

June 21, 1966

Mr. D. H. Sullwold, Pres.
United Properties Inc.
Hamm Building
St. Paul, Minnesota 55102

Dear Mr. Sullwold:

On April 20 you wrote us two letters requesting rezoning of some of your property located in Section 33 of East Oakdale Township.

As you know, Highway 94 will pass through the center of your property. The State Highway Department plans to acquire their right of way in 1968. They will show you exactly where the Highway will be, if you desire. We would prefer not to rezone the land required for the highway.

Rezoning the 160 acres North of Highway 94 (NE 1/4 of Section 33) to commercial does not fit in with our present plans. Our present tentative plan calls for most of the land just north of Highway 94 to be single family urban density residential.

We will consider rezoning the 80 acres between Highways 94 and 12 (W 1/2, SE 1/4 of Section 33) but desire that you first present a plan showing how you intend to develop the property. We understand that you have the experience and competence to do this.

Yours very truly,

Maynard L. Eder, Chairman
East Oakdale Town Board

6-23-66

East Oakdale Planning Comm + Town Board

I called Carl Dale today regarding a possible road plan for the area between Highways 12 and 94. Carl's offhand ideas are as follows:

There should be an adequate service road adjacent to 12 and to 94. There should be cross (north-south) streets at least every 600 feet. Ultimately this will be solidly filled with commercial, apartments etc and with a street at least every 600 ft. no one will be more than 300 feet from a public road. This will make for fairly large commercial lots.

Carl recommended that we discourage easements as much as possible because of problems of private streets which many public vehicles will not travel on.

Looking at the Lampert property in the light of the above suggestions it appears to be much more mandatory that we get a road between Lampert and Blomquist. Lampert already has a building only 30 feet from his west boundary line which makes it difficult to think of a road on his west property line. If Lampert doesn't have a road on either his east or west property line, the rear of his property will be accessible only thru the lumber yard which would be quite impossible.

It may be that the above proposal of Carl Dale is unacceptable, or maybe it can be improved on. However, it would appear to be wrong to let Lampert build even within 10 feet of their east property line unless this was consistent with some other acceptable road plan. If Lampert would keep the new building away from the east property line, then the final decision on a road plan would not have to be made in such a hurry.

Bill Lundquist