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AGENDA
Maplewood City Council
7:00 P.M., Monday, October 10, 1983
Municipal Administration Building
Meeting 83-25

(A) CALL TO ORDER

(B) ROLL CALL

(C) APPROVAL OF MINUTES

(D) APPROVAL OF AGENDA

(E) CONSENT AGENDA

All matters listed under the Consent Agenda are considered to be routine by the City Council and will be enacted by one motion in the form listed below. There will be no separate discussion on these items. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.

1. Accounts Payable
2. Certification of Delinquent Sewer Accounts
3. Agreement on Traffic Signal - Co. Rd. D & Rice Street

(F) PUBLIC HEARINGS

1. Code Amendment: Parking Lots - 2nd Reading (4 Votes) 7:00 _____
2. Variance: Parkway Dr. (Somerset Ridge) 7:15 _____
3. Preliminary Plat: Clausen Addition 7:30 _____
4. Variance: 2108 McMenemy (Wegleitner) 7:45 _____
5. Plan Amendment: Lower Afton & McKnight (4 Votes) 8:00 _____
 - 5a. Rezoning: Lower Afton & McKnight (4 Votes) 8:00 _____

(G) AWARD OF BIDS

Traffic Signals: Co. Rd. B & Rice _____

(H) UNFINISHED BUSINESS

1. Conditional Use Permit/Plan Review Appeal: Co. Rd. B & Van Dyke _____
2. Water Main Extension - Van Dyke (4 Votes) _____

(I) NEW BUSINESS

1. Position Vacancies _____
2. Time Extension: Goff's Mapleview Addition _____
3. Plan Amendment: Cope, Birmingham & Tracks (4 Votes) _____
4. Plan Amendment: Larpenteur, Tracks & Ripley (4 Votes) _____
5. Conditional Use Permit Renewal: 1829 White Bear (Hejny) _____
6. Plan Review Procedure _____
7. Ordinance on Mayor & Council Salaries (1st Reading) _____
8. Redwoods of Willow Creek Tour _____
9. Wednesday Evening Court Sessions _____

(J) VISITOR PRESENTATION

(K) COUNCIL PRESENTATIONS

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____

(M) ADJOURNMENT

1983 CITY OF MAPLEWOOD

CHECK REGISTER

CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION
256472	09/27/83	15,300.00	METRO WASTE CONTR	SAC PBL
256472	09/27/83	153.00-	METRO WASTE CONTR	SAC PBL
		15,147.00 *		

256502	09/27/83	5,071.95	MN STATE TREASURER	MOTOR VEH LIC PBL
256502	09/27/83	180.00	MN STATE TREASURER	DRIVERS LICENSE
		5,251.95 *		

256K02	09/27/83	55,388.58	KLINE HESS	LAND EASEMENTS
		55,388.58 *		
256K03	09/27/83	703.02	NORTHWESTERN BNK	CONTRACT PYM
		703.02 *		

257502	09/27/83	2,771.90	MN STATE TREASURER	MOTOR VEH LIC PBL
257502	09/27/83	255.00	MN STATE TREASURER	DRIVERS LIC PBL
		3,026.90 *		

258502	09/27/83	2,051.83	MN STATE TREASURER	MOTOR VEH LIC PBL
258502	09/27/83	152.00	MN STATE TREASURER	DRIVERS LIC PBL
		2,203.83 *		

258742	09/27/83	74.50	CLERK OF DISTR CRT	CNTY DRIVERS LIC
		74.50 *		

259502	09/27/83	2,386.95	MN STATE TREASURER	MOTOR VEH LIC PBL
259502	09/27/83	207.00	MN STATE TREASURER	DRIVERS LIC PBL
		2,593.95 *		

259710	09/27/83	660.45	POSTMASTER	POSTAGE
		660.45 *		

259730	09/27/83	6.00	RAMCO PUBLISHING	PUBLISHING
		6.00 *		

262502	09/27/83	3,174.60	MN STATE TREASURER	MOTOR VEH LIC PBL
262502	09/27/83	167.00	MN STATE TREASURER	DRIVERS LICENSE P

1983 CITY OF MAPLEWOOD

CHECK REGISTER

CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION
		3,341.60 *		

262531	09/27/83	15.00	M D R A	TRAVEL TRAINING
		15.00 *		

263152	09/27/83	2.75	JUDY CHLEBECK	TRAVEL TRAINING
263152	09/27/83	8.65	JUDY CHLEBECK	TRAVEL TRAINING
263152	09/27/83	3.50	JUDY CHLEBECK	TRAVEL TRAINING
		14.90 *		

263502	09/27/83	7,176.50	MN STATE TREASURER	MOTOR VEH LIC PBL
263502	09/27/83	275.00	MN STATE TREASURER	DRIVERS LIC PBL
		7,451.50 *		

263504	09/27/83	1,721.48	MN ST TREAS SURTAX	SURTAX PBL
263504	09/27/83	34.43-	MN ST TREAS SURTAX	SURTAX PBL
		1,687.05 *		

263K06	09/27/83	296.40	WILDERNESS WORKSHOP	REPAIR MAINT BLDG
263K06	09/27/83	2.96-	WILDERNESS WORKSHOP	REPAIR MAINT BLDG
		293.44 *		

264441 *	09/27/83	1,441.00	MAPLE-LEAF OFFICIALS	UMPIRE FEES
		1,441.00 *		

264466	09/27/83	8.00	METRO AREA MGT ASSN	TRAVEL TRAINING
		8.00 *		

264502	09/27/83	3,513.65	MN STATE TREASURER	MOTOR VEH LIC PBL
264502	09/27/83	230.00	MN STATE TREASURER	DRIVERS LIC PBL
		3,743.65 *		

264557	09/27/83	2,554.79	MN ST TREAS PERA	PERA PBL
264557	09/27/83	3,449.37	MN ST TREAS PERA	PERA PBL
264557	09/27/83	18.22	MN ST TREAS PERA	PERA PBL
264557	09/27/83	43.52	MN ST TREAS PERA	PERA PBL
264557	09/27/83	29.71	MN ST TREAS PERA	PERA PBL

1983 CITY OF MAPLEWOOD

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CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION
264557	09/27/83	100.76	MN ST TREAS PERA	PERA PBL
264557	09/27/83	173.40	MN ST TREAS PERA	PERA PBL
264557	09/27/83	187.99	MN ST TREAS PERA	PERA PBL
264557	09/27/83	38.37	MN ST TREAS PERA	PERA PBL
264557	09/27/83	59.34	MN ST TREAS PERA	PERA PBL
264557	09/27/83	364.51	MN ST TREAS PERA	PERA PBL
264557	09/27/83	146.93	MN ST TREAS PERA	PERA PBL
264557	09/27/83	3,968.84	MN ST TREAS PERA	PERA PBL
264557	09/27/83	356.34	MN ST TREAS PERA	PERA PBL
264557	09/27/83	275.08	MN ST TREAS PERA	PERA PBL
264557	09/27/83	209.27	MN ST TREAS PERA	PERA PBL
264557	09/27/83	142.90	MN ST TREAS PERA	PERA PBL
264557	09/27/83	130.39	MN ST TREAS PERA	PERA PBL
264557	09/27/83	562.41	MN ST TREAS PERA	PERA PBL
264557	09/27/83	335.68	MN ST TREAS PERA	PERA PBL
264557	09/27/83	33.36	MN ST TREAS PERA	PERA PBL
264557	09/27/83	194.95	MN ST TREAS PERA	PERA PBL
264557	09/27/83	332.53	MN ST TREAS PERA	PERA PBL
264557	09/27/83	40.08	MN ST TREAS PERA	PERA PBL
264557	09/27/83	127.59	MN ST TREAS PERA	PERA PBL
264557	09/27/83	93.82	MN ST TREAS PERA	PERA PBL
264557	09/27/83	64.76	MN ST TREAS PERA	PERA PBL
264557	09/27/83	49.58	MN ST TREAS PERA	PERA PBL
264557	09/27/83	65.96	MN ST TREAS PERA	PERA PBL
264557	09/27/83	16.66	MN ST TREAS PERA	PERA PBL
264557	09/27/83	376.44	MN ST TREAS PERA	PERA PBL
264557	09/27/83	119.80	MN ST TREAS PERA	PERA PBL
		14,663.35 *		

264K05 *	09/27/83	250.00	UNITED ARTIST COMM	PROG SUPPLIES
		250.00 *		

265502	09/27/83	3,303.40	MN STATE TREASURER	MOTOR VEH LIC PF
265502	09/27/83	149.00	MN STATE TREASURER	DRIVERS LIC PBL
		3,452.40 *		

265742	09/27/83	79.00	CLERK OF DISTR CRT	CNTY DRIVERS LI
		79.00 *		

266287	09/27/83	30.00	GREW JANET	FUEL OIL
266287	09/27/83	30.00	GREW JANET	FUEL OIL
		60.00 *		

266352	09/27/83	13.00	INTL CONF BLDG OFF	BOOKS
		13.00 *		

1983 CITY OF MAPLEWOOD

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266502	09/27/83	214.00-	MN STATE TREASURER	DRIVERS LICENSE P
266502	09/27/83	214.00	MN STATE TREASURER	DRIVERS LICENSE P
		.00 *		

266738	09/27/83	160.00	RAMSEY CNTY PTAC	TRAVEL TRAINING
		160.00 *		

265K04	09/27/83	.48	SCOTT ALLAN	REFUND
		.48 *		

269015	09/27/83	321.85	AFSCME	UNION DUES
269015	09/27/83	5.32	AFSCME	UNION DUES
		327.17 *		

269153	09/27/83	13,103.00	CTY CNTY CREDIT UN	CREDIT UNION PBL
		13,103.00 *		

269330	09/27/83	761.54	ICMA RETIREMNT CORP	DEFERRED COMP
269330	09/27/83	102.96	ICMA RETIREMNT CORP	DEFERRED COMP
		864.50 *		

269373	09/27/83	145.00	KANE ROSEMARY	P/R DEDUCT
		145.00 *		

269453	09/27/83	13,361.27	MAPLEWOOD ST BNK	FWT PBL
269453	09/27/83	187.50	MAPLEWOOD ST BNK	SAVINGS BONDS PBL
		13,548.77 *		

269470	09/27/83	21.00	METRO SUPERVISORY	UNION DUES
		21.00 *		

269502	09/27/83	1,000.00-	MN STATE TREAS	MOTOR VEH LIC PBL
269502	09/27/83	3,543.85	MN STATE TREASURER	MOTOR VEH LIC PBL
269502	09/27/83	214.00	MN STATE TREASURER	DRIVERS LICENSE P

1983 CITY OF MAPLEWOOD

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CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION
		2,757.85 *		

269520	09/27/83	273.70 273.70 *	MN BENEFIT ASSN	INSURANCE

269540	09/27/83	310.00 310.00 *	MN MUTUAL LIFE INS	INSURANCE

269556	09/27/83	300.00 300.00 *	MN ST RETIREMENT	DEFERRED COMP

269559	09/27/83	7,374.87	MN ST TREAS S/S	S/S PBL
269559	09/27/83	7,374.87	MN ST TREAS S/S	S/S PBL
		14,749.74 *		

269758	09/27/83	36.00 36.00 *	RAMSEY CNTY CONCIL	AMB BILLING PBL

269870	09/27/83	7,934.41 7,934.41 *	MN ST COMM REVENUE	SWT PBL

269937	09/27/83	175.00 175.00 *	UNITED WAY ST PAUL	P/R DEDUCT

269973	09/27/83	286.32 286.32 *	WISC DEPT REVENUE	SWT PBL

269K01	09/27/83	114,788.67 114,788.67 *	ALEXANDER CONST	CONTRACT PYM

270502	09/29/83	5,733.30	MN STATE TREASURER	MOTOR VEH LIC PI
270502	09/29/83	268.00	MN STATE TREASURER	DRIVERS LICENSE
		6,001.30 *		

1983 CITY OF MAPLEWOOD

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CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION
270C58	09/29/83	254.00 254.00 *	COLLINS KENNETH	TRAVEL TRAINING

270K40	09/29/83	8.00 8.00 *	BASS LATTA	REFUND

271502	09/29/83	7,033.56	MINN STATE TREASURER	MOTOR VEH LIC PB
271502	09/29/83	202.00	MINN STATE TREASURER	DRIVERS LIC PBL
		7,235.56 *		

271K41	09/29/83	156.40 156.40 *	MN DAILY NEWSPAPER	PUBLISHING
271K42	09/29/83	44.05 44.05 *	VIETOR LORRAINE	TRAVEL TRAINING

272232	09/29/83	1,000.00 1,000.00 *	EMPL BENEFIT TRUST	DENTAL INS PBL

272502	09/29/83	6,365.75	MINN STATE TREASURER	MOTOR VEH LIC PB
272502	09/29/83	132.50	MINN STATE TREASURER	DRIVERS LIC PBL
		6,498.25 *		

272742	09/29/83	62.00 62.00 *	CLERK OF DISTR CRT	CNTY DRIVERS LIC

272C56	09/29/83	85.30	AURELIUS LUCILLE	TRAVEL TRAINING
272C56	09/29/83	53.96	AURELIUS LUCILLE	TRAVEL TRAINING
		139.26 *		

273502	09/30/83	6,506.75	MN STATE TREASURER	DRIVERS LIC PBL
273502	09/30/83	326.00	MN STATE TREASURER	DRIVERS LIC PBL
		6,832.75 *		

283050	09/28/83	14.35	ARI MECHANICAL SERV	SUPPLIES
283050	09/28/83	244.00	ARI MECHANICAL SERV	SUPPLIES

A/P 10-10-83

1983 CITY OF MAPLEWOOD

CHECK REGISTER

CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION
283050	09/28/83	457.21	ARI MECHANICAL SERV	SUPPLIES
283050	09/28/83	27.65	ARI MECHANICAL SERV	SUPPLIES
283050	09/28/83	1,810.15	ARI MECHANICAL SERV	SUPPLIES
		2,553.36 *		

283059	09/28/83	18.60	ARTSIGN	OFFICE SUPPLIES
		18.60 *		

283068	09/28/83	1,361.60	AUTOCON INDUSTRIES I	SUPPLIES
		1,361.60 *		

283080	09/28/83	23.79	BATTERY + TIRE WHSE	SUPPLIES VEH
283080	09/28/83	23.79-	BATTERY + TIRE WHSE	SUPPLIES VEH
283080	09/28/83	23.79	BATTERY + TIRE WHSE	SUPPLIES VEH
283080	09/28/83	69.00	BATTERY + TIRE WHSE	SUPPLIES VEH
283080	09/28/83	45.99	BATTERY + TIRE WHSE	SUPPLIES VEH
		138.78 *		

283097	09/28/83	61.79	BILL BOYER FORD	SUPPLIES VEH
		61.79 *		

283103	09/28/83	195.02	BOARD OF WATER COMM	CONTRACT PYM
283103	09/28/83	576.85	BOARD OF WATER COMM	CONTRACT PYM
283103	09/28/83	2,156.00	BOARD OF WATER COMM	CONTRACT PYM
283103	09/28/83	4,752.00	BOARD OF WATER COMM	CONTRACT PYM
		7,679.87 *		

283194	09/28/83	21.00	FAUST DANIEL F	TRAVEL TRAINING
		21.00 *		

283222	09/28/83	50.52	EASTMAN KODAK	DUPLICATING COST
283222	09/28/83	6.24	EASTMAN KODAK	DUPLICATING COST
283222	09/28/83	67.99	EASTMAN KODAK	DUPLICATING COST
283222	09/28/83	447.05	EASTMAN KODAK	DUPLICATING COST
283222	09/28/83	230.93	EASTMAN KODAK	DUPLICATING COST
283222	09/28/83	201.92	EASTMAN KODAK	DUPLICATING COST
283222	09/28/83	322.77	EASTMAN KODAK	DUPLICATING COST
283222	09/28/83	231.87	EASTMAN KODAK	DUPLICATING COST
		1,559.29 *		

1983 CITY OF MAPLEWOOD

CHECK REGISTER

CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION
283230	09/28/83	400.00 400.00 *	EMP BENEFIT PLANS IN	CONTRACT PYM

283235 *	09/28/83	105.00 105.00 *	FABRA GRAPHICS	PROG SUPPLIES
283236	09/28/83	200.00 200.00 *	EVANS BARRY	VEHICLE ALLOWNCE
283237	09/28/83	79.37 79.37 *	FEDERAL LUMBER CO	SUPPLIES

283269	09/28/83	43.26 43.26 *	GENUINE PARTS CO	SUPPLIES VEH

283276	09/28/83	251.68	GOODYEAR SERVICE STO	SUPPLIES VEH
283276	09/28/83	68.42	GOODYEAR SERVICE STO	SUPPLIES VEH
283276	09/28/83	122.94	GOODYEAR SERVICE STO	SUPPLIES VEH
283276	09/28/83	4.50	GOODYEAR SERVICE STO	SUPPLIES VEH
		447.54 *		

283285	09/28/83	480.00 480.00 *	GRACE DUANE	CONSULTING INSP

283287	09/28/83	9.54 9.54 *	GREW JANET	TRAVEL TRAINING

283301	09/28/83	110.00	HEJNY RENTALS INC	RENTAL EQUIP
283301	09/28/83	44.00	HEJNY RENTALS INC	RENTAL EQUIP
283301	09/28/83	165.00	HEJNY RENTALS INC	RENTAL EQUIP
		319.00 *		

283330	09/28/83	37.00	ICMA RETIREMENT CORP	BOOKS
283330	09/28/83	52.50	ICMA RETIREMENT CORP	BOOKS
		89.50 *		

283332 *	09/28/83	562.50 562.50 *	IND SCHOOCL DIST 622	PRINTING

1983 CITY OF MAPLEWOOD

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283348	09/28/83	162.60 162.60 *	INTL BUS MACHINES CO	OFFICE SUPPLIES

283368	09/28/83	12.00 12.00 *	JOURNAL OF CIVIL DEF	MEMBERSHIP

283372	09/28/83	6.20 6.20 *	K-MART	SUPPLIES

283384	09/28/83	86.87 86.87 *	KNOX LUMBER	SUPPLIES

283395	09/29/83	3,227.85	LAIS BANNIGAN + KELL	LEGAL SERV
283395	09/29/83	1,600.00	LAIS BANNIGAN + KELL	LEGAL SERV
283395	09/29/83	39.37	LAIS BANNIGAN + KELL	LEGAL SERV
283395	09/29/83	39.38	LAIS BANNIGAN + KELL	LEGAL SERV
283395	09/29/83	11.25	LAYS BANNIGAN + KELL	LEGAL SERV
283395	09/29/83	33.75	LAIS BANNIGAN + KELL	LEGAL SERV
283395	09/29/83	82.35	LAIS BANNIGAN + KELL	LEGAL SERV
283395	09/29/83	22.50	LAIS BANNIGAN + KELL	LEGAL SERV
283395	09/29/83	119.70	LAIS BANNIGAN + KELL	LEGAL SERV
283395	09/29/83	270.00	LAIS BANNIGAN + KELL	LEGAL SERV
283395	09/29/83	56.25	LAIS BANNIGAN + KELL	LEGAL SERV
283395	09/29/83	551.25	LAIS BANNIGAN + KELL	LEGAL SERV
		6,053.65 *		

283401	09/28/83	35.00 35.00 *	LANG RICHARD	CANINE OFFICER

283408	09/28/83	111.59	LAW ENFORCE EQUIP	SUPPLIES
283408	09/28/83	123.75	LAW ENFORCE EQUIP	SUPPLIES
		235.34 *		

283435	09/28/83	24.60 24.60 *	MACQUEEN EQUIPMENT I	SUPPLIES VEH

283477	09/28/83	35.00	METTLER DANIEL	CANINE OFFICER

1983 CITY OF MAPLEWOOD

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CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION
		35.00 *		

283550	09/28/83	13.74-	MN PUBLIC WORKS ASSO	TELEPHONE
283550	09/28/83	13.74	MN PUBLIC WORKS ASSO	TELEPHONE
		.00 *		

283576	09/28/83	95.00	MOTOROLA INC	REPAIR MAINT
283576	09/28/83	64.60	MOTOROLA INC	REPAIR MAINT
283576	09/28/83	211.08	MOTOROLA INC	REPAIR MAINT
283576	09/28/83	873.90	MOTOROLA INC	REPAIR MAINT
		1,244.58 *		

283647	09/28/83	1,581.94	NORTH ST PAUL CITY	UTILITIES
283647	09/29/83	53.10	NORTH ST PAUL CITY	UTILITIES
283647	09/28/83	399.59	NORTH ST PAUL CITY	CONTRACT PYM
		2,034.63 *		

283658	09/28/83	1,296.04	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	65.95-	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	1,296.04-	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	65.95	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	1,296.04	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	65.95	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	2.40	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	2.40	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	3.53	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	3.53	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	83.09	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	102.36	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	6,020.98	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	45.43	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	79.60	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	95.45	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	98.06	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	96.90	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	90.54	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	133.55	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	86.80	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	4.25	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	8.92	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	4.25	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	18.25	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	4.25	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	27.64	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	74.74	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	13.94	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	188.35	NORTHERN STATES POWE	UTILITIES

1983 CITY OF MAPLEWOOD

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283658	09/28/83	4.25	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	71.83	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	17.12	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	10.06	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	443.32	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	19.72	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	168.36	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	7.58	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	101.08	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	81.21	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	23.82	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	90.50	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	11.79	NORTHERN STATES POWE	UTILITIES
283658	09/28/83	291.75	NORTHERN STATES POWE	UTILITIES
		9,993.59 *		

283660	09/28/83	30.52	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	38.90	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	23.30	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	38.90	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	42.70	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	50.55	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	40.80	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	42.70	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	42.70	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	42.70	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	42.70	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	13.74	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	39.28	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	99.04	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	67.95	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	103.11	NORTHWESTERN BELL TE	TELEPHONE
283660	09/28/83	16.65	NORTHWESTERN BELL TE	TELEPHONE
		776.24 *		

283674	09/28/83	753.73	OLD DOMINION BRUSH	SUPPLIES VEH
283674	09/28/83	162.73-	OLD DOMINION BRUSH	SUPPLIES VEH
		591.00 *		

283702	09/28/83	74.00	PITNEY BOWES	CONTRACT PYM
		74.00 *		

283744	09/28/83	188.44	RAMSEY COUNTY	CONTRACT PYM
		188.44 *		

283756	09/28/83	812.39	RAMSEY COUNTY TREASU	CONTRACT PYM
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1983 CITY OF MAPLEWOOD

CHECK REGISTER

CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION
		812.39 *		

283768	09/28/83	4.50	RICE STREET CAR WASH	CAR WASH VEH
283768	09/28/83	121.50	RICE STREET CAR WASH	CAR WASH VEH
283768	09/28/83	22.50	RICE STREET CAR WASH	CAR WASH VEH
283768	09/28/83	4.50	RICE STREET CAR WASH	CAR WASH VEH
		153.00 *		

283798	09/28/83	64.14	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	43.40	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	2.06	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	9.19	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	38.83	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	3.87	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	2.35	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	95.04	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	10.14	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	13.60	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	151.62	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	23.00	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	15.96	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	49.08	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	7.28	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	19.28	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	19.97	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	29.00	S + T OFFICE PRODUCT	OFFICE SUPPLIES
283798	09/28/83	27.49	S + T OFFICE PR DUCT	PROG SUPPLIES
283798	09/28/83	319.00	S + T OFFICE PRODUCT	OFFICE SUPPLIES
		754.22 *		

283815	09/28/83	72.60	SHARROW CC	SUPPLIES
		72.60 *		

283842	09/28/83	59.84	ST PAUL DISPATCH	PUBLISHING
		59.84 *		

283855	09/28/83	18.50	STAPLES PAULINE	OFFICE SUPPLIES
		18.50 *		

283873	09/28/83	9,296.31	STATE OF MN	CONTRACT PYM
		9,296.31 *		
283874	09/28/83	32.50	STD SPRING & ALIGN	REPAIR MAINT

1983 CITY OF MAPLEWOOD

CHECK REGISTER

CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION
		32.50 *		

283889	09/28/83	2,071.65 2,071.65 *	T A SCHIFSKY	SUPPLIES
283890 *	09/28/83	2.79	TARGET STORES INC	OFFICE SUPPLIES
283890	09/28/83	47.40 50.19 *	TARGET STORES INC	PROG SUPPLIES
283891 *	09/28/83	30.94 30.94 *	TAUBMAN DOUG	TRAVEL TRAINING

283910	09/28/83	12.00 12.00 *	TRUCK UTILITIES + MF	SUPPLIES VEH

283914	09/28/83	40.00 40.00 *	TWIN CITY FILTER SER	REPAIR MAINT BLDG

283930	09/28/83	19.00 19.00 *	U.S. GOVERNMENT PRIN	SUBSCRIPTION

283932	09/28/83	44.05	UNIFORMS UNLIMITED	UNIFORMS
283932	09/28/83	94.05	UNIFORMS UNLIMITED	UNIFORMS
283932	09/28/83	21.50	UNIFORMS UNLIMITED	UNIFORMS
283932	09/28/83	122.30	UNIFORMS UNLIMITED	UNIFORMS
283932	09/28/83	49.90	UNIFORMS UNLIMITED	UNIFORMS
283932	09/28/83	98.00	UNIFORMS UNLIMITED	UNIFORMS
283932	09/28/83	49.00	UNIFORMS UNLIMITED	UNIFORMS
283932	09/28/83	232.85	UNIFORMS UNLIMITED	UNIFORMS
283932	09/28/83	15.75	UNIFORMS UNLIMITED	UNIFORMS
283932	09/28/83	66.00 793.60 *	UNIFORMS UNLIMITED	UNIFORMS

283938	09/28/83	14.74	UNIVERSAL MED	SUPPLIES VEH
283938	09/28/83	14.74-	UNIVERSAL MED	SUPPLIES VEH
283938	09/28/83	14.74	UNIVERSAL MED	SUPPLIES
283938	09/28/83	17.00 31.74 *	UNIVERSAL MED	SUPPLIES

283947	09/28/83	743.40 743.40 *	VALS BODY SHOP	REPAIR MAINT VEH

1983 CITY OF MAPLEWOOD

CHECK REGISTER

CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION

283956	09/28/83	52.74 52.74 *	WAGERS INC	OFFICE SUPPLIES
283957	09/28/83	2.89	WARNERS TRUEVALUE HD	SUPPLIES
283957	09/28/83	2.89	WARNERS TRUEVALUE HD	SUPPLIES
283957	09/28/83	2.89-	WARNERS TRUEVALUE HD	SUPPLIES
283957	09/28/83	38.42	WARNERS TRUEVALUE HD	SUPPLIES
283957	09/28/83	49.01	WARNERS TRUEVALUE HD	SUPPLIES
		90.32 *		

283960	09/28/83	51.90	WEBER + TROSETH INC	REPAIR MAINT VEH
283960	09/28/83	51.90-	WEBER + TROSETH INC	REPAIR MAINT VEH
283960	09/28/83	51.90	WEBER + TROSETH INC	REPAIR MAINT VEH
283960	09/28/83	26.00	WEBER + TROSETH INC	SUPPLIES
283960	09/28/83	14.00	WEBER + TROSETH INC	REPAIR MAINT VEH
		91.90 *		
283961	09/28/83	104.00	WEBER ELECTRIC INC	REPAIR MAINT BLDG
283961	09/28/83	408.00	WEBER ELECTRIC INC	REPAIR MAINT BLDG
		512.00 *		

283A74	09/28/83	1,448.00 1,448.00 *	DAWSON PATTERSON	CONTRACT PYM

283C21	09/28/83	12.00 12.00 *	DISPATCH	NEWSPAPERS

283C32	09/28/83	20.00 20.00 *	KLAUSING HENRY	UNIFORMS

283C45	09/28/83	5.00 5.00 *	JOHNSON RANDY	TRAVEL TRAINING

283C76	09/28/83	61.80 61.80 *	OFFICE PRODUCTS	OFFICE SUPPLIES

283C80	09/28/83	16.00 16.00 *	RECHTENWALD CAROLINE	REFUND

1983 CITY OF MAPLEWOOD

CHECK REGISTER

CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION

283D53	09/28/83	20.00 20.00 *	LUKIN STEVEN	EMT Instruct

283E23	09/28/83	153.70	SPECIALTY RADIO SERV	SUPPLIES VEH
283E23	09/28/83	201.30	SPECIALTY RADIO SERV	SUPPLIES VEH
283E23	09/28/83	42.82	SPECIALTY RADIO SERV	SUPPLIES VE1
		397.82 *		

283E32	09/28/83	64.49 64.49 *	HALWEG KEVIN R	UNIFORMS

283F74*	09/28/83	11.08 11.08 *	RASCHKE ALBERT	TRAVEL TRAINING

283F81	09/28/83	9.55 9.55 *	DATA DISPATCHING INC	DELIVERY

283F90	09/28/83	3.50 3.50 *	JOLLYS	SUPPLIES

283G08 *	09/29/83	123.00 123.00 *	HOAGIE BADGE BUTTON	JULY 4TH

283G65 *	09/28/83	4.85	JOHNSON TERESA L	SUPPLIES
283G65	09/28/83	30.86	JOHNSON TERESA L	TRAVEL TRAINING
		35.71 *		

283J20 *	09/28/83	282.00 282.00 *	MET CENTER	PROG SUPPLIES

283J24	09/28/83	13.00	BRANDAO ANTONIO	TRAVEL TRAINING
283J24	09/28/83	13.00-	BRANDAO ANTONIO	TRAVEL TRAINING
		.00 *		

1983 CITY OF MAPLEWOOD

CHECK REGISTER

CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION
283J44	09/28/83	161.00 161.00 *	STATE OF MN	DISPATCH OFFICE

283K07 *	09/28/83	32.00 32.00 *	ALBERT ERNIE	REFUND
283K08 *	09/28/83	7.70 7.70 *	ANFANG ANDREA	SUPPLIES
283K09 *	09/28/83	16.00 16.00 *	BALLARD FRANCES	REFUND
283K10 *	09/28/83	12.00 12.00 *	BAUER DONNA	REFUND
283K11 *	09/28/83	13.00 13.00 *	BOREEN RENE	REFUND
283K12 *	09/28/83	32.00 32.00 *	CARLSON HELEN	REFUND
283K13 *	09/28/83	32.00 32.00 *	CARLSON ORVILLE	REFUND
283K14 *	09/28/83	32.00 32.00 *	DUFOUR SYLVIA	REFUND
283K15	09/28/83	198.00 198.00 *	DYNA MED	SUPPLIES
283K16	09/28/83	163.45 163.45 *	FEDERAL EXPRESS	SHIPMENT
283K17	09/28/83	19.95 19.95 *	FRONTLINE PUBL	BOOKS
283K18 *	09/28/83	16.00 16.00 *	GOULD CATHERINE	REFUND
283K19	09/28/83	5.30 5.30 *	GREEN PHYLLIS	TRAVEL TRAINING
283K20 *	09/28/83	16.00 16.00 *	GUSTAFSON MARION	REFUND
283K21	09/28/83	350.00 350.00 *	HOBERT-MARTIN	EVALJATION
283K22 *	09/28/83	16.00 16.00 *	JUELICH LENA	REFUND
283K23 *	09/28/83	16.00	KROPELNICKI MILDRED	REFUND

1983 CITY OF MAPLEWOOD

CHECK REGISTER

CHECK NO.	DATE	AMOUNT	VENDOR	ITEM DESCRIPTION
		16.00 *		
283K24	09/28/83	13.00 13.00 *	MONN JULIE	TRAVEL TRAINING
283K25	09/28/83	41.12	NATURE SHOP	SUPPLIES
283K25	09/28/83	16.40	NATURE SHOP	SUPPLIES
		57.52 *		
283K26	09/28/83	195.00 195.00 *	OSTRJM MARGE	TRAVEL TRAINING
283K27 *	09/28/83	16.00 16.00 *	PAWLAK RACHEL	REFUND
283K28 *	09/28/83	16.00 16.00 *	RODE ADELE	REFUND
283K29 *	09/28/83	275.00 275.00 *	SIDESHOW PRODUCTION	4TH OF JULY
283K30	09/28/83	77.50 77.50 *	SOFTWARE TRAINING CO	OFFICE SUPPLIES
283K31	09/28/83	57.00	STATE OF MN DOCUMNTS	BOOKS
283K31	09/28/83	23.00	STATE OF MN DOCUMNTS	BOOKS
		80.00 *		
283K32	09/28/83	60.26 60.26 *	TWIN CITY ENGINE	SUPPLIES VEH
283K33	09/28/83	20.93 20.93 *	UNIV OF NO FLORIDA	BOOKS
283K34	09/28/83	20.00 20.00 *	UNCLE DANS CO	REPAIR MAINT VEH
283K35	09/28/83	6,149.00 6,149.00 *	U.S.STEEL CORP	MATERIAL& INSTAL
283K36 *	09/28/83	16.00 16.00 *	WALKER DELORES	REFUND
283K37 *	09/28/83	32.00 32.00 *	WEST NAOMI	REFUND
283K38	09/28/83	43.89 43.89 *	WORLD WIDE INC	FUEL OIL
283K39	09/28/83	12,098.00 12,098.00 *	HERTZ CORP	CONTRACT PYM
*****		190,144.57 3,834.09	FUND 01 TOTAL FUND 03 TOTAL	GENERAL HYDRANT CHARGE

CHECK REGISTER

AMOUNT	VENDOR	ITEM DESCRIPTION
6,149.00	FUND 11 TOTAL	PARK DEVELOPMENT
124,084.98	FUND 12 TOTAL	STREET CONSTR STATE AID
39.37	FUND 36 TOTAL	70-05 BEAM AV/HZLWD-WB A
39.38	FUND 37 TOTAL	71-15 BEAM AV/HZLWD-HY 6
11.25	FUND 39 TOTAL	74-18 CNTY DTCH 17 ST SW
33.75	FUND 41 TOTAL	75-16 WTR SYST IMPRV
82.35	FUND 47 TOTAL	78-13 HILLWOOD DR/DORLAN
22.50	FUND 50 TOTAL	78-24 BEAM AV/W.FRM HY 6
576.85	FUND 55 TOTAL	80-05 W B AVE/B TO HY 36
55,508.28	FUND 58 TOTAL	80-10 HY 61 FRNTG ROAD
703.02	FUND 68 TOTAL	81-16 ACORN GREEN1SE
1,270.83	FUND 75 TOTAL	82-09 FROST/BRMNGHM-WB A
2,156.00	FUND 81 TOTAL	82-19 CRESTVIEW DR WATER
4,752.00	FUND 88 TOTAL	83-08 CRESTVIEW FOREST
455.84	FUND 89 TOTAL	83-9 HOLLOWAY/MCKNIGHT
2,071.79	FUND 90 TOTAL	SANITARY SEWER FUND
1,400.00	FUND 94 TOTAL	DENTAL SELF-INSURANCE
2,488.23	FUND 96 TOTAL	VEHICLE & EQUIP MAINT
395,824.08	TOTAL	

