent private investment. Therefore, implementation policies recognize the desirability of encouraging private land ownership; protection of environmentally sensitive areas; enhancement of business and industrial opportunities; construction and maintenance of a broad range of life cycle housing; and provision of resident, and visitor oriented retail and service facilities. Promoting the qualities of the area and providing cost effective public services are at the core of the public strategy to encourage and support private investment.

Other public policies affecting private investments include tax increment financing, special assessments, coordination of community and business promotional activities, cooperative ventures and a development sensitive regulatory framework.

Public Investments

In carrying out the objectives of the comprehensive plan, the components and staging of public investments are almost as important for what will not be done as they are to what will be done. Understanding the basis for and phasing of public investments stimulates private investments in terms of location and timing. Public capital improvements involve the acquisition of land and the construction of public facilities. Public ownership has historically been the case, but varying ownership arrangements are emerging. Many municipal capital improvement budgets also include major equipment purchases such as fire trucks, road maintenance vehicles, major office furnishings and so on. Maintenance expenditures (such as resurfacing a road) overlap between maintenance and capital expenditures. The majority of parkland and roadway rights-of-way have been acquired through dedication. Subdivision regulations provide for that dedication. In the case of future rights-of-way, they will need to be purchased by agreement or condemnation.

Municipal Capital Improvement Program

1. Background

The capital improvement program provides a working strategy for guiding public investments within the comprehensive planning framework. Resources are finite and generally less than needs. The capital improvement program can develop a comprehensive shopping list where all desired investments are cataloged and an implementation checklist where priorities are established for the overall shopping list within the resource limits. Absence of current available funding should not keep a project off the shopping list (funding approaches are dynamic and changing) but will keep it off the implementation checklist until funds develop or priorities change.

2. Funding Sources

A number of funding sources are available or can be made available to municipalities. Some have specific requirements or limits. Increasingly, creative financing approaches are being undertaken which leverage private or public funds and/or engage partnerships with private business or other governments. Some investment and debt funding sources for public capital investments include:

General Fund - general property tax dollars and fees.

General Obligation Bonds - certificates of indebtedness paid for by a property tax levy, backed by the property values of the Township and authorized by the voters or by statutory provision.

Revenue Bonds - bonds supported by, the specific revenue stream of the investment, e.g. ice arena.

Tax Increment Financing - this revenue source is the captured increased property value resulting from the investment (which would not have occurred but for public financial assistance) that is specifically pledged to qualified improvements for a specified period of time. Debt financing is not mandatory and the income stream could be used to pay investors or lenders on a periodic or annual basis. Tax increment bonds are generally backed by the full faith and credit of the Township and its taxpayers. The legislature has continued to reduce the flexibility of this tool in response to a limited number of practices that have been considered objectionable. Changing of tax rates for commercial and industrial properties at the state level also will have particularly significant impacts on revenue projections. White Bear Township has ten tax increment financing districts.

Special Assessment Bonds - revenues are derived from the specially benefited property served by the improvement.

Capital Improvement Reserve Funds - special assessments are required to be satisfied when property ownership is transferred. The

result is that advance payment of special assessments in reserve produce additional earnings until they are applied to the bond payment schedule. These funds can be used to restructure debt or to be used for capital investments.

Utility Bonds - a bond defrayed by the revenues derived from utility charges.

Transportation Equity Act (TEA21) - In conjunction with the Twin Cities Metropolitan Planning Organization transportation planning and programming, federal matching funds are available for transportation and enhancement related projects.

Grants - a diminishing number of grants are available for specifically qualifying projects such as park development, trail development or utility improvements.

Loans - revenues to repay the loans would have to come from one of the sources listed above or from some specific future equity position in the project. The general policy of public financial assistance should be loan before grant to keep the money working for the community.

Donations - private contributions given for general or specific purposes. A significant amount of private wealth is anticipated to be passed to the next generation in the near future. Having an in place policy for welcoming and accepting donations would give security to their management for intended purposes and potentially foster additional gifts.

Donations or grants could come from individuals, businesses or non-profits. Funding sources from other governmental jurisdictions are somewhat limited and fall into the above categories. However, other jurisdictions do make investment decisions affecting the Township and need to be considered in collateral requirements. Pathway/trailway funding would be a case in point with Minnesota Department of Natural Resources and Ramsey County having primary jurisdiction in securing financial participation from the regional, state and federal governments. Part of the implementation process is to work with the various agencies and private interest groups to secure the improvements and to be prepared to provide local supporting actions and investments. .

