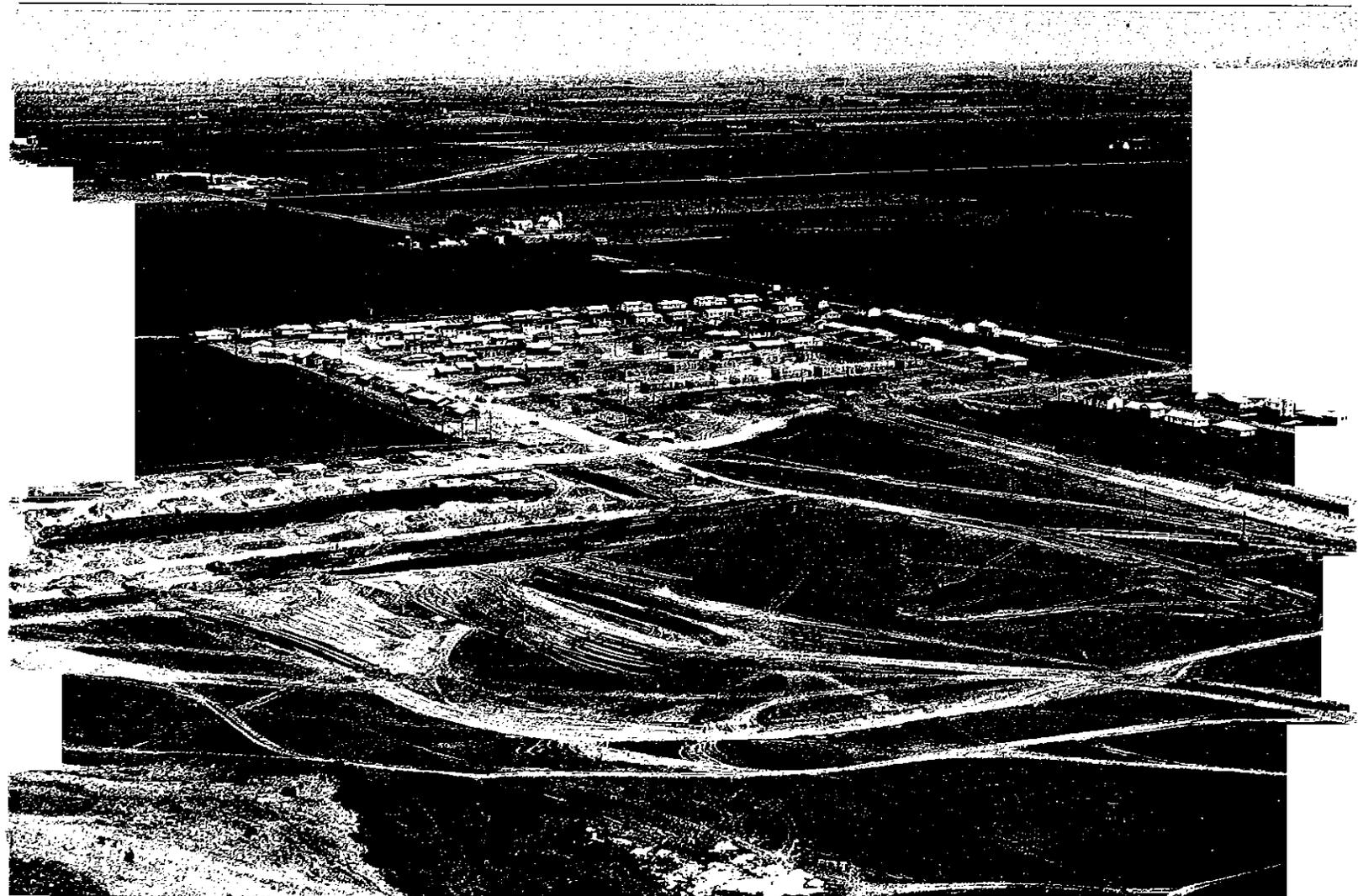


Over The Years

A Publication of the Dakota County Historical Society Volume 30, Number 1, December 1990

The Transformation of a Dakota County Community Lebanon Township to Apple Valley An Agrarian Township Becomes a Residential Success



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The Dakota County Historical Society and Museum
are located at 130 3rd Avenue North,
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Introduction

The written record is sparse on the history of Lebanon Township. It was not on the river and no railroad passed through it. It had no Main Street or commercial center. The almost-exclusive occupation in the 19th century was farming, and it now appears that many of its farmers were not year-long residents. Local Apple Valley historian Alan Kohls is aware of some families who moved to St. Paul during the winter months.

The records that do exist are brief histories from the 19th century and primary sources like census rolls, land records, township minutes (road maintenance was among the leading issues repeatedly), and the memories of family events. Fortunately, the Apple Valley Historical Committee, a local group of history buffs, produced a history in 1976, which included information on many of the farm families.

The historian who looks at Lebanon Township today stands aside an ajar door—open a crack—revealing pieces of the lives of those who lived in Lebanon on its beautiful forested hills in its north and its flat prairie in the south. Revealed is a history with color. Lebanon Township had an airport, a horseback riding ranch, a mining industry (still quite active), a community of farming families. Then, in the early 1960s, in the span of a few years, it was transformed into a residential community—a suburb of the Twin Cities that was renamed Apple Valley.

This glimpse of Lebanon Township and Apple Valley is a collection of gleanings from its past and a look at its rapid change and the path it has taken to become a successful residential community.

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Lebanon Township in 1963 (now Apple Valley) looking southeast at the site of the Bob Strese farm under development by Orrin Thompson. County Road 42 runs across the picture from the right center edge to the upper left where the runway at Southport Airport (42 and Cedar) is visible. (Minnesota Historical Society photo)

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Lebanon Township

Gleanings from Its Past

Setting the stage for settlement

The formation of the Territory of Minnesota on March 3, 1849, set the stage for the pioneers to settle in Lebanon Township. Although the young Territory of Minnesota stretched 600 miles from the St. Croix River to the Missouri River, only the triangle between the St. Croix and Mississippi rivers was open to settlement. The vast area west of the Mississippi was Indian territory. The Mdewakaton Dakota occupied the land which eventually became Dakota County and Lebanon Township. Primary Mdewakaton villages were Black Dog's on the Minnesota River near today's Cedar Avenue Bridge, Medicine Bottle's near Pine Bend, and Kaposia, the largest village, in northern South St. Paul.¹

Acquisition of Indian lands became a dominant concern in the new territory. During the summer of 1851 President Fillmore appointed a commission to negotiate with the Dakota, which resulted in the Treaty of Traverse des Sioux, dated July 23, 1851. Congressional ratification of the treaty finally took place in February 1853 following amendments in 1852. The treaty ceded to the U.S. the land west of the Mississippi to the Red River except for reservations set aside for the Dakota on the upper Minnesota River.

Opened for settlement

In September 1853 the Mdewakaton moved to the Minnesota River. During the summer of 1854 the ceded land was surveyed and opened for settlement.² Although it was not offered for sale until 1855, settlers, speculators, and promoters had rushed across the river after the 1851 treaty. Historian William Folwell noted,

*"They made their claims, opened roads, cut timber, and built houses and even mills....There is a tradition that some impatient immigrants actually staked out their claims to cover the garden patches of the Indians....In his report, dated September 1, 1852, Nathaniel McLean [Indian agent] states that there could be no less than five thousand white intruders resolved to occupy the country, treaty or no treaty."*³

Many hoped to preempt their claim, to establish a first right to purchase by staking it, to build a shelter, and to prepare the land for cultivation.

A law passed by Congress in 1841 recognized preemption, but it applied only to surveyed land offered for sale. While those staking claims before the sale date were legally trespassers, they counted on frontier "etiquette" to prevent others from jumping their claims. Often etiquette was physically enforced with the help of adjacent claimants.

Staking a claim and paying for it

Pioneers came to Lebanon on foot, horseback, and wagon over rough trails, open prairie, and on woodland paths. Their objective was rich soil, a source of wood and water, and proximity to a market to buy supplies and sell their anticipated farm produce. The price of land was right. The government sold newly surveyed land at \$1.25 per acre.

For the prospective settler Lebanon's terrain offered open prairie in the south and hills with timber and open spaces in the north. Lakes were in the northeast (Lake Farquhar) and on the western border (Lake Alimagnet). The prairie soil was rich black loam 1-1/2 to 2 feet deep with gravelly subsoil or red till and loam with clay subsoil. The northern tier had large stands of oak except for the northwest corner, which was rocky and covered by scrub oak and brush. Later, extensive deposits of gravel were discovered in the southern and central sections.⁴

A sizable amount of land was acquired with Military Bounty Land Warrants. The warrants, often called soldier warrants, were awarded for military service. They were issued by Congress in 1811, 1812, 1852, and 1855 for parcels ranging from 40 to 160 acres. The 1852 warrants were unusual in that they also permitted holders to sell

them. This provision led to eastern speculators buying up warrants and acquiring land below the government price. The most frequently used warrants in Lebanon were issued in 1855. The 1855 act created 49,491 warrants for 80-acre tracts, 97,096 for 120 acres, and 114,783 for 160 acres.⁵

We usually think of pioneers as people who stake a claim for a permanent farm homestead. While this was the intent of many families, others pulled up stakes, sold their land, and moved west seeking better land. Some were speculators making minimal improvements while they waited for land values to rise. Others picked sites with water power, shallow river crossings, or other features which could make them valuable over time.

The first Lebanon pioneers

Edward D. Neill's *History of Dakota County*, published in 1881 gives us the best account of the early pioneers who made claims in Township 115 North, Range 20 West, the future Lebanon.⁹

*"In the spring of 1855 a party of New England families consisting of L. Morse and wife, H. J. and Charles Verrill and wives, G. Wilson and wife, J. Babb, and K. Wilson started for Minnesota. Babb settled in Northfield and K. Wilson in Rosemount, while the rest came to Lebanon and located."*⁶

Henry J. and Charles Verrill each claimed 160 acres. Henry selected prairie land in the southeast part of the township and built a log shanty. Charles Verrill selected timber land to the north. L. Morse staked 80 acres and G. Wilson 160 in the southeast, H. Potter 160 in the southwest.

In the fall of 1855 L. Nason, James Ryan, and R. Farquhar staked claims; Nason's was on the prairie, Ryan's and Farquhar's in the northern

TRAIL WAS BLAZED FOR CAPTAIN DODD

Today's Dodd Road followed the route of an Indian trail first known as Black Dog's Trail and then the Mendota-Big Sioux River Road.

timber. Neill's history relates an anecdote about Ryan and preemption etiquette:

"At the beginning of winter he [Farquhar] went to St. Paul to work until the next spring. Soon after his departure, a party of ten or twelve Germans arrived and forthwith determined to jump Farquhar's claim. They erected a shanty in the center of the land and began preparations to make improvements. Ryan, and a number of friends of Farquhar, emphatically objected to this proceeding, and visited the new settlers to remonstrate with them. This was effectually done by tearing the shanty down and driving the Germans away."⁷

In 1856 John Gilman preempted land bordering Lakeville. His father and brother staked claims in Lakeville. Later in the year J. Farquhar arrived, preempting 160 acres in the timber area near today's Farquhar Lake.

