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White Bear Avenue Mixed-Use Zoning City of Saint Paul

July 28, 2026
Hazel Park Rec Center

Agenda

- **Welcome/Introductions**
- Project Overview
- Land Use and Zoning
- Map Activity and Discussion
- Wrap Up





White Bear Ave Workshop

Why are we here?

Bus Rapid Transit (BRT) investment is coming to White Bear Ave.

- **Bronze Line:** Maplewood to downtown Saint Paul via White Bear from Larpenteur to Maryland
- **H Line:** Minneapolis to Sun Ray via Maryland and White Bear from Maryland to 3rd St





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What is happening as a result?

- **City of Saint Paul:** T Districts Map Amendments (this workshop)
 - Engagement for **future land use**/zoning only
 - Larpenteur to Old Hudson + 3rd Avenue and Ruth
- **Ramsey County + partners:** White Bear Avenue Corridor Study
 - Engagement for reconstruction of White Bear Avenue
 - Maryland Ave to Suburban Ave
 - Focused on **transportation** improvements for all users
 - July 16 workshop

Land use refers to how property can be used for different purposes – housing, business, parks, industry, etc.



How does the City shape land use?

Zoning

- Every property in the city is within a zoning district.
- Every zoning district has:
 - A list of allowed uses (housing types, business types, etc.)
 - Limits on how tall and how large a new building can be
 - Other rules depending on the district
- A property's zoning can only change if the city allows it, so the above rules for a given property don't change very often.

Plans

- **Comprehensive Plan:** The City's long-term (20-year) outlook includes land use and helps guide rezoning decisions.
- **District plans** help make the Comp Plan's broad policies specific.
- **Small area plans** zero in on a specific area.



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What does land use have to do with transit?

- **High-quality transit supports walkable neighborhoods.**
A frequent, reliable bus is one that more people will ride to work, school, errands, and local businesses – *if* those places are where the bus is going or a connection is easy.
- 2040 Comprehensive Plan:
 - Policy LU-1. Encourage **transit-supportive density** and direct the majority of growth to areas with the highest existing or planned transit capacity.
 - Policy LU-31. Invest in Neighborhood Nodes to achieve development that enables people to **meet their daily needs within walking distance** and improves equitable access to amenities, retail and services.



Image: Pioneer Press

Why does mixed-use zoning work well with transit?

- **Comp Plan:** "...development that enables people to **meet their daily needs within walking distance** and improves equitable access to amenities, retail and services."
- Allowing variety of uses near transit stops increases the likelihood that people will be able to access the things they need via the bus.
- Allowing more housing near transit stops allows more people to rely on transit instead of a car and provides more people to attract amenities that the whole neighborhood can benefit from.
 - Example: Snelling and Marshall Whole Foods

Traditional Neighborhood (T) Districts T1, T2, T3

Overview

- Encourage compact, mixed-use development
- Improve walkability at nodes and along corridors
- Permit dense development to support ridership
- Allow for more flexible uses for existing buildings
- Include architectural design standards for new development
- Include incentives for affordable housing



Traditional Neighborhood (T) Districts T1

T1: Neighborhood flexibility

- Small-scale commercial and mixed-use – can be the neighborhood grocery store, coffee shop, retail store on the first floor and apartments above.
 - No bars, restaurants, or more intense uses.
- Allows all kinds of housing.
- Size limits also mean that it's a great fit for schools and religious institutions.
- Height limit: 35 feet



