

AGENDA--PLANNING-ZONING COMMISSION

CITY OF LAKE ELMO, MINN. 55042

MEETING TO BE HELD ON MONDAY, FEBRUARY 24, 1975.

7:30 P.M. -- Eldon Loescher--3141 Oakgreen, Stillwater  
(439-5697)

Building of 4-plex on 34th. St.No.

8:00 P.M. -- Donald Mielke--3631 Laverne Ave. No.

Check on lot dimensions at 3631 Laverne

(Lots 25 thru 29, Block 1, Cloverdale Add.)

ITEMS FOR DISCUSSION:

Sewers and Sewer Timetable.

Adopt Bylaws.



CITY OF LAKE ELMO

PLANNING AND ZONING COMMISSION

MINUTES OF THE MEETING OF FEBRUARY 24, 1975

Meeting called to order at 7:45 by Chairperson Lundquist.

PRESENT: Lundquist, Williams, Johnson, Dreher, Novak, Froehner, Grace (9:00), Sovereign (10:00) and Armstrong.

LOESCHER Lundquist informed the PZC that Mr. Loescher is getting further information and would not be at this meeting.

MINUTES MOTION by Johnson to approve the minutes of the February 11th meeting.  
SECOND by Froehner  
VOTE: Motion carried all in favor ( Grace and Sovereign not present)

I-94 Johnson read an article from the Minneapolis Tribune concerning a compromise third route for I94. Copy attached to these minutes.

MIELKE Mr. Donald Mielke of 3631 Laverne Ave. N. discussed his chain link fence plans. (Lots 25-29, Block 1, Cloverdale Add.) The PZC took no action. His plans call for a line fence 39 inches high. This is to facilitate his wife's day care activities. Adjoining property owners should be informed before the permit is issued.

SEWERS The future sewer plans for Lake Elmo were discussed. Lundquist stated that the capacity of the Oakdale sewers was a 50,000 population. The population of the Tri-Lakes area was estimated to be 1200. Lundquist said that in Maplewood the 3M Center has used the equivalent amount of water and sewer as a 30,000 pop. center would use. The cost of assessments for sewers and its effect on open spaces and wetlands was considered.

3M MOTION: by Williams  
Whereas; 3M Co. has stated that it will request in May 1975 to start the rezoning process to accommodate its proposed development in Section 16, and  
Whereas; This rezoning will have substantial effect on the surrounding property  
Therefore; be it resolved that the Lake Elmo PZC strongly recommends that the City Council of Lake Elmo make every effort to solicit the opinions of the property owners in the affected areas at the earliest possible date. Such solicitation might include a village newsletter, public meetings and so forth.  
SECOND: Armstrong  
VOTE: Motion carried all in favor (Sovereign not present)

SEWERS MOTION: by Lunquist  
The PZC urges the Council to adopt the following proposals in dealing with sewers in the Tri-Lakes and proposed 3M development area:  
(1) Sewer 3M west to WONE with no provision for adding adjacent Lake Elmo land.



(2) Delay sewerage Tri-Lakes as long as possible. Any failing or non-complying septic-drain field systems should be corrected so as to minimize need for public sewer in the area.

(3) High density development (one acre or less) of presently unplatted land adjacent to the Tri-Lakes area should not be permitted, so that if and when the Tri-Lakes area is sewerage into WONE, it will be a permanent solution.

SECOND: Johnson

VOTE: Motion carried all in favor (Sovereign not present)

SEWERS  
OLD  
VILLAGE

MOTION: Lundquist

The PZC urges the Council to adopt the following proposals in dealing with sewers in the Old Village area:

A study should be made as to the number of failing septic systems. (If it has not already been done) If the number is small, the people should be asked to correct these systems and sewerage of the Old Village should not be done in the immediate future. If the number is large, the Old Village could be sewerage by an interceptor to the Cimmaron plant or a local package plant.