Several others, including Bainbridge Verrill and Thomas Scott staked claims during 1856. Bainbridge Verrill later became the first elected chairman of the yet-to-be-formed Lebanon Township. To Thomas Scott and his family goes the distinction of establishing the longest continuous residence in the community.

How did they get there?

The majority of 1850s Lebanon pioneers came to Minnesota by steamboat, landing in Red Wing, Hastings, or St. Paul. In his history of Dakota County, Neill states, "There were no roads in the county worthy of the name until 1853, and even these were difficult to travel."⁸

An Indian trail called Black Dog's Trail passed through Lebanon on the way from Mendota to the Big Sioux River. The government authorized funds to improve it and J.J. Brackett had a stage line

operating over the road in 1854. When the rush for land peaked in Lebanon in 1856, the Mendota-Big Sioux River Road was known as the Dodd Road.⁹ The road crossed the extreme southeast corner of the future township. While probably used little by claim seekers, the road certainly influenced settlement in southeastern Lebanon for it provided a route to market farm produce.

A closer look at a pioneering family

History books and claim records usually identify only the male head of the family staking a claim. Sometimes "and wife" appears on the record, never children or other adults. We used census records to give a better picture of a family that typified many immigrant families.

From 1857 census records we learned that Thomas Scott was born in Ireland in 1817, as was his wife Mary in 1819 and son James in 1842. On the basis of their children's birthplaces, we presume that the Scotts immigrated to Pennsylvania between 1843 and 1848, for their second child Mary was born there in 1848 and a son, William, was born in Pennsylvania in 1852. Then they must have moved to Minnesota, since their daughter Eliza was born in Minnesota in 1856. Like many other pioneers the Scotts moved several times in search of a permanent homestead. The 1857 census also shows a William Poole, age 35, living at the Scott homestead. While their 18x24-foot cabin was larger than most, its size may have been the reason two older children were listed in the 1857 census as living with the Fredus Carpenter family.

How permanent was a homestead?

We are fortunate that censuses were taken in both 1857 and 1860. Since virtually all land in

UNION TOWNSHIP?

The settlers of Lebanon were citizens of Union Township for 20 days. Without recorded explanation by the county commissioners, Union Township was dissolved and divided to form two townships--Lebanon and Burnsville.

Lebanon was claimed by 1857, comparing the reports gives a good measure of frontier mobility.

- In 1857 there were 213 people; in 1860, 160.
- In 1857 there were 40 households; in 1860, 28.
- Of 40 households in 1857, only 9 reappear in 1860.

During the three years many sold their land to those who stayed. By the 1870 census only two families listed in 1857 reappear. It would take until the 1870s for people to really start to settle in.

Where were they born?

Census records show country of birth. Of the 213 people representing the 40 households in 1857, 67 were born in Ireland, three in Germany, two in Canada, and one in Scotland. Eleven states, excluding Minnesota, accounted for 106 births. Interestingly the 34 born in Minnesota ranged in age from a few months to 8 years. No adult had been born west of Ohio. By the 1880 census, birthplaces represented 20 countries and 19 states. In the 1880 census, Minnesota had become the birthplace of 131 of the total population of 258.

From Township 115 to Union to Lebanon

By February 1855, as claims were being staked, the county's boundaries were changed to approximately what they are today and the county seat was moved from its original location (Kaposia) to Mendota.¹⁰ Claims were staked using the recent land survey descriptions. County commissioners proceeded to establish seven school districts.

As Minnesota approached statehood in 1858, the territorial legislature changed the county name from Dakotah to Dakota and again moved the county seat to the growing city of Hastings.

On April 6, 1858, the county commissioners divided the county into 17 townships. The name selected for Lebanon Township was originally Union Township. Union lasted just 20 days. On April 26, Union was divided into two townships. The eastern portion was called Lebanon, the western, Burnsville. The name was derived from Lebanon, New Hampshire, the home area of

Charles and Henry Verrill.

Organizing Lebanon Township

On May 11, 1858, citizens set about organizing their township.¹¹ They met at the home of W.L. Hardick, located near today's Westview School. The temporary organizing officers were H.J. Verrill, chairman; H. Potter, moderator; and F.C. Carpenter, clerk. The attendees then proceeded to elect Lebanon's first township officers. B. Verrill was elected chairman; B.M. James and C.R. Clough, supervisors; F.C. Clark, treasurer; H.J. Verrill, assessor; W. Hardick and A.J. Elliott, constables; H. Potter and J.W. Reed, justices.

Because Lebanon had only 40 households in 1857 and then only 28 in 1860, it is not surprising that the same people were often elected to public office. During the formative years 1858 through 1880, early pioneers J. Gilman, M. Farrell, and M.H. Sullivan were elected to office most often: Gilman, 16 times; Farrell, 14; Sullivan 13. During several of the years, the three held two offices at a time. Supervisor and town clerk were key positions in early township governments. They were held by the following during the first ten years:

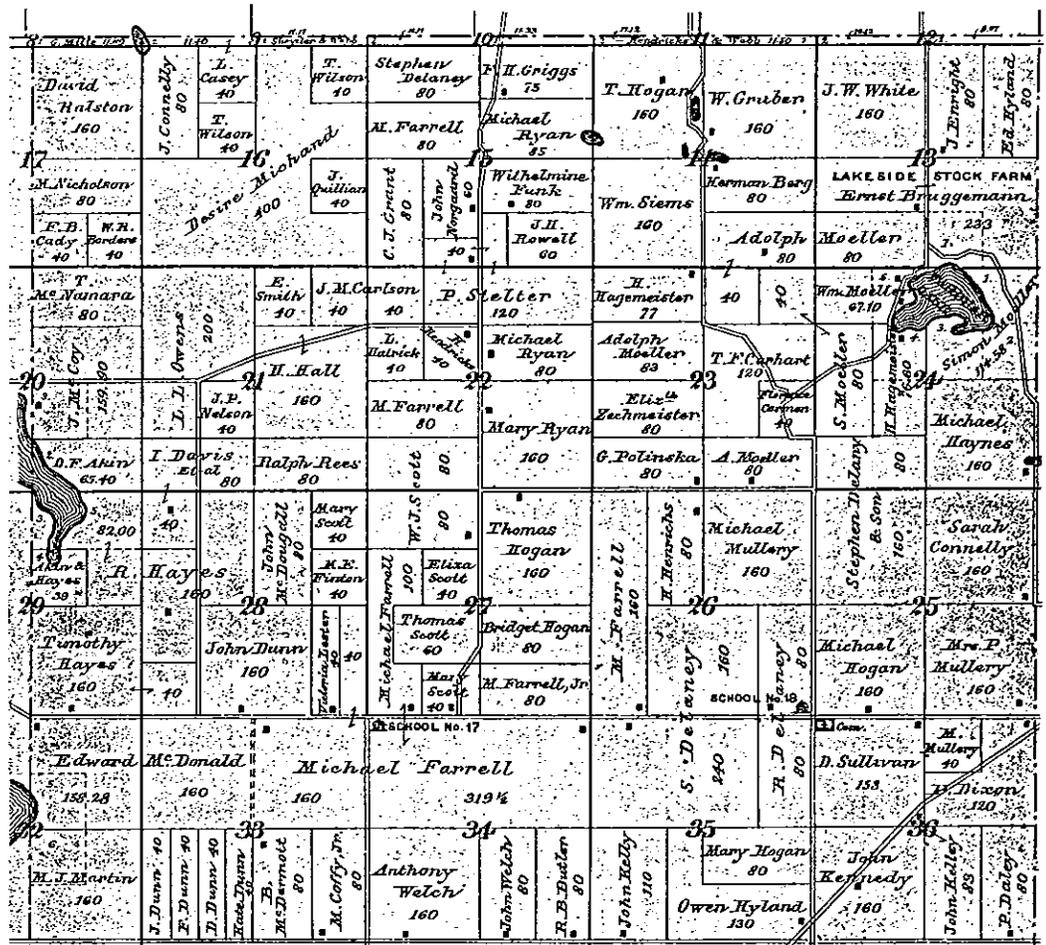
	Supervisor	Town Clerk
1859	B. Verrill	T.C. Carpenter
1860	B.M. James	James Thompson
1861	D. Haines	James Thompson
1862	T.C. Carpenter	James Elliott
1863	T.C. Carpenter	John Gilman
1864	T.C. Carpenter	John Gilman
1865	T.C. Carpenter	James Thompson
1866	T.C. Carpenter	M.H. Sullivan
1867	James B. Gilman	M.H. Sullivan
1868	James B. Gilman	M.H. Sullivan

About the Verrills

The Verrill family name appears often in early writings and records of Lebanon. The family purchased 800 acres of the original tracts in Lebanon. Two brothers, Charles and Henry, settled in 1855; brothers Bainbridge and George followed in 1856. Another Verrill, Alonzo, purchased land, but there is no evidence that he lived in Lebanon. The Verrills were very active in the organization

PLAT OF
LEBANON
1896

(from Plat Book of Dakota
County by B.F. Pinkney)



of the township with Charles, Henry, and Bainbridge serving in elected capacities. The home of Henry and Margarite Verrill was used for school. Charles and Laura Verrill later donated a quarter-acre for a school site, today's northwest corner of County Road 42 and Pilot Knob Road. Verrills were also active in forming the Lebanon Cemetery Association, and H.J. Verrill was its first secretary. The Verrills' community involvement abruptly ended in the late 1860s with the death of Charles, George and Bainbridge returning to the East, and Henry moving to Rosemount. The only family members remaining were Charles's widow Laura and their children. Laura married James B. Gilman, who was also active in community affairs.

Providing shelter then homes

Preparing a shelter was one way a settler could legitimize a claim. Neill describes many of these early structures as "log shanties" or "claim cabins" and seems to define them as measuring 12x14 feet or less. Henry Verrill's first dwelling in 1855 was a 12x14 foot log shanty, about the size of a bedroom in a home today. Thomas Scott's was larger than most, measuring 18x25 feet and described by Neill as a log house. Most settlers did not live in the log homes very long. A frame house was the goal. One

exception was the two-story concrete house measuring 24x36 which Charles Verrill built after starting with a claim cabin in 1855 and a log house measuring 18x24 feet in 1857.

According to Neill, the first frame house was built by Henry Verrill in 1857, a story-and-a-half structure measuring 12x24 feet.¹² But another account published in the *Dakota County Tribune* relates a different story about the earliest frame house.¹³ Fredus Carpenter purchased land in Lebanon and in the spring of 1855 he travelled to Anoka to purchase lumber for his home. With his lumber, he constructed a raft and floated down the Mississippi to Minneapolis. There, because of St. Anthony Falls, he disassembled the raft and loaded it on wagons for an overland haul to the Minnesota River. He then crossed the Minnesota to reach his claim in Lebanon. The home was completed by September 1855 in time for the arrival of his wife and four sons.