* INDICATES ITEMS FINANCED BY RECREATIONAL FEES

DEPT-NO	EMPL-NO	EMPLOYEE NAME	CHECK-NO	AMOUNT	CLEARED
0002	484369671	BEHM	N 0919-00001	462.62	()
0002	206242018	EVANS	R 0919-00002	1,152.77	()
0002				1,615.39 *	
0010	473664474	JAHN	J 0919-00003	123.63	()
0010	475143403	PELOQUIN	J 0919-00004	90.09	()
0010	469869481	SCHLEICHER	F 0919-00005	0.00	(X)
0010				213.72 *	
0011	475500285	MCPHERSON	J 0919-00006	0.00	(X)
0011				*	
0012	357340166	CUDE	J 0919-00007	153.21	()
0012	470520124	DOHERTY	M 0919-00008	371.70	()
0012	471400908	ZUERCHER	L 0919-00009	119.48	()
0012				644.39 *	
0021	469501078	FAUST	F 0919-00010	1,014.68	()
0021				1,014.68 *	
0022	469200614	HAGEN	J 0919-00011	462.73	()
0022	390444446	MATHEYS	K 0919-00012	505.94	()
0022	476704432	MOELLER	A 0919-00013	0.00	(X)
0022	473327550	VIGOREN	A 0919-00014	391.63	()
0022				1,360.30 *	
0031	471322198	AURELIUS	E 0919-00015	851.76	()
0031	474264816	SELVOG	D 0919-00016	513.04	()
0031				1,364.80 *	
0033	477288389	GREEN	C 0919-00017	554.10	()
0033	472244994	HENSLEY	A 0919-00018	194.19	()
0033	476620547	KELSEY	L 0919-00019	144.18	()
0033	476269815	SCHADT	L 0919-00020	168.20	()
0033	468364435	VIETOR	S 0919-00021	421.55	()
0033				1,482.22 *	
0034	037144969	FREDERICKSON	M 0919-00022	0.00	(X)
0034	474097528	STOTTLEMYER	G 0919-00023	100.00	()
0034				100.00 *	
0041	184440036	BASTYR	A 0919-00024	318.24	()
0041	468461717	COLLINS	V 0919-00025	265.33	()

DEPT-NO	EMPL-NO	EMPLOYEE NAME	CHECK-NO	AMOUNT	CLEARED
0041	392240565	HAGEN THOMAS	L 0919-00026	455.28	()
0041	477227636	OMATH JOY	E 0919-00027	391.58	()
0041	471502356	RICHIE CAROLE	L 0919-00028	329.07	()
0041	468602934	SVENDSEN JOANNE	M 0919-00029	490.47	()
0041				2,249.97 *	
0042	477481364	ARNOLD DAVID	L 0919-00030	414.24	()
0042	471402115	ATCHISON JOHN	H 0919-00031	694.79	()
0042	469689867	BOWMAN RICK	A 0919-00032	515.73	()
0042	468461930	CLAUSON DALE	K 0919-00033	233.08	()
0042	476446119	DREGER RICHARD	E 0919-00034	773.21	() VOID
0042	470267887	GREEN NORMAN	L 0919-00035	672.62	()
0042	469568516	HALWEG KEVIN	R 0919-00036	559.07	()
0042	469820466	HEINZ STEPHEN	J 0919-00037	570.09	()
0042	473604916	HERBERT MICHAEL	J 0919-00038	560.28	()
0042	392760009	KARIS FLINT	D 0919-00039	469.62	()
0042	472222231	KORTUS DONALD	V 0919-00040	167.72	()
0042	471563591	LANG RICHARD	J 0919-00041	552.92	()
0042	468181347	MCNULTY JOHN	J 0919-00042	225.51	()
0042	474607686	MEEHAN, JR JAMES	E 0919-00043	606.76	()
0042	471627417	METTLER DANIEL	B 0919-00044	697.81	()
0042	469442063	MOESCHTER RICHARD	M 0919-00045	178.73	()
0042	476340990	MCRELLI RAYMOND	J 0919-00046	688.47	()
0042	475323183	NELSON ROBERT	D 0919-00047	729.41	()
0042	468462884	PELTIER WILLIAM	F 0919-00048	691.57	()
0042	470520457	SKALMAN DONALD	W 0919-00049	213.68	()
0042	473548226	STAFNE GREGORY	L 0919-00050	641.95	()
0042	471721204	STEFFEN SCOTT	L 0919-00051	176.21	()
0042	471500251	STILL VERNON	T 0919-00052	609.33	()
0042	471629204	STOCKTON DARRELL	T 0919-00053	713.41	()
0042	474260130	ZAPPA JOSEPH	A 0919-00054	664.41	()
0042				13,020.62 *	
0043	475548434	BECKER RONALD	D 0919-00055	216.75	()
0043	469441789	GRAF DAVID	M 0919-00056	560.73	()
0043	476401388	LEE ROGER	W 0919-00057	675.75	()
0043	473567791	MELANDER JCN	A 0919-00058	72.80	()
0043	468360918	NELSON CAROL	M 0919-00059	877.25	()
0043	471504316	RAZSKAZOFF DALE	E 0919-00060	627.16	()
0043	471564801	RYAN MICHAEL	P 0919-00061	430.95	()
0043	474486071	VORWERK ROBERT	E 0919-00062	278.57	()
0043	469502201	YOUNGREN JAMES	G 0919-00063	694.51	()
0043				4,434.47 *	
0045	471401878	EMBERTSON JAMES	M 0919-00064	687.18	()
0045	472242227	SCHADT ALFRED	C 0919-00065	744.62	()
0045				1,431.80 *	
0046	468401899	CAHANES ANTHONY	G 0919-00066	180.54	()

DEPT-NO	EMPL-NO	EMPLOYEE NAME		CHECK-NO	AMOUNT	CLEARED
0046	477627236	FLAUGHER	JAYME	L 0919-00067	481.95	()
0046	473807930	MARTIN	SHAWN	M 0919-00068	425.83	()
0046	472365919	NELSON	KAREN	A 0919-00069	445.16	()
0046	468600183	RABINE	JANET	L 0919-00070	428.28	()
0046	475363333	WILLIAMS	DUANE	J 0919-00071	503.79	()
0046					2,465.55 *	
0051	471440267	BARTA	MARIE	L 0919-00072	271.08	()
0051	473566872	HAIDER	KENNETH	G 0919-00073	216.64	()
0051	504483174	WEGWERTH	JUDITH	A 0919-00074	367.11	()
0051					854.83 *	
0052	496308314	CASS	WILLIAM	C 0919-00075	628.97	()
0052	471526254	FREBERG	RONALD	L 0919-00076	357.03	()
0052	474788580	GONTJES	JOHN	A 0919-00077	31.96	()
0052	502544037	HELEY	RONALD	J 0919-00078	567.00	()
0052	471501241	KANE	MICHAEL	R 0919-00079	419.09	()
0052	468363473	KLAUSING	HENRY	F 0919-00080	447.89	()
0052	475601431	LUTZ	DAVID	P 0919-00081	437.76	()
0052	471500547	MEYER	GERALD	W 0919-00082	460.15	()
0052	476904500	OSWALD	ERICK	D 0919-00083	213.85	()
0052	468166755	PRETTNER	JOSEPH	B 0919-00084	747.14	()
0052	472241484	REINERT	EDWARD	A 0919-00085	571.83	()
0052	470346224	TEVLIN, JR	HARRY	J 0919-00086	578.37	()
0052					5,461.04 *	
0053	472481010	ELIAS	JAMES	G 0919-00087	664.38	()
0053	167246109	GEISSLER	WALTER	M 0919-00088	600.58	()
0053	501464671	GESSELE	JAMES	T 0919-00089	781.92	()
0053	398527954	HOUSE	MARY	P 0919-00090	266.66	()
0053	475441688	PECK	DENNIS	L 0919-00091	511.08	()
0053	476622458	PILLATZKE	DAVID	J 0919-00092	0.00	(X)
0053	472662522	PRIEBE	WILLIAM	0919-00093	501.00	()
0053	476826763	THENE	JOHN	R 0919-00094	162.79	()
0053					3,488.41 *	
0054	473683775	LOFGREN	JOHN	R 0919-00095	403.53	()
0054					403.53 *	
0058	471562563	BREHEIM	ROGER	W 0919-00096	547.94	()
0058	474927128	CAHANES	JOSEPH	A 0919-00097	0.00	(X)
0058	477602582	EDSON	DAVID	B 0919-00098	575.08	()
0058	470541590	MULWEE	GEORGE	W 0919-00099	541.83	()
0058	471501014	NADEAU	EDWARD	A 0919-00100	490.92	()
0058	468361720	NUTESON	LAVERNE	S 0919-00101	464.13	()
0058	471365993	OWEN	GERALD	C 0919-00102	571.75	()
0058					3,191.65 *	

DEPT-NO	EMPL-NO	EMPLOYEE NAME	CHECK-NO	AMOUNT	CLEARED
0059	476249760	MACDONALD JOHN	E 0919-00103	482.57	()
0059	475501000	MULVANEY DENNIS	M 0919-00104	638.25	()
0059				1,120.82 *	
0061	477301066	BRENNER LOIS	J 0919-00105	93.84	()
0061	468341993	KRUMMEL BARBARA	A 0919-00106	144.37	()
0061	473260389	ODEGARD ROBERT	D 0919-00107	917.49	()
0061	468582618	STAPLES PAULINE	0919-00108	599.74	()
0061				1,755.44 *	
0062	473709024	BAUER ALAN	H 0919-00109	0.00	(X)
0062	471447219	BURKE MYLES	R 0919-00110	83.17	()
0062	474608182	GERMAIN DAVID	A 0919-00111	558.98	()
0062	472303411	GUSINDA MELVIN	J 0919-00112	872.47	()
0062	474924209	HAAG MATTHEW	J 0919-00113	244.95	()
0062	502544121	HELEY ROLAND	B 0919-00114	610.93	()
0062	473969784	HUNTER TONY	0919-00115	115.36	()
0062	471748313	LIBHARDT THOMAS	D 0919-00116	0.00	(X)
0062	473565506	MARUSKA MARK	A 0919-00117	651.65	()
0062	468941946	PETERSON PAUL	G 0919-00118	82.00	()
0062	474078128	RASCHKE ALBERT	F 0919-00119	228.48	()
0062	477646662	SANDQUIST THOMAS	J 0919-00120	0.00	(X)
0062	476203439	SANTA REED	E 0919-00121	133.23	()
0062	473660035	STARK RICHARD	E 0919-00122	0.00	(X)
0062	475904189	TOWNLEY MICHAEL	F 0919-00123	0.00	(X)
0062	477881931	TOWNLEY PATRICK	J 0919-00124	0.00	(X)
0062	475745266	WARD TROY	G 0919-00125	0.00	(X)
0062	469721242	WARZEKA RICHARD	A 0919-00126	253.67	()
0062				3,834.89 *	
0063	469847253	ANFANG ANDREA	M 0919-00127	0.00	(X)
0063	471801203	ASHTON KATERI	D 0919-00128	0.00	(X)
0063	475783041	BARTZ WENDY	L 0919-00129	0.00	(X)
0063	468988277	BESETH RONALD	L 0919-00130	0.00	(X)
0063	270483797	BLACK WILLIAM	J 0919-00131	0.00	(X)
0063	472362015	BORASH DONNA	F 0919-00132	257.88	()
0063	471901502	BOYD JEFFREY	A 0919-00133	0.00	(X)
0063	474442474	BUNKE RICHARD	H 0919-00134	0.00	(X)
0063	476924605	CASSEDAY ELIZABETH	J 0919-00135	0.00	(X)
0063	473684976	CASSEDAY MARY	K 0919-00136	0.00	(X)
0063	469987145	CASSEDAY ROBERT	D 0919-00137	0.00	(X)
0063	468684857	CERNIUS DAVID	G 0919-00138	0.00	(X)
0063	388569649	COLLIER MICHAEL	W 0919-00139	21.04	()
0063	472844611	DALLJGE MATTHEW	D 0919-00140	0.00	(X)
0063	469441338	DE MARS SANDRA	L 0919-00141	312.48	()
0063	470880293	DELMONT LISA	M 0919-00142	0.00	(X)
0063	474829219	DIEBEL JERRY	D 0919-00143	0.00	(X)
0063	476721245	DOUGHTY LINDA	R 0919-00144	0.00	(X)

DEPT-NO	EMPL-NO	EMPLOYEE NAME	CHECK-NO	AMOUNT	CLEARED
0063	473925557	FOWLER MARY	K 0919-00145	0.00	(X)
0063	474177310	GALBRAITH CHRIS	0919-00146	0.00	(X)
0063	471884448	GALBRAITH MICHAEL	D 0919-00147	0.00	(X)
0063	469983628	GRAF MICHAEL	0919-00148	0.00	(X)
0063	475921568	HAAG PAUL	T 0919-00149	0.00	(X)
0063	474847811	HEIMERL CAROL	0919-00150	0.00	(X)
0063	476686996	HERBER KARIN	J 0919-00151	0.00	(X)
0063	477981805	HOKENSON KARI	0919-00152	0.00	(X)
0063	469806100	JOHNSON TERESA	L 0919-00153	0.00	(X)
0063	470680548	KIELSA KARI	J 0919-00154	0.00	(X)
0063	473747101	KLASSEN AMY	L 0919-00155	0.00	(X)
0063	474743915	KORTUS JAMES	M 0919-00156	0.00	(X)
0063	471928557	KRATZKE LORI	E 0919-00157	0.00	(X)
0063	468984615	KRUMMEL BECKY	J 0919-00158	0.00	(X)
0063	477829499	KRUMMEL ROGER	C 0919-00159	0.00	(X)
0063	469929687	KYRK JODI	A 0919-00160	0.00	(X)
0063	474889823	LANGELETT STEVEN	E 0919-00161	0.00	(X)
0063	469953553	LARKIN MCLLY	A 0919-00162	0.00	(X)
0063	472484219	LE CLAIR MARY	L 0919-00163	0.00	(X)
0063	472880498	LOEFFLER CAROL	J 0919-00164	0.00	(X)
0063	473700729	MAHRE MICHELE	A 0919-00165	0.00	(X)
0063	473869923	MCCOLLUM JULIE	A 0919-00166	0.00	(X)
0063	474966150	MIHELICH CINDI	L 0919-00167	0.00	(X)
0063	475927550	MOTZ JULIE	A 0919-00168	0.00	(X)
0063	473903822	NIELSEN RCNALD	C 0919-00169	0.00	(X)
0063	474745123	NOESEN CRISTIN	A 0919-00170	0.00	(X)
0063	473565827	OLSON ROBERTA	J 0919-00171	0.00	(X)
0063	476863802	PAULETTI ANTHONY	A 0919-00172	0.00	(X)
0063	477629606	RASCHKE JEFFERY	J 0919-00173	37.35	()
0063	471864228	REVOIR STEVEN	J 0919-00174	0.00	(X)
0063	472986940	RICHIE STACY	L 0919-00175	0.00	(X)
0063	469900639	ROBERTS PAUL	J 0919-00176	0.00	(X)
0063	469927221	ROTH VINCE	C 0919-00177	0.00	(X)
0063	468946400	RYDEN DENISE	0919-00178	0.00	(X)
0063	473686517	SANDQUIST KATHRYN	E 0919-00179	0.00	(X)
0063	469888185	SHERBURNE GWEN	0919-00180	0.00	(X)
0063	396604919	SIWNIER SARAH	J 0919-00181	0.00	(X)
0063	477869067	SPANNBAUER DAWN	M 0919-00182	0.00	(X)
0063	469742645	SPANNBAUER KATHLEEN	G 0919-00183	0.00	(X)
0063	474845176	SPANNBAUER MARTIN	J 0919-00184	0.00	(X)
0063	480641463	STOUT-MILLER DEBORAH	0919-00185	0.00	(X)
0063	477920170	STRAUS LAURA	J 0919-00186	0.00	(X)
0063	476861186	SULLIVAN JULIE	0919-00187	0.00	(X)
0063	472821395	SULLIVAN NANCY	J 0919-00188	0.00	(X)
0063	471528238	TATE PETER	W 0919-00189	0.00	(X)
0063	470626422	TAUBMAN DCUGLAS	J 0919-00190	557.83	()
0063	534382341	TEWINKEL CHARLES	G 0919-00191	0.00	(X)
0063	477881708	THELL THOMAS	L 0919-00192	0.00	(X)
0063	470963203	WALLACE JCN	T 0919-00193	0.00	(X)
0063	475747042	WARD KERI	L 0919-00194	0.00	(X)
0063	396324246	WARD ROY	G 0919-00195	264.83	()
0063	472980309	WARNSHOLZ PAUL	H 0919-00196	0.00	(X)

DEPT-NO	EMPL-NO	EMPLOYEE NAME	CHECK-NO	AMOUNT	CLEARED
0063	476746732	WATERS JOSEPH	D 0919-00197	0.00	(X)
0063				1,451.41 *	
0064	151440508	GREW JANET	M 0919-00198	482.50	()
0064	471384624	HORSNELL JUDITH	A 0919-00199	245.60	()
0064	474542163	SOUTTER CHRISTINE	0919-00200	274.70	() VOID
0064				1,002.80 *	
0071	389448993	CHLEBECK JUDY	M 0919-00201	334.19	()
0071	470540551	OLSON GEOFFREY	W 0919-00202	779.18	()
0071				1,113.37 *	
0072	477627178	EMSTRAND THOMAS	G 0919-00203	484.34	()
0072	475608505	JOHNSON RANDALL	L 0919-00204	550.69	()
0072				1,035.03 *	
0073	476090677	OSTROM MARJORIE	0919-00205	764.19	()
0073				764.19 *	
0074	387520776	WENGER ROBERT	J 0919-00206	531.72	()
0074				531.72 *	
COUNT 00206	GRAND TOTAL			57,407.04	
0001	477058088	ANDERSON NORMAN	G 0919-00207	105.81	()
0001	483621318	BASTIAN GARY	W 0919-00208	256.57	()
0001	468200109	GREAVU JOHN	C 0919-00209	250.40	()
0001	477367538	JUKER FRANCES	L 0919-00210	230.36	()
0001	472369335	MAIDA MARYLEE	T 0919-00211	258.21	()
0001				1,101.35 *	
COUNT 00211	GRAND TOTAL				
0042	476446119	Dreger Richard	C 091900212	755.56	
0064	474542163	Soutter Christine	091900213	277.15	

Grand Total:

58,493.19

E-3



Minnesota
Department of Transportation
District 9
3485 Hadley Avenue North, Box 2050
North St. Paul, Minnesota 55109

779-1100
(612) 770-2331

September 20, 1983

Mr. Kenneth Haider
City Engineer
1902 East County Road B
Maplewood, Minnesota 55109

Action by Council:

Endorsed _____
Modified _____
Rejected _____
Date _____

Dear Mr. Haider:

SUBJECT: Traffic Signal Agreement No. 61794
TH 49(Rice St.) at CSAH 25(C.R. B)
In Maplewood, Ramsey County
C.P. 83-12

Attached are four (4) copies of an agreement between the State of Minnesota, Department of Transportation, Ramsey County, and the City of Maplewood covering the cost, maintenance, and operation of a traffic signal on T.H. 49(Rice St.) at CSAH 25(Co.Rd. B).

If this agreement meets with your approval, kindly present it to the City Council for their approval and execution. The Corporate Seal should be affixed to all copies of the agreement and all copies of the resolution.

When the agreement has been executed by the City Council, all four (4) copies are to be returned to this office, together with four (4) certified copies of a resolution authorizing its officers to sign it on its behalf.

After the agreement has been executed by the proper County and State officials, a certified copy will be returned to you for your files.

Sincerely,

for Kermit K. McRae, P.E.
District Engineer

Attachments:

RECEIVED

SEP 20 1983

CITY OF
ENGINEERING OFFICE

MINNESOTA TRANSPORTATION DEPARTMENT

TRAFFIC CONTROL SIGNAL

AGREEMENT NO. 61794

BETWEEN

THE STATE OF MINNESOTA, DEPARTMENT OF TRANSPORTATION

AND

THE COUNTY OF RAMSEY

AND

THE CITY OF MAPLEWOOD, MINNESOTA

FOR

A Traffic Control Signal with Street Lights, Signing and Emergency Vehicle Pre-emption System on Trunk Highway No. 49 (Rice Street) at County State Aid Highway No. 25 County Road B) in Maplewood and Interconnection to the existing traffic control signal on Trunk Highway No. 36 South Ramp at Trunk Highway No. 49 (Rice Street) in Roseville, Ramsey County.

C.P. 83-12

Prepared by Traffic Engineering

ESTIMATED AMOUNT RECEIVABLE

AMOUNT ENCUMBERED

City of Maplewood \$20,000

None
Otherwise Covered

W

THIS AGREEMENT made and entered into by and between the State of Minnesota, Department of Transportation, hereinafter referred to as the "State"; the County of Ramsey, hereinafter referred to as the "County"; and the City of Maplewood, hereinafter referred to as the "City", WITNESSETH:

WHEREAS, the State has determined that there is justification and it is in the public's best interest to install a traffic control signal with street lights and signing on Trunk Highway No. 49 (Rice Street) at County State Aid Highway No. 25 (County Road B) in Maplewood; and

WHEREAS, due to the close proximity of this intersection to the Trunk Highway No. 36/Trunk Highway No. 49 interchange, it is operationally desirable to interconnect the proposed traffic control signal to the existing traffic control signal on the Trunk Highway No. 36 South Ramp at Trunk Highway No. 49 (Rice Street) in Roseville; and

WHEREAS, the City requests and the State agrees to provide an Emergency Vehicle Pre-emption System, hereinafter referred to as the "EVP System", as a part of said traffic control signal with street lights and signing installation in accordance with the terms and conditions hereinafter set forth; and

WHEREAS, pursuant to Minnesota Statutes, Section 161.39, the Commissioner of Transportation may upon request provide technical and engineering advice, assistance and supervision to any county or municipality; and

WAA

WHEREAS, the materials, equipment, labor and miscellaneous items necessary to construct, operate, maintain, revise and remove said EVP System shall be at the sole cost and expense of the City; and

WHEREAS, it is considered in the public's best interest for the State to provide a traffic signal cabinet with control equipment to operate said traffic control signal and Emergency Vehicle Pre-emption control and interface equipment to operate said System at the sole cost and expense of the City; and

WHEREAS, the City, County and State will participate in the cost, maintenance and operation of the traffic control signal with street lights, signing and interconnect work and EVP system as hereinafter set forth.

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

1. The City shall prepare the necessary plan, specifications and proposal and shall perform the engineering required to complete the items of work hereinafter set forth at the cost and expense of the City.

2. The State shall perform the inspection required to complete the items of work hereinafter set forth at the cost and expense of the State. It is agreed, however, that the City and County shall have the right to periodically inspect said construction work.

3. The contract cost of the work except the cost of providing the power supply to the service pole or pad and the cost

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for the State furnished materials, shall constitute the actual "Construction Cost" and shall be so referred to hereinafter.

4. The City shall install or cause the installation of a traffic control signal with street lights, signing and interconnect work in accordance with City Project No. 83-12 made a part hereof by reference. Construction costs shall be borne entirely by the City.

5. The City shall install or cause the installation of an EVP System for said traffic control signal installation at the sole cost and expense of the City.

6. The State will furnish to the City a traffic signal cabinet with control equipment to operate said traffic control signal and emergency vehicle pre-emption control and interface equipment to operate said EVP System to be installed with the City work provided for in paragraphs 4 and 5. Estimated cost of \$20,000 for State furnished materials shall be borne entirely by the City.

7. The City shall install or cause the installation of an adequate electrical power supply to the service pole or pad including any necessary extensions of power lines at the cost and expense of the City.

8. Upon execution of this agreement and a request in writing by the State, the City shall advance to the State an amount equal to one hundred (100) percent of the cost for State furnished materials based on the estimated cost specified in paragraph 6.

9. Upon providing the State furnished materials specified in paragraph 6 to the City, and compilation of the actual costs, that amount of funds advanced by the City in excess of its respective share will be returned without interest and the City agrees to pay to the State that amount of its share which is in excess of the amount of the funds advanced by the City.

10. Upon completion of the traffic control signal with street lights installation, the County shall provide necessary electrical power for their operation at the cost and expense of the County.

11. Upon completion of the work contemplated in Paragraphs 4 and 5 hereof; it shall be the County's responsibility, at its cost and expense, to: (1) maintain the luminaires; (2) relamp the traffic control signals and street lights; and (3) clean and paint the traffic control signals, cabinets, luminaire mast arms and pole shaft extensions. It shall be the State's responsibility, at its cost and expense, to perform all other traffic control signal and street light maintenance.

12. The State shall maintain overhead signing provided for in paragraph 4 at no cost to the City or County.

13. The EVP System provided for in paragraph 5 hereof shall be installed, operated, maintained, revised or removed in accordance with the following conditions and requirements:

- a. All modifications, revisions and maintenance of the EVP System considered necessary or desirable,

for any reason, shall be done by State forces, or, upon concurrence in writing by the State's Traffic Engineer, may be done by others all at the cost and expense of the City.

b. Emitter units may be installed and used only on vehicles responding to an emergency as defined in Minnesota Statutes Chapter 169.01, Subdivision 5 and 169.03. Vehicle emitter units used in the City shall be installed only under a City permit approved by the State's District Engineer or his duly appointed representative.

c. The City shall maintain and require others using the EVP System to maintain a log showing the date, time and type of emergency for each time any traffic signal covered hereby is actuated and controlled by the EVP System, and that said logs shall be made available to the State upon request. Malfunction of the EVP System shall be reported to the State immediately.

d. In the event said EVP System or components are, in the opinion of the State, being misused or the conditions set forth in paragraph b above are violated, and such misuse or violation continues after receipt by the City of written notice thereof from the State, the State shall remove the EVP

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System. Upon removal of the EVP System pursuant to this Paragraph, the field wiring, cabinet wiring and other components shall become the property of the State. All infrared detector heads and indicator lamps mounted external to the traffic signal cabinet will be returned to the City. The detector receiver and any other assembly located in the traffic control signal cabinet, which if removed will not affect the traffic control signal operation, will be returned to the City.

f. All timing of said EVP System shall be determined by the State through its Commissioner of Transportation.

14. Upon proper execution by the City and State, the EVP System for the traffic control signal on Trunk Highway No. 49 (Rice Street) at County State Aid Highway No. 25 (County Road B) shall become a part of signal Maintenance Agreement No. 1629-R between the City and State covering operation, revision, maintenance and removal of EVP System by State forces at the cost and expense of the City.

15. Any and all persons engaged in the aforesaid work to be performed by the City shall not be considered employees of the State and any and all claims that may or might arise under the Workmen's Compensation Act of this State on behalf of said employees while so engaged, and any and all claims made by any third party as a consequence of any act or omission on the part of

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said employees while so engaged on any of the work contemplated herein shall not be the obligation and responsibility of the State.

16. Timing of the traffic control signal provided for herein shall be determined by the State, through its Commissioner of Transportation, and no changes shall be made therein except with the approval of the State.

COUNTY OF RAMSEY

APPROVED AS TO FORM:

County Attorney

By _____
Chairman of the Board

Dated _____

(County Seal)

RECOMMENDED FOR APPROVAL

County Attorney

Chief Clerk - County Board

WAD

CITY OF MAPLEWOOD

APPROVED AS TO FORM:

City Attorney

By _____
Mayor

Dated _____

(City Seal)

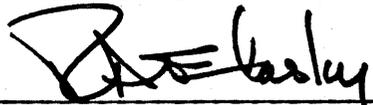
By _____
City Clerk

STATE OF MINNESOTA

DEPARTMENT OF TRANSPORTATION

RECOMMENDED FOR APPROVAL:

DEPARTMENT OF TRANSPORTATION



District Engineer
Operations Division

By _____
Assistant Commissioner

Dated: _____

APPROVED AS TO FORM AND EXECUTION:

DEPARTMENT OF ADMINISTRATION

Special Assistant Attorney General
General - State of Minnesota

By _____

Dated: _____

WAD

RESOLUTION NO.

BE IT RESOLVED that the County of Ramsey enter into an agreement with the State of Minnesota, Department of Transportation for the following purposes, to-wit:

To install a traffic control signal with street lights, signing, interconnect work and Emergency Vehicle Pre-emption System on Trunk Highway No. 49 (Rice Street) at County State Aid Highway No. 25 (County Road B) in accordance with the terms and conditions set forth and contained in Agreement No. 61794, a copy of which was before the Board.

BE IT FURTHER RESOLVED that the proper County officers be and hereby are authorized to execute such agreement, and thereby assume for and on behalf of the County all of the contractual obligations contained therein.

CERTIFICATION

State of Minnesota

County of Ramsey

I hereby certify that the foregoing Resolution is a true and correct copy of a resolution presented to and adopted by the Board of the County of Ramsey at a duly authorized meeting thereof held on the _____ day of _____, 1983, as shown by the minutes of said meeting in my possession.

(Seal)

Chief Clerk-County Board

RESOLUTION NO.

BE IT RESOLVED that the City of Maplewood enter into an agreement with the State of Minnesota, Department of Transportation for the following purposes, to-wit:

To provide a traffic control signal with street lights, signing, interconnect work and Emergency Vehicle Pre-emption System on Trunk Highway No. 49 (Rice Street) at County State Aid Highway No. 25 (County Road B) in accordance with the terms and conditions set forth and contained in Agreement No. 61794, a copy of which was before the Board.

BE IT FURTHER RESOLVED that the proper City officers be and hereby are authorized to execute such agreement, and thereby assume for and on behalf of the City all of the contractual obligations contained therein.

CERTIFICATION

State of Minnesota

County of Ramsey

City of Maplewood

I hereby certify that the foregoing Resolution is a true and correct copy of a resolution presented to and adopted by the Council of the City of Maplewood at a duly authorized meeting thereof held on the _____ day of _____, 1983, as shown by the minutes of said meeting in my possession.

(Seal)

City Clerk - Treasurer

MEMORANDUM

F.1

TO: City Manager
FROM: Thomas Ekstrand--Associate Planner
SUBJECT: Code Amendment--Parking Lots
APPLICANT: City of Maplewood
DATE: September 14, 1983

Action by Council:

Endorsed _____
Modified _____
Rejected _____
Date _____

SUMMARY

Request

Revise the zoning code to establish minimum parking lot dimensions.

Reason for Change

1. The Community Design Review Board requested that staff study the city's current parking lot requirements to see if they are realistic for today's vehicles.
2. The City requires 10 by 20 foot parking stalls with 24-foot wide drive aisles. The majority of the site plans submitted to the City propose 9-foot wide stalls that are 18 to 19 feet deep.
3. There are no uniform standards in the zoning ordinance. Ten by twenty foot stalls are required in the R-3, multiple dwelling and CO, commercial office district, while 8 by 20 foot stalls are required for gas stations. There are no standards for other zoning districts. In these districts, the design review board requires 10 by 20 foot stalls.

Comments

The benefits of the proposed ordinance are:

1. More green area in multiple-dwelling developments, because of less asphalt.
2. Reduced cost to developers due to less blacktop and concrete curbing.
3. The city's, as well as developer's time, would be saved by fewer parking variances.

The disadvantage of reducing the parking space width to nine feet is that the potential for door nicks would increase. Although it is a definite disadvantage to get one's car doors nicked, staff feels that nine-foot wide spaces are still a rather comfortable and safe space. Sixty-five percent of the cities surveyed permit nine-foot wide spaces (See page 4 .)

Eighteen-foot deep spaces, when abutting a curb, sidewalk or landscaped area, would suffice, since cars typically overhang beyond the space one to two feet.

Even the larger vehicles, like the 18.5-foot long Chevrolet Kingswood Estate Wagon (see page 4), would only need a parking space 16.5 to 17.5 feet deep.

Staff feels that parking areas reserved for "employees only" may be smaller. These spaces would not have the rapid turnover that parking spaces would at other areas. The potential for door nicks would also be much less. Fellow employees, in general, are more considerate of their associates' vehicles.

The aisle widths staff has proposed for the various angles of parking space arrangement were derived from a parking study prepared by the engineering firm of Barton-Aschman.

Staff is also proposing to formalize in ordinance our current policy of requiring continuous concrete curbing around parking lots. This requirement is important because:

1. Concrete curbing holds up longer. Bituminous and timber curbs are susceptible to damage by snowplows and are generally much shorter lived, therefore, there is much less of a maintenance problem with concrete.
2. Continuous curbing is important to contain and direct storm water run-off and also serves as a wheel stop to protect landscaping.

Recommendation

Adoption of the proposed parking ordinance amendment reducing the minimum stall width and length, and creating an ordinance requirement for continuous concrete curbing around parking lots.

BACKGROUND

Sample of Car Dimensions

<u>Make</u>	<u>Dimensions (width/length in feet)</u>
VW Bug	5 x 13.5
Mercury Linc	5.5 x 14
VW Rabbit pickup	5 x 14.5
Dodge Aries	5.5 x 14.5
Oldsmobile Omega	5.5 x 14.5
Ford F 100 (full size pickup)	6.5 x 16.5
Ford van	6.5 x 17
Chevrolet Caprice	6.5 x 17.5
Ford Torino	6.5 x 17.5
Chevrolet Kingswood Estate Wagon	6.5 x 18.5

Procedure

1. Recommendation by the Planning Commission
2. First reading by City Council
3. Recommendation from the Community Design Review Board
4. Second reading and hearing by the City Council

jc

Attachments:

1. Survey of communities closest to Maplewood in population and adjacent communities
2. Proposed ordinance

SURVEY OF METROPOLITAN COMMUNITIES

CLOSEST TO MAPLEWOOD IN POPULATION

8-30-83

City	Parking Stall Dimensions	Stall Dimensions when abutting curb, sidewalk or landscaped area	Aisle Width
Coon Rapids	9 x 18	9 x 16	24
Eagan	10 x 20	10 x 18	24
Brooklyn Center	8' 8" x 19.5	8' 8" x 18	24
Burnsville	9 x 18	no change	24
Plymouth	9 x 18.5	"	26
Fridley	10 x 20	"	25
Blaine	9 x 20	"	24
Crystal	9.5 x 20	"	24
New Brighton	9 x 20	"	22
New Hope	10 x 20	"	24
Golden Valley	9 x 20	"	No specified requirement
White Bear Lake	8.5 x 20	"	24
Apple Valley	10 x 20	"	24
South St. Paul	9 x 20	"	20
Roseville	9 x 18	"	24
Columbia Heights	9 x 20	"	22
Cottage Grove	9 x 20	"	No specified requirement
Shoreview	9 x 20	"	24

SURVEY OF ADJACENT COMMUNITIES

White Bear Lake	8.5 x 20	no change	24
N. St. Paul	9 x 20	"	No specified requirement
Oakdale	9 x 20	"	No specified requirement
Woodbury	9 x 20	"	24
Newport	10 x 20	"	No specified requirement
Roseville	9 x 18	"	24
Vadnais Heights	9 x 18	9 x 16	24
St. Paul	9 x 18 (8 x 16 compact)	9 x 16	20

AN ORDINANCE REGULATING THE SIZE OF PARKING STALLS

THE MAPLEWOOD CITY COUNCIL HEREBY ORDAINS AS FOLLOWS (additions are underlined and deletions are crossed out):

Section 1. Section 36-6 (Definitions) is hereby amended to read as follows:

Parking Space: An open space or a garage on a lot, used for parking motor vehicles, ~~the area of which is not less than two hundred forty~~ 240 square feet and to which there is access from a street or alley.