Image: Google Street View

Traditional Neighborhood (T) Districts T2, T3

T2 and T3: More options; more density

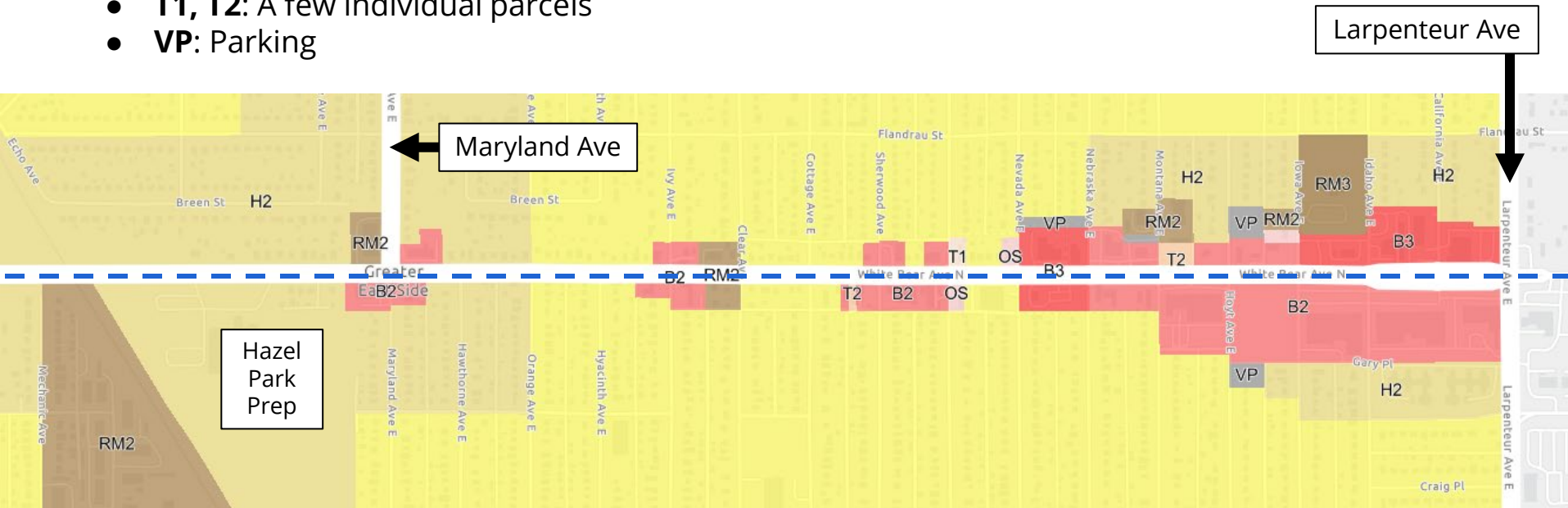
- Wider variety of retail, restaurants, bars, breweries. Services like dry cleaning, health/sports clubs, veterinary clinics.
- **T2** allows all kinds of housing, **T3** does not allow small-scale housing. Like T1, business and housing can mix in the same building.
- **T2** height limit: 35 feet. **T3** height limit: 55 feet.



Image: LoopNet

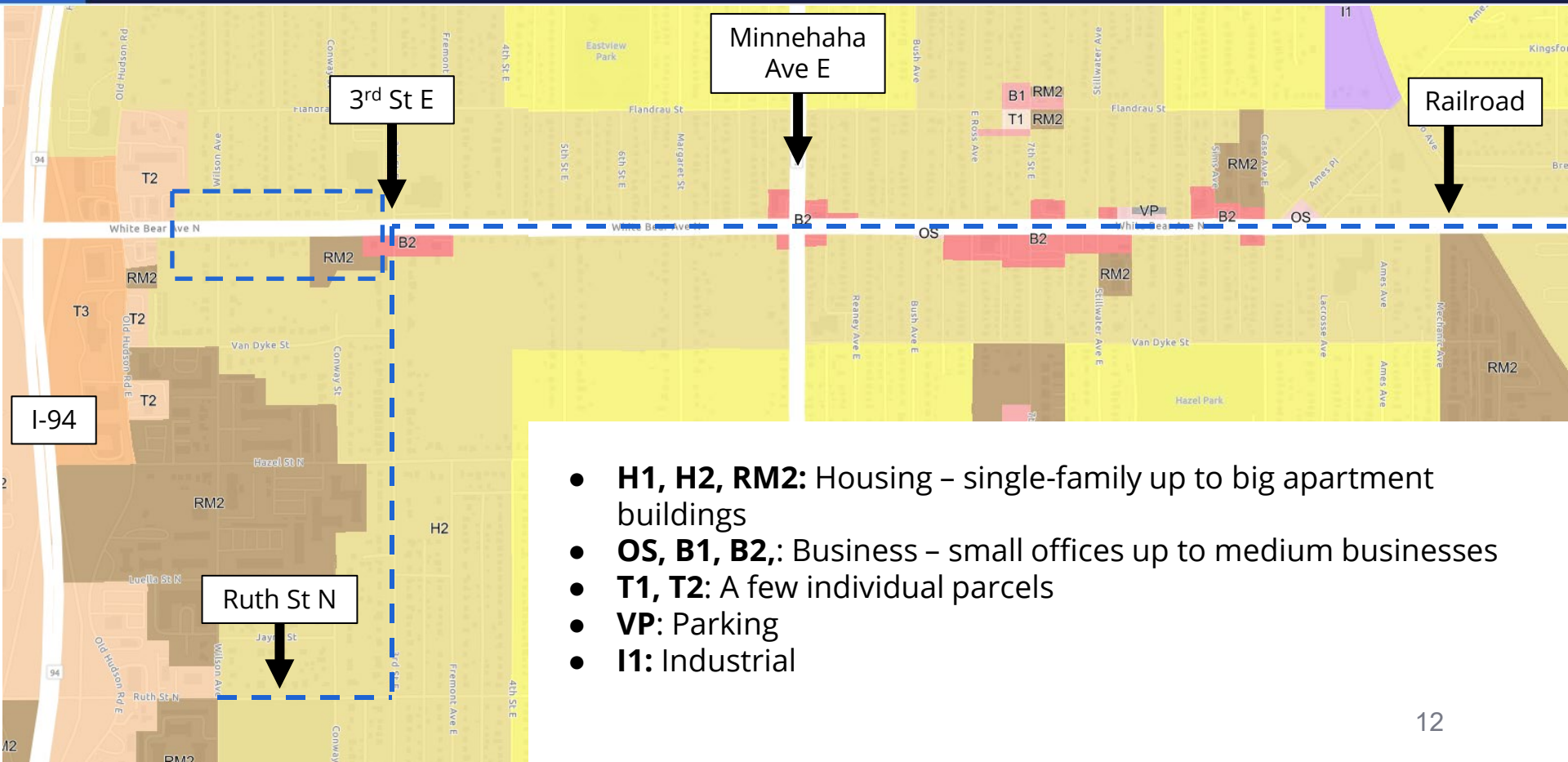
What zoning districts are on White Bear Ave today?