Providing an education

Lebanon had several school districts until it was consolidated with Rosemount as District 5. An early school was taught in a small log house near today's Westview School. The school term lasted



POLITICAL WOLF

A January 1906 Dakota County Tribune issue reported that a Lebanon Township youth declined to shoot a wolf despite a bounty. He reasoned the trip to Hastings for the money wasn't worth it. (Coincidentally, Farmington, where the Tribune was published, was seeking to have the county seat removed from Hastings to its environs.)

Mr. and Mrs. George Linkert, Sr. with children in front of the summer kitchen, 1906. (Courtesy of Barb Linkert)

three months and attendance reached 35 pupils. It was replaced by a frame schoolhouse in 1857 located across County Road 42, which was destroyed by fire in 1865.¹⁴ These were forerunners of several District 17 school buildings that served the south central and western portion of the township.

Another early school was located in the home of Henry Verrill, where a Miss Converse taught for three months. In 1859 Charles Verrill donated land for a school. Local citizens obtained lumber from Nininger for construction. These were forerunners of the District 18 schools in the township's southeast.

Most early schools consisted of one room with a wood-fired stove and an outhouse. School terms varied considerably and were held in fall, winter, spring, or summer. In one 1885 school a man taught in winter and a woman in summer. Speculation is that big boys went to school during the winter after fall field work and the younger children during the summer.

Later, in 1906, District 110 was organized with a school on the Hagemeister farm on Johnny Cake Ridge Road. The school term lasted from October to May. The Hagemeister school operated into the late 1930s. In its last year the school had eight grades and a total of eight students.

Lebanon high-school-age students attended high school in Rosemount until the Apple Valley High School was constructed in 1976.

Lebanon schoolhouses were used in variety of ways once they no longer served as schools. For example, a District 17 school was sold to William Scott for use as a granary. (This granary-school is

now part of Dakota City at the County Fair grounds.) Another school was moved from Rosemount to be used as the town hall at County Road 42 and Pilot Knob Road. When Lebanon and Rosemount schools consolidated, Lebanon school buildings were moved to Rosemount as temporary classrooms.

Roads

The first roads constructed in Lebanon were links with Rosemount, Mendota, and Shakopee. The Andreas map of Dakota County published in 1874 shows County Road 11 (now County 42) crossing east-west. This road was the route to the county seat in Hastings. Old Cedar (now Galaxie Avenue) started at County Road 11 and traveled north toward the Minnesota River and Mendota. By 1879 Pilot Knob Road extended north and an east-west road connected Cedar and Pilot Knob along today's 140th Street. Most land owners did not have public road access until the 1890s. Even then the township map does not show road accessibility for 14 land holders in the northwest sections.¹⁵

At the turn of the century Herman and Louise Hagemeister traveled to St. Paul every two weeks to deliver butter, eggs, poultry, and veal to customers. They traveled by buggy or hobsled starting at 4 AM and returning at 9 or 10 PM.¹⁶

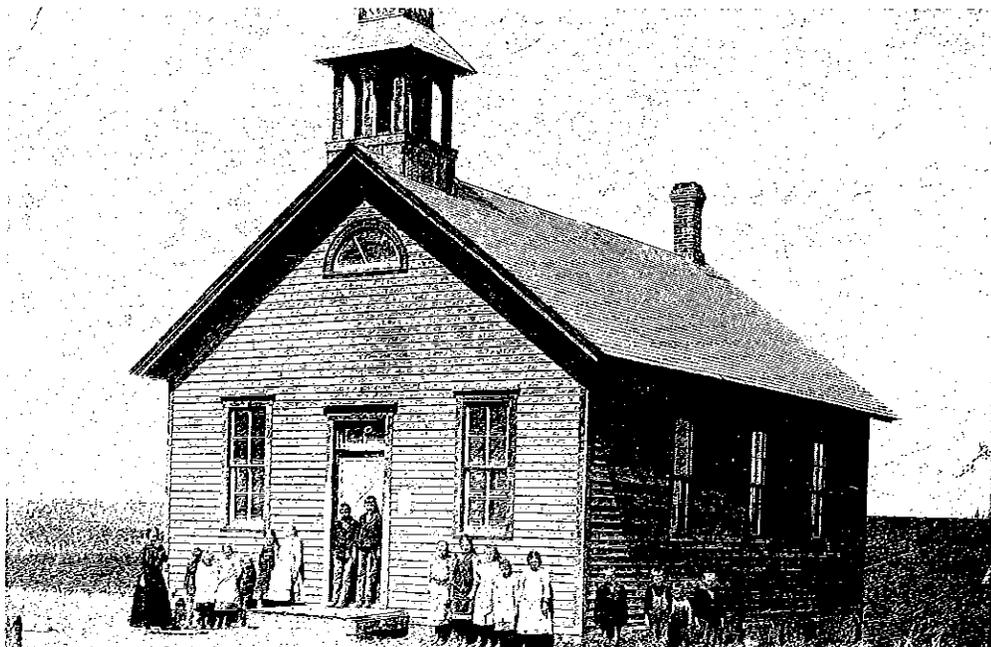
Lebanon's downtown...Rosemount

In the early years local business centers usually grew up around an activity such as railroad depots, river landings, or major road intersections. Lebanon had none of these and its population was small, so Rosemount, established in 1866 as a railroad town, became Lebanon's commercial center. Here Lebanon residents banked, traded,

RALPH STRESE CRACK SHOT

According to the Dakota County Tribune, May 12, 1939, Ralph Strese of Lebanon Township was pinned between his plow and tractor after he accidentally put the tractor in reverse while attaching the plow. Unable to reach the shift or throttle, he grabbed his tool box and took out a number of wrenches. One well-aimed wrench hit and turned off the throttle so his calls for help could be heard.

The schoolhouse which stood on the northwest corner of Pilot Knob and County Road 42, c. 1912. (Courtesy of Lois Puckett. Lois notes that some of her ancestors walked three miles to this school.)



shopped, caught the train, and attended church. Mail was sent and picked up in Rosemount until 1903 when Lebanon became part of the Rural Free Delivery system. Lebanon did not have a downtown until the formation of Apple Valley a century later. While early church services were held in homes in Lebanon, the first church was constructed in cooperation with Rosemount in Rosemount.¹⁷

An opening northeast...the Cedar Avenue Bridge

The Cedar Avenue Bridge linked the heart of Lebanon to Hennepin County markets via Cedar Avenue, which started in Lebanon and terminated in Minneapolis at the foot of the flour mills.

Built by Hennepin County in 1890, the Cedar Avenue Bridge became the last hand-operated swing span bridge maintained by the state. The remarkable feature of the bridge was that six men would crank it open. Sometimes the ends had to be jacked up to loosen the pins positioning the bridge on the roadway.¹⁸

A different kind of farm produce...gravel

Beneath southern Lebanon's soil was an extensive deposit of gravel. In the 1920s Frank Scott started a gravel operation to meet the needs of local building projects. Gravel became Lebanon's major product in the following years. Of the top employers in 1987, sand and gravel and related companies took five of six places.

When one gravel operation ceased, the hole filled with water to create a lake--Lac Lavon--whose lakefront property is now graced by homes.

The huge deposits of gravel in Apple Valley were

formed as glaciers receded north. Water from the melting glaciers formed the Crystal Lake Channel, which crossed Dakota County from the Minnesota River to the Mississippi by way of the Vermillion River. The surging water deposited sand and gravel in the channel. Eventually the river changed its course.¹⁹

The lighting of Lebanon...Pole #2902

Electricity came to Lebanon in 1937 and 1938. Under the Federal R.E.A., the Dakota County Electric Co-operative formed to deliver electricity to rural Dakota County.

The first lines were installed along the Old German Road (now Babcock Trail) in Inver Grove, and connected to a major distribution station in Farmington.²⁰ During the winter of 1937-38 poles were extended from Farmington north to the intersection of Dodd Road and 160th Street. Pole #2902 was set in the northwest corner of the intersection.²¹ This pole would eventually support the line which carried power to all of Lebanon and parts of Lakeville, Burnsville, and Eagan.

The West comes to Lebanon

In 1928 Arthur Eaton, Sr., purchased 520 acres to start up his western style ranch.²² The wooded and hilly area in northwestern Lebanon was considered unsuitable for farming. Having ranching interests in Montana and Wyoming, Eaton acquired the location to feed and fatten cattle close to the South St. Paul cattle market.

His venture evolved into an authentic ranch with western cowboys, horses, and horse shows. At one time there were 300 head of cattle and 92 horses on the property. The ranch became a favorite with Twin City residents for riding and hayrides.



Eaton's horsebarn and ranch house on Cedar Avenue--the starting point for many a hayride--in the final days, 1982. (DCHS photo donated by Jack Kennelly)

Cowboys Slim Brown and Jerry Agard, imported from Montana and South Dakota, tended the herd. Eaton's closed in 1982 after the state acquired it for a large upgrade of Cedar Avenue.

Lebanon's farmland sprouts airplanes

With the country's entry into World War II the Naval Air Station at Wold Chamberlain Field was upgraded to a major primary and advanced training base. Additional landing areas were required. The flat treeless farm land of southern Lebanon was a natural airstrip and had been used by barnstormers and Twin Cities flight schools during the 1930s. In 1942 the Navy met with the Lebanon Town Board, which agreed to lease the Navy property at the southeast corner of County Road 42 and Cedar Ave. The field was used for daytime primary training in Stearman biplanes, known as the "yellow perils."

In 1944 Jack Kipp, the owner of the property, applied for a license to operate the field as a public airport. The license was approved, and Lebanon, a town with fewer than 400 residents, had an airport. For the first ten years landings were made on sod. In 1955 a new owner added a bituminous landing strip. Gradually hangers replaced the original farm barn and more than 100 aircraft were based at what had become Southport. At its high point during the 1960s, Southport was host to many fly-ins and hosted precision-flying shows by the Navy's Blue Angels and Army's Thunderbirds. The field finally closed in 1974--a victim of increased land values.²³

Given Lebanon's population of 585 in 1960 and family sizes, the aircraft at Southport equaled about one plane per family. The figures are right, but airplane ownership didn't work out that way!

Moving with the times but still rural

During the 100 years between 1855 and 1955, Lebanon developed as a rural farm community. The population increased slowly from the 160 in 1860 to 361 in 1920 and 377 in 1950.

After World War II, a housing shortage existed in the Twin Cities to such an extent that returning servicemen and their families were provided temporary homes in Quonset huts erected on many of the playgrounds in St. Paul and Minneapolis. At the same time capital was available and thrift institution advertisements splashed across the pages of local newspapers offering money at low interest rates. The local home building market began to soar, and available land stretching out to the old cities' corporate boundaries was developed like the Highland Park area in St. Paul. Southern Minneapolis suburbs like Richfield and Bloomington were developed also, but Lebanon Township remained the same--rural and agrarian. But this changed rapidly in the 1960s and Lebanon's population rose at a rate not even local planners came close to predicting.

The Development of Apple Valley

by Gary Phelps

As a child growing up in St. Paul's Highland Park, northern Dakota County held many recreational opportunities for me and my parents and friends. In Eagan I splashed in the Lost Spur Country Club's pool (long since gone) while my parents played golf. A few miles south many of my friends attended Camp Butwin on O'Brien Lake. In Lebanon Township, now Apple Valley, Eaton's Ranch provided birthday party hayrides for my friends and me--bundled-up, shrieking kids.

