

CITY OF MARINE ON ST. CROIX
CITY COUNCIL MEETING
THURSDAY, MAY 9, 2019
VILLAGE HALL 7:00 PM

1. Call to Order
2. Pledge of Allegiance
3. Citizens Considerations
 - . River Grove – Hall Rental Request
 - . Katelyn Bocklund – Electric Vehicle Presentation
4. Planning Commission
 - . April Meeting Update
5. Council Committee Reports –
 - a) Fire and Rescue- Miller/Anderson
 - . Streetdance – June 15th
 - b) Roads –Pardun/ Roden
 - . Engineering Report
 - c) Personnel/Building Inspector – Pardun
 - d) Parks & Recreation- Miller/Anderson
 - e) Finance/LRP– Pardun
 - f) Cemetery – Mills
 - g) Wastewater and Water Systems –Mills/Pardun
6. Citizen Committee Reports
 - a) Village Center –Miller/Roden
 - . Utility Box Artist Submissions
 - b) MarLa – Miller
 - c) .Hall/Restoration – Mills
 - d) Stormwater/Watershed – Pardun
 - e) Millsite – Roden/Anderson
 - f) Green Step Cities – Roden
 - g) Holidays – Roden/Anderson
 - .Fireworks Update
 - h) School Property – Pardun/Miller
 - . Rental Agreement, Insurance etc.
 - i) Communication Infrastructure – Anderson
7. Consent Calendar
 - a) Minutes of 4/11/19
 - b) Treasurer’s Report 4/19
 - c) List of Bills to be paid for 5/9/19
 - d) Planning Commission Minutes
 - e) Zoning Administrator’s Report
 - f) Public Works Maintenance Report
8. Old/New Business
 - .Long/Short Term Goals
9. Mayor Notes/Clerk’s Report
10. Adjournment

CITY OF MARINE ON ST. CROIX

Long and Short Term Goals/Projects

May 2019

Public Safety

Recruitment and retention

Roads

Washington County CIP Hwy 4 –

Recreation

Bike trail

Gateway Trail

Urban Forestry Program (Tree City USA)

Finance/Budget

Hall/Restoration

Village Hall Improvements (Lights, Bathrooms, etc)

Hall Usage Guidelines

Cemetery

CIP -New land expansion

Village Center

Signage for businesses and services

Public Bathrooms

Stormwater/ Water Resources / Watershed

Third Street

Wastewater and Water Systems

I & I mitigation

Drain field expansion/ long term planning

Capital Improvement Plan

Comprehensive Plan

2018 Plan Update

Marine Elementary School Property

Communication Infrastructure

Telecom/ISP



The City of Marine on St. Croix

Engineering Updates 5/9/2019



Engineering *italics = old information*

- **CSAH 4 Activity**
 - *Project Engineer: Frank Ticknor, frank.ticknor@co.washington.mn.us or 651-430-4319*
 - *Meeting was held on October 3, 2018 at Washington County Public Works, that included the Watershed District, Washington County Staff, and City representatives to discuss the outstanding items. Some items will still be completed this season, additional items will be explored to review alternatives for potential solutions, and boulevard restoration will be revisited by the County in the spring with plans to redo areas as identified by the City.*
 - *Meeting is scheduled with Washington County, Watershed District, and City representatives for January 7, 2019 to continued discussion on outstanding project items.*
 - In our January meeting, the county agreed to reseed areas along Broadway Avenue that did not fully establish from the recent roadway work. The county plans to spray weed killer for broadleaf weeds, bring in topsoil, install seed, and install a hydraulic matrix, which includes mulch and fertilizer along Broadway Avenue. The City agreed to water these areas for the first month after installation. We also discussed mailing an educational letter to the adjacent property owners to inform them of this work and how to best maintain the boulevards.
 - The County is exploring their Capital Improvement Plan and to hopefully programmed a in their CIP for a future project that would include expanding the basin next to the mill pond on the south side of Broadway Avenue. This would increase the capacity of the basin and improve treatment of storm water.

- **2018 Street Improvements**
 - Project walk-thru identifying any outstanding items was completed on April 19, 2019 with the Contractor, City Representatives, and Engineer.
 - Contractor started and completed majority of the items the week of April 22nd and a few things completed on April 29th. Few minor touch up items remain that will be addressed the week of May 6, 2019.

- **Comprehensive Plan Discussion Meeting**
 - The plan was submitted to the Met Council on April 11th.
 - We submitted supplemental items at the Council's request on April 30th.
 - The Council's letter of completeness is due on May 21st.

- **Local Road Improvement Program (LRIP) – Village Center Revitalization Project**
 - Preliminary survey work has been completed and some preliminary design work has progressed.
 - Project Management Team Meeting #1 will occur on April 11th.
 - Project Management Team Meeting #2 has been scheduled for May 9th. Per discussion on the first PMT working on additional concepts for discussion along

north leg of Judd Street & Linden Street. Storm water modeling work has started, but won't be finalized until project footprint is determined.

- **Wastewater System Study – Drainfield, Lift Stations, Forcemain**
 - We have collected and entered all the lift station runtimes into the analysis. Currently working on determining station capacities and amount of flow moving through system. Next steps will be looking at the impact of the increased flows on the drainfield itself.
 - Portion of the report have been started as well, anticipated final report with executive summary will be submitted at the June 14th City Council meeting.

- **Miscellaneous**
 - Ravine Stabilization has incorporated several revisions and would anticipate the project would be out for bid shortly and is being Administered by the Watershed District.



Electric Vehicle Fast Facts

Electric vehicles come in many shapes and sizes; they are not limited to small compact cars.

- There is an electric vehicle (EV) to suit most needs, including all-wheel drive.
- There are sedans, hatchbacks, minivans, and SUVs. Many more models are in production, with multiple EV pick-up trucks coming in the next few years.
- Whether your city needs an EV for driving between building inspections or needs something with a little more power for hauling equipment between job sites, there is an EV that will suit your needs.
- Current EV models easily tow more than 5,000 pounds. An all-electric pick-up with more than 11,000 pounds of towing capacity is coming soon.

<https://www.ford.com/police-vehicles/hybrid-utility/>

<https://www.mitsubishicars.com/outlander-phev/2018>

<https://www.consumerreports.org/cro/cars/hybrids-evs/buying-guide/index.htm>

<https://electrek.co/2018/11/29/rivian-r1t-electric-pickup-truck-order/>

Today's electric vehicles have the range you need for your primary vehicle.

- Fully-electric vehicles (called battery-electric vehicles, or BEVs) with the smallest range available on the market today can go more than 100 miles on a full charge.
- If you are still concerned about range, plug-in hybrid electric vehicles (called PHEVs that run on electricity and gas) offer the same range as any other vehicle while still offering the option to drive fully electric when desired.
- Charging stations exist all over the United States. If you are driving more than 100 miles in one day, simply find a charging station on Plugshare.com and fill up!

<https://www.plugshare.com>

<https://electrek.co/2017/12/26/average-electric-car-range/>

Electric vehicles provide many benefits beyond the environment; they will save you money and time over the life of the vehicle.

- Even though the up-front cost of an electric vehicle (EV) is currently a bit higher than a gas- or diesel-powered car, over the life of the vehicle the savings from fuel and maintenance add up quickly.
- In 2016, a study published by Massachusetts Institute of Technology showed that EVs are already among the cheapest cost-per-mile available.
- For a city fleet vehicle with intermittent idling and use, an EV is perfectly suited to replace an old vehicle and save the city money.
- EVs help build energy independence for the US because they do not run on imported fuels. In 2017, the US imported 19% of the petroleum it consumed.

<http://news.mit.edu/2016/study-finds-low-emissions-vehicles-less-expensive-overall-0927>

<http://www.driveelectricmn.org/electric-vehicles/>

https://www.eia.gov/energyexplained/index.php?page=oil_imports

<http://carboncounter.com/>

Electric vehicles are not just a trend, they are here to stay, and more people are buying them every year.

- By 2040, estimates indicate that 55% of all new vehicle sales will be electric.
- Electric vehicle (EV) costs continue to fall, with upfront costs expected to be competitive with other vehicles without subsidies by 2024.
- Companies like Tesla are proving just how viable EVs are in the modern marketplace, and major manufacturers are listening. For example, Ford is investing \$11 billion into developing EVs by 2022.
- In the United States, as of December 2018, the EV market has seen 39 months of consecutive growth and sales continue to increase at incredible numbers. Costs continue to decrease, and major auto manufacturers are investing more and more into the EV market.

<https://about.bnef.com/electric-vehicle-outlook/>

<https://www.reuters.com/article/us-autoshow-detroit-ford-motor/ford-plans-11-billion-investment-40-electrified-vehicles-by-2022-idUSKBN1F30YZ>

<https://insideevs.com/december-2018-u-s-plug-in-ev-sales-report-card/>

Electric vehicle charging infrastructure is already in place in Minnesota to support your driving needs, and more is being added every day.

- Unless you drive more than 80 miles a day, you usually do not need to take time out of your day to charge your electric vehicle. You can charge at home while you sleep!
- DC fast chargers (DCFCs) can almost fully charge a car in about a half hour and a Level 2 charger (240-volts) can charge a car in two-to-four hours.
- If you need to recharge your electric vehicle during the day, the network of charging stations, including DCFC, around Minnesota is growing quickly.
- Finding a charging station is easy thanks to services like PlugShare and the Alternative Fuels Database's fueling station map. As of March 2018, PlugShare shows there are more than 350 publicly available charging stations at Level 2 or higher in Minnesota.