- **H1, H2, RM2, RM3:** Housing – single-family up to big apartment buildings
- **OS, B2, B3, OS:** Business – small offices up to Hillcrest, Hafner, more
- **T1, T2:** A few individual parcels
- **VP:** Parking





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- **H1, H2, RM2:** Housing – single-family up to big apartment buildings
- **OS, B1, B2,:** Business – small offices up to medium businesses
- **T1, T2:** A few individual parcels
- **VP:** Parking
- **I1:** Industrial



How is zoning proposed to change on White Bear Ave?

- **More options for growth near transit stations:** Adding T2 zoning within 1/8 mile of planned BRT stops on White Bear, and within a block on 3rd St.
- **Flexibility for existing single-family homes and duplexes:** Adding T1 zoning for existing housing along White Bear, 3rd, and Ruth fronting the transit corridor.
- **Long-term flexibility for churches and schools:** Rezoning churches and schools to T1 recognizes the multi-purpose role they play in the community.
- **Redevelopment opportunities:** Known redevelopment opportunities, parking lots, and other parcels are zoned T2 or T3 in anticipation of redevelopment.



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Where is zoning staying the same on White Bear Ave?

- **Auto uses (car repair, gas stations, tire shops):** Proposed to remain as-is along the corridor with no zoning change.
- **Existing apartment buildings:** Proposed to remain dense but not introduce commercial options.
- **Areas outside station areas and the main road:** Increased density and new commercial opportunities are proposed to stay within the immediate vicinity of the BRT route and stations.
 - However, H1 will become H2 within 1/8 mile of the corridor to match other frequent transit routes in the city.





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Activity/Discussion



Landmarks:

- Walgreens
- White Bear Laundry
- Hillcrest Center

- Boler Car Wash
- Bright Ninos
- Hillcrest Center

★ Idaho and White Bear Station (Bronze Line)

- White Castle
- Hillcrest Center

- All Tech Automotive
- GloryVille redevelopment (future)

- Dairy Queen
- Hafner Center

- Premium Stop
- Domino's, Hillcrest Liquor
- E&S Lounge
- Supportive Home Health Care

- Wulff Funeral Home
- Taco Bell

T1

I would like to see more T1 here.

T2

I would like to see more T2 here.

T3

I would like to see more T3 here.



It's important to me that this stays the way it is for a long time.



I think that there should be an opportunity for something completely new here.



I would like to see something new occupy this building as it is today.



Activity/Discussion

Report Back

- What were you excited to see?
- What's the biggest thing you would change?
- What surprised you?
- Where did you agree?
- Where did you disagree?

T1

I would like to see more T1 here.

T2

I would like to see more T2 here.

T3

I would like to see more T3 here.



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Next Steps

- Updated recommendations based on this workshop will be published to the project website
- Official public comment period, public hearing, and adoption process will occur in late 2026/early 2027
- Opportunities to comment online will be open for the next few months





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Thank you!

Anton Jerve
Long-Range Planning Manager
Anton.Jerve@ci.stpaul.mn.us
651-266-6567

Valerie Quarles
Senior City Planner
Valerie.Quarles@ci.stpaul.mn.us
651-266-6637

Nellie Jerome
City Planner
Nellie.Jerome@ci.stpaul.mn.us
651-266-6648