Sadly Eaton's is gone--lost to the state for the right-of-way for a wider Cedar Avenue. And many of Eaton's neighboring rolling fields and woods are gone too, replaced by modern residences and city parks in Apple Valley. That area reminds me of Highland Park, where once a field was our next-door neighbor and the pheasant a frequent visitor before houses and lawns replaced them both. In many ways Apple Valley is like Highland Park except that the latter got a 15- to 25-year start on its path to becoming a successful residential area. Even the commercial districts possess similarities. Both are centrally located and avoid the dispersed strip mall approach found in many metro area suburbs. Highland Park has its Highland Village and Apple Valley its city center or downtown along Cedar and County Road 42.

Highland Park, however, is the final extension of an "old" city that had been growing since the 1840s. Apple Valley is a new city, less than 30 years old, which grew rapidly out of farmers' fields and woodlands. Apple Valley has had to deal with this growth on very short notice, and I think it has done this successfully, making it a good model for suburban development.

On the right roads (or adjacent to them)

Perhaps *because* I am not a retailer, commercial real estate developer, or large jobber, I believe it was Apple Valley's good fortune that it avoided being carved up by an interstate freeway. Consider Eagan, for example: two freeways, 494 & 35E, gashing through its countryside like a backhoe on a putting green. I love the convenience of freeways; I just wouldn't want to live next to one any more than I'd like to live next to a chainsaw artist who makes eagles and bears in his backyard.

Today's Apple Valley got off to a propitious start in 1938 when it had less than 400 people. The planned interstate (35E) just nicked Apple Valley. To quote a later history, "In 1938, Congress took the first step toward establishing the National System of Interstate Highways by directing the Bureau of Public Roads to study the cost and feasibility of building a super highway system to be paid for by tolls....Minneapolis and St. Paul were two of the cities on the national system and routes I-35 and I-94 were shown basically where they were later built." ¹

Eighteen years later, in 1956, highway consultant O. L. Kipp delineated I-35E in Dakota County. In a report used to establish a preliminary cost estimate, Kipp placed 35E in the Highway 13 corridor between Gun Club Lake on the northeast and proposed 35W on the southwest.² This section of 35E was redrawn by the state in 1958, south but parallel to 13--as it exists today--running the freeway through the far northwestern sections of Lebanon Township.³ A public hearing in Burnsville in August 1959 on the freeway's location elicited little resentment from its soon-to-be neighbors, although Leo Murphy questioned land

Cedar Avenue bridge will open soon



The Cedar Avenue Bridge nears completion in this view looking north in October 1980. (Courtesy of the Dakota County Tribune)

"One time when Orrin Thompson and I were at a town board meeting and it was an annual meeting, and before they got to us, they had to decide the bounty on gophers."

George Sauers, the developer of Palomino Hills, recalling a Lebanon Town Board meeting in the early 1960s.

acquisition costs since a potential corridor, Highway 13, already existed, and the proposed 35E corridor was more hilly. State Highway Commissioner Frank Marzitelli told Murphy that hills provided good fill for grading.⁴ The Highway 13 corridor also may not have been suitable because it was undergoing development, with 101 new homes under construction near 13 at Cedar in Cedar Grove, and 2,000 envisioned in the upcoming years.⁵

Meanwhile, just one mile west of Apple Valley in Burnsville, 35W was in the works, opening in December 1966⁶ and providing freeway access to Bloomington and Minneapolis. 35E opened from Burnsville to St. Paul 19 years later on November 16, 1985.⁷ So the freeway just nicked Apple Valley, and in many ways this contributed to its successful development in the future, where residences and parks did not conflict with such freeway progeny as commercial development and air and noise pollution and where access by car to the entire metropolitan area was nearby.

The local arteries

Within Apple Valley, two main arteries developed (appearing on early maps by 1874)--Cedar Avenue and County Road 42. County Road 42, Apple Valley's main east-west artery, was probably in use by the late 1860s, providing access to Rosemount from which the Minnesota Central Railway ran up to Minneapolis starting in September of 1865. County highway records show 42 was graded in 1917 and paved in 1945 through Lebanon Township from Cedar to the Gopher Ordnance Plant in Rosemount.⁸

Cedar Avenue ran up to the Minnesota River road (Highway 13) and crossed the Minnesota River in 1890, when the Cedar Avenue Bridge opened, thus connecting Bloomington with Eagan and Lebanon Township just to the bridge's south.⁹ In 1945 Cedar was paved from the Minnesota River to County Road 42.¹⁰ Later the bridge was replaced by a major four-lane bridge and throughway, which opened on October 30, 1980.¹¹ The section of Cedar from south of 42 north to 140th Street was regraded and paved in 1981¹² and the section from 140th St. north to 35E was widened and opened November 22, 1983.¹³

The beginning of the boom

Now I must tell you that the first major residential development in Lebanon Township had little to do with the upcoming freeways and the access that they would provide. Rather, it was the beauty of the hill and kettle countryside in the northwestern part (section 16 to be exact) of the township that attracted Falcon Heights builder George Sauers. "[T]his particular area was Eaton's Dude Ranch, where they had public horseback riding, and I'd ridden out there several times and I recognized it as a very picturesque site for home building--for people who wanted to live in the rugged hills country," Sauers recalled recently.¹⁴

But it was a coincidence that transformed Sauers' vision into reality when, while working on a downtown Minneapolis project, he came in contact with some Minneapolis businessmen who had just purchased 750 acres from the Eatons. "They [the businessmen] liked the way we did business so they asked us if we would take on the

"...they had a hearing down in Dakota County--I think the Metro Council had it. We went down there and they asked Bill Carroll [a long-time Lebanon Township farmer] about our development and he didn't think anything would ever be built there....They asked me; they got me up there and I said, 'Well, it would be 400 [homes] minimum built in one year.' The whole place laughed."

Henry Broback, Rosemount developer who sold his platted additions in Lebanon Township to Orrin Thompson, recalling a public meeting in the early 1960s.

"...before they [Dennis and Orrin Thompson] opened up, I was riding with Denny Thompson right down 42...and Dennis said they were going to rename the city to Apple Valley...and they were naming it after Apple Valley, California, because when you drive east on 42 and turn to enter Lebanon, it reminded them of Apple Valley, California, which was a nice community."

Henry Broback recalling how Apple Valley got its name.

development of the site," Sauers noted. "We initially planned to do that [the development] as a kind of equestrian subdivision with horseback riding trails, and narrow roads...and more size to the lots, but early on the county induced...the city to use 60-foot roads and wide paved sections, and of course this jumped up the cost so much...it didn't appear practical to go with a real large lot."

I asked Sauers if he hired a planning firm to see if the venture would be feasible. "[W]e had another company that we worked with that did economic analysis for various types of projects: shopping centers, apartment projects, and housing projects, but...we never felt that we had to do a population and other economic analysis for this because it was a natural." The development became known as Palomino Hills, named after the land's equine past. Sauers' "kid brother" R. Lyle, an architect and avocational city planner, laid out the subdivisions in the hilly terrain. They sank a 500-foot well and put in a pressurized water system, which the city ultimately took over. The project began with 30 homes, ultimately adding another 200.

I asked Sauers about his relationship with the town board and their development input. "[T]hey were not too knowledgeable about this but they were reasonable, intelligent people. And they could see that what we were doing was desirable. And so our relationship with them was really very good."

The town board plans for the future

Indeed the Town Board of Lebanon, although unfamiliar with the details of large-scale suburban residential development, did seem to make intelligent decisions. They adopted the town's first

zoning ordinance in 1954.¹⁵ The first planning commission was formed by order of the town board in April 1962¹⁶ when the town had 600 residents, and the following year the town board adopted comprehensive zoning and subdivision ordinances.¹⁷ (Compare this to St. Paul and Minneapolis. St. Paul adopted its first comprehensive zoning ordinance in 1922 when its population was over 235,000. Minneapolis adopted its first comprehensive zoning ordinance in 1924, when its population was over 380,000.)

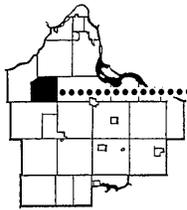
These early actions by the town board and planning commission came despite the fact that population estimates for future growth were rather conservative. In 1962 the Industrial Development Department of NSP in conjunction with the Dakota County Planning Department forecasted that Lebanon Township, whose population in 1960 was 585, would have a 1980 population of 3,400.¹⁸ In fact, the population in 1980 was 21,818.

Enter the Brobacks and Orrin Thompson

In fairness to NSP and the Dakota County Planning Department, this prediction was made just before the milestone in the township's development--the entrance of residential developers Arthur and Henry Broback and Orrin Thompson in late 1962. By the early '60s the Brobacks had developed 200 lots in Rosemount. Then they looked at Lebanon Township and particularly the Bob Strese Farm on County Road 42 west of Cedar.

I asked Henry Broback, "You were driving by the

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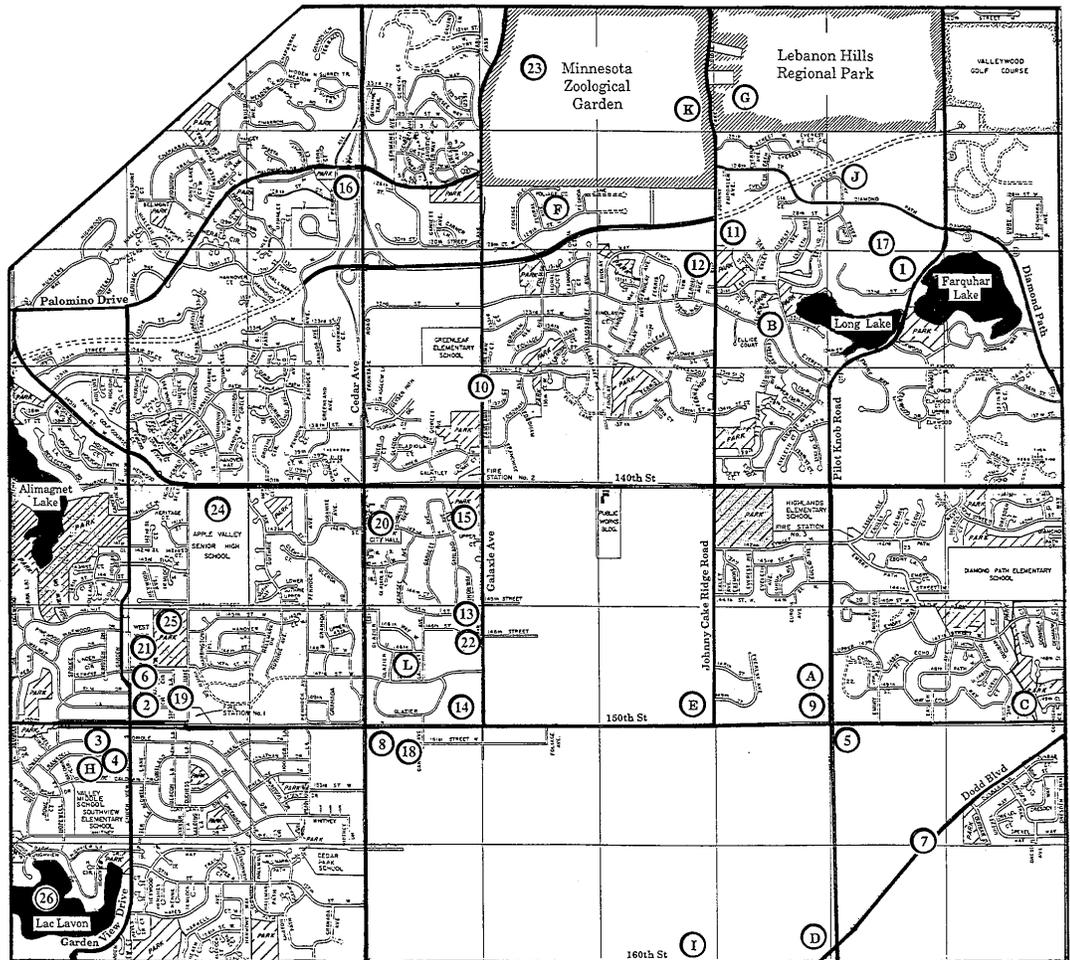
Apple Valley Historic Sites

