

# City of Lake Elmo

P.O. Box J  
Thirty-third and Laverne Avenue  
Lake Elmo, Minnesota 55042  
777-5510

## AGENDA PLANNING-ZONING COMMISSION July 16, 1979

\*7:00 P.M. -- Meeting Convenes

Remaining Comprehensive Plan issues

- A. Swanson - Area between C&NW tracks  
and 212, West area.
  - 1. Break Tie
  - 2. Look at Area in Special Use
- B. NE Area of City
- C. Dayton-Hudson
- D. I94 Corridor
  - 1. United Properties
  - 2. Ebertz
  - 3. Durow
  - 4. St. Paul Bus
  - 5. 1st. National Bank--2 letters

Review Zoning Calendar.

Chairman Grace called the continued meeting from July 9th to order.

ROLL CALL: Prince, Novak, Michels, Moris, Dreher, Murphy Absent: Crombie, Lundquist

Before the meeting started Mr. M. Cohn of Federal Land Company introduced Ms. McAdams of the Christopher Columbus Court Reporting Company.

DAYTON HUDSON: Mr. Peter Hutchinson, Dayton Hudson, presented their recommendations for proposed use of their property. For the area inside the MUSA line if sewer is available, 4 units per acre is suggested. If sewer is not available the developer will have to meet the requirements so that it can be converted. Outside the MUSA line the property can be developed subject to the capabilities of the land with on-site systems. Mr. Howard Dolgren outlined his views on how to stage gradual growth. He suggests handling each development with a PUD. He feels the biggest mistake a community can make is a no growth policy. He also urged the PZC to consider increasing the depth of the commercial area along 12. Prince stated the intent of the plan was to abut housing areas to existing housing areas. This was done so services are readily available now to these proposed areas.

FEDERAL LAND CO: Mr. Bill Schwab reviewed what commitments had been made by adjacent communities concerning the property along 12; and what effect this plan will have on those communities. Growth has been anticipated along 12 for several years. Mr. Cohn's property falls within the 4 per 40 area. He feels the land use patterns established by this large lot use are not an appropriate use for the area along highway 12. He also thinks this will have a detrimental impact on surrounding communities such as Woodbury, West Lakeland and Afton. This plan gives no options to developers to come in with a plan and work with Lake Elmo. Mr. Carl Dale outlined his views that were contained in his letter to the PZC of July 12, 1979. He suggested Lake Elmo consider what other communities are doing. He suggested an open district, a corridor district with varying depths. The corridor district would have several development districts. This would allow a developer to come in and propose a PUD based on an overall concept with diverse land use.

DON REGAN - SUBURBAN BUS CO.: Their property contains 37 acres and is located at the NE corner of Highway 12 and Co. 17. They proposed to construct a maintenance building with storage for buses. Due to the indcision of the Highway Department this action was postponed. Once final determination is made on the Highway they hope to pursue these plans and requests that Lake Elmo considers this in their final proposal.

PZC: Moris stated wherever the area along 12 is designated commercial the depth should be more than 500 ft.. Prince feels the PZC should be somewhat responsive to those who have proposed suggestions. Agrees with the depth increase and the possibility of additional commercial area. Novak, the only change she would like to see would be future use of light industry in the Swanson property and around the airport with some on 94 after some type of staging can be worked out. Murphy would like the LI zoning returned to the Swanson parcel. Feels this plan will be revised within five years so the large lots and no sewer provisions will not have a big impace. Not opposed to the increased depth along 94. Michels would like to see Swanson property returned to LI and possibly airport area also. The 500 ft. he feels is not deep enough. Also the MUSA location should be on the final plan map. Dreher agrees with the MUSA location and with the proposed time schedule. He feels the area within the MUSA could have some higher use within a 5-10 year period. Outside the line would be planned up to Co. 19 for length of commercial. Agrees with increased depth along 94.

PZC: Should encourage development in Section 32 first. Prince we should not extend the housing area any further than we have indicated, adjacent to present homes.

BREAK: 9:00 p.m.

MR. & MRS. NELSON: Questioned what the status of their property is. It is indicated SFU on map. They have been lead to believe the County is taking their property for park. As yet they have not been contacted by the County. They questioned the upgrading of Co. 6.