3. Investment Purposes

Public investment purposes are broadening to include equity positions in some private (public purpose) property such as affordable housing. In some cases, historically public facilities are being converted into private ventures or joint ventures with or without direct lease payments to or from the municipality. These investments fall into general groups that might be labeled as land acquisition, facilities acquisition, and development projects

There are also some limited incentive investments that are made to directly induce private investment. Examples would be where a private or non-profit group acquired a future public trail, where the Township would repurchase the

property over time or provide development assistance in exchange for public use. Another option would be the sale of the Township Hall site with lease back provision where the process of the sale would finance expansion and the private buyer would add some revenue producing uses to the site. Direct public investments would focus on land acquisition, public improvements, community facilities and possibly limited private assistance.

4. Investment Objectives

Many projects and investments will respond to changing conditions and opportunities spelling out the objectives for public investments allowing the Township and private investors the ability to analyze the opportunities of the public investment. Establishing a working set of investment objectives helps to establish the desired investment climate.

- Acquire debt conservatively within per capita and assessed value limits and goals
- Encourage phased development
- Attract and leverage private investments
- Remedy existing problems
- Acquire key properties for long-term future improvements or development
- Protect public rights of way and lineal connections
- Emphasize public system completion or upgrade before extension or expansion
- Enhance the appearance of the Township

5. Recent Capital Investments

The Township has made a number of capital improvements to the water drainage system and parks over the past several years. Those projects are itemized here to document the elements of the Township's investment pattern.

- Water Distribution System.
- Town Administrative Offices
- Town Maintenance Facility
- Polar Lakes Park

6. Future Capital Improvements

Projected future capital improvement projects can be classified in a number of different ways to reflect the objectives of the comprehensive plan and the reality of funding availability. A central debate revolves around whether or not the community should plan for something if it does not have available resources. One school of thought goes to planning only to realized funding. Another school of thought suggests prioritizing needs (which nearly always exceed resources) and develop a program that can respond to differing financing trends and programs. Establishing a realistic yet extended plan that exceeds available resources permits capturing opportunities when new or special funding occasions occur.

Many funding sources are competitive and require long term planning and perseverance to capture the funding. The important thing is to develop a comprehensive strategy that compiles improvements by investment type (economic development, parks); priority (immediate to future); funding source (GO Bond, Assessment) or other management category. The purpose of the master list of improvements matched with community objectives is to assist the Township in determining priorities based on project characteristics, impact on the community, funding potential and other related criteria.

The current list of capital improvements in Table 9-4 does not involve revenue source estimates or specific assistance in non-defined public assistance areas. For example, expansion of the business park is an objective that meets some criteria for consideration of public financial assistance. That assistance may take any number of forms including property acquisition, land clean up, infrastructure assistance, etc. The exact level of improvement and involvement will be negotiated within the context of the plan policies and Township fiscal policies in relationship to direct investment proposals.

The level of public investments ultimately, selected for funding relates to funding sources, capacity for debt, and policies relating to funding priorities and debt levels. There is no absolute answer on the amount of debt the community should carry, only carefully weighed considerations relating to, benchmark levels, community needs and community acceptance. \$900 - 1,200 debt per capita provides a national experience range benchmark. Consideration must also be given to overlapping debt from other jurisdictions. Special assessments for street and water system improvements, properly administered, are, self-liquidating through special assessments or service charges. Capital outlays are projected annually over the next five to ten years.

7. Community Facilities

The core of the community facilities plan is the development of park and recreation facilities. The focus of that effort is the Polar Lakes Park Campus. It is composed of 45 acres. The site includes a water tower, town offices, public works maintenance facility and the park.

In addition to two full sized soccer fields and four baseball fields, the park includes trails, parking, picnic shelters and plans to construct grandstands,

restrooms, and trails. The plan calls for exploring the relocation of the historic Town Hall building to the site. Funding for the improvements comes from park dedication funds, the general fund, and grants. Additional resources are required to complete the project. Current acquisition and development investments have been approximately \$2.5 million.