Section 2. Section 36-22 (off-Street Parking) is hereby amended to read as follows:

(a) Not less than two (2) off-street parking spaces, ~~consisting of at least two hundred forty (240) square feet each~~ with proper access from a street or alley, shall be provided on any lot on which a main building is erected. The following types of uses shall provide additional off-street parking space, as indicated, unless otherwise authorized by the city council, which parking space shall have proper access from a street or alley and shall be located on or near the lot on which such use is situated:

- (1) Single-family dwelling: two (2) spaces, as provided above.
- (2) Multiple dwelling: two (2) spaces for each housekeeping unit.
- (3) Hotel or tourist cabin court: one space for each rental room or suite.
- (4) Restaurant, cafe or tea room: one space for each fifty (50) square feet of floor space devoted to patron use.
- (5) Theater, auditorium, church or other place of public assemblage: A minimum of one space for every four (4) seats. Schools must have a minimum of one space for every twenty (20) auditorium seats.
- (6) Commercial, office or recreational building use, other than those specified above, having a total floor on ground area of more than one thousand (1,000) square feet: One space for each two hundred (200) square feet, or portion thereof, of ground or ground-floor area, plus one space for each three hundred (300) square feet, or a portion thereof, of upper-floor area, in excess of one thousand (1,000) square feet.
- (7) Manufacturing and warehouse establishments: One space for each two (2) employees. Off-street parking facilities existing at the effective date of this paragraph (June 22, 1972) shall not subsequently be reduced to an amount less than that required under this paragraph for a similar new building or use. Off-street parking facilities provided to comply with the provisions of this

of this paragraph shall not subsequently be reduced below the requirements of this paragraph. Nothing herein shall be construed to alter or amend any provision for off-street parking contained in division 8 of article III of this chapter for SC Shopping Center Districts. (Code 1965, § 912.060; Ord. No. 319, § 912.160, 6-22-72; Ord. No. 470, § 1, 6-7-79)

(b) Each parking space shall be not less than nine feet wide and nineteen feet in length, exclusive of access aisles. If a parking space abuts a curb, sidewalk or landscaped area, the length of the space may be reduced to eighteen feet. Parking spaces designated for "employees only" may be reduced to a minimum width of 8 1/2 feet.

(c) All spaces shall be served by access aisles of the following widths, based on the angle of the parking stalls:

<u>Parking Angle</u>	<u>Aisle Width</u>
<u>90°</u>	<u>24 feet (two-way traffic)</u>
<u>60°</u>	<u>19 feet (one-way traffic)</u>
<u>45°</u>	<u>16 feet (one-way traffic)</u>

(d) All parking lots shall have continuous concrete curbing surrounding the exterior perimeter of the lot and drives.

Section 3. Section 36-109 (Off-street parking/residence district--Multiple Dwelling) is hereby amended to read as follows:

(2) Minimum parking stall size shall conform to the size requirements of Section 36-22. be ten-(10)-feet-by-twenty-(20)-feet, with a minimum total of six-hundred-fifty-(650)-square-feet-per-dwelling unit, including maneuvering area.

~~(5)-All parking lots shall have bituminous or concrete curbs, which are to serve as wheel stops and to aid in the disposing of surface run-off water away from the dwelling units and parking lot, and into a common receptor serving the city.~~

(5) (6) Where a garage or carport opens to a public street, the width of the driveway onto the public street shall not exceed twenty-four (24) feet in width, and in no event shall a series of garages open directly to that street. Where a series of garages face each other on a private road, the minimum width separating garages shall be thirty (30) feet in order to provide visibility in backing out or turning around. (Code 1965, § 906.070; Ord. No. 231, § 1, 10-5-67; Ord. No. 245, § 4 (§ 906.030), 10-3-68.

Section 4. Section 36-140 (off-street parking requirements/Commercial Office District) is hereby amended to read as follows:

(g) All parking spaces shall conform to the size requirements of Section 36-22. measure ten-(10)-feet-in-width-and-twenty-(20)-feet-in-length and shall be provided with a twenty-five-foot-wide access drive.

D. Code Amendment--Parking Lots

Secretary Olson said the proposal is to revise the zoning code to establish parking lot dimensions and create an ordinance requirement for continuous concrete curbing around parking lots.

Chairman Prew asked if there was anyone present who wished to comment on the proposal.

David Briggs, Woodmark, said he is in favor of the proposed amendment.

Commissioner Ellefson moved the Planning Commission recommend the City Council adopt the proposed parking ordinance amendment reducing the minimum stall width and length, and create an ordinance requiring continuous concrete curbing around parking lots.

Commissioner Barrett seconded Ayes--Commissioners Barrett, Ellefson, Fischer, Hejny, Prew, Robens, Sigmundik, Whitcomb

MEMORANDUM

F-2

TO: City Manager
FROM: Thomas Ekstrand--Associate Planner
SUBJECT: Parking Variance
LOCATION: Parkway Drive
APPLICANT/OWNER: Woodmark, Inc.
PROJECT: Somerset Ridge
DATE: October 3, 1983

Action by Council:

Endorsed _____
Modified _____
Rejected _____
Date _____

SUMMARY

Request

Approval of a parking variance to provide nine by eighteen foot parking spaces at Somerset Ridge. Code requires ten by twenty foot spaces.

Comments

While staff is recommending a code amendment to allow nine-foot wide parking stalls, there is no unique hardship that would justify a variance for this site. If Council feels that nine-foot wide stalls are acceptable for a multiple dwelling project, the Code should be amended to allow this for all projects.

Recommendation

No action need be taken if Council approves the preceding ordinance. If the ordinance is not approved, this variance should be denied, on the basis that it does not meet the intent of the current ordinance and there is no hardship unique to the site.

BACKGROUND

Site Description

1. Site area: 14.04 acres
2. Existing land use: Maple Hills Golf Course

Surrounding Land Use

Northerly: abandoned railroad right-of-way. North of this are single dwellings

Southerly: Bennington Woods condominiums under construction by the applicant and a single dwelling

Easterly: office building, single dwellings and Parkway Drive

Westerly: Mount Zion Cemetery

Past Actions

8-23-83: The Community Design Review Board approved building and site plans for Somerset Ridge, subject to eighteen conditions. Condition number thirteen stated:

13. Parking stall dimensions shall be subject to the approval of the City Council, because of the request for 9 by 18 foot stalls.

Parking-Related Past Action:

9-27-82: Council approved a parking variance for the applicant's Bennington Woods development to allow 9 by 18 foot parking stalls.

PLANNING CONSIDERATIONS

1. Land Use Plan designation: RH, high density residential and OS, open space
2. Zoning: R-1, multiple dwelling residential; R-1, single dwelling residential; F, farm residential.
3. State law requires that the following findings be made before a variance can be granted.
 - a. Strict enforcement would cause undue hardship because of circumstances unique to the individual property under consideration.
 - b. The variance would be in keeping with the spirit and intent of the ordinance.

"Undue hardship" as used in connection with the granting of a variance means the property in question cannot be put to a reasonable use if used under conditions allowed by the official controls. The plight of the landowner is due to circumstances unique to his property not created by the landowner, and the variance, if granted, will not alter the essential character of the locality.

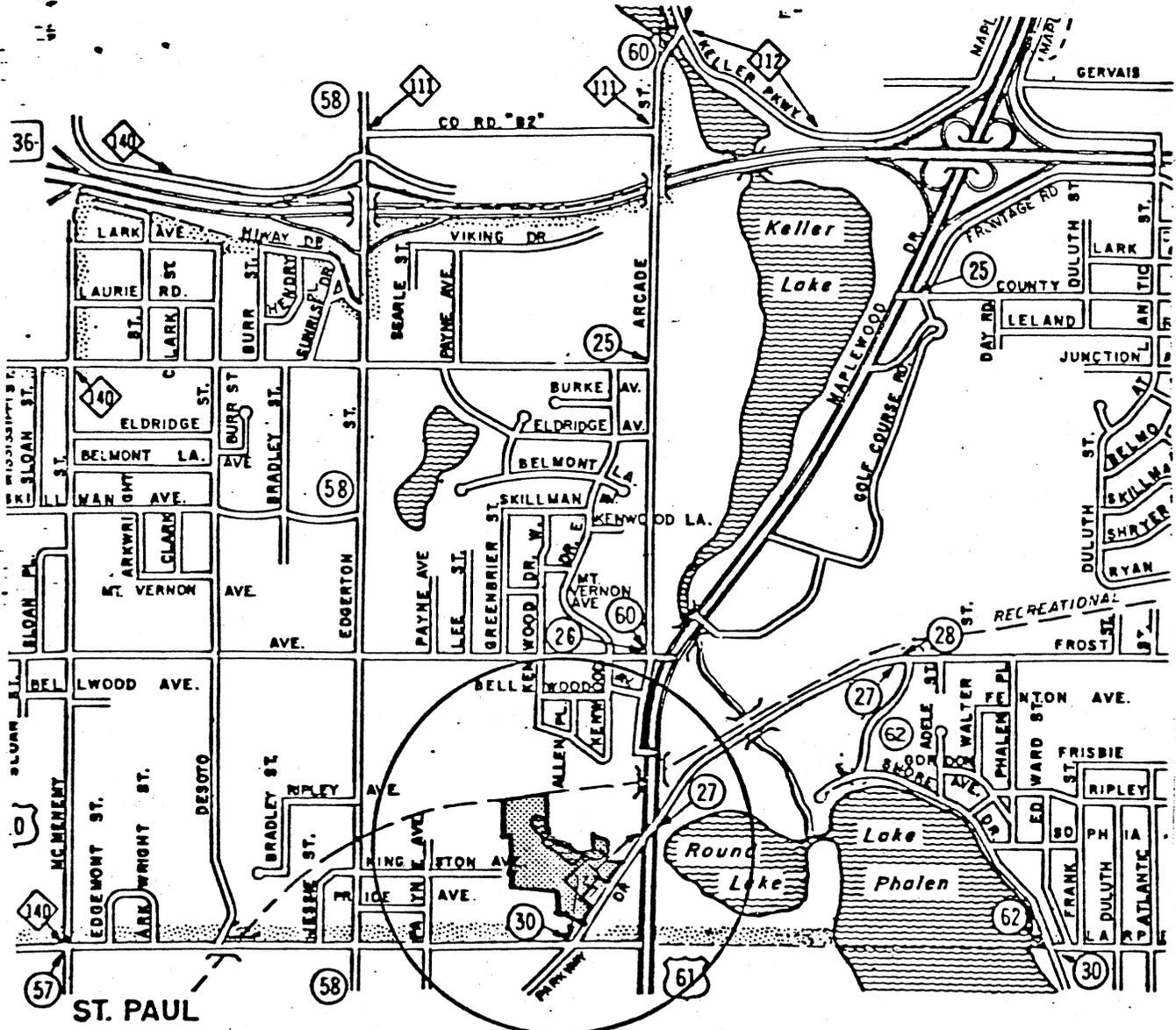
Procedure

1. Recommendation by the Community Design Review Board (completed)
2. Public hearing and decision by the City Council

jw

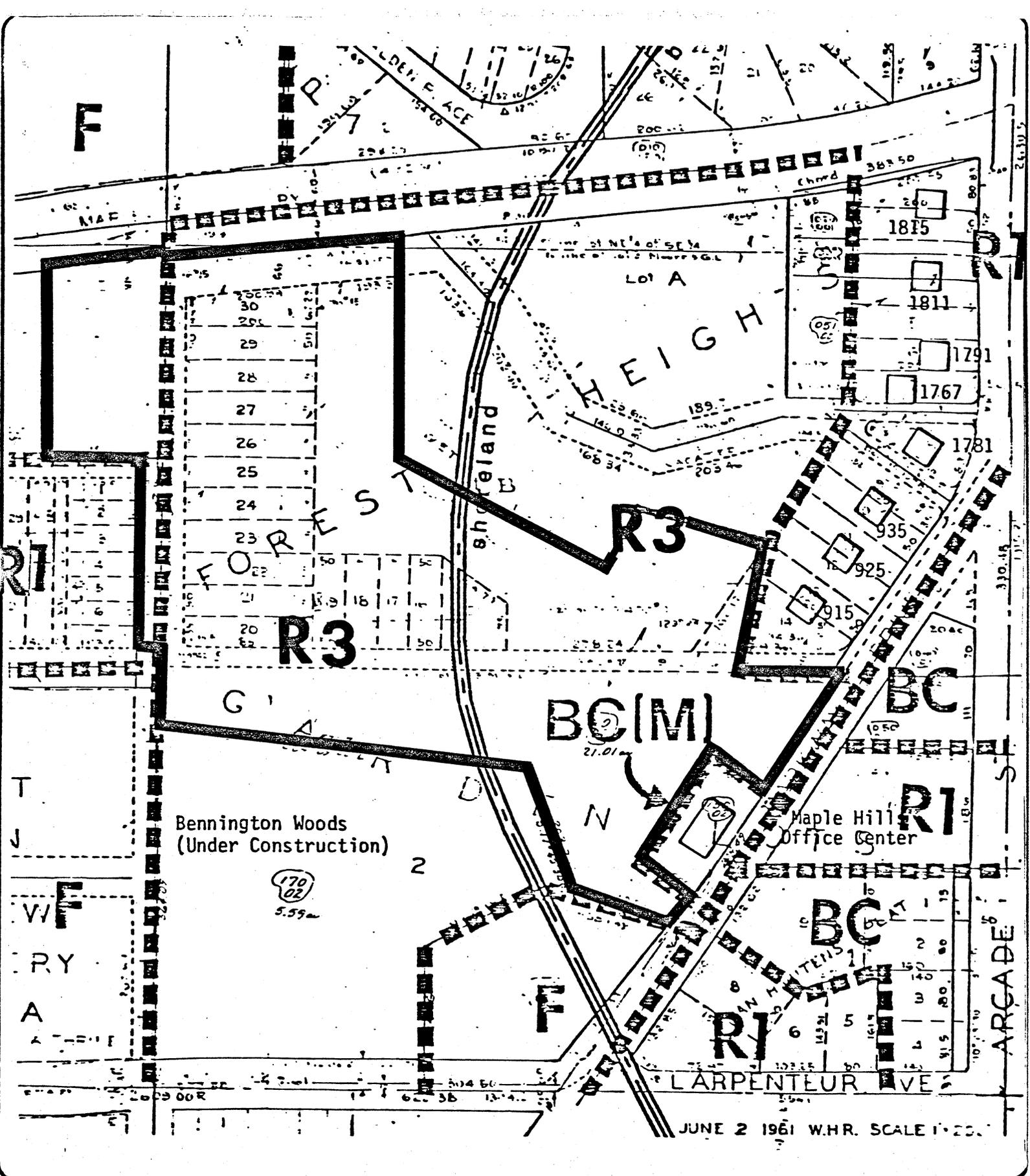
Attachments:

1. Location Map
2. Property Line Map
3. Plans date-stamped 7-26-83

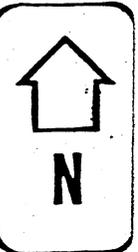


LOCATION MAP





PROPERTY LINE / ZONING MAP



E. Variance--Parkway Drive (Somerset Ridge)

Secretary Olson said the request is for approval of a parking variance to provide nine by eighteen foot parking spaces at Somerset Ridge. Staff is recommending this item be tabled until after the Council has reviewed the proposed parking code amendment.

Commissioner Fischer moved the Planning Commission table this request until after the Council reviews the parking code amendment.

Commissioner Hejny seconded Ayes--Commissioners Barrett, Ellefson,
Fischer, Hejny, Prew, Robens, Sigmundik, Whitcomb

9-19-83

MEMORANDUM

#-3

Action by Council:

TO: City Manager
 FROM: Director of Community Development
 SUBJECT: Preliminary Plat
 LOCATION: Roselawn Avenue, Edgerton Street and Ripley Avenue
 APPLICANT: Dave Morris
 OWNER: Robert Clausen
 PROJECT: Clausen Addition
 DATE: September 14, 1983

Endorsed _____
 Modified _____
 Rejected _____
 Date _____

Request

The applicant is requesting preliminary plat approval for 22 lots. The plat would be developed in two phases.

Comments

This is an update of a previously approved plat. The proposed plat, with staff recommended conditions, would meet all City codes and policies.

Recommendations

Approval of the preliminary plat received on August 18, 1983, subject to the following conditions:

1. The developer shall provide on-site ponding to control the rate and volume of runoff to adjacent property to pre-development levels. Drainage easements shall be provided for the proposed ponding.
2. A drainage easement and piping shall be provided along lot lines to drain the Nursing Home parking lot to the southerly pond.
3. The second phase of the final plat shall not be approved, unless the Council orders a public improvement project to extend water from Edgerton Street to Bradley Street.
4. Approval of a final grading, drainage and utility plan before final plat approval.
5. Entering into a development agreement for public improvements before final plat approval.
6. The developer shall construct a temporary asphalt path on the west side of Edgerton Street, from Roselawn to the south edge of the plat on Edgerton Street.

BACKGROUND

Site Description

Gross area: 10 acres

Net area: 9.2 acres

Existing land use: Undeveloped

Surrounding Land Uses

Northerly: The Maple Manor Nursing Home and two single dwellings.

Easterly: Edgerton Street. East of Edgerton Street is the Forest Lawn Memorial Cemetery and a water ponding area on the west side of Edgerton Street.

Southerly: Ripley Avenue. South of Ripley Avenue are single-dwelling homes.

Westerly: Undeveloped land zoned F, Farm Residential and planned for RL, Low Density Residential use.

Past Actions

5-21-70: The City Council denied a rezoning the the subject property from F, Farm Residence to R-3, Multiple for the following reasons:

1. The unresolved storm sewer situation at that location, with particular respect to the ponding area.
2. Sufficient case for rezoning was not made.

3-13-78: The Park and Recreation Commission recommended that the south 4.8 acres of the plat be acquired for park purposes.

6-12-78: After an appraisal was done, the Park and Recreation Commission recommended that the City not purchase the Clausen Addition property, due to the high appraisal cost.

7-19-79: Council approved a preliminary plat and rezoning to R-1, similar to the current proposal, subject to the following conditions:

1. The final plat shall not be approved, unless a public easement is obtained on the property at the northwest corner of Edgerton Street and Ripley Avenue, that will guarantee the ponding capacity shown on the Maplewood Drainage Plan.
2. A storm water piping system shall be provided from the westerly edge of the property to the drainage easement between lots 1 and 2, block 2 and also along said easement from proposed Bellwood Avenue to the southerly pond.
3. A drainage easement and piping shall be provided along lot lines to drain the nursing home parking lot to the southerly pond.
4. A storm water ponding easement shall be provided for that part of the subject property below elevation 864.
5. The southerly 100 feet of Outlot A shall be designated as Outlot B and combined with the nursing home property to the east. The remainder of Outlot A shall

be combined with the adjacent property to the north. Both deeds shall be held in escrow by the City Attorney to be filed after the plat is recorded.

6. The final plat shall not be approved, unless the Council orders a public improvement project to extend water from Edgerton Street to proposed Sunrise Court.
7. The developer shall construct a temporary asphalt path on the west side of Edgerton Street, from Roselawn to the south edge of the plat on Edgerton Street.
8. Dedication of an additional 16.5 feet for Edgerton Street.

7-16-81: Council ordered the water main extension on Ripley Avenue.

8-20-81: Council awarded the contract for the water main extension, subject to a developer's agreement and surety. The developer could not provide the surety and the project was abandoned.

9-4-82: The time period for preliminary plat approval expired.

Planning

1. The property is designated for RL, Low Density Residential use.
2. The proposed density is only 8.6 people per net acre. This is substantially under the 14 people per net acre allowed by the Land Use Plan.
3. The lots would all meet or exceed Code requirements.
4. Zoning: R-1, single dwelling residential

Public Works

Sanitary Sewer

1. The Property is served by a 12-inch sanitary sewer running through the center of the property on an existing easement. Sanitary sewer facilities also exist on Roselawn Avenue, Edgerton Street and Ripley Avenue.
2. All sanitary sewer improvements would be internal.

Water

1. Water is available to the northern part of the plat from Roselawn Avenue and Edgerton Street.
2. Water would have to be extended from Edgerton Street along Ripley Avenue for the southern portion of the plat. This extension would provide only dead-end service. Review of the overall area does not seem to warrant a more extensive water main project. Council had previously ordered this project. The developer however, could not provide his share of the costs.
3. Water main extension would be a public improvement project. The 2nd phase of the final plat should not be approved, unless the Council orders this project.

Streets

1. The external streets serving the property are all adequate, except for Ripley Avenue. A complete upgrading of Ripley Avenue is not justified yet. Repatching, however, should be done.

2. Edgerton Street is designated as a minor arterial on the City Land Use Plan and currently has a 66-foot right-of-way.
3. The County Major Street Plan calls for a 99-foot right-of-way. An additional 16.5 feet would be dedicated on the west side of Edgerton Street.
4. The internal streets proposed are all acceptable. Bellwood Avenue should be paved on the west property line.
5. Bellwood Avenue would eventually be extended into the property to the west and then north to Roselawn Avenue.

Storm Water

1. The Maplewood Drainage Plan calls for the ponding of water on portions of the southern part of this plat. Nineteen acre feet of storage are required in a group of ponds, the main portion of which is located to the east. (See enclosed copy from drainage plan.)
2. The entire nineteen acre foot pond is not required as a result of this proposal. The developer should, however, provide ponding to control the additional runoff to pre-development levels.
3. A drainage easement and piping facility should be required from Bellwood Avenue, north along a side lot line to drain waters from the nursing home parking lot. It is not necessary to have a detailed plan prepared at this time, as the final design of these facilities will be reviewed by the Engineering Department.

Parks

1. The city's park plan includes this site in a search area for a neighborhood park.
2. The Park and Recreation Commission, on June 12, 1978, recommended that the City not acquire the Clausen property, because of the high cost. The Commission decided to consider the purchase of land to the west.

Public Safety

1. Section 29-52 (a) (4) of City Code states that, "Sidewalks shall be placed near schools, heavily traveled areas, and other locations when approved by the City Council."
2. The developer should be required to construct a 4-foot asphalt path on the west side of Edgerton, from Roselawn Avenue to the south border of his plat - a distance of about 620 feet.
3. The need for this path is based on the fact that Edgerton School is located at the northwest corner of Edgerton Street and Roselawn Avenue and that Edgerton Street is a heavily traveled road. Edgerton will be the only access for children in the proposed plat to Edgerton School.
4. Since Edgerton Street has not been upgraded to its final width, a temporary asphalt path should be provided in lieu of a permanent concrete sidewalk. This will provide needed safety for the school children at a minimal cost to the developer.

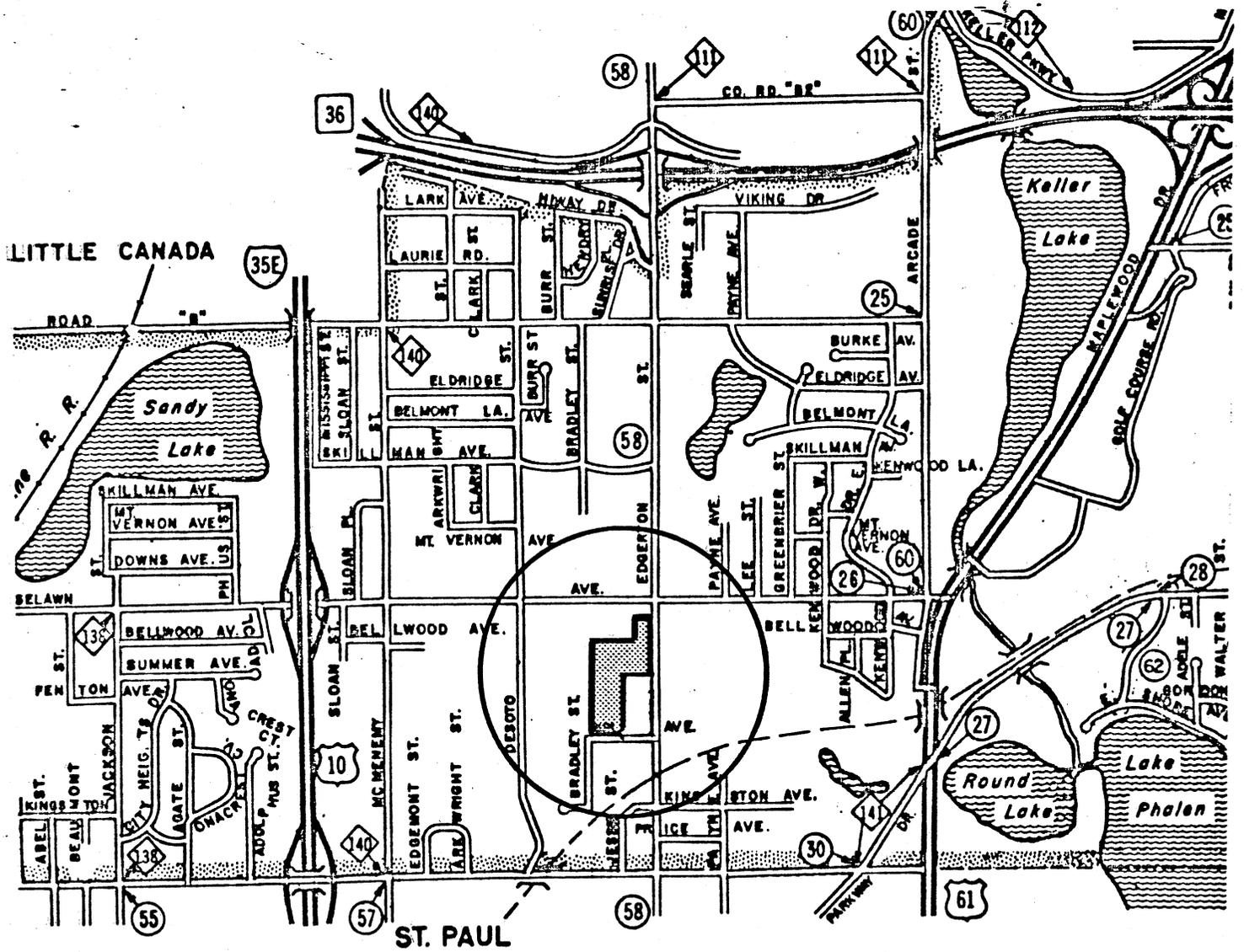
Procedure

1. Planning Commission recommendation
2. City Council holds a public hearing and makes a decision.

mb

Attachments

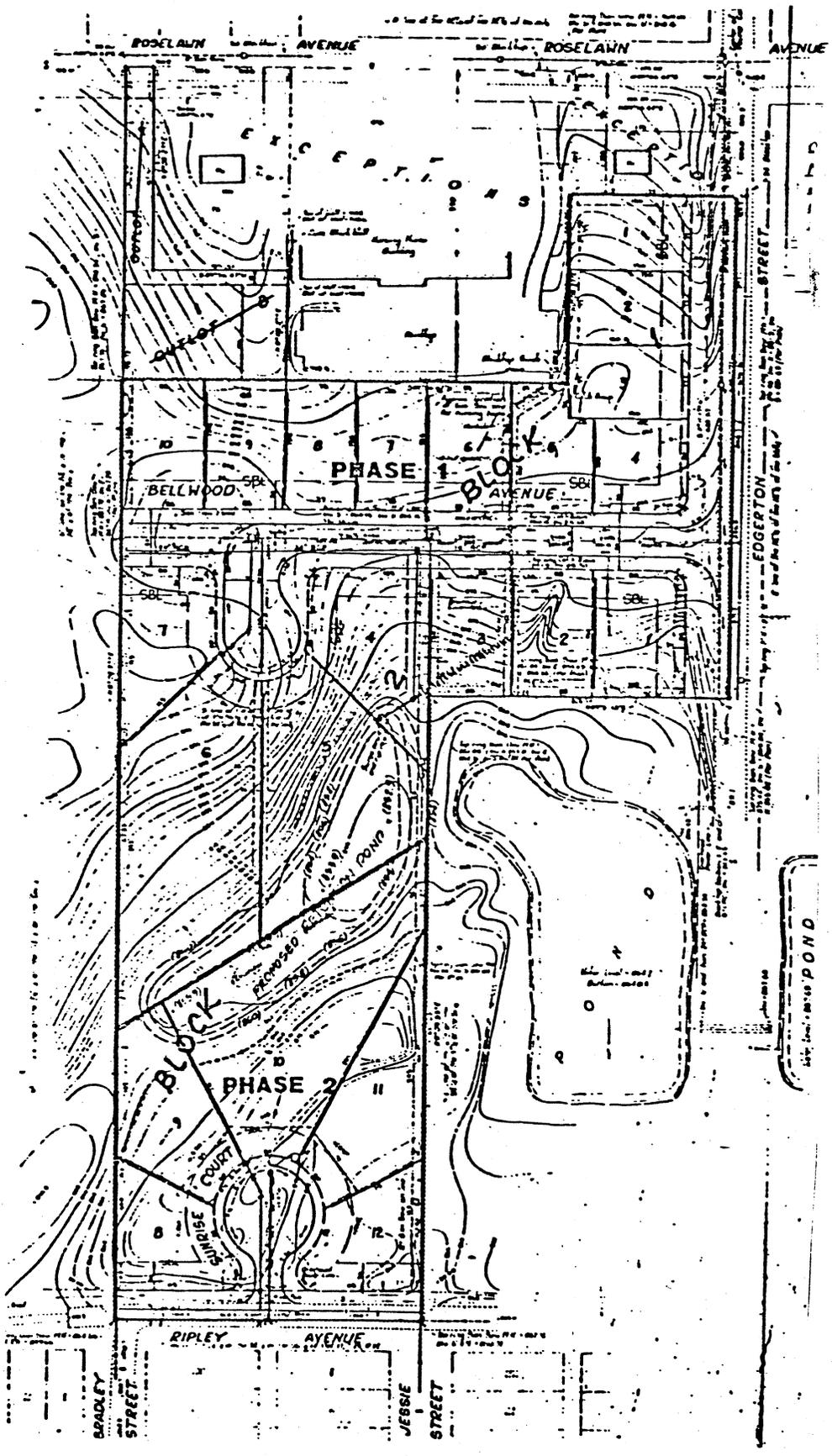
1. Location Map
2. Property Line/Zoning Map
3. Preliminary Plat
4. Drainage Plan



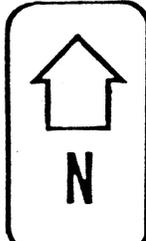
LOCATION MAP

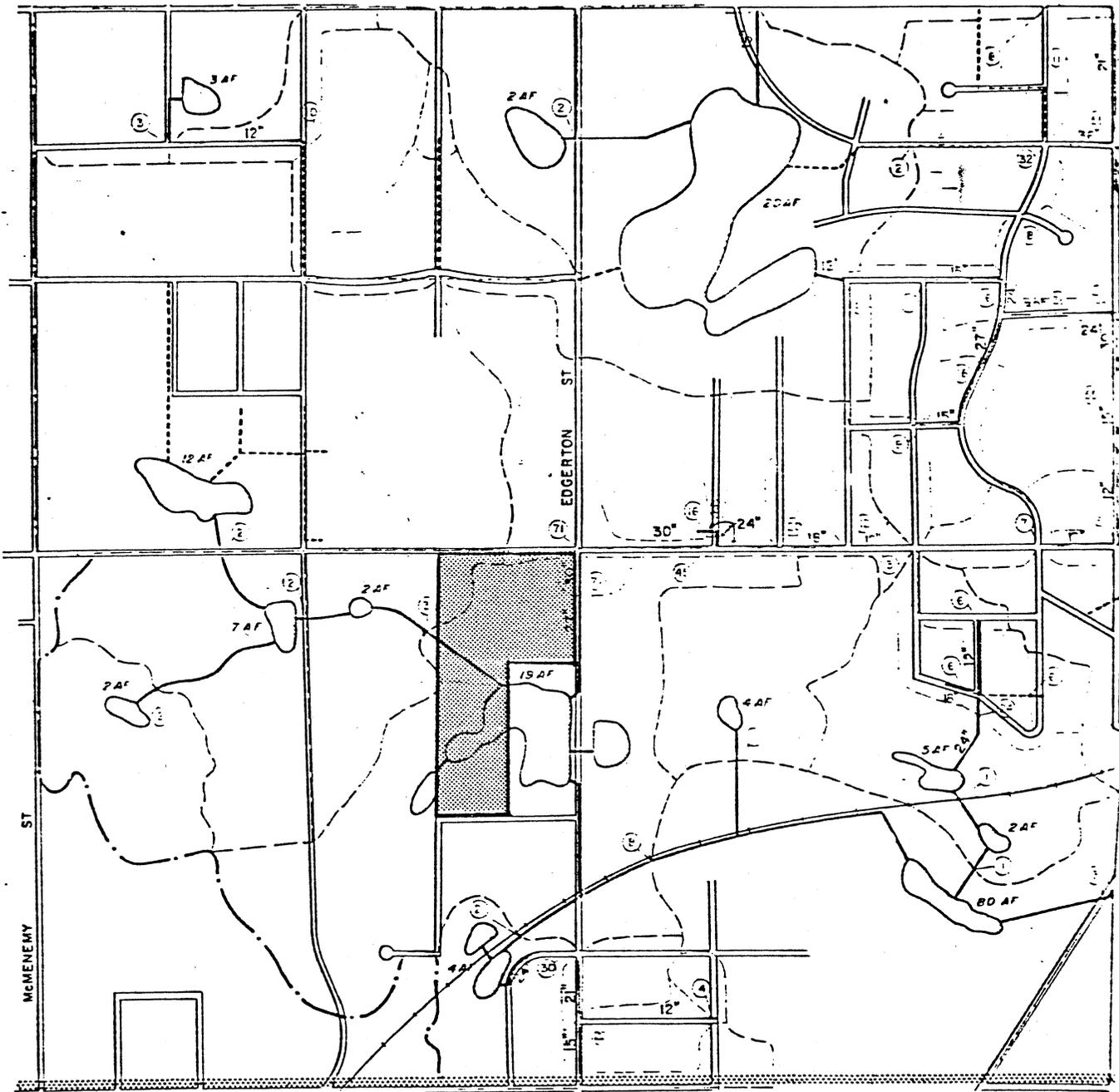
Attachment One





PRELIMINARY PLAT





DRAINAGE PLAN



C. Preliminary Plat--Clausen Addition

9-19-83

Secretary Olson said the applicant is requesting preliminary plat approval for 22 lots. The plat would be developed in two phases. Staff is recommending approval of the request as outlined in their report.

Commissioner Hejny moved the Planning Commission recommend to the City Council approval of the preliminary plat received on August 18, 1983, subject to the following conditions:

1. The developer shall provide on-site ponding to control the rate and volume of run-off to adjacent property to predevelopment levels. Drainage easements shall be provided for the proposed ponding.
2. A drainage easement and piping shall be provided along lot lines to drain the nursing home parking lot to the southerly pond.
3. The second phase of the final plat shall not be approved, unless the Council orders a public improvement project to extend water from Edgerton Street to Bradley Street.
4. Approval of a final grading, drainage and utility plan before final plat approval.
5. Entering into a development agreement for public improvements before final plat approval.
6. The developer shall construct a temporary asphalt path on the west side of Edgerton Street, from Roselawn to the south edge of the plat on Edgerton Street.