Early homestead locations

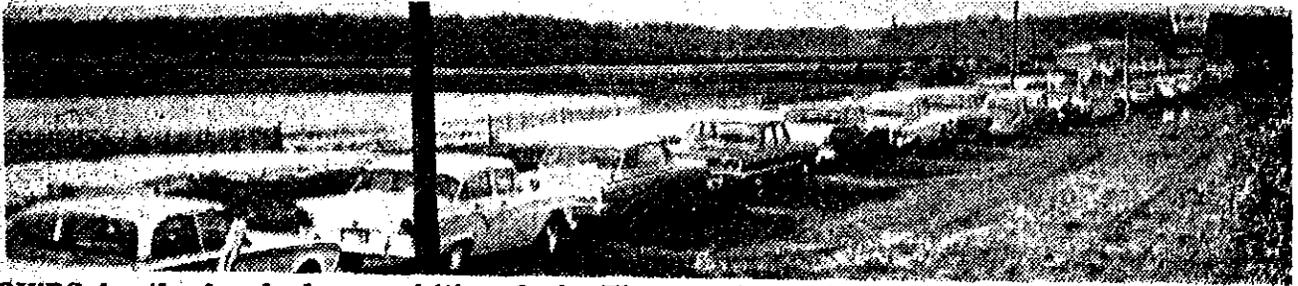
- | | |
|-------------------------|----------------------|
| A 1855 Henry J. Verrill | G 1855 James Ryan |
| B 1855 Charles Verrill | H 1855 H. Potter |
| C 1855 L. Morse | I 1856 John Gilman |
| D 1855 G. Wilson | J 1856 John Farquhar |
| E 1855 L. Nason | K 1856 B. Verrill |
| F 1855 R. Farquhar | L 1856 Thomas Scott |

Points of historic interest

- 1 John Farquhar home 13151 Pilot Knob Road believed oldest house standing in Apple Valley
- 2 Site of first school building (1855), log building
- 3 Site of first frame school (1857), destroyed by fire
- 4 Site of first church services, Potter house (1857)
- 5 1862 Lebanon Cemetery, pioneer gravestones
- 6 Meeting site for organizing Lebanon Township May 11, 1858, W. L. Hardick house
- 7 Dodd Blvd. (Road) constructed by Capt. Dodd from Mankato to Mendota in 1849
- 8 Site of District 17 schoolhouses late 1850s-1960
- 9 Site of District 18 schoolhouses 1858-1950
- 10 Old Cedar Avenue, now called Galaxie Avenue
- 11 1879 Moeller homestead, 12902 Johnny Cake Road
- 12 1890 Hagemeister homestead, Johnny Cake Road, site of Hagemeister School 1906-1936
- 13 Location of Thomas Scott home
- 14 Location of Frank Scott home
- 15 Location of William Scott home
- 16 1928-1982 Site of Eaton's Ranch
- 17 1930 Site of oil drilling attempt
- 18 1942-1974 Site of Southport Airport
- 19 1963 Site of Orrin Thompson first model homes
- 20 1966 First volunteer fire station
- 21 Site of town board meetings, Westview School 1965-1966, Apple Valley's temporary city hall
- 22 1974 First community medical center
- 23 1978 Minnesota Zoo, first state zoo in nation
- 24 1976 Apple Valley High School
- 25 First Apple Valley city park
- 26 Lac Lavon, former gravel pit made into a lake



'Apple Valley' Is Booming



CROWDS by the hundreds are visiting Orrin Thompson's model homes in Apple Valley, Lebanon township. A sight-seeing Tribune photographer got caught in the traffic tie-up at the place, Sunday afternoon. Actual completed sales are nearing the 200-house mark, with potentials up in the hundreds. Apple Valley has exceeded expectations, staff salesmen say.

Cars line up to view Orrin Thompson model homes in March 1963. (Courtesy of the Dakota County Tribune)

Strese Farm and you said 'Let's go ring this guy's bell...?' And Broback replied, "Yeah, that's what I did."¹⁹ Bob Strese sold to the Brobacks, and the platted additions became known as Bob's Garden View. I asked Broback if the freeways that were planned made any difference in his land selection. "No, no, that didn't make any difference...I tell you what woke us up in '59...in four days I think I sold 26 houses myself in Rosemount." And that was before they were built.

The Brobacks platted 507 lots in Bob's Garden View and put up two model houses back from 42 near Hayes Road. The Lebanon Town Board had given their consent for the model homes in June 1962.²⁰ "Then one day," Henry recalled, "we were in Rosemount...with Orrin Thompson and they wanted to buy us out in Lebanon...We said 'Fine' and they asked us why we built the houses [the two models] back from County Road 42 and we told them that there would be so many people out here wanting to buy homes that they'll need the room to park. And then everybody laughed." But the Brobacks were right.

The Brobacks sold out to Orrin Thompson. Thompson was a large residential developer who had built 4,000 homes in the previous five years in places like Coon Rapids, Cottage Grove, and Bloomington. Unlike Palomino Hills, where nearly every house was unique, Thompson built, as he called it "a complete community," with tract homes based on a select number of models, plus water and sewerage systems, recreation and commercial facilities, and schools. He preferred flat, open land like that in the southern part of Lebanon Township.

His planning was considerable. "We had a

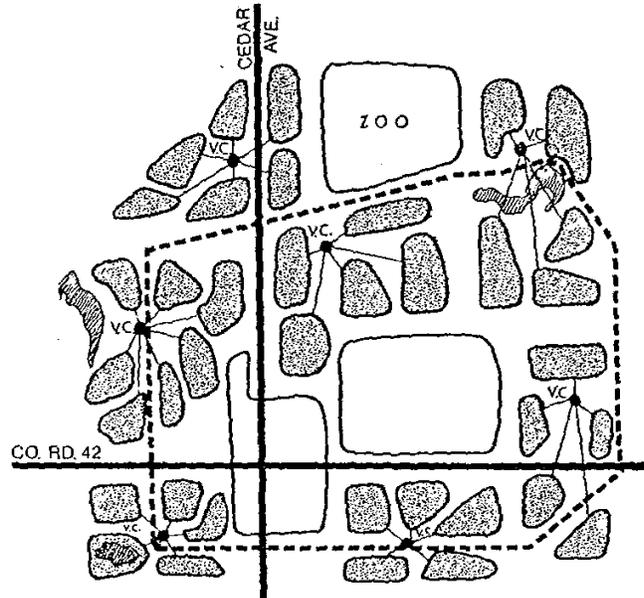
research firm from Los Angeles [I. G. Major] come out and make extensive research on the whole south area..." Orrin Thompson noted in August 1963 while 300 of his homes were going up in Lebanon Township. "Strictly we wanted to know where the houses grow the fastest in the next ten years and we took surveys also with the people and apartment dwellers all over in Minneapolis and St. Paul." From the planning and surveys, Thompson generated a map with circles of areas of growth. Burnsville and Lebanon showed a future increase in population that Thompson described as "quite shocking."²¹

Thompson got in on the ground floor. While there were 23 housing units authorized by building permits constructed in Lebanon Township in 1962, there were 376 (almost all Thompson homes) in 1963, which would prove to be the most for any year in the decade.²² Apple Valley as we know it today was then born as a residential community. Of its 11,500 acres, the township's leading land use beside vacant or agricultural use in 1962 was residential, consuming 186 acres.²³ By 1970 residential acreage reached 803,²⁴ more than twice as much as commercial and industrial combined. The population rose from 585 in 1960 to 8,502 in 1970.

The first comprehensive plan 1972

In 1970, the Village of Apple Valley, which had incorporated the previous year and included all of the township, began steps towards its first comprehensive plan. Published in 1972, the plan, prepared by the planning commission and their consultant, Urban Planning and Design, presented an interesting concept called "New Town." Seven residential areas would become "villages" with 30-

Illustration of the "New Town" concept in Apple Valley as it appeared in the 1972 comprehensive plan.



to 40-acre focal points known as "village centers," holding small retail establishments and community buildings, a school, a park, health center, daycare center, etc. The plan also called for an Apple Valley town center, a downtown which would focus on commercial trade but become an employment center for the surrounding area as well.

I recently talked to John Voss, former Dakota County commissioner and city planner with Urban Planning and Design about the "New Town" concept. Voss: "The theory was that people can only relate into a group of about 10,000. When you get beyond 10,000 you tend to lose your identity. And that is based upon the concept of small town America where you go downtown and you know, you recognize the baker and the banker and the druggist and the people that you deal with and you see your friends and neighbors there. When you get beyond the population of 10,000 you start to lose that identity. If you work in downtown Minneapolis, for example, and if you realize that someone also lives in Apple Valley, the first identity that you'll use is not just Apple Valley as a whole because it's too large. You'll use your neighborhood... 'Do you live in Palomino Hills? Do you live in Greenleaf?' That's the concept we're trying to pick up."²⁵

Although adopted as the basis for the 1972 comprehensive plan, the "New Town" concept was not fulfilled as originally intended. John Voss: "Well, I think the citizens' concerns at that time, as I recall, were typical of today. You know, they wanted to protect their property values and primarily promote additional single-family development, rather than commercial or industrial

or multiple in close proximity to their homes. They wanted them in other areas of the community. One of the things that the "New Town" concept proposed was small neighborhood centers in several different locations in the communities, surrounded by residential neighborhoods and there was some resistance to that. There was general acceptance of the concept but it was a case of 'Don't put the commercial development next to my home' sort of thing. And that latter concern was what caused the concept to fail, you might say--not in its entirety but it was the fear of the commercial that really caused the city to think otherwise in locating commercial development. At the same time there was another thrust in the community which was to create a large downtown area, and some of the people, planning commission members as well, maybe even city council members, that felt that these scattered small neighborhood centers would work against the goal of creating a large downtown commercial area--would detract from that in some way."