8. Transportation

Trails have been mostly programmed as on-road facilities coordinated with Ramsey County road reconstruction projects. Expansion of the trail system is therefore tied to County maintenance, development, and turnback programs.

The turnback program was set up by the state aid program to align jurisdictional responsibilities of county roads. An amount of funds was set aside to permit transferring the roads and sufficient resources to bring them up to standard. In the meantime, the Township has participated in the functional realignment discussions with Ramsey County. Despite the Township's inability to qualify for a municipal share of the Highway Users Trust Fund (considered later) discussions are moving ahead to accept 10 miles of county roads as Township roads provided upgrade dollars accompany the transfer and improvement to other county roads is included in the Ramsey County capital budget.

The issue of collector and arterial street construction is compounded in urban towns. The Township has all of the demands of a city over 5,000 population. However, the state did not anticipate such circumstances and precludes townships from participating in the municipal state aid fund. Part of the rationale is that major roads in townships are the responsibility of the county and the county receives county state aid funds.

However, in the Twin Cities metropolitan region, the seven counties are home to half of the state's population and half of the state's vehicle miles traveled and only receive 17% of the funding with the remainder distributed to the other 80 counties. Therefore, the Township is in the gap between these jurisdictional lines. It could venture with an adjoining municipality to qualify for state aid funding. The Township annually makes a Road and Bridge levy of approximately \$250,000 of which \$85,000 is for road repair and maintenance. The remaining \$165,000 is for snow plowing and street-lighting costs. The Town also receives some financial assistance from the Highway Use Fund in the amount of \$11,000 annually.

The general road system is established. The emphasis is on improving the basic system to meet development objectives. Due to the financial limitations described above, the basic strategy is to work with Ramsey County in doing systematic preservation work with mill and overlay treatment of major roads and adding shoulders for emergency and pathway use. The lack of resources for upgrading the transportation network is a major hurdle for the community.

Residential streets come in all shapes and forms having been constructed to varying standards over the last 75 years. Most of the residential streets do not have curb and gutter and do not have piped storm water drainage. In the

1970's, subdivisions were required to install at least asphalt curbs, which do not hold up as well as concrete. In the 90's the curb standard was changed to concrete.

The general residential street program for existing streets is to work with the existing base and drainage system and provide a resurfacing at essentially the same width systematically throughout the community. Some of the cost is born by the Town through a general fund levy with a fixed amount special benefit assessment per residential lot. That assessment has averaged about \$800 per lot over the last several years. The new street standard is 30-32 feet with concrete curb and bituminous surfacing. Three areas have been done in three years and the remainder is expected to be completed over the next several years as follows:

**Table 9-3
Residential Street Resurfacing Program**

<i>Neighborhood</i>	<i>Name</i>	<i>Priority</i>	<i>Year</i>
1	Eastwood Manor/Bellaire	A	1996/97
2	Southwest	C	2005
3	Meadowlands	C	2008
4	Otter-Tamarack Lake/Brandlwood	B	2000
5	Bald Eagle Lake	A	1998
6	White Bear Beach	B	2002
7	North Bald Eagle/Benson Point	A	1998
	Branchwood/Otter Lake	B	2004

The following summary of potential capital improvements by investment category, when linked to revenue sources, provides a basis for prioritizing and scheduling improvements.

**Table 9-4
Capital Improvement Program List**

A. Economic Development					
	Investment	Cost	Funding	Funding	Priority
	Selected redevelopment				A
	Business Park Expansion				B
	Parking Improvements				B
	Storm Sewer Improvements				A
	Housing improvement Program				A

B. Environmental/Surface Water Improvements					
	Investment	Cost	Funding	Funding	Priority
	Storm water detention basins				A/B

C. Transportation and Parking					
	Investment	Cost	Funding	Funding	Priority
	Neighborhood Street Improvements				A
	Residential Street construction/reconstruction				B
	Collector street construction/reconstruction				B
	Street lighting and planting				C

D. Public Safety/Administration					
	Investment	Cost	Funding	Funding	Priority
	Township Hall relocation				B

E. Parks and Recreation					
	Investment	Cost	Funding	Funding	Priority
	Pathways				A
	Play area and equipment				A
	Walkway/pathway construction				B
	Picnic tables				C
	Parking lot expansion				C
	Beach upgrade				B
	Retaining wall				A
	Playground equipment				B
	Ballfields				C
	Lighting System Upgrade				D
	Park Acquisition				B
	Landscaping				B
	ADA compliance improvements				A
	Internal pathway systems				C
	Logo identification signs				C
	Trail connections				A