SECOND: Williams

VOTE: Motion carried all in favor (Sovereign not present)

LAKE ELMO  
OAKDALE  
JOINT  
COMMITTEE

MOTION: by Johnson that Grace and Sovereign be appointed the Lake Elmo representatives to the LE-O Joint Committee to study and recommend procedures for dealing with the 3M development.

SECOND: Froehner

VOTE: Motion carried all in favor (Sovereign not present)

MOTION by Williams that the PZC recommends to the Council that the Planning Consultant be authorized to participate in the Joint Committee studying procedures to deal with the 3M development.

SECOND: Novak

VOTE: Motion carried all in favor.

BY-LAWS

MOTION: Williams that the By-Laws as amended be adopted ( copy of By-Laws attached hereto)

SECOND: Armstrong

VOTE: Motion carried all in favor.

ELECTION: An election was held under the new By-Laws and the following persons were elected:

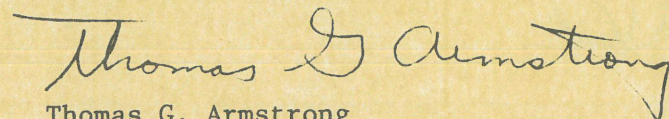
CHAIRPERSON Johnson

VICE CHAIRPERSON Williams

SECRETARY Armstrong

ADJOURNMENT The meeting was adjourned at 11:30 PM.

Respectfully submitted,



Thomas G. Armstrong  
Secretary



# Best route for I-94 segment said ignored by state, county

By Peter Vanderpoel  
Staff Writer

Tribune 4/20/75

The Minnesota Highway Department and local officials in Washington County are ignoring what may be a superior route as they select a location for Interstate Hwy. 94 east of St. Paul.

The route of the 10-mile, east-west segment — the last incomplete section of freeway between Chicago and St. Paul — has been the subject of local controversy for more than a decade.

It will run from the St. Croix River near Hudson,

Wis., to an intersection with I-494-694 three miles east of St. Paul in Washington County.

In brief, the situation is this:

■ A "management committee" for the project is ignoring the potentially

ous precedent is being set for the department to screen, supposedly, neutral computer data to serve its own ends.

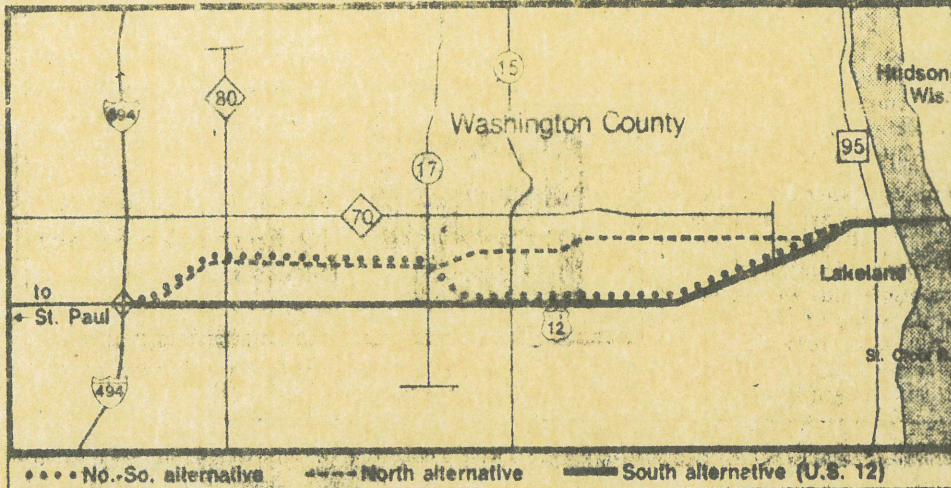
Ironically, the study to determine a freeway location in Washington County is one of the two most public, thorough and open processes the highway department has ever launched. The other involves I-94 immediately west of Minneapolis.

Before 1950, the department chose Hwy. 12 as the route for I-94 from near downtown St. Paul to Wisconsin; the freeway is constructed replacing Hwy. 12 from downtown as far east as the I-494-694 interchange, where it flows into Hwy. 12.