<https://www.plugshare.com/>

<https://www.energy.gov/eere/electricvehicles/vehicle-charging>

https://afdc.energy.gov/fuels/electricity_locations.html#/analyze?fuel=ELEC

Electric vehicles can and do function in cold climates.

- The most bitter cold days might reduce the charge by 40%, and that is only in the rarest of circumstances. Bitter temperatures below -10 F only occur three-to-four days a year.
- Electric vehicles often perform better in icy conditions compared to gasoline vehicles due to the more consistent nature of acceleration and lower center of gravity.
- You can use features like heated seats and heated steering wheel to keep warm and lessen the drain on the battery caused by running the heater.
- Scandinavian countries have the highest percentage of electric vehicle drivers in the world (and it's cold there)!

https://www.greencarreports.com/news/1109449_driving-electric-cars-in-winter-tips-from-experienced-owner

<https://insideevs.com/nordic-ev-report-shows-how-far-ahead-region-really-is/>

Electric vehicles provide real greenhouse gas reductions; they are not coal cars.

- Electricity is generated from a variety of sources other than coal, like solar, wind, and nuclear, so electric vehicles do provide significant greenhouse gas reductions.
- Electric vehicles in Minnesota provide a greenhouse gas reduction of at least 65% in most cases (for cars being charged using Xcel Energy's electric mix).
- Residents who participate in renewable energy options with their utilities can achieve greenhouse gas reductions of 95%.

<https://www.betterenergy.org/blog/electric-vehicles-provide-large-ghg-reduction-minnesota/>

Most charging will happen overnight and at home.

- More than 80% of charging of electric vehicles (EVs) happens at home, particularly when you're asleep.
- EVs can be charged with a standard 110-volt outlet. These chargers are called Level 1 chargers and charge two to five miles per hour of charging.
- Level 2 chargers use 240-volt outlets and can charge an EV ten to 60 miles per hour of charging.
- Installing a Level 2 charger is a relatively simple process, much like installing the wiring for a clothes dryer, or other heavy appliance. Most homeowners hire an electrician for this, but it can usually be done in a few hours.
- Most utilities offer a time of use rate, a rate offered to incentivize consumers to use electricity during specific times, generally overnight or low demand times. This offers significant benefit to EV drivers because most EV charging is done overnight during the low demand, low rate times.

<http://www.driveelectricmn.org/charging/>

<https://www.energy.gov/eere/electricvehicles/charging-home>

Electric vehicles are fun!

- Electric vehicles (EVs) generate instant torque from their electric motors, providing faster and more seamless acceleration than gas-fueled vehicles.
- With a low center of gravity, an EV ride is comfortable and smooth.
- EVs come equipped with lots of luxury features and technology, so you'll feel like you're driving a space ship!

<https://driveelectricus.com/learn-the-facts/the-fun-factor/>

<http://www.driveelectricmn.org/electric-vehicles/>



Frequently Asked Questions

FLEETS

What vehicles are available to purchase in Minnesota?

PlugInConnect posts an updated guide on electric vehicles available for purchase in the Midwest. It covers both battery electric vehicles and plug-in hybrid electric vehicles. The guide can be accessed at www.pluginconnect.com/mnpevmodels

Which electric vehicles are the most commonly sold in Minnesota?

The Tesla Model S is the most frequently sold EV in Minnesota, but its high cost can make it unattractive for city fleets. There are many battery electric vehicles and plug-in hybrid electric vehicles with fewer sales but are fantastic for fleet use. More affordable examples include the Nissan Leaf, Chevy Bolt, and Mitsubishi Outlander, to name a few.

Which electric vehicles are the best ones for Minnesota's cold climate?

It's a common misconception that EVs have poor performance in winter since they're primarily front-wheel drive vehicles. Anecdotally, however, we've heard from several EV owners that an EV with snow tires outperforms an all-wheel drive vehicle with all-weather tires. That being said, newer vehicles are better suited to cold weather because of constantly evolving battery technology. While you shouldn't expect to slip and slide in an EV in the winter, you should anticipate a 30% drop in battery range. Planning ahead, utilizing the heated seats and steering wheel, and minimizing cabin heat can improve the impact felt by winter battery range. Additionally, keep in mind that Norway and Iceland are currently leading the world in number of EVs sold, and they have much colder climates than ours!

What vehicles are covered in the State Contract?

Vehicles included in the state contract can be found on the Office of State Procurement website and can only be purchased by Cooperative Purchasing Venture members. Log into the State Procurement website and use the contract release number (A-175(5)). If you need help navigating the site, please contact the Office of State Procurement at (651) 296-2600.

Should I lease or purchase?

Whether you should lease or purchase an EV is ultimately up to you and what fits your needs best. However, if you are a Sourcwell member, you can take advantage of the federal electric vehicle tax credit while leasing. To learn more about Sourcwell and how to become a member, visit www.sourcwell-mn.gov/become-member



ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)

What are the differences in charging infrastructure?

There are three basic types:

Type of Charger	Plugs into	Professional installation required	Miles of range per hour of charge
Level 1	120 V	No	2-5 miles
Level 2	240 V	Yes	10-20 miles
DC Fast Charger	Industrial Line	Yes	180-240 miles

Level 1

Charging a vehicle at “Level 1” means plugging into a standard 120-volt supply. All drivers can charge their EV at Level 1, which requires no extra equipment or installation. On average, a Level 1 supply provides 2 to 5 miles of vehicle range per hour the vehicle is connected.

The best use cases for a Level 1 charger is workplaces and homes.

Level 2

Charging a vehicle at “Level 2” means plugging into a 240-volt supply (think home appliances like refrigerators and dryers). Homeowners may decide to have a charging station professionally installed – also known as Electric Vehicle Supply Equipment (EVSE) – in their garage. On average, Level 2 stations provide 10 to 20 miles of range per hour the vehicle is connected.

Locations where owners will be staying for two hours or more are great use cases for Level 2 chargers. Examples include workplaces and destinations like hotels, zoos, aquariums, and parks.

DC Fast Charger

The three main standards for DC Fast Chargers include CHAdeMO, SAE Combo plug (or CCS), and Tesla Superchargers. Fortunately, an increasing number of fast chargers have outlets for both SAE and CHAdeMO fast charging. Tesla’s Supercharger system can only be used by Tesla vehicles and is not compatible with vehicles from any other manufacturer. However, Tesla vehicles can use CHAdeMO connectors through a vehicle adapter. DC Fast Chargers can deliver 60-80 miles of charge in only 20 minutes of the vehicle being connected.

Locations where owners will be staying for about 20 minutes are great use cases for DCFC. Examples include shopping centers, grocery stores, restaurants, and along highway corridors.

Do different electric vehicles/batteries charge differently?

Yes and no. All electric vehicles charge due to the flow of electrons from a charging station to the vehicle. The main differences are in charging time and plugs. Tesla vehicles are the only vehicles able to charge using Tesla Supercharger or NEMA 14-50 (Level 2) plugs. All other electric vehicles (full or plug-in hybrid) in the United States plug into the J-1772 (Level 2) and



CCS/SAE or CHAdeMO (DCFC) plugs. By using an adapter, Tesla vehicles can also utilize these plugs.

As mentioned above, charging times differ based on the level of charger being used (Level 1, Level 2, or DCFC) and battery size. Larger batteries, like those in a Chevy Bolt with a 238-mile electric range, take longer to charge than smaller batteries, like those in a Chevy Volt with a 53-mile electric range.

What is the difference between “smart” and “dumb” charging stations?

“Smart” charging stations come equipped with the capability to require payment for use and to track and customize a wide variety of usage statistics (time of charging, length of charging, number of unique users, variable pricing), often with the use of cloud network services. These services have an ongoing subscription cost to their services, so “smart” chargers are often more expensive to maintain than “dumb” ones. “Dumb” stations behave like a standard outlet and do not offer data tracking or payment collecting capabilities.

How much does it typically cost for a city to purchase, install, and operate a Level 2 charger?

Installation costs can run anywhere from \$500-2,000, depending on the location and how much work is needed to bring electric service to where the charger will be located. The charger itself can be as little as \$400 for a “dumb” charger (no ability to make users pay for use) or as much as several thousand for a “smart” charger (credit card swiping, data collection, ability to control charging rates, etc.).

How many people will use my charger?

At present, there isn’t an easy answer for this. EV adoption is increasing, and demand for public charging will continue to increase. Generally, EV owners perform about 80% of their charging at home. To encourage the highest use, our recommendation is to locate chargers at places where traffic is highest, such as highly used shopping centers or along interstates.

Should I give away electricity or charge user fees?

For Level 2 chargers, it’s generally preferable to give away electricity as opposed to charging people. It’s much more expensive to install a “smart” charger with the capability of charging user fees than it is to install a “dumb” charger without this capability. Installation costs combined with the ongoing operation and maintenance fees of “smart” chargers generally outweigh the income received through public Level 2 chargers. This is largely because EV owners primarily charge at home. While usage at public Level 2 chargers is lower than home chargers, they nevertheless play a crucial role in increasing EV adoption.

For DCFC, it’s preferred to charge user fees due to the expensive installation cost. Installing a DCFC generally costs around \$60,000 for a 50kW station, and there are ongoing operating and maintenance expenses to consider.