Commissioner Fischer seconded Ayes--Commissioners Barrett, Ellefson, Fischer, Hejny, Prew, Robens, Sigmundik, Whitcomb

F-4

MEMORANDUM

TO: City Manager
 FROM: Associate Planner--Johnson
 SUBJECT: Lot Width Variance
 LOCATION: 2108 McMenemy Street
 APPLICANT/OWNER: Martha Wegleitner
 DATE: September 14, 1983

Action by Council:

Endorsed _____
 Modified _____
 Rejected _____
 Date _____

SUMMARY

Request

A corner lot frontage variance of approximately seventeen feet.

Proposal

1. See enclosed maps.
2. The proposed lot split line would be located four feet west of the steps for the existing dwelling. (Three feet for a standard width sidewalk plus a one-foot setback to the new property line.)
3. The new corner lot would have approximately 83 feet of frontage on Eldridge Avenue. Code requires a minimum of 100 feet.

Comments

This variance request meets the requirements for approval, which are:

1. The intent of the zoning code would be complied with. A dwelling can be constructed on this property to conform with all setback requirements, including the established neighborhood setback of forty feet from McMenemy Street.
2. A hardship exists which is unique to this property. The existing dwelling is located in the middle of the parcel. This dwelling is older, predating Maplewood's zoning code requirements. If the existing house had been located farther to the east, a variance would not be necessary.

Further, four other similar sized corner lots (page 6) have been developed in this neighborhood.

Recommendation

Approval of the enclosed resolution (page 7), approving a corner lot frontage variance of approximately seventeen feet, the east line of the proposed corner lot to be located four feet west of the steps for the existing home at 2108 McMenemy Street, subject to:

1. The lot split line shall be identified by land survey monuments.
2. The setback to McMenemy Street shall not be less than that of the existing dwellings along both sides of the street (about forty feet), unless written permission is received from affected property owners to locate closer, in accordance with City Code provisions.
3. Payment of sewer and water cash connection charges.

BACKGROUND

Site Description

Size: 134 x 188.61 feet

Existing Land Use: A long time established single dwelling on the easterly portion of the site.

Surrounding Land Uses

North: Single dwellings, set back about forty feet from McMenemy Street

East: Single dwellings

South: Eldridge Avenue. Across the street is a single dwelling, set back from McMenemy Street about forty feet

West: McMenemy Street across the street are single dwellings set back from the street about forty feet.

Past Action

11-8-82: Council approved a corner lot width variance at 1775 East County Road C. Two of the five findings which have application to this case were:

1. The variance would be in keeping with the spirit and intent of the ordinance in that all setbacks can be met.
2. Most of the developed corner lots in the neighborhood have less frontage than the proposed lot.

The four undersized corner lots in this neighborhood (page 5) were created and developed in the late 1950's, prior to the adoption of the present corner lot frontage requirement of 100 feet.

Planning

1. Land Use Plan designation: RL, residential lower density
2. Zoning: R1, residence district (single dwelling)
3. Maximum allowed density: 14 people/net acre. The lots in this area are generally larger than the required minimum (page 5). The proposed lot division would not cause a density problem.
4. Compliance with land use laws:
 - a. State law requires that the following findings be made before a variance may be granted:
 - 1) Strict enforcement would cause undue hardship because of circumstances unique to the individual property under consideration.
 - 2) The variance would be in keeping with the spirit and intent of the ordinance.

"Undue hardship" as used in connection with the granting of a variance means the property in question cannot be put to a reasonable use if used under conditions allowed by the official controls. The plight of the landowner is due to circumstances unique to his property, not created by the landowner, and the variance, if granted, will not alter the essential character of the locality.

b. Ordinance:

- 1) Section 30-8 (f) (2) of city code requires a minimum corner lot width and depth of 100 feet. The proposed lot width is about 83 feet. A variance of about 17 feet is required.
- 2) Section 36-70 states that the yard area of a single dwelling which faces any street shall be at least as deep as the predominant existing setback, unless a different setback, of not less than thirty feet, is approved in writing by not less than fifty percent of all of the owners of property within 300 feet of the proposed building location.

Citizen Comments

Fourteen property owners within 150 feet of this property were surveyed. Of the eleven respondents, six are opposed, four are in favor and one had no opinion. Reasons for objection were:

1. The proposed dwelling would be closer to McMenemy than existing dwellings, causing a traffic problem and poor aesthetics.
2. A precedent would be set for others.

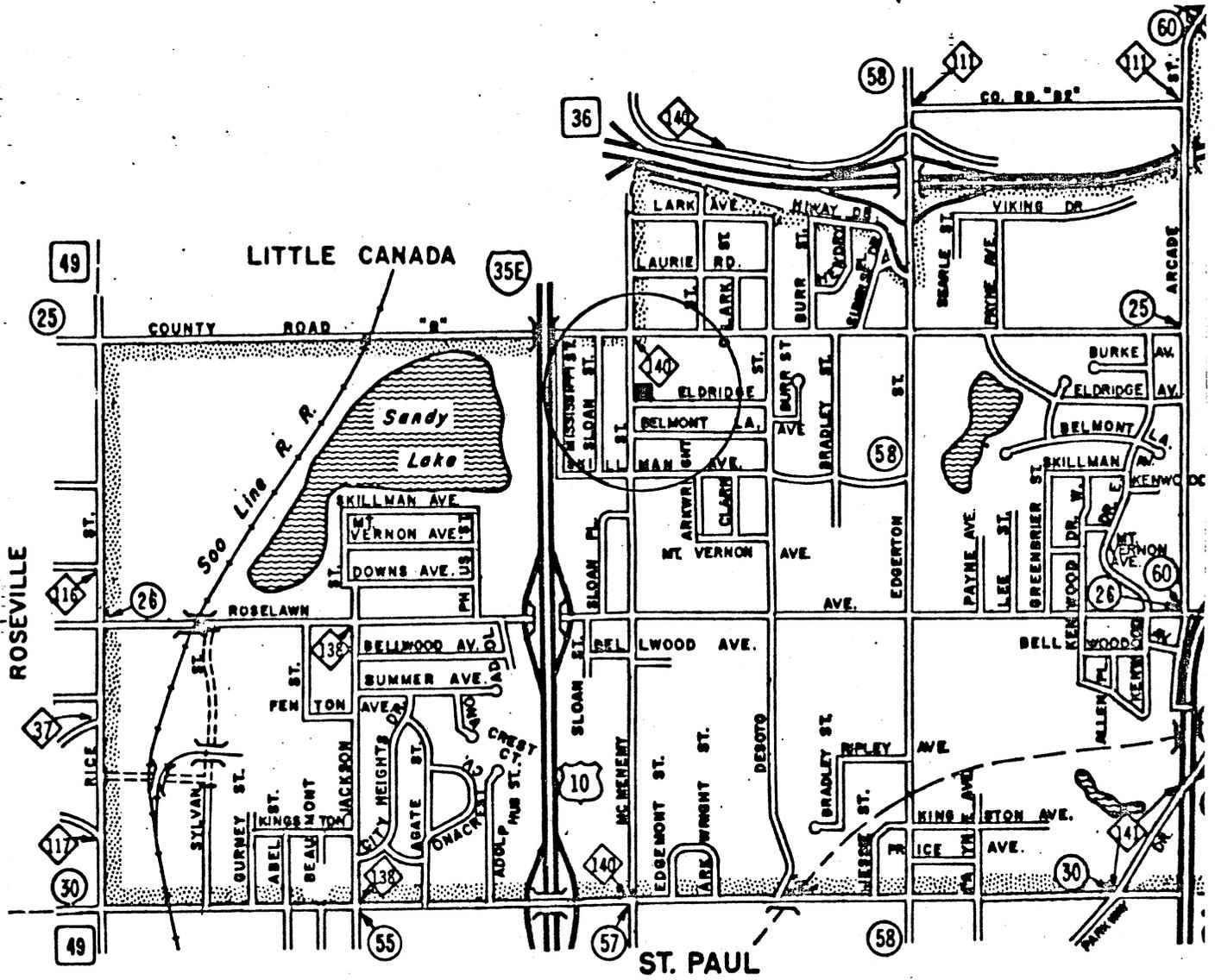
Procedure

1. Planning Commission recommendation
2. City Council decision, following a public hearing.

mb

Attachments

1. Location Map
2. Property Line/Zoning Map
3. Site Plan Map
4. Resolution

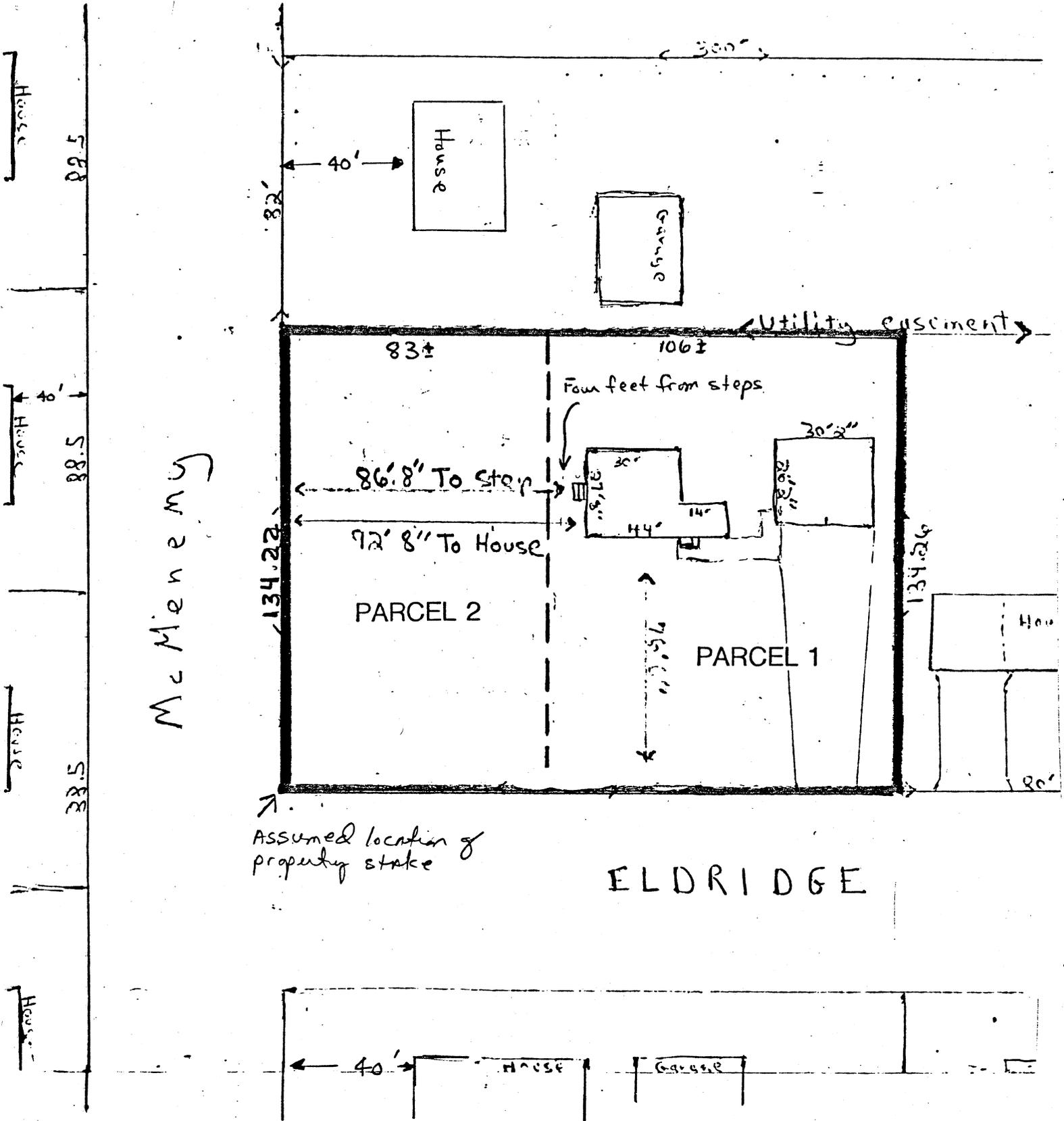


LOCATION MAP

Attachment 1



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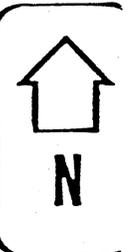
McMenamy

Assumed location of property stake

ELDRIDGE

PROPOSED LOT DIVISION

Attachment Three



Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Maplewood, Minnesota was duly called and held in the Council Chambers in said City on the _____ day of _____, 1983, at 7:00 p.m.

The following members were present:

The following members were absent:

WHEREAS, Martha Wegleitner applied for a variance for the following-described property:

Lot 1, Block 1, Edgetown Heights, Section 17, Township 29, Range 22.

This property is also known as 2108 McMenemy Street, Maplewood;

WHEREAS, section 30-8(f)(2) of the Maplewood Code of Ordinances requires corner lots to have 100 feet width and depth;

WHEREAS, the applicant is proposing an eighty-three foot wide corner lot, requiring a variance of seventeen feet;

WHEREAS, the procedural history of this variance is as follows:

1. This variance was applied for on August 10, 1983.
2. This variance was reviewed by the Maplewood Planning Commission on _____, 1983. The Planning Commission recommended to the City Council that said variance be _____.
3. The Maplewood City Council held a public hearing on _____ 19____, to consider this variance. Notice thereof was published and mailed pursuant to law. All persons present at said hearing were given an opportunity to be heard and present written statements. The Council also considered reports and recommendations of the city staff and Planning Commission.

NOW, THEREFORE, BE IT RESOLVED BY THE MAPLEWOOD CITY COUNCIL that the above-described variance be approved on the basis of the following findings of fact:

1. The City has approved comparable corner lot width variances in the past.
2. The resulting lot would be in keeping with the spirit and intent of the code because all setback requirements could be met.
3. The existing house was constructed prior to adopting of City zoning codes. As such its placement presently precludes compliance with minimum lot frontage requirements.
4. Four similar sized corner lots have been developed in this neighborhood.

B. Variance--2108 McMenemy (Wegleitner)

9-19-83

Secretary Olson said the applicant is requesting approval of a corner lot frontage variance. Staff is recommending approval of the request as outlined in their report.

Walter Wegleitner said he had no further comments to add to the report of staff. They presently have a problem with pedestrian traffic going over the lot when going to and from the convenience store in the neighborhood. This is a large lot for the owner to maintain.

Commissioner Fischer moved the Planning Commission recommend approval of the proposed corner lot frontage variance of approximately seventeen feet, the east line of the proposed corner lot to be located four feet west of the steps for the existing home at 2108 McMenemy street and the following resolution be forwarded to the City Council:

WHEREAS, Martha Wegleitner applied for a variance for the following-described property:

Lot 1, Block 1, Edgetown Heights, Section 17, Township 29, Range 22.

This property is also known as 2108 McMenemy Street, Maplewood;

WHEREAS, section 30-8 (f) (2) of the Maplewood Code of Ordinances requires corner lots to have 100 feet width and depth;

WHEREAS, the applicant is proposing an eight-three foot wide corner lot, requiring a variance of seventeen feet;

NOW, THEREFORE, BE IT RESOLVED BY THE MAPLEWOOD PLANNING COMMISSION that the above-described variance be approved on the basis of the following findings of fact:

1. The City has approved comparable corner lot width variances in the past.
2. The resulting lot would be in keeping with the spirit and intent of the code because all setback requirements could be met.
3. The existing house was constructed prior to adopting of a city zoning codes. As such its placement presently precludes compliance with minimum lot frontage requirements.
4. Four similar sized corner lots have been developed in this neighborhood.

Approval is subject to:

1. The lot split line shall be identified by land survey monuments.
2. The setback to McMenemy Street shall not be less than that of the existing dwellings along both sides of the street (about forty feet), unless written permission is received from affected property owners to locate closer, in accordance with city code provisions.
3. Payment of sewer and water cash connection charges.

Commissioner Barrett seconded Ayes--Commissioners Barrett, Ellefson, Fischer, Hejny, Prew, Robens, Sigmundik, Whitcomb

F-5

MEMORANDUM

Action by Council:

TO: City Manager
FROM: Director of Community Development
SUBJECT: Plan Amendment
LOCATION: S. E. Corner of Lower Afton Road and McKnight Road
APPLICANT: City of Maplewood
OWNERS: Arnold Johnson (2299), Gary Ketch (328), Edward and Barbara Katzmarki (338), Mark and Mary LeClair (346), Tim and Leilani Lee (358) and Marie Johnson (2271)
DATE: August 9, 1983

Endorsed _____
Modified _____
Rejected _____
Date _____

SUMMARY

Request

A plan amendment from RM, residential medium density to SC, service commercial, RH, residential high density and RL, residential low density.

Reason for the Request

1. No specific development is proposed. The city council initiated the plan amendment to commercial at a joint meeting with the planning commission on May 16. The council would like to plan an area for a variety of commercial services that are convenient to residents of this area. Staff is proposing an area of high density residential to compensate for the loss of density from the SC amendment and to buffer the single dwellings from the proposed commercial development.
2. A commercial center, of the size proposed, usually consists of convenience goods stores with a grocery store as the anchor tenant. It would probably have less than 100,000 square feet and would require a population of 5,000 to 40,000 people to support it. Such centers usually need five to ten acres.¹

Issues

There are two issues to decide:

1. Should this site be designated for commercial use now or wait until a specific development is proposed?

Comment:

State law requires that if the plan is amended, the site must be rezoned within nine months. The advantage of a change now is that a site zoned for commercial would be more attractive to a developer. The disadvantage is that council would have to accept whatever use is permitted in the zoning district chosen.

¹Lawrence Livingston, "Business and Industrial Development," in The Practice of Local Government Planning, ed. ICMA (Washington D.C., 1979), p.248.

Because of the proximity of surrounding commercial centers, this site may not develop commercially. The landowner would then have to seek a plan amendment from a future city council.

2. Should the adjacent RM land be changed to RH to compensate for the density lost with the SC amendment?

Comment:

Over the past few years, council has been slowly reducing the RM and RH land in the city by changing the plan designations to RL and commercial. At the joint meeting with the planning commission in May, council directed the planning commission to consider further density reductions. Amending the plan from RM to SC would allow the same number of housing units as was planned with the whole area RM. This is a good area for RH with condominiums to the east, townhouses to the south and proposed commercial to the north. The single dwellings to the west would be protected by the city's recently passed ordinance which requires at least a fifty-foot setback and screening for the multiple dwellings from the single dwellings. The disadvantage is that the RH use would create more traffic. The existing roads, however, are designed to handle this traffic.

Recommendation

Approval of the enclosed resolution which amends the Comprehensive Plan from RM to SC, RH and RL, with the understanding that a change back to residential in the future would not be objectionable if the property owner requests it.

BACKGROUND

Site Description

Acreages: 6½ acres proposed for SC
18½ acres proposed for RH
2 acres proposed for RL
27 acres total

Existing land use: undeveloped, except for a single dwelling on Londin Lane and five single dwellings at the corner of Londin Lane and McKnight Road.

Surrounding Land Uses

Northerly: Lower Afton Road and Battle Creek Park

Easterly: Connemara condominiums

Southerly: Londin Lane and high density townhouse projects

Westerly: McKnight Road, Shamrock Plaza and apartments

Attachment one (page 5) shows the location of existing commercial centers. Their distances from the plan amendment site by road are as follows:

- Shamrock Plaza (convenience services)--adjacent
- Sun Ray Shopping Center (full service)--1½ miles
- Valley Creek Mall (full service)--1 3/4 miles
- Upper Afton and Century (convenience services)--2 miles

Past Action

7-1-71: Council approved a PUD for 375 apartment and townhouse units. This PUD expired in 1972.

Planning

1. Land Use Plan designation: RM
2. The RM classification "is designated for such housing types as single-family houses on small lots, two-family homes, townhouses, and mobile homes. The maximum population density is 22 people per net acre" (p. 18-30).
3. The RH classification "is designated for such housing types as apartments, two-family homes, townhouses, nursing homes, dormitories, or elderly housing. The maximum population density is 34 people per net acre" (p. 18-30).
4. The SC classification "is oriented to facilities which are local or community-wide scale. While a full range of commercial uses is permitted in this district, certain types of facilities which may be of a high-intensity nature, such as fast food restaurants, discount sales outlets, gas stations, and light industrial uses, should be permitted subject to specific performance guidelines. The objective of establishing this district is to provide for a wide variety of commercial uses, compatible with the character and development of the neighborhoods in which they are located" (p. 18-31).

5. The RL classification is primarily for single dwellings.
6. The five single dwellings on the corner of McKnight Road and Londin Lane should be changed to RL to reflect the actual use. The proposed RH to the north of these homes will provide a buffer from the commercial to the north. A good example of this is the multiple dwellings north of Sun Ray Shopping Center.
7. The proposed SC designation was chosen because council wanted the widest variety of commercial uses possible.
8. Lower Afton Road is planned as a major arterial street. The 1979 Barton-Aschman Transportation Plan proposes that Lower Afton Road be expanded to four lanes in the future. McKnight Road is planned as a minor arterial street. Londin Lane is planned as a minor collector.
9. Zoning: F, farm residence
10. Section 473.865, subdivision 3 of State law states that "If an official control conflicts with a comprehensive plan as the result of an amendment to the plan, the official control shall be amended by the unit within nine months following the amendment to the plan so as to not conflict with the amended comprehensive plan." This means that the city must rezone this property within nine months so as not to conflict with the Plan if this amendment is approved.

Public Comments

1. Arnie Johnson, the property owner, had no objections
2. The property owner at 338 McKnight had the following objection:

"There is enough traffic (vehicle and pedestrian) around this area, a commercial zone in this area, would only add to that. We have lived in this area five years now, and each year it gets continually worse.

With the amount of children in this area, and with the heavy traffic of McKnight Road, it can only be one thing, and that is dangerous."
3. See enclosed letter from the City of St. Paul (page 8).

ADMINISTRATIVE

Procedure

1. Planning Commission: public hearing and recommendation to the city council
2. City Council decision (majority vote required)
3. Metropolitan Council review

mb

Attachments

1. Location Map
2. Property Line Map
3. Vista Hills Land Use Plan
4. Letter: City of St. Paul
5. Letter: Arnie Johnson
6. Resolution

LOWER AFTON ROAD

LOWER

AFTON

PROPOSED SC

WOODED

LOWLAND

MC KNIGHT ROAD

CARDINAL 328
HEIGHTS 338

PROPOSED RL

PROPOSED Rh

AP/

3346
270.06
4
2271
85.93

2299

LONDIN

ROAD

ROAD

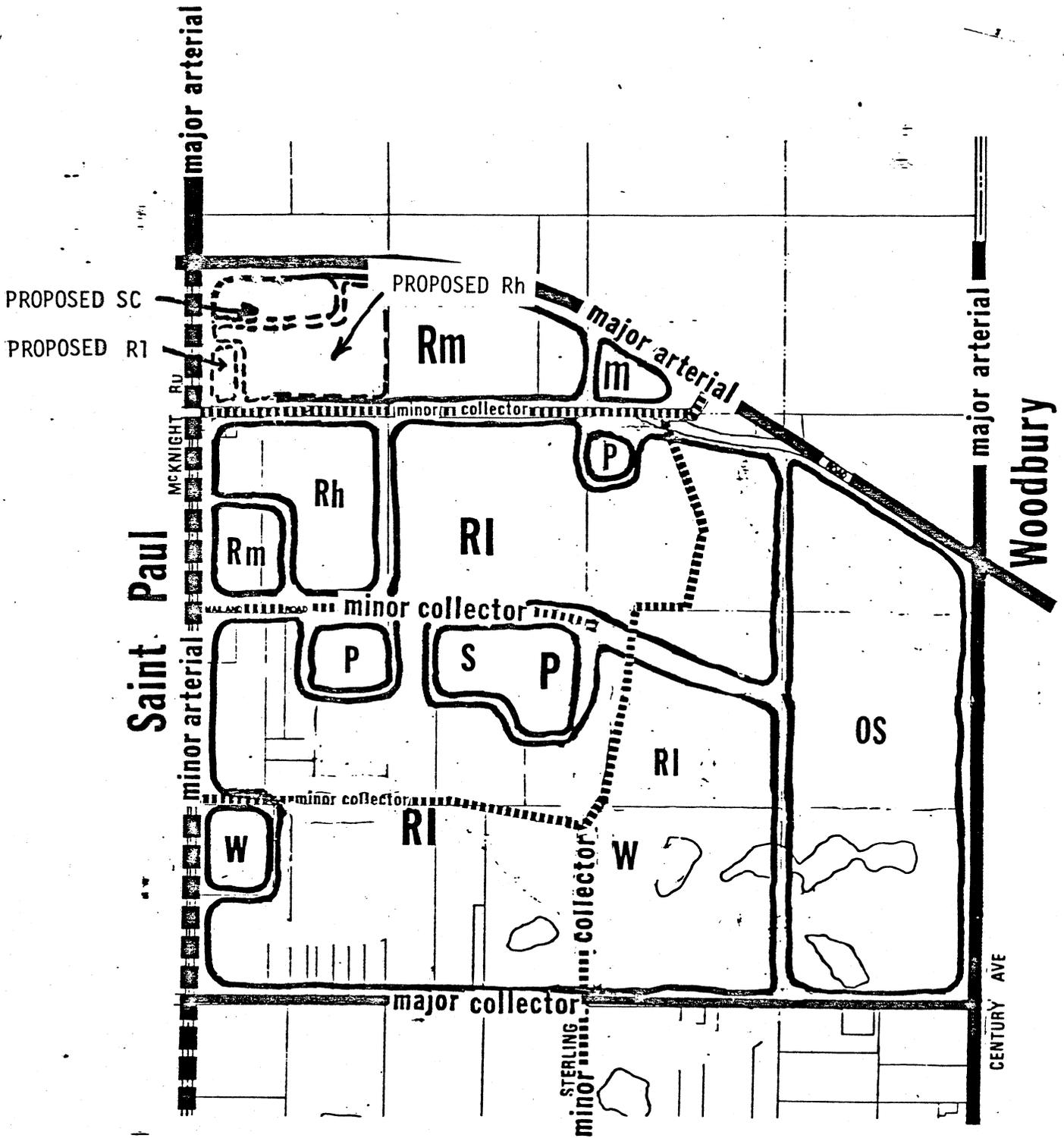
HILLS

MAPLEWOOD

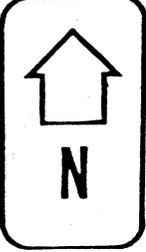
LANE

PROPERTY LINE MAP





Vista Hills NEIGHBORHOOD LAND USE PLAN





GEORGE LATIMER
MAYOR

CITY OF SAINT PAUL
DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

DIVISION OF PLANNING
25 West Fourth Street, Saint Paul, Minnesota, 55102
612-298-4151

September 28, 1982

Mr. Geoff Olson
City of Maplewood
1902 E. County Road B
Maplewood, Minnesota 55109

Dear Mr. Olson:

With respect to the proposed plan change allowing service commercial development, the southeast corner of McKnight Road and Lower Afton Road, we have the following concerns:

1. There should be some clear determination of need for commercial space before a plan change is made. Our experience does not indicate a great deal of demand. A high rate of turnover in commercial uses has been observed at Shamrock Plaza located in St. Paul at that intersection. This is likely because of the extensive shopping available one mile north in the Sun Ray--Suburban Avenue retail center, as well as the shopping and services available at Valley Creek Mall one and one-half miles east. Neither present development densities nor future development proposals that we are aware of for Highwood and this portion of Maplewood indicate need for the additional commercial space.
2. Because of the nature of the terrain and the natural pond that exists at this site, there should be some assurance that adequate provision for storm water retention can be made before the plan is amended. The area would appear to require extensive grading and filling to allow for traditional commercial development. The City of St. Paul has no storm sewer facilities in this immediate area other than a minor ditch section along Lower Afton Road. It is very probable that development, especially commercial, east of McKnight Road will create erosion and flooding problems in this ditch section.

Thank you for the opportunity to comment on the proposal.

Sincerely,

Peggy A. Reichert
Deputy Director for Planning

PAR:KF:sb

Attachment Four

August 23, 1983

City of Maplewood
1902 East County Road B
Maplewood, MN 55109

Attention: Mr. Geoff Olson AICP - Director of Community Development

Gentlemen:

Subject: Plan Amendment - Lower Afton, McKnight and Londin Lane

Recently I received a letter from the village regarding the council's desire to reclassify my property from RM to RH and SC.

This letter was very well received and demonstrated the council's desire to come up-front in a non-adversary relationship with a plan that is most logical for the usage of the land and one which will provide the greatest return for the village with no adverse affects to its citizens.

With such a zoning plan, it will be far easier to contact large reputable builders, who can then have a greater degree of assurance that their time and effort spent in a logical overall "PUD" plan will be accepted.

Without such a zoning plan, an adversary situation is set-up. Good builders will go where they are welcomed, leaving only marginal builders and piecemeal development, or; a builder may decide that he is willing to fight, and if he has the stamina and a lower land price, he can obtain the RH and SC land classifications. This situation will be a contest all along the way, with the only winner being the developer and both the village and the landowner being the losers.

Real estate development is based in a major way, on timing and needs, and good development cannot rely on too much guessing or unknowns. If a need develops, a builder cannot begin to satisfy the need if he does not have some assurance of an acceptable location.

3M, as an example, leases extensive office space and personnel training space in Woodbury. 3M also rents or leases a large number of housing units for both domestic and foreign personnel and their families visiting its Maplewood facilities. If there was some assurance up front that such needs could be satisfied in Maplewood, it may be possible to put something together. The 3M case seems unlikely at present, but if some amenities, such as shopping, recreation, medical facilities, or a good restaurant, etc., was available, it is possible that this, along with the ready access to 3M, could be attractive. The point is, that good development needs to be attracted.

Attachment Five

City of Maplewood
Page 2
August 23, 1983

The easiest and most natural decision to make, is to do nothing; for example, I was particularly distressed at the expressions made at the Maplewood Planning Commission meeting of August 15. "Leave the zoning as it is, in this way we will have the upper hand and when a builder comes in, we will have a lot of leeway and can then decide what to agree upon."

This adversary reasoning almost assures that we will not attract builders who can put together and implement a good "PUD" plan.

With the controls that we now have in the village, there is no reason for having fear in asking for a logical, reasonable development and in trying to attract one.

The arguments presented at the Planning Commission meeting of August 15 for not taking an aggressive position and trying to attract logical development were, for the most part, based on the fear of change.

The 7-11 store complex was brought up as satisfying for shopping needs of the area. In reality, we know that very few families can afford the luxury or limited merchandise of convenience store shopping for family needs.

The 7-11 store complex was also brought up as being very acceptable in the neighborhood by the four or so residents along McKnight Road. If this is so, the corner directly opposite, which would hardly be any closer to these homes ~~so~~ should also be equally as desirable, possibly more so, since it would not be a teenager meeting place.

In 1971, the property was approved for 375 apartment units which was a far greater density than is now permitted for an RH classification.

There were comments that shopping needs are already provided by Sun Ray and Woodbury; these are not necessarily applicable. We have many residents in South Maplewood who would go out of their way to reach these facilities. This can be especially true with the upgrading of Lower Afton Road to a major four lane arterial, connecting Maplewood and Woodbury with downtown St. Paul.

With the excellent road system in this area, the concerns about traffic problems certainly would be a very minor concern.

I would be happy to work with the village and would appreciate any input on the type of development that is needed.

Sincerely,



A. E. Johnson
2299 Londin Lane
St. Paul, MN 55119

/saf

Plan Amendment Resolution

RESOLUTION NO. _____

WHEREAS, the Maplewood City Council and staff initiated an amendment to the Maplewood comprehensive plan from RM, residential medium density to SC, service commercial; RH, residential high density and RL, residential low density for the following-described property:

East of McKnight Road, between Lower Afton Road and Londin Lane

These properties are more commonly described as 328-358 McKnight Road and 2271-2299 Londin Lane;

WHEREAS, the procedural history of this plan amendment is as follows:

1. This plan amendment was initiated by the Maplewood City Council and staff.
2. The Maplewood planning commission held a public hearing on September 19, 1983, to consider this plan amendment. Notice thereof was published and mailed pursuant to law. All persons present at said hearing were given an opportunity to be heard and present written statements. The planning commission recommended to the city council that said plan amendment be
3. The Maplewood city council considered said plan amendment on 1983. The council considered reports and recommendations from the planning commission and city staff.

NOW, THEREFORE, BE IT RESOLVED BY THE MAPLEWOOD CITY COUNCIL that the above-described plan amendment be approved on the basis of the following findings of fact:

1. The SC designation will encourage the development of commercial services that are convenient to the residents of south Maplewood.
2. The RH designation will compensate for the loss of density from the SC amendment, thereby avoiding a loss of future housing.
3. The tax base would be increased.
4. The RL designation recognizes the existing single dwellings.

The above amendment is done with the understanding that a change back to residential would not be objectionable if the property owner requests it.

Adopted this day of , 1983.

Seconded by

Ayes--

D. Plan Amendment: Lower Afton, McKnight and Londin Lane

Secretary Olson read the notice of public hearing. The proposal is to change the plan from RM to SC, RH and RL.

Chairman Axdahl asked if there was anyone present who wished to comment on the proposal.

Jerry Johnson, 2445 Londin Lane, representing Connemara II Association, questioned if the plan was to be changed to RH adjacent to Connemara II. Said there is a big pond, with a lot of wildlife and pine trees. Some of the wildlife would be destroyed, traffic has to be considered on Londin Lane and McKnight. Right across from the proposed SC is the 7-11 Store and Shamrock Center. He does not think the proposed SC is needed because the area is already quite well served.

Mark LeClaire, 346 S. McKnight, said when they purchased their home it was understood the adjacent property would remain low density. He reviewed the service areas already within a short distance of the area. He thought the valuation of his property would decrease if townhouses would develop. He contacted the DNR and Watershed. They are interested in following up on what would happen to the pond. He has a problem with littering and foot traffic behind his house now.

Dick Martenson, 2455 Londin Lane, questioned if this proposed designation was being applied to the property because an RH designation was removed from property in another part of the City.

Secretary Olson said it would be compatible, the surrounding property is presently developed what the higher density, with the exception of the single family at the corner.

Mr. Martenson questioned if the Community would lose federal funding if the goals outlined in the comprehensive plan are not met.

Secretary Olson said the goals are part of the Metropolitan Council goals which allocates a certain number of units to each community. There is nothing that says the City has to have the units, however, it does help in terms of getting grants if the City can show we are making progress towards the housing goals.

Mr. Martenson said the pond and wildlife in the area would be eliminated if the property would be developed to the higher density. He also said he had concerns with traffic and safety for existing and future residents going into the central city to their jobs.

Gary Catch, 328 McKnight Road, questioned if federal funds would be lost if the service commercial area would not be designated.

Secretary Olson said no. The City Council felt there was a need for a commercial area in the general area.

Mr. Catch said the City has not commented on the recommendation of the City of St. Paul regarding the storm sewer and the need for development. The time to rezone is when there is a developer interest, at that time the surrounding property owners could negotiate with the developer. Once the property is rezoned, it will be difficult to sell their single-family

home with apartments right next to them. This would be a good addition to the park just north of it.