F. Utilities					
	Investment	Cost	Funding	Funding	Priority
	See public water and sewer system plans				

Public Incentives

In a time of increasing financial pressures, local government needs to look beyond traditional regulation and paying for public improvements. The objective is to set the table to encourage preservation and maintenance of current assets, reinvestment and creation of jobs and economic activity. By having a comprehensive plan, the Township is making clear the things it intends to do and the regulations it intends to improve.

The purpose of public incentives is to leverage capital, enhance the pace of reinvestment, create an atmosphere for reinvestment and encourage and support private initiatives. Incentives include monetary, regulatory and administrative.

Perhaps the most effective role for the Township is as facilitator, assisting others in helping themselves. Some examples have already been mentioned. A community economic directory could be used to spotlight community business and highlight local job opportunities. A housing fair could expose residents to ideas and suppliers to help design financing and install improvements. Or a community space could house a program for WEB site development at reduced fees.

The primary purposes are to stimulate action by others, create a climate for investment, and create opportunities for projects that would not likely proceed without some help. Key policy factors include:

- Leverage multiple sources of funding
- Consistent with Township goals
- Ability to be carried out privately
- Ability to stimulate other investments
- Ability to establish guidelines and resources for use by others

Again, incentives are much more than financial participation. Where direct financial participation is contemplated, a revolving fund should be considered so that the system keeps on working. Since tax increment financing is one of the few tools left to the Township even with the legislature whittling away at it each year, eligible projects and proceeds use may be of some value.

1. Inter-local Cooperation/Economic Development

Inter-local cooperation actions are an optional component of the comprehensive plan along with economic development strategies. Both areas were discussed during the comprehensive plan update, but are referenced here due to budgetary and time limitations.

White Bear Township has established an Economic Development Advisory Board and an Economic Development Authority with Town Board members serving as commissioners. The Economic Development Authority establishes economic strategies and implements selected projects involving public

financing as provided by state law. Projects involving tax increment financing are guided by draft policies.

During the comprehensive planning process, data was collected, analyzed, compared and rated for municipal services of White Bear Township, surrounding communities and comparable communities. Trends in service expenditure were collected and discussed. Similarly, tax base comparisons and revenue comparisons were compiled and analyzed. Results of the community survey were reported earlier.

2. Cooperative Services

Generally, the concept of governance units versus service units acknowledges the importance of manageable governing arrangements while developing public service packages to respond to desired levels or service and economies of scale, particularly associated with geographic based services like street maintenance and public safety. This discussion and analysis will be ongoing and could be part of the comprehensive plan annual work plan. The Township is exploring or has in-place several inter-local cooperative agreements for:

- Heritage Hall and shared staffing (Gem Lake)
- Fire Protection (White Bear Lake)
- Police Protection (Ramsey County Sheriff)
- Municipal Waste Water Service Delivery and Maintenance
- Municipal Water Service Delivery and Maintenance
- Recreation Programming (White Bear Lake School District)
- Purchasing

3. Public Safety

Public safety services are provided through cooperative arrangements and supporting mutual aid and contracts. Police service is provided by contract by the Ramsey County Sheriff. The Sheriff also provides contract service to six other area municipalities enabling 24-hour service with shared costs. The police cost distribution formula factors in service levels, population and market value. The agreement involves multiple communities and has an advisory structure in place.

Fire service is provided by the White Bear Lake volunteer fire department.

4. Other

Eleven services agreements exist between White Bear Township and North Oaks principally for utilities. Similar cooperative programs are in place with

Vadnais Heights, Lino Lakes and White Bear Lake. A cooperative arrangement with White Bear Schools provides for recreational activities to be sponsored at Township parks.

The Township partnered with the City of Gem Lake to construct Heritage Hall, which is located in White Bear Township and provides municipal offices for the City of Gem Lake. The facility also provides a Ramsey County Sheriff's Department substation and a large meeting room which is available to the Town. The Town is also providing staff services to Gem Lake on an as-needed basis.