**GREAT PLAINS
INSTITUTE**

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Where can I find chargers or businesses with chargers?

PlugShare (<https://www.plugshare.com/>) has an ever-expanding map of chargers across the country. They have filters to view different types of chargers, plugs, and networks. They also have a mobile app that can be used to locate chargers.

How many publicly available charging stations should be located in a city?

A recent study by the United States Department of Energy entitled "National Plug-In Electric Vehicle Infrastructure Analysis" recommends 36 publicly available Level 2 station plugs per 1,000 electric vehicles and 1.5 DC Fast Chargers per 1,000 electric vehicles to meet future demand in cities. If your city is near a major highway corridor, providing a DC Fast Charger offers major benefits. By having a DC Fast Charger, anyone stopped to use the charger will spend at least 20 to 30 minutes engaging with surrounding businesses. This offers new customers, increased business traffic, and ample advertising opportunities.

Minnesota provides vision for electric vehicle development

News Release

Feb. 14, 2019

Statewide news Media Room Statewide contacts

Minnesota provides vision for electric vehicle development

ST. PAUL, Minn. – Minnesota has a plan to support and foster the use of electric vehicles. The Minnesota Department of Transportation, the Pollution Control Agency and the Great Plains Institute have released “Accelerating Electric Vehicle Adoption: A Vision for Minnesota,” which provides a vision and strategies for encouraging greater adoption of electric vehicles and the necessary charging equipment across the state. It also sets a goal of increasing the amount of electric vehicles in Minnesota from about 6,000 today to 200,000 in 2030.

“Electric vehicles reduce pollution, improve public health, and are more efficient than internal combustion engines” said MnDOT Commissioner Margaret Anderson Kelliher. “They are also a lot of fun to drive.”

Electric vehicles are cheaper to maintain and operate than traditional cars, according to the report. Although electric vehicles currently cost more than similar sized vehicles, the cost will decrease as more electric vehicles enter the market and the technology becomes more prevalent.

The vision document also addresses potential benefits that will come with greater electric vehicle use, including: job creation that will support local and state economies, reduce greenhouse gas emissions, improvements in air quality and public health, and support for environmental justice and social equity.

“Minnesota’s climate is changing and we must address this by reducing greenhouse gases in all parts of our economy, including our transportation sector,” says Commissioner Laura Bishop of the Minnesota Pollution Control Agency. “Our recent Greenhouse Gas Emissions Inventory Report revealed that expanding electric vehicles provides Minnesotans with a big opportunity for reducing greenhouse gas emissions and improving the health of Minnesotans everywhere.”

“Electric vehicle technology is advancing rapidly,” said Tim Sexton, MnDOT chief sustainability officer. “The vision document describes those benefits in detail and offers some sound strategies that Minnesota can use to support electric

vehicles, including ongoing work to support electric vehicle charging corridors. The MPCA is also using funding from the Volkswagen emissions settlement to fund electric vehicle charging stations.

“There are many benefits for society at large,” Sexton said. “While there are clear environmental benefits from EVs, there is also a real economic opportunity for Minnesota to become the leader in EV adoption in the Upper

Midwest for this rapidly growing and evolving technology. This vision is meant to help start that conversation and be a launching point for further exploration of how EVs can help support the people, environment, and economy of Minnesota.”

“At a critical time for Minnesota’s economic and environmental future, this Vision for electric vehicles offers Minnesota the chance to quite literally pave the way for a technological revolution in mobility as transformative as the switch from horses to cars,” said Rolf Nordstrom, president and CEO of the Great Plains Institute. “Collaborative public-private efforts like this are essential to fully realizing the many benefits that electrifying our transportation system will have on the health of residents, the total costs of driving, and the economy. We look forward to continuing to work with MnDOT, MPCA, and many others to help to make this Vision a reality.”

For more information and to view the report, visit MnDOT at mndot.gov/sustainability/electric-vehicles.html or MPCA at pca.state.mn.us/encouraging-electric-vehicle-use-minnesota.

Contacts

Kevin Gutknecht, MnDOT 651-366-4266

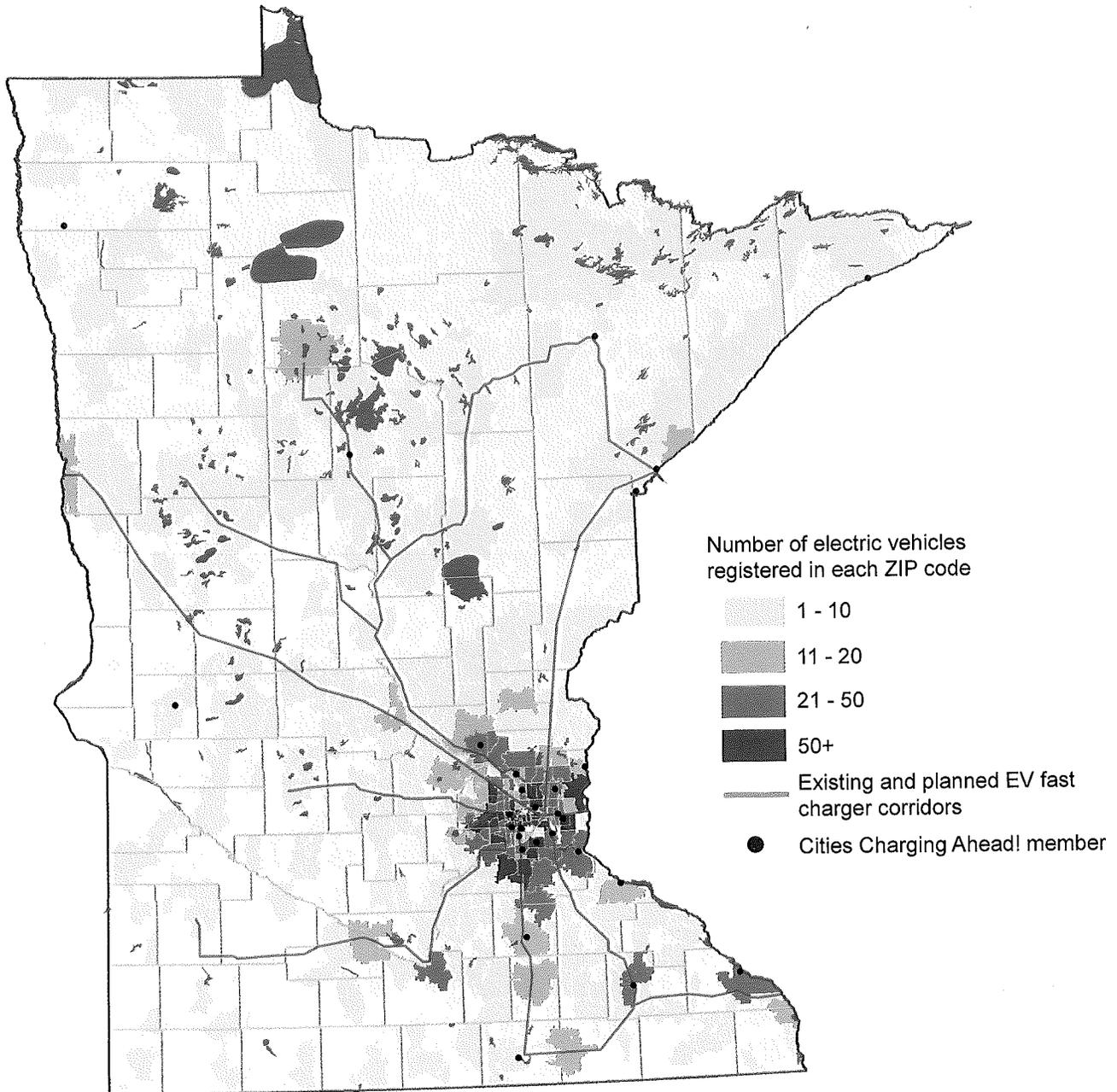
Risikat Adesaogun, MPCA 651-757-2056

Location

Office of Communications 395 John Ireland Blvd Mail Stop 150 St. Paul, MN
55155-1899