Mr. LeClaire said there is concern with traffic safety in the area. There has been accidents already. He would also like to see the wildlife preserved.

Barb Katzmark, 338 S. McKnight, she is concerned not only with the additional traffic on McKnight Road but also with the pedestrian traffic. No additional commercial land is required, there is already a 7-11 store. There will be a lot of multiple buildings adjacent to the four-single homes.

Owner of a single dwelling suggested if the City wished to change to multiple, they purchase the single dwelling homes and then it could develop any way the City would wish.

Arnie Johnson, 2299 Londin Lane, said when they had the property rezoned for apartments in 1972, the comprehensive Plan showed the property as RH. He said Connemara is to repair the pond that was somewhat filled during the construction of the apartment buildings. They still have not done that.

Chairman Axdahl closed the public hearing portion of the meeting.

It was indicated by a Commissioner that he was not in favor of the proposed change to SC and RH because of the existing facilities within Shamrock not all being occupied and also because of the comments received from the landowners. They were not in favor of the commercial designation. Also a waiver of the moratorium to apply a R-3 zoning district to the site would be required.

It was also commented by another commissioner he could not see designating the property for Service Commercial as long as a definite development plan is not present. The service facilities are already provided in the neighborhood. He also commented on the traffic conditions as they exist, additional development would further add to traffic congestion.

Commissioner Whitcomb moved the Planning Commission recommend to the City Council that the land use plan not be changed for the site from RM to SC and RM to RH, however the Planning Commission recommends a plan amendment from RM to RL for the property developed to single family at the northeast corner of Londin Lane and McKnight Road.

Denial of the RM to RH and SC is based on the following:

1. Not a good commercial decision.
2. The decision to to to SC is not a landowners decision
3. Would require a waiver of the R-3 zone change moratorium to change and develop as RH
4. The zone change would have to occur within 9 months
5. No specific development is currently proposed.

Commissioner Pellish seconded Ayes--Commissioners Axdahl, Barrett, Ellefson, Fischer, Hejny, Pellish, Prew, Sigmundik, Sletten, Whitcomb
Abstained--Commissioner Robens



GEORGE LATIMER
MAYOR

CITY OF SAINT PAUL
DEPARTMENT OF PLANNING AND ECONOMIC DEVELOPMENT

DIVISION OF PLANNING

25 West Fourth Street, Saint Paul, Minnesota, 55102
612-298-4151

September 30, 1983

Geoff Olson, Director
Department of Community Development
City of Maplewood
1902 E. County Road B
Maplewood, Minnesota 55109

Dear Geoff:

From: Dir. of Com. Develop.
Referred to:
Village Mgr. <input checked="" type="checkbox"/>
Village Clerk _____
Finance Director _____
Dir. of Parks & Rec. _____
Dir. of Pub. Safety <input checked="" type="checkbox"/>
Dir. of Pub. Works <input checked="" type="checkbox"/>
Fire Marshall _____
Other <u>Council</u> <input checked="" type="checkbox"/>
Transmittal Date <u>10/4/83</u>

We received notice of a public hearing to be conducted by the Maplewood Council regarding a proposed plan amendment and zone change on the southeast corner of Lower Afton Road and McKnight Road. Since this site is immediately adjacent to St. Paul, the Planning Division staff was asked to review the proposed changes and comment on them.

We support the plan amendment and zone change that would allow construction of a neighborhood commercial shopping center and high density residential development on the site. I believe this position was stated by a member of my staff at the Maplewood Council's public hearing last Monday, September 26. We feel that high density residential development on this site would be particularly appropriate, although we have some doubts as to whether there is currently sufficient demand to support another commercial center in the area.

As I understand it, the Council tabled the issue until October 10, when the public hearing will be resumed and a decision made. Regardless of whether the Council approves the plan amendment and zone change, we have a couple of general concerns regarding large-scale development on this site: 1) increased stormwater runoff into St. Paul; and 2) increased traffic flow at the intersection of Lower Afton and McKnight. We realize that no specific development is proposed for the site at this time. When a specific development proposal is in the works, we would like to work with Maplewood city staff to address these two potential problem areas and develop mutually agreeable solutions.

Increased stormwater runoff from this area is of concern to us because the existing drainage system on Lower Afton Road in St. Paul is not adequate to handle substantial increases in runoff. As you know, city staff members from Maplewood and St. Paul are currently working with the Ramsey-Washington Metro Watershed District on a revision of the watershed district plan. I hope that through this mechanism we can continue to work together on stormwater management issues to insure that the management system for the area is adequate to respond to new development.

Geoff Olson, Director
Department of Community Development
Page Two

Increased traffic flow at McKnight and Lower Afton is also a concern because it may require that the intersection be redesigned. According to our traffic engineers, this intersection could handle approximately a 50 percent increase in traffic flow over present levels. Traffic generated by a large-scale development that includes a neighborhood shopping center would probably exceed the current capacity of the intersection. If traffic flow becomes a problem, I would hope we could work together to develop a satisfactory solution.

This is just one example of issues that both Maplewood and St. Paul face as we work toward developing and redeveloping our cities. I am confident that we can work together on these and similar issues in a cooperative fashion.

Sincerely,



Peggy Reichert
Deputy Director for Planning

cc: Toni Baker, Community Organizer, District 1 Council

F-5a

MEMORANDUM

Action by Council:

TO:	City Manager	Endorsed_____
FROM:	Director of Community Development	Modified_____
SUBJECT:	Rezoning	Rejected_____
LOCATION:	S.E. Corner of Lower Afton Road and McKnight Road	_____
APPLICANT:	City of Maplewood	
OWNERS:	Arnold Johnson (2299) and Marie Johnson (2271)	
DATE:	August 9, 1983	

SUMMARY

Request

Rezoning from F, farm residence to SC, shopping center, R-3, multiple dwelling and R-1, residence district (single dwelling).

Reason for the Request

No specific development is proposed. State law requires that the property be rezoned within nine months after a plan amendment, if the amendment conflicts with the plan.

Comments

This report assumes that council amends the plan to (SC) service commercial and (RH) residential high density. Council must now choose the proper zone. The only choice for the RH land is R-3 multiple. There are several choices for the SC land:

1. SC, shopping center zone
2. BC, business commercial
3. BC(M), business commercial modified

Refer to the attached list of uses for each zone (pages 5 to 7). The SC, shopping center zone is recommended because it seems closest to what council is looking for--a shopping center rather than individual commercial buildings. It also would not allow such uses as car sales, drive-in restaurants or car washes.

Council has a moratorium on rezonings to R-3. The purpose is to allow council to study areas designated on the land use plan for multiples to determine if there is a conflict with adjacent single dwellings. Since council has studied the land use plan for this site, there is no reason to delay rezoning.

Recommendation (at least four votes required)

- I. Waiver of the moratorium on R-3 rezonings for this site.
- II. Approval of the enclosed resolution, rezoning the Johnson property from F, farm residential to SC, shopping center and R-3, multiple as shown on page 4.

BACKGROUND

Site Description

Acres: 1/3 acre proposed for R-1 zoning
6½ acres proposed for SC zoning
18½ acres proposed for R-3 zoning
25 1/3 acres total.

Existing land use: undeveloped, except for a single dwelling on Londin Lane

Surrounding Land Uses

Northerly: Lower Afton Road and Battle Creek Park

Easterly: Connemara condominiums

Southerly: Londin Lane and high-density townhouse projects

Westerly: McKnight Road, Shamrock Plaza, apartments, and five single dwellings at McKnight Road

Past Action

7-1-71: Council approved a PUD for 375 apartment and townhouse units. This PUD expired in 1972.

Planning

Zoning: F, farm residence

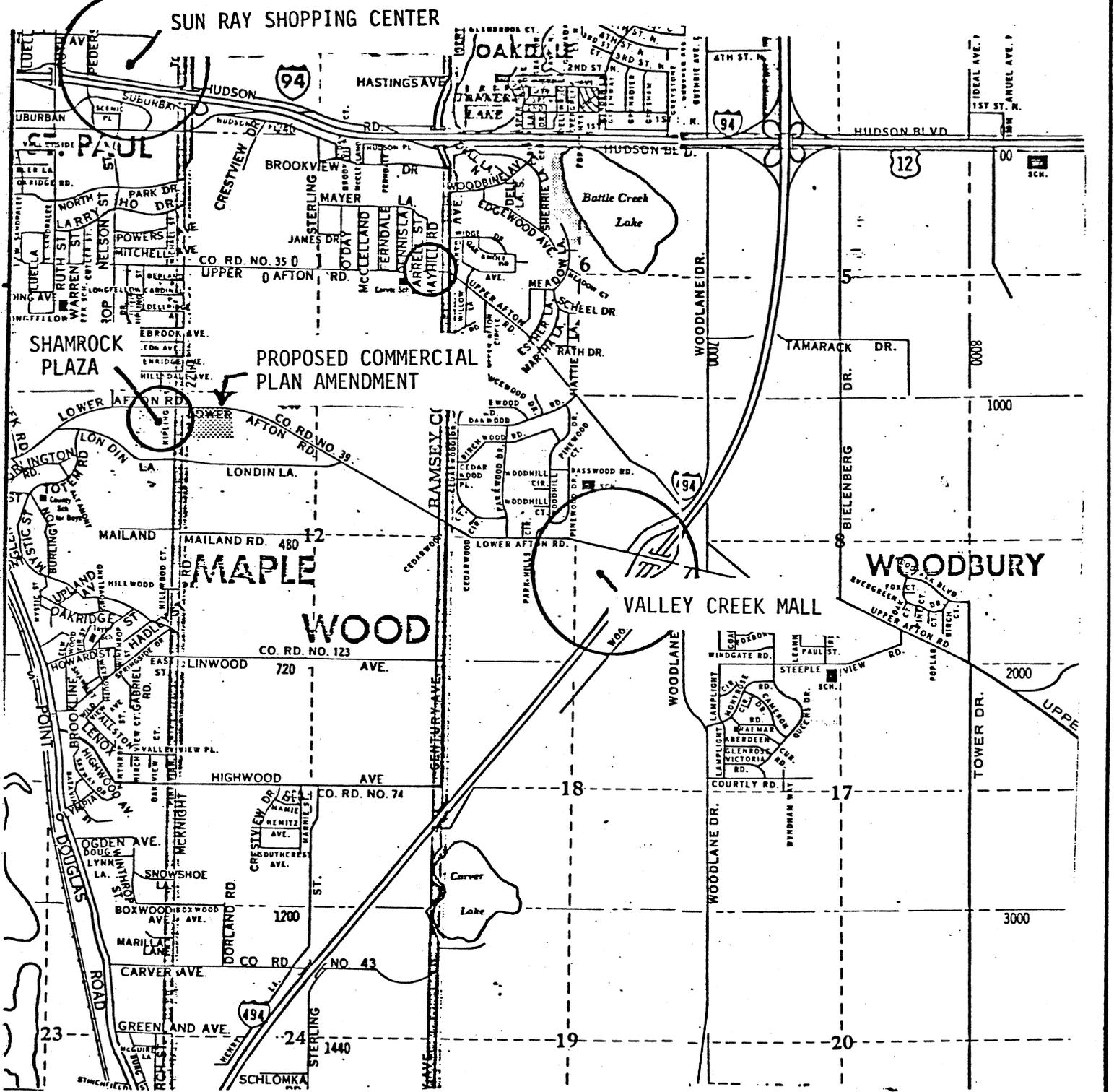
Procedure

1. Planning commission recommendation to city council.
2. City council holds a public hearing and makes a decision.

mb

Attachments

1. Location Map
2. Property Line/Zoning Map
3. SC District
4. BC District
5. BC(M) District
6. Resolution



LOCATION MAP



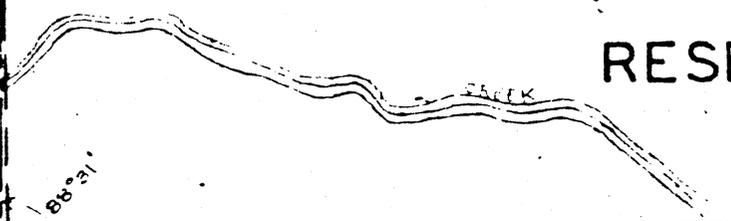
Existing Commercial Centers



Attachment One

RESERVED

FOR



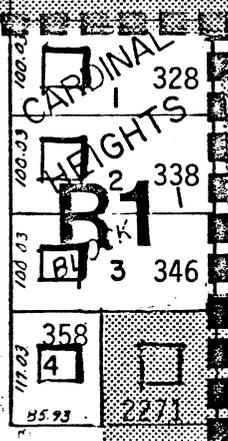
TOTAL 1.5 ACRES

(7.31 ac.)

030
26

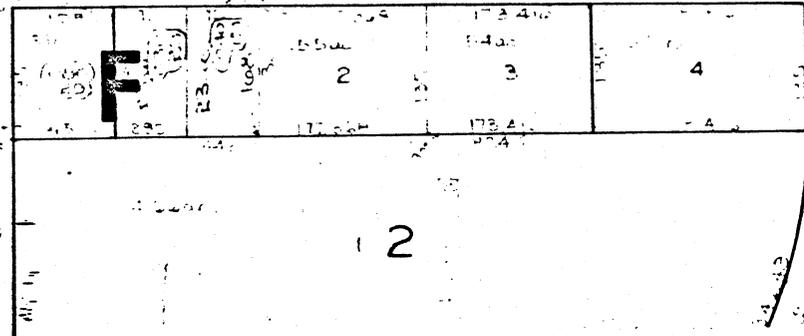
SC

R-3

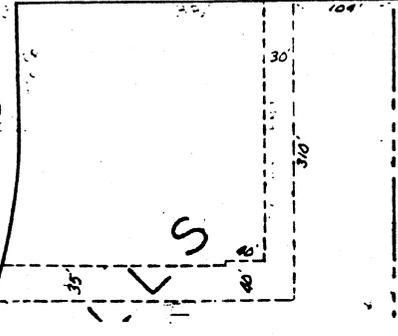


LONDIN

ROAD 262441



ROAD



PROPERTY LINE / ZONING MAP

PROPOSED ZONING

Attachment Two



DIVISION 8. SC SHOPPING CENTER DISTRICT

Sec. 36-173. Use regulations.

In an SC Shopping Center District in the city, a building or combination of buildings may be erected or used, and the lot area may be used or occupied for any of the following purposes, and no other, but in no case shall a building be used for living quarters:

- (1) Retail store, including retail outlet showroom for uses permitted in subparagraph (9) hereof, but not including automobile sales agency; provided that, no goods shall be displayed on the exterior of the premises.
- (2) Restaurant, tea room or cafeteria.
- (3) Office agency or studio.
- (4) The following personal service shops dealing directly with customers; beauty parlor, barber shop, clothes cleaning agency, automatic self-service laundry, dressmaking, millinery or similar shop; provided that all repair or processing work is conducted in accordance with subparagraph (9) below.
- (5) Theater, not including outdoor motion picture establishment, assembly hall, or community building, indoor recreational establishment or library, child day center.
- (6) Bakery, confectionery or custom shop for the production of articles to be sold at retail on the premises; provided that, all baking or processing is conducted in accordance with subparagraph (9) below.
- (7) Bank.
- (8) Passenger station.
- (9) The following uses; provided that, if such uses are located on the ground floor, they shall not be located within twenty-five (25) feet of the front of the building; and further provided that, they shall be effectively screened from the front portion of the building by a wall or partition:
 - a. General servicing or repair.
 - b. Upholstering.
 - c. Carpentry or woodworking.
 - d. Electrical, radio, television repair.
 - e. Hand laundering, dry cleaning or pressing, providing no inflammable fluids are used.
 - f. Tailoring, dressmaking or repair.
 - g. Millinery repair or processing.
 - h. Baking, confectionery making or similar processing.
 - i. Frozen food lockers.
 - j. Any similar use involving repair, processing or storage activity.
- (10) Accessory use customarily incidental to any of the above uses.
- (11) Any use of the same general character as any of the above permitted uses, when authorized as a special exception by the city council; provided that, such use shall be permitted subject to such reasonable restrictions as the city council may determine; and further provided that, no trade or business shall be permitted which is either noxious or hazardous.

DIVISION 7. BC BUSINESS AND COMMERCIAL DISTRICT

Sec. 36-153. Use regulations.

In a BC Business and Commercial District in the city, the following regulations shall apply:

(1) *Permitted uses:* A building may be erected or used, and a lot may be used or occupied, for any of the following purposes, and no other:

- (a) Apartment for one family in combination with business use.
- (b) Hotel, motel, tourist home, rooming house or boarding-house.
- (c) Retail store, restaurant, office, agency, studio, bank, personal service and craftsmen's shop, mortuary.
- (d) Automobile sales agency, used car lot, parking garage or lot, provided all facilities are located and all services are conducted on the lot.
- (e) Newspaper publishing, job printing establishment.
- (f) Theater.
- (g) Hand or automatic self-service laundry.
- (h) Bakery or confectionery shop, for the production of articles to be sold only at retail on the premises.
- (i) Public garage or motor fuel station; provided that a license to operate such business is first obtained from the city council pursuant to chapter 17 of this Code. All public garages and motor fuel stations must be so located on the site and the site shall be of the size as provided in section 36-156 of this division which defines kinds of operation, site area required and other data relating to such business.
- (j) Any use of the same general character as any of the above permitted uses; provided that, no use which is noxious or hazardous shall be permitted.

(2) *Special exceptions:* The following uses are allowed when authorized by the city council as a special exception:

- (a) All uses permitted in R-3 Residence Districts, except the construction of dwelling houses permitted in divisions 3 and 4 of this article, R-1 and R-2 Residence Districts.
- (b) Processing and distributing station for milk or other beverages, carting or hauling station.
- (c) Place of amusement, recreation or assembly, other than a theater, when conducting indoors.
- (d) Yard for storage, sale and distribution of ice, coal, fuel oil or building materials, when enclosed within a fence of not less than six (6) feet in height, but not including junkyard, salvage, automobile or other wrecking yard. (Code 1965, § 907.010; Ord. No. 232, § 3, 10-19-67; Ord. No. 256, 11-20-69; Ord. No. 402, § 1, 8-12-76)

Sec. 36-155. BC(M) Commercial District (Modified).

1. **INTENT.** The BC (M), Business Commercial-Modified District is intended to provide for the orderly transition between more intensive commercial uses and low or medium density residential areas. Restrictions on, but not limited to, building height, setbacks, orientation, parking lot location or location of building entrances may be required to ensure compatibility with abutting residential uses.
2. **USE REGULATIONS.** A building may be erected or used, and a lot may be used or occupied, for any of the following purposes, and no other:
 - a. Retail store; professional administrative offices; bank or savings and loan; personal service, craftsmen's shop, mortuary
 - b. Hotel or motel
 - c. Walk-in theatre
 - d. Job printing shop
 - e. Bakery or candy shop producing goods for on-premises retail sales.
 - f. Any use of the same general character as any of the above permitted uses, as determined by the City Council, provided that no use which is noxious or hazardous shall be permitted.
3. The following uses when authorized by the City Council by means of a special use permit:
 - a. All uses permitted in R-3 Multiple Dwelling Districts, except the construction of houses permitted in R-1 and R-2 districts.
 - b. Laundromat or similar automatic self-service laundry
 - c. Restaurant, where there are no drive-up order windows or serving of food to patrons in their automobiles. All cooking odors must be controlled so as not to be noticeable to adjacent residences.
 - d. Place of amusement, recreation, or assembly, other than a theater, where there are no outdoor activities.

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Maplewood, Minnesota was duly called and held in the Council Chambers in said City on the _____ day of _____, 1983 at 7:00 p.m.

The following members were present:

The following members were absent:

WHEREAS, the City of Maplewood initiated a rezoning from F, farm residence to SC, shopping center and R-3, multiple for the following-described property:

Unplatted lands, subject to old Lower Afton Road and McKnight Road and except south 450 feet of west 250 feet part of northwest 1/4 of northwest 1/4 south of New Lower Afton Road in 12-28-22.

The SC zone shall consist of the north 380 feet of the west 900 feet of the above property. The R-3 zone consists of the balance of the property.

In addition, the following-described parcel shall be rezoned from F to R-1:

Unplatted lands, East 124 1/10 feet of the west 250 feet of the south 150 feet of the northwest 1/4 of the northwest 1/4 (subject to Londin Lane) in 12-28-22.

These properties are also known as 2299 and 2271 Londin Lane, Maplewood;

WHEREAS, the procedural history of this rezoning is as follows:

1. This rezoning was initiated by the City of Maplewood, pursuant to chapter 36, article VII of the Maplewood Code of Ordinances.
2. This rezoning was reviewed by the Maplewood Planning Commission on August 15, 1983. The Planning Commission recommended to the City Council that said rezoning be _____.
3. The Maplewood City Council held a public hearing on _____, 1983, to consider this rezoning. Notice thereof was published and mailed pursuant to law. All persons present at said hearing were given an opportunity to be heard and present written statements. The Council also considered reports and recommendations of the city staff and Planning Commission.

NOW, THEREFORE, BE IT RESOLVED BY THE MAPLEWOOD CITY COUNCIL that the above-described rezoning be approved on the basis of the following findings of fact:

1. The proposed change is consistent with the spirit, purpose and intent of the zoning code.

8-15-83

8. NEW BUSINESS

C. Rezoning: Lower Afton McKnight and Londin Lane

Secretary Olson said based on the previous action by the Commission, he would suggest no action be taken on this matter.

Commissioner Fischer moved the Planning Commission recommend that the City Council deny the proposed resolution on the basis that it is contrary to the Comprehensive Plan except the property at 2271 Londin Lane be rezoned to R-1.

Commissioner Prew seconded Ayes--Commissioners Axdahl, Barrett, Ellefson, Fischer, Hejny, Pellish, Prew, Robens, Sigmundik, Sletten, Whitcomb

A-1

MEMORANDUM

TO: City Manager
 FROM: Associate Planner--Johnson
 SUBJECT: Conditional Use Permit and Plan Review Appeal
 LOCATION: Van Dyke Street and County Road B
 APPLICANT: Sauro Realty
 OWNER: Edven Evenson, Annie Evenson, Stanley Zimmerman
 DATE: September 29, 1983

Action by Council:

Endorsed _____
 Modified _____
 Rejected _____
 Date _____

SUMMARY

Request

Approval of a conditional use permit to construct multiple-dwelling units in a BC, business commercial zoning district and appeal of the Community Design Review Board's denial of the site plan.

Proposal

1. Fifty-six rental units (eight quads and three eight-unit structures) would be constructed.
2. See page 10 for the proposed site plan.
3. Each structure would be apartment style (stacking of units) and each unit would contain two bedrooms.
4. A small tot lot area would be set aside on the site (page 10).
5. See the applicant's letter on page 11 for further information.

Comments

This request is consistent with the planned use and density for this site. Council, however, tabled consideration of the request on September 12 until the Design Review Board had considered the proposal's compatibility with adjacent development.

On September 27, the Design Review Board agreed that the site, building elevation and landscaping (including the new screening requirements) plans would be acceptable, subject to the requirements suggested by staff. The Board, however, felt it was obligated to deny approval of the site plan due to the language of item 4b of the Planning Commission minutes.

The Planning Commission's recommendation for approval of the conditional use permit included the routine conditional use permit requirement that "the use would preserve and incorporate the site's natural and scenic features." The Board, however, interpreted this requirement to mean that all of the mature trees on this site should be saved. Since they would not be, the site plan was denied. Staff does not feel these trees (poplar and aspen) are significant enough to be saved. The landscaping to be provided by the applicant would be significantly more attractive and provide more screening than the trees that would be removed during construction.

Staff's only concern with the building design is that the proposed textured cedar plywood (T-1-11) siding should not be permitted. This is a high maintenance product and, as such, is undesirable for use on rental structures.

The building elevation plans should be redesigned to eliminate the use of T-1-11 siding and to show extensive use of low maintenance materials such as brick, stucco, aluminum or hardboard siding.

Recommendation

- I. Approval of the enclosed resolution (page 16) approving a conditional use permit to construct multiple dwellings in the business commercial zoning district at County Road B and Van Dyke Street, subject to:
 1. Construction beginning within one year. Code allows a one-time, six month extension if just cause is shown. The applicant must apply for such extension, in writing, at least thirty days prior to expiration.
 2. Prior to the issuance of a building permit for any of the structures which do not front on County Road B, Council must order the extension of a water main north along Van Dyke Street from County Road B.
 3. Final grading, drainage and utility plans must be approved by the City Engineer.
 4. Any connection to utilities in County Road B or temporary curb cuts to County Road B must be approved in writing by the Ramsey County Department of Public Works.
 5. Submission of an erosion control plan prior to issuance of any building permits, which incorporates the recommendations of the Watershed and Soil and Water Conservation Districts.
 6. Granting of twenty-foot wide sanitary sewer easements, centered on the existing lines located in the vacated Sandhurst Avenue and Laurie Road.
- II. Approval of the site plan (stamp-dated 9-20-83), building elevation (stamp-dated 9-20-83) and landscaping (stamp-dated 9-13-83) plans, subject to the following conditions:
 1. Resubmission of detailed building elevation plans for the dwellings and garages for staff approval. Exclusive use of low maintenance siding materials shall be illustrated.
 2. Submission of a revised site plan prior to building permit issuance to relocate the structures presently located within the required sewer easements and to reduce possible headlight glare on the homes across the street.
 3. Trash dumpsters shall be stored in masonry enclosures with a 100% opaque wooden gate (solid wood boards, not the proposed T-1-11 plywood siding material), and shall be a color and material compatible with the building. Location and design shall be subject to staff approval.

4. Any exterior building equipment shall be decoratively screened and hidden from view. The screening material is subject to staff approval.
5. An erosion control plan for construction shall be submitted prior to the issuance of a building permit.
6. Parking areas shall be striped and all bituminous areas shall have continuous concrete curbing.
7. Site security lighting shall be provided and shall be directed or shielded so not to cause any undue glare onto adjacent properties or roadways.
8. If any adjacent property is disturbed or property irons removed due to construction of the site, that property shall be restored and irons replaced by the applicant.
9. Other than the driveway to County Road B, all driveways shall be at least 24 feet wide. Turning radii at the Van Dyke Street curb cuts shall be provided subject to approval by the city engineer.
10. The screening fence shall be kept in good repair and stained or painted a color compatible with the dwelling units.
11. The floor plans for the eight-plex buildings shall be revised to show at least 740 square feet of habitable space for each two-bedroom unit. Storage areas number two and seven shall be revised to contain at least 120 cubic feet. The revised plans shall be submitted for staff approval prior to issuance of a building permit.
12. If construction has not begun within one year of approval, this design review approval shall be void, requiring resubmission to proceed.

BACKGROUND

Site Description

Size: 6.9 acres
Existing land use: undeveloped

Surrounding Land Uses

- North: Schwinn Bicycle and two small undeveloped parcels zoned for R-3, multiple dwelling and BC, business commercial use
- East: Van Dyke Street. Across the street, single-dwelling homes
- South: County Road B. Across the street, Kinney's Shoes and three single dwellings
- West: Commercial land uses fronting on White Bear Avenue and a nonconforming single dwelling, also fronting on White Bear Avenue

Past Actions

8-2-79: 1) Council denied a plan amendment request from SC, service commercial to RH, residential high density for the portion of this site located between vacated Laurie and Sandhurst Avenues (page 9), based on the findings that there have been no physical changes to warrant a change in the land use description as stated in the Planning Commission recommendation; and 2) Council denied a zone change request from BC, business commercial to R-3, multiple dwelling for the same site as the denied plan amendment request, based upon nonconformance with the Comprehensive Plan.

6-28-82: Council adopted the Comprehensive Plan Update which amended the designation of this site from SC, service commercial to RM, residential medium density.

9-12-83: Council tabled consideration of this request until it has been reviewed by the Community Design Review Board. Access to County Road B, excessive density and compatibility with adjoining residential uses were concerns voiced by Council and neighboring property owners.

Planning

1. Land Use Plan designation: RM, residential medium density
2. Zoning: BC, business commercial and R-3, multiple dwelling (page 9).
3. Permitted density: 22 people/net acre
4. Proposed density: 20.3 people/net acre
5. Compliance with land use laws:
 - a. Section 36-153 of City Code permits R-3, multiple dwellings in BC, business commercial districts by conditional use permit.

- b. Section 36-442 of City Code requires ten findings for approval of a conditional use permit. Refer to the resolution on page 16 for the nine findings that apply to this request. The tenth finding, "the use would preserve and incorporate the site's natural and scenic features into the development design," does not apply to this site. There are no steep slopes, wetlands or tree stands of significance.

6. Housing:

- a. The proposal is consistent with the Housing Plan goal of promoting 620 new housing opportunities for moderate income families (ceiling--\$525/month rental or \$62,250 to purchase) between 1980 and 1990. To meet this goal, approximately 118 new units must be constructed during the remainder of the decade. This proposal would account for 56 of the 118 units. Other than Pearson's mobile home park, no other significant new construction has been proposed since 1980 which would assist in achieving the low to moderate income housing goal.

These units would rent for an average of \$415/month, which includes a garage. The most expensive unit would rent for \$440/month. The renter would be responsible for the major utility costs. Each unit would have an individual furnace and air conditioning.

- b. There are no other multiple-dwelling complexes in the immediate area.
- c. The City of Coon Rapids has conducted an ongoing study since 1978 which documents that multiple dwellings do not depreciate the value of nearby single dwellings. The study also documents that when these homes are listed for sale, they sell just as quickly as homes in other areas of the city.

Public Works

1. Water is not available in Van Dyke Street. Construction of the proposed four-plex units (page 10) will require the extension of water from County Road B, north along Van Dyke Street. The proposed eight-plex units could hook up to sewer and water in County Road B, if approved by the County.
2. Van Dyke Street is located on the periphery of a single-dwelling neighborhood and should not be viewed as a typical residential street. The traffic volume generated by this development would not be excessive for this street's planned function as an access to SC and RM property, as well as single-dwelling homes.
3. There are existing sanitary sewer lines in the vacated Laurie Road and Sandhurst Avenue rights-of-way. No easements currently exist.

Ramsey County

A grading plan must be approved by the County to receive the proposed curb cut to County Road B.

Design Review Comments

Site Plan:

1. No dimensions are shown for the driveways, other than the one to County Road B, which is required to be 26 feet wide. All other driveways should be at least 24 feet in width.
2. Proper turning radii must be provided at the Van Dyke Street curb cuts.
3. Sewer lines exist within the vacated Sandhurst Avenue and Laurie Road rights-of-way. At least three of the four-plex buildings and one garage will have to be slightly shifted to avoid these sewer lines. A twenty-foot wide easement area, centered on each line, should be shown on the final utility plans. The curves in the driveways to Van Dyke Street should also be straightened as much as possible to avoid headlight glare onto homes along Van Dyke Street.

Four-plex Units:

1. The gable roof and bi-level design would be compatible with this location.
2. The exterior materials would consist of decorator block, textured cedar plywood siding (T-1-11) and cedar board trim.
3. The units meet minimum floor area and storage area requirements.
4. Refer to the enclosed building elevation plans.

Eight-plex Units:

1. The applicant has not submitted detailed elevation sketches. He has indicated he will comply with City requirements.
2. The structures would have gabled roofs with staggered roof lines and building elevations to enhance the architectural character of the structures.
3. The units have about 690 square feet of habitable area. Code requires a minimum of 740 square feet of habitable area for two-bedroom units. Habitable area excludes closets.
4. Storage areas number two and seven appear to have slightly less than the required 120 cubic feet.

Garages:

1. The garages would have gabled roofs.
2. The exterior materials would be textured plywood siding with cedar trim boards.

Landscaping:

1. Refer to the enclosed plan.

2. The proposed plan meets the requirements of the screening ordinance.
3. The existing trees are primarily aspen and poplar. No significant stand of trees exists.