A residential community has a price

Apple Valley's success as a residential community has not come without a price. "[Y]ou didn't have the industrial tax base," Voss noted. "They tried to bring new industry. They worked very hard at it but they weren't very successful because of the competition, particularly to the north from Eagan, which was much more attractive, for example, or Airlake Industrial Park [in Lakeville], which had the attraction of the airfield. I can recall that we prepared a bond referendum in about 1972 for both Eagan and Apple Valley and the base amount of that

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Apple Valley's Residential Development: A Rapid Expansion Over Three Decades Transforms the Farmland to Neighborhoods

In the spring of 1989 Kurt Chatfield started his masters thesis on urban growth in Dakota County at the University of Minnesota. He compiled a list of residential subdivisions of at least ten units. The data presented here is part of that study.

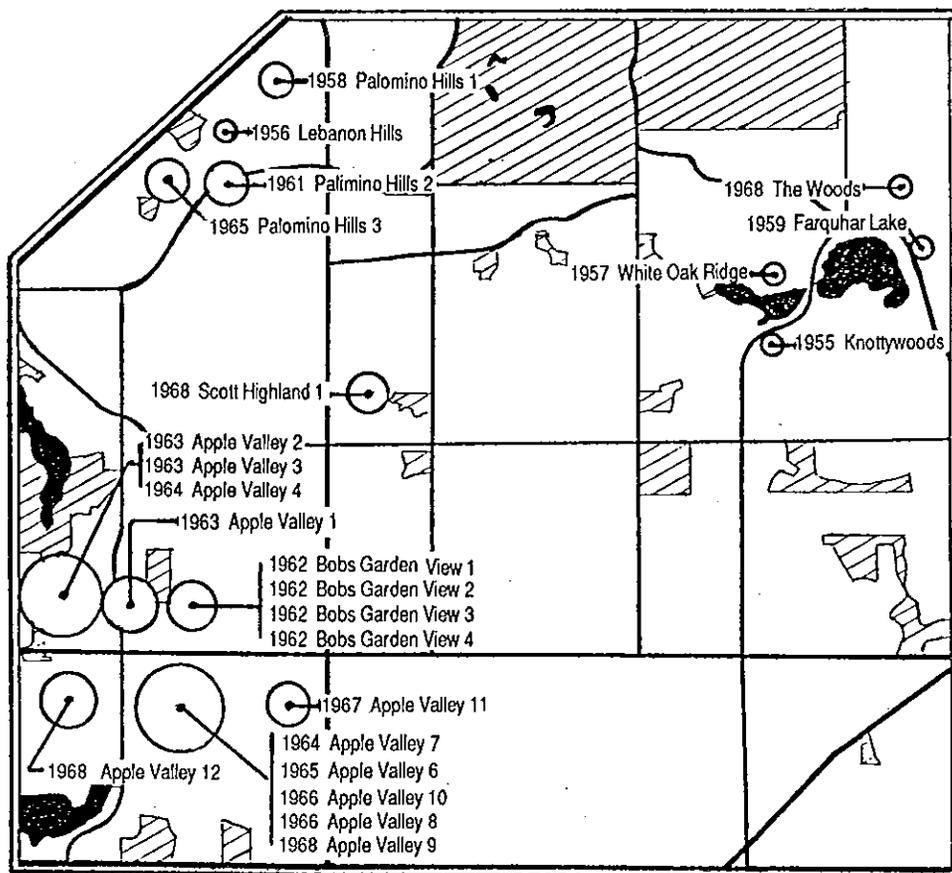
His Apple Valley data included a subdivision lists and maps for five year periods starting in 1955. The two maps below are similar to Kurt's showing the center of each development and its relative size. Our maps, however, span 20 years; the Lebanon period 1955-1968 and the early Apple Valley period 1969-1975. The following are Kurt's comments.

1955-1959: The earliest subdivisions were rural in character--large lots, with septic tanks and wells. Palomino Hills advertised bridle easements and nearby horse pasture. Streets were surfaced with gravel--narrow, and without curbs or gutters. All of these subdivisions were platted in wooded scenic locations. Palomino Hills did have a private water system that was later dedicated to the city.

1960-1964: Bob's Garden View was the first entry level

suburban "tract" housing in Apple Valley (Lebanon). Lots were purchased and the building boom followed. In 1963 Orin Thompson platted his first subdivision, calling it Apple Valley. These subdivisions were constructed on level, sandy terrain.

1965-1968: Apple Valley added subdivisions to its original area and new subdivisions to the east and west. The first Scott Highland subdivision was similar to Apple Valley with 1/4 acre lots, curb, and gutter. "The



Subdivisions 1955 - 1968

Year	Development	Homes
1955	Knottywoods	19
1956	Lebanon Hills	22
1957	White Oak Ridge	24
1958	Palomino Hills 1	54
1959	Farquhar Lake	24
1961	Palomino Hills 2	72
1962	Bob's Garden View 1	35
	Bob's Garden View 2	31
	Bob's Garden View 3	28
	Bob's Garden View 4	18
1963	Apple Valley 1	115
	Apple Valley 2	78
	Apple Valley 3	186
1964	Apple Valley 4	163
	Apple Valley 7	133
1965	Apple Valley 6	57
	Palomino Hills 3	72
1966	Apple Valley 10	82
	Apple Valley 8	107
1967	Apple Valley 11	88
1968	Apple Valley 12	128
	Apple Valley 9	25
	Scott Highland 1	90
	The Woods	17

Thompson Development Begins



Orrin Thompson model homes go up in Apple Valley (then Lebanon Township) in this view from December 1962. (Courtesy of the Dakota County Tribune)

THREE MODEL UNITS shown above are the beginning of the Orrin Thompson development recently begun on their new location at County Road 11 and Hayes Road. Thompson expects to build 200 to 300 homes on the site the first year with a goal of 300 yearly after that time.

Woods" were rural design subdivisions with large lots and narrow gravel streets in rugged wooded terrain. "The Woods" were similar to "Palomino Hills" and "Farquhar Lake".

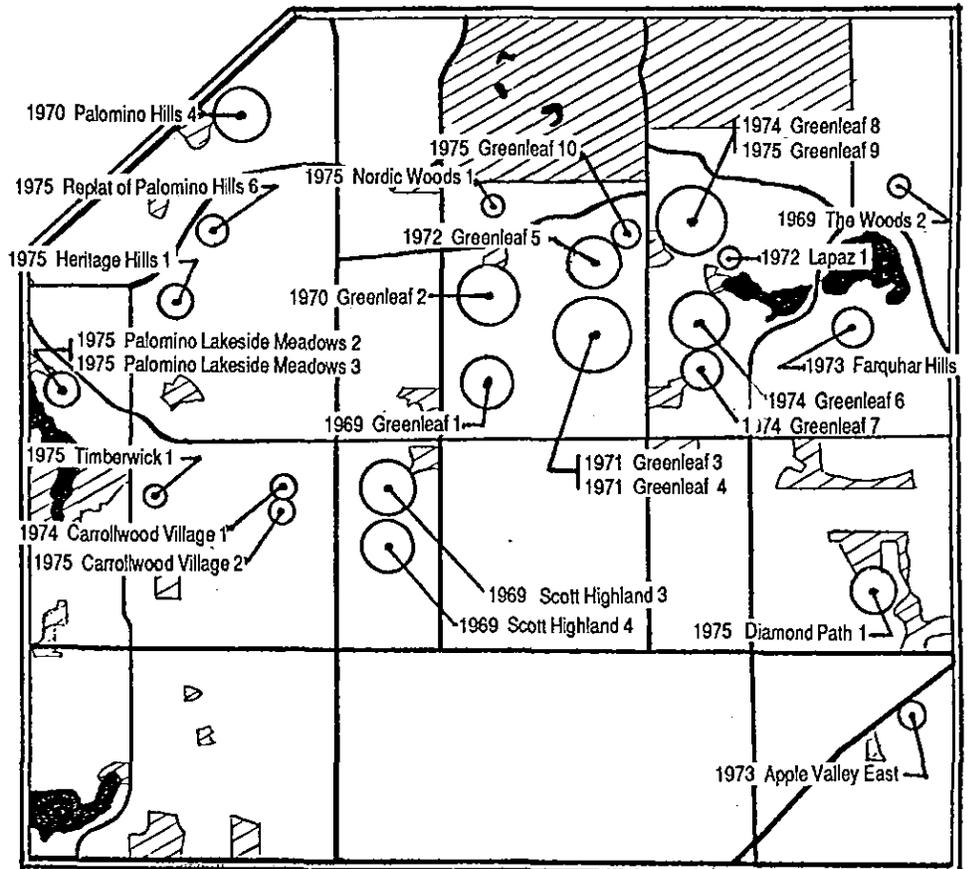
1969-1974: Orrin Thompson expanded northeast into more hilly terrain with eight Greenleaf additions. Two new Scott Highland and the Greenleaf subdivisions were still characterized as entry level tract homes. The

first Apple Valley East tract was platted.

1975: A year of rapid expansion with new builders. Seven builders started ten subdivisions including custom built homes on small and large lots. The most expensive homes were located in the northwest area of hills and woods.

Subdivisions 1969 - 1975

Year	Development	Homes
1969	Greenleaf 1	112
	Scott Highland 3	121
	Scott Highland 4	121
	The Woods 2	11
1970	Greenleaf 2	152
	Palomino Hills 4	117
1971	Greenleaf 3	92
	Greenleaf 4	205
1972	Greenleaf 5	106
	Lapaz 1	15
1973	Apple Valley East	49
	Farquhar Hills	70
1974	Carrollwood Village 1	24
	Greenleaf 6	139
	Greenleaf 7	94
	Greenleaf 8	45
1975	Carrollwood Village 2	26
	Diamond Path	113
	Greenleaf 10	33
	Greenleaf 9	177
	Heritage Hills 1	32
	Nordic Woods 1	20
	Palomino Lakeside Meadows 2	18
	Palomino Lakeside Meadows 3	12
	Replat of Palomino Hills 6	43
	Timberwick 1	11



Builder Orrin Thompson's many subdivisions had the most impact on Lebanon. Thompson's 11 Apple Valley subdivisions in six years, 1963-1968, totaled 1,105 homes compared to 425 homes constructed in the 13 years, 1955-1968, by 9 other builders.

During the period 1955-1988, 159 subdivisions of 10 or more homes were platted, many extensions of previous projects. For example Apple Valley had 13 subdivisions, Greenleaf 12, Dimond Path 12. The largest project was Longridge 2 in 1978 with 242 homes. The record year for subdivisions was 1987 with 22 projects totaling 1,161 homes.

For the first 20 years the larger housing projects were clustered in the southwest and central sections of the community. By the late 1970s the cluster moved to the southeast with both large and small projects filling in bypassed spaces.

By 1985 all available large tracts had been developed. For the next four years smaller projects continued to fill available land throughout the city. The 5 subdivisions in 1988 averaged 29 homes compared to 148 in 1963 and 92 in 1969.