Electric Vehicles in Minnesota: DMV Registrations as of January, 2018

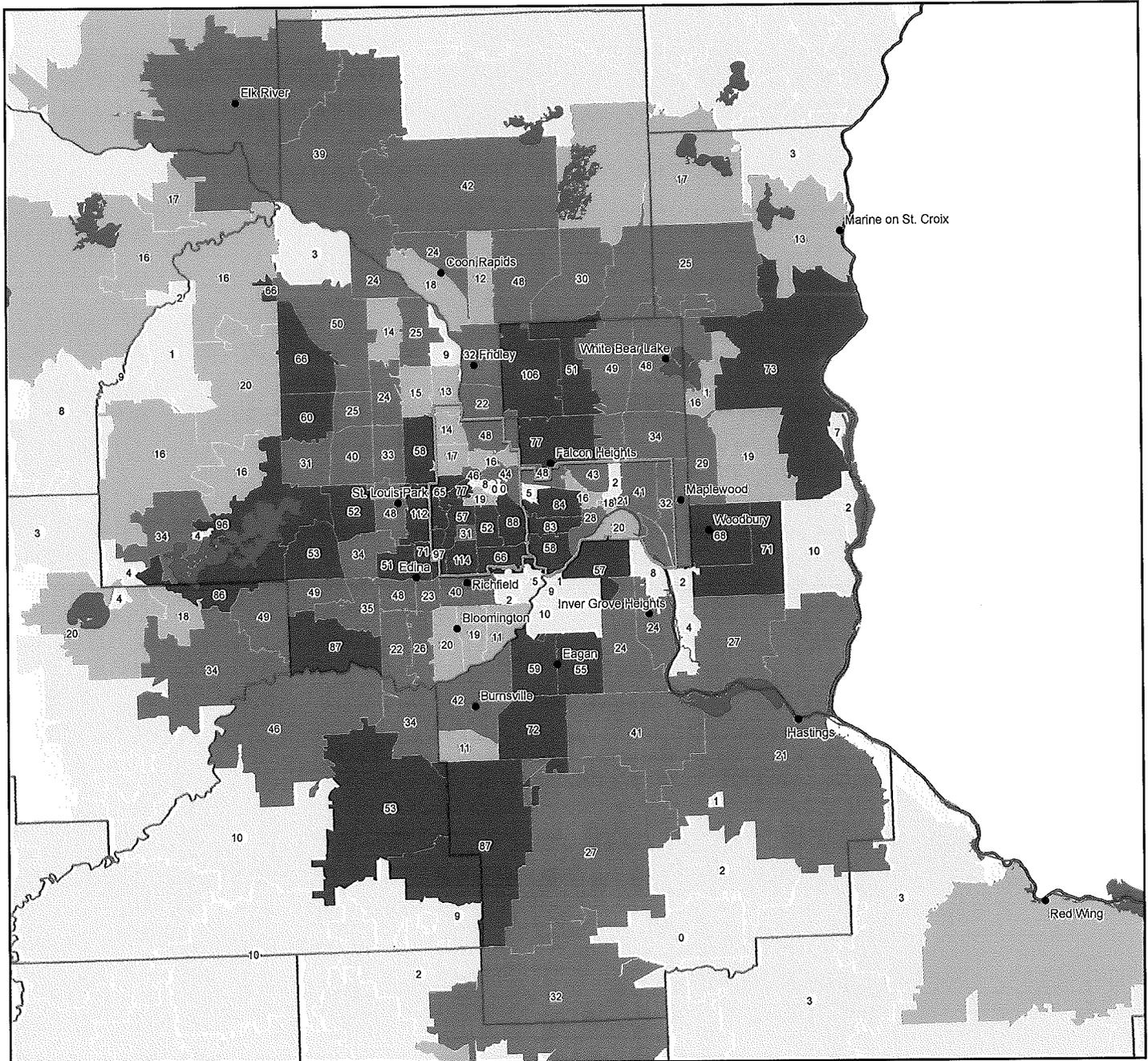
The Minnesota Pollution Control Agency (MPCA) has provided data on the number and types of electric vehicles (EVs) registered throughout Minnesota, based on information collected by the Minnesota Department of Public Safety (DPS) and Atlas Public Policy. This map shows every ZIP code within the state where EVs have been registered, as well as fast charging corridors currently installed across Minnesota and those funded by MPCA through Volkswagen Settlement Funds (blue lines). Finally, black points indicate cities that are members of Cities Charging Ahead!, which is a peer cohort of 28 cities across Minnesota exploring what it means to be “electric-vehicle ready” through individual and collective action on fleets, charging infrastructure, and private development guidance. CCA is led by the Great Plains Institute (GPI) and Clean Energy Resource Teams (CERTs). Note: MPCA and DPS are currently processing data to update this map to include registrations as of December 31, 2018.



Source:
Authored by Dane McFarlane, GPI, 2019. EV Registration data from Minnesota Pollution Control Agency, Minnesota Department of Public Safety, and Atlas Public Policy, 2018.

Metro Area Electric Vehicles: DMV Registrations as of January, 2018

Number of electric vehicles registered in each zip code



Source:
 Authored by Dane McFarlane, GPI, 2019. EV Registration data from Minnesota Pollution Control Agency, Minnesota Department of Public Safety, and Atlas Public Policy, 2018.

Utility Box Design - Box Number: #4 Burriss Park

Artist: Mark Odegard, 738 Sullivan Way, Columbia Heights, MN 55421,
952 258 3885 Mark.odegard@gmail.com Web site: Odegardletters.com
Artwork Title: The Ferry on the St. Croix

Concept:

I want to use old sepia photos of the Marine Ferry. These are beautiful old photos that show how the villagers of Marine and Wisconsin interacted with the river. The ferry operated for 98 years over the St. Croix River. This is remarkable, and should be honored by the village with public art showing the ferry on the river. If accepted, I would measure the utility box and prepare a PDF of the art for print, to fit, and wrap around the box.

Artist Bio:

I lived in Marine on St. Croix for 20 years. I grew up in Minneapolis, went to the U of M, graduated with a degree in Art. Later went to the LA Art Center where I studied design and typography. In 1979 I became head of the Art Department at the Science Museum of Minnesota, I left in 1995. Taught graphic design and exhibit design at Bemidji University.

Public Art:

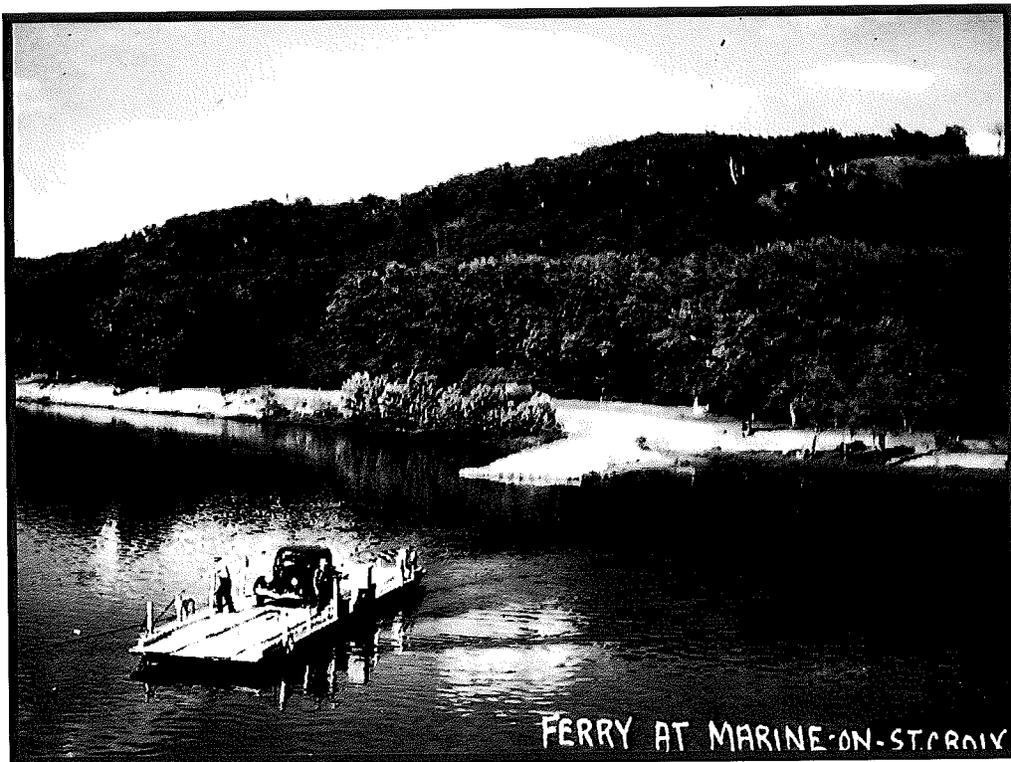
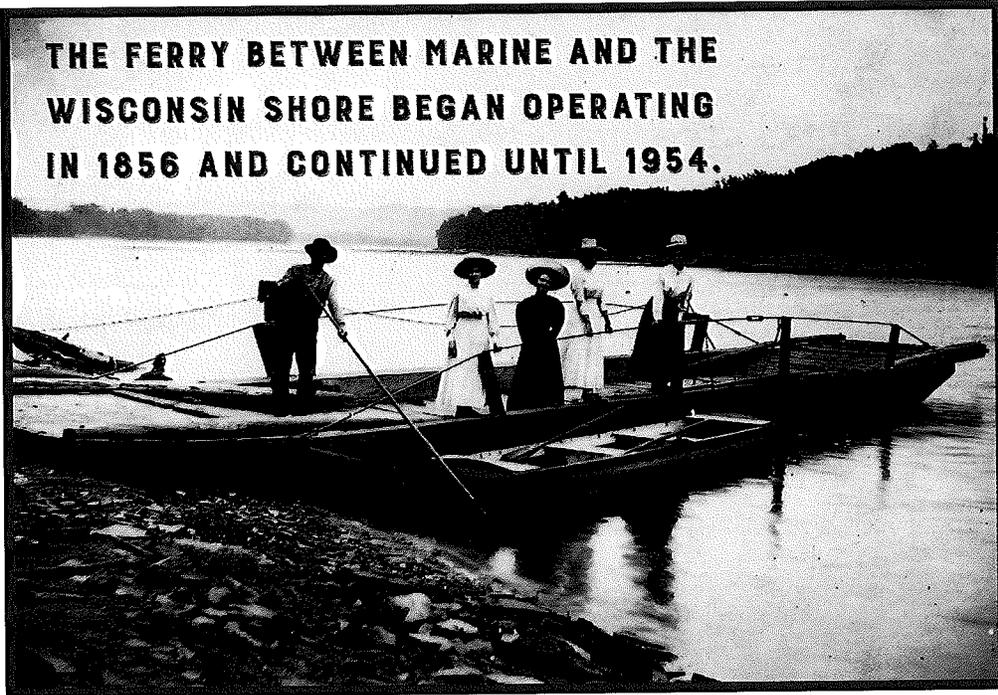
I believe that public art should be informative to the viewer.