In the early 1960s, citizens in Washington County began to voice opposition to the Hwy. 12 alignment in that county, and landowners along Hwy. 12 demanded high prices for their property. So in 1965 the department opted to swing the freeway north and run it through Washington County a half-mile north of Hwy. 12, an alignment it continued to support until mid-1973.

At that point, local opposition to the northern route caused then-Highway Commissioner Ray Lappegaard to stop the project only days before construction contracts were to be awarded. He said opponents had valid concerns.

The criticism was mainly that the northern route would produce two major, parallel highways (existing 12 and new I-94) only a half-mile apart, and that this would provide more roadway than needed, waste land and promote unwanted development.



superior route at least in part because the committee has not been told about it. (The committee is composed of 14 representatives of local communities and the county, six of metropolitan agencies, the highway department and the Federal Highway Administration.)

■ The highway department is ignoring the potentially superior route, and removed references to it from a technical report, because the management committee asked only that two other routes be studied, according to David Ekern, the project manager in the department's Oakdale (St. Paul) division office.

■ The management committee in early 1974 chose two alternate I-94 routes for analysis — a south route along the present alignment of Hwy. 12, the four-lane, divided highway that is now the main road to Wisconsin, and a northern route paralleling Hwy. 12, but about a half-mile north.

■ One in a series of subsequent highway department technical studies of those two alternatives identified a third, and potentially better, route, the Tribune has learned. This "north-south" route is a combination of the first two. It follows the northern alternative from near the I-494-694 intersection about half-way to Wisconsin, then swings back south at County Rd. 15 to rejoin the Hwy. 12, or south route, alignment.

■ Ekern late last year directed that all references

to the third alternative be deleted from the technical report, and William Merritt, an assistant state highway commissioner, supported that decision.

"The (north and south) alternatives were defined by the management committee," says Ekern. "That was their province; ours (the department's) was to function as their technical arm, to prepare analyses."

For the department to go beyond that role, and to study or suggest a third alternative, Ekern says, would have been violating the spirit of the project, under which the department provides only technical assistance and the management committee makes policy decisions.

Critics of Ekern's position, both within the department and at the University of Minnesota, uniformly decline to be identified. But they suspect that the department is committed to the northern route, for which most of the land has been acquired.

These critics argue that if a third route promises to be the best, then that information should not be suppressed and the route should be investigated further as a matter of sound public policy. In addition they fear that, since the technical analysis that produced the third route used a sophisticated computer technique, a danger



(In addition, Washington County now plans to make County Rd. 70 a four-lane road, which would mean three major highways totaling 12 to 16 lanes within a one-mile corridor in what is still largely agricultural land.)

Lappegaard next applied the public planning process which the department

subsequently outlined as general policy in its Highway Action Plan, and he brought in Ekern, who had worked on that plan, to head the project.

The department adopted an official position of neutrality on the I-94 route, asked local communities to form the management committee to select the route, assigned a 15-man "interdisciplinary study group" headed by Ekern as the management committee's staff, bought an opinion survey of 1,000 area residents and pledged to consider seriously the committee's recommendation on location.

The committee chose to examine only two alternative routes — the original Hwy. 12 alignment and the newer northern route — and asked the department's interdisciplinary group for 13 technical studies, few of which make specific recommendations on a preferred route. These studies, completed late in 1974, range from the usual traffic projections to esthetic and social-economic analyses.

The esthetic analysis, using a computer program developed at the university landscape architecture school, produced the north-south route as preferable to the other alternatives.

In this analysis, information was computerized on about 14,139 "cells" of land only 328 feet square, making up a 5 by 11-mile area surrounding the routes. The information includes such factors as lakes, swamps, bluffs, buildings, utility towers and lines, vegetation and elevation.

Herman Juffer, chief landscape architect in the department's environmental services section, refused last week to discuss the esthetic report, which he wrote, and which as printed covers only the northern and southern alternatives.