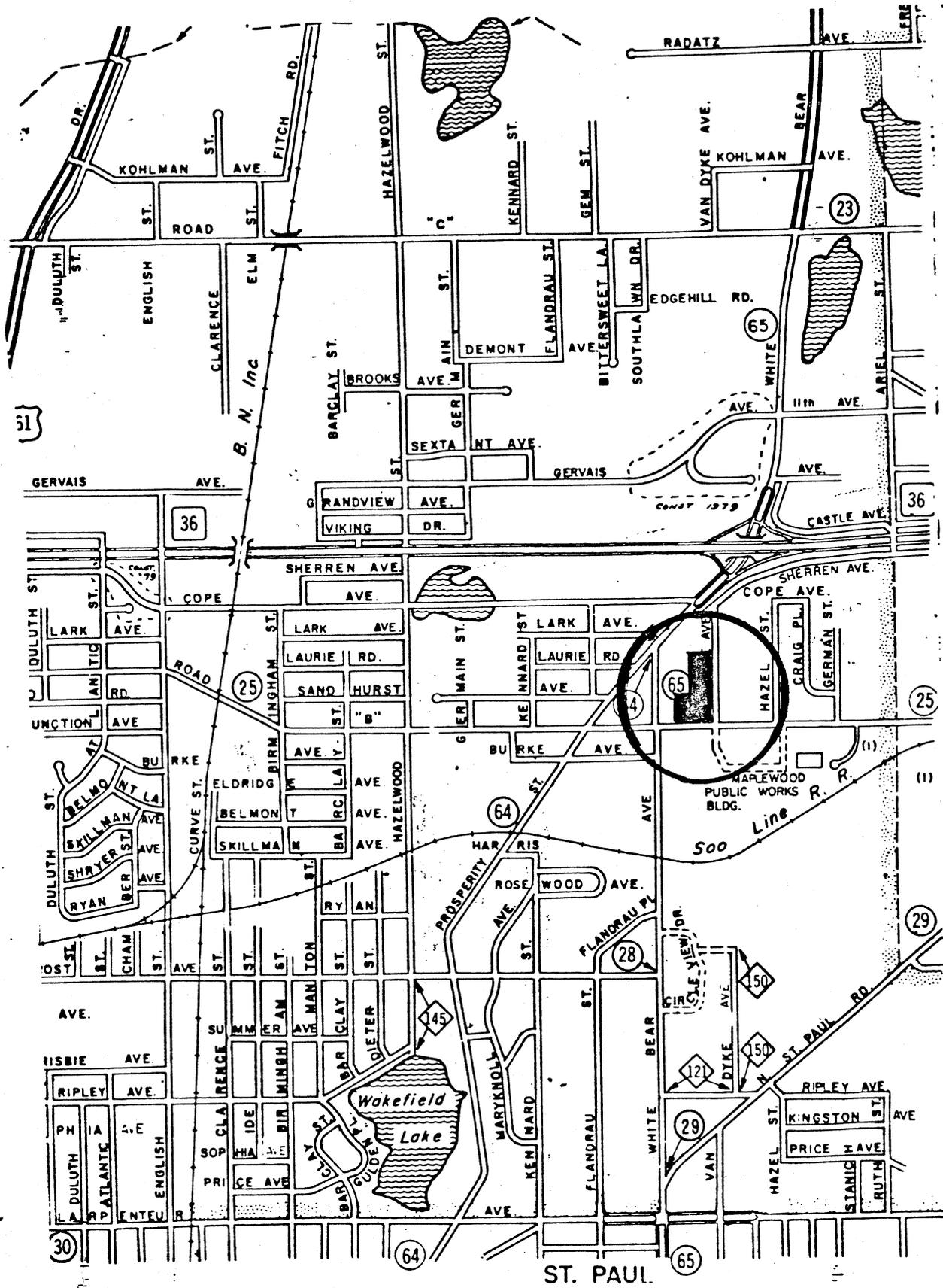
Procedure

City Council decision following a public hearing.

jw

Attachments

1. Location Map
2. Property Line/Zoning Map
3. Site Plan
4. Applicant's Letter of Request
5. Building Elevations (stamp-dated 9-20-83)
6. Garage Elevations (stamp-dated 9-22-83)
7. Landscape Plan (stamp-dated 9-13-83)
8. Planning Commission Minutes (8-15-83)
9. Resolution



LOCATION MAP

DESCRIPTION

PART OF LOT 2 BLOCK 19, LOTS 1 AND 2 BLOCK 20
 LOTS 1 AND 2 BLOCK 29 AND ADJOINING VACATED ALLEYS AND
 STREETS, SMITH AND TAYLOR'S ADDITION TO NORTH ST. PAUL
 SUBJECT TO EASEMENTS OF RECORD
 RAMSEY COUNTY, MINNESOTA

NOTE:

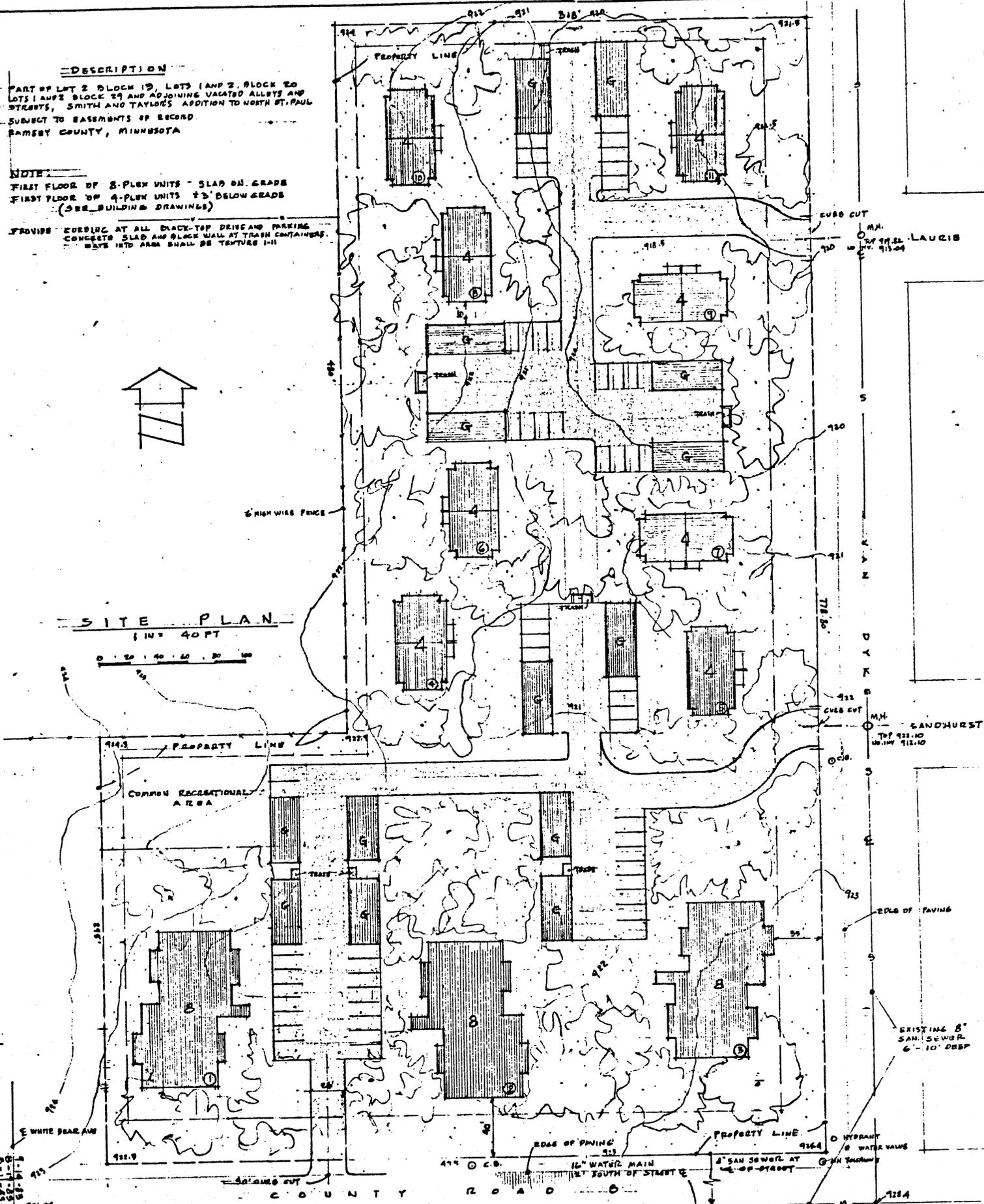
FIRST FLOOR OF 8-FLUX UNITS - SLAB ON GRADE
 FIRST FLOOR OF 4-FLUX UNITS 13' BELOW GRADE
 (SEE BUILDING DRAWINGS)

PROVIDE CURBING AT ALL BACK-TOP DRIVE AND PARKING
 CONCRETE SLAB AND BLOCK WALL AT TRASH CONTAINERS.
 WASTE INTO AREA SHALL BE TEXTURE 1-11



SITE PLAN

1 IN = 40 FT



E.T. HUGHES CONSTRUCTION
 MAPLEWOOD PROPERTY

ARCHITECT
 RICHARD HANDFORD & ASSOCIATES LTD
 325 LIBERTY BANK BUILDING
 ST. PAUL, MINNESOTA
 4-14-89

RICHARD HANDFORD & ASSOCIATES LTD
 325 LIBERTY BANK BUILDING
 ST. PAUL, MINNESOTA

Office — 644-3216
100 Englewood Office Park



1365 Englewood Avenue
St. Paul, Minnesota 55104

John F. Sauro

July 1, 1983

To: City of Maplewood

Subject: Development of vacant land , North West intersection
of County Road B and Van Dyke, Maplewood, Minnesota.

The intended use of said property is multi-family. Three 8
unit buildings fronting along county Road B, with under ground
parking and 6-four unit buildings along Van Dyke. The four
unit buildings will have detached garages. All buildings will
have additional garages, referring to Maplewood guidelines.

We have the pleasure to meet with some of the neighbors on
June 30, 1983. They asked questions and I answered them to the
best of my ability.. The neighbors are naturally concerned.
They would prefer to see the land remain in its present state.
However they realize this in an impossibility. I left the meet-
ing feeling very comfortable and also that they are satisfied
with our development. In fact, one of the neighbors expressed
an interest in purchasing one of the four plexes, as an in-
vestment.

These units are to be rented in the area of \$400.00 to \$445.00
per month all of the units will be completely self contained.
They own furnace(gas), hot water heater, and electric. Also
central air. These rent figures do include garage stalls for
all units.

Water will be petitioned to go North along Van Dyke. This will
most likely be necessary in the future in any event. This water
will also increase the value of the neighbors property.

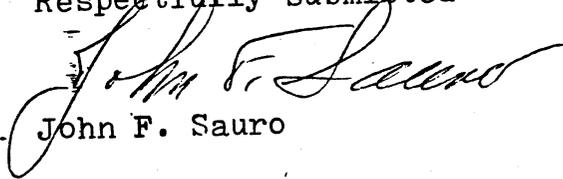
Mr. Hughes does not ponder or waste time. If the development
is approved he will begin immediately. Most likely along County
Road B, as water is now in. Then continue with the four plexes
as soon as water is provided. The option is still available to
bring water into the development from B, but this would mean
a burden to the neighbors when water does go in to Van Dyke.

The staff has shown agreement to our project, as they stated
Government agencies have shown an interest in more rental units
in Maplewood.

Subject: Land development County Road B and Van Dyke, Page 2

We sincerely feel that this development will be an asset to the neighborhood and of course add additional revenue to Maplewood through increases or additional Real Estate Taxes in place of vacant land.

Respectfully submitted

A handwritten signature in cursive script, appearing to read "John F. Sauro".

John F. Sauro

D. Conditional Use Permit: County Road B and VanDyke 8-15-83

Secretary Olson said this is a request for approval of a conditional use permit to construct multiple-dwelling units in a BC zoning district. Staff is recommending approval of the request.

The Commission discussed with Secretary Olson the previous request for a Plan amendment and zone change. Council denied the zone change at that time. The Planning Commission also recommended denial of the request.

Chairman Axdahl asked if there was anyone present who wished to speak regarding this proposal.

Mr. Sauro said he is working with Mr. Hughes on this multiple development. They met with the neighbors about 6 weeks ago. Letters were sent to all of the neighbors involved with this situation. He said the neighbors were quite satisfied with the proposal.

Gene Hughes said they intend to follow the site plan as presented. He indicated they have no problem with the conditions outlined by the staff.

Commissioner Fischer moved the Planning Commission approve the following resolution and forward it to the City Council:

WHEREAS, Sauro Realty initiated a conditional use permit to construct multiple dwellings in a business commercial zoning district at the following-described property:

Except the easterly 120 feet, the following parcels:

South 1/2 of vacated alley adjoining and north 1/2 of vacated Laurie Avenue adjoining and following part of Lot 2 lying east of a line running from a point in center line of said avenue 272 19/100 feet east from west line of lot 2 to a point on north line of and 272 91/100 feet east from northwest corner of said lot 2, block 13, Smith and Taylors Addition to North St. Paul.

Except south 2 65/100 feet and except following: Beginning on west line of and 2 65/100 feet north of southwest corner of lot 1, thence east 271 49/100 feet thence north to point in center line of vacated Laurie Road 272 19/100 feet east from west line of said lot, thence west to west line of said lot 1, thence south to beginning, part of vacated adjacent Laurie Road in Lot 1, block 20, Smith and Taylors Addition to North St. Paul

Vacated avenue south of and accruing following except north 2 65/100 feet the east 270 feet of Lot 2, block 20, Smith and Taylors Addition to North St. Paul

Vacated alley accruing and following except west 271 49/100 feet the south 2 65/100 feet of lot 1 and except west 271 49/100 feet the north 2 65/100 feet of lot 2, block 20, Smith and Taylors Addition to North St. Paul

Vacated avenue south of and accruing and following except north 2.65 feet the west 49 feet of east 319 feet of lot 2, block 20, Smith and Taylors Addition to North St. Paul

North 1/2 of vacated alley and vacated avenue north of and accruing and following east 495 6/10 feet of lot 1, block 29, Smith and Taylors Addition to North St. Paul

South 1/2 of vacated alley adjoining and east 495 6/10 feet of lot 2, block 29, Smith and Taylors Addition to North St. Paul

NOW, THEREFORE, BE IT RESOLVED BY THE MAPLEWOOD PLANNING COMMISSION that the above-described conditional use permit be approved on the basis of the following findings of fact:

1. The use would conform with the City's Comprehensive Plan and with the purpose and standards of the Zoning Code.
2. The establishment or maintenance of the use would not be detrimental to the public health, safety or general welfare.
3. The use would be located, designed, maintained and operated to be compatible with the character of the zoning district.
4. The use would not depreciate property values.
5. The use would not be hazardous, detrimental or disturbing to present and potential surrounding land uses, due to noises, glare, smoke, dust, odor, fumes, water pollution, water run-off, vibration, general unsightliness, electrical interference or other nuisances.
6. The use would generate only minimal vehicular traffic on local streets and would not create traffic congestion, unsafe access or parking needs that will cause undue burden to the area properties.
7. The use would be served by essential public services, such as streets, police, fire protection, utilities, schools and parks.
8. The use would not create excessive additional requirements at public cost for public facilities and services; and would not be detrimental to the welfare of the City.
9. The use would preserve and incorporate the site's natural and scenic features into the development design.
10. The use would cause minimal adverse environmental effects.

Approval is subject to the following conditions:

1. Construction beginning within one year. Code allows a one time six month extension if just cause is shown. The applicant must apply for such extension, in writing, at least thirty days prior to expiration.
2. Prior to the issuance of a building permit for any of the structures which do not front on County Road B, Council must order the extension of a water main north along VanDyke Street from County Road B.
3. The curb cuts on VanDyke Street shall be centered on the Sandhurst and Laurie Avenue rights-of-way, located to the east.
4. Community Design Review Board approval of the site and building plans. Approval shall include, but not be limited to, the following findings:
 - a. The use shall be designed to be compatible with the character of the zoning district.
 - b. The use would preserve and incorporate the site's natural and scenic features into the development design.
5. A landscaped area of at least twenty feet in width shall be provided along the south and east boundaries of the site. This landscaping shall include permanent screening of at least six feet in height and eighty-percent opaqueness. The screening materials shall be as required in Section 36-27 of City Code.
6. Final grading, drainage and utility plans must be approved by the City Engineer.
7. Any connection to utilities in County Road B or temporary curb cuts to County Road B must be approved in writing by the Ramsey County Department of Public Works.
8. Submission of an erosion control plan prior to issuance of any building permits, which incorporates the recommendations of the Watershed and Soil and Water Conservation Districts.

Commissioner Whitcomb seconded

Ayes--Commissioners Axdahl, Barrett, Ellefson, Fischer, Hejny, Pellish, Prew, Robens, Sigmundik, Sletten, Whitcomb

Pursuant to due call and notice thereof a regular meeting of the City Council of the City of Maplewood, Minnesota was duly called and held in the Council Chambers in said City on the _____ day of _____, 1983 at 7:00 p.m.

The following members were present:

The following members were absent:

WHEREAS, Sauro Realty initiated a conditional use permit to construct multiple dwellings in a business commercial zoning district at the following-described property:

Except the easterly 120 feet, the following parcels:

South 1/2 of vacated alley adjoining and north 1/2 of vacated Laurie Avenue adjoining and following part of Lot 2 lying east of a line running from a point in center line of said avenue 272 19/100 feet east from west line of lot 2 to a point on north line of and 272 91/100 feet east from northwest corner of said lot 2, block 13, Smith and Taylors Addition to North St. Paul.

Except south 2 65/100 feet and except following: Beginning on west line of and 2 65/100 feet north of southwest corner of lot 1, thence east 271 49/100 feet thence north to point in center line of vacated Laurie Road 272 19/100 feet east from west line of said lot, thence west to west line of said lot 1, thence south to beginning, part of vacated adjacent Laurie Road in Lot 1, block 20, Smith and Taylors Addition to North St. Paul

Vacated avenue south of and accruing following except north 2 65/100 feet the east 270 feet of Lot 2, block 20, Smith and Taylors Addition to North St. Paul

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Vacated avenue south of and accruing and following except north 2.65 feet the west 49 feet of east 319 feet of lot 2, block 20, Smith and Taylors Addition to North St. Paul

North 1/2 of vacated alley and vacated avenue north of and accruing and following east 495 6/10 feet of lot 1, block 29, Smith and Taylors Addition to North St. Paul

South 1/2 of vacated alley adjoining and east 495 6/10 feet of lot 2, block 29, Smith and Taylors Addition to North St. Paul

WHEREAS, the procedural history of this conditional use permit is as follows:

1. This conditional use permit was initiated by Sauro Realty, pursuant to the Maplewood Code of Ordinances.
2. This conditional use permit was reviewed by the Maplewood Planning Commission on August 15, 1983. The Planning Commission recommended to the City Council that said permit be approved.
3. The Maplewood City Council held a public hearing on 1983 to consider this rezoning. Notice thereof was published and mailed pursuant to law. All persons present at said hearing were given an opportunity to be heard and present written statements. The Council also considered reports and recommendations of the city staff and Planning Commission.

NOW, THEREFORE, BE IT RESOLVED BY THE MAPLEWOOD CITY COUNCIL that the above-described conditional use permit be approved on the basis of the following findings of fact:

1. The use would conform with the City's Comprehensive Plan and with the purpose and standards of the Zoning Code.
2. The establishment or maintenance of the use would not be detrimental to the public health, safety or general welfare.
3. The use would be located, designed, maintained and operated to be compatible with the character of the zoning district.
4. The use would not depreciate property values.
5. The use would not be hazardous, detrimental or disturbing to present and potential surrounding land uses, due to noises, glare, smoke, dust, odor, fumes, water pollution, water run-off, vibration, general unsightliness, electrical interference or other nuisances.
6. The use would generate only minimal vehicular traffic on local streets and would not create traffic congestion, unsafe access or parking needs that will cause undue burden to the area properties.
7. The use would be served by essential public services, such as streets, police, fire protection, utilities, schools and parks.
8. The use would not create excessive additional requirements at public cost for public facilities and services; and would not be detrimental to the welfare of the City.
9. There are no significant natural features on the site.
10. The use would cause minimal adverse environmental effects.

Approval is subject to the following conditions:

1. Construction beginning within one year. Code allows a one time six month extension if just cause is shown. The applicant must apply for such extension, in writing, at least thirty days prior to expiration.

H-2

Action by Council:

MEMORANDUM

Endorsed _____
Modified _____
Rejected _____
Date _____

TO: City Manager
FROM: Director of Public Works
SUBJECT: Water Main Petition; VanDyke Street; Co. Road_B; Cope Avenue
DATE: September 19, 1983

The attached petition requests the extension of water main along VanDyke Street from County Road "B" to Cope Avenue. The petition is signed by 34% of the affected frontage, just short of the 35% required by law. If this project is to be considered further, the City Council must initiate the investigation.

If the E.T. Hughes Development proposal is to proceed water main must be extended on the VanDyke Street. In order for this project to proceed the Council should authorize staff to prepare a feasibility study. According to Council resolution the petition sponsor should be required to pay the cost of feasibility study.

mb

I-1

MEMORANDUM

Action by Council:

TO: City Council
FROM: Barry R. Evans, City Manager
SUBJECT: Vacancies in Police Department
DATE: October 4, 1983

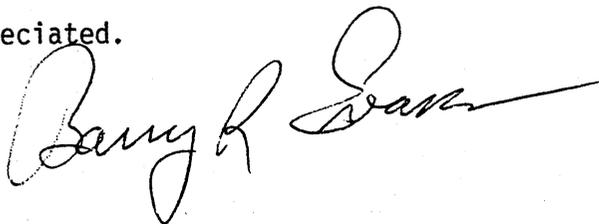
Endorsed _____
Modified _____
Rejected _____
Date _____

As you are aware, you have approved an additional Public Safety Dispatcher in the 1984 Budget. We would like Council permission to begin this position now along with filling an existing dispatcher position.

There are several reasons why we would like to have both these appointments made at once, and they are:

1. We are currently understaffed on patrol by three officers. Two vacancies exist, and one officer is on extended injury status.
2. We currently have one existing vacancy for Public Safety Dispatcher. This has existed since June 29, 1983.
3. It would simplify training by allowing us both candidates at once.
4. The individual who is second on the dispatcher list is Reed Santa, who is on Worker's Comp as a result of an injury on the job in Community Services. The City is paying the cost during his time on Worker's Comp, and putting him in a working position would save us money in both an immediate and long range sense.

Your consideration of this will be appreciated.



BRE:lnb

MEMORANDUM

I-2

Action by Council:

TO: City Manager
 FROM: Associate Planner--Johnson
 SUBJECT: Time Extension (Preliminary Plat and PUD)
 PROJECT: Goff's Mapleview Addition
 LOCATION: County Road C and the Highway 61 Frontage Road
 APPLICANT: Patrick Goff
 OWNER: Rehbein-Husnik Development Co.
 DATE: September 29, 1983

Endorsed _____
 Modified _____
 Rejected _____
 Date _____

SUMMARY

Request

A time extension for the unplatted portion of Goff's Mapleview Addition preliminary plat and planned unit development (PUD).

Reasons for Request

1. The applicant is in the process of obtaining a developer's agreement to construct the north cul-de-sac, proposed as Hilltop Court (page 4).
2. Once Hilltop Court is constructed, final plat approval will be requested for Goff's Mapleview 2nd Addition.
3. A total of 44 double dwelling units (22 buildings) are proposed within the PUD, each with an attached, double garage.

Comments

The applicant has made a good faith effort to develop this property in a timely manner. Construction of the Highway 61 Frontage Road is now underway, permitting the applicant to proceed with this development.

Recommendation

Approval of a one-year time extension for Phase II and a (up to five) year extension for Goff's Maplewood planned unit development and the remaining undeveloped portion of the preliminary plat by the same name, on the basis that:

1. The construction of the Highway 61 Frontage Road is in progress. The Frontage Road will provide access to the southern portion of the applicant's site.
2. The applicant has made a good faith effort to develop the site in a timely manner.

BACKGROUND

Past Action

8-7-80: Council approved Goff's Maplevue Addition planned unit development and preliminary plat, subject to:

1. Approval of final grading and drainage plans.
2. Dedication of right-of-way and sewer easements for the frontage road - (presently under construction) along with the first phase of development.
3. Designation of the property lying south of the drainage easement line as an outlot and deeding it to the city.
4. Submitting a developer's agreement for a trail to connect the proposed southerly cul-de-sac with the property to the east.

11-20-80; 2-19-81, 9-17-81: Council approved 90-day time extensions subject to the original conditions for the preliminary plat, less the three lots fronting on County Road C which had received final plat approval on 11-20-80.

9-13-82: Council approved a one-year time extension for the preliminary plat, except the three lots fronting on County Road C.

9-26-83: The Parks Commission recommended that a mini-park should not be located within the proposed development.

Planning

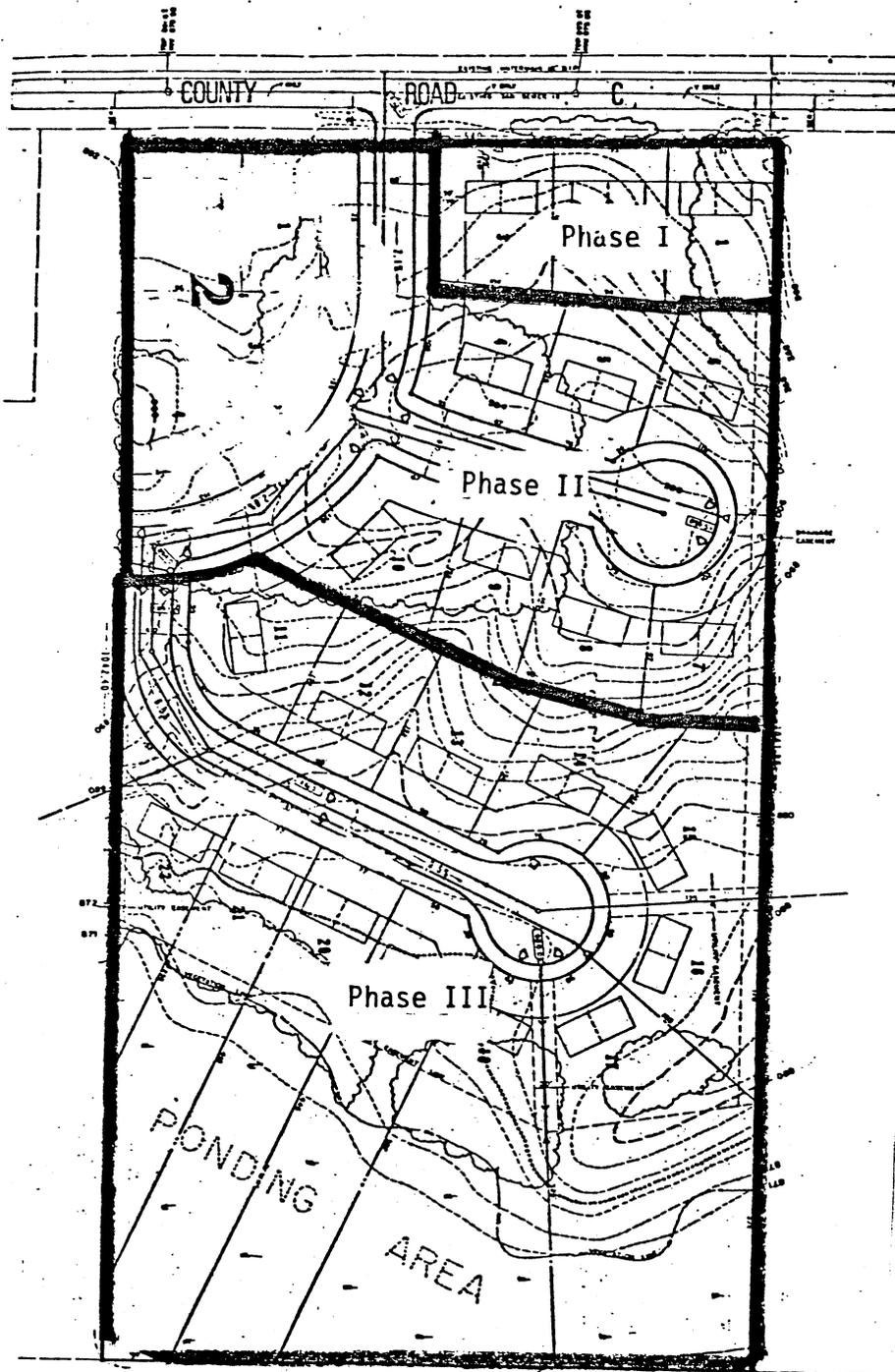
1. Section 36-442 (e) states that "all conditional use permits shall be reviewed by Council within one year of the initial approval. At that time Council may specify an indefinite term or specific term not to exceed five years, for subsequent reviews."
2. Section 30-5 (e) of the subdivision code provides that for one year following preliminary approval and for two years following final plat approval "unless the subdivider and the city agree otherwise, no amendment to a Comprehensive Plan or official control shall apply to or affect the use, development density, lot size, lot layout or dedication or platting required or permitted by the approved application. Thereafter, pursuant to its regulations, the city may extend the period by agreement with the subdivider and subject to all applicable performance conditions and requirements, or it may require submission of a new application, unless substantial physical activity and investment has occurred in reasonable reliance on the approved application and the subdivider will suffer substantial financial damage as a consequence of a requirement to submit a new application. In connection with a subdivision involving planned and staged development, the city may by resolution and agreement grant the rights referred to herein for such periods of time longer than two (2) years which it determines to be reasonable and appropriate."

Procedure

Council decision

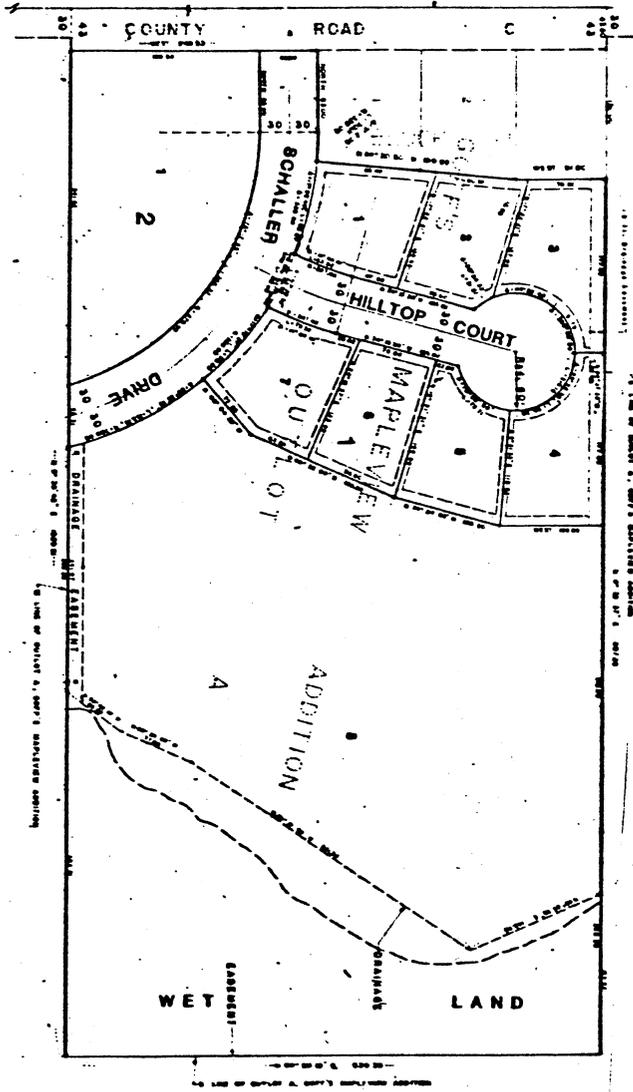
Attachments

1. Goff's Maplevue Addition Planned Unit Development
2. Goff's Maplevue 2nd Addition
3. Neighborhood Park Concept Map



GOFF'S MAPLEVIEW ADDITION
Planned Unit Development





*GOFF'S MAPLEVIEW
2ND ADDITION*

Attachment Two



MEMORANDUM

Action by Council:

TO: City Manager
 FROM: Director of Community Development
 SUBJECT: Plan Amendment (RM to RL)
 LOCATION: Co. Road B, Birmingham St. and Cope Ave.
 DATE: September 8, 1983

Endorsed _____
 Modified _____
 Rejected _____
 Date _____

SUMMARY

Request

The City Council initiated an amendment to the City's land use plan from RM, residential medium density to RL, residential low density.

Reason for the Request

No specific development is proposed. The City Council initiated this to determine whether multiple dwellings would be compatible with the single dwellings to the east.

Alternatives

- 1. Make no change

This does not seem realistic since most of the Cope Avenue and Birmingham Street frontages are developed with single dwellings. Planning multiple dwellings for these frontages would also be inconsistent with the City's policy of having similar uses fronting on the same street.

- 2. Designate the Cope Avenue and Birmingham Street frontages for RL development. (See map on page 7.)

This is the best solution, because it recognizes the existing homes, avoid multiple dwellings on Birmingham Street and maintains the undeveloped land for multiples. This is consistent with one of the City's residential objectives of providing "a variety of housing types within neighborhoods."

- 3. Designate the entire site for RL use

There are two problems:

- a. The railroad tracks make it harder to market this land for single dwellings than multiple dwellings. Multiple dwellings can be clustered and oriented away from the tracks.
- b. Because of recent plan amendments, the City has been losing land for multiple dwellings. The result is that we will probably not meet the 1990 housing goals in the plan.

The advantage of the RL designation is that there would be less traffic.

Recommendation

Approval of the enclosed resolution changing the land use designation of the Cope Avenue and Birmingham Street frontages from RM to RL, as shown on page 7, while leaving the balance of the property RM.

BACKGROUND

Site Description

Acreage: 13 (staff proposal: 7.0 net acres RM, 4.5 acres RL and 1.5 acres for a future street)

Existing Land Use: Undeveloped and single dwellings

Surrounding Land Uses

Northerly: Cope Avenue. North of Cope Avenue is the Dayton's Bluff Sheet Metal building

Easterly: Birmingham Street and single dwellings

Southerly: County Road B and Weaver Elementary School

Westerly: Burlington Northern tracks and undeveloped land planned for RM, residential medium density use.

Past Actions

9-21-78: Council denied a preliminary plat for six lots north of County Road B. The developer planned to construct two single dwellings, two double dwellings and an apartment building. He defaulted on his contract with the property owner.

10-19-78: Council approved a PUD for double dwellings and four-plexes west of the tracks. The developer let the time period expire for the approval.

2-14-83: Council established a one-year moratorium on rezonings from R-1 to R-3, multiple. The purpose is to review RM designations adjacent to single-dwelling neighborhoods and determine whether the RM land should be RL, residential low density.

5-16-83: The council and planning commission, at a joint meeting, decided on the specific RM areas to be studied. This site is one of them.

Planning

1. The RM designation is for multiple dwellings and single dwellings on smaller lots at a maximum density of 22 people for each net acre. This is approximately 7-9 units for each net acre.
2. The RL designation is for single dwellings with an occasional double dwellings at a maximum density of 14 people for each net acre. This is approximately 3-4 units for each net acre.
3. Page 18-5 of the comprehensive plan states that: "Whenever possible, changes in types of land use shall occur at center, mid-block points, so that similar uses front on the same street, or at borders of areas separated by major man-made or natural barriers."

4. The estimated maximum number of multiple dwellings that could be built on the undeveloped RM land is:

- 20 single dwellings
- 38 double-dwelling units (17 buildings)
- 47 two-bedroom townhouse units
- 62 two-bedroom apartments

Council can limit the type of development through zoning.

5. Page 18-18 of the comprehensive plan states that "Residential areas should be encouraged, planned, and guided to provide a variety of housing types within neighborhoods."

6. Zoning: R-1, residence district (single dwelling)

Citizen Comments

Staff surveyed the property owners within 350 ft. of the site. Of the 26 who responded, 17 were in favor of the amendment, three had no position and six were opposed. Those in favor were primarily against multiple dwellings, particularly low income, and were concerned about stormwater problems. A letter from Don Olson (1397 County Road B) is enclosed, concerning storm water. Those opposed to the change feel there is a need for multiple dwellings and smaller single-dwelling lots. Another concern was that single-dwelling developers would not want to build near the tracks and the property could not be sold with R-1 zoning. Several letters are enclosed.