Utility Box Design - Box Number: #4 Burriss Park

Artist: Mark Odegard, 738 Sullivan Way, Columbia Heights, MN 55421, 952 258 3885

Mark.odegard@gmail.com Web site: Odegardletters.com

Artwork Title: The Ferry on the St. Croix



In 1856, the Minnesota Territorial Legislature gave permission to Hiram Berkey of Marine to operate a ferry at Marine Mills, which would operate until 1954." Over the years, operation of the Marine Mills ferry passed down through a string of individuals. "The ferry was guided by cables which went across the width of the river.

THE MARINE FERRY

1854-1952



Marine on St. Croix Artist Application
St. Croix Utility Box Mural Project
ArtReach St. Croix

Applicant:

Karlyn Eckman
973 Raymond Avenue
Saint Paul, MN 55114-1107
Phone: 651 308 7285
Email: eckma001@umn.edu
Website: www.eckmanart.com

Date submitted: October 2, 2018

Desired box location: large box at Corner of Highway 95 and Maple Street,
Marine on St. Croix

Artist bio

I paint mainly in the genres of landscape, historical and nautical art, working in oil, watercolor and metal point drawing. I am attracted to compositions with balanced forms and strong contrasts of light and shadow. My goal is to create a work that brings beauty, serenity and lasting enjoyment to the observer.

My family has historic ties to the St. Croix River. My parents and grandparents had homesteads on tributaries of the upper St. Croix watershed, and as kids we often picnicked and hiked at Taylor's Falls. I own a primitive cabin near St. Croix State Park in Pine County on a tributary (Crooked Creek), where I often paint and kayak. My extended family lives in Danbury, Grantsburg, Rush City and St. Croix Falls. I have felt deeply connected to the St. Croix my entire life. I often attempt to capture the incredible beauty of the St. Croix in my paintings. I was a Pine Needles artist-in-residence in September-October 2017.

My professional life has been centered at the intersection of water research and the arts. Before retiring from the University of Minnesota, I researched water quality problems in Minnesota, on tribal lands (Fond du Lac, Grand Portage) and in several developing counties. I am a semi-retired adjunct faculty member in the University of Minnesota Department of Forest Resources and continue to advise graduate students. I was a four-term Commissioner on the Mississippi Watershed Management Organization. I am also a board member of Outdoor Painters of Minnesota, a member of the Northeast Minneapolis Artists Association and Grand Marais Art Colony, and coordinate the annual open studio event at the Artblok complex in Minneapolis. I am also active in outreach and teaching, both at the U of MN and in the arts.

Artwork Information

I am submitting the image shown below, one of about thirty paintings that I worked on during my stay at Pine Needles as an artist-in-residence in September 2017. This is one of a series of paintings done on location at the southern portion of Greenburg Island, just across from the Pine Needles cabin. During low flows, this site is a passageway from the west side of the island to the main channel. During high flow much of the vegetation is submerged. The original oil painting is 20 x 24 inches on canvas board.

Image title: Greenburg Island #5



After consulting with a graphic designer, it is possible to wrap the front, back and one side of Utility Box #1 in Marine-on-St. Croix with a vinyl image of this painting. The two narrow sides support accessory electrical and electronic parts; one narrow left (east) side can be wrapped but the right (west) side cannot.

Why do you believe public art is an important part of the community?

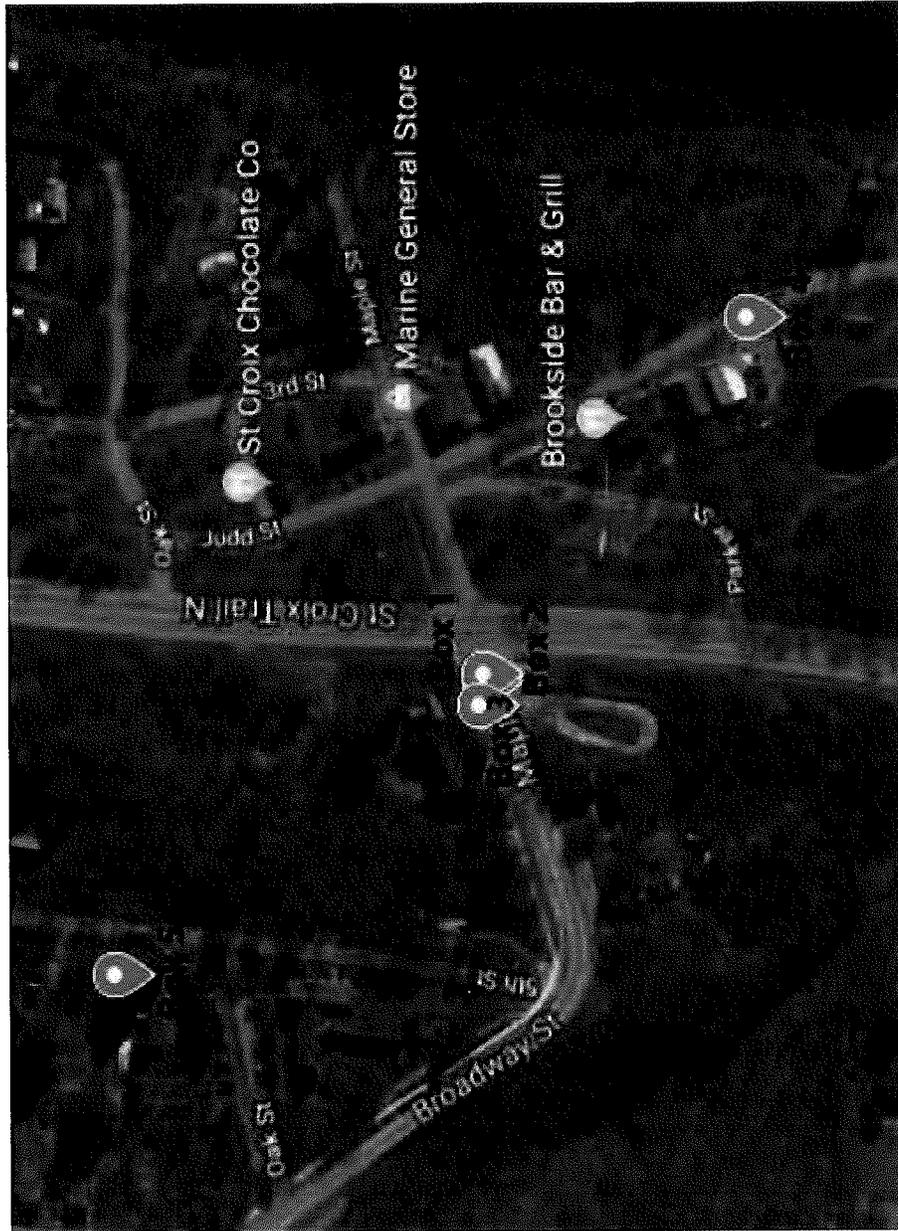
I am committed to fostering the arts and environmental conservation in local communities, both locally and globally, and seek ways to integrate these broad themes. Public art contributes to a vibrant, informed citizenry and to communities. Public art informs, educates, stimulates and often beautifies a location. It can contribute to way-finding, reveal and interpret local history, and foster communication between people. The utility box mural project does all of these, as I've seen happen with a similar project in Southeast Minneapolis. An unsightly industrial-looking object can become transformed into a work of art, drawing visitors and sparking conversations about art, artists, and favorite local places.

As a Pine Needles resident, I worked with the St. Croix Watershed Research Station and Friends of the SCWRS on some public outreach events. I embrace their goals of public education, research, and outreach, as well as sharing my experience as a Pine Needles resident artist. During my residency I set up *plein air* easels and invited members of the Friends of SCWRS to work on two paintings together. The two pieces of community-created art were donated to the Station.

Tell us how your proposal fits in with the theme of the St. Croix River?

As noted, I was fortunate to be chosen as one of three artists in residence at Pine Needles in 2017. The historic Pine Needles facility was donated by the Dunne Family and is operated by the Science Museum of Minnesota and the St. Croix Watershed Research Station. During my stay at Pine Needles I focused on capturing light reflected on water, and especially moving water. I completed over three dozen paintings, sketches and studies of the St. Croix River in September 2017, and continue to develop new paintings based on my residency at Pine Needles. I am deeply grateful to the St. Croix Watershed Research Station for that extraordinary opportunity, and to the residents of Marine on St. Croix for their wonderful hospitality and collegiality.

This project enables me to more widely share the image of a painting that I completed in October 2017 of Greenburg Island, just upstream from Marine on St. Croix. This island is almost a mile in length and parallels the main river channel. It is a familiar sight to Marine residents, boaters, canoeists and kayakers traveling on the St. Croix. I am proposing to wrap Utility Box #1 in Marine on St. Croix with the Greenburg Island image.