However, computer analyses run in the esthetic analysis on those two routes plus the north-south alternative, and obtained by the Tribune, show:

■ Impact of the north-south combination, route on critical resources — lakes, bluffs, vegetation — is less than either of the two other routes.

■ Total impact on people of the north-south combination also is least. More residents would be displaced on the north-south route than on the north alignment, but a much larger number of persons would be left living close to the freeway along the north route.

■ The diversity of the view for motorists would be greatest along the north-south route. (Since more travelers enter Minnesota on I-94 than on any other route, the management committee said their view should be considered.) In total scenic features, both good and bad, the north-south route would be inferior to the northern alignment but better than the southern route.

People who believe the north-south route should be brought to the management committee's attention and investigated further also argue that this alternative has other merits.

First, they say, it offers a good compromise between those communities — generally closest to St. Paul along the routes — that appear to favor development (which the two parallel roads presumably would foster) and those communities further east that want to remain rural.

Second, they say, the swing north would avoid disruption and removal of the most heavily developed residential and commercial areas alongside Hwy. 12, and moving back south at County Rd. 15 would avoid taking agricultural land in eastern Washington County, where only relatively sparse development occurs along Hwy. 12.

Third, they say, the swing south would mean less impact on Cimarron, an attractive semi-permanent, semi-mobile home development east of County Rd. 15.

Fourth, they say, the north-south combination would be more in keeping with the Metropolitan Council's proposed development plan than would the northern route. The council proposal labels only extreme western Washington County for urban development (presumably more suited to two parallel highways) and designates the rest for primarily rural, agricultural uses (which does not require the high level of service two highways would provide).

Beyond considerations in the esthetic study, says Ekern, the question of I-94's location involves "broader issues such as the implications for Washington County's long-range plan, Metro Council guidelines and transportation considerations."

He observes that a major issue for the management committee is that "eastern communities (along the route) want to maintain their rural life styles (which means no more than one highway), while the western ones recognize their role as emerging, developing communities."



## BY-LAWS OF THE LAKE ELMO PLANNING AND ZONING COMMISSION

The Lake Elmo Planning and Zoning Commission exists by virtue of Chapter 204, Lake Elmo Municipal Code. Pursuant to Section 204.050 it hereby adopts the following rules and by-laws.

### MEETINGS

#### SECTION 1. ANNUAL MEETING:

The annual meeting of the Planning and Zoning Commission shall be the first regular meeting in the month of January of each year. Such meeting shall be devoted to the election of officers for the ensuing year and such other business as shall be scheduled by the Planning Commission.

#### SECTION 2. REGULAR MEETINGS:

Regular meetings of the Commission shall be held in the City Hall at 7:30 P.M. on the second Tuesday and fourth Monday of each month. At such meetings the Commission shall consider all matters properly brought before the Commission without the necessity of prior notice thereof given to any members. A regular meeting may be cancelled or rescheduled by the Commission at a prior meeting.

#### SECTION 3. SPECIAL MEETINGS:

Special meetings of the Commission shall be held at a time and public place designated by the officer calling the same and shall be called by the Chairperson. Upon the written request of at least four members, the chairperson shall be required to call a special meeting to be held within seven days of the request. Written notice thereof shall be given to all members not less than forty-eight hours in advance thereof.

#### SECTION 4. QUORUM:

At any meeting of the Commission, a quorum shall consist of two-thirds of the total membership of the Commission. No action shall be taken in the absence of a quorum, except to adjourn the meeting to a subsequent date.

#### SECTION 5. VOTING:

At all meetings of the Commission, each member attending shall be entitled to cast one vote. Voting shall be by voice. In the event that any member shall have a personal interest of any kind in a matter then before the Commission, he shall disclose his interest and be disqualified from voting upon the matter, and the Secretary shall record in the minutes that no vote was cast by such member. The affirmative vote of a majority of the members present shall be necessary for the adoption of any resolution, motion or other voting matter.