PZC: Moris would like to see the number of homes allowed for clustering per 40A raised from 4 to 8. This would give those who feel they are losing the 5A zoning the same allotment. Michels agrees.

SWANSON PROPERTY: PZC vote - Leave the property in GRU as indicated on the plan until 1990. 4 yes, Grace, Novak, Moris, Dreher - 3 nay, Michels, Murphy and Prince.  
Change the plan now and designate this area Light Industrial. 3 yes 4 nay. Nay, Grace, Novak, Moris, Dreher. Note Crombie and Lundquist voted to designate this LI at the last meeting. Vote should read 5-4.

I-94: Between 1985 and 1990 the depth of the commercial area will be 1/4 mile deep. This will be from the SW corner to the MUSA line. After discussion the timeframe was changed and the vote was for post 1990 the commercial area will be 1/4 mile deep. This will be from the SW corner to the MUSA line. 7-0 carried

The commercial area will be extended from the MUSA line to the easterly' border post 1990. 5-2 carried Novak and Prince voting nay. They desire the designation be left as it is with no notations to post 1990.

The land that falls within the MUSA line will remain in GRU until such time as sewer and water are available. At that time the use will be changed to URU. Post 1990. 7-0 carried.

LIGHT INDUSTRIAL - AIRPORT AREA: General consensus to leave GRU area as indicated on map.

CLUSTER DEVELOPMENT: Recommend to the City Council the units per 40A, clustered be changed from 5 to 7. carried 6-1. Planner to verify this. Prince no.

36 CORRIDOR: No change from plan

Michels recommended that if the City Council should change the zoning for the Swanson parcel from GRU to LI that the property to the south of the tracks be changed from GRU to SFU. All PZC members agreed. 7-0

Michels moved, Murphy seconded to recommend approval of the proposed Comprehensive Plan as amended. Motion carried 7-0.

ADJOURNMENT: 11:15 p.m.

CITY OF LAKE ELMO PLANNING AND ZONING COMMISSION, JULY 9, 1979

Chairman Grace convened the meeting at 7:40 P.M.

Roll Call: Michels, Lundquist, Novak, Moris, Crombie. Also present Administrator Whittaker, Building Inspector Kluegel and Planner Chelseth.

MINUTES: Novak moved, Grace seconded, to approve the minutes of June 12 and 18, 1979, as written. Motion carried 3-0 3 abstentions, Moris, Lundquist, and Michels.  
Moris moved, Michels seconded to approve the minutes of June 25, 1979, as written. Motion carried 6-0.

CHARLES KIESTER: SUP to fill at 3161 Klondike Avenue N. - Lot 3 Ruth's First Addition 300 cubic yards of fill requested.

A hearing is set for 7:45 p.m. on July 23, 1979. The PZC requests copies of the Kiester request and the VBWD recommendation. Chairman Grace recommended Planning Commission members drive by and look over the property.

COMPREHENSIVE PLAN COMMENTS:

A. Hutchinson - area between "Old Village" and Airport - this property designated industrial on the present zoning map. The planner stated this 200 A parcel is significant amount of industrial until water, sewer, etc. is available. He did indicate it is a potential site for dry uses such as warehousing. This property has been vacant for the past years. If the City indicated something that is not being used there now they are indicating that this use is desired to occur there. Presently there is 15 A of industrial use in the City. 200 A of industrial use between now and 1990 would significantly change the community. 200 A of industrial is felt to be unrealistic.

Lundquist feels this area should remain as industrial on the Comprehensive Plan map as this has been the intended use for 20 years. He also feels the 3M Carlton Park complex should be indicated on the map.

Chairman Grace took a vote - should this 200 A parcel be indicated as industrial on the Comprehensive Plan Map. Yes - Crombie and Lundquist. No - Moris, Novak, Grace, and Michels.

B. Swanson - LI Area between Hwy. 212 and C&NW tracks - this property falls under General Rural Use on the new Comp Plan Map. It was previously zoned Light Industrial. The Administrator reviewed the SUP for the Animal Inn. No future use is provided for, as indicated at the hearing.

Crombie feels this area is good for light industry due to the railroad, highway access and configuration of the parcel. He would like to see the strip indicated as it was previously. The planner stated that commercial and industrial uses can mix with the General Rural Uses. When the owners are ready to use the land they can approach the City and request that use for the parcel. Crombie feels this GRU will allow for homes in this area and that light industry is a more reasonable use.

The planner suggested the City should have a long term plan, as a second part of the plan for long range uses.

Bruce Folz stated the City should give some protection to the owners and the residents around this area. If this use is anticipated then it should be shown on the Comp Plan. This area has been light industrial for years and this is the only use that has ever been indicated for it.

COMPREHENSIVE PLAN COMMENTS CONTINUED: A vote to change the plan and show this area as Light Industrial was called. The vote - 3 Yes - 3 No.

C. County Road 13, 13B alignment - Rob Chelseth, planner, contacted the County Engineer. This road is scheduled post 1986 and is reflected in conjunction with the proposed 3M project. The traffic flow from 3M was the basis of justification for this road. The Administrator stated the City should obtain right-of-way now before further platting in the area is done. Grace stated this is a long term project. The City should have a firm indication where it is going to be located. The Administrator will notify Chuck Swanson and have them set the hearing dates.

The PZC would like to see the road located on the alternate voted on; and not the one through the County Park.

D. I-94 Corridor -

1. MUSA line - Rob Chelseth spoke with the Met Council staff and the Metropolitan Waste Control Commission to determine the consequences of moving the MUSA and showing no use of the sewer units and what specific steps the City would need to take to receive these units at a later date. When a community moves the line and does not show use of these units they are put in a common "pot". If another community requests additional units a hearing is held and a decision to redistribute these units is made. If the units are redistributed the method of reestablishing them is vague. The Metropolitan Development Framework shows much more land than the units will accomodate. The City will need to firm up the proposed 'line'. The MUSA line will cover approximately a section and one half.

Crombie moved, Lundquist seconded to move the MUSA line back to the approximate location of the Valley Branch Watershed boundary line. Motion carried 6-0.

2. Dayton-Hudson - Chairman Grace reviewed the letter received from D-H. Mr. Peter Hutchinson reiterated his concerns about Lake Elmo's proposed use of the Dayton property.

Mrs. Larson, owns 91A in the northeast section of the City does not feel the 40 A minimum is fair to the older residents of the City. She feels this restriction takes away the income of the older people.

The Administrator indicated it is impossible to make any proposals for the Dayton property since we have no concept and they have no plan for the area. Public services are a key question. Dayton's requests the opportunity to work with the City once they have a buyer. They feel the plan offers no alternative but to divide the land into 40 A parcels.

SPECIAL MEETING: The PZC will hold a special meeting to continue the Comprehensive Plan Comments on Monday, July 16, 1979 at 7 p.m.

RECESS: 10:45 p.m.

# City of Lake Elmo

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Thirty-third and Laverne Avenue  
Lake Elmo, Minnesota 55042  
777-5510

## PLANNING-ZONING COMMISSION

July 9, 1979

- 7:30 P.M. ----- Meeting convenes  
                  -- Minutes, June 12, 18, 25
- 7:45 P.M. ----- Set Hearing, Keister SUP for fill
- 8:00 P.M. ----- Review Comprehensive Plan comments  
                  from June 12, 18 minutes, letters
- A. Hutchinson--area between "Old Village"  
    and Airport
  - B. Swanson - LI Area between Hwy. 212  
    and C&NW tracks.
  - C. Co. Road 13, 13B alignment
  - D. I-94 Corridor (see map)
    - 1. MUSA line
    - 2. Dayton-Hudson
    - 3. United Properties
    - 4. Ebertz- 19B  
    W 1/2, SE 1/4, SE 1/4, Section 34  
    General Business
    - 5. Durow- SE 1/4, SE 1/4, Section 34;  
    SW 1/4, Section 35
    - 6. 1st. National Bank
    - 7. Crocker
    - 8. St. Paul Bus
  - E. Other....
- Final Recommendation, City Council
- 9:30 P.M. or so-- Set schedule for action on Zoning  
                  Ordinance
- Review Zoning Map

continued--

Suggested Calendar:

July 18, 1979--Council hearing--  
Comprehensive Plan

July 23, 1979--Final PZC recommendation  
on zoning Ordinance and Map

--Set hearing dates

August 6, 1979--First Hearing

August 13, 1979--Final Hearing and  
recommendation to City  
Council

August 21, 1979--Council Action on  
Zoning