Areas of additional cooperation relate to land use and economic development activities. A multiple community approach to housing inspection, reinvestment and new development broadens the range of housing types and financial assistance that could support affordability. Encouraging private improvements and private financing efforts blended with any public incentives requires a scale sufficient to meet economic parameters. Similarly, economic strategies lend themselves to area-wide cooperation. Finally, some discussion of corporate boundary adjustments might have value.

Annual Planning Activities and Performance Audit

The comprehensive plan provides a broad and interconnected set of working development policies. Those policies and ideas need to be continually tested, refined, revised and converted to action steps. An annual work plan would provide a significant point of departure and also serve as a communication vehicle between the Planning Commission, Board of Supervisors, staff and other Boards and Commissions. Some study activities that may make their way into the work plan:

- Zoning code modifications
- Local street and pathway system plan refinement
- Surface Water Management Plan
- Business Park Enhancement Plan
- Housing Reinvestment Plan refinement
- Township Park Improvement Plan

A number of additional items will arise as the community evolves. Most will have immediate and policy impacts. It would be useful to group emerging issues by process categories:

- Regulatory Measures
- Code Changes
- Land Use Issues

-
- Financing Issues
 - Capital Investments
 - Public Systems Issues

It will be important to develop a policy framework from which to hang each of the policy choices. A no holds barred plan implementation action list should be constantly open with periodic priority assessments moving projects and issues ahead. Each work element must have a sponsor, an estimated level of effort, an itemization of others involved and an estimate of time and budget resources. Periodic monitoring of the work plan progress is essential and should be part of any implementation strategy.

An annual assessment of the applicability of the plan, revision or expansion needs and status of work plan elements is warranted. Additional annual assessments of specific Planning Commission and Park Board recommendations are an important consideration. The summary report should include:

- Type of action (rezoning, plan amendment, capital improvement)
- Applicant
- Scope of application
- Relationship to the comprehensive plan
- Planning Commission/Park Board action
- Town Board action
- Reasons for changing action if different from the commission recommendation

This ongoing monitoring will reinforce the usability of the plan and permit policy adjustments to be made consistent over all Township policies.

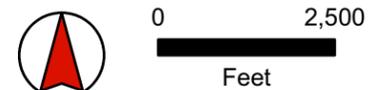


WHITE BEAR
TOWNSHIP

Zoning Map

LEGEND Figure 9-1

- Shoreline Management Area
- Township Limits
- Airport Safety Zone A and B
- Airport Safety Zone C
- Parcels
- Lakes
- R-1 Suburban Residential
- R-2 Urban Residential
- R-3 Multiple Family Residential
- B-1 Limited Business
- B-2 General Business
- I-1 Light Industrial
- OS Open Space