CITY OF MARINE ON ST. CROIX
PLANNING COMMISSION
REGULAR MEETING

Tuesday April 30 2019- 7:30pm
121 Judd Street – Village Hall

1. Call to Order
2. Discussion— Short-Term Rentals – Topics: Performance Standards, Amount/Concentration of STRs, Lodging Tax
3. Old/New Business
4. Approval of March Minutes
5. Adjournment

The City of Marine on St. Croix Planning Commission regular meeting of April 30, 2019 was called to order by Chairman Mrosla at 7:30 pm. Hagstrom, Henry, Sanderson, and Spisak present. Brenner and Smitten absent.

Citizens Present: Lon Pardun, John Waugh, Larry Whitaker, Larry Roden, Gwen Roden, Andy Kramer, Karen Kramer, Tracy Johnson, Michael Tibbetts

Discussion— Short-Term Rentals – Topics: Performance Standards, Amount/Concentration of STRs, Lodging Tax

Mrosla stated that tonight's format would be similar to last month's meeting: The Planning Commission would discuss each topic first, and then the discussion would be opened up to the audience. The committee that has been working on STRs outside of the regular meetings, Council Member Gwen Roden, along with Commissioners Hagstrom, Smitten, and Henry, again provided an outline with recommendations based on other communities and resident comments received thus far. Comments from the first three topics discussed in March can still be submitted to the City, but the focus tonight will be on performance standards, the amount/concentration of STRs, and lodging tax.

Henry summarized the committee's recommendations on performance standards. First, each property would be required to pay a 50-dollar license fee and renew it annually. Next, the number of guests per bedroom would follow what is currently being done in St. Paul (tool is included on draft Guest Rental Instruction and Rule sheet provided to the Commission and audience). Guest records would be required for any potential complaints and confirmed by the owner in the application. Parking could be addressed through current City requirements, or by specifying one spot for each bedroom. Events would not be prohibited, but the host must sign off on them ahead of time, and ordinances must be made known to the guests in Instructions/Renters' Rules. Signage would not be allowed, and the owner must provide written directions to guests. For owner/designee availability, the committee recommends 24/7 availability via phone and being within 15 minutes of the dwelling. For complaints, there would be a paper form and a form available on the website (draft also provided), but permit revocation is still being discussed. Finally, contact information must be available on site: 911, the owner's information, and a back-up number, and the owner or designee must respond within 15 minutes of a call.

The Commission first discussed events. Hagstrom noted that on street parking would still be available for events in addition to the parking requirements per bedroom. Spisak asked how to address an STR

potentially having a wedding every weekend and changing the character of the neighborhood. It was determined more research would be needed on this issue. Mroska then asked if STRs would be handled as Conditional Use Permits (CUPs), which Hagstrom said they are still discussing. Sanderson questioned if the license fee should consider staff time processing the application. Mroska expressed that there should be a fixed number of guests per bedroom. Mroska also believes the owner availability should be extended to 30 minutes, similar to other cities. Hagstrom explained that the committee also discussed the issue of homesteading due to comments from the March meeting, but have determined that it would not be a favorable idea because it would exclude those whose home in Marine is not their homestead. There was then discussion on complaints, including what would constitute a complaint (a call to the Sheriff, violating City ordinances, etc.) as well as who is enforcing the repercussions (Washington County, city staff, etc.). The Commission determined this issue also needs more study.

Mroska opened the topic to comments from the audience. Resident John Waugh of Judd Street said there should be a hierarchy of complaints, some immediate and some not, with different triggers of who to call and when. Spisak suggested that the immediate neighbors have the owners contact information, and sign off as having been notified to the STR. Mroska agreed that this would allow neighbors to call the owner before contacting the Sheriff.

Resident Larry Whitaker of Pine Cone Trail read some comments from fellow Pine Cone Trail residents John Goodfellow and Kitzzi Vadheim who could not attend tonight's meeting. Notably, they believe that the type of ownership/nature of the intended STR should be considered when determining the type of STR allowed in a zoning district. They support the St. Paul standard for number of guests and keeping records, but also believe that all commercial and some social events would be disruptive to the neighborhood. Regarding enforcement, they believe that the severity of the problem as well as a pattern of problems should be considered in possible revocation.

Whitaker then provided his own comments, notably that there should be a requirement of direct access to City streets only. He used Pine Cone Trail as an example of a private road being used by the public. Resident Andy Kramer of Walnut Street suggested requiring the permission of everyone on that private drive for the STR. Mroska said that this would have to be explored further, along with also private Butternut Falls and Tanglewood. Sanderson noted that with the bedroom requirement for guests, the number of cars would likely mimic the current amount of traffic now. Whitaker also expressed that the 50-dollar fee was significantly too low, and Mroska agreed, adding that it should be at least a hundred dollars in his opinion.

Kramer responded to the comments on homesteading, stating that it is consistent with the Commission's desire to have the owner stay there at least 188 days per year, which otherwise could not be verified. Hagstrom clarified that it is not 188 days that the Commission would require, but the owner staying at the property as many nights as they rent. Resident Karen Kramer noted that 'snow birds' can still do long-term rentals. Gwen Roden commented that many of the cabins in Marine are probably not homesteaded, and Karen Kramer noted that there are communities up north facing a problem with cabins and STRs.

Mroska then moved to the concentration/amount of STRs. Hagstrom explained that per the committee's recommendation, there would be fewer STRs allowed in urban districts than in rural districts, because lot sizes in rural districts are larger and there is a less of an impact expected on neighbors. There would also be no proximity limits as the committee believed there would be no inherent problem with two STRs being next to each other. Spisak noted that the Jackson Meadow Association already prohibits STRs. Henry said it is important to consider both homeowners rights and what is good for the economy. Mroska suggested starting out low, with potentially 12-15 STRs total, and revisiting the demand in a couple of years.

The final topic was the lodging tax. The STR committee believes there should be a lodging tax, and there is a Minnesota Department of Health (MDH) lodging license requirement.

Old/New Business

Mroska stated that he will not be at the May Planning Commission meeting, and that Commissioner Brenner will chair.

Approval of March Minutes

Spisak said that the sentence "...of Third Street commented that limiting such multi-unit dwellings would support opportunities for affordable housing" would be clarified by adding 'STRs in' before 'multi-unit dwellings.'

Spisak moved and Sanderson seconded to approve the March 26th Planning Commission minutes as amended. Motion passed unanimously.

Adjournment

Spisak moved and Hagstrom seconded to adjourn at 9:00 pm. Motion passed unanimously.

Minutes by Kiersten Northcraft, Assistant City Clerk

CITY OF MARINE ON ST. CROIX

TREASURER'S REPORT

CHECKING

239,810.94

DEPOSITS

FIRE & RESCUE-DEDICATED 254,379.02

FIRE & RESCUE-VEHICLE REPLCMNT 208,195.14

FIRE & RESCUE- EQUIPMENT 51,655.64

FIRE & RESCUE- VILLAGE WATER 16,499.64

FIRE & RESCUE-800MHZ RADIOS 10,431.09

GEN-CITY OFFICE/RECORDS 10,201.43

GEN - LAND ACQUISITION 39,936.72

GEN-STORMWATER 87,081.71

WASTEWATER-RESERVE 237251.51

JM WATER - RESERVE 16,978.42

JM-WELLHEAD PRTCTN 5,173.10

ROADS-EQUIPMENT 39,199.57

ROADS-ALLEYS/STREETS 718,912.86

ROADS-PICKUP RPLCMNT 15,152.19

HLL- VILLAGE HALL 106,364.37

PARKS & REC-RED BRIDGE 29,674.87

PARKS & REC- VC SIGNAGE 15,594.54

PARKS & REC-BLDG MAINTENANCE 17,162.78

PARKS & REC-BIKE TRAIL 89,668.57

CEM-PERPETUAL CARE 90,000.00

CEM-PERPETUAL CARE-SAVINGS 75,022.68

CEM-IMPROVEMENTS 12,331.86

P&R - COMMUNITY EVENTS 20,450.96

CITATION CABLE-SECURITY 2,500.00

BALANCE 4/30 /19 2,409,629.61

GEN - Permits/License 2250.00

GEN -Fines 266.64

PS - Donations 625.00

CEM - Interest 81.01

G&R - Garbage 5674.88

G&R - Compost 569.00

G&R - County Tax 1708.77

G&R - Commercial Tax 18.15

G&R - Residential tax 461.51

G&R - Recycling 2947.32

GEN - Bldg Fees 1356.77

G&R - Cable 1,197.23

CEM - Burial 100.00

GEN - Interest 64.31

RDS - Transit Tax 12.26

HLL -Rent 175.00

WTR - Billing 1124.14

WTR - LC 8.27

WWT - Sewer 13325.48

WWT - LC 505.61

WWT - Interest 77.97

WTR - Lots

WTR - Interest 7.28

HLL - Interest 8.74

P&R -Interest 56.71

PS - Interest 94.26

RDS - Interest 254.14

PS - Permits 90.00

GEN - Animal 4.00

GEN - Reimb 2605.50

Total 35669.95

Report by Lynette Peterson,
Clerk/Treasurer

	Proposed Budget 2017	Actual 2017 thru 12/31/17	Proposed Budget 2018	Actual 2018 thru 7/31/18	Proposed Budget 2019	Actual 2019 thru 4/30/19	% Change From 2018 to 2019	FUND NAME
1								
2								
3								
4								
5	Proposed Budget	Actual	Proposed Budget	Actual	Proposed Budget	Actual	% Change	
6	2017	thru 12/31/17	2018	thru 7/31/18	2019	thru 4/30/19	From 2018 to 2019	LEVY INCREASE ^^^^^^^^^^^
7								
8								
92	33,000.00		33,000.00	21,135.00	33,000.00	27,228.00	0.00%	COMPENSATION
93	3,500.00	4,578.71	4,500.00	2,029.65	4,500.00	2,108.53	0.00%	DUES/SERVICES
94								
95		2,892.15		293.98		158.53		ART FAIR
96					0.00		%	MISCELLANEOUS
97	2,000.00		2,000.00		2,000.00		0.00%	CHIEF OFFICER STIPEND
98								DEDICATED - NEW EQUIPMENT
99	140,607.30	108,017.67	142,582.44	44,739.21	143,461.44	50,789.86	0.63%	PUBLIC SAFETY EXPENSE
100								