Subdivisions 1976-1988

1976	Chateau Estates 1	33		Timberwick 6	25		Grandview Manor	22
	Dimond Path 2	35	1982	Morningview 1	64		Lac Lavon Shores 2	39
	Dimond Path 3	141		The Oaks of Apple Valley 1	69		Lac Lavon Shores 3	69
	Heritage Hills 3	37	1983	Chateau Estates 4	10		Nordic Woods 11	15
	LaPaz 2	26		Forest Park Estates 3	25		Oak Shores 11	13
	Palomino Lakeside Meadows 4	20		Hillcrest Addition	38		Pilot Knob Estates 5	17
	Timberwick 2	12		Hunters Wood 3	25		Saddle Ridge	34
1977	Apple Valley 13	25		Morningview 3	36		Summerfield	28
	Carrollwood Village 3	29		Pilot Knob Estates	56		The Oaks of Apple 3	80
	Cobblestone Lakeview Add.	34		Pilot Pond	20		Woodside Estates	25
	Greenleaf 11	135	1984	Chateau Estates 5	13	1987	Apple Ponds	82
	Greenleaf 12	86		Emeralds Point 1	45		Briar Oaks 2	90
	Heritage Hills 3	30		Forest Park Estates 4	14		Carrollton Estates 3	62
	Hidden Ponds 1	25		Forest Point	29		Delaney Park 3	10
	Nordic Woods 2	43		Meadowlark Glen 1	76		Delaney Park 4	28
	Palomino Hills 7	16		Morningview 6	39		Eagle Ridge Estates	17
	Palomino Lakeside Meadows 6	13		Nordic Woods 5	58		Emerald Point 3	31
	Timberwick 4	13		Pinecrest 1	22		Greenleaf Park Estates	33
	Valley South	38		Pinecrest 2	35		Hunters Ridge	59
1978	Apple Valley East 2	33		Sherman Heights 2	16		Huntington 1	103
	Apple Valley East 3	23		Sunshine Estates	78		Morningview 4	50
	Carrollwood Village 4	27		The Oaks of Apple Valley 2	81		Pinecrest Townhomes	31
	Cobblestones 1	52		Timberwick 7	16		Royal Oaks Estates	17
	Forest Park Estates 1	23	1985	Carrollton Estates 1	93		Scotsbriar 2	81
	Heritage Hills 6	14		Cobblestone Manor 3	10		Shadow Estates	31
	Longridge 1	112		Hallwood Highlands	44		Summerfield 2	38
	Longridge 2	242		Lac Lavon Shores 1	41		The Oaks of Apple 3 2nd	25
	Timberwick 5	44		Meadowlark Glen 2	13		The Park	45
1979	Apple Valley East 4	29		Pilot Knob Estates 4	24		Valley Meadows	36
	Chateau Estates 3	21		Scotsbriar 1	105		Valley Way Village 5	11
	Dimond Path 4	47		Valley Way Village 1	61		Valley Way Village 6	24
	Forest Park Estates 2	17	1986	Briar Oaks 1	46	1988	Carrollton 4	78
	Palomino Woods	197		Carrollton Estates 2	85		Huntington 2	36
1980	Apple Valley East 5	43		Chaterton Ponds	28		Salem Woods	26
	Carrollwood Village 5	23		Delaney Park 1	11		Valley Way Village 7	44
1981	Apple Valley East 6	22		Delaney Park 2	26		Wildwood Pond	16
	Hidden Ponds 2	14		Eagle Ridge Estates	42			
	Nordic Woods 4	21		Emerald Point 2	22			

Signs of a Growing Community

Gleanings from the Lebanon Town Board Minutes 1961-64

9/13/1961--Lebanon Township buys its own stationery for the first time.

late 1961--Town purchases office equipment for the town hall.

3/2/1962--\$2,717.44 in the bank account for Lebanon Township with \$9,023 in receipts from 1961.

9/5/1962--Town purchases a five-drawer map cabinet.

9/26/1962--Town passes a firearms ordinance.

5/8/1963--Town buys adding machine.

2/19/64--Town Board orders purchase of eight more voting machines for town hall.

3/18/1964--Dog ordinance adopted which requires the licensing and regulation of dogs.

9/9/1964--Town establishes a police force with previous constable Eugene Corrigan as chief and Ken Rowley Deputy. They receive \$2.75 an hour, 7.5 cents per mile, and use their own cars with two-way radios.

referendum--\$650,000--was the same for both communities, but it cost the Apple Valley taxpayer just twice as much to retire those bonds as it cost the Eagan taxpayer because of their industrial tax base. So, basically, the Apple Valley resident paid the price for their quality of life here."

Single-family homes or residential diversity

Most Apple Valley residents today live in a single-family house, although the "New Town" concept sought more residential diversity. "The idea was that in the course of a person's life, your need for housing changes....When you are young and out of high school you live in an apartment. When you are first married you probably live in an apartment. Then you start a family and you live in a single-family home. Then your children grow up and move away and you probably move to a townhouse and then, when you become an elderly person, you move to housing for the elderly or back to an apartment again. So over the course of 60 or 70 years...you go apartment, single family, townhouse, apartment or housing for the elderly, and it was our objective to provide those housing opportunities in the same general area so you didn't have to move out of your neighborhood as your demand for housing changed. You could go to the same church, you could be near your same friends, you could belong to your same social clubs. What actually happened in Apple Valley in the course of time is [that] some of the people [who] were involved in actually formulating plans and serving on committees had their lifestyles changed--a divorce is one of the things that happened--and the next thing that happened, those people left Apple Valley and they were living in Burnsville or other locations because we simply didn't have housing for them here in Apple Valley.

And I saw that happen in Golden Valley. People legislated themselves right out of the community."

I asked, "What do you mean people legislated themselves--?" Voss: "They didn't allow a variety of housing types that would eventually serve them because they didn't anticipate that they would need anything other than a single-family home." I asked him about multi-unit dwellings and their placement: "One of the problems, I suppose, that develops then is you get kind of a segregation [of multi-unit dwellings]...rather than an incorporation as in the 'New Town' concept?"

Voss: "That's right. And we were concerned that if you locate multiple dwellings in two or three areas with high concentrations, that that actually causes perhaps a deterioration of values, rather than have them scattered in several locations. It's one of the most difficult things for a planner to achieve, not just in Apple Valley but anywhere."

The zoo

Apple Valley's population grew from 8,502 in 1970 to 21,818 in 1980. Five schools were constructed in Apple Valley between 1971 and 1977, among them a high school which opened in the fall of 1976. During this decade the city was put on the regional map when it was selected as the site for the Minnesota Zoological Garden in 1970.²⁶ The zoo opened in 1978.²⁷ Perhaps Elizabeth Kaibel described the zoo's impact accurately when she noted, "What's surprising is that, though this world-class facility has brought both traffic and jobs to the city, its presence does not dominate Apple Valley in the same way that, say, Disneyland dominates Anaheim. Indeed, most residents seem oblivious to the zoo, though news of its internecine squabbles and monorail problems occasionally

make headlines in the Dakota County Tribune."²⁸

In 1963 Orrin Thompson had predicted that the really big boom in housing would come from 1967 to 1970 and he was correct. But the late 1970 exceeded this. The city added 4,200 housing units during the decade, reaching 6,778 in 1980, of which over 5,000 were single-family homes.²⁹ In 1979 the city authored its second comprehensive plan, and by this time the village center idea of the "New Town" concept had been rejected. The 1979 plan noted that its 1972 precursor met "stiff resistance because nearby residents did not want small neighborhood convenience centers located adjacent to their properties."³⁰ The 1979 plan, traditional in character, called for Apple Valley to resist over-zoning for commercial and industrial development, beautification along roadways, planning the downtown area, preservation of natural amenities like trees and lakes, and a close relationship with the school district. Over the preceding years the schools had become the focal points in neighborhoods.

The addition of parks in Apple Valley, stressed in both the 1972 and 1979 plans, speaks highly, I think, of the community's leadership. According to the Metropolitan Council, during the three periods 1970-1975, 1975-1980, and 1980-1984, Apple Valley always ranked in the top eight cities in the entire metropolitan seven-county area with most vacant land converted to public and recreational use.³¹

Apple Valley today

Today Apple Valley finds itself with a population of 34,275. Of its 11,500 housing units, 75% are single-family.³² I asked John Voss about Apple Valley today. Voss: "Well, over the years one of the big concerns was that Apple Valley wasn't able to attract a large shopping center on the scale of a sub-regional/regional shopping center. They always had hoped that that would occur on the southeast quadrant of Cedar and 42, where the Southport Airport had existed several years ago. But with the competition of the Burnsville Center, they never seemed to be able to attract a large anchor in that area. In fact, in recent years, as recent as about three years ago, they almost gave up the ghost and allowed a strip mall, so to speak, along Cedar, which would forever preclude that opportunity. A developer wanted to put a small strip mall in there, which would, of course, have blocked any visual access into the interior of the property, and nobody would have ever built. But now in 1990, of course, we have the largest Target store in the chain being developed on the property; it's going to be opened in September of this year,

and so I think they are finally seeing that major development occurring. And of course, that's going to bring other things, such as potentially Cub Foods and Bachman's and some other major developments are finally, after all these years, going to move into the area."

I asked him about Apple Valley's potential problems. Voss: "They still have the sand and gravel operations in the center of the community and they are going to co-exist for a number of years. They're trying to manage that now and move them to another area south of County Road 42, and they've just done a plan, so I think they are managing the co-existence of sand and gravel with the residential....They are always going to be battling economics because they don't have that strong industrial tax base. To some degree that's offset by the school district, where you have the Burnsville Shopping Center in the school district, Koch Refinery, and some large industrial tax base from outside the community, because the school district, which accounts for 60% of the tax dollar, extends beyond the boundaries of Apple Valley. But Apple Valley is always going to be fighting the economics. There isn't an easy way to bring forth tax dollars, but they've done an amazing job, I think, of overcoming that, and I don't know exactly how it's been done over the years--but I see a very progressive community."

I asked him what he thought Apple Valley's strongest points were. "I think the strongest point is that it creates a great living environment for a young family--great opportunities for raising a young family."

For me Highland Park was a good place to grow up and for my parents to raise a young family. My brother and I moved out of the house and my parents followed us a few years later. They didn't stay in the Highland Park community. They moved to a new apartment building in Eagan. A young family bought our house.

I have a fondness for Apple Valley because it reminds me of Highland Park--both great living environments for a young family. Unfortunately the Apple Valley kids won't be able to muck around at Eaton's, but they have the zoo, the parks, "the downtown."

The farmland is going in the south and east and the kettle and moraine country is developed in the north, but those inhabitants who lived there before and during the housing boom did a good job in planning and making Apple Valley what it is today, a successful community in which to raise a family, a model for those who wish to follow its example.

Apple Valley from the Air
1957, 1964, 1970, and 1984

Photographs were taken from approximately the same height each year. This page presents the Palomino Hills area. The intersection of County Road 42 and Cedar Avenue follow.