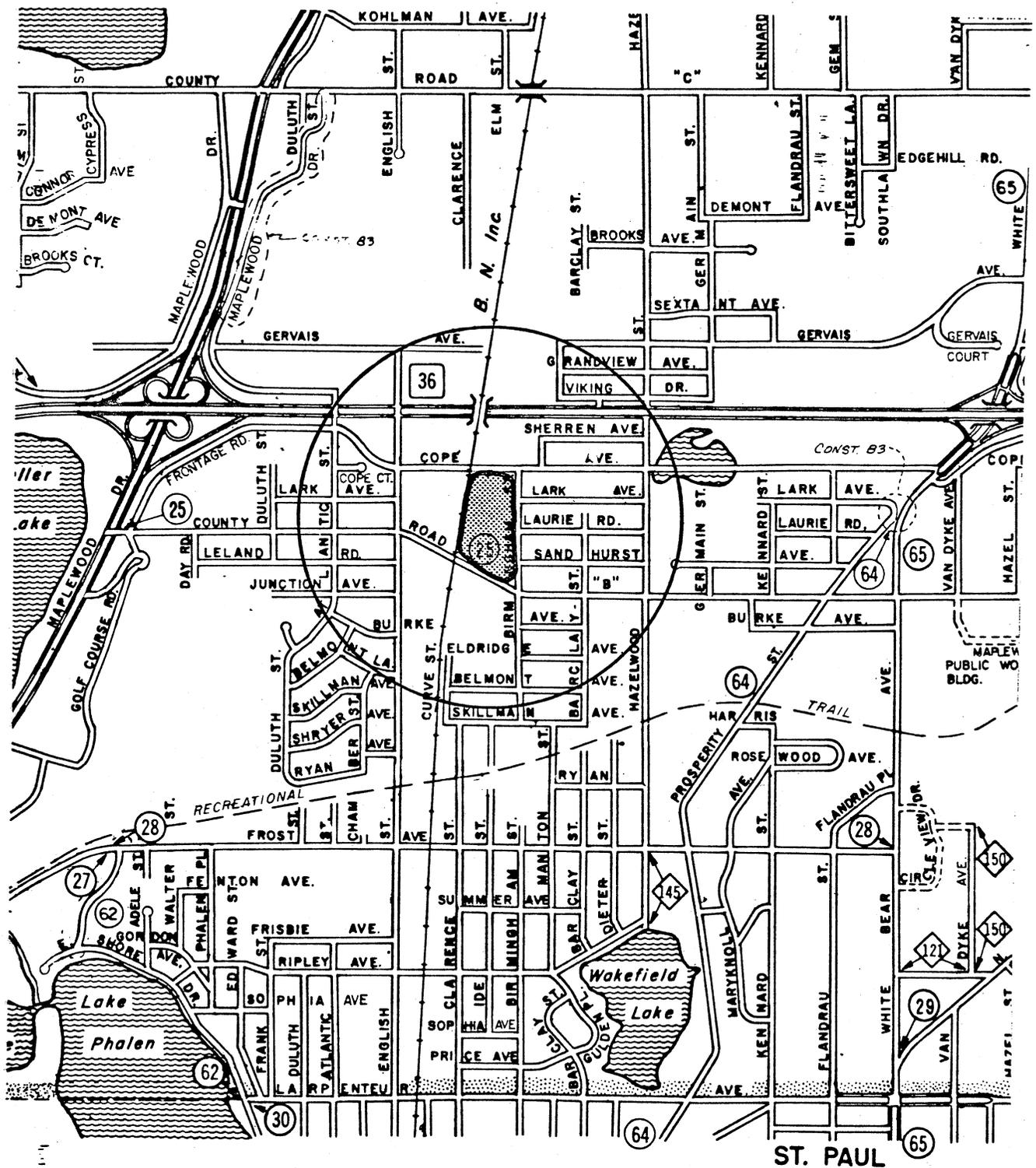
Procedure

1. Planning commission recommendation after a public hearing
2. City council decision
3. Metropolitan Council review

mb

Attachments

1. Location Map
2. Property Line Map
3. Plan Map
4. Staff Proposed Amendment
5. Letters from Residents
6. Resolution



LOCATION MAP

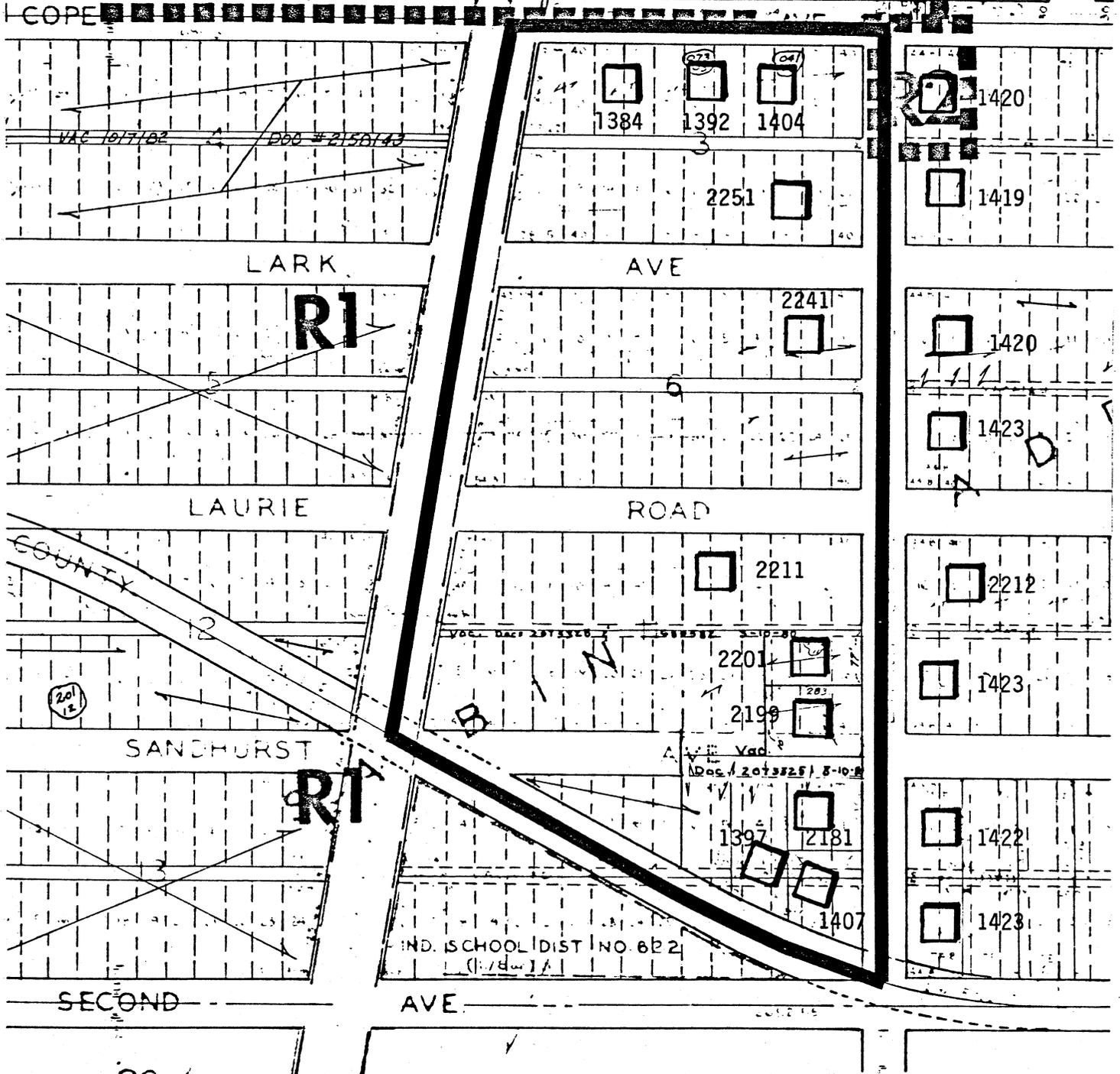


M1

M1

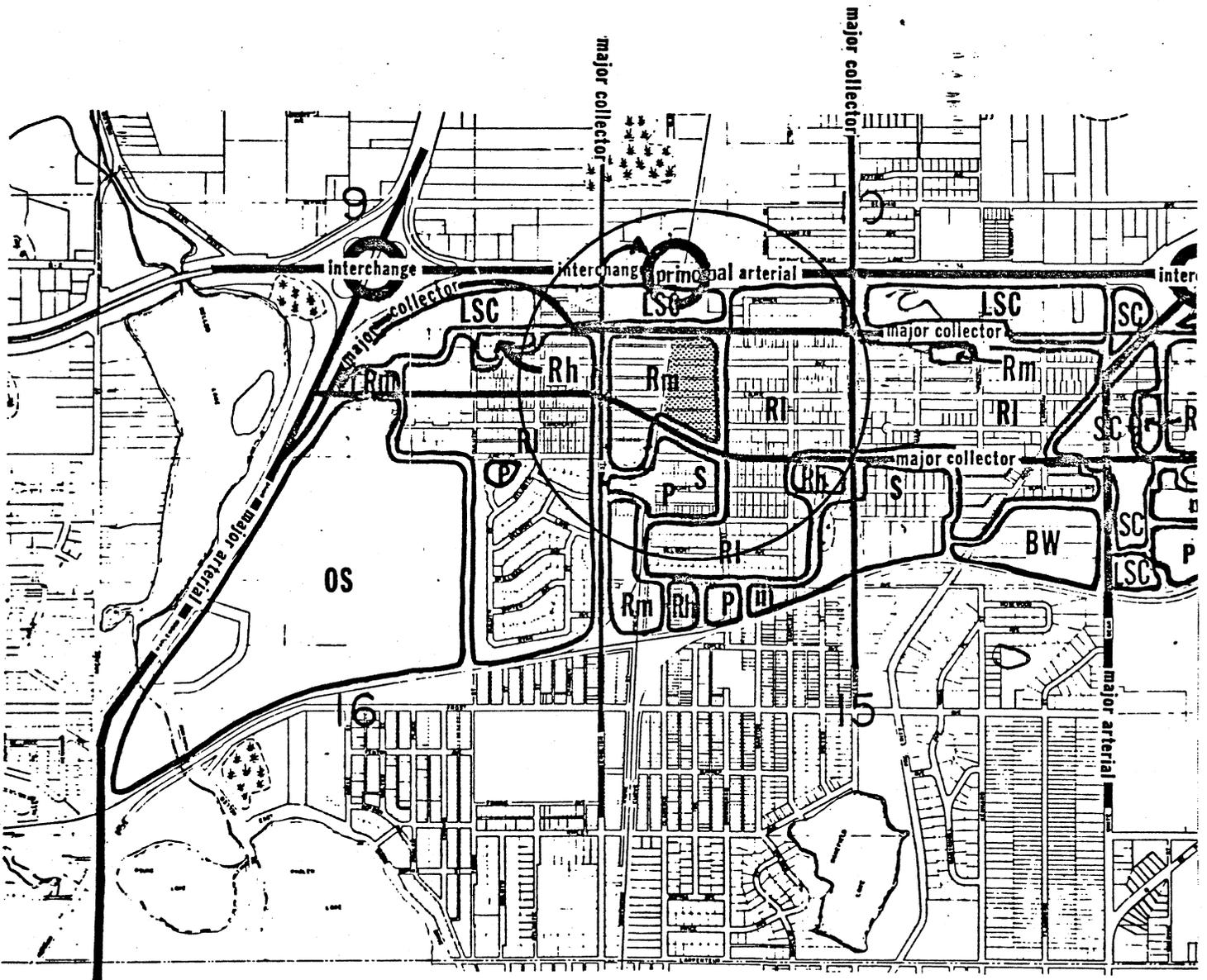
DAYTONS BLUFF
SHEET METAL

BARCLAY ST



PROPERTY LINE / ZONING MAP





**Sherwood Glen
NEIGHBORHOOD LAND USE PLAN**

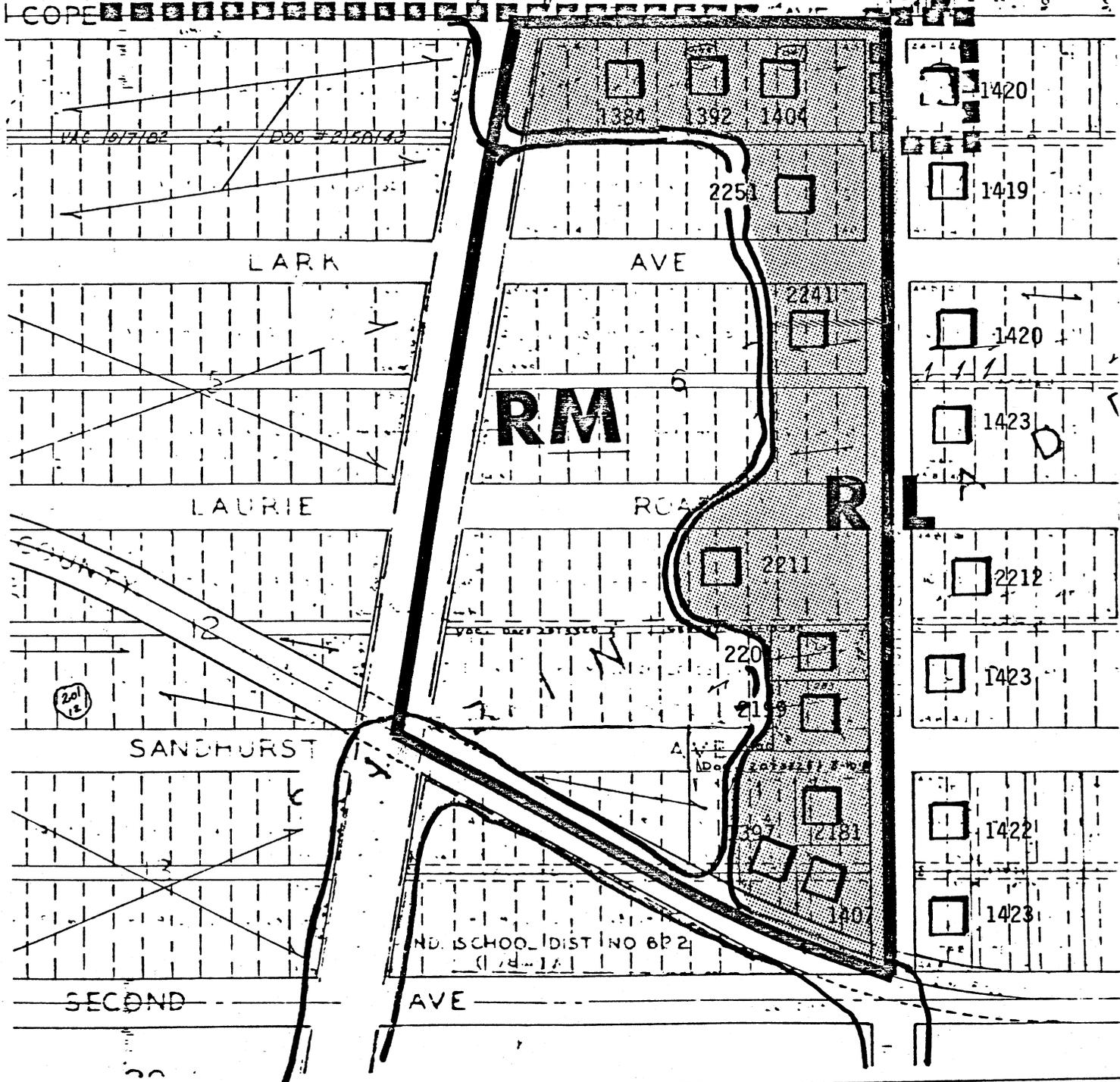
CURRENT PLAN
- 6 -

Attachment Three



DAYTONS BLUFF
SHEET METAL

BARCLAY ST



STAFF PROPOSED AMENDMENT

Attachment four



Area proposed for RL



N

August 15, 1983

City of Maplewood
Office of Community Development
Maplewood, Minnesota 55109

Dear Sirs:

I have lived at 1397 E. County Rd. B, since December 1, 1954, almost 29 years.

There has been a water drainage problem here for all of these years. Since the Weaver Grade School was built across the street from my home, the water problem has accelerated. When the school was built, the engineer showed me a plot of the drainage area, from the culvert in front of my home to the deepest part of the land, which would now be the drainage area. It was only one foot deeper than at the end of the culvert. The original drainage area has through the years been raised by sediment, grass, and weeds growing there, and even the original foot of drainage has been lessened. As the drainage area is part of the school yard, no one would stand for deepening this drainage area.

Today even a moderate rain results in water draining from all four directions to pass through the culvert, causing the water to back up into my and my neighbor's yards. It is not unusual for it to back up far enough to enter my basement window well.

If building is allowed in the area suggested, the land will have to be raised at the west side at the railroad tracks in order for the sewer connections to drain to Barclay Street on the east. The raising of this land elevation to the west will naturally increase the drainage to the east down Barclay Street and will end up with water in front of my house. The culvert on County Rd. B and the area it drains into, the Weaver Grade School yard, is inadequate to handle both the surge of water and also the amount of water that will accrue.

I would most heartily recommend that a complete feasibility study be made to handle this water problem by the Contractor and Engineer before any permits to build are issued.

I assure you I will be following your recommendations and decisions with my full attention. I hope you can come up with a plan that will not aggravate the present water drainage condition, as I do not intend for my home and property to be sacrificed so that some builder can benefit financially.

Sincerely,

Donald F. Olson

Donald F. Olson
1397 E. County Rd. B
Maplewood, MN. 55109
Phone #777-2512

Aug 5, 1983

Gentlemen:

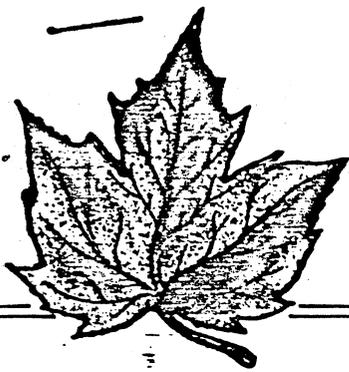
While being a builder, I am also a resident of Maplewood. I feel that these small undeveloped tracts of land should be developed & brought onto the tax rolls. The more restrictive the land use plan is & the lower the density, the higher the individual unit / dwelling land cost becomes. This leads to slower or no development.

Hence, no new property on the
tax rolls.

In addition, the proximity of the
railroad right of way lessens the area's
desirability, especially for single family
~~homes~~ homes. A PUD land use
is the best for development.

Leo W. Heimerl

738-2267



CITY OF MAPLEWOOD

AUG 15 1983

1902 EAST COUNTY ROAD B MAPLEWOOD, MINNESOTA 55109

OFFICE OF COMMUNITY DEVELOPMENT

770-4560

Mr + Mrs
Eugene Grape *owner of*
2211 Birmingham *Sacres*
Maplewood, MN 55109

Dear Maplewood Resident:

The City of Maplewood will be considering amending the city's land use plan from RM, medium density residential to RL, low density residential for the area on the enclosed maps. RM allows double and multiple dwellings at about 7-9 units/acre. RL allows single dwellings and an occasional double dwelling at 3-4 units/acre. No specific development is proposed at this time.

Hearings on this project have not been scheduled yet. This letter is to ask your opinion, before a formal recommendation is made by the city staff for a public hearing. You will receive an official notice when the hearing is scheduled.

Please answer the questions below and return this form to me in the enclosed postage-paid envelope by August 15th. If you would like further information, please call me at 770-4560, between 8:00 a.m. and 5:00 p.m.

Thank you for your comments. They will be given careful consideration.

Sincerely,

Geoff Olson, AICP
Director of Community Development

mb
Enc.

I am in favor of this proposal

I have no opinion

I have the following objections to this proposal:

It should be R1 along tracks, same as west of tracks, who would build single dwelling along tracks? why did you create sandhurst? you want like a parcel off of B to Service our Sacres (over)

the service road could have went down Santhurs
and out ~~Lauri~~ Lauri should have been vacated
and no costly maintenance called for.

also want homestead $\frac{3}{4}$ of our 6 acres
because Lauri goes to tracks or paper
(no connecting with house strigs) and you want
wintely go to tracks, or vacate last 100 ft size
depth of lot so we can homestead all?

you want consider that because, it will in
the interest of community (to last taxes) development

It seems it would be less confusing and simpler
if you would project or plan roads in advance;

any suggestions appreciated

E.M. Hayes owner lots

lots 1 → 14, 11 blk

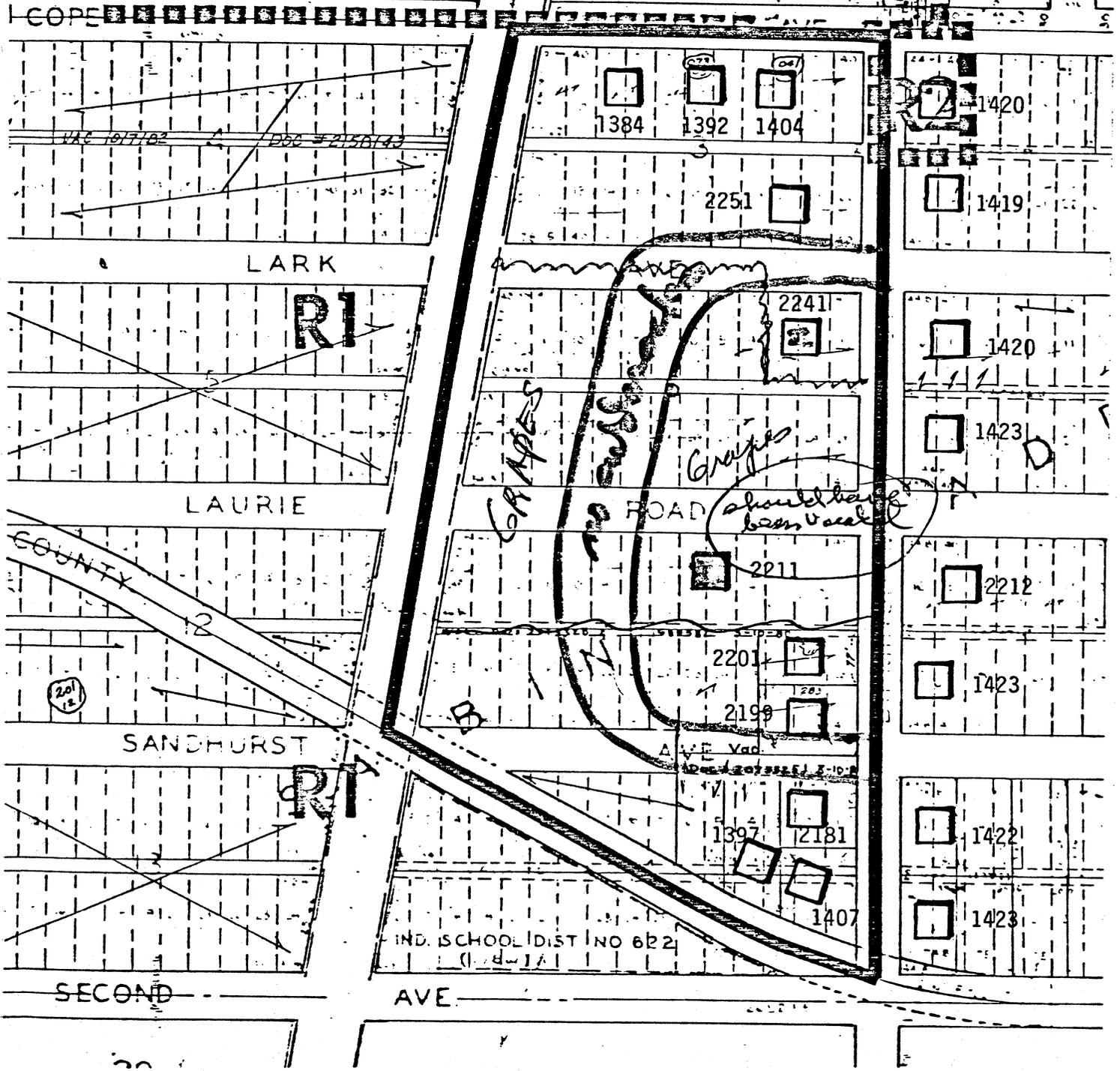
4 → 26, 6 blk

M1

M1

DAYTONS BLUFF
SHEET METAL

BARCLAY ST



PROPERTY LINE / ZONING MAP

Deaf Olson Dir. Comm. development



The Derrick Companies 1650 Shelard Tower • Minneapolis, MN 55426 • 612/546-2276

1 August 1983

Mr. Geoff Olson
Director of Community Development
City of Maplewood
1902 East County Road B
Maplewood, Minnesota 55109

Dear Mr. Olson:

Thank you for your letter concerning the Cope/Birmingham property.

As a general practice, I would discourage the City from rezoning or replanning any land from higher to lower density residential status.

Our firm has in recent years developed hundreds of single family lots in ten communities around the Twin Cities from Stillwater to Minnetonka. We have found recently, however, that costs are increasingly reducing the number of buyers capable of purchasing even a "starter" single family house. We and other developers/builders are looking toward smaller lots and smaller houses to help solve this problem.

In the same fashion, mid and high density housing will increasingly be needed to satisfy lower cost housing needs in Maplewood, in the Twin Cities, and in the nation. I must emphasize that I am speaking here not of the poor or the unemployed--surely their needs also must be served in some fashion. I am speaking of young people with one to two incomes between them--in the Twin Cities we are not producing sufficient housing to keep up with their needs.

I hope this will be of some assistance in your deliberations.

Sincerely,

W. Kurt Laughinghouse, Vice President
Derrick Land Company

9-19-83

5. PUBLIC HEARING

A. Plan Amendment--County Road B, Birmingham and Cope

(Due to equipment not operating correctly, testimony and discussion was not recorded for minutes).

Commissioner Fischer moved the Planning Commission forward the following resolution to the City Council:

WHEREAS, The City of Maplewood initiated an amendment to the Maplewood comprehensive plan from RM, residential medium density to RL, residential low density for the following-described property:

The easterly frontage lots on Birmingham Street and the southerly frontage lots on Cope Avenue between Cope Avenue, County Road B, Birmingham Street and the tracks.

NOW, THEREFORE, BE IT RESOLVED BY THE MAPLEWOOD PLANNING COMMISSION that the above-described plan amendment be approved on the basis that all of the lots, except one, are already developed with single dwellings. The amendment recognizes the existing homes, would avoid multiple dwellings on Birmingham Street and maintain the undeveloped land for multiples. This is consistent with the City's residential objectives of providing "a variety of housing types within neighborhoods."

Commssioner Ellefson seconded Ayes--Commissioner Barrett, Ellefson, Fischer, Hejny, Prew, Robens, Sigmundik, Whitcomb

MEMORANDUM

I-4

TO: City Manager
 FROM: Director of Community Development
 SUBJECT: Plan Amendment (RM to RL)
 LOCATION: Curve Avenue, between Ripley and Larpenteur Ave.
 APPLICANT: City Council
 OWNERS: Tony and Philip Oswald
 DATE: September 14, 1983

Action by Council:

Endorsed _____
 Modified _____
 Rejected _____
 Date _____

SUMMARY

Request

The City Council initiated an amendment to the City's land use plan from RM, residential medium density to RL, residential lower density at a joint meeting with the Planning Commission on May 16.

Reason for the Request

No specific development is proposed. The City Council initiated this to determine whether multiple dwellings would be compatible with single dwellings to the east.

Comments

The problem in this case is deciding what type of land use would be compatible with adjacent homes and still allow the Oswalds a reasonable use of their land. There are two alternatives:

1. Amend the Plan to RL, which would limit development to thirteen single dwellings.

As shown by the survey done (see page 3), single dwelling homes are preferred by the adjacent homeowners. Unfortunately, single dwellings are probably not feasible. Since there are lots on only one side of the street, the cost for each lot for street and utilities would be unreasonably high. In addition, the lots face a well-traveled railroad line that makes the lots less than average value. While Council could allow a rural street, without curb and gutter, the cost savings would probably not be enough to make development feasible. Council must consider whether it is fair to, in effect, deny reasonable use of the property by changing the plan to RL.

2. Leave the RM designation

This is probably necessary for reasonable use of the property. This density is needed to make development feasible. Council has several zoning options to limit the type and number of units:

- R-2, double dwellings (maximum of 11 buildings or 22 units)
- R-3C, townhouses (maximum of 23 two-bedroom units)
- R-3, townhouses or apartments (maximum of 30 two-bedroom units)

Recommendation

Leave this site RM, residential medium density.

BACKGROUND

Site Description

Gross acreage: 4.5

Net Acreage: 3.4

Existing land use: There are single dwellings on the north and a double dwelling on the south. Curve Avenue is a 50 foot wide, undeveloped right-of-way.

Surrounding Land Uses

Northerly: Ripley Avenue and single dwellings
Easterly: Single dwellings
Southerly: Larpenteur Avenue
Westerly: Railroad right-of-way

Past Actions

1-18-79: A conditional use permit was approved for a double dwelling at the corner of Curve Avenue and Larpenteur Avenue.

10-18-82: The Planning Commission recommended amending the land use plan from RM, residential medium density to RL, residential lower density for the property to the north and west of the tracks. The Oswalds' property was left RM.

11-8-82: Council approved the amendments as recommended by the Planning Commission.

2-14-83: Council established a one-year moratorium on rezonings from R-1 to R-3, multiple. The purpose is to review certain RM designations on the land use plan and determine whether they should be RL, residential low density.

5-16-83: The Council and Planning Commission, at a joint meeting, decided on the specific RM areas to be studied.

Planning

1. The RM designation is for multiple dwellings and single dwellings on smaller lots at a maximum density of 22 people for each net acre. This is approximately 7-9 units for each acre.
2. The RL designation is for single dwellings with an occasional double dwelling at a maximum density of 14 people for each net acre. This is approximately 3-4 units for each acre.
3. Page 18-5 of the Comprehensive Plan states that "whenever possible, changes in types of land use shall occur at center, mid-block points, so that similar uses front on the same street, or at borders of areas separated by major man-made or natural barriers."
4. Page 18-18 of the Comprehensive Plan states that "residential areas should be encouraged, planned, and guided to provide a variety of housing types within neighborhoods."

5. Zoning: R-1, residence district (single dwelling)

Public Works

Section 29-52(a)(4) of City Code states that "... concrete curbing or curb and gutter shall be installed at the same time as street surfacing; except that, where a permanent "rural" street design is approved by the city council, curbs will not be required..."

Citizen Comments

1. One of the property owners, Tony Oswald, stated at the Planning Commission meeting of October 18, 1982 that he had an estimate for construction of Curve Street and it was not feasible to construct thirteen single dwellings. He further added in the last survey that an RL designation would make his land worthless because of the cost of street and services.
2. Staff sent a survey to the property owners within 350 feet of the site. Of the 29 replies, 21 favored a change to RL, five had no opinion, three favored RM and two wanted open space. Two comments on RL were received. One felt that apartments would degrade the neighborhood. An example of the apartments at English and Ripley was given. The other comment was as follows: "It wouldn't look good to have multiple dwellings next to single family houses, it would ruin the look of the neighborhood. I enjoy open spaces and if I didn't I'd move to the city where the houses are close together and filled with big apt. bldgs. There's plenty of multiple dwellings empty now, we don't need anymore."

One comment for RM was received: "The area under consideration will face a street which borders an existing railroad track which is in use. It would seem very unlikely that single residential homes would ever be built on these lots which face west. In order that the property could be developed the RM use must be retained. I have no interest in the property, but believe it is in the best interest of the City to develop the land."

Two comments for open space were received: "1. Too close to R.R. tracks, dangerous for children, 2. Sewer and street costs, who will absorb costs? 3. Additional traffic not wanted or needed, 4. Noise pollution and 5. Poor access."

"Preserve the wildlife (pheasants, rabbits, etc.). Keep some open land. Extra traffic--unsafe being near railroad tracks, too many kids, people and houses in the area as is. Don't want the assessments--we're taxed heavily enough as is. If we want all that congestion we might as well move to the inner city. I am totally against it!!