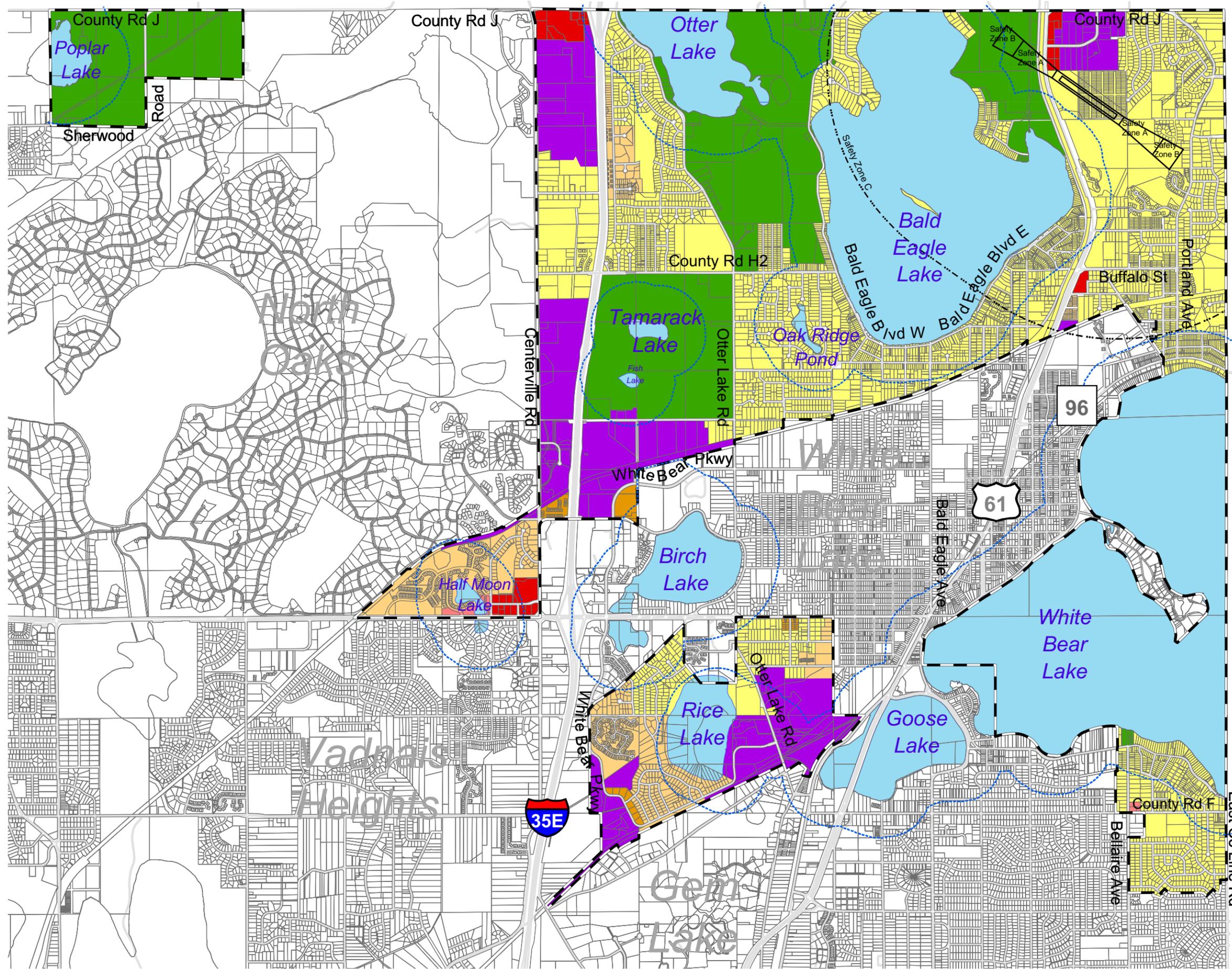


**For Further Information
Contact White Bear Township at
(651) 429-5827**

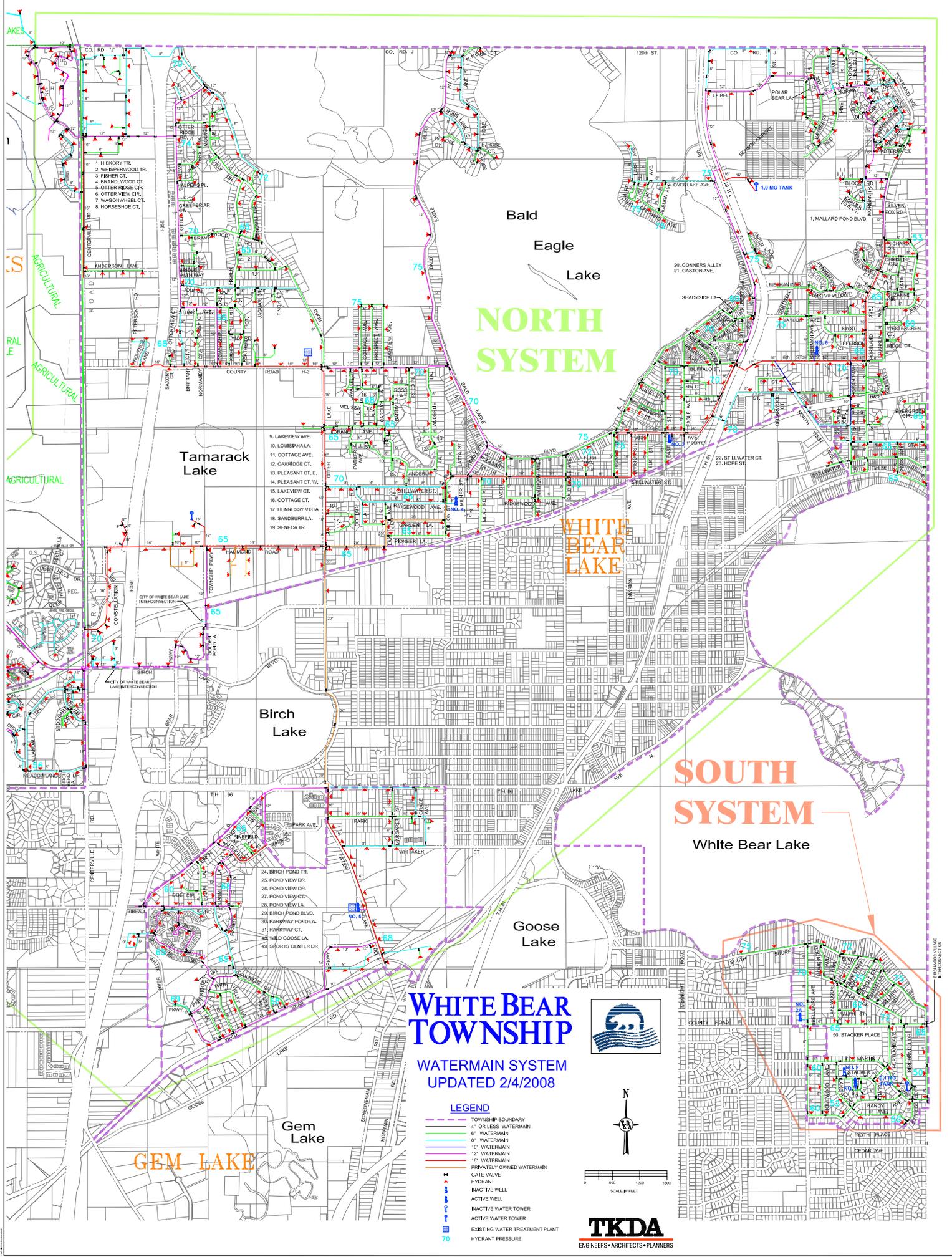
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This document is not a legally recorded map or survey and is not intended to be used as one. This map is a compilation of records and information from various state, county, and township offices, and other sources.

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APPENDIX



NORTH SYSTEM

SOUTH SYSTEM

WHITE BEAR TOWNSHIP

WATERMAIN SYSTEM
UPDATED 2/4/2008

- LEGEND**
- TOWNSHIP BOUNDARY
 - 4" OR LESS WATERMAIN
 - 6" WATERMAIN
 - 8" WATERMAIN
 - 10" WATERMAIN
 - 12" WATERMAIN
 - 16" WATERMAIN
 - PRIVATELY OWNED WATERMAIN