1957
right



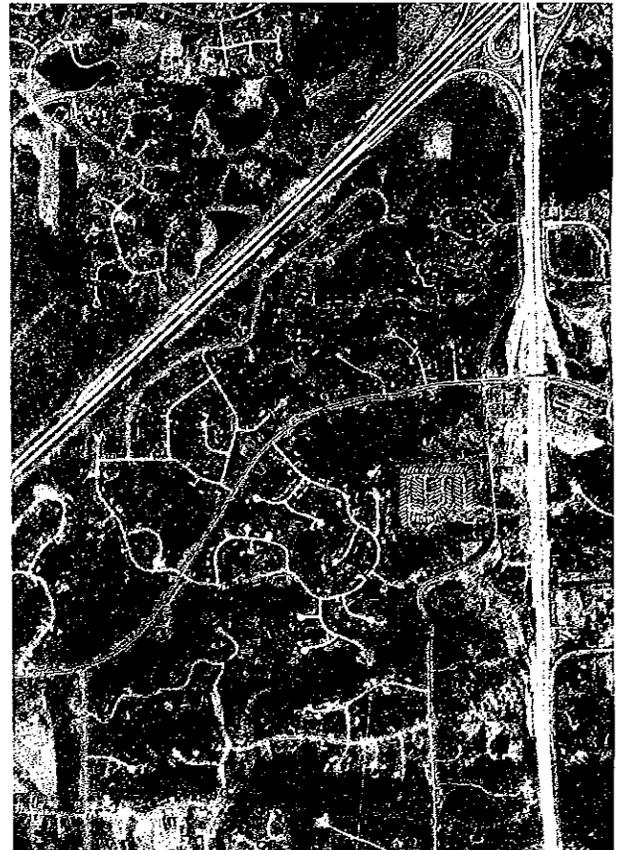
1964
far right



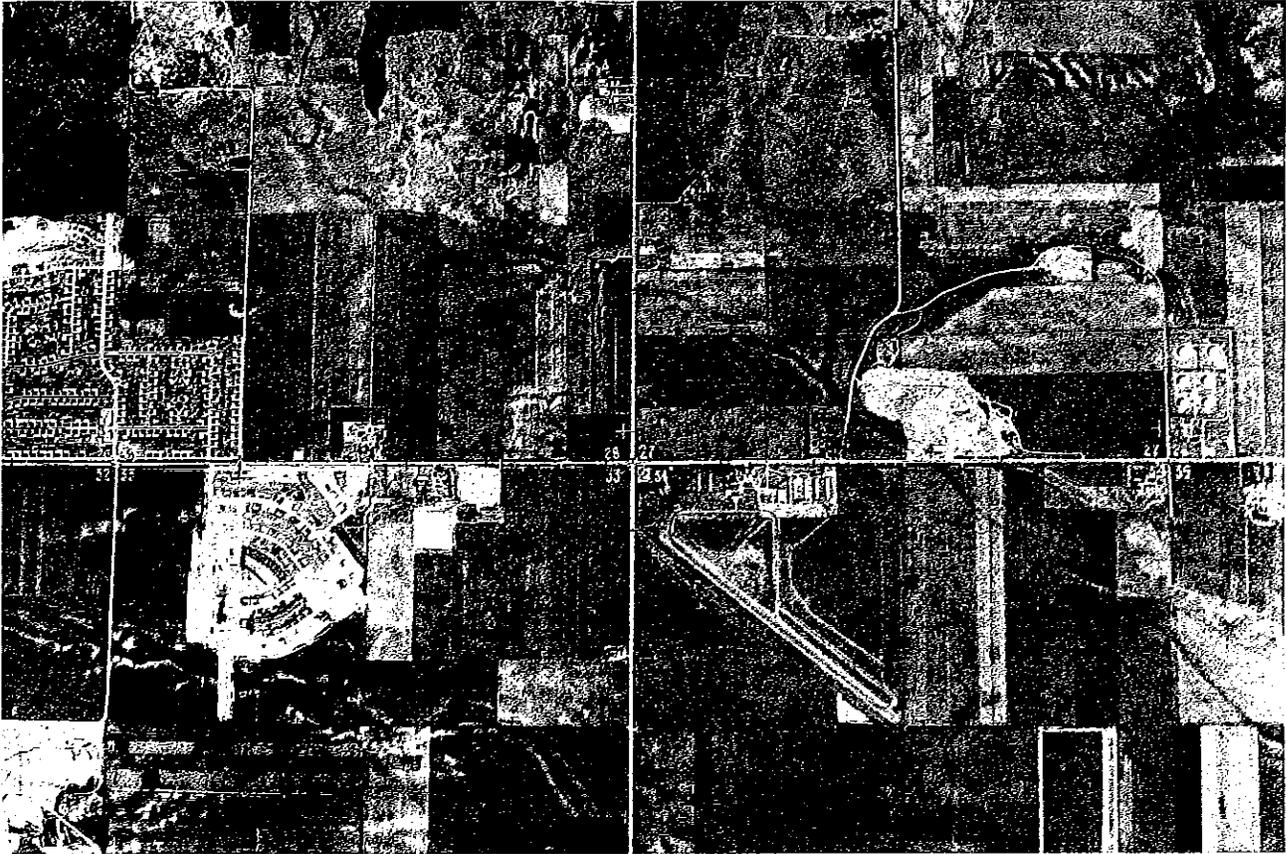
1970
right



1984
far right



The intersection of County Road 42 and Cedar Avenue
1957 above.....1964 below



**The intersection of County Road 42 and Cedar Avenue
1970 above.....1984 below**



End Notes pages 1-8

1. Rev. Edward D. Neill, *History of Dakota County* (Minneapolis: North Star Publishing Co., 1881), 191-193.
2. William W. Folwell, *A History of Minnesota* (St. Paul: Minnesota Historical Society, 1926), 352-354.
3. *Ibid.*, 353.
4. Neill, 427, describes the original land features.
5. Hildegard B. Johnson, *Order Upon the Land* (New York: Oxford University Press, 1976) offers a good compendium on land warrents and related issues.
6. Neill, 427-428.
7. *Ibid.*, 428.
8. *Ibid.*, 213.
9. Grover Singley, *Tracing Minnesota's Old Government Roads* (St. Paul: Minnesota Historical Society Pamphlet Series No. 10, 1974), 10.
10. Neill, 222-223, gives an account of the county seat locations. The move from Kaposia to Mendota took place in 1854.
11. Neill, 427-432, gives the best account of early Lebanon Township, devoting this short chapter to it in his 1881 county history.
12. *Ibid.*, 428.
13. *Dakota County Tribune*, October 29, 1891.
14. Neill and Carol Braun, ed., *Reflections of Lebanon/Apple Valley, 1855-1976*, give accounts of early schools.
15. B. F. Pinkney, *Plat Book of Dakota County, Minnesota* (Philadelphia: Union Publishing Company, 1896), 16.
16. Braun, 13.
17. Neill, 431.
18. *Dakota County Tribune*, August 2, 1962.
19. N. H. Winchell, *The Geology of Minnesota* (St. Paul: Pioneer Press Company, 1888), v. 2, 90.
20. *Dakota County Tribune*, February 25, 1938.
21. Banister Engineering Co., Pole Map #214, in the collection of Dakota Electric Association.
22. Braun, 33. Also see the *Dakota County Tribune*, February 18, 1982, for an article on Eaton's.
23. *Ibid.*, 32.
- ways, *Administrative Action Final Environmental Impact Statement, Trunk Highway 36 in Dakota And Hennepin Counties, Minnesota*, Report Number F.H.W.A.-MN-E.I.S.-74-4-F (1976), 2.
10. Dakota County Highway Department Project Files.
11. *Dakota County Tribune*, October 30, 1980.
12. Dakota County Highway Department Project Files.
13. *Dakota County Tribune*, December 1, 1983.
14. This and the following is from an interview Gary Phelps conducted with George Sauers on October 26, 1990.
15. "In the Matter of the Petition for the Incorporation of the Town of Burnsville, and Certain Added Property in the Townships of Lebanon, Eagan, and Lakeville," testimony before the Minnesota Municipal Commission, August 28, 1963. Minnesota Municipal Commission Papers, Minnesota Historical Society State Archives.
16. Lebanon Town Board *Minutes*, April 4, 1962.
17. Apple Valley Planning Commission and Urban Planning & Design, Inc., "Comprehensive Guide Plan, Village of Apple Valley," (1972), 1. The Twin Cities Metropolitan Planning Commission had been fostering local planning at least since 1959 when it published "Local Planning Bulletin. 1 Development Districts." The TCMPC "was established by an act of the 1957 Minnesota Legislature for the purpose of providing advisory metropolitan planning services for the areas consisting of Anoka, Dakota, Hennepin, Ramsey, and Washington counties."
18. Lebanon Township Planning Commission *Minutes*, November 20, 1962.
19. This and the following is from an interview Gary Phelps conducted with Henry Broback on November 14, 1990.
20. Lebanon Town Board *Minutes*, June 20, 1962.
21. Minnesota Municipal Commission, "In the Matter of the Petition for the Incorporation of the Town of Burnsville, and Certain Added Property in the Townships of Lebanon, Eagan, and Lakeville," transcript of a hearing August 28, 1963, Minnesota Municipal Commission Papers at the Minnesota Historical Society.
22. U.S. Department of Commerce, U.S. Bureau of the Census Construction Reports, "Housing Units Authorized by Building Permits and Public Contract, Annual Reports 1962 and 1963."
23. *Dakota County Tribune*, August 27, 1964.
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25. This and the following is from an interview Gary Phelps conducted with John Voss on July 17, 1990.
26. *St. Paul Pioneer Press*, May 23, 1970.
27. *St. Paul Pioneer Press*, May 22, 1978.
28. Kaibel, Elizabeth, "Inside Our Neighborhoods," *Mpls. / St. Paul*, (July 1985), 82.
29. Metropolitan Council, *Community Profiles: Housing, Population, and Households* (St. Paul: May 1984), 32.
30. City of Apple Valley and John Voss, Urban Planning, and Design, Inc., *Comprehensive Guide Plan* (December 1979), II-2.
31. Marlin Gilhousen, *Land Use Trends in the Twin Cities Metropolitan Area 1970-1984* (St. Paul: Metropolitan Council, October 1987), 28.
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1. Minnesota Department of Highways, District Nine Resource Section, Transportation Planning Unit, *Transportation Planning Report for I-35E in Dakota County* (Oakdale, MN, 4/1976), 2.
2. *Ibid.*, 9.
3. Minnesota Department of Highways, *Draft Environmental Impact Statement for Interstate 35E in Dakota County*, Minnesota, Minnesota Project I-35E-4 (1982), 20-21.
4. *Dakota County Tribune*, September 3, 1959. Another public hearing on the route was held on April 8, 1970, see DCT 4/16/1970.
5. *Ibid.*
6. *Dakota County Tribune*, December 8 and 15, 1970.
7. *Dakota County Tribune*, November 14, 1985.
8. Dakota County Highway Department Project Files.
9. U.S. Department of Transportation, Federal Highway Administration and State of Minnesota, Department of High-

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And we apologize to those in Apple Valley we didn't reach who were so important to its history.

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