1	2	3	4	5	6	7	8	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121
Proposed Budget 2017	Actual 2017 thru 12/31/17	Proposed Budget 2018	Actual 2018 thru 7/31/18	Proposed Budget 2019	Actual 2019 thru 4/30/19	% Change From 2018 to 2019	FUND NAME	HALL INCOME	HALL RENT	INTEREST	FROM MARINE RESTORATION	CLEANING FEE	MISCELLANEOUS(BEQUEST)	HALL INCOME TOTAL	HALL EXPENSE	HALL-ELECTRICITY&HEAT	REPAIR-BLDG	SPRINKLER MAINT. AND SERVICES	ALARM CONTRACT	MATERIALS AND SUPPLIES	EQUIPMENT-NEW/REPAIRS (FURNACES)	HALL CLEANING	JORDAN BEQUEST (MARLA)	BASEMENT PROJECT	HALL EXPENSE TOTAL			

	Proposed Budget 2017	Actual 2017 thru 12/31/17	Proposed Budget 2018	Actual 2018 thru 7/31/18	Proposed Budget 2019	Actual 2019 thru 4/30/19	% Change From 2018 to 2019	FUND NAME
1								
2								
3								
4								
5	Proposed Budget	Actual 2017 thru 12/31/17	Proposed Budget 2018	Actual 2018 thru 7/31/18	Proposed Budget 2019	Actual 2019 thru 4/30/19	% Change From 2018 to 2019	-0.0509%
6								LEVY INCREASE ^^^^^^^^^^^
7								
8								
122								CEMETERY INCOME
123								
124	3,000.00	1,900.00	2,000.00	1,250.00	2,000.00	1,600.00	0.00%	BURIALS
125	500.00	340.94	450.00	263.83	350.00	194.50	-20.00%	INTEREST INCOME
126	2,000.00	1,500.00	2,000.00	1,450.00	2,000.00	650.00	0.00%	CEM LOT PURCHASE
127	2,000.00	1,100.00	2,000.00	1,450.00	2,000.00	650.00	0.00%	PERPETUAL CARE PURCHASE
128								MISC.
129								
130	7,500.00	4,840.94	6,450.00	4,413.83	6,350.00	3,094.50	-1.33%	INCOME TOTAL
131								
132								CEMETERY EXPENSES
133	150.00	137.60	150.00	85.28	150.00	47.79	0.00%	ELECTRICITY (HAND PUMP)
134	450.00	250.17	450.00	200.45	350.00	5.65	-22.22%	FUEL VEHICLES
135	200.00	60.90	200.00	133.71	200.00		0.00%	REPAIR-NOT VEHICLES
136	100.00	0.00	100.00		100.00		0.00%	REPAIRS-VEHICLES
137	2,500.00	2,700.00	2,500.00		2,500.00		0.00%	TREE MAINTENANCE
138	400.00	725.78	500.00	292.04	500.00		0.00%	MATERIALS & SUPPLIES
139	150.00	92.98	150.00	100.00	150.00		0.00%	TOOLS & EQUIPMENT
140	3,000.00	1,850.00	3,000.00	1,300.00	3,000.00	1,600.00	0.00%	GRAVE OPENING
141	500.00	445.07	500.00	143.29	500.00		0.00%	POTTIES
142				800.00				MISCELLANEOUS (LOT BUY BACK)
143	7,450.00	6,262.50	7,550.00	3,054.77	7,450.00	1,653.44	-1.34%	EXPENSE TOTAL
144								

	Proposed Budget 2017	Actual 2017 thru 12/31/17	Proposed Budget 2018	Actual 2018 thru 7/31/18	Proposed Budget 2019	Actual 2019 thru 4/30/19	% Change From 2018 to 2019	FUND NAME
1								
2								
3								
4								
5	Proposed Budget	Actual 2017 thru 12/31/17	Proposed Budget 2018	Actual 2018 thru 7/31/18	Proposed Budget 2019	Actual 2019 thru 4/30/19	% Change From 2018 to 2019	-0.0509%
6								LEVY INCREASE ^^^^^^^^^^^
7								FUND NAME
8								
173								ROADS INCOME
174								INTEREST
175	1,600.00	2,685.42	800.00		2,700.00	1,016.05	118.75%	MISCELLANEOUS
176		10,816.00				519.07		SALE OF PICK UP TRUCK
177								ROADS INCOME TOTAL
178	1,600.00	13,501.42	800.00	0.00	2,700.00	1,535.12	118.75%	
179								ROADS EXPENSES
180								ELECTRICITY-STREETLIGHTS
181	12,000.00	11,292.20	11,000.00	7,367.47	11,500.00	5,071.01	4.17%	FUEL VEHICLES
182	5,000.00	2,380.57	4,000.00	3,305.70	4,000.00	2,792.11	0.00%	REPAIRS-VEHICLE & EQUIPMENT
183	4,000.00	3,915.30	3,500.00	2,498.21	3,500.00	689.56	0.00%	SERVICES-LEGAL
184	200.00		200.00		200.00	111.38	0.00%	SERVICES-TREE MAINTENANCE
185	2,500.00	2,776.36	2,500.00		2,500.00		0.00%	TELEPHONE/BROADBAND
186	1,350.00	3,306.97	2,500.00	1,789.22	3,500.00	1,024.79	74.07%	UNIFORM SUPPLIER
187	1,500.00	1,279.81	1,500.00	409.38	1,500.00	191.23	0.00%	MATERIALS & SUPPLIES-SIGNS INCLUDED
188	6,000.00	2,611.98	6,000.00	2,973.55	6,000.00	664.15	0.00%	ROAD REPAIR MATERIAL
189	3,500.00	4,860.06	3,500.00	2,741.35	4,000.00	295.62	14.29%	TOOLS & EQUIPMENT
190	1,500.00	1,331.40	1,500.00	1,215.32	1,500.00	590.35	0.00%	MISC.EXPENSE-LICENSE
191	750.00	273.71	750.00	162.91	750.00	140.00	0.00%	SWEEPING
192	5,000.00	540.00	2,500.00	2,835.00	4,000.00		30.00%	SALT AND SAND
193	5,000.00	3,507.79	5,000.00	3,859.81	5,000.00	5,458.46	0.00%	SERVICES - ENGINEERING
194	5,000.00	3,797.75	5,000.00	3,342.14	5,000.00	1,188.98	0.00%	REPAIRS-BLDG-MAINT./ALARM
195	2,000.00	2,446.28	2,000.00	651.07	2,000.00	162.29	0.00%	EXTRA SHERIFF PATROL
196			2,500.00		2,500.00			ROADS EXPENSE TOTAL
197	55,300.00	44,320.18	53,950.00	33,151.13	57,450.00	18,379.93	6.33%	
198								

