

**CITY COUNCIL MEETING
CITY OF FRIDLEY
MARCH 12, 2018**

The City Council meeting for the City of Fridley was called to order by Mayor Lund at 7:05 p.m.

ROLL CALL:

MEMBERS PRESENT: Mayor Lund
Councilmember Barnette
Councilmember Saefke
Councilmember Varichak
Councilmember Bolkcom

OTHERS PRESENT: Wally Wysopal, City Manager
Scott Hickok, Community Development Manager
James Kosluchar, Public Works Director
Julie Jones, City Planner
Jay Karlovich, City Attorney

APPROVAL OF PROPOSED CONSENT AGENDA:

APPROVAL OF MINUTES:

1. City Council Meeting of February 12, 2018.

APPROVED.

NEW BUSINESS:

2. Receive the Minutes form the Planning Commission Meeting of February 21, 2018.

RECEIVED.

3. Resolution Requesting Conveyance of Tax Forfeit Property (8295 Broad Avenue NE and 509 Cheri Lane).

ADOPTED RESOLUTION NO. 2018-08.

4. Claims (ACH PCard 1802; 179794 - 180118).

APPROVED.

ADOPTION OF PROPOSED CONSENT AGENDA:

MOTION by Councilmember Barnette to adopt the proposed consent agenda. Seconded by Councilmember Varichak.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

OPEN FORUM, VISITORS:

Legislative updates presented by:

Carolyn Laine, MN Senate, District 41

Connie Bernardy, MN House of Representatives, District 41A

Johanna Clyborne, Commissioner and Chief Information Officer for State of MN

ADOPTION OF AGENDA:

MOTION by Councilmember Bolkcom to adopt the agenda. Seconded by Councilmember Saefke.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

NEW BUSINESS:

- 5. Preliminary Plat Request, PS #18-01, by the City of Fridley, to Replat a Minor Portion of the Properties at 5601 and 5851 East River Road to Facilitate a New Street Right-of-Way and Improved Access for New Private Development (Ward 3)**

Scott Hickok, Community Development Director, stated the City of Fridley is requesting to replat a portion of two properties; one at 5601 and the other at 5851 East River Road in order to dedicate the land area needed for the future 57th Avenue extension. This new street right-of-way will also improve access for new private development and expand the east-west travel opportunities for motorists.

Mr. Hickok said Mr. Allen and the owner of Kapstone Container have agreed to the plat for the roadway dedication and have signed off on the preliminary plat application. You will notice that there is interdependence between the two properties 5601 and 5851 at the juncture where they enter the sites. Fortunately, there was a solution to allow a land trade that mutually benefitted both of the property owners and allowed John Allen, owner of 5601 East River Road to control the right-of way necessary to enter his development and to allow proper movement in and out of the site with semi-tractor/trailer combinations and passenger vehicles as well. Once the development occurs, it will also allow better movement into the Kapstone Container site to the north. A final benefit of the exchange is that it allows Mr. Allen to dedicate the right-of-way property for the 57th Avenue extension. This extension may one day provide enormous benefit

to his and all other Fridley properties, as it would allow east-west travel to the commercial Fridley Market area and points further east, without having to enter HWY 694.

Mr. Hickok said a lengthy Legal Description of the parcels has been attached as Exhibits 1, 2 and 3. Staff recommends approval of this preliminary plat request.

- Meets the goals and objectives of the Comprehensive Plan and the City to provide an extension of 57th Avenue from Main Street to East River Road
- Allows improved access to both the properties (5601 and 5851 East River Road).

Mr. Hickok said included with the approval of the plat request should be a notation that a development agreement will be required to define a number of terms including, but not limited to terms by which the private drive can exist on the dedicated 57th Avenue right-of-way until such time of the extension of 57th Avenue.

Councilmember Bolkcom asked about the development agreement.

Mr. Hickok replied the development agreement would be included in the Council's packet for the second reading. Staff is still developing components of the agreement.

Councilmember Bolkcom noted that the 60 days is coming up on March 19.

Mr. Hickok replied that a formal letter has been drafted to ask for an extension.