 - ▲ GATE VALVE
 - ▲ HYDRANT
 - ▲ INACTIVE WELL
 - ▲ ACTIVE WELL
 - ▲ INACTIVE WATER TOWER
 - ▲ ACTIVE WATER TOWER
 - ▲ EXISTING WATER TREATMENT PLANT
 - ▲ 70 HYDRANT PRESSURE



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1. HICKORY TR.
2. WHISPERWOOD TR.
3. FISHER CT.
4. BRANDWOOD CT.
5. OTTER RIDGE CIR.
6. OTTER VIEW CIR.
7. WAGONWHEEL CT.
8. HORSESHOE CT.

9. LAKEVIEW AVE.
10. LOUISIANA LA.
11. COTTAGE AVE.
12. OAKRIDGE CT.
13. PLEASANT CT. E.
14. PLEASANT CT. W.
15. LAKEVIEW CT.
16. COTTAGE CT.
17. HENNESSY VISTA
18. SANDBARR LA.
19. SENECA TR.

24. BIRCH POND TR.
25. POND VIEW DR.
26. POND VIEW DR.
27. POND VIEW CT.
28. POND VIEW LA.
29. BIRCH POND BLVD.
30. PARKWAY POND BLVD.
31. PARKWAY CT.
32. WILD GOOSE LA.
48. SPORTS CENTER DR.