#### SECTION 6. PROCEEDINGS:

a. At any regular meeting of the Commission, the following shall be the regular order of business:

- (1) Roll call
- (2) Minutes of the preceding meeting



- (3) Public hearings as scheduled on the agenda
- (4) Old and new business as scheduled on the agenda
- (5) Communications
- (6) Report of the Chairperson
- (7) Adjournment

b. Each formal action of the Commission required by law, city charter, rule or regulation shall be embodied in a formal motion or resolution duly entered in full upon the Minute Book after an affirmative vote as provided in Section 5 hereof.

#### SECTION 7. RULES OF PROCEDURE:

All meetings of the Commission shall be conducted in accordance with the Revised Robert's Rules of Order.

#### OFFICERS

#### SECTION 8. OFFICERS:

The officers of the Commission shall consist of a Chairperson, Vice Chairperson and a Secretary elected by the Commission at the annual meeting for a term of one year. In the event the Secretary shall be absent from any meeting, the officer presiding shall designate an acting secretary.

#### SECTION 9. DUTIES OF OFFICERS:

The duties and powers of the officers of the Commission shall be as follows:

a. Chairperson:

- (1) To preside at all meetings of the Commission
- (2) To call special meetings of the Commission in accordance with these by-laws
- (3) To sign documents of the Commission as required
- (4) To see that all actions of the Commission are properly taken
- (5) To prepare the agenda for all meetings of the Commission.
- (6) To inform the Commission of correspondence relating to the business of the Commission and to attend to such correspondence.

b. Vice Chairperson:

During the absence, disability or disqualification of the Chairperson, the Vice Chairperson shall exercise or perform all the responsibilities of the Chairperson.

c. Secretary:

- (1) To keep the minutes of all meetings of the Commission in an appropriate Minute Book
- (2) To notify the City Clerk to give or serve all notices required by law or by these by-laws
- (3) To sign documents of the Commission as required.

#### SECTION 10. VACANCIES:

Should any vacancy occur among the members of the Commission for any reason, immediate notice thereof shall be given to the City Clerk by the Secretary. If a vacancy occurs in the Chairperson's office, the Vice



Chairperson shall assume the Chairperson's duties for the remainder of the year. If a vacancy occurs in the office of the Vice Chairperson or Secretary, a special election shall be held to fill such vacancy. Such a special election shall be held at the next regular meeting of the Commission after said vacancy occurs, and written notice shall be given to each member at least two days prior to said election.

#### AMENDMENTS

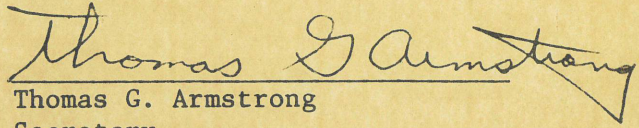
##### SECTION 11. AMENDING BY-LAWS:

These by-laws may be amended at any meeting of the Commission provided that notice of said proposed amendment is given to each member in writing at least five days prior to said meeting.

These By-Laws for the Lake Elmo Planning and Zoning Commission were adopted by a majority of the members of the Commission this 24th day of February 1975.

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Richard E. Johnson  
Chairperson

  
Thomas G. Armstrong  
Secretary



CITY OF LAKE ELMO

PLANNING AND ZONING COMMISSION

MINUTES OF THE PUBLIC HEARING OF FEBRUARY 6, 1975

Public Hearing called to order at 7:41 by Chairperson Lundquist.

PRESENT: Major, City Council, PZC and interested citizens.

OPENING: Introductions made by Mayor Eder and guidelines for input explained by Lundquist. The format will be a discussion of each of the three questions raised by the mail out literature. ( The following names of participating citizens may be misspelled)

WHAT ARE YOUR VIEWS ON DETERMINING "URBAN" AND "RURAL" AREAS?

EDWARD STEVENS There should be gradual development from the high use roads outward.

RUSSELL MILNAR Questioned what the policy was in rezoning rural areas.