Mayor Lund said this is all predicated on the public hearing that is forthcoming tonight. He asked if there would be any money changing hands

Mr. Hickok replied no. The land is being gifted to the City and the form has been completed already.

Councilmember Bolkcom asked if Council needed to take action for the land swap.

Mr. Hickok replied that would be part of this plat. The elements being discussed are on record and nothing formally needs to be done. MnDOT will formalize the gifting. This information will also be in the development agreement in the second reading.

MOTION by Councilmember Bolkcom to approve Preliminary Plat Request, PS #18-01. Seconded by Councilmember Saefke.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

ADDITION TO AGENDA:

8A. MOTION by Bolkcom to add to the first reading of an ordinance for Rezoning Request, ZOA #18-01, by Industrial Equities River Road, LLC, to rezone 5601 East River Road from C-3,

General Shopping, to M-2, Heavy Industrial, to allow the construction of two industrial buildings to the agenda. Seconded by Councilmember Saefke.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

8B. MOTION by Councilmember Bolkcom to add the first reading of Text Amendment, TA #18-01, by Industrial Equities River Road, LLC to Remove the Parcel from the North star Transit Oriented Development Overlay Zoning District and Change the Development Plans for the Property from the Master Plan that was Previously Approved, Generally Located in the Northeast Corner of the Intersection of East River Road and I-694 to the agenda. Seconded by Councilmember Saefke.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

PUBLIC HEARINGS:

- 6. Consideration of a Rezoning Request, ZOA #18-01, by Industrial Equities River Road, LLC, to Rezone the 5601 East River Road from C-3, General Shopping, to M-2, Heavy Industrial to Allow the Construction of Two Industrial Building (Ward 3)**

AND

- 7. Consideration of a Text Amendment, TA #18-01, by Industrial Equities River Road, LLC to Remove the Parcel from the North star Transit Oriented Development Overlay Zoning District and Change the Development Plans for the Property from the Master Plan that was Previously Approved, Generally Located in the Northeast Corner of the Intersection of East River Road and I-694 (Ward 3)**

MOTION by Councilmember Bolkcom to waive the reading of the public hearing notices and open the public hearings for Items 6 and 7. Seconded by Councilmember Barnette.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED AND THE PUBLIC HEARINGS OPENED AT 7:25 P.M.

Scott Hickok, Community Development Director, presented Item Nos. 6 and 7 at the same time. He noted that John Allen, the owner of the property located at 5601 East River Road, is requesting that this property be rezoned from C-3, General Shopping to M-2, Heavy Industrial. The property was zoned M-2, Heavy Industrial prior to it being rezoned to commercial in 2009. Due to the lack of commercial and office users in the market, the property has been vacant since it's 2009 rezoning. The petitioner has a prospective tenant to occupy the larger of the two buildings proposed, and that user fits more in an industrial zone, therefore the existing request.

Mr. Hickok said along with the rezoning, the petitioner is asking to have the Transit Oriented Boundary District line modified, to remove his property from the TOD District. The size of the

development, with the proposed users, at an intersection of an Interstate and County roadway make it difficult for the project to meet the standards within the TOD Overlay District. Due to the proximity of this site to bus service and the Northstar Commuter Rail, staff is requiring that the site have pedestrian/bike connections to existing systems that are already in place. The subject property is 27 acres in size and is located on the NE corner of Interstate 694 and East River Road. It is bordered by the railroad tracks to the east and an industrially zoned property to the north.

Mr. Hickok stated Mr. Allen has found a user that is committed to occupying building #1 that will be predominantly placed facing Interstate 694. This user will bring approximately 300 employees to the site in a building that will be a mix of office, production, and warehouse. Therefore, he is asking to have the property rezoned back to its original zoning of M-2, Heavy Industrial. The industrial zoning fits better with the proposed user and development and is what the market will bear for this site.

Mr. Hickok noted the proposed project will allow for the construction of two buildings that will provide office, production, and warehouse opportunities. The site plan submitted preserves the area needed for the master planned 57th Avenue extension from Main Street through the subject property and Kapstone Container's property to East River Road. Along with the rezoning and text amendment application the petitioner is requesting, the City is also processing a plat application to dedicate the land area needed for the 57th Avenue extension. Mr. Allen and the owner of Kapstone Container have agreed to the plat for the roadway dedication and have signed off on the preliminary plat application. Along with the road dedication on the north side of the site, multiple easements on the property, including sanitary sewer and Xcel Energy easements, limit how the site can be developed. The petitioner has designed the development and placement of the proposed buildings with that in mind.

Mr. Hickok stated that Building #1, to be placed along the southern edge, facing Interstate 694, will develop yet this year, as a user has been identified. Building #2 will face north and what could be 57th Avenue, with the truck court incorporated in-between the two buildings to help screen that area from the public right-of-way. The petitioner states each building will be constructed of attractive exposed aggregate pre-cast panels, with extensive perimeter glass, and brick highlights. The site will also provide a broad amount of landscaping, storm water retention ponds and sidewalk connections to existing pedestrian sidewalk and trail networks. The petitioner states this development can occur whether or not 57th Avenue is extended from Main Street to East River Road; however, he has designed the development to accommodate the roadway and has designed building #2 to front the 57th Avenue extension in the event that it is constructed.

Mr. Hickok said the City's zoning ordinance and official zoning map are the mechanisms that help the City achieve the vision laid out in the Comprehensive Plan. The law gives the City the authority to "rezone" property from one designated use to another, so long as the zoning is in conformance with the Comprehensive Plan. The Comprehensive Plan's 2030 future land use map designates this area as "Redevelopment." Redevelopment, whether to a commercial or industrial user, is what is happening to this site. So, the proposed rezoning does allow for the redevelopment of the site, and therefore meets the intention of the 2030 Comprehensive Plan.

Staff is requesting a Comprehensive Plan amendment be approved to modify the language within the 2030 plan that is related to this site being developed as a mixed-use development and then to remove it from the TOD Overlay boundary. Knowing the City's vision for the 57th Avenue extension to connect the commercial users on Main Street to the multi-family housing units on East River Road, the petitioner has been working on getting this site developed since the master plan was approved in 2013. Even before that master plan was approved, the market was proving that commercial viability in this location was unlikely. Even still, the petitioner worked hard to try to find a corporate user and a residential user that would work alongside his industrial building, with no success.

Mr. Hickok said in 2017, the petitioner contacted City staff to say he had a prospective tenant who wanted to consolidate all of their businesses to one site and would like to move their operation to the subject property for their headquarters. They needed a building around 250,000 square feet that could provide a combination of office, production, and warehouse space. The petitioner has assured City staff that though this use is more industrial in nature than what the City had anticipated for this site, it will have a "corporate like design," with state of the art buildings and amenities that will be a flagship business park in a premier location in the metropolitan area.

Mr. Hickok said once it was determined the petitioner was going to ask to have the property rezoned; it became apparent to staff that the proposed development would require many variances to comply with the TOD overlay regulations. The purpose of the TOD Overlay district is to encourage dense, mixed use, pedestrian-friendly development within a one-half mile of the rail station, to create multi-modal connections to the rail station, reduce automobile dependency, and encourage life cycle housing.

Mr. Hickok noted the mere size of this property and the fact that it is surrounded by a major highway system and railroad make it difficult to comply with the TOD regulations. Because of the close proximity of the subject property, the petitioner will be required to provide multi-modal connections throughout the site to existing trail systems within the City, to encourage employees to use the available transit service along East River Road. It should be noted that if the Planning Commission and City Council approve the text amendment and remove the subject property from the TOD Overlay district, the property does still remain within the Northstar Transit Tax Increment Finance District; which will produce increment for infrastructure improvements within the district. The increment created could then be used to further help with safe connections to the rail station or it could also be used for the more technical design drawings that would be necessary to develop a bridge design that could be approved by BNSF. The actual cost of the bridge would need to be a shared cost likely between the City, County and the Minnesota Department of Transportation.

Mr. Hickok said that the TOD Master Plan approved in 2013 required that an Environmental Assessment Worksheet (EAW) be completed based on the proposed uses and square footage of the buildings. The EAW process was completed to State Rule requirements and approved by the City Council on July 22, 2013. Staff verified with an environmental consultant familiar with the EAW process that the proposed use as industrial and square footage of the proposed buildings does not trigger the need for another EAW to be completed.