	Proposed Budget 2017	Actual 2017 thru 12/31/17	Proposed Budget 2018	Actual 2018 thru 7/31/18	Proposed Budget 2019	Actual 2019 thru 4/30/19	% Change From 2018 to 2019	FUND NAME
1								
2								
3								
4								
5								-0.0509%
6								LEVY INCREASE ^^^^^^^^^^^
7								
8								
283								REPLACE/CAPITAL FUND
284								
285	0.00		0.00		DONE			RDS - ENGINEERING
286	0.00	44,984.59	0.00	56,358.29	DONE			RDS - COUNTY ROAD 4
287	5,000.00	5,000.00	5,000.00				-100.00%	GEN-DOWNTOWN IMPROVEMENT - Moved to RDS/ALLEYS
288	2,500.00	2,500.00	2,500.00		2,500.00		0.00%	P&R-RED BRIDGE - GOAL 35000 (10-15yr)
289	1,000.00	1,000.00	1,000.00	24,362.35	45,000.00		4400.00%	GEN - LAND/BLDG ACQUISITION (\$10,000 VILLAGE CENTER)
290	25,000.00	240.00	25,000.00	35,182.89	25,000.00	180.00	0.00%	GEN-STORMWATER (Raingardens, dredging, ditch maintenance, e
291	0.00		0.00	0.00	5,000.00		0.00%	P&R - BUILDING MAINTENANCE
292	0.00	7,726.56	0.00	590.42	DONE			RDS - HISTORIC BRIDGE
293	140,000.00	201,699.31	150,000.00	116,421.97	150,000.00	16,188.50	0.00%	ROADS AND ALLEYS
294	0.00	1,202.74	0.00	6,901.28	DONE			GEN-CITY OFFICE IMPROV/RECORDS MGMT - Moved to HLL - VIL
295	0.00		5,000.00	2,500.00	DONE			HLL - SOUND EQUIPMENT UPGRADE
296	32,500.00	7,387.12	40,000.00	19,200.00	25,000.00		-46.15%	HLL - VILLAGE HALL RESTORATION
297	5,000.00	5,000.00	5,000.00		5,000.00		0.00%	ROADS-PICKUP (GOAL \$30000 - Year 3 of 6)
298	20,000.00	20,200.00	20,000.00	1,530.00	21,000.00		5.00%	ROADS-DUMP TRUCK (PMT 2 of 5)
299	2,000.00	3,720.50	2,000.00		2,000.00		0.00%	ROADS - SKIDSTEER
300					5,000.00		0.00%	ROADS - EQUIPMENT
301					5,000.00		0.00%	CEM - IMPROVEMENTS
302	40,000.00	40,000.00	10,000.00		10,000.00		0.00%	PS-TRUCK REPLACEMENT (year 4 \$400,000 GOAL 5 YRS)
303	0.00		0.00		DONE		0.00%	PS - TURN-OUT GEAR
304	6,000.00		0.00		DONE		0.00%	PS - AED
305			5,000.00		5,000.00		0.00%	SAND/SALT SHED (GOAL \$20,000)
306	279,000.00	340,660.82	270,500.00	263,047.20	305,500.00	16,368.50	12.54%	TOTAL REPLACEMENT FUND
307								
308								
309	884,371.68	891,016.66	936,950.96	517,061.92	935,699.92	22,526.77	-0.14%	GENERAL
310	8,210.00	11,754.96	8,910.00	7,725.00	10,510.00	1,109.96	19.49%	HALL
311	43,910.38	72,286.56	47,954.19	37,032.73	48,926.31	11,494.87	2.21%	PUBLIC SAFETY
312	1,600.00	13,586.58	800.00	33,151.13	2,700.00	1,535.12	118.75%	ROADS
313	7,500.00	4,840.94	6,450.00	4,413.83	6,350.00	3,094.50	-1.33%	CEMETERY
314	107,975.00	102,420.05	107,975.00	57,019.30	108,045.00	33,308.83	0.06%	GARBAGE & REFUSE
315	7,500.00	8,807.73	7,800.00	1,046.46	6,400.00	2,311.14	-18.67%	PARKS & RECREATION
316	140,690.47	153,077.67	132,206.18	69,688.78	147,241.30	43,222.19	10.69%	WASTEWATER
317	14,398.44	13,066.85	14,820.73	7,395.00	15,596.00	4,333.65	5.38%	JM WATER
318				0.20				ADJUSTMENT
319	1,216,155.97	1,270,858.00	1,263,867.06	701,383.22	1,281,468.53	122,937.03	1.45%	TOTAL FUND INCOMES

CITY OF MARINE ON ST. CROIX CITY COUNCIL MEETINGThursday, April 11, 2019

The meeting was called to order by Mayor Mills at 7:00pm. Pardun, Anderson, Roden, and Mills present. Miller absent.

Citizens Present: Cecily Harris, John Goodfellow, Mary Burke, John Waugh, Anne Reich, Mike Tibbets, Charles Arnason, Ryan Goodman, Dan Malmgren, Nancy Cosgriff, Jennifer Henry, Dorothy Deetz, Tom Omdahl, Tom Warth, Ryan Marcel

Citizen Considerations –

Cecily Harris - Ms. Harris is the owner of 710 Broadway and attended a previous meeting to request the City consider purchasing a portion of her property on the south side of County Rd 4. The City paid to have an appraisal done, which came in at \$32,900. Ms. Harris is requesting the full appraisal price for the property. Anderson believes this particular piece of property, having a trout pond, waterfall and is next to the Red Bridge, would be a good invest for the City and would like to see the City own it. However, he does not believe the City should pay the asking price of \$32,900. Mike Tibbetts, resident, believes if the City owns it, he would like to see the City potentially remove the dam for environmental reasons. John Goodfellow, resident, spoke with the Watershed District and Millstream Association and believes that property would be a priority project for the Watershed District and there may be funds available to help purchase the property. Pardun believes there can be funds available, however is concerned about the price and also the precedent being set for the City to purchase property. He also believes that this would be appropriate for the Watershed to purchase. The City purchased the property along Judd Street from MnDOT for \$19,000 and using that for the Art Fair each year brings in \$20,000 income. There is no benefit like that with this property. Ms. Harris stated that now that the weather is getting warmer, there are more people using that property. She also stated the Red Bridge footings are on her property and the City uses the dry hydrant for fire protection, so she believes it would be a benefit to the City. Anderson is not comfortable with the price proposed, but would like to see where possible negotiations may go. Pardun stated there is no negotiations as Ms. Harris is asking full price and would like to see a vote. Anderson would like to see this pushed to the May meeting. Nancy Cosgriff, resident, would like to see the property acquired. The Council opted to not vote on the issue at this time.

Pardun also stated Ms. Harris is requesting a copy of the appraisal. The City Attorney has said the appraisal is not public data, however the Council could choose to allow Ms. Harris a copy if desired.

Pardun moved and Anderson seconded to allow Ms. Harris to have a copy of the appraisal. Motion passed unanimously.

Planning Commission - The Commission continues to work on the short term rental issue. John Goodfellow would like to make sure that there is a grandfather clause for the current STR's when

the new regulations are adopted.

Fire and Rescue – The appreciation dinner is set for Sunday, April 28th at Dunrovin.

Anderson addressed the graffiti issue on the County Rd 4 tunnel. The County spends approximately \$600 each time the tunnel needs to be painted. He would like to public to know that the City does not condone the destruction of private property.

Roads – There is a walkthrough scheduled with TA Schifsky next Friday morning to discuss the issues from the road project. Mike Tibbetts would like to see Rose Street shouldered with something other than top soil and grass seed.

The first meeting was held on the Judd Street project. Nancy Cosgriff questioned when there will be public input on the project. Pardun noted the committee is discussing the project standards together that need to happen to meet the grant parameters. Once this is done, the City will present those standards at a public meeting.

Personnel/Building Inspector - No report.

Recreation – Anderson reported the committee is working on getting maps for the Anson property.

Finance – No report .

Cemetery – Jennifer Henry was in attendance on behalf of the Restoration Society to discuss the cemetery project. They are partnering with American Bedrock on the stone restoration. The cost will be \$5,000 of which there will be fundraising and grant requests to help cover those costs. The hope is to restore up to 50 stones during this project. Anderson would like to see some of the teens and pre-teens involved in this project.

Wastewater and Water Systems- No Report.

Citizen Committee Reports

Village Center - No Report

MarLa - Mary Burke was in attendance to report on the library events. Tomorrow is family game night and Greg Lecker will be the guest speaker on Saturday. The library is participating in a collaboration meeting in Scandia to discuss what is everyone's role in the community.

Hall/Restoration – Mayor Mills was reviewing the hall rental agreement and noticed that Grove school is not listed on the agreement as having the fee waived. Pardun believes they are still called the Marine area community school and that the Council should revisit the issue however telling the school one month prior to the event that they need to pay a rental fee is a little harsh. Anderson believes the school should have to come before Council to ask for the rental fee to

waived. Clerk Peterson will contact them and request they attend the May Council meeting.

Stormwater/Watershed – Pardun reported the ravine project is moving forward. The Watershed District will be meeting with the residents who put in the raingardens to discuss maintenance.

Millsite – Anne Reich reported the Elm tree was pruned. Shrubs have been ordered to be planted in the spring.

Green Step Cities -. The committee met in March with 10 residents in attendance. The group is eager to help the City with the downtown revitalization project. Ms. Reich attended an electric vehicle conference and would like to have a speaker attend the May meeting to discuss electric car chargers.

Holidays –Northern Lighters Pyrotechnics has notified the City they will no longer .. Mike Tibbetts knows a person who owns property across the river in Wisconsin that may be an option. Ryan Marcel lives right next to Burriss Park has offered up the back of his property. Dorothy Deetz will contact the Osceola Train and the security company to let them know of the situation.

School Property – Public meeting on April 27th at 10:30am.

Communication Infrastructure – Anderson reported the committee held their first meeting to discuss a baseline assessment on the vendors and what they can do. Cell Towers were discussed and the school site is not feasible, however they are looking at the compost. The current Midco contract is set to expire in 2021, and would like to have the City Attorney review and clean up and then work with Midco on the specifics.

Consent Calendar – *Pardun moved and Roden seconded to approve the Minutes of 3/11/19, Treasurer's Report of 3/19, List of Bills for 4/11/19, Zoning Administrators Report - none, Public Works Maintenance Report and Planning Commission Minutes. Motion passed unanimously.*

Old/New Business –

Transparency Initiative Discussion – Anderson thanked City staff for adding the council packet and agenda to the website. He would like to table the issue of creating a City facebook page, however would like to work with City staff on updating the City website.

Long/Short Term Goals –

Mayor Notes/Clerk's Report – No Report.

Mayor Mills closed the public meeting to enter into executive session at 8:25pm.

Mayor Mills re-opened the public meeting at 8:47pm.

Adjournment . Roden moved and Anderson seconded to adjourn at 8:48pm.

Minutes taken by Lynette Peterson, City Clerk