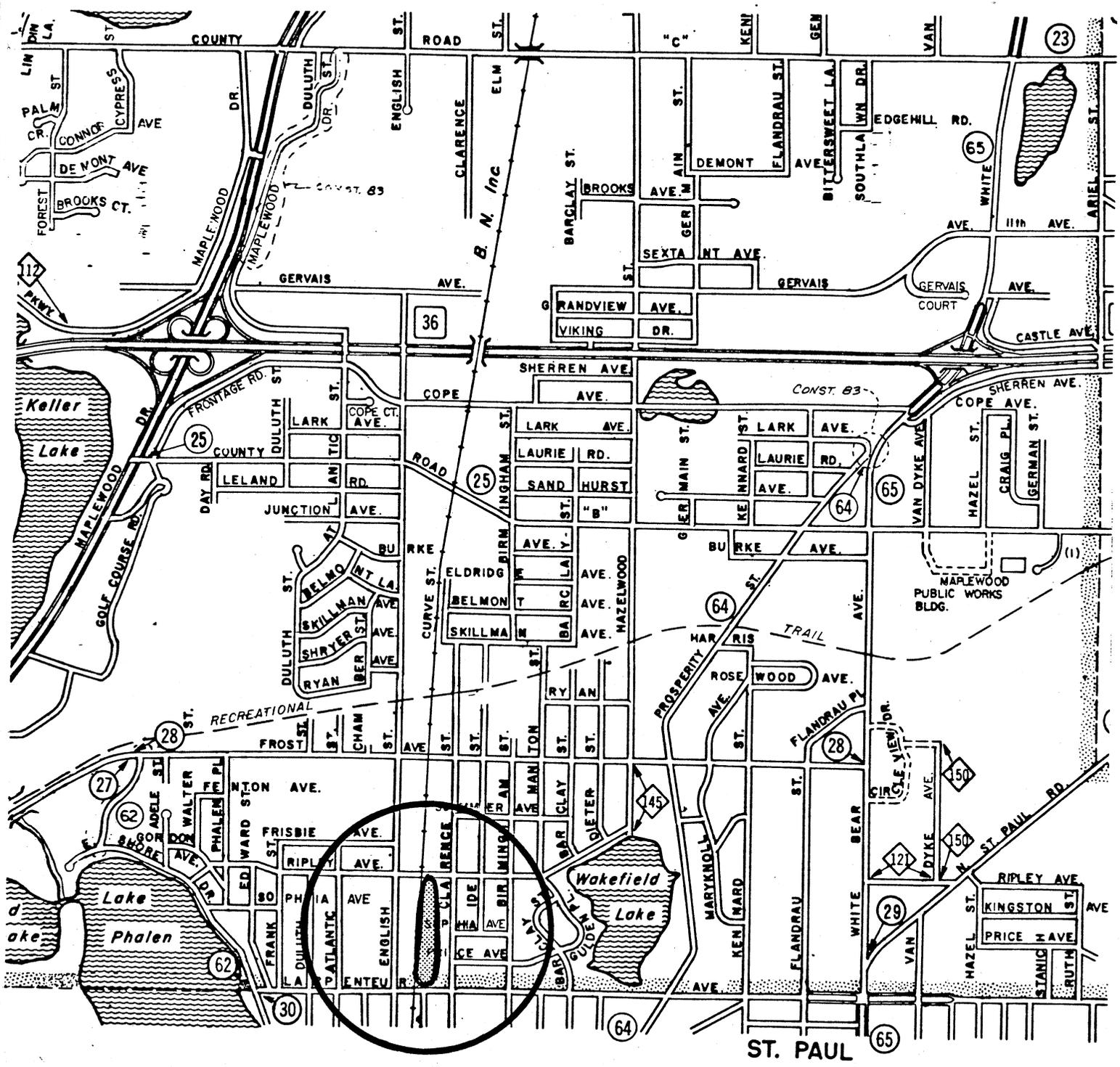
Procedure

1. Planning Commission holds public hearing and makes a recommendation to the City Council.
2. City Council decision
3. Metropolitan Council review

jw

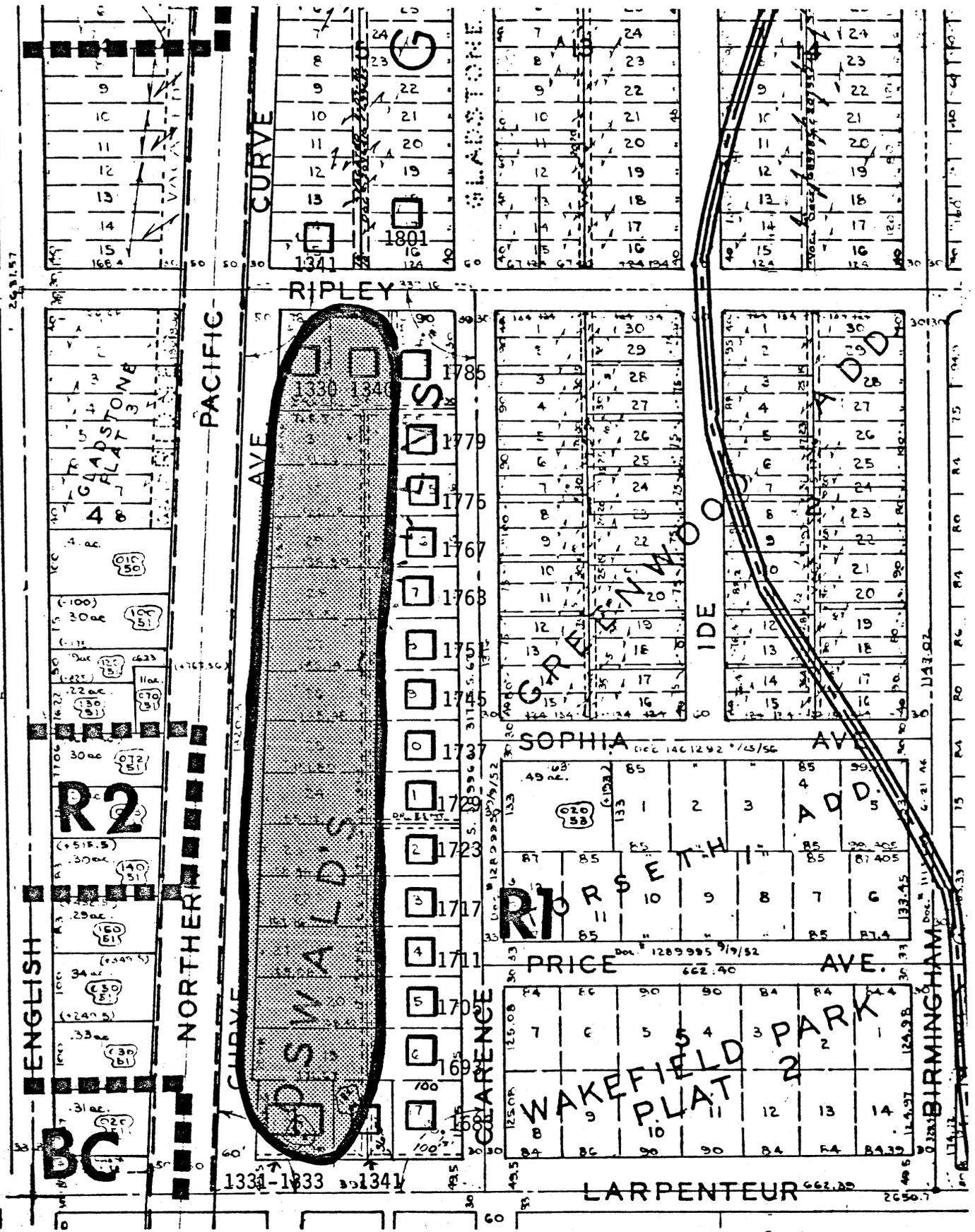
Enclosures:

1. Location Map
2. Property Line/Zoning Map
3. Plan Map



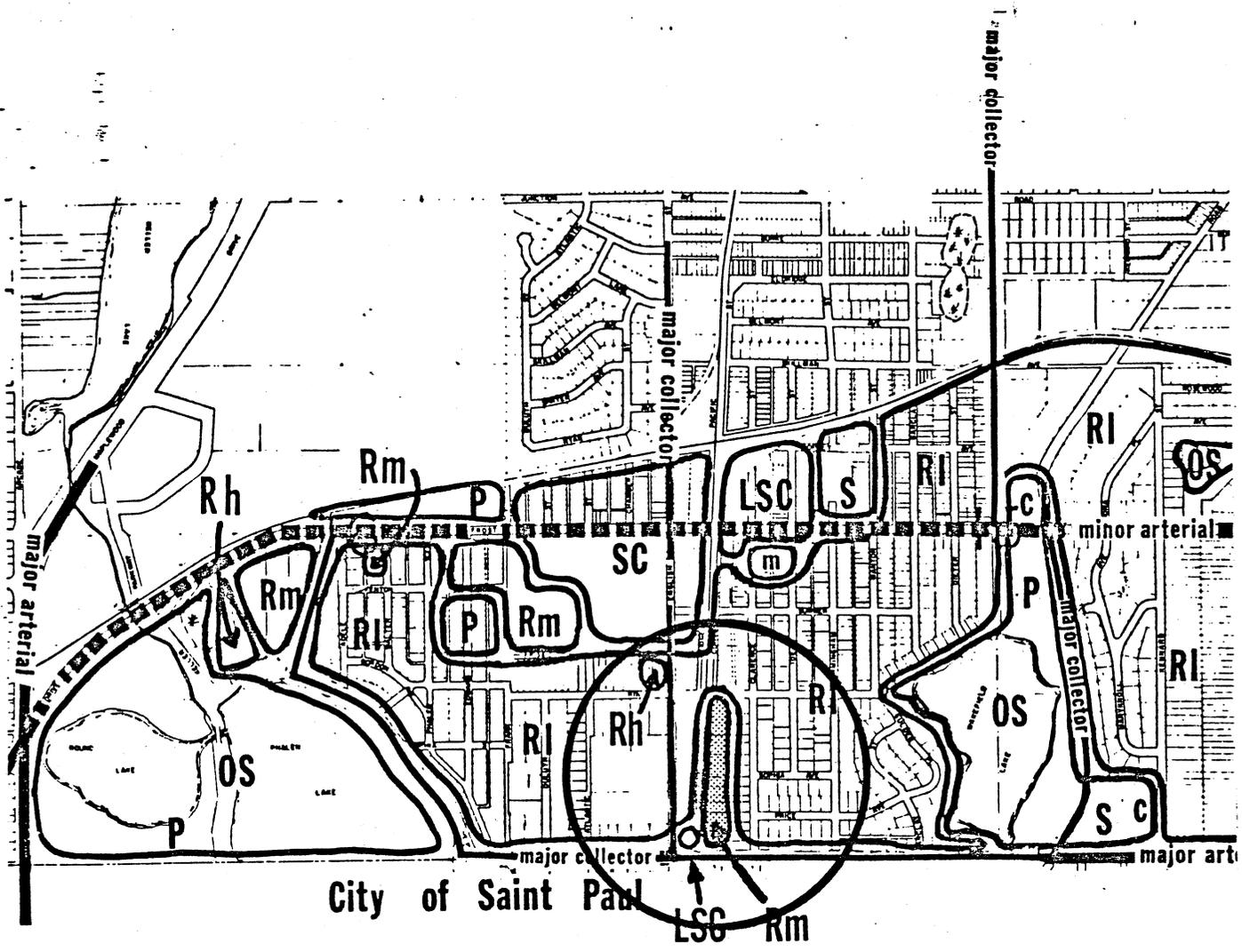
LOCATION MAP





PROPERTY LINE / ZONING MAP





**Gladstone
NEIGHBORHOOD LAND USE PLAN**



B. Plan Amendment--Larpenteur, the tracks and Ripley

9-19-83

Secretary Olson said the City Council initiated an amendment to the land use plan from RM to RL. Staff is recommending the site remain RM.

Chairman Prew asked if there was anyone present who wished to comment on the proposal.

Philip Oswald, 2676 English Street, owner of the north 7 lots shown on the map. He is in favor of the RM designation remaining. It would be too costly to install the street to develop the property for single dwelling.

Tony Oswald, 1700 Rosewood, owner of the southern lots, agreed it would be too costly to install a street. Housing that could be built there is not selling at this time. He felt it should stay RM.

Chairman Prew closed the public hearing portion of the meeting.

Commissioner Whitcomb moved the Planning Commission recommend to the City Council that the site remain RM, residential medium density for the reasons outlined in the staff report dated September 14, 1983.

Commissioner Hejny seconded Ayes--Commissioners Barrett, Ellefson, Fischer, Hejny, Prew, Robens, Sigmundik, Whitcomb

MEMORANDUM

I-5

Action by Council:

TO: City Manager
 FROM: Thomas Ekstrand--Associate Planner
 SUBJECT: Conditional Use Permit Renewal
 LOCATION: 1829 White Bear Avenue
 OWNER: Dorothy Hejny
 PROJECT: Hejny Rental
 DATE: September 29, 1983

Endorsed _____
 Modified _____
 Rejected _____
 Date _____

SUMMARY

Request

Renewal of a conditional use permit to continue the operation of a rental equipment business in a neighborhood planned and zoned for residential use.

Comments (Compliance with previous conditions)

1. The additional right-of-way of 10.5 feet has been dedicated to Ramsey County for street widening.
2. The required fifteen foot setback from the new right-of-way line is being met.
3. The applicant is in the process of completing the landscaping in front of the equipment parking area. This amounts to sodding and shifting of the planting beds to the west from the right-of-way. All of the areas for plantings, as shown on the approved landscape plan, have been planted, but the number of shrubs to be installed is a little short. The shrubs that have not been installed are eleven Goldrop Potentilla in front of the house, two Goldrop Potentilla in a planting bed along the boulevard and four Emerald Mound Honeysuckle along the boulevard.

Staff does not have any problem with the landscaping as installed. The potentillas that would be in front of the house would not be easily visible from the street and the planting beds along the boulevard are such that six more shrubs would not be of any aesthetic benefit. All other site improvements have been made.

Recommendation

Adoption of the resolution on page 6 renewing the conditional use permit for Hejny Rental for (up to five years or indefinitely).

PAST ACTION

7-24-80: Council renewed the conditional use permit for three years for Hejny Rental (originally approved 10-5-61) provided the following conditions are met:

1. Dedication of 10.5 feet of additional right-of-way to accommodate the future expansion of White Bear Avenue.
2. All vehicles and equipment shall be parked so as to maintain a 15-foot setback from the White Bear Avenue right-of-way.
3. Within three months of renewal, an acceptable site plan shall have been submitted to the Community Design Review Board for lots 11 and 12, block 1, Garden Acres. The site plan shall be consistent with City site design requirements, commonly required by similar business; e.g., a paved driveway and parking lot, curbing, landscaping, and screening. All permanent improvements are to be completed within three years of the date of this renewal.

10-28-80: The Community Design Review Board approved the site plan for Hejny Rental, subject to the following conditions:

1. Signage shall be reviewed and approved by staff.
2. The applicant shall comply with the conditions of the conditional use permit.
3. The area in front of the parking lot timber shall be sodded and this area shall not be used for the parking of vehicles.
4. Directional signs must be posted at ingress and egress points.
5. Owner and applicant agree to the above conditions in writing.

CODE CONSIDERATIONS

Section 36-442 of the City Code states the following concerning conditional use permits:

"(e) All conditional use permits shall be reviewed by the council within one year of the date of initial approval. At that review the council may specify an indefinite term or specific term, not to exceed five (5) years, for subsequent reviews. The council may impose new or additional conditions upon the permit at the time of the initial or subsequent reviews. A conditional use permit shall remain in effect as long as the conditions agreed upon are observed, but nothing in this section shall prevent the city from enacting or amending official controls to change the status of conditional uses. Any conditional use that meets the agreed upon conditions and is later disallowed because of the city enacting or amending official controls shall be considered a legal non-conforming use.

"(f) The council may, upon review, terminate the permit if the approved conditions may have been violated or the use is no longer in effect. Where the construction of a special building or structure of a monetary value in excess of twenty-five thousand (\$25,000.00) has been permitted the council shall provide for a period of amortization of not less than five (5) years.

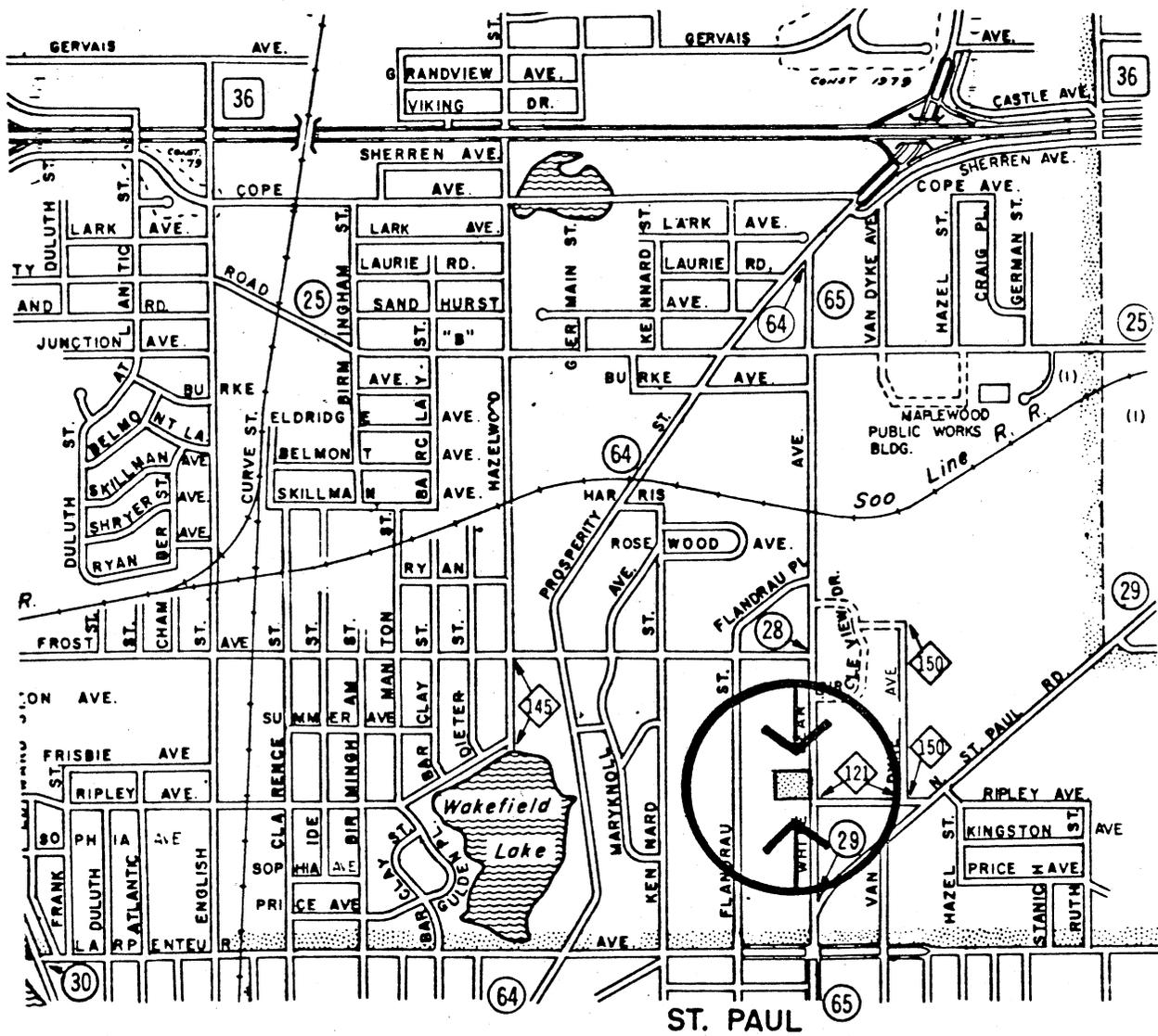
Where public health, safety and welfare concerns are threatened the five-year amortization period is not required and the council may determine the amortization period, if any, to be allowed.

"(g) In the event the council in its review process decides to consider imposing additional conditions or termination of a conditional use permit, the city council shall hold at least one public hearing on that permit after a notice of the hearing has been published in the official newspaper at least ten (10) days before said hearing. The council shall also cause a notice to be mailed to each of the owners of property within three hundred fifty (350) feet of the boundary lines of the property; upon which such use has been established, which notices are to be mailed to the last known address of such owners at least ten (10) days before the date of the hearing."

jc

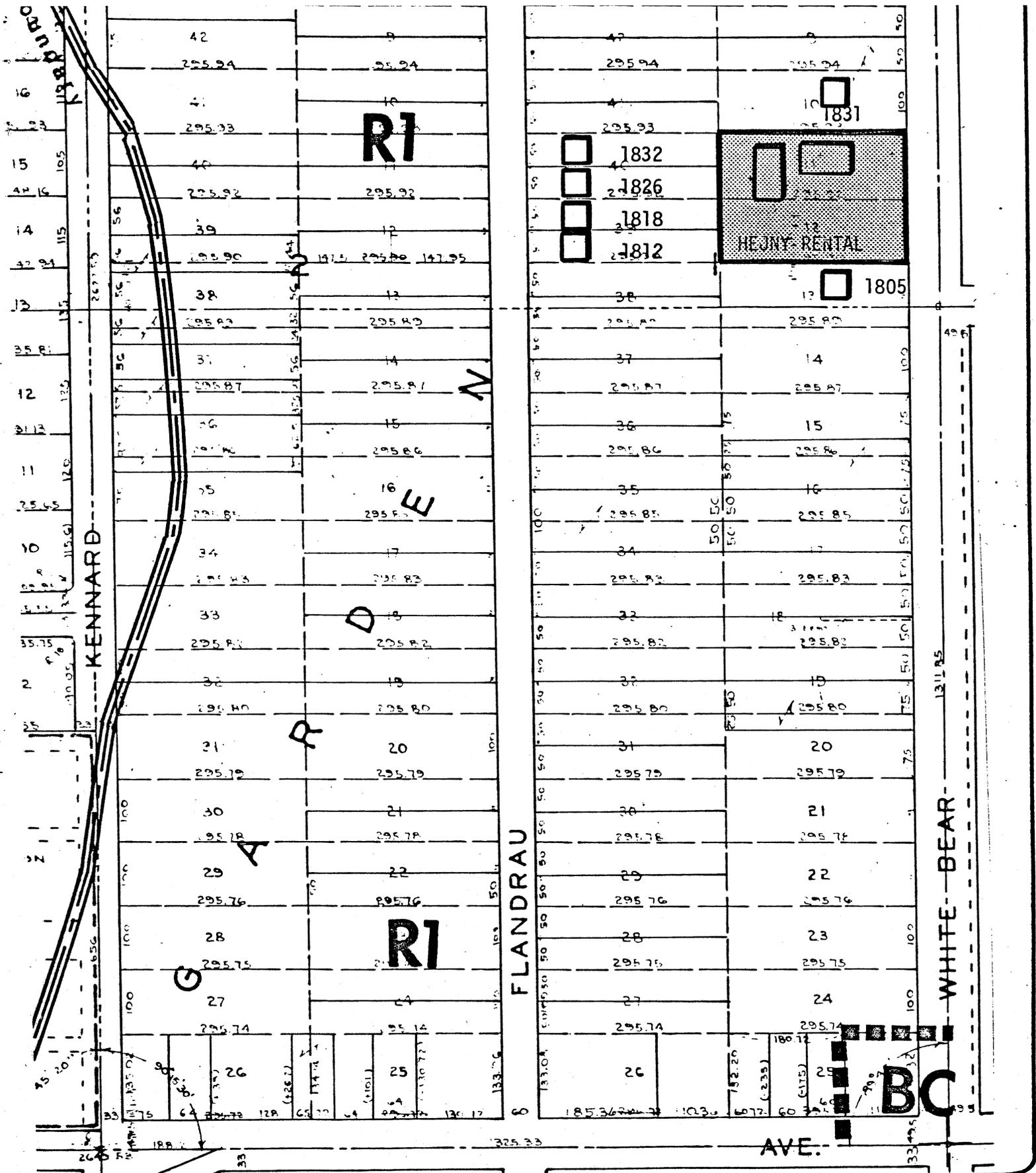
Attachments:

1. Location map
2. Property line/zoning map
3. Resolution



LOCATION MAP





PROPERTY LINE / ZONING MAP



Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Maplewood, Minnesota was duly called and held in the Council Chambers in said City on the _____ day of _____, 1983 at 7:00 p.m.

The following members were present:

The following members were absent:

WHEREAS, Dorothy Hejny of Hejny Rental initiated a conditional use permit to operate an equipment rental business in a neighborhood zoned for residential use property:

Lots 11 and 12, Block 1, Garden Acres

This property is also known as 1829 White Bear Avenue, Maplewood;

WHEREAS, the procedural history of this conditional use permit is as follows:

1. This conditional use permit was initiated by Dorothy Hejny, pursuant to the Maplewood Code of Ordinances.
2. This conditional use permit was approved by the Maplewood City Council on October 5, 1961.
3. The Maplewood City Council held a public hearing on July 24, 1980, and renewed the conditional use permit for three years subject to the following conditions:
 - a. Dedication of 10.5 feet of additional right-of-way to accommodate the future expansion of White Bear Avenue.
 - b. All vehicles and equipment shall be parked so as to maintain a 15 foot setback from the White Bear Avenue right-of-way.
 - c. Within three months of renewal, an acceptable site plan shall have been submitted to the Community Design Review Board for lots 11 and 12, block 1, Garden Acres. The site plan shall be consistent with City site design requirements, commonly required by similar business e.g., a paved driveway and parking lot, curbing, landscaping, and screening. All permanent improvements are to be completed within three years of the date of this renewal.

Notice thereof was published and mailed pursuant to law. All persons present at said hearing were given an opportunity to be heard and present written statements. The Council also considered reports and recommendations of the city staff and Planning Commission.

relates to a conditional use permit.

Witness my hand as such Clerk and the corporate seal of the City this
day of _____, 1983

City Clerk .
City of Maplewood, Minnesota

MEMORANDUM

I-6

TO: City Manager
FROM: Director of Community Development
SUBJECT: Plan Review Procedure
DATE: September 29, 1983

Action by Council:
Endorsed _____
Modified _____
Rejected _____
Date _____

Request

The City Council, on September 12, requested an evaluation of the procedure for reviewing new construction plans.

Reason for the Request

Several members of the Council felt that the Council should review new construction plans because:

1. They were not as informed as they would like to be on new construction.
2. The Council should take responsibility for new development.

Current Procedure

1. All new construction, except single dwellings and minor construction, must be approved by the Community Design Review Board (CRRB). The Board's decision is subject to appeal to the City Council by the applicant, city staff or any affected person within ten days after the Board's decision.
2. The CDRB meets on the second and fourth Tuesdays of each month. Developers who get an application in at least two weeks before a meeting are put on that agenda.

Alternatives to the Current Procedure

- I. Council review of plans after consideration by the Community Design Review Board (CDRB).

Advantage:

Council would be aware of new development and could take responsibility for approving plans.

Disadvantages:

1. At least two weeks would be added to the review time. Council gave the plan review authority to the CDRB in 1979 because of complaints from contractors that the review process was taking too long.
2. Longer Council meetings or another meeting may have to be added. The board averages about five cases each month.

- II. Abolish the Community Design Review Board and have the Council review all plans. (This alternative was considered by Council last year and rejected.)

Advantage:

Council would be aware of new development and could take responsibility for approving plans.

Disadvantages:

1. Loss of professional design input. The CDRB now has two engineers and a contractor.
2. Loss of some citizen's review. The CDRB has two lay citizens, as well as the three building professionals mentioned above.
3. Longer Council meetings or another meeting may have to be added.

Comments

The current system has worked well since it was started in 1979. Only four out of the 86 cases that the CDRB reviewed since January of 1980 have been appealed to the Council. We have not had any complaints from developers because of delays in getting plans reviewed. The CDRB has also provided some professional input from members with design backgrounds. Because of this expertise and because the Board has more time at their meetings, plans can be reviewed in more detail than at the Council level.

It is important for Council to be aware of new development. The best way to do this without losing the advantages of the present system, is to review the CDRB agenda and staff reports before the Board's meeting. Councilmembers may then attend any CDRB meeting that they have a special interest in. If a Councilmember has an objection to an action by the CDRB, the Board's decision may be appealed to the Council.

Recommendation

Take no action.

If Council feels that it is essential for the Council to review all development plans, the CDRB should be dissolved to avoid duplication of review and delay in the review process.

BACKGROUND

Past Actions

March, 1979: Council amended the CDRB ordinance to allow staff to approve minor construction projects and the CDRB to approve all other projects, subject to appeal to the Council. This action was taken because contractors were complaining that it was taking too long to get plans approved.

1982: Council asked the CDRB to evaluate themselves. Council decided that the CDRB should continue.

Design Input from the Board

The following is a list of all the past and present CDRB members and their occupations or the position appointed for:

1. Thomas Glasow - Appointed to represent the engineering field
2. Charles Cody - Appointed as a layperson
3. Warren Peterson - Appointed as a layperson
4. Spencer Arndt - Assistant Architect, Burlington Northern, Inc.
5. Arlen Ottman - Appointed to represent the engineering field
6. Bill Howard - Planning Commissioner
7. Wilfred Simkins - Architect
8. Frank Murphy - Appointed as a layperson
9. Ken Mihelich - Senior Architectural Designer, 3M Company
10. James Hyland - Salesman, Ford/McNutt Glass Company
11. Jack Novak - President of Continental Electrical Design, Inc.
12. Don Huot - Financial Institutional Director of Examiners, St. of Minn.
13. Tom Jones - V.P. of the St. Paul Companies, Inc.
14. Lloyd Parsons - Manager of Aviation, Burlington Northern, Inc.
15. Herman Schulte - Electrical engineer, 3M Company
16. Mildred Haugan - Housewife
17. Gary Sjolander - Mechanical engineer, 3M Company
18. Leroy Herauf - Technologist, 3M Company
19. Lyle Mueller - Landscaping Contractor and Designer, self employed
20. Cheryl Penning - Real Estate Agent, Realty World
21. Peggy Schweizer - Senate Republican Office
22. Tony Phillippi - Analyst, Burlington Northern
23. Don Moe - Assistant Vice President, Midwest Federal
24. Bob Folley - Senior Product Engineer, DoBoy Packaging Machinery
25. Vic Lydon - Manufacturer's Representative, Office Furniture Prod.
26. Tom Deans - Structural/Civil Engineer, Twin City Testing
27. Dean Hedlund - Advanced Project Engineer, 3M Company
28. George Rossbach - Designer, Joseph E. Johnson & Son, general contractors
29. Tod Rovie - Sales Supervisor, GES Supply Company

Saving Council Time by Performing Plan Reviews

A. The following are the number of cases the Board has reviewed since January, 1980. (This total only includes building, site and landscaping plan reviews.)

1980	28
1981	30
1982 (through Oct. 1)	<u>28</u>
Total	86

B. Number of cases appealed to the City Council:

1. McDonald's Restaurant--Century and Minnehaha Avenues.(1980)
2. Carlton Racquetball Club--Carlton Street between Minnehaha Avenue and Conway Avenue (1980)
3. Maplewood East Shopping Center--White Bear Avenue north of Beam Avenue (1981)
4. County Road B and VanDyke Street apartments (1983)

Other Cities - 1982 Survey

CITY	PLANNING COMMISSION	CITY COUNCIL	OTHER
Little Canada	X	X	
White Bear Lake	X	X	
Oakdale	X	X	
Woodbury	X	X	
New Brighton	X	X	
Blaine			*Advisory Review Committee (Staff)
Coon Rapids	X	X**	
Brooklyn Center	X	X	
Roseville			*Staff
North St. Paul	X	X	*Staff

Above are the results of a survey Staff conducted of 10 neighboring suburban communities to see how site and building plan reviews were handled in those cities. In all cases, the Planning Office is the first step in the review process.

*If a variance, special use permit, or zone change is being applied for as well, the Planning Commission and City Council will do the plan review.

**Only if Planning Commission action is appealed.

I-7

Action by Council:

Endorsed _____

Modified _____

Rejected _____

Date _____

ORDINANCE NO.
AN ORDINANCE AMENDING SECTION 2-23
OF THE MAPLEWOOD CODE

THE CITY COUNCIL OF THE CITY OF MAPLEWOOD DOES HEREBY ORDAIN AS FOLLOWS:

Section 1.

The section 2-23 of the Maplewood Code of Ordinances is hereby amended to read as follows:

Pursuant to Section 415.11 of Minnesota Statutes, the salary of the mayor is hereby established as ~~\$350.00 per month~~, \$375.00 per month, and the salary of each member of the council is established at ~~\$275.00 per month~~, \$300.00 per month, effective January 1, 1984 to December 31, 1984; and thereafter, the mayor's salary is established at \$400.00 per month and the salary of each council member is established at \$325.00 per month, effective January 1, 1985 to December 31, 1985.

This ordinance shall take effect to be in force from and after its passage and publication, as provided by law.

Mayor

Passed by the City Council of the City of Maplewood this _____ day of _____, 1983.

ATTEST:

City Clerk

AYES:

NAYS:

MEMORANDUM

I-8

TO: City Manager
FROM: Director of Community Development
SUBJECT: Tour
DATE: September 23, 1983

The City Council would like to tour the "Redwoods of Willow Creek" in Shoreview with the Planning Commission. Council asked the Planning Commission for a time convenient for them. The project is open Monday through Thursday until 8:00 p.m.

I would recommend a Thursday after work, perhaps October 27.

jw
enclosure:
magazine article

90 homes bought in 90 days— little lots and lots of homes!

The Redwoods of Willow Creek has every developer in the Twin Cities salivating. And for good reason. This single-family detached housing project in Shoreview has sold 90 homes in 90 days. Prices start at \$73,900.

"We literally sold a house a day in March, April, and May," explained Dave Rotter, vice president of The Rottlund Company, Inc. "We had originally projected selling out Phase I (a 91-lot development) by the spring of 1984. But we're almost nine months ahead of schedule."

In addition to potential home buyers, Rotter frequently finds other builders browsing through The Redwoods. Some are taking notes, some are talking into tape recorders, some are doing crowd counts—all are a little curious, a little envious, and more than a little busy wondering how they can duplicate this incredibly successful development.

Rotter has no doubts that their "zero-lot-line" method of land use will be copied elsewhere in the metropolitan area in years to come, but that doesn't bother him. Phase II of The Redwoods is under development—an 87-lot project not too far from Phase I.

And a Phase III is already being discussed.

"This is going to be the most popular housing style around," Rotter proclaimed. He may be right.

According to Roy Lund, president of Rottlund, zero-lot-line building originated in California. It basically means building a house near, or actually on, the border of the lot line. Adjacent houses are similarly situated, and the overall result is maximum use of the property for a minimum amount of money from the home buyer.

"All of the homes are set as close to one side of the lot line as zoning ordinances permit, and the remaining strip of land between your house and the lot line is used by your next door neighbor as part of their private courtyard—through a series of easements granted from one homeowner to another," explained Lund.

"In this way, each home has privacy in the use of all of the yard up to the completely windowless sidewall of the adjacent home," he added. "The savings in the cost of

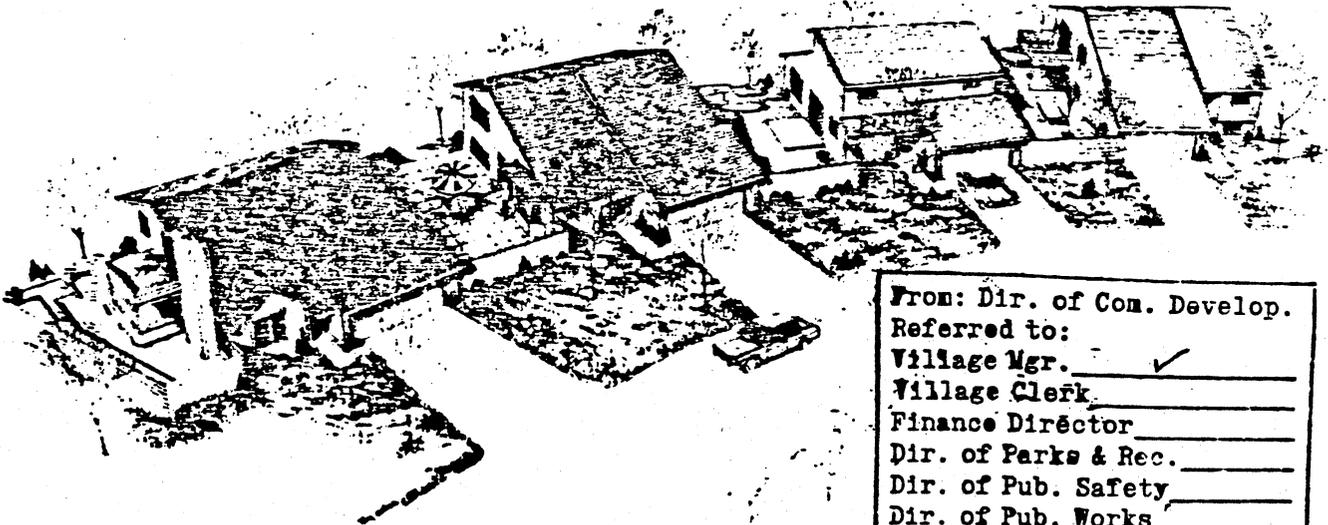
the land amounts to about 35 percent, which is used to give the buyer a better house."

The homes at The Redwoods (there are four styles) range in size from 938 sq. ft. to 1,338 sq. ft., and in cost from \$73,900 to \$81,900. The lot sizes are somewhat smaller than average suburban lots—55 ft. by 110 ft. The atmosphere of the development is similar to an expensive townhouse project, but with one major difference. These are all single-family, detached houses. There are no association fees or common walls.

As the name implies, all of the homes are redwood sided and fenced. Each house has a private courtyard area and a sodded, professionally landscaped yard. The interiors include vaulted ceilings, oak trim, marble counter tops, ceramic tile floors, and, in many of the floor plans, a balconied living room or kitchen.

The Redwoods of Willow Creek is entered in this year's Parade of Homes. It's one stop you shouldn't miss.

—Tam Westover



From: Dir. of Com. Develop.
 Referred to:
 Village Mgr.
 Village Clerk _____
 Finance Director _____
 Dir. of Parks & Rec. _____
 Dir. of Pub. Safety _____
 Dir. of Pub. Works _____
 Fire Marshall _____

Other Council, Planning Comm.
 Transmittal Date 8/13/83

I-9

September 9, 1983

MEMORANDUM

Action by Council:

To: City Manager Barry Evans
From: Chief of Police Kenneth V. Collins *KVC*
Subject: Wednesday Evening Court Sessions

Endorsed _____
Modified _____
Rejected _____
Date _____

The Maplewood Clerk of Court's office has requested the discontinuation of Wednesday evening court.

There are two reasons for this request. The first reason is that the number of requests and assignments of defendants for night court has diminished from over 100 cases to an average of less than 20 cases per Wednesday night. The second reason for their request is that Maplewood is the only city that continues to hold night court.

This has been reviewed with my staff, and it would be our recommendation that rather than discontinue Wednesday night court altogether, it should be reduced to two nights a month, preferably the second and fourth Wednesday nights.

This is being submitted for possible Council action.

KVC:js

cc Court File

RAMSEY COUNTY MUNICIPAL COURT

DIVISION 6

1380 Frost Avenue, Maplewood, Minnesota 55109
(612) 777-9111



MARJORIE M. SUGGS
Senior Clerk

September 1, 1983

Chief Ken Collins
Maplewood Police Department
1380 Frost Avenue
Maplewood, Minnesota 55109

Dear Chief Collins:

The following were the number of cases set for Wednesday night court for the months of June, July and August, 1983.

June 1st	-	17 cases
June 8th	-	No court
June 15th	-	24 cases
June 22nd	-	No court
June 29th	-	33 cases
July 6th	-	12 cases
July 13th	-	No court
July 20th	-	15 cases
July 27th	-	10 cases
August 3rd	-	No court
August 10th	-	15 cases
August 17th	-	17 cases
August 24th	-	17 cases
August 31st	-	13 cases

If you have any further questions, please do not hesitate to contact this office.

Sincerely,

Kathy Smail
Clerk of Court

cc: file