Mr. Hickok reviewed that as part of the EAW, a traffic study was also completed in 2013. Staff asked the petitioner to update the traffic study based on the new site plan. The updated study is attached for your review. The consultant looked at the impacts of the change from a trip generation perspective and provided a general review of the site access and circulation. It concludes that the proposed site is forecasted to generate up to approx. 1,450 new trips on a typical weekday and 170 new trips during both the a.m. and p.m. peak hours, which is less than half of the forecast trip generation from the 2013 study. So, overall traffic trip generation will be greatly reduced from the previous plan. It should also be noted that prior to Tiro Industries vacating the site, both Tiro and LaMaur had anywhere from 100 to 400 employees on this site. The petitioner anticipates approximately 300 employees for the user in building #1 and 100 employees for building #2. The traffic study does offer that considering the location of this site to a regional trail and transit station, that bike paths and bike parking areas should be identified on site.

Mr. Hickok said that City staff recommends City Council concur with the Planning Commission and approve the Rezoning Request, ZOA #18-01 to rezone the property at 5601 East River Road from C-3, General Shopping to M-2, Heavy Industrial, with the following two stipulations:

1. The petitioner shall meet all requirements set forth by:
 - a. the Building Code
 - b. the Fire Code
 - c. the City's Engineering department – related to grading, drainage, storm pond maintenance agreement, utilities, and utility connection fees
 - d. the City's Planning department – related to landscaping, signage
 - e. the Mississippi Watershed Management Organization
 - f. the Anoka County Highway Department
 - g. the Minnesota Department of Transportation

2. A development agreement between the petitioner and the City outlining the Developer's public/private site improvements will be prepared by the City and shall be signed by the petitioner prior to issuance of a building permit for the first building. The Development Agreement shall include but is not limited to the following: streets, utilities, landscape, the disposition of eastern private driveway when 57th Avenue is extended, ponding needed for the 57th Avenue extension, multi-modal access from the subject property, and park dedication fees.

City staff also recommends approval of the Text Amendment, TA #18-01 to remove 5601 East River Road from the Northstar TOD Overlay Zoning District.

Councilmember Barnette asked if there was on-site parking.

Mr. Hickok replied yes, there would be adequate parking for both buildings on site. This parking is separate from the truck court that exists in between the buildings.

Councilmember Bolkcom asked about the 1,100 other trips that were listed in the traffic counts.

Mr. Hickok replied that is a mix of trucks and passenger vehicles. There would be about another 1,100 incidental trips throughout the day for a development of this size.

Councilmember Bolkcom thought that the majority of this traffic would come onto East River Road as there is no other access at this time.

Mr. Hickok replied the original plan for this site was mixed use industrial, two towers of office with five stories in each tower plus 120 units of residential. This design will be modified to enhance the traffic in and out of this site.

Councilmember Bolkcom asked what would be done with the TIF district.

Mr. Hickok replied staff went to the legislature and asked for a transit TIF district. Any new development can use TIF for improving infrastructure in the area within the 125 acres. The request is to take this out of the TOD, not the TIF district.

Councilmember Bolkcom asked when the TIF district would start.

Mr. Hickok replied the start of the TIF was delayed but it has been going on for 3-4 years. It is important to get a development constructed on this site. The predevelopment value tax would continue to be paid and post development value is the increment to be used for infrastructure improvements.

John Allen, CEO of Industrial Equities, said he is no stranger to the City of Fridley. Twenty-five years ago he presented his first development in Fridley. When this site became available, he told Mr. Hickok and Mayor Lund he would find the best possible solution for this site. The design originally was for Wells Fargo or TCF offices. He has not had success in getting those types of users on this site. Mr. Allen has never had an opportunity like this, for Curtis 1000 to come to Fridley because Fridley is considered the center of the metro area and has a reputation of being good for business. The connection to the Northstar for employees and the terrific list of benefits for business to move here are a few reasons why this site is so great. The design will use an upscale product and have a long-term lease to bring in over 300 jobs to Fridley. This is as good as it could have worked out. The plan is to construct both buildings this year, 406,000 square feet and tax increment will start immediately. Curtis 1000 wants to be in the building by December of 2018. Mr. Allen already has notable users interested in the other building. He is excited to be here.