GEM LAKE

Gem Lake

Bald Eagle Lake

Tamarack Lake

Birch Lake

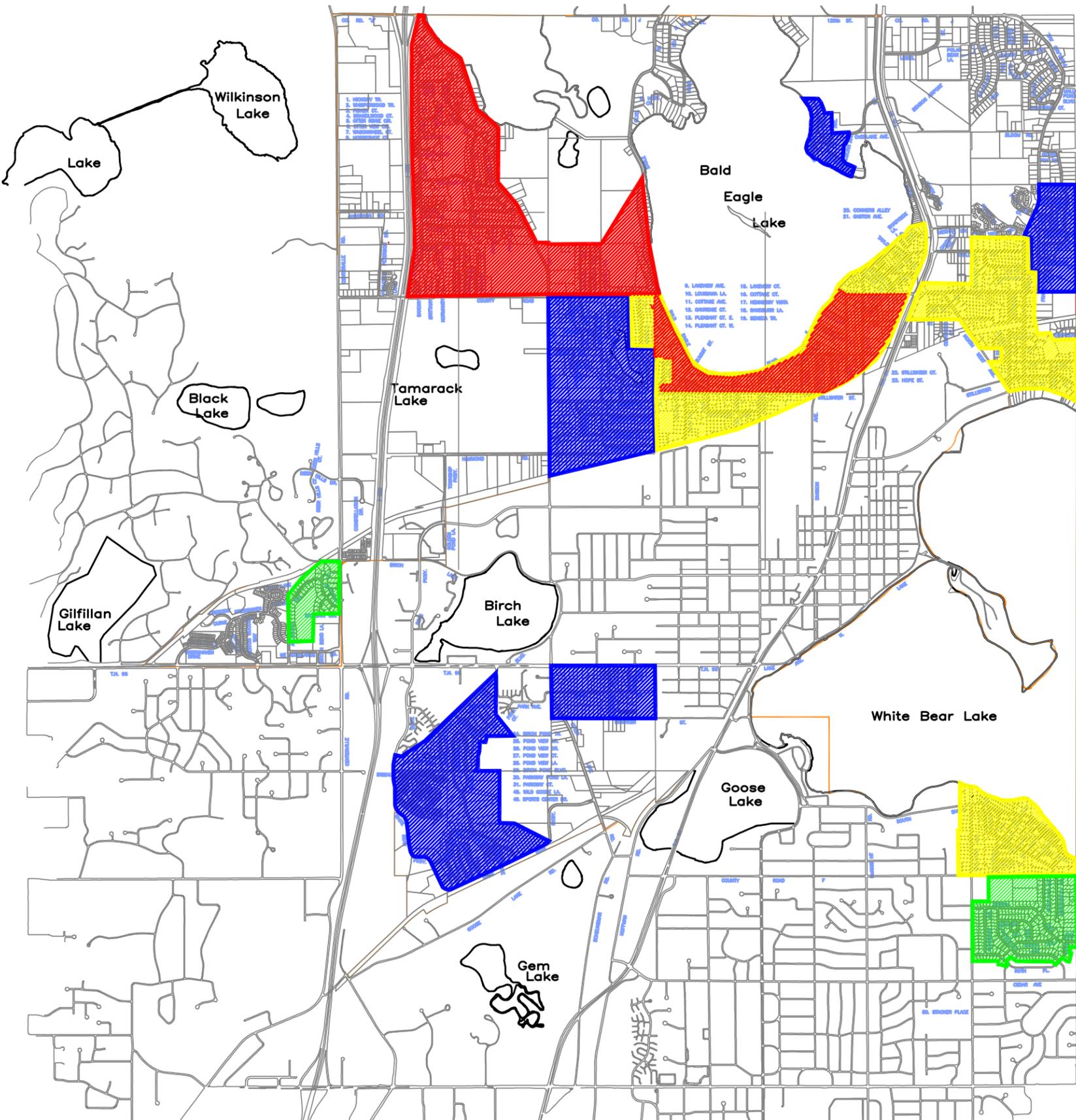
Goose Lake

White Bear Lake

AGRICULTURAL

WHITE BEAR LAKE

PHOTO COURTESY



SUMP PUMP
INSPECTION
PROGRAM

-  1996 LOAN
-  1998 LOAN
-  2000 LOAN
-  2007 AREA

Plot Date: 04/17/2008
Drawing Name: K:\P\WhiteBearTwp\13597000\man\ventilation project\sump pump inspection layout.dwg
Scale: