

The Planning Commission is an advisory body to the City Council. One of the Commission's functions is to hold public hearings and make recommendations to the City Council. The City Council makes all final decisions on these matters.

Lake Elmo Ordinances require that certain documents and information be included in applications. The Planning Commission may postpone consideration of an application that is incomplete and may for other reasons postpone final action on an application.

For each item, the Commission will receive reports prepared by the City Staff, open the hearing to the public, and discuss and act on the application. If you are aware of information that hasn't been discussed, please fill out a "Request to Appear Before the Planning Commission" slip; or, if you came late, raise your hand to be recognized. Comments that are pertinent are appreciated.

AGENDA

LAKE ELMO PLANNING COMMISSION

MAY 22, 1989

7:30 p.m. MEETING CONVENES
AGENDA

1. MINUTES: MAY 8, 1989
2. CONCEPT PLAN: Minnesota Winegrowers Coop
3. COMPREHENSIVE PLAN - WORK PLAN (Richard Johnson)
 - A. Future Land Use Map Amendments
4. Road Widths - PZ Members' Recommendations
5. Appointment of Representative to Parks Committee
6. Committee Assignments
 - A. Residential Estates Ordinance
 - B. Freeway Business Ordinance
 - C. Village Historical District
7. Other
8. Adjourn

APPROVED

LAKE ELMO PLANNING COMMISSION MINUTES

MAY 8, 1989

Chairman Enes called the Planning Commission meeting to order at 7:40 p.m. in the City Council chambers. Present: Enes, DeLapp, Bucheck (left 9:20) Kunde, Stevens, Haacke, Conlin, John, Dick Johnson, Johnston (arrived 8:10 p.m.). Absent: Dave Johnson

1. Agenda

Add: 6B. Review of Comprehensive Plan to accomodate Future Land Use Map, 7. Procedure for Approved Minutes

2. Minutes: April 24, 1989

Ann Bucheck submitted, in typed form, her reasons behind her decision for any future R1 zoning at this time. This submittal will replace the handwritten draft submitted.

M/S/P DeLapp/Stevens - to approve the April 24, 1989 Planning Commission minutes as amended. (Motion carried 7-2-0 Abstain: Haacke, John).

3. ROAD WIDTH GUIDELINES

The City Council at their March 7, 1989 Council meeting directed the Planning Commission to set up guidelines, with the input of the City Engineer and Public Works Supervisor, as to when it is permissible to make exceptions from the 32' wide road requirement. This action was generally prompted by recent requests for roadways of less than our 32' wide requirements.

Commission member Ann Bucheck asked the following questions: Are there legal reasons for wider (32') roads, will the City loose money if we have narrower roads, and would there be problems for our Public Works for snowplowing or problems for the fire dept.

Administrator Morrison advised the Commission that the Fire Dept., Sheriff's Dept. supported 32' wide roads because of public safety reasons. Dan Olinger, P.W. Supvr., said it was easier to plow the wider roads. Ed Stevens responded that the PZ should make up their own minds on what they think are desirable road standards and then make those departments fight, afterwards, for the road width they prefer.

Ann Bucheck: she prefers the narrower roads, but would like the roads the same width throughout the City, excluding MSA roads.

Steve DeLapp: We cannot get funding for an MSA road if we don't design it to their standards. We have already used up all of our MSA Roads, but we may get some in the future. We could request a 24' rural section rather than a 32' urban section and we still receive funds. Twenty percent of the roads in our City are designated MSA. The

policy of the City is not to designate new roads as MSA, only to allow the roads to be upgraded to become MSA at no cost to the City.

Dick Johnson: He felt uncomfortable designing road standards since he is not a road engineer. He also felt there was a consensus of the PZ and CC for a need for narrower streets in low traffic development areas. Two sets of standards should be considered: one for high traffic areas and one for low density areas and ask our City Eng to develop such standards.

Wyn John: He voiced his concern if we adopt different standards of width for roads in various areas, that in the long term, development may change the function of that road. If we don't look at accepting the fact that the blacktop area of the road width should be a different amount, the right-of-way should still be constant. We will always have the capability of being able to increase the width of blacktop; otherwise we will be in the position of having to negotiate to take more land.

Steve DeLapp presented the following road standards for R1, RE, RR Zonings:

Right-of-way 50 ft.
Blacktop 22 ft. (2-11' lanes)
Shoulders 10 ft. (2'x5') Parking would only be permitted on one side of the street.

Reduced to 6 ft. or 2-3' shoulders on permanent cul-de-sacs; but blacktop stays the same with the exception this could be distributed unequally depending on topography.

M/S/F DeLapp/Johnston - to recommend approval of the road width guidelines in R1, RE, RR Zonings as suggested by Steve DeLapp. (Motion failed: 4-5: Kunde, Enes, Johnson, Johnston, Conlin).

Dean Johnston asked if this motion satisfied what the Council requested. To him this sounded like road standards and felt a set of criteria should be set up and based on forestation, contours of the land, low density, and not zoning. Rita Conlin agreed with Dean and referred back to the original Council motion which she interpreted as if there is a specific reason to have less than 32 foot wide roads, state these reasons.

Al Kunde favored a street proposal for the entire City, not just addressing R1, RE and RR zoning. He proposed street standards: Drawing 1, urban street drawing as is for RE, and Drawing 2, the Rural Street drawing, for Hwy. Commercial, G.B., and the Old Village; with the exception being for narrower streets based on topography, whether it is a permanent cul-de-sac or whether it is a divided street in a development.

Dick Johnson felt it was not appropriate for the PZ to set up road standards, but can make recommendations as to where they want to see narrower streets with general guidelines set. Dick felt they should look at three types of standards: collector, low traffic and MSA, and

give this direction to the City Engineer and have him come back with his recommendations.

The Commission requested street designation maps be sent to them for the next meeting.

M/S/P Bucheck/Johnson - to postpone consideration on road widths until the May 22nd PZ meeting and request the PZ members review the street standards and write up statement of facts for indicating street width within the City. (Motion carried 8-0).

4. OLD VILLAGE HISTORICAL DISTRICT

At the time of consideration of the Savanna Design site plan review, the Council, on February 7, 1989, urged the PZ to proceed with revision/amendment to the General Business Ordinance to provide for explicit zoning provision for the Old Village Area, including the reasonableness of creating an historic district for this area.

The Historical District Sub-committee, composed of Rob Enes, Barb Haacke, Steve DeLapp, Marge Williams, and inclusion of Mr. Hagstrom from Savanna Designs and any other affected business owners, will meet to address this issue on Wednesday, May 17th, at 7:30 a.m. at City Hall.

5. METROPOLITAN SYSTEM STATEMENT AMENDMENTS

The PZ received a full copy of the Metropolitan System Statement Amendments for their review. City Administrator Morrison urged any commission member to attend the May 19th Metropolitan Council's discussion of the amendments.

Ed Stevens voiced his apprehension on the pro-development stand the Met Council has taken.

Steve DeLapp pointed out one critical difference from the previous system statement was in the Water Resources Management, page 14, Policy 1-2.

6. 1989 PLANNING COMMISSION WORK PLAN

The City Council will look at the 1989 Planning Commission Work Plan at the May 16th Council meeting.

The City Administrator suggested, with the adoption and consensus of the Council on the Future Land Use Map, concentrating on the RE Ordinance standards and the General Highway Business District.

M/S/P DeLapp/Haacke - to add as Item 4. Review of Highway Business Zoning District along I-94 to the 1989 Work Plan. (Motion carried 8-0).

6B.. Review of Comprehensive Work Plan

Administrator Morrison presented and explained the Future Land Use Map that the City Council agreed upon at their worksession of May 4, 1989. Morrison suggested the PZ consider Four Business Districts: Urban Business in Section 32 and part of 33; Brookman General Business; Old Village Historic Area and the Highway Business along I-94.

Steve DeLapp explained the text of the Comp Plan had to correspond with the Future Land Use Map that was approved. The Comp Plan Sub-Committee will revise the text and bring the plan back to the Planning Commission.

M/S/P Stevens/Haacke - to support the general concept of the Future Land Use Map that was approved by the City Council. (Motion carried 7-1: DeLapp: He supported the Map subject to the PZ developing Highway Business standards as low impact.)

7. Procedure for Approved Minutes

Steve DeLapp recommended that we not distribute markups of our "Draft" minutes as our "Approved" minutes.

Some of the Commission members supported what the City Attorney advised; they cannot erase what has been said at the meetings.

M/S/P Johnson/Haacke - to support the existing process of distributing the Approved Planning Commission Minutes. (Motion carried 6-2/1 7-0)

~~DeLapp, - Bucheck~~). (Steve DeLapp: The reason he voted for this motion was based on Wyn John's statement of existing process was minutes mailed with no markups)
M/S/P John/Conlin - to adjourn the Planning Commission meeting at 10:15 p.m. (Motion carried 7-0).