MOTION by Councilmember Bolkcom to close the public hearing for Item No. 6. Seconded by Councilmember Saefke.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED AND THE PUBLIC HEARING CLOSED AT 7:51 P.M.

MOTION by Councilmember Bolkcom to close the public hearing for Item 7. Seconded by Councilmember Saefke.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED AND THE PUBLIC HEARING CLOSED AT 7:53 P.M.

NEW BUSINESS:

8A. MOTION by Mayor Lund to approve the first reading of an Ordinance to Amend the City Code of the City of Fridley, Minnesota, by Making a Change in Zoning Districts (Rezoning Request, ZOA #18-01, by Industrial Equities River Road, LLC, to Rezone the 5601 East River Road from C-3, General Shopping, to M-2, Heavy Industrial to Allow the Construction of Two Industrial Building with stipulations on pages 96-97). Seconded by Councilmember Bolkcom with the addition of the three-page handout that was given to Councilmembers.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY

8B. MOTION by Councilmember Bolkcom to approve the First Reading of the Consideration of a Text Amendment, TA #18-01, by Industrial Equities River Road, LLC to Remove the Parcel from the Northstar Transit Oriented Development Overlay Zoning District and Change the Development Plans for the Property from the Master Plan that was Previously Approved, Generally Located in the Northeast Corner of the Intersection of East River Road and I-694. Seconded by Councilmember Saefke.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY.

PUBLIC HEARING:

8. Consideration of a Comprehensive Plan Amendment, CP #18-01, by the City of Fridley, to Consider an Amendment to Fridley's 2030 Comprehensive Plan, to Change the Master Plan description for a 25.5 Acre Parcel Located at 5601 East River Road, Generally Located in the Northeast Corner of East River Road and I-694 from Mixed Use to Heavy Industrial (Ward 3).

MOTION by Councilmember Bolkcom to waive the reading of the public hearing notice and open the public hearing. Seconded by Councilmember Barnette.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED AND THE PUBLIC HEARING OPENED AT 7:54 P.M.

Julie Jones, Planning Manager, stated that the reason for amendment of the 2030 Comprehensive Plan is because on p. 37 it states site at 5601 East River Road is master planned for a mixed use development and is in Northstar TOD Zoning District. This language was added to Chapter 4 in 2015 in a previous comp plan amendment to incorporate the Northstar TOD Overlay District Master Plan. Fridley's 2040 Comprehensive Plan is in the process of being drafted and waiting to incorporate changes into 2040 Plan meant waiting until 2019 for final approval. Staff did not want to delay this project and changes will also need to be made to the draft 2040 Plan before it is sent to Metropolitan Council.

Ms. Jones said that the current language: 5601 East River Road had been master planned for mixed use development and the proposed language: City is considering allowing site to return to industrial use and remove site from Northstar TOD District. The Planning Commission held a public hearing on February 21. No one from the public appeared, and the Commission unanimously recommended approval.

Ms. Jones said if City Council approves the rezoning and text amendment to remove 5601 East River Road from the Northstar TOD District, then staff further recommends the City Council also approve this amendment CP#18-01 to Fridley's 2030 Comprehensive Plan to recognize that change and request Met Council's approval. There are 19 potentially affected jurisdictions that were notified of the public hearing and they have until April 5 (60 days) to respond. To date, staff had received a response of *no concern* from 7 of the 19. Staff can prepare a resolution for Council approval after the 60-day deadline has passed.

Ms. Jones stated that if Council supports the zoning changes for 5601 E River Rd, the proper motion is to direct staff to proceed with CP#18-01 and prepare a resolution for Council's April 9 agenda. In addition, staff should be directed to reflect changes approved for 5601 E River Rd in the draft 2040 Comprehensive Plan.