RONALD NELSON Questioned what the terms low, medium and high density meant. The answer was given as: high 3 homes per acre, Medium 2 homes or less per acre; low 1 home or less per acre.

ROSALIE WAHL Resides at 10231 N. 47th Street and would like to see her area reclassified from SFU to rural.

JAMES PARKER Lives north of Lake Jane in a rural area. He has a 165 foot frontage and has been told that sewers can run as high as \$61 a front foot. (\$10,065.00) He is concerned about what development of his area will do to the present residents financially.

GENE PELTIER The area he is in along the Hudson Road is zoned SFU, but in reality is between old 12 and the north route and would be used for commercial. What is the use of these zoning terms and could he really build a house on his property?

GORDON GRUNDEEN How do all these development ideas and plans relate to the Metro plan? Will 212 have 4 lanes? How much does the plan take in?

DAVID MORGAN The cost of sewers for a one-half acre lot is \$10,000 to \$12,000. This is so high that it doesn't pay to live there.

ROSALIE WAHL Is there a timetable for development of 212? No.

PARANTO'S PLANNNER (Name not understood) Discussed uses along the corridor. The Metro Council is uncertain about this area. Has Lake Elmo consulted with the Valley Branch Watershed Dist.



in making up its plans?

RONALD NELSON The east and north should be agricultural zoning.

PAUL HANSON Lives in the Tri-Lakes area. He doesn't want to see the Crombie property rezoned into smaller than one acre lots.

KERMIT CANOPY (?) Soil conditions are good in Lake Elmo. The population estimates may be faulty because builders are looking for this type of area. Orrin Thompson says Lake Elmo is a prime building area. What about storm water drainage?

GENE PELTIER Had a question relating to sewers to be held until that area was discussed.

GENE SHERWIN (?) Doesn't want the Crombie property rezoned from Agricultural. What can he do to stop it?

NEAL GALLIFF (?) Is Lake Elmo in favor of the Airport because it is already zoned this way/ Was Lundquist quoted properly/

HELEN MEEHAN Questioned what was required for building a house. Agric. requires 5 acre lots, SFU 3 lots per acre. She questioned the use of the park on county road 80.

LOU JAINIE (?) What about that road in the center of one of the slides? This will be explained later.

MARY CASSEY (?) Against lots requiring less than one acre.

EDMOND NIELSEN What are the Zoning lot sizes?  
SFU 3 per acre; SFS 1-2 per acre; SFR less; SFE less: and A 5 acres per house.

ROD QUENDEN (?) Lives across from the Crombie property. Likes the A classification.

RUSSELL H. LINER (?) The tax base should be calculated on the zoning. there should be 10-20% commercial so there will be enough tax money.

DAVID JOSEPH The attitude survey taken in connection with I94 should be used as to the lifestyle the people want. Is there a timeschedule for the Planner?

ROSALIE WAHL Would like the A classification for her area.

EDWARD STEVENS All the maps shown on the slides and mail out are different. These maps should be brought up to date.

EARLE KASK Why is SFU permitted in the clearance zones for the airport? These areas should be left agricultural to avoid the problems of Mendota.



RONALD NELSON How can he combat these developers? He's opposed to them

PARRANTO PLANNER Lake Elmo should use natural dividers in laying out the Comprehensive plan. The slides shown all use roads as dividers.

NANCY HANSON (?) Zoning is different on the slide map.

DAVID MORGAN Don't make the Comprehensive plan based on a certain economic - tax base factors. Just follow the wishes of the Citizens. (applause)

THOMAS BIDON Told to hold question until Goals discussed. Stated that he liked the rural atmosphere and that there should be one acre lots in the Tri-Lakes area.

WILLIAM HAMMES There should be Commercial Industrial in the I94 Corridor. An interchange should be built at I94 and I9.

BRUCE WEEKS He lives in a rural area and wants to discourage any new development.

WHAT SHOULD BE THE TIME TABLE FOR SEWERS?