MOTION by Councilmember Bolkcom to close the public hearing. Seconded by Councilmember Saefke.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED AND THE PUBLIC HEARING CLOSED AT 7:58 PM

NEW BUSINESS:

9. Presentation of Draft Fridley 2040 Comprehensive Plan and Motion to Direct Staff to Forward the Draft Plan to Affected Jurisdictions by April 20, 2018

Julie Jones, Planning Manager, stated the 30-year plan is based upon projections and is updated every 10 years. The 2040 Plan is due the end of this year. A consultant was not hired. The same people creating the Plan also administer the Plan and gather the data which occurred mainly in 2016. The Met Council provided most of the housing data and many maps.

Ms. Jones said public engagement was done at the Home & Garden Show, town hall meetings, online surveys, at the 7th St Block Party, the Fridley Fest Parade, Night to Unite, and at bus stops. The surveys resulted in concerns about crossing University, high levels of walking – parks, strong concern about walk/bike safety, interest in organized garbage hauling, desire for a splash pad, restaurant and better lighting in parks on the Mississippi River. Most people favored removing on-street parking for more green space or trails.

Ms. Jones said the projections disclosed included population expected to exceed 1980's peak before 2020, employment expected to grow, diversity will continue to increase, affordable housing demand will continue, rapid transit, and factor in climate change impacts, economic competitiveness and equity concerns.

Ms. Jones reviewed recent plans already adopted:

- 2012 East River Road Corridor Study
- 2013 Active Transportation Plan
- 2013 North Park SRTS Plan
- 2014 Northstar TOD Master Plan
- 2016 Osborne Road Study
- 2017 ISD 14 SRTS Plan
- Locke Park Pointe Development Plans

Ms. Jones said looking at the Anoka County Traffic Projections and Public Safety Needs in Transit, Equity Needs in Transit, Economic Competitiveness; 22 Redevelopment Areas notes as potentially requiring use changes to foster new development. Summary of all chapters include 169 action steps and 11 chapters, and a plan to improve residential livability & commercial growth. This is a plan that strives to keep Fridley a safe, vibrant, friendly, and stable home for families and businesses in the decades ahead.

Ms. Jones said that the public review to date includes advisory commissions, Planning Commission public hearing, Chapters posted on web site, Water Chapters Timeline, water supply already approved in December 2016. Local Water Management needs to be approved by watershed districts and Metropolitan Council before December 31, 2018. Each watershed district has different guidelines. The next steps are to request comments from affected jurisdictions, wait 6 months, Fridley reviews other jurisdiction plans and works toward common plans. Staff will bring back the draft plan to City Council in November following any necessary. The City Council needs to adopt a resolution, and staff submits the draft Plan to the Met Council.

Councilmember Barnette thanked staff for all the work that went into the 2040 Comprehensive Plan.

Mr. Hickok replied that Julie Jones and Rachel went above and beyond with outreach for this comprehensive plan. This resulted in receiving feedback that we would not have normally received.

MOTION by Councilmember Barnette to direct staff to forward the draft Plan to affected jurisdictions by April 20, 2018. Seconded by Councilmember Varichak.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY

10. Informational Status Reports

Jim Kosluchar, Public Works Director, stated the hot mix plant opened today in St. Paul and crews are beginning to work on the pot holes. If residents see areas that need attention they can contact Public Works at 763-572-3566. He said the temporary patches will be installed now and when road restrictions are off in April they will be completed.

Mr. Kosluchar provided an update on the Emerald Ash Borer plan. The first phase in Melody Manner was completed today. Things are going according to plan and they are well within the budget.

Julie Jones said the Recycling Day was last Saturday. The next one will be in two months. No information has been received on numbers yet for the recycle event.

Mayor Lund announced that there will be a Chili Cook-off on Thursday, March 22 from 5 to 8 p.m. the Nature Center. There are 15 contestants and 11 breweries to provide beer sampling. Tickets can be purchased online or at the door.

ADJOURN:

MOTION by Councilmember Barnette to adjourn. Seconded by Councilmember Varichak.

UPON A VOICE VOTE, ALL VOTING AYE, MAYOR LUND DECLARED THE MOTION CARRIED UNANIMOUSLY AND THE MEETING ADJOURNED AT 8:47 P.M.

Respectfully submitted,

Krista Peterson
Recording Secretary

Scott J. Lund
Mayor