PAULA QUAKEY (?) How many new people will be moving in and why?

EARL GOERSS What about the sewer plan is it necessary? There should be a study to see whether sewers are necessary. What does the Metro Council want on sewers? Told that the Pollution Control Board is studying the need. GoerSS stated that even the one acre lot idea would be bad if fully developed.

LOWELL WEIKE (?) Lives near proposed 3M development on 39th. Lots should be one acre or larger in the open land to the east.

LOU GEORGE (?) Where is the high density in the Tri-Lakes area?

RUSSELL MILNAR Where will the tie in be for the sewer?

EDMOND NIELSEN Lots should be large enough so no new sewer is needed and where needed there should only be short trunks.

RONALD NELSON What about other alternatives other than sewers?

DAVID MORGAN Why have sewers that will just dump in the St. Croix and pollute there.

??????????????? Why does the Metro Council have more power than the people of Lake Elmo?

ROBERT EISCHEN There should be a cost effect study of the sewer.

FRANCIS POTT Metro Sewer Board is doing a priliminary study of the Tri-Lakes area and the west half of the village. There will be a public hearing sometime late in February. No date has been set yet.



RONALD NELSON            The study should be directed as to whether it is necessary at all, not to a time table for installation.

WHAT ARE YOUR VIEWS ON THE DRAFT STATEMENT GOALS AND POLICIES?

CHARLES BRANDON        Likes Lake Elmo the way it is and won't give it up for lesser taxes.

JAMES CLAGAN (?)        As to point 14, airport business should be discouraged not encouraged.

MARY CASSEY (?)        Point 15, she is against low and moderate income housing and apartment buildings.

?????????????????     Against the expansion of the airport. People don't want to live in or near an air corridor.

EARL GOERSS            As to point 7, the developers have too much power and the city should persist in its requirements and not alter them.

EDWARD STEVENS        Will there be another Cimarron anywhere? No

HARRY ZABROK            What about this lift station idea? The developers have too much power. The Comprehensive Plan needs to state the objections to it within it.

PARRANTO'S PLANNER    Complimentary on the Lake Elmo Goals because they face face realities.

JAMES R. FRIEND        Against the convenience stores envisioned in Point 8.

BRUSE FOLZ             Would like to hear from the owners of A zoned land.

DIANNE SELBREDE        Lives on 38th Street near proposed 3M development. Is their sewer fate sealed? She is against the sewer.

HARRY ZABROK            Goals are nice if you follow them. What about the high interest on the bond issue?

LOWELL WEIKE (?)        Cimarron is a glorified trailer park. Where the owners in the area really consulted before the usage was given approval/

HELEN MEEHAN            Who will keep up all these parks? The Airport corridors should be over open land.

DENNIS LANDUCCI        The people should ask for what they don't want because then they will be assured of getting what they do want.

HARRY ZABROK            Give the exact list for low-high density: LD - 2 1/2 per acre (people), MLD - 7, MD - 10, MHD - 20 and HD - 60.



WILLIAM SCHUMACHER Lives in Tri-Lakes area. What about all those elementary schools on the maps?

EDMOND NIELSEN Had questions about point 5, mass transit.

ROGER ???????? Would like to see a mock up or preliminary plan when Midwest gets its draft in. There should then be another public hearing.

JAMES R. FRIEND He is against the road shown on the map which goes through the Metro park. This would be 19 curving to the west.

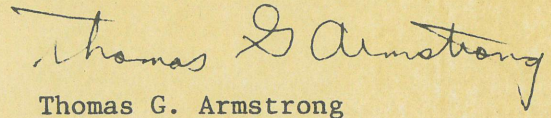
DIANNE SELBREDE What about mass transit and more road?

RICHARD CRAM Wouldn't the Hadley extensions serve as an access for 3M?

MAYOR EDER There will be another meeting on the airport for input.

The meeting adjourned at approximately 9:45 P.M.

Respectfully submitted,

  
Thomas